TRANSPORTATION 2030 PLAN PROJECT NOTEBOOK

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Special thanks to the Bay Area Congestion Management Agencies and their member agencies for preparing the New Commitment project details as shown in Part 3 of the Project Notebook.

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Purpose & Organization

The purpose of the *Project Notebook* is to provide additional detailed technical information on the Transportation 2030 Plan for MTC and the Bay Area Partnership agency staff as well as interested organizations and individuals.

The Project Notebook consists of the following three parts:

Part 1

- Provides a brief description of the Transportation 2030 Plan
- Explains the financial assumptions for the Transportation 2030 Plan

Part 2

- Describes the regional investments and their financial assumptions. The regional investments highlighted include transit operating and capital replacement, local streets and roads maintenance, Surface Transportation Program planning funds, transportation/land-use initiatives, Regional Operations Program, Regional Bicycle/Pedestrian Program, and Lifeline Program.

Part 3

- Provide project details for "New Commitment" projects (formerly called Track 1 projects) identified in the financially constrained element of the Transportation 2030 Plan. These projects will use future discretionary funds identified by MTC to be reasonably available over the 25-year horizon of the Transportation 2030 Plan.

PART 1:
Transportation 2030 Plan Overview

1.1 Transportation 2030 Plan

The Bay Area transportation network includes interstate and state freeways, county expressways, local streets and roads, bike paths, sidewalks, and a wide assortment of transit technologies (heavy rail, light rail, intercity rail, buses, trolleys and ferries). At the broad program level, the Transportation 2030 Plan addresses the strategic allocation of funds between system maintenance, operations and expansion. In addition to a number of specific transportation projects, the Transportation 2030 Plan also includes several programs that have regional benefits or are most efficiently administered at a regional level, such as various system management and operation programs, customer service programs, and transportation and land use integration programs.

The Transportation 2030 Plan is comprised of both a financially constrained element that MTC calls the "down payment," which directs anticipated funding to core transportation investments, as well as a comprehensive, action-driven course to fulfill our "vision" of a transportation system that performs better for all Bay Area travelers. Key investments would focus on system maintenance, operations and strategic expansion. Projects range from basic system maintenance, to management programs focused on improving system efficiency, and to major expansions of transit and roads.

Financially Constrained Element

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) instituted a requirement that long-range transportation plans be financially constrained. Successor legislation, the Transportation Efficiency Act for the 21st Century (TEA 21), passed in 1998, reaffirmed this federal planning mandate. TEA 21 expired on September 30, 2003. Congress has granted several extensions of TEA 21 but has not yet passed new authorizing legislation.

This Transportation 2030 Plan and the past three plans have defined financially constrained as meaning those federal, state and local revenues that are reasonably available, projected out 25 years. Voter approved county transportation sales tax measures are included in the financially constrained element up to their sunset date. No new revenue sources are assumed to be available. Total estimated revenues over the next 25 years amounts to $118 billion, and constitutes the financial sources available for the Transportation 2030 Plan.

For purposes of this Project Notebook, the financially constrained element of Transportation 2030 is comprised of two classes of projects – (1) "Committed" projects and (2) "New Commitment" projects. Committed projects are projects that have received secure funding, i.e., are fully funded at the time of the Plan preparation and will be constructed at some point in the future. These projects will occur regardless of future funding decisions. New commitment projects, while also part of the financially constrained element, would require federal, state, regional, and local revenues projected to be reasonably available through the 25-year horizon of the Transportation 2030 Plan.

Vision Element

Although TEA 21 maintains financial constraint, it allows the financial element to include, for illustrative purposes, additional projects that would be included in the adopted plan if reasonable additional resources beyond those identified in the financially constrained element were available. Illustrative projects do not have the same status as financially constrained projects. They are not included in the air quality conformity analysis of the Plan, nor can they be programmed directly into the Transportation Improvement Program (TIP).

The financially unconstrained vision element of Transportation 2030 will be an integral component in delivering not just new projects, or new revenues, but improved system performance for Bay Area travelers. In the 1998 Regional Transportation Plan, this vision element was known as "Track 2"; in the 2001 Regional Transportation Plan, it was the "Blueprint". For Transportation 2030, the vision element was initially labeled as the "Big Tent". Transportation 2030 differs from past plans in that it proposes to integrate the vision element's policy and funding initiatives into the action element of the plan.

Projects identified in the vision element of the Transportation 2030 Plan include proposed completion of the High-Occupancy Vehicle (HOV) network in the region and its conversion into a High-Occupancy Toll (HOT) network; and regionally significant transit and road rehabilitation shortfalls as well as system efficiency and capacity improvements needed to keep pace with the region's growth.

MTC estimates that over $14 billion could potentially be available in the next 25 years through voter or legislative approval, including new sales taxes for Napa, Solano, Santa Clara counties, HOT toll revenues, vehicle registration fees, regional gas fee, a High-Speed Rail Bond, and SMART District Tax.

1.2 Financial Assumptions

Funding for the Transportation 2030 Plan comes from many sources – federal, state, regional, and local. Each source has its specific purposes and restrictions. This section describes the financial assumptions for the financially constrained and vision elements of the Transportation 2030 Plan.

All funding sources are presented in 2004 dollar. Based on a review of the Bay Area's Consumer Price Index (CPI) changes for the past 50 years, a 3.5 percent inflation rate is assumed for the 25-year time period of the Transportation 2030 Plan. The 25-year period starts in year 2004 through year 2029.

FEDERAL FUNDING

The Transportation Equity Act for the 21st Century (TEA-21) sets the program structure and distribution formulas for federal transportation funds. TEA-21 expired on September 30, 2003. Although Congress has not yet passed new authorizing legislation, these financial assumptions are based on a continuation of TEA-21. The assumptions for the revenue projections of federal funds are as follows:

Federal Highway Administration (FHWA) Funding

The base year revenues for Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and Transportation Enhancement Activity (TEA) funding are established using the average apportionments that the Bay Area region received during TEA-21. The average was selected to moderate recent swings in FHWA-based funds as a result of Revenue Aligned Budget Authority (RABA), which adjusts annual apportionments to actual fuel tax receipts. A 3 percent annual growth rate was applied to the base year revenue. The 3 percent annual growth rate translates into a 9.5-cent excise tax increase during the 25-year time period, and fuel consumption increases consistent with Caltrans projections in the "California Motor Vehicle Stock, Travel, and Fuel Forecast." The assumed increase in the excise tax is conservative based on actual fuel tax hikes enacted by Congress over the past 25 years.

Federal Transit Administration (FTA) Funding

The FTA formula programs estimated to be available in the 25-year period include FTA Section 5307, Section 5309 Fixed Guideway Modernization, Section 5311, and Section 5310. The base year revenues for FTA funding programs are established using the FY 2004 appropriations levels. A 3 percent annual growth rate was applied to the base year revenue. Consistent with FHWA funding, the 3 percent annual growth rate translates to a 9.5-cent excise tax increase during the 25-year time period and fuel consumption increases consistent with Caltrans projections.

The amount assumed to be available over the 25-year period for federal transit discretionary programs – FTA Section 5309 New Starts and Section 5309 Bus Discretionary is based on program need and within the limit of what the Bay Area region would receive based on its historical share of these programs and a 3 percent annual growth rate from the 2004 appropriation levels.

STATE FUNDING

Senate Bill (SB) 45 establishes the program structure and distribution formulas for state transportation funds. These assumptions are based on a continuation of SB 45.

The state funding programs estimated to be available over the 25-year period to the Bay Area region include: the State Highway and Operations Program (SHOPP), the State Transportation Improvement Program (STIP), and State Transit Assistance (STA). In addition, Proposition 42 – as approved by the voters in March 2002 – is expected to augment

the STIP, STA, and local streets and road gas tax subventions. The assumptions about Proposition 42 revenue are discussed in more detail below.

The state truck weight fees and highway account revenues are assumed to increase by 3 percent annually. The 3 percent annual increase in the State Highway Account revenue is based on the fuel consumption increase projected by Caltrans in their "California Motor Vehicle Stock, Travel, and Fuel Forecast" report as well as a 9.5-cent excise tax increase during the 25-year time period.

SHOPP

SHOPP funding is assumed to increase 3.5 percent annually and the Bay Area region's share of 18.41 percent is based on the actual percentage over an eight-year programming period, from FY 1999 to FY 2006.

STIP

The net revenues available from the State Highway Account to fund the STIP are calculated in several steps. First, the federal and state revenues are assumed to flow into the State Highway Account based on a 3 percent annual growth rate. Second, the State Highway Account funding is reduced by the costs of all off-the-top programs, such as SHOPP and Local Assistance. These program costs are assumed to increase at 3.5 percent annually. The balance remaining in the State Highway Account after accounting for the off-the-top programs is available for the STIP programming. The STIP funds are distributed 75 percent to the Regional Transportation Improvement Program (RTIP) and 25 percent to the Interregional Transportation Improvement Program (ITIP).

The RTIP funds are further distributed, consistent with the formula specified in SB 45, as follows: the RTIP funds are subject to a 60-40 South-North split. Of the 40 percent funding for the northern counties, 75 percent is distributed based on a county's population share and 25 percent is distributed based on the share of mileage of state highways in each county. Population data used for the calculation comes from the January 2003 data from the Department of Finance. The state highway mileage data is from Caltrans (as of 2002).

ITIP is a discretionary program. The Bay Area's share of ITIP funding is assumed to be the population share of the region within the State, adjusted by the project needs in the region. The population share is assumed to be dynamic over the 25-year period, using Department of Finance's long-term population projection to estimate the region's year-by-year population share within the state.

STA

The State Transit Assistance (STA) is funded with 50 percent of the State Public Transit Account (PTA) revenues, which come from sales tax on fuel. Fuel price as well as fuel consumptions are the two key factors that dictate the amount of STA revenue generated each year. The FY 2003-04 STA revenue levels are used to establish the base year with an average growth rate of 4.68 percent annually, based on fuel price and consumption projections from Caltrans, over the 25-year period.

The STA funding distribution within the state is based on a 50-50 split, with 50 percent distributed by population share and 50 percent distributed by revenue share of the transit operators.

For the revenue projection for the Bay Area region's STA Population-Based share, annual changes in the region's share are based on the population projection from the Department of Finance. The trend shows that the MTC region will lose population share compared to the other regions in the state – this is reflected in the revenue projection.

The STA Revenue-Based funding is projected based on the region's transit revenue base share for FY 2003-04. This is adjusted to reflect the assumption that Bay Area will experience decreases in the revenue base share as the transit systems in the other regions grow faster than the transit system in the Bay Area region.

Proposition 42

In March 2002, voters in California approved Proposition 42, a measure that transfers sales tax on gasoline from the General Fund to transportation purposes. Starting in FY 2008-09, all sales tax on gasoline will be directed to transportation purpose only and be distributed to various programs by formula. However, it is important to note that Proposition 42 includes a provision that allows the legislature to suspend the transfer with a two-thirds vote in the event of state financial emergencies. During a state financial crisis, the funding may be redirected to the General Fund as has occurred over the past several years.

Proposition 42 provides a continuation of funding through FY 2007-08 for the 159 projects that were approved as part of the Governor's Traffic Congestion Relief Program (TCRP) of July 2000. After the project set-aside, the revenues are distributed using the following formula: 40 percent to the STIP, 40 percent to Local Streets and Roads and 20 percent to the PTA. Half of the PTA revenues are directed to the State Transit Assistance program.

Starting in FY 2008-09, all sales tax on gasoline will be directed by formula to transportation programs using the same formula: 40 percent to the STIP, 40 percent to Local Streets and Roads and 20 percent to the PTA. Half of the 20 percent funding for PTA will be directed to STA. The distribution of the STIP and STA/PTA funds follows the methodology described in the STIP and STA sections above.

The Local Streets and Road program is distributed based on the formula specified in the statute, which is 50 percent to cities based on a population share and 50 percent to the counties based on vehicle registration (75 percent) and county road mileage (25 percent).

REGIONAL FUNDING

The assumptions for the revenue projections of regional funds are as follows:

Bridge Toll

Revenue projections for the region's bridge toll funding are based on the Bay Area Toll Authority's (BATA's) revenue projections model. The actual bridge toll collections for FY 2002-03 serve as the base year for purposes of the long-range forecasts. Growth rates are based on traffic volume data from the BATA model. Zero traffic volume growth is assumed for the Bay Bridge and a 0.5 percent traffic volume growth is projected on all other state-owned bridges.

AB1107

AB 1107 is a half-cent sales tax imposed in the three BART counties: Alameda, Contra Costa and San Francisco. By statute, BART receives 75 percent of the total collection, and the remaining 25 percent is administered by MTC. Transit capital and operating expenses for BART, AC Transit, and San Francisco Muni are eligible for the 25 percent portion. By MTC policy, the 25 percent MTC-administered share is shared equally by AC Transit and Muni for transit operations. An average growth rate of 6 percent is assumed for the AB 1107 funding based on taxable sales projection from the Center for Continuing Study of California Economy (CCSCE).

LOCAL FUNDING

Most of the funds that support the Transportation 2030 Plan come from local funding sources, primarily transit fares, dedicated sales tax programs, state gas tax and county sales tax subventions to local streets and roads. The revenue assumptions for the local funding are provided below:

Transportation Development Act (TDA)

The TDA is a quarter-cent sales tax that is imposed statewide in California for transportation purposes. In the Bay Area region, these revenues are almost exclusively used for transit operations and capital expenses. The exception is that some areas of Solano County direct TDA funds to streets and roads purposes if there are no unmet transit needs. Based on the county taxable

sales projection from CCSCE, a specific growth rate is applied to each county for its TDA revenue projection. Estimated generations from FY 2002-03 serve as the base year for these projections.

Local Option County Sale Tax

Seven of the nine counties in the Bay Area currently have half-cent local option county sales taxes. The voters recently approved reauthorized sales tax measures for San Mateo and Contra counties, while new, first-time sales tax measures were approved for Marin and Sonoma counties in November 2004. Sonoma County's sales tax was a quarter-cent, while the other local option taxes in the region are half-cent taxes. The county sales tax projections were provided by each county.

AC Parcel Tax and BART Property Tax

Voters recently approved the AC Transit parcel tax and BART property tax in November 2004. The respective transit operators provided the revenue projections for both tax measures.

Local Streets and Roads Funding

To determine the base funding level for local streets and roads for each jurisdiction in the Bay Area, MTC staff conducted a historical funding level survey among the localities in the region. The base funding level includes gas tax subvention from the state gas tax and other local funds that have been dedicated to local streets and road maintenance. A region-wide weighted growth rate is then applied to the base funding level of each jurisdiction to come up with the 25-year revenue projection.

The Proposition 42 increment dedicated to the Local Streets and Roads Program is projected separately from the base revenue as described above under the State Funding section.

Transit Fares and Other Transit Specific Revenue

Transit fares for the region are assumed to keep pace with inflation during the 25-year time period. All other transit operator specific funds, such as Golden Gate Bridge Toll revenues, AC Transit and BART property taxes and Muni general fund and parking revenues are based on projections from the operators.

FINANCIAL ASSUMPTIONS FOR THE VISION ELEMENT

The financial assumptions for key potential revenue sources that MTC – along with our partners and stakeholders – will pursue to deliver the Transportation 2030 vision are described below.

Regional Gas Fee

MTC has legislative authority to seek voter approval of up to 10-cent-per gallon gasoline fee in Bay Area counties for identified transportation improvements. MTC assumes that a 5-cent-per-gallon gasoline fee (perhaps with a simple majority vote) could be implemented in the near-to mid-term horizon of the Plan.

High-Occupancy/Toll (HOT) Network

Toll revenue projections were based on assumptions and estimates from the latest update to MTC's HOV Master Plan.

Vehicle Registration Fee

The revenue projection for a $20 vehicle registration fee is based on the statewide vehicle projection from Caltrans and the Bay Area's population share.

Sonoma Marin Area Rapid Transit (SMART) District Tax

The SMART District is working on placing a half-cent sales tax to pay for capital and operating costs of a commuter rail project extending from Cloverdale to San Rafael by levying a 20-year, quarter-cent sales tax starting in 2007 if voters agree. SMART provided the revenue projection, which was based on an estimate of tax collections in the boundaries of the District.

New Local Option Sales Tax and Rollover of Existing Sales Taxes

Napa and Solano counties are the two remaining counties without a local transportation sales tax. Furthermore, due to its current financially challenges, a new transportation tax might be proposed in Santa Clara County, and thus included as a potential funding source in the Vision Element. Rollover of existing sales taxes for Alameda County is also included in the revenue projections since the tax will expire within the 25-year time period. Growth rates based on CCSCE's taxable sales are used for all sales tax related projection.

High-Speed Rail Bond

The proposed statewide $9.9 billion High-Speed Rail Bond will be used to construct a 700-mile bullet train between San Francisco and Los Angeles. Of this $9.9 billion, a total of $913 million is estimated to be available for various Bay Area operators. This amount is split $438 million for rehabilitation of existing feeder transit services and $475 million for the integration/expansion of the Transbay Terminal/Caltrain Downtown Extension project. The legislature recently established a November 2006 date for placing this initiative on the ballot for voter approval.

Transportation 2030 Plan Financially Constrained Element Revenue Projections
(in 2004 dollars)

Revenue Source	Revenue Projection Assumptions	Baseline Revenue
FEDERAL		
New Starts	Discretionary program, revenue estimate is based on the project needs in the region	$1.400
Fixed Guideway Program	Base Year: FY 2002-03 Data Source: FTA Growth Rate: 3% nominal, -0.5% real Assumption Base: Adjusted rate based on historic growth rate over ISTEA and TEA-21 period	$2.665
Urbanized Area Formula (Capital)	Base Year: FY 2002-03 Data Source: FTA Growth Rate: 3% nominal, -0.5% real Assumption Base: Adjusted rate based on historic growth rate over ISTEA and TEA-21 period	$4.623
Bus & Bus Facilities Program	Base Year: FY 2002-03 Data Source: FTA Growth Rate: 3% nominal, -0.5% real, and Bay Area's share is 2% of the national total based on historic trend Assumption Base: Based on historic growth rate over ISTEA and TEA-21	$0.299
Nonurbanized Area Formula	Base Year: 5-year Average Data Source: FTA Growth Rate: 3% nominal, -0.5% real, and Bay Area's share is 2% of the national total based on historic trend Assumption Base: Adjusted rate based on historic growth rate over ISTEA and TEA-21	$0.034
Elderly and Persons with Disabilities Formula	Base Year: 5-year Average Data Source: FTA Growth Rate: 3% nominal, -0.5% real, and Bay Area's share is 2% of the national total based on historic trend Assumption Base: Adjusted rate based on historic growth rate over ISTEA and TEA-21	$0.013
Surface Transportation Program	Base Year: Average Apportionments during TEA-21 Period Data Source: FHWA Growth Rate: 3% nominal, -0.5% real Assumption Base: Adjusted rate based on historic growth rate over ISTEA and TEA-21 period	$1.489
CMAQ Program	Base Year: Average Apportionments during TEA-21 Period Data Source: FHWA Growth Rate: 3% nominal, -0.5% real Assumption Base: Adjusted rate based on historic growth rate over ISTEA and TEA-21 period	$1.312

Revenue Source	Revenue Projection Assumptions	Baseline Revenue
TEA Fund-County	Base Year: Average Apportionments during TEA-21 Period Data Source: FHWA and Caltrans Growth Rate: 3% nominal, -0.5% real Assumption Base: Adjusted rate based on historic growth rate over ISTEA and TEA-21 period and Caltrans distribution formula	$0.164
TEA Fund-MTC	Base Year: Average Apportionments during TEA-21 Period Data Source: FHWA and Caltrans Growth Rate: 3% nominal, -0.5% real Assumption Base: Adjusted rate based on historic growth rate over ISTEA and TEA-21 period and Caltrans distribution formula	$0.095
Job Access Reverse Commute	Discretionary program, revenue estimate is based on the project needs in the region	$0.040
Bridge/Safety Program	Base Year: 160 million for FY 2002-03, Estimates from Caltrans Data Source: FHWA and Caltrans Growth Rate: 3% nominal, -0.5% real growth Assumption Base: Based on information from Caltrans	$0.596
	FEDERAL SUBTOTAL	**$12.731**
STATE		
SHOPP	Base Year: FY 2003-04 Data Source: 2002 STIP Fund Estimate Growth Rate: SHOPP program increase 3.5% annually after FY 2008-09 Assumption Base: 2002 SHOPP report and the 2000 Ten-Year SHOPP Plan	$4.166
TCRP	Discretionary program, revenue estimate is based on the project needs in the region	$1.168
RTIP County Shares	Base Year: FY 2003-04 Data Source: Caltrans Growth Rate: Based on information from Caltrans Assumption Base: 75% population (2003 data) and 25% state highway miles (2002 data). Bay Area received 17.39% of the State total RTIP funds	$2.738
Proposition 42 RTIP	Base Year: FY 2002-03 Data Source: Caltrans' November 2002, "California Motor Vehicle Stock, Travel, and Fuel Forecast" Growth Rate: Based on information from Caltrans's report Assumption Base: Based on the specified distribution formula and state budget adjustments	$1.821
Interregional Road/Intercity Rail – (ITIP)	Discretionary program, revenue estimate is based on the population share of the Bay Area, adjusted by the project needs in the region. DOF's long-term population projection is used for the projection.	$1.142
Proposition 42 ITIP	Discretionary program, revenue estimate is based on the population share of the Bay Area, adjusted by the project needs in the region. DOF's long-term population projection is used for the projection.	$0.802

Revenue Source	Revenue Projection Assumptions	Baseline Revenue
State Transit Assistance Population Based – PUC 99313	Base Year: FY 2003-04 Data Source: Caltrans' November 2002, "California Motor Vehicle Stock, Travel, and Fuel Forecast" Growth Rate: Based on Information from Caltrans' report Assumption Base: Based on the specified distribution formula and State budget adjustment	$0.285
Proposition 42 STA Population-Based	Base Year: FY 2002-03 Data Source: Caltrans' November 2002, "California Motor Vehicle Stock, Travel, and Fuel Forecast" Growth Rate: Based on Information from Caltrans' report Assumption Base: Based on the specified distribution formula and State budget adjustment	$0.280
State Transit Assistance Revenue Based—PUC 99314	Base Year: FY 2003-04 Data Source: Caltrans' November 2002, "California Motor Vehicle Stock, Travel, and Fuel Forecast" Growth Rate: Based on Information from Caltrans' report Assumption Base: Based on the specified distribution formula and State budget adjustment	$0.799
Proposition 42 STA Revenue-Based	Base Year: FY 2002-03 Data Source: Caltrans' November 2002, "California Motor Vehicle Stock, Travel, and Fuel Forecast" Growth Rate: Based on Information from Caltrans' report Assumption Base: Based on the specified distribution formula and State budget adjustment	$0.786
	STATE SUBTOTAL	**$13.986**
REGIONAL		
BATA Toll Revenues	Base Year: FY 2002-03 Data Source: MTC BATA Model Growth Rate: Based on traffic volume data from BATA model Assumption Base: Historical traffic growth on the toll bridges	$2.400
Seismic Surcharge/AB 1171	Base Year: FY 2002-03 Data Source: MTC BATA Model Growth Rate: Based on traffic volume data from BATA model Assumption Base: Historical traffic growth on the toll bridges	$2.421
Regional Measure 2	Base Year: FY 2002-03 Data Source: MTC BATA Model Growth Rate: Based on traffic volume data from BATA model Assumption Base: Historical traffic growth on the toll bridges	$2.234
AB664	Base Year: FY 2002-03 Data Source: MTC BATA Model Growth Rate: Based on traffic volume data from BATA model Assumption Base: Historical traffic growth on the toll bridges	$0.066
Regional Measure 1 Ferry Reserve	Base Year: FY 2002-03 Data Source: MTC BATA Model Growth Rate: Based on traffic volume data from BATA model Assumption Base: Historical traffic growth on the toll bridges	$0.012

Revenue Source	Revenue Projection Assumptions	Baseline Revenue
Regional Measure 1 Extension Reserve	Base Year: FY 2002-03 Data Source: MTC BATA Model Growth Rate: Based on traffic volume data from BATA model Assumption Base: Historical traffic growth on the toll bridges	$0.054
AB 1107 ½ cent sales tax in three BART counties	Base Year: FY 2003-04 Data Source: CCSCE (Center for Continuing Study of California Economy) Growth Rate: 6.08% nominal, 2.58% real Assumption Base: Using the same growth rate as the taxable sales growth forecast from CCSCE	$8.108
Service Authority for Freeway and Expressways (SAFE)	Base Year: FY 2002-03 Data Source: DMV & Caltrans' November 2002, "California Motor Vehicle Stock, Travel and Fuel Growth Rate: Based on change of vehicle stock growth, population, and auto ownership per household of the Bay Area Assumption Base: Assume the $1 registration fee for the SAFE program stays flat all the 25-year period	$0.119
AB434/CARB Funds	Base Year: FY 2002-03 Data Source: DMV & Caltrans' November 2002, "California Motor Vehicle Stock, Travel and Fuel" Growth Rate: Based on change of vehicle stock growth, population, and auto ownership per household of the Bay Area Assumption Base: Assume the $4 registration fee for the 25-year period	$0.335
	REGIONAL SUBTOTAL	**$15.749**
LOCAL		
Transportation Development Act (TDA) Article 4	Base Year: FY 2003-04 Date Source: CCSCE Growth Rate: 6.19% nominal, 2.69% real Assumption Base: Using the same growth rate as the taxable sales growth forecast from CCSCE	$8.993
Transportation Development Act (TDA) Article 3 & 4.5	Base Year: FY 2003-04 Date Source: CCSCE Growth Rate: 6.19% nominal, 2.69% real Assumption Base: Using the same growth rate as the taxable sales growth forecast from CCSCE	$0.563
½ cent sales tax for transit and existing ½ local option sales tax	Base Year: FY 2002-03 Date Source: CCSCE/County Transportation Authority Growth Rate: CCSCE growth rate/County specific estimates Assumption Base: Information from CCSCE/County Transportation Authority	$19.365

Revenue Source	Revenue Projection Assumptions	Baseline Revenue
AB 434 (Local Funds)	Base Year: FY 2002-03 Date Source: DMV & Caltrans' November 2002 "California Motor Vehicle Stock, Travel and Fuel Forecast" Growth Rate: Based on change of vehicle stock growth, population and auto ownership per household of the Bay Area Assumption Base: Assume the $4 registration fee for the 25-year period	$0.190
Local Streets and Roads Gas Tax Subventions, Sales Tax and Local Contribution	MTC staff conducted a historical funding level survey among the localities in the region. The base funding level includes gas tax subvention from the state gas tax and other local funds that have been dedicated to local streets and road maintenance. A region-wide weighted growth rate is then applied to the base funding level of each jurisdiction to come up with the 25-year revenue projection.	$17.658
Proposition 42 Augmentation to Local Streets and Roads	The Proposition 42 increment dedicated to the Local Streets and Roads program is projected separately from the base revenue as described in the State Funding Level, Proposition 42 Section.	$2.575
Property Tax/Parcel Tax	Base Year: FY 2002-03 Date Source: Each operator Growth Rate: Based on operators' estimates Assumption Base: Operator specific assumptions	$0.648
AC Transit Parcel Tax	Date Source: AC Transit Growth Rate: Increases existing tax rate from $24 to $48 annually; expires 2015 Assumption Base: Operator specific assumptions	$0.120
BART Seismic	Date Source: BART Growth Rate: Based on operator's projections, adjusted by inflation Assumption Base: Operator's specific assumptions	$0.980
Golden Gate Bridge	Base Year: FY 2003-04 Date Source: GGHTD and MTC Travel Model Growth Rate: Output from MTC's Travel Model Assumption Base: Apply the traffic growth rate to GGHTD's base year revenue	$1.428
RTEP Committed "Other"	Discretionary program, revenue estimate is based on the project needs in the region	$1.723
Transit Fare Revenues	Base Year: FY 2002-03 Date Source: Each operator Growth Rate: Based on operator's' projections, adjusted by inflation Assumption Base: Operators' specific assumptions	$15.148
General Fund/Parking Revenue (Muni)	Base Year: FY 2002-03 Date Source: Muni Growth Rate: Muni's estimates Assumption Base: Muni's specific assumptions	$6.041
	LOCAL SUBTOTAL	**$75.432**
	GRAND TOTAL	**$117.897**

PART 2:
Regional Investments

2.1 Transit Operator Financial Analysis

As part of the Transportation 2030 planning effort, MTC analyzes how much funding is needed to maintain and operate existing transit services. This analysis starts with the development of 25-year transit financial information based on revenue projections developed by MTC for all federal, state, and local funding sources, and transit operator developed projections of dedicated revenue sources that they control. Projected funding is assigned to transit operators based on their eligibility for each fund source and MTC policy.

Costs, both capital and operating, are based on transit operator Short Range Transit Plans (SRTPs) prepared pursuant to federal requirements. In most instances these are ten-year plans covering the period 2004-2013; however, some operators elected to prepare 25-year plans. For those operators that elected to prepare 10 year SRTPs, MTC projected capital and operating costs through FY 2028/2029. These cost estimates were based on replacement schedules for revenue vehicles, using standard "useful life" criteria for each vehicle type. MTC also estimated additional asset replacement requirements, operating costs and fare revenues, in cooperation with the transit operators. Where the operators did not provide detailed costs for years 11-25, capital replacement costs were projected for that period but may be understated.

All revenues and costs are expressed in 2004 dollars. Transit operating costs and revenues and replacement requirements are for the current service levels and service levels for projects currently under construction ("baseline" service) provided by each operator projected through 2029. For each operator capital surplus / shortfalls are shown prior to the inclusion of proposed new commitment funding that is identified in the financially constrained element of the Plan, followed by the proposed new commitment funding and any remaining shortfall.

Funding sources derived through sales taxes (i.e., TDA and 1/2 cent sales tax funds) were projected based on projections developed by the Center for the Continuing Study of the California Economy (CCSCE). Federal funding projections include authorization levels contained in the TEA-21 federal reauthorization legislation. Transit operator fare revenue projections assume that fare revenues will at least keep pace with inflation, except where transit operator policy proposes a more aggressive alternative assumption.

Financial analyses are included for:

- Alameda Contra Costa Transit District (AC Transit)
- Bay Area Rapid Transit (BART)
- Caltrain
- Central Contra Costa Transit District (CCCTA)
- City of Vallejo Transit
- Golden Gate Transit
- Livermore Amador Valley Transit Authority
- San Mateo County Transit (SamTrans)
- San Francisco Municipal Railway (MUNI)
- Santa Clara Valley Transportation Authority (SCVTA)
- Small Operators:
  - Altamont Commuter Express (ACE)
  - City of Benicia
  - City of Union City
  - City of Vacaville
  - East Contra Costa Transit District (ECCTA)
  - Fairfield-Suisun Transit
  - Napa VINE
  - Oakland-Alameda Ferry Service
  - Santa Rosa City Transit
  - Sonoma County Transit
  - Western Contra Costa Transit District (WestCAT)

Transportation 2030 25-Year Baseline Transit Operator Summary
(2004 $ in 000's)

	OPERATIONS			CAPITAL				
Operator	**Operations Funding**	**Operations Expenses**	**Operating Deficit**	**Capital Funding**	**Capital Costs**	**Remaining Capital Need**	**Transportation 2030 Funding**	**Vision Element Capital Need**
AC Transit	$ 6,570,466	$ 6,634,821	$ (64,355)	$ 765,761	$ 1,224,235	$ 458,474	$ 143,386	$ 315,088
BART	$ 13,355,334	$ 13,355,334	$ -	$ 4,625,307	$ 7,085,901	$ 2,460,594	$ 1,073,005	$ 1,387,589
Caltrain	$ 2,153,585	$ 2,176,453	$ (22,868)	$ 1,076,409	$ 1,591,954	$ 515,545		$ 515,545
CCCTA	$ 641,425	$ 641,425	$ -	$ 240,326	$ 159,953	$ -		$ -
GGBHTD	$ 1,709,657	$ 1,791,456	$ (81,799)	$ 577,787	$ 716,549	$ 138,762	$ 36,103	$ 102,659
LAVTA	$ 281,846	$ 281,846	$ -	$ 111,011	$ 90,559	$ -		$ -
Muni	$ 13,006,130	$ 13,517,195	$ (511,065)	$ 2,576,073	$ 2,893,103	$ 317,030		$ 317,030
SamTrans	$ 2,510,825	$ 2,510,825	$ -	$ 791,049	$ 490,731	$ -		$ -
SCVTA	$ 9,223,900	$ 9,811,727	$ (587,827)	$ 1,076,546	$ 1,242,723	$ 166,177		$ 166,177
Vallejo	$ 436,875	$ 436,892	$ (17)	$ 82,272	$ 136,096	$ 53,824	$ 43,395	$ 10,429
Small Operators	$ 1,873,122	$ 1,884,678	$ (11,556)	$ 863,662	$ 602,815	$ -	$ 25,981	$ -
REGIONAL TOTAL	$ 51,763,165	$ 53,042,652	$ (1,279,487)	$ 12,786,203	$ 16,234,619	$ 4,136,387	$ 1,321,870	$ 2,814,517
SMALL OPERATORS								
AOFS	$ 99,344	$ 110,900	$ (11,556)	$ 58,790	$ 58,790	$ -		$ -
ACE	$ 268,250	$ 268,250	$ -	$ 151,828	$ 113,950	$ -		$ -
Benicia	$ 24,625	$ 24,625	$ -	$ 24,212	$ 7,306	$ -		$ -
Fairfield	$ 131,192	$ 131,192	$ -	$ 88,464	$ 49,302	$ -		$ -
Napa	$ 169,817	$ 169,817	$ -	$ 49,553	$ 43,442	$ -		$ -
Petaluma	$ 35,275	$ 35,275	$ -	$ 28,400	$ 3,239	$ -		$ -
Santa Rosa	$ 199,852	$ 199,852	$ -	$ 65,951	$ 42,636	$ -		$ -
Sonoma Co.	$ 265,350	$ 265,350	$ -	$ 114,880	$ 112,298	$ -		$ -
ECCTA	$ 347,950	$ 347,950	$ -	$ 111,728	$ 82,272	$ -		$ -
Union City	$ 88,035	$ 88,035	$ -	$ 37,303	$ 20,161	$ -		$ -
Vacaville	$ 80,791	$ 80,791	$ -	$ 76,419	$ 20,448	$ -		$ -
WCCTA	$ 162,641	$ 162,641	$ -	$ 56,134	$ 48,971	$ -		$ -
TOTAL	$ 1,873,122	$ 1,884,678	$ (11,556)	$ 863,662	$ 602,815	$ -		$ -

* Baseline includes only those services in operation, under construction, or that have full funding commitments (e.g., BART/SFO, Muni 3rd Street/Bayview Hunters Point, SCVTA Tasman East/East Valley/Vasona/Capitol LRT extensions). Potential Regional Transit Expansion Program projects (e.g., BART/San Jose, Muni Central Subway, Caltrain/SF Downtown Extension and AC rapid bus projects) are not included in the Baseline costs and revenues.

Transit Capital Funds by Operator
(25 year total, 2004 $ in thousands)

CAPITAL FUNDS/ OPERATOR	AC Transit	BART	Caltrain	CCCTA	Golden Gate	LAVTA	Muni	SamTrans	SCVTA	Vallejo	Small Operators
Local Funds	-	1,389,328	363,075	35,517	-	-	638,557	378,506	184,873	3,333	156,227
Statutory Formula											
TDA	-	-		81,856	-	54,366	-	-	-	45,813	290,042
STA Revenue Based	-	-	15,882	4,756	-	-	-	-	-	-	19
AB 1107 (75% BART)		1,606,763									
MTC											
FTA 5307	669,230	575,755	230,527	107,686	469,911	49,184	1,014,497	359,743	726,798		346,269
FTA 5309 Fixed Guideway		997,291	448,598		107,876		881,071		164,875	27,011	40,168
FTA 5309 New Starts											
TDA Article 4.5	-	-		-		-	-	-		-	15,543
STA Prop 42			8,797								358
STA Population	517	-		-	-	-	-	37,926			5,760
AB 1107 (25% Muni/AC Tran	30,728						-				
Bridge Tolls (AB 664)	65,286	56,170	9,530	10,511		7,461	41,948	14,874		6,115	9,274
Bridge Tolls (RM 1)											
Bridge Tolls (5% / 2%)									-		2
STP/CMAQ Programmed											
Subtotal Revenues	765,761	4,625,307	1,076,409	240,326	577,787	111,011	2,576,073	791,049	1,076,546	82,272	863,662
Total Capital Replacement Cos	1,224,235	7,085,901	1,591,954	159,953	716,549	90,559	2,893,103	490,731	1,242,723	136,096	602,815
RTP Surplus/(Shortfall)	(458,474)	(2,460,594)	(515,545)	80,373	(138,762)	20,452	(317,030)	300,318	(166,177)	(53,824)	260,847
T2030 Downpayment	143,386	1,073,005	-	-	36,103	-	-	-	-	43,395	25,981
Remaining Surplus/Shortfall	(315,088)	(1,387,589)	(515,545)	80,373	(102,659)	20,452	(317,030)	300,318	(166,177)	(10,429)	286,828

* Excludes RTEP project funding

Transit Operating and Maintenance Funds by Operator
(25 year total, 2004 $ in thousands)

OPERATING FUNDS/ OPERATOR	AC Transit	BART	Caltrain	CCCTA	Golden Gate	LAVTA	Muni	SamTrans	SCVTA	Vallejo	Small Operators
Local Funds	3,693,215	8,489,865	2,107,405	169,590	1,154,814	83,425	10,486,249	1,509,290	6,491,321	223,707	828,301
Statutory Formula											
TDA	1,680,787	12,926		425,164	470,753	159,483	923,515	914,881	2,384,667	96,232	949,303
STA Revenue Based	101,914	188,057	19,815		37,263	809	269,162	38,503	112,044	4,189	5,656
AB 1107 (75% BART)		4,474,126									
MTC											
FTA 5307						27,038				62,744	18,847
FTA 5309 Fixed Guideway											
FTA 5309 New Starts											
TDA Article 4.5	11,415	5,129		22,633		3,119	48,604	48,151	125,508		15,543
STA Population Based				19,355	10,124	7,176				4,930	
STA Prop 42	100,382	185,231	26,365	4,683	36,703	796	265,119		110,360	4,126	55,478
AB 1107 (25% Muni/AC Tran	982,753						1,013,481				
Bridge Tolls (AB 664)											
Bridge Tolls (RM 1)											
Bridge Tolls (5% / 2%)										40,947	
STP/CMAQ Programmed											
Subtotal Revenues	6,570,466	13,355,334	2,153,585	641,425	1,709,657	281,846	13,006,130	2,510,825	9,223,900	436,875	1,873,128
Total Operating Costs	6,634,821	13,355,334	2,176,453	641,425	1,791,456	281,846	13,517,195	2,510,825	9,811,727	436,892	1,884,678
RTP Surplus/(Shortfall)	(64,355)		(22,868)	-	(81,799)		(511,065)		(587,827)	(17)	(11,550)
T2030 Downpayment	-	-	-	-	-	-	-	-	-	-	-
Remaining Surplus/Shortfall	(64,355)	-	(22,868)	-	(81,799)	-	(511,065)	-	(587,827)	(17)	(11,550)

* Excludes RTEP project funding

Alameda Contra Costa Transit District

Transportation 2030 25-Year Baseline Transit Operator Summary
Capital and Operating Surplus/(Deficit) ($ in 000s)

Operations Funding	Operations Expenses	Operations Deficit	Capital Funding	Capital Costs	Capital Surplus (Shortfall)
$6,570,466	$6,634,821	($64,355)	$765,761	$1,224,235	($458,474)
Transportation 2030 Discretionary Funding			$143,386		($315,088)

Service Profile

The Alameda Contra Costa Transit District (AC Transit) is the largest provider of bus service in the East Bay, and the primary provider of bus transit to the traditional urban core and the most populous areas of both Alameda and Contra Costa counties. AC Transit operates two primary services. One primary service area includes 76 East Bay local routes, 3 East Bay express routes, 17 commute routes, and 5 community destination-based services along a linear strip on the eastern shore of the San Francisco Bay from the city of Richmond in the north, to the city of Fremont in the south. The area is primary urban and includes the cities of Alameda, Berkeley, Hayward, Oakland and San Leandro. The second primary service area consists of the 26 Trans-bay routes that connect major East Bay population centers to the city of San Francisco via the San Francisco/Oakland Bay Bridge. AC Transit provides the most service during the weekday am peak period when almost 625 vehicles are in revenue service to meet scheduled service demand. AC Transit is also a participant in the East Bay Consortium that provides ADA services to East Bay residents.

Financial Profile

Operating Budget

AC Transit is primarily funded with fares and other operating revenue (29%), Transportation Development Act (TDA) funds (20%), property taxes (20%), AB 1107 sales tax funds (12%), State Transit Assistance (STA) Funds (2%), and local transportation sales taxes in Alameda and Contra Costa Counties (11%). The remaining funding comes from BART transfer and ADA paratransit. The adult base cash fare is $1.50 and a monthly pass costs $60.00. Transbay adult base cash fares are $3.00 and a monthly pass is $100.00. Transfers cost 25 cents.

Capital Budget

Major outside capital fund sources for AC Transit include Federal Transit Administration (FTA) funds, toll bridge funds, and STA funds.

AC Transit Issues

Overview and Service Element

Over the 25-year period of Transportation 2030, AC Transit is expected to remain a major provider of both local and Transbay bus service in the East Bay. In order to eliminate operating deficits service was cut 4% in June 2003 and an additional 14% in December 2003. Overall, AC Transit service is projected to remain stable with minor service augmentation as the economy rebounds in the next several years. MTC's recently adopted Regional Transit Expansion Program includes enhancement of AC Transit bus service in the Oakland/San Leandro and Hesperian/Foothill and MacArthur corridors to bus rapid transit but these cost and revenues are not included in the RTP Baseline projection. However, AC Transit's Phase 1 Bus Rapid Transit service in Oakland/San Leandro is included as a New Commitment in the financially constrained element of Transportation 2030 and the Phase

2 enhancements along Hesperian, Foothill, MacArthur corridors are included in the vision element.

Financial Element

Transportation 2030 projects that AC Transit's major fund sources will experience modest growth rates over the 25-year period. The base fares are projected to increase with inflation and total fare revenues are projected to increase modestly with ridership increases. Except where noted above, AC Transit's operating revenue mix is projected to be largely unchanged during the RTP period.

Operating Budget

For the purposes of the RTP, all available operating funds are identified for operating purposes. AC Transit would have to adjust service or increase its funding to avoid an operating deficit of $64 million. This is the result of increasing service levels starting in 1995, increased employee health care costs, and a downward adjustment to the sales tax base that occurred in 2001. Growth in taxable sales-based revenues is projected to be sufficient to eliminate any operating deficits beginning in 2018.

Capital Budget

Major outside capital fund sources for AC Transit include Federal Transit Administration (FTA) funds, AB 664 toll bridge funds, local sales tax and local property tax funds. These fund sources are allocated to AC Transit for bus replacement projects and other capital replacement and enhancement projects. State TCRP funds are earmarked to fund the Fuel Cell Bus demonstration project.

The major sources of capital replacement needs are:

- Bus Replacement 73%
- Paratransit Van Replacement 2%
- Capitalized Maintenance (tires, engines) 4%
- Information Systems 3%
- Facility Renovation & Replacement 18%

Bay Area Rapid Transit (BART)

Transportation 2030 25-Year Baseline Transit Operator Summary
Capital and Operating Surplus/(Deficit) ($ in 000s)

Operations Funding	Operations Expenses	Operations Deficit	Capital Funding	Capital Costs	Capital Surplus (Shortfall)
$13,355,334	$13,355,334	$ —	$4,625,307	$7,085,901	($2,460,594)
Transportation 2030 Discretionary Funding			$1,073,005		($1,387,589)

Service Profile

BART is the primary provider of regional rail transit service in the East Bay with service to San Francisco, and Colma in San Mateo County and an extension to San Francisco International Airport. BART provides this service with a fleet of 669 rail cars over a 104-mile system serving 43 stations in Alameda, Contra Costa, San Francisco, and San Mateo counties. The maximum number of online trains is currently 65 with the completion of the SFO Airport/Millbrae extension. Transbay service operates at a maximum of 2 minutes between trains to provide 26 train Transbay Tube throughput. Service is provided on a seven day basis from 4:00 a.m. to 1:30 a.m. during the work week with slightly reduced hours on Saturday and Sunday. BART is also a participant in the East Bay Paratransit Consortium that provides ADA paratransit service in Alameda and Contra Costa counties.

Financial Profile

Operating Budget

BART is currently funded with fares (55%), AB 1107 sales tax funds (33%), BART property tax (4%) and various local funds from Alameda and Contra Costa counties (8%). BART employs a zone fare system based on distance traveled with a surcharge for trips across the Bay and to San Mateo County. Fares range from $1.25 to $7.45 per trip and transfers are available to connecting transit services.

Capital Budget

Primary capital funding sources for BART include Federal Transit Administration (FTA) funds, toll bridge funds, STIP funds, and a recently approved general obligation bond measure of roughly $1 billion to fund the seismic retrofit. In addition, San Mateo County has contributed substantial capital funding for extending BART to the San Francisco International Airport.

BART Issues

Overview and Service Element

BART expects current ridership to increase commensurate with population and employment growth in the Bay Area. BART opened an extension to SFO/Millbrae in San Mateo County in 2003 that is included in the 25-year RTP baseline financial projections. MTC's Regional Transit Expansion Program includes BART extensions to the Oakland Airport, to Warm Springs and San Jose, and to eastern Contra Costa County but these cost and revenues are not included in the RTP Baseline projection. The capital and operating costs for these expanded services, however, are included in the RTP New Commitment or the vision element.

Financial Element

Transportation 2030 projects that BART's primary fund sources will continue to grow at steady rates over the 25-year period. Base fares are projected to increase with inflation and total fare revenues are projected to increase

significantly as ridership continues as mentioned above.

Operating Budget

Based on data available at the time of the preparation of Transportation 2030, BART was projected to have sufficient operating revenues over the 25-year period to fully fund operating costs. More recent information included in BART's Short Range Transit Plan suggests that the system faces an operating deficit over the next 10 years. The BART RTP Baseline farebox recovery ratio is 65% and this is projected to remain constant in 2004 dollars.

Capital Budget

Major external capital fund sources for BART include Federal Transit Administration (FTA) funds, AB 664, and Regional Measure 1 bridge toll funds. In addition, STIP funds have in the past provided BART with significant rail extension funding, however these funds would depend on a future project being included in the RTP.

The RTP projects that BART will incur a 1.4 billion dollar capital shortfall over the 25 year 2005-2029 period, due largely to the need to replace their A/B car fleet in 2017 and 2018 and to rehab their C car fleet and replace their train control system. This shortfall could be financed in part by issuing bonds backed by the BART sales tax.

BART's major capital replacement needs are:

- A/B Car Replacement 35%
- C Car Rehab 1%
- Recurring Capital Replacement Requirements 18%
- Cyclical Capital Replacement Requirements 35%

In addition to the above projects, BART also has an estimated $1.3 billion seismic retrofit program of its overhead track structures and Transbay Tube. A recently approved property tax assessment that will finance general obligation bonds will fund the bulk of the seismic retrofit program, at roughly $1 billion. Caltrans intends to provide grants totaling about $240 million for track structures that cross state highway. Regional Measure 2 also includes $145 million in funding for the Transbay Tube retrofit.

Caltrain

Transportation 2030 25-Year Baseline Transit Operator Summary
Capital and Operating Surplus/(Deficit) ($ in 000s)

Operations Funding	Operations Expenses	Operations Deficit	Capital Funding	Capital Costs	Capital Surplus (Shortfall)
$2,153,585	$2,176,453	$(22,868)	$1,076,242	$1,591,954	($515,712)
Transportation 2030 Discretionary Funding			$ -0-		($515,712)

Service Profile

Caltrain provides commuter rail service between San Francisco and the Peninsula extending south as far as Gilroy in Santa Clara County, a distance of 77 miles. The service, consisting of 76 regular and 10 express trains per day, is operated by AMTRAK under contract to the Peninsula Corridor Joint Powers Board, which has representatives from San Francisco, San Mateo and Santa Clara counties. Caltrain inaugurated its express service between San Jose and San Francisco in June 2004. MTC's Regional Transit Expansion Program includes funds for extension of Caltrain service to Downtown San Francisco, electrification of service between Gilroy and San Francisco, and new service across the Dumbarton Bridge but these costs and revenues are not included in the RTP Baseline projections. The capital and operating costs for these expanded services are included in RTP New Commitment or the vision element.

In 2003, Caltrain carried 8.2 million riders. Caltrain is the primary inter county transit service on the Peninsula connecting San Francisco with San Jose and serving all of the intervening Peninsula suburban communities. Caltrain provides most of its service during the weekday morning and evening commute period.

Financial Profile

Operating Budget

Caltrain is primarily funded with fares (30%), STA funds (25%), and funding contributions from San Francisco (8%), San Mateo County (18%), and Santa Clara County (18%). Caltrain has a zone fare system and issues monthly passes based on zone origin and destination.

Capital Budget

Primary external capital fund sources for Caltrain include Federal Transit Administration (FTA) funds, AB 664 toll bridge revenues, county sales tax revenues, and STIP funds.

Caltrain Issues

Over the 25-year period of Transportation 2030, Caltrain is expected to continue to serve the growing Peninsula suburban service area. The RTP Baseline projections assume a continuation of Caltrain's 86 trains per day baseline level of service (8 of these trains extend to Gilroy during commute hours and 10 are express trains.

Financial Element

Transportation 2030 projects that Caltrain's primary fund sources will be sufficient to continue to operate the existing level of service. Any expansion of this service would have to be contingent on additional funding contributions from the Peninsula Corridor Joint Powers Board members. Caltrain projects their fares will keep pace with inflation and assumes that ridership will increase by 25% between now and 2009. RTP Baseline farebox recovery ratio is assumed to remain constant at 36%.

Operating Budget

Caltrain is expected to experience a small operating deficit of $23 million over the 25-year RTP period assuming the current 86-train per day level of service. Caltrain base fares are $1.75 - $7.50. Monthly passes cost $46.50 to $212.00.

Capital Budget

Major outside capital fund sources for Caltrain include Federal Transit Administration (FTA) funds and AB 664 bridge toll revenues. Caltrain is expected to incur a $565 million baseline capital shortfall based on the available FTA and AB 664 funds over the Transportation 2030 period.

The main sources of capital replacement needs for Caltrain are:

- Passenger Car Replacement/Rehabilitation 13%
- Locomotive Replacement/Rebuild 4%
- System Rehabilitation 80%

Central Contra Costa Transit District (CCCTA)

Transportation 2030 25-Year Baseline Transit Operator Summary
Capital and Operating Surplus/(Deficit) ($ in 000s)

Operations Funding	Operations Expenses	Operations Deficit	Capital Funding	Capital Costs	Capital Surplus (Shortfall)
$641,425	$641,425	$ -0-	$240,326	$159,953	$80,373

Service Profile

The Central Contra Costa Transit District provides transit service in a 180 square mile area of suburbs in Contra Costa County that includes the cities of Concord, Walnut Creek, Lafayette, Pleasant Hill, San Ramon, Martinez, Orinda, Danville, Moraga and the adjacent unincorporated area of Contra Costa County. Service is provided on 28 routes, five of which are commuter routes and two are contract services to the Bishop Ranch Business Park in San Ramon and the Galaxy Plaza Business Park in Concord. CCCTA provides primary feeder service to BART stations in Contra Costa County and the new Dublin/Pleasanton BART station in Alameda County. CCCTA also provides ADA paratransit service by contracting with the private sector. CCCTA has an active bus fleet of 160 vehicles including 112 motor buses and 48 vans.

Financial Profile

Operating Budget

CCCTA is primarily funded with fares (19%), TDA funds (70%), and STA funds (4%). Remaining funds are from non-transportation funding sources (7%). The adult cash fare is $1.25.

Capital Budget

Primary capital funding sources for CCCTA include Federal Transit Administration (FTA) funds, AB 664 toll bridge funds, and State Transit Assistance (STA) funds. CCCTA is not projected to receive any RTP New Commitment funding for capital replacement.

CCCTA Issues

Overview and Service Element

Over the 25-year period of the Transportation 2030, CCCTA ridership is anticipated to grow significantly based on the growing suburban areas of central Contra Costa County. The service levels projected in the RTP Baseline, however, only maintain the existing level of service. The CCCTA short range transit plan projects a modest expansion of services, which could be funded from the indicated RTP capital surplus and increased sales tax derived funding.

Financial Element

Transportation 2030 projects modest growth in fund sources that are derived from the retail sales tax (TDA) in Contra Costa County. However, this is primarily offset by the assumed sunset of the Contra Costa ½¢ sales tax in 2008. CCCTA projects fares to keep pace with inflation and projected growth in suburban population is expected to contribute to parallel gains in ridership. The recent passage of a renewed Contra Costa sales tax measure in November 2004 provides CCCTA with roughly $40 million in additional capital and operating resources over the Transportation 2030 period.

Operating Budget

CCCTA is not expected to experience an operating deficit over the 25-year RTP period assuming the current levels of service. Near term operating deficits are anticipated to be offset by increased taxable sales revenue

(TDA). Farebox recovery is projected to remain at 19% over the 25-year RTP.

Capital Budget

Primary outside capital fund sources for CCCTA include Federal Transit Administration (FTA) funds, and AB 664 toll bridge funds. These funds are allocated to CCCTA for bus replacement and other replacement and service enhancement capital improvements. CCCTA is projected to incur a $47 million dollar capital surplus over the 25-year RTP; however, any service expansion would reduce this amount based on the farebox recovery of 19% and the need to purchase expansion motor coaches and/or vans.

Major source of capital rehabilitation needs are:

- Replacement Buses 70%
- Replacement Vans 13%
- Non-Revenue Vehicle Replacement 1%
- Facility Replacement/Rehab 5%
- Equipment Replacement/Rehab 2%

City of Vallejo Transit

Transportation 2030 25-Year Baseline Transit Operator Summary
Capital and Operating Surplus/(Deficit) ($ in 000s)

Operations Funding	Operations Expenses	Operations Deficit	Capital Funding	Capital Costs	Capital Surplus (Shortfall)
$436,875	436,892	($17)	$82,272	$136,096	($53,824)
Transportation 2030 Discretionary Funding			$43,395		($10,429)

Service Profile
The City of Vallejo Transit provides transit service to the Vallejo urbanized area of about 177,000 population including Vallejo, the largest city in Solano County. It provides local bus service with a fleet of 70 vehicles and express service (BartLink) across the Carquinez Bridge to the El Cerrito Del Norte BART station.

Local transit service is provided by a total of 14 routes including 9 local, 1 feeder routes and 4 interregional routes between Vallejo and Fairfield/Suisun City and to the El Cerrito Del Norte BART station. Vallejo Transit also operates high-speed ferry service to San Francisco under contract with the Blue and Gold Fleet, a corporate subsidiary of Pier 39 in San Francisco. The service is provided by a fleet of 3 vessels. Vallejo Transit also provides paratransit service with a 10-vehicle fleet and subsidizes a half fare taxi program for the elderly.

Financial Profile

Operating Budget
Vallejo Transit is primarily funded with fares (59%), TDA funds (24%), STA funds (3%) and 5% toll bridge revenues from the Northern Bridge Group (9%). The zone cash fare varies from $1.35 to $9.50. A day pass for roundtrip service is $15.00. A monthly pass for local service is priced at $34 and a regional route pass costs $77 to $85.

Capital Budget
Major external capital fund sources for Vallejo Transit include FTA funds, AB 664 toll bridge funds, and STA funds.

Vallejo Transit Issues

Overview and Service Element
Over the 25-year period of Transportation 2030, Vallejo Transit is anticipated to grow significantly as Solano County continues to develop and demand for regional transit service increases. The RTP projects current Baseline service to continue, but Vallejo also has proposed some expansion of service beyond current levels with the addition of one ferryboat. This has not been included in the RTP Baseline projection.

Financial Element
The Transportation 2030 plan projects that Vallejo Transit's primary fund sources will experience moderate growth over the 25-year period as a result of projected growth in taxable sales in Solano County. It is also assumed that fares will keep pace with inflation and total fare revenues are projected to increase in real terms as ridership increases. Vallejo Transit currently operates at a farebox recovery ratio of 49% and this is projected by Vallejo Transit to increase eventually to 72%.

Operating Budget
Vallejo Transit is projected to be able to fund its existing transit service levels through 2029. However, any expansion would require additional funds be made available. It is also

possible that Vallejo transit's projected farebox recovery growth is too optimistic and a more significant operating deficit could occur if the ridership growth fails to materialize as projected.

Capital Budget

Primary capital fund sources for Vallejo Transit include FTA funds and AB 664 toll bridge funds. Vallejo Transit is also eligible for federal fixed guideway funds that can be used for ferry capital improvements. The RTP allocates these funds to Vallejo for capital purposes based on a regional assessment of replacement requirements and service enhancement projects. Addition of new services has not been included. The RTP projects Vallejo Transit to have a $54 million dollar shortfall over the 25-year RTP period. Major sources of capital replacement needs are:

- Replacement Buses 42%
- Replacement Vans 2%
- Transit Operating & Maintenance Facility 18%
- Ferry Replacement/Rehabilitation 31%

Golden Gate Transit

Transportation 2030 25-Year Baseline Transit Operator Summary
Capital and Operating Surplus/(Deficit) ($ in 000s)

Operations Funding	Operations Expenses	Operations Deficit	Capital Funding	Capital Costs	Capital Surplus (Shortfall)
$1,709,657	$1,791,456	$(81,799)	$577,787	$716,549	($138,762)
Transportation 2030 Discretionary Funding			$ 36,103		($ 102,659)

Service Profile

Golden Gate Transit provides local service in Marin County, inter-county service between Sonoma and Marin counties and the East Bay, and peak period and all-day transbay commute service. Golden Gate provides this service with a fleet of 268 buses including 9 leased buses to privately contracted operators of Club Bus commuter services. Golden Gate also operates a fleet of 4 ferryboats between Marin County and the San Francisco Ferry Terminal and contracts for paratransit through an agreement with the Marin County Transit District.

Financial Profile

Operating Budget

Golden Gate Transit is currently funded with fares (33%), TDA funds (921 Golden Gate Bridge toll revenues (39%), and State Transit Assistance (7%). The adult base cash fare ranges from $1.50 to $6.00 depending on origin and destination zone. Discounts are available to seniors and youth and transfers are free. The price of a 20 ride ticket varies from $40 to $96, and an unlimited monthly pass is available for inter operator travel within Sonoma County for $86.

Capital Budget

Major external capital fund sources for Golden Gate are primarily FTA funds. Golden Gate is also eligible for STIP funds but they are not projected to be a significant source of capital funds for RTP Baseline capital replacement. Matching funds for federal grants is primarily TDA and/or Golden Gate Bridge toll revenues.

Golden Gate Transit Issues

Overview and Service Element

Over the 25-year period of Transportation 2030, Golden Gate Transit is anticipated to continue to provide the current level of service with proposed modest restructuring as warranted by reduction in service area demand. No expansion of ferry service is projected.

Financial Element

The Transportation 2030 Plan projects that Golden Gate will incur a capital deficit of $138 million dollars by 2029. This assumes that fares continue to increase with inflation. It also assumes decreasing Golden Gate Bridge toll revenue transfers to transit due to Bridge seismic retrofit requirements. Toll revenues are also projected to grow about 0.7% per year due to increased bridge traffic. Golden Gate Transit operates with a 33% farebox recovery ratio, and this is projected to remain constant.

Operating Budget

Golden Gate is projected to incur an operating deficit of $81 million over the next 25 years. This will require either a modest further reduction in service or additional operating subsidy from Golden Gate Bridge tolls or other revenue sources.

Capital Budget

Primary sources of capital funding for Golden Gate Transit include Federal Transit Administration (FTA) funds and Golden Gate Bridge toll revenues. Golden Gate Transit is also eligible for federal fixed guideway funding for its ferryboats and facilities. The RTP allocates regional funds to Golden Gate for capital purposes based on a regional assessment of replacement requirements and service enhancements. Expansion projects, primarily paratransit vans have not been included in the Baseline RTP.

The capital shortfall indicates that absent any increases in fares beyond inflation-related increases and/or future increases in toll revenues to transit, Golden Gate cannot adequately provide for its capital replacement requirements over the 25-year RTP period.

Major sources of capital replacement needs include:

- Bus Replacement 39%
- Ferry Replacement 13%
- Facilities and Equipment 45%
- Paratransit Vans 2%
- Service Vehicles 1%

Livermore Amador Valley Transit Authority (LAVTA)

Transportation 2030 25-Year Baseline Transit Operator Summary
Capital and Operating Surplus/(Deficit) ($ in 000s)

Operations Funding	Operations Expenses	Operations Deficit	Capital Funding	Capital Costs	Capital Surplus (Shortfall)
$281,846	$281,846	$ —	$111,011	$90,559	$20,452

Service Profile
The Livermore Amador Valley Transit Authority (LAVTA) provides transit service in eastern Alameda County serving the communities of Pleasanton, Dublin, Livermore and the adjacent unincorporated area. The service area is 40 square miles with a population of 155,000. Service is provided on 12 routes with a fleet of 71 buses and a fleet of 18 vans providing dial-a-ride ADA service. Fixed route service is primarily provided during weekdays with only 7 routes providing service on Saturdays and one route on Sundays.

Financial Profile

Operating Budget
LAVTA is primarily funded from fares (18%), TDA (58%), Federal Section 5307 funds (10%), and STA (3%). Additional funding is provided through a transfer of a portion of BART's TDA and STA funding for feeder bus services (4%) and the Alameda County ½¢ sales tax (1%). The fixed route cash fare is $1.00 and a 40-ticket pass costs $24. Transfers are free.

Capital Budget
Primary sources of capital funding for LAVTA include FTA funds, AB 664 toll bridge funds, and STA funds.

LAVTA Issues

Overview and Service Element
Over the 25-year period of Transportation 2030, LAVTA is expected to increase its service in response to projected growth in its service area. Implementation of a DART (Direct Access Responsive Transit) program began in 1997. This service, which replaces mid-day fixed route service, is designed to provide efficient service for passengers making connections to regional bus and rail services.

Financial Element
The Transportation 2030 Plan projects that LAVTA will have sufficient funds to operate its existing service commitments due to projected steady growth in TDA funds, which should result from growth in taxable sales in its service area. Alameda County Measure B funds will augment these revenues. Fares are projected to increase in response to inflation, and this is anticipated to be sufficient to maintain LAVTA's current 18% farebox recovery ratio through 2029.

Operating Budget
LAVTA is not projected to incur any operating deficit as a result of operating its current level of service. This is primarily due to projected increases in TDA funding and continued maintenance of its 18% fare recovery ratio.

Capital Budget
Primary external capital funding to LAVTA is provided by FTA funds, and AB664 bridge toll revenues. In addition, LAVTA has been able to use part of its TDA for capital purposes. The RTP projects LAVTA will accumulate a $20 million dollar capital surplus by 2029. Major rolling stock capital replacement needs are accounted for during this period, and modest expansion of service in response to population and employment growth is anticipated to absorb the surplus.

The main sources of capital rehabilitation needs (which are fully funded) include:

- Replacement Buses 85%
- Replacement Vans 10%
- Miscellaneous Facility Replacement 3%

San Francisco Municipal Railway (Muni)

Transportation 2030 25-Year Baseline Transit Operator Summary
Capital and Operating Surplus/(Deficit) ($ in 000s)

Operations Funding	Operations Expenses	Operations Deficit	Capital Funding	Capital Costs	Capital Surplus (Shortfall)
$13,006,130	$13,517,195	$(511,065)	$2,759,923	$2,893,103	($317,030)
Transportation 2030 Discretionary Funding			$ -0-		$ -0-

Service Profile

Muni provides transit service to the City and County of San Francisco through an extensive network of 80 lines and a fleet of 987 revenue vehicles that carries 217 million passengers per year, the largest ridership among the Bay Area's transit operators. Muni provides service using four modes: bus, trolley, light rail vehicles, and cable car. In addition, a small fleet of historic trolley cars operates on Market Street. Muni provides 24 hour service on 12 routes, weekday service on 80 routes, and weekend service at 65 percent of regular weekday revenue service. San Francisco also contracts to provide ADA paratransit service through a paratransit broker.

Financial Profile

Operating Budget

Muni is primarily funded with fares (26%), San Francisco City and County General Funds and parking revenue (46%), TDA (7%) and AB 1107 ½¢ sales tax funds (8%). The remaining funding comes from the San Francisco Transportation Authority ½¢ sales tax funds, transfers and miscellaneous local funding sources (13%). The adult base cash fare is $1.25 and Muni offers monthly passes priced at $45.

Capital Budget

Primary external capital fund sources for Muni include Federal Transit Administration (FTA) funds, toll bridge funds, San Francisco Transportation Authority ½¢ sales tax funds, and State Transit Assistance (STA) funds. The recent reauthorization of the ½ cent sales tax augmented revenues available to Muni for capital projects. State Traffic Congestion Relief Program (TCRP) funds are earmarked for Muni 3rd Street Phase 2 expansion and not available for Baseline capital replacement. Regional Measure 2 provides funding to complete the Muni 3rd Street Phase 1 Light Rail project and expand the E-Line historic street car service.

MUNI Issues

Overview and Service Element

Over the 25- year period of Transportation 2030, Muni is expected to increase revenue service by 4 percent to restore service to 1990 levels and meet future demand. Muni is currently extending its light rail service from the Caltrain 4th/Townsend station via Third Street to the Bayshore Caltrain station. MTC's recently adopted Regional Transit Expansion Program includes extending the 3rd Street light rail line north to Chinatown (Central Subway project); the costs and revenues for this project are not included in these RTP baseline projections.

Financial Element

The Transportation 2030 plan projects that Muni's major fund sources, including substantial parking revenues, will experience steady growth rates over the 25 year period. Base fares are projected to keep pace with inflation and total fare revenues are projected

to increase proportionally based on very modest ridership growth indicated above.

Operating Budget

The RTP projects Muni operations to incur a deficit of $511 million over the 25 year RTP period based on existing sources of operating funding and continuation of the San Francisco Transportation Authority ½¢ sales tax.

Capital Budget

Major external capital fund sources for Muni include FTA funds, AB 664 bridge toll funds, and San Francisco Transportation Authority ½¢ sales tax revenues. Muni also is eligible to apply for STIP flexible funds for rail improvements but these flexible funds have not been assumed in the RTP Baseline analysis for Muni or for other operators. The RTP projects a $317 million 25-year shortfall for Muni based on existing baseline capital funding.

Major sources of capital replacement needs are:

- LRV Replacement 13%
- Trolley Coach Replacement 9%
- Motor Coach Replacement 22%
- Infrastructure Replacements 18%
- Facilities Preservation and Improvement 7%
- Equipment 2%

San Mateo County Transit (SamTrans)

Transportation 2030 25-Year Baseline Transit Operator Summary
Capital and Operating Surplus/(Deficit) ($ in 000s)

Operations Funding	Operations Expenses	Operations Deficit	Capital Funding	Capital Costs	Capital Surplus (Shortfall)
$2,510,825	$2,510,825	$ —	$791,049	$490,731	$300,318

Service Profile
SamTrans currently operates 57 public transit routes on the Peninsula providing fixed route service primarily between 6:00 am and 7:30 p.m. SamTrans also provides special service to sporting and recreational destinations in San Mateo County and intercounty service with the City and County of San Francisco and Santa Clara County. SamTrans fleet consists of 338 vehicles. SamTrans provides paratransit services under contract with Laidlaw Corporation using 63 small lift equipped buses and contracts with taxi and lift-van companies to provide ADA paratransit service.

Financial Profile

Operating Budget
SamTrans is primarily funded with fares (6%), TDA funds (38%), and San Mateo County transit district ½¢ sales tax funds (46%). The adult base cash fare is $1.25 for local service and express service cash fares cost from $2.50 to $3.00. SamTrans also markets a monthly pass that costs $41 for local service and $54 to $90 for express routes.

Capital Budget
Primary external capital fund sources for SamTrans include Federal Transit Administration (FTA) funds and State Transit Assistance (STA) funds. SamTrans also issues debt backed by its sales tax to partially finance the extension of BART to the San Francisco Airport and the Caltrain Intermodal Station in Millbrae.

SamTrans Issues

Overview and Service Element
Over the 25-year period of Transportation 2030, SamTrans is anticipated to remain at its current level of service with modest restructuring of routes to better serve the extension of BART to the San Francisco Airport and Caltrain Intermodal Station in Millbrae.

Financial Element
SamTrans is projected to accumulate a $300 million dollar surplus at the end of the 25 year RTP period, however SamTrans capital replacement requirements may be understated in the out years, and if the BART SFO extension does not cover its operating expenses with fares, SamTrans will experience an increase in operating costs not currently projected in the Baseline. Growth projected for taxable sales in San Mateo County also contributes to this projected surplus. SamTrans currently operates with a farebox recovery ratio of 18% and this is anticipated to remain constant through 2029.

Operating Budget
SamTrans is projected to be able to fund its current level of service through 2029.

Capital Budget
Primary capital funding sources for SamTrans are FTA funds. SamTrans is also eligible for AB 664 bridge toll revenues. SamTrans is able to fund a significant portion of its capital funding requirements from the San Mateo County transit district ½¢ sales tax revenues it receives and is projected to have sufficient

funding to meet capital replacement and enhancement needs associated with the current level of service.

Major sources of capital replacement needs (which are fully funded), include:

- Replacement Buses 71%
- Replacement Vans 8%
- Replacement of Facilities/Equipment 12%
- Service Vehicles 1%

Santa Clara Valley Transportation Authority (VTA)

Transportation 2030 25-Year Baseline Transit Operator Summary Capital and Operating Surplus/(Deficit) (2005$ in 000s)

Operations Funding	Operations Expenses	Operations Deficit	Capital Funding	Capital Costs	Capital Surplus (Shortfall)
$9,223,900	$9,811,727	$(587,827)	$1,076,546	$1,242,723	$(166,177)

Service Profile

VTA operates a fleet of 433 buses on 69 routes throughout the urbanized area of Santa Clara County, an area of 326 square miles, serving a population of 1.68 million persons and 15 cities. VTA also operates two light rail (LRT) lines serving 50 stations 24 hours per day -- the 20.8-mile Guadalupe Corridor LRT line and the 9.5-mile Tasman LRT line. Both VTA's bus and light rail services are accessible to individuals with disabilities and VTA also provides ADA paratransit service under contract. VTA is also a member of the Caltrain Peninsula Corridor Joint Powers Board, which contracts with AMTRAK to provide Caltrain commuter rail service to Santa Clara County as far south as Gilroy.

Financial Profile

Operating Budget

VTA is primarily funded with fares (13%), TDA funds (25%), and transit district ½¢ sales tax funds (51%). The adult cash fare is $1.50 and the express cash fare is $3. VTA also provides several types of passes with a monthly pass priced at $52.50 for local routes and $90 for express routes.

Capital Budget

Primary capital funding sources for VTA include FTA funds, STA funds, and its transit district ½¢ sales tax funds and Santa Clara County's Measures A and B local ½¢ sales tax funds. VTA has also received FTA New Starts funding for the Tasman LRT Extension and is requesting New Starts funding for the BART extension to Santa Clara.

VTA Issues

Overview and Service Element

Over the 25-year period of Transportation 2030, VTA ridership is projected to grow significantly as a function of the rapid population and employment growth anticipated to continue in Santa Clara County. The service levels projected assume the Tasman LRT extension east to Alum Rock in San José and the Vasona line, scheduled to begin service in 2006. The VTA's thirty year sales tax for transit projects will fund some additional light rail lines, not all of which have been specified yet.

Financial Element

VTA is projected to end the 25-year 2005-2029 period with a capital shortfall of $167 million dollars based on operating LRT projects (Tasman East, Capitol, and Vasona) fully funded by both sales tax measures. The projected shortfall is the result of reduced projections of taxable sales in Santa Clara County over the next 25 years. To the extent that actual revenues exceed this projection, the shortfall will be reduced or eliminated. MTC's Regional Transit Expansion Program includes the BART extension to SanJose/Santa Clara and the Light Rail extension to Downtown East Valley but its projected costs and revenues are not included in these RTP Baseline projections. The capital and operating costs for this extension are included in the vision element.

Operating Budget

VTA is projected to incur a cumulative operating deficit of from $587 million over the 25 years from maintaining existing service levels. VTA has a current policy of gradually increasing fares in alternate years and as a result expects to achieve a 22.4 percent operating cost recovery ratio by 2009; while short of the VTA's 25% operating cost recovery ratio target established in their Strategic Plan, the projected operating cost recovery ratio represents a major improvement from prior levels and show a rising tend. Development of other new sources of operating revenues other than fares may also be developed to help achieve VTA's Strategic Plan goal. As noted above, a projected RTP deficit of $587 million will have to be eliminated either through additional funding or service cutbacks.

Capital Budget

Primary outside capital fund sources for SCVTA include local half- cent sales taxes and FTA funds. SCVTA receives all of the FTA funds in the San Jose Urbanized Area except for funds apportioned to Caltrain.

The major sources of capital rehabilitation needs (which are fully funded), include:

- Bus Replacement 41%
- LRV Replacement 17%
- Facilities and Equipment Replacement 25%
- Service Vehicle Replacement 3%

Small Operators

Overview

The small transit operators have been aggregated by county for purposes of developing 25 year RTP financial projections. Where available, projections are based on an operator's Short Range Transit Plan; however, some of the small transit operators are not required to prepare a Short Range Transit Plan, and in these instances MTC has developed projections based on their current budget and revenue vehicle fleet data.

Financial Element

MTC's TDA revenue projections are the primary source of funding for these systems and based on MTC projections these funds meet the anticipated operating and capital replacement needs for most small operators over the 25-year RTP period. Where surpluses are noted, they may be overstated because of the absence of detailed replacement data from the operators in the out years, which, if available, would result in increased capital replacement costs and reduced funding surpluses. Another factor that will reduce surpluses is the need to expand transit service in the rapidly growing suburban areas served by these operators. This future expansion has not been incorporated in these projections. The small operators included are:

Alameda County:
Union City Transit

Oakland-Alameda Ferry Service

Altamont Commuter Express

Contra Costa County:
Eastern Contra Costa Transit Authority

West Contra Costa Transit Agency

Napa County:
VINE/Napa Valley Transit

Solano County:
Fairfield/Suisun City

Benicia

Vacaville

Sonoma County:
Santa Rosa Transit

Sonoma County Transit

Petaluma Transit

2.2 Local Streets and Roads Pavement, Non-Pavement and Bridge Needs Financial Analysis

The local street and road network represents the single largest public investment in infrastructure in the region. The cost of replacing the almost 19,000 miles of pavement would be in the neighborhood of $18 billion dollars. That says nothing of the *non-pavement* costs associated with an operational street and road network—sidewalks, storm drains, traffic signals, etc. From a functional standpoint, local streets and roads are an integral part of the Bay Area's transportation network. Every trip, whether by car, bike, bus or on foot, begins on a local street or road. The local street and road network is essential for the mobility of people and goods—not to mention emergency vehicles and utility services—throughout the 9-county San Francisco Bay Area. Therefore, proper maintenance of the local street and road network is a regional concern.

MTC's Pavement Management Program (PMP) software utilizes a pavement condition index (PCI) that rates the condition of roadways on a scale from 0 to 100, with 100 being the best. The average serviceable life of a pavement, if no treatment is applied to it, is about 20 years. By the time a roadway reaches a PCI of 60, it has already lived 75 percent of its serviceable life (approximately 15 years) and it will have only experienced a 40 percent drop in quality of pavement. However, when a roadway reaches a PCI of 60, rapid deterioration begins to take place. In only the next few years, the same roadway will experience *another 40 percent drop in quality*. Studies show that for every one dollar it takes to treat a roadway with a PCI of 70 or higher, it will cost approximately $5 dollars to fix the same roadway once it has deteriorated to the point where major rehabilitation or reconstruction is necessary. A recent analysis conducted by MTC on the condition of the region's streets and roads, shows the Bay Area's average local street and road network at a PCI of 65—down two PCI points from the previous year and perilously close to the steep part of the curve.

Currently, deterioration of the Bay Area's roadways has created large maintenance backlogs in a majority of jurisdictions where the cost of needed maintenance far exceeds available funds. In addition, the shortfalls projected for local streets and roads over the 25-year horizon of the Transportation 2030 Plan, if not met, will increase by an estimated $3 billion dollars for pavement maintenance alone. This increase represents the cost of deferring needed maintenance. Those streets that could have once been maintained at a reasonable cost, if not treated, will require more expensive repairs as they are allowed to deteriorate.

The huge shortfalls that exist on the local street and road network make it painfully clear to decision-makers and the public as a whole, that the region is not capable of maintaining the existing transportation system, without the addition of new revenues. Either new revenue sources will have to be found, or the region will have to cope with a deteriorating transportation infrastructure.

Grand Vision

The amount of maintenance required to bring the local street and road network up to an acceptable condition is often referred to as "backlog". It is the need that exists in Year 1 of the 25-year need projections for local streets and roads. The backlog that currently exists for maintenance of the existing local street and road network has been estimated at approximately $3 billion for pavement alone. Clearing this backlog would bring the average pavement condition in the region to a PCI within the range of 80 to 85 – the range at which roadways are most cost effective to maintain. Based on the ratio of pavement to non-pavement need established in the current shortfall projections, it is estimated that another $2.25 billion in backlog currently exists for *non-pavement* maintenance on the local street and road network.

Even if the region had $5.25 billion dollars at its disposal to apply to the maintenance of the local street and road network, it would take years to clear the existing backlog due to other constraints on the availability of labor, equipment, materials, and the need to keep traffic flowing smoothly. However, if funding were available to address the backlog over the next five to seven years, it would mean that a majority of revenue for local street and road maintenance in subsequent years could be spent on preventive maintenance.

It costs far less to keep roads in good condition through preventive maintenance than it costs to allow the roadways to deteriorate to a point where major rehabilitation or reconstruction is required. As with any asset—a house, car, etc.—preventive maintenance is the key to a roadway's longevity. If regular preventive maintenance is applied to roadways in good condition—with a PCI of 70 or above—deterioration of the roadways can be managed and their serviceable life can be greatly extended.

For the region, a street and road network in good condition would translate into long-term cost savings in the area of maintenance and the ability to better fund other regional transportation goals such as transit expansion, congestion management projects, and regional programs. At the local level, maintaining streets and roads in a state of good repair would mean less demand on jurisdictions' general funds for maintenance purposes, and more available revenue for those items near and dear to the hearts of their residents—parks, schools, police and fire departments to name a few.

Furthermore, a local street and road network that was in good condition, would mean that Bay Area motorists would be experiencing far less in extra vehicle operation costs (EVOC)—the cost of wear and tear on vehicles from driving on poorly maintained roads—estimated to be between $300 - $600 per person, annually.

The gas tax that currently is utilized for local street and road maintenance is not indexed to inflation and therefore continues to decline in real value. In addition, cities and counties must compete on the regional, state and federal levels with a host of other transportation interests for available transportation funding. At the local level, devoting a large portion of general fund revenues to road maintenance is not a viable option—particularly during times when budgets are tight and citizens are demanding increased expenditures for education, parks, and protective services.

With less and less funding, cities and counties are forced to employ "band-aid " or "worst first" strategies in maintaining their local roads. These strategies increase the long-term expenditures required for street and road maintenance.

Dedicated revenue for the purposes of street and road maintenance coupled with a "best practices" approach is what is needed to begin addressing the

maintenance backlog that exists and to improve the condition of the region's local street and road network in a cost effective manner. MTC's Transportation 2030 Plan has identified $4.2 billion in *potential* revenue that could be applied towards the local street and road maintenance shortfall. The major sources of these potential revenues are local option sales taxes, a $20 vehicle registration fee, and a regional gas tax. If realized, this revenue should be aggressively applied towards clearing the existing backlog.

Currently, available regional funding for capital maintenance is allocated based on county shortfall levels. Those counties with the largest shortfalls receive the highest levels of regional funding. While this is beneficial to those counties that are struggling with limited funding, it also tends to reward jurisdictions that have not made sufficient investments in their local road networks. At the same time, this allocation method serves as a *dis*incentive to jurisdictions that do invest in their street and road networks, and employ best practice approaches to in their maintenance programs.

If the region could employ future revenues towards bringing the street and road networks in all counties up to an acceptable level, it would allow transportation authorities to insist that jurisdictions maintain their networks in a cost-effective manner as a condition for future funding. Basing future allocations of regional funding on performance, rather than shortfall, would go a long way towards encouraging good maintenance practices, namely preventive maintenance.

Local Street and Road Shortfall Projections

Background

MTC has been documenting the discrepancy between local streets and roads revenues and expenditures for cities and counties in the Bay Area since the early 1980s in order to understand the complete funding picture for local streets and roads.

The last major projection effort that was undertaken was for the 2001 Regional Transportation Plan. MTC worked with private consultants to estimate the 25-year pavement, non-pavement and local bridge shortfalls that existed in the region for local street and road maintenance.

In the 2001 Regional Transportation Plan, MTC's policy decision to fund only the pavement shortfall that existed on the MTS system (approximately $129 million) resulted in a large degree of dissatisfaction among cities and counties who felt that the estimates of local street and road shortfalls had been significantly underestimated, and that local streets and roads had not been given equitable standing with other transportation interests in the allocation of the roughly $7.4 billion in discretionary regional funds.

In response to the complaints from the cities and counties, the Transit/Local Street and Road Capital Shortfall Partnership Task Force was formed in order to examine the shortfall estimation process, and strategies for bringing a greater degree of equity to the allocation of regional discretionary funds in the Transportation 2030 Plan.

MTC's pavement management staff began working with a committee of public works directors from around the region in order to examine the methodology used to estimate the local street and road shortfall for the 2001 RTP. The committee, along with the nine county congestion management agencies, also assisted MTC in improving the shortfall projection

process and in obtaining information from the 109 Bay Area jurisdictions, for the purpose of gaining accurate data on which to base the shortfall estimates being prepared for the Transportation 2030 Plan. Regular status reports and the final results of the shortfall estimation process were brought before the Partnership Task Force on a regular basis.

The following report will detail the projection process that was undertaken in order to determine the Local Street and Road maintenance shortfalls for the Transportation 2030 Plan, and the resulting estimates.

Overview of Projection Categories

Need

Local Street and Road need for the purposes of the Transportation 2030 Plan consists of three categories of maintenance:

- Pavement—including major maintenance of the existing street/road network such as overlays and rehabilitation or reconstruction, as well as preventive maintenance treatments that significantly extend the life of the pavement.
- Non-Pavement—including the maintenance of such items as storm drains, traffic lights and safety, pedestrian walkways, retaining walls, storm damage, ADA compliance, etc…all of the non-pavement items that are necessary for a functioning local street and road network.
- Local Bridges—maintenance of bridges that are locally owned.

Operations or routine maintenance, new construction, and expansion projects or not included in the estimates of need.

The need was segmented into two categories—need that exists on the Metropolitan Transportation System (MTS) and non-MTS need.

Revenue

Revenues for this analysis include estimates of the major fund sources that are used to address the local street and road maintenance needs as described above. For pavement and non-pavement needs, we estimated the amount of revenues that would come from the state gas tax, local sources (general fund, assessment levies, bond sales, traffic safety funds, etc.), county sales tax measures (where applicable), and Proposition 42 funds. For the maintenance of local bridges, we estimated the amount of federal Highway Bridge Rehab and Replacement (HBRR) funding that would be available to the region.

In prior regional transportation plans, MTC had relied upon historical data from State Controller's reports in order to estimate the amount of revenue available for local streets and roads purposes. What was learned was that the State Controller's reports, in many cases, were not a reliable source of information for estimating the amount of money that is available for pavement and non-pavement maintenance. The feedback that MTC received from the region's public works directors was that estimates of revenue based on State Controller's reports were artificially high because a large portion of the reported revenue for local streets and roads went towards every-day operations including overhead and routine maintenance (pot-hole filling, street-sweeping, etc…) or other road-related expenditures—not towards capital maintenance. In order for the revenue estimates to be accurate, those funds used for non-capital maintenance expenses had to be identified and removed. The categories that are used in projecting future pavement and non-pavement revenue amounts should correlate with the categories used in determining the pavement and non-pavement *need* in order to get an accurate estimate of the existing shortfalls.

MTC worked with the committee of public works representatives to develop a survey that was structured in order to make sure that cities and counties not only provided us with the amount of money they received for local streets and roads, but also what they *spent* those funds on. Jurisdictions were asked to provide us with their annual local street and road budgets for the last five years as well as their projected budgets for the next five years. They were instructed to separate the budget amounts between expenditure categories—pavement, non-pavement, local bridges, new construction, and "operations / other". A detailed description of each category was provided within the survey instructions to assist those filling it out, in determining what types of expenditures fell into the various categories. Furthermore, jurisdictions were asked to separate their revenues by *source*. The goal in asking for that information was so that MTC could determine how much of the local street and road revenue came from gas tax, sales tax measures, or other local sources. That way MTC could apply the appropriate growth rates to each revenue source, rather than assuming a common rate of growth for the lump sum of local street and road revenues (See Table 1).

From the revenue surveys that were submitted MTC learned that approximately 38% of the region's local street and road revenues are used for non-capital maintenance expenditures (See Table 2). Those expenditures consisted of operational expenses such as routine maintenance (street sweeping, changing traffic signal light bulbs, etc…) overhead, other non-maintenance road-related expense, and even non-local street and road expenditures such as transportation lobbyists, shuttles to public transit, etc. Revenues for those types of expenditures, had for the most part, been included in the amounts estimated for pavement and non-pavement maintenance for the 2001 RTP. With the surveys, MTC was able to isolate the amounts spent strictly on pavement and non-pavement maintenance, and the result was an approximate 30% decrease in available revenues, prior to the addition of Proposition 42 funds.

Shortfalls

Shortfalls were derived by simply subtracting the projected amount of revenue available from the local street and road maintenance needs in each of the three categories. Where a surplus existed (projected revenues were greater than need), the revenue was made to equal the need so that the resulting shortfall would be "$0", with the assumption being that any excess revenue would be diverted to other local needs.

All dollar figures were adjusted to represent 2004 values for this analysis.

Table 1
LS&R Revenue Source Analysis for Growth Rate Determination

LS&R Revenue Breakdown Summary for the Region					
Revenue Source	**% Pavement**	**% Non-Pavement**	**%Other**	**Total**	**Growth Rate**
Gas Tax	40.38%	40.65%	36.00%	48.89%	-1.42%
Sales Tax	24.08%	5.52%	8.55%	8.41%	2.61%
Other Local	35.54%	53.83%	55.76%	42.72%	1.98%
Total	100%	100%	100%	100%	0.37%

Table 2
Percent of Total Local Streets & Roads Expenditures

Category	%
Pavement	27 %
Non-Pavement	24 %
Bridges	1%
New Construction	10%
Operations	38%

Pavement Maintenance

25-Year Pavement Funding Shortfall Estimates (In Millions of 2004 Dollars)

County	Pavement Needs	Pavement Revenues	Pavement Shortfall	MTS Pavement Shortfall	Non-MTS Pavement Shortfall
Alameda	$ 1,689.8	$ 1,369.9	$ 319.9	$ 45.4	$ 274.5
Contra Costa	$ 1,385.0	$ 1,012.8	$ 372.2	$ 49.1	$ 323.1
Marin	$ 387.2	$ 221.6	$ 165.6	$ 32.0	$ 133.5
Napa	$ 430.0	$ 146.5	$ 283.6	$ 40.2	$ 243.4
San Francisco	$ 1,278.1	$ 398.2	$ 880.0	$ 63.0	$ 817.0
San Mateo	$ 893.1	$ 707.3	$ 185.8	$ 26.1	$ 159.8
Santa Clara	$ 1,995.1	$ 1,178.4	$ 816.8	$ 116.0	$ 700.7
Solano	$ 606.0	$ 257.1	$ 348.9	$ 25.6	$ 323.3
Sonoma	$ 1,111.5	$ 383.1	$ 728.3	$ 138.8	$ 589.6
TOTAL	**$ 9,775.9**	**$ 5,674.8**	**$ 4,101.1**	**$ 536.1**	**$ 3,565.0**

MTC estimates that $9.8 billion dollars will be needed for pavement maintenance through the year 2030. Projected revenues over the same time period are expected to be only about $5.7 billion dollars, resulting in a funding shortfall of $4.1 billion dollars over the next 25 years. The MTS portion of the pavement shortfall totaled $585.8 million. The Transportation 2030 Plan gives priority to fully funding shortfalls on local roads that are a part of the MTS.

Pavement Needs Projections

106 out of 109 Bay Area jurisdictions utilize MTC's Pavement Management Program (PMP) software. The software allows jurisdictions to inventory their street network, determine the maintenance needs of that network, and devise maintenance programs based on available revenues and recommendations made by the software. The PMP model develops a list of recommended treatments, classified as either preventive maintenance or rehabilitation, and prioritizes these treatments based on a weighted effectiveness ratio. Within the constraints of the input budget, the PMP model will select the most cost-effective treatments for implementation and defer the remainder.

Based on the recommended treatments and estimated costs, the PMP model calculates the amount of maintenance to be funded each year, as well as the amount of maintenance to be deferred to following years. Jurisdictions are required to submit a copy of their PMP software database to MTC on a bi-ennial basis in order to be certified to receive federal funding.

The PMP uses pavement condition, maintenance cost information, and maintenance strategies (decision trees) to estimate the amount needed to maintain the network in a "very good" condition. On a pavement condition index scale (PCI) from 0 to 100, "very good" condition consists of a score at or above 75.

The 25-year pavement need estimate was determined by running an "unconstrained (no budget was input into the model to constrain the software's recommendations) budget needs analysis" for each jurisdiction using the MTC PMP software model. For those few jurisdictions that do not utilize the MTC PMP, their pavement need was determined by utilizing the ratio of the jurisdiction's centerline miles to the total county centerline miles, and assigning

those jurisdictions a proportionate amount of need based on that ratio. The cities of San Francisco and Oakland, although currently utilizing the MTC PMP software model, are still in the early stages of implementing the program and did not have a completed database to submit to MTC. The jurisdictions of San Francisco and Oakland provided their own estimates of pavement maintenance need to MTC for this analysis.

Two of the fundamental items that impact the calculation of pavement need, are the costs of a particular maintenance treatment per square yard, or the "unit cost" of a treatment, and the "decision tree", or the maintenance strategy that is employed by the jurisdiction, depending on the type and condition of the roadway. The unit costs and decision tree set-up, are used by the software, in conjunction with the pavement condition, to determine the need for a given street or road and for the network at large. The MTC PMP affords jurisdictions the flexibility to change their unit costs and the way that their decision tree is set up to suit the realities of their individual jurisdiction.

In analyzing the pavement need estimates that were done for the 2001 RTP, it was found that the treatment unit costs that were utilized in the software model runs for each jurisdiction, had in many cases, not been updated since the software's default values were determined in 1985. Also, many jurisdictions only included the material costs in their treatment costs, rather than incorporating the cost of engineering, labor, incidental expenses, etc… that are associated with paving a roadway. As a result, the 25-year pavement need estimate for the 2001 RTP was much lower than it should have been.

The other problem that was found when analyzing the 2001 RTP pavement need estimates, was that many of the treatment decision trees that individual jurisdictions had constructed in their PMP databases, did not reflect recommended practices for maintaining streets and roads. For example, many jurisdictions selected to "Do Nothing" for all streets with a pavement condition index (PCI) above 70 (on a scale of 0 to 100). Typically, the MTC software would recommend that a jurisdiction apply preventive maintenance treatments to these streets in order to avoid far greater costs as their condition rapidly declines. Other jurisdictions did not have any reconstruction treatments in their decision tree and opted for a treatment such as a "Thick Overlay" for streets with a PCI below 25.

In an attempt to obtain a greater degree of accuracy in the estimates of pavement need for the Transportation 2030 Plan, MTC began working with the Bay Area's local jurisdictions and CMAs, in order to gather information on pavement treatment unit costs. The local street and road group met and agreed upon a standard set of elements that should be included in the calculation of the unit costs, including material, engineering, design, traffic control, etc, and helped to develop a survey that would enable MTC to get an idea of what the actual cost of pavement maintenance treatments in the Bay Area were.

Once all of the surveys were submitted and the data was compiled, it was found that the average costs of pavement maintenance treatments varied greatly from county to county and from city to city (See Table 3). In the end, MTC and the local streets and roads group, felt the best thing to do was to use regional average unit costs in the calculation of pavement needs for each jurisdiction, in light of the fact that we were attempting to estimate *regional* need, as opposed to the need that exists at the individual jurisdiction level, based on local policies grounded on insufficient funds.

Table 3
Regional Unit Cost Analysis

UNIT COST ANALYSIS
Updated treatment costs and pavement needs vs. 2001 RTP

Arterials	Alameda	Contra Costa	Marin	Napa	S.F.	San Mateo	anta Clar	Solano	Sonoma	Adj. Avg	2001 RTP
Crack Seal	0.49	$ 0.64	$ 1.05	$ 1.00	$ 2.07	$ 0.89	N/A	$ 0.60	$ 1.38	**$ 0.93**	$ 0.41
Slurry Seal	1.15	$ 2.14	$ 1.77	$ 2.00	$ 2.07	$ 1.57	N/A	$ 3.86	$ 1.62	**$ 1.86**	$ 0.87
Restoration	10.77	$ 20.50	$ 11.87	$ 11.25	$ 2.07	$ 14.71	$ 10.50	$ 17.10	$ 12.50	**$ 12.67**	$ 6.07
Rehab	10.97	$ 20.50	$ 4.28	$ 17.10	$ 17.55	$ 3.89	$ 14.26	$ 3.77	$ 1.00	**$ 10.26**	$ 6.15
Rehab	11.63	$ 25.00	$ 18.07	$ 17.10	$ 17.55	$ 13.96	$ 13.00	$ 16.65	$ 17.50	**$ 17.35**	$ 14.78
Rehab	14.43	$ 29.05	$ 28.50	$ 34.40	$ 44.10	$ 16.68	$ 15.58	$ 25.46	$ 29.00	**$ 29.60**	$ 20.55
Reconstruct	42.04	$ 80.32	$ 71.52	$ 77.80	$ 141.30	$ 40.11	$ 68.00	$ 124.88	$ 110.00	**$ 81.53**	$ 50.75

Collectors	Alameda	Contra Costa	Marin	Napa	S.F.	San Mateo	anta Clar	Solano	Sonoma	Adj. Avg	2001 RTP
Crack Seal	0.49	$ 0.64	$ 1.02	$ 1.00	$ 2.07	$ 0.89	N/A	$ 0.63	$ 1.33	**$ 0.92**	$ 0.41
Slurry Seal	1.16	$ 2.14	$ 1.71	$ 2.00	$ 2.07	$ 1.85	$ 1.25	$ 3.94	$ 1.69	**$ 1.91**	$ 0.87
Restoration	9.28	$ 20.50	$ 10.62	$ 11.25	$ 2.07	$ 11.22	$ 10.50	$ 19.80	$ 11.01	**$ 10.65**	$ 6.07
Rehab	9.62	$ 20.50	$ 3.59	$ 2.00	$ 16.65	$ 3.56	$ 6.67	$ 3.19	$ 1.00	**$ 4.23**	$ 6.15
Rehab	11.1	$ 25.00	$ 17.75	$ 12.20	$ 16.65	$ 13.58	$ 9.67	$ 16.43	$ 17.50	**$ 17.82**	$ 14.78
Rehab	13.17	$ 29.05	$ 27.41	$ 17.10	$ 27.63	$ 16.85	$ 14.25	$ 23.94	$ 26.50	**$ 25.23**	$ 20.55
Reconstruct	33.53	$ 80.32	$ 68.83	$ 63.20	$ 141.30	$ 40.25	$ 66.17	$ 91.25	$ 100.00	**$ 78.29**	$ 50.75

Residentials	Alameda	Contra Costa	Marin	Napa	S.F.	San Mateo	anta Clar	Solano	Sonoma	Adj. Avg	2001 RTP
Crack Seal	0.55	$ 0.64	$ 0.99	$ 1.00	$ 2.07	$ 0.78	N/A	$ 0.63	$ 1.33	**$ 0.90**	$ 0.41
Slurry Seal	1.13	$ 2.14	$ 1.66	$ 2.00	$ 2.07	$ 1.81	$ 4.15	$ 3.94	$ 1.91	**$ 1.93**	$ 0.87
Restoration	9.37	$ 20.50	$ 9.37	$ 11.25	$ 2.07	$ 10.19	$ 14.01	$ 19.80	$ 11.30	**$ 10.91**	$ 6.07
Rehab	3.79	$ 20.50	$ 4.32	$ 2.00	$ 16.65	$ 2.70	$ 4.15	$ 5.94	$ 1.20	**$ 4.97**	$ 6.15
Rehab	10	$ 25.00	$ 17.15	$ 12.20	$ 16.65	$ 8.91	$ 7.15	$ 15.02	$ 15.00	**$ 15.45**	$ 14.78
Rehab	11.86	$ 29.05	$ 24.72	$ 34.40	$ 27.63	$ 15.21	$ 13.88	$ 25.86	$ 18.00	**$ 24.79**	$ 20.55
Reconstruct	25.74	$ 80.32	$ 66.35	$ 50.10	$ 141.30	$ 27.30	$ 64.33	$ 91.25	$ 45.00	**$ 66.23**	$ 50.75

=Treatment Cost is outside of range (+ / - 1 Standard Deviation from Average) and not included in the average

Table 4
Standard Decision Tree Used for Pavement Need Projections

There are five "Condition Categories" that categorize roads within a particular range of PCI

Condition Category I – Preventative Maintenance – PCI > 70
Crack Sealing
Surface Sealing (Chip, Slurry, Cape, etc…)
Restoration – Mill and Thin Overlay
Condition Category II – PCI < 70 > 50 (Non-Load) – Thin Overlay or Surface Seal
Condition Category III – PCI < 70 > 50 (Load) – Mill and Thick Overlay
Condition Category IV – PCI < 50 > 25 – Reconstruct Surface
Condition Category V – PCI < 25 – Reconstruct Structure

Likewise, it was agreed that MTC would use a standard "best practices" decision tree when running the pavement management model on the individual databases. A best practices strategy places a heavy emphasis on preventive maintenance, which tends to minimize long-range costs. MTC utilized a decision tree set-up modeled in part after the sample decision tree included in the PMP software and in part with the most common treatments found among the various jurisdictions (See Table 4).

When utilizing the updated average unit costs and the standard decision tree, the pavement need that was estimated for the Transportation 2030 Plan effectively doubled what it was in the 2001 RTP, from a previous need of $4.7 billion to $9.8 billion. Also, for the Transportation 2030 Plan, MTC staff was also able to obtain a more accurate estimate of the amount of need that can be attributed to MTS roadways. In the 2001 RTP, the MTS portion of need had been based on a simple ratio of MTS street and road mileage to total street and road mileage.

For the new estimates, MTC staff flagged each MTS road in every jurisdiction's Pavement Management Program database, prior to running the model to obtain the need. What was found is that the proportion of MTS need to total need is greater than that of MTS mileage to total mileage, due to the fact that MTS routes consist of primarily arterial roadways, which require a greater degree of maintenance due to their size and traffic loads.

Pavement Revenue Projections

Pavement revenues were projected using the data that was submitted in response to the revenue survey circulated among the 109 Bay Area jurisdictions. Jurisdictions were asked to provide ten years' worth (five years past and five years future) of budget information for Local Street and Road maintenance, segmented by expenditure category and source of revenue. An average annual budget amount for Local Street and Road maintenance was calculated from the budget data provided by each jurisdiction. This average annual budget amount served as the base figure for the 25-year projection. A growth rate was applied to this annual average figure for each year covered under the Transportation 2030 Plan. The growth rate was calculated using a regional weighted average of the separate growth rates for gas tax, sales tax, and other local funds. Weighting was based on survey response data pertaining to revenue sources. The resulting weighted average growth rate was 0.37 percent (Refer to Figure 1).

Each jurisdiction spends a different portion of their total Local Street and Road budgets on pavement maintenance. From the revenue survey data, the percentage of total Local Street and Road funds available for pavement maintenance was calculated and applied against each jurisdiction's total Local Street and Road annual revenue figure for the 25-year Transportation 2030 Plan period. The resulting pavement revenue amounts were then summed in order to obtain the total 25-year pavement revenue estimate (excluding Proposition 42). An amount was deducted from each jurisdiction's estimated revenues available for pavements, to account for the 20 percent match required to receive HBRR funding for local bridges (see Bridge Revenue section for further explanation.)

Approximately 70 percent of the jurisdictions responded with budget data. For the 30 percent of jurisdictions that did not submit survey data, pavement maintenance revenues were estimated by determining an average amount per centerline mile of available revenue dollars for pavement maintenance. This average dollar amount per centerline mile was calculated on a county basis, from the jurisdictions that submitted surveys. In determining the average revenue dollar

figure, only those jurisdictions whose average revenue dollar amount per centerline mile figure fell within range of one standard deviation from the county average revenue dollar amount per centerline mile figure, was used. The resulting "adjusted average" revenue figure was then applied to the centerline mileage of those jurisdictions in each county that did not submit surveys.

Since Proposition 42 funding is a new revenue source that was not reflected in the survey data collected, it was projected separately. Proposition 42 funds are required by law to be used by local jurisdiction for street or road maintenance or reconstruction purposes. Proposition 42 funds were estimated for fiscal years 2005/06 through 2008/09.

Growth rates for Proposition 42 funds were determined by MTC's Programming and Allocations Section based on the gas consumptions and pricing data from Caltrans' "California Motor Vehicle Stock, Travel, and Fuel Forecast" report. The total Proposition 42 funds available for the Transportation 2030 term were split between the pavement and non-pavement categories, using the ratio of pavement to non-pavement available revenues determined from the revenue survey data. The estimated proportion of Proposition 42 revenues for pavements was then added to the existing estimates of pavement revenues.

As a final step, the amount of revenue that would be available to meet the pavement maintenance need on the MTS system, was determined by applying the same percentage of MTS pavement *need* to total pavement *need*, to the total pavement revenue estimate.

Pavement Shortfall Projections

To arrive at the total pavement shortfall for each of the Bay Area counties, the total projected pavement revenues for each jurisdiction was subtracted from the projected needs for that jurisdiction. The resultant number represents the shortfall in pavement revenues.

The county shortfall totals are then categorized into Bay Area MTS routes and non-MTS routes.

Non-Pavement Maintenance

25-Year Non-Pavement Funding Shortfall Estimates (In Millions – 2004 Dollars)

County	Non-Pavement Needs	Non-Pavement Revenues	Non-Pavement Shortfall	Non-Pavement MTS Shortfall	Non-Pavement Non-MTS Shortfall
Alameda	$ 1,250.1	$ 778.2	$ 471.9	$ 67.0	$ 404.9
Contra Costa	$ 804.4	$ 479.7	$ 324.7	$ 42.9	$ 281.8
Marin	$ 261.0	$ 170.9	$ 90.1	$ 17.4	$ 72.7
Napa	$ 253.0	$ 71.6	$ 181.3	$ 25.7	$ 155.7
San Francisco	$ 1,177.5	$ 599.3	$ 578.1	$ 41.4	$ 536.8
San Mateo	$ 668.4	$ 647.3	$ 21.2	$ 3.0	$ 18.2
Santa Clara	$ 1,553.1	$ 951.4	$ 601.7	$ 85.5	$ 516.2
Solano	$ 356.5	$ 110.6	$ 245.9	$ 18.0	$ 227.9
Sonoma	$ 653.8	$ 259.8	$ 394.0	$ 75.1	$ 318.9
TOTAL	**$ 6,977.8**	**$ 4,068.9**	**$ 2,908.9**	**$ 375.9**	**$ 2,533.1**

MTC estimates that non-pavement needs through 2030 will amount to about $7 billion dollars. Revenues over the same time period are estimated to total only $4 billion dollars, resulting in a total shortfall of approximately $3 billion dollars. The MTS portion of the non-pavement shortfall is $375.9 million. The Transportation 2030 Plan gives priority to fully funding shortfalls on local roads that are a part of the MTS.

Non-Pavement Needs Projections

Non-Pavement Needs are very difficult to estimate. The Non-Pavement category spans a broad range of items that are required for a functioning local street and road network. Most jurisdictions do not have the means of tracking the need for non-pavement maintenance, as they do for pavement maintenance, with a single software program.

For past RTPs, MTC has relied on determining a historical ratio of pavement to non-pavement expenditures based on State Controller's data and applying that ratio to the Pavement Need in order to estimate Non-Pavement Need. The theory behind this method was that the amount that jurisdictions spend on pavement vs. non-pavement projects is proportional to the amount "needed" for both categories.

The feedback that was received after relating this methodology to the local agency public works representatives, was that the state controller's data was largely an unreliable source for actual expenditure information, since the reports were mostly done by finance or accounting departments, unfamiliar with the categorization of local streets and roads expenditures. Public works staff in most jurisdictions would not provide input or approval to the State Controller's reports, and the State, due to budget constraints, rarely performed audits of submitted data.

As an alternative to the State Controller's methodology, MTC, along with the committee of public works representatives, developed a list of categories that would be considered under non-pavement maintenance. Those categories included:

- Drainage (culvert, pipe, headwall, inlets, etc.)
- Heavy Equipment (6-yard dump truck and up)
- Traffic Safety (signal, street light, signing, striping, guard rail)
- Pedestrian (sidewalk, path)
- Bicycling Facilities (Class I only)
- ADA (ramp)
- NPDES / Permits

- Retaining Walls
- Corporation Yards
- Storm Damage (slope protection, slide repair)

After agreement was reached on the above categories, the group generated another survey to be circulated to the 109 jurisdictions in order to gather estimates of non-pavement maintenance need.

While the response from the jurisdictions in submitting updated unit cost information for pavements was excellent, only about half of the jurisdictions also submitted their 25-Year estimates for non-pavement need. Furthermore, the estimates that were submitted varied drastically from jurisdiction to jurisdiction. In many cases, the non-pavement need that was reported was only a fraction of what would have been expected given the jurisdiction's size, mileage amount, or pavement need. In other jurisdictions, it was much larger than would be expected given the same criteria. The difficulty that MTC had in determining any sort of relationship between jurisdiction size or pavement need to the non-pavement need figures that were being reported via the surveys, was cause to question their accuracy.

In order to deal with the discrepancies in the non-pavement need estimates, MTC staff developed several different projection methodologies that would help to provide a reasonable *regional* estimate of non-pavement need. These methodologies were brought before the public works representatives for their consideration and agreement on which methodology to use. With their agreement, MTC staff employed a projection methodology that helped mediate some of the variation, and provided a fair and reasonable estimate of non-pavement need.

The methodology that was used to estimate the 25-year non-pavement need involved first separating the jurisdictions into "urban" and "rural" categories based on their population densities (number of people per square mile). Within each of the two categories, an average was taken of the pavement to non-pavement need ratios for those jurisdictions that had submitted non-pavement need estimates to MTC. Any jurisdiction that had a pavement to non-pavement need ratio outside the range of plus or minus one half of a standard deviation from the average ratio for their category was considered invalid. In addition, within each of the urban and rural categories, an average "total need per centerline mile" – this is equal to the jurisdiction's pavement need plus non-pavement need, divided by the amount of centerline miles in the jurisdiction—was calculated. Any jurisdiction with a total need per centerline mile outside the range of plus or minus one standard deviation from the average for their category, was also considered invalid. A new or "adjusted average" pavement to non-pavement ratio was then calculated with the remaining valid jurisdictions in both the urban and rural categories. The resulting ratio for each category was applied against each jurisdiction's pavement need in order to estimate the non-pavement need.

The resulting 25-year regional estimate of non-pavement need for the Transportation 2030 Plan, based on the methodology that was just described, was greater than what had been estimated in the 2001 RTP—$7 billion vs. $5.4 billion—yet it was smaller than what would have been estimated had the State Controller's reports been used to estimate non-pavement need as was done in prior RTPs. Historically, the State Controller's methodology yielded a non-pavement need that was *greater* than estimates of pavement need; however, the new methodology yielded a non-pavement need that was only about 75% of the pavement need. MTC felt that this change reflected the fact that some of the costs previously allocated to non-pavement had been incorporated into the newly determined pavement unit treatment costs. If correct, it would help

explain the jump in unit treatment costs and pavement need.

Based on historical data for the last 18 years, an average percentage of the total LS&R revenues used for non-pavement expenditures is determined. This percentage is applied to the projected total LS&R revenues through the year 2025 in order to obtain the projected non-pavement revenues over the 25-year period.

The non-pavement needs projection is determined by first determining the average historical ratio of pavement to non-pavement needs. That ratio is then applied to the pavement needs in order to determine the non-pavement needs for the 25-year period by county.

The non-pavement shortfall for each county us determined by subtracting the projected revenues from the projected needs. The total shortfalls for each county are further categorized into MTS and non-MTS shortfalls.

Non-Pavement Revenue Projections

Estimates for non-pavement LS&R revenues are determined in a similar manner as are pavement revenues. Funding comes from gas/sales tax revenue, Proposition 42 and other local funds.

Each jurisdiction spends a different portion of their total LS&R budgets on non-pavement maintenance. From the revenue survey data, the percentage of total Local Street and Road funds available for non-pavement maintenance was calculated and applied against each jurisdiction's total Local Street and Road annual revenue figure for the 25-year Plan period. The resulting non-pavement revenue amounts were then summed in order to obtain the total 25-year pavement revenue estimate (excluding Proposition 42).

For those jurisdictions that did not submit survey data, non-pavement maintenance revenues were estimated by determining an average amount per centerline mile of available revenue dollars for non-pavement maintenance. This average dollar amount per centerline mile was calculated on a county basis, from the jurisdictions that submitted surveys. In determining the average revenue dollar, only those jurisdictions whose average revenue dollar amount per centerline mile figure fell within range of one standard deviation from the county average revenue dollar amount per centerline mile figure, was used. The resulting "adjusted average" revenue figure was then applied to the centerline mileage of those jurisdictions that did not submit surveys.

Proposition 42 funds were estimated for fiscal years 2005/06 through 2008/09. The total Proposition 42 funds available for the Transportation 2030 term were split between the pavement and non-pavement categories, using the ratio of pavement to non-pavement available revenues determined from the revenue survey data. The proportion of estimated non-pavement Proposition 42 revenues were then added to the existing estimates of non-pavement revenues.

As a final step, the amount of revenue that would be available to meet the pavement maintenance need on the MTS system, was determined by applying the same percentage of MTS non-pavement *need* to total non-pavement *need*, to the total non-pavement revenue estimate.

Non-Pavement Shortfalls

To arrive at the total non-pavement shortfall for each of the Bay Area counties, the total projected non-pavement revenues for each jurisdiction was subtracted from the projected needs for that jurisdiction. The resultant number represents the shortfall in non-pavement revenues.
The county shortfall totals are then categorized into Bay Area MTS routes and non-MTS routes.

LOCAL BRIDGE MAINTENANCE

25-Year Bridge Funding Shortfall Estimates (In Millions of 2004 Dollars)

County	Total Needs	MTS Need	Non-MTS Need
Alameda	$ 74.8	$ 48.2	$ 26.6
Contra Costa	$ 71.0	$ 27.4	$ 43.6
Marin	$ 23.5	$ 4.8	$ 18.7
Napa	$ 24.6	$ 14.2	$ 10.4
S.F.	$ 61.7	$ 37.6	$ 24.1
San Mateo	$ 31.3	$ 8.5	$ 22.8
San Francisco	$ 129.4	$ 41.0	$ 88.4
Solano	$ 29.3	$ 9.9	$ 19.4
Sonoma	$ 83.0	$ 29.6	$ 53.4
County TOTAL	**$ 528.6**	**$ 221.2**	**$ 307.4**

Between the nine Bay Area counties, there were a total of 1,831 bridges counted in the local bridge network. Of those structures, 64% are 30 years or older. Nearly 22% of the structures are 50 years or older and five percent are over 80 years old. Caltrans' Pontis Bridge Management program (BMS) was used to determine a bridge condition index on a scale of 0 to 100, with 100 being the best possible score. The Pontis program utilizes a form of this index in order to determine future bridge maintenance and replacement needs. The Bay Area's bridges scored well overall with a bridge health index of 91 based on recent surveys.

In addition to the index, Caltrans also uses a sufficiency rating that is used to determine existing bridge maintenance and replacement needs, and whether a bridge is sufficient enough to remain in service. The sufficiency rating addresses the bridges' structural adequacy and safety, serviceability and functional obsolescence and essentiality for public use. The sufficiency rating also uses a scale ranging from 0 to 100 where:

- 0 to 59 is insufficient;
- 60 to 80 is acceptable;
- Greater than 80 is sufficient.

The overall sufficiency rating for the Bay area was 80.3 with 37% of local bridges having a sufficiency rating of less than 80 and 8.7% having an insufficient rating of less than 50.

Unlike with roads, a majority of the Bay Area jurisdictions do not collect information on the condition of their local bridges. The California Department of Transportation (Caltrans) is the agency that is primarily responsible for determining the condition of the region's local bridges. The 25-Year projected maintenance and replacement needs for Bay Area local bridges were determined through the use of the Pontis Bridge Management System (BMS) in conjunction with existing data from Caltrans.

For both the 2001 RTP and Transportation 2030 Plan, MTC employed a consultant, Cambridge Systematics, to work with Caltrans and provide a comprehensive report of local bridge needs, revenues and shortfalls.

Local Bridge Need Projections

The Local Agency Seismic Retrofit Program is a part of the California

statewide Seismic Safety Retrofit Program and is designed to provide funding assistance to local agencies for retrofitting structural seismic deficiencies of public structures on local roadways. This program, which identifies necessary seismic projects, is the basis for estimating seismic needs for this study. Seismic retrofit data was provided by the Caltrans Division of Local Assistance.

The 2002/2003 seismic program includes work on 73 local bridges in the Bay Area. Seismic projects are categorized by project phase—strategy design, and construction. The seismic program provides estimates for those projects in the design and construction phases. It was assumed that seismic projects in the strategy phase would cost an average of $700,000 per project. Estimates for projects in all three phases were summed in order to determine current seismic needs. There are currently approximately $57 million in seismic needs in the Bay Area. Since all existing bridges have been screened as part of the seismic program, it is assumed that 1) all seismic needs on existing bridges have been identified, 2) all future bridges will meet seismic specifications, and 3) current bridges (as long as they are maintained) will not acquire additional seismic retrofit work.

Non-seismic needs (e.g., rehabilitation, replacement, and improvement needs) were estimated using the Pontis bridge management system. Pontis is a comprehensive bridge management system currently licensed by 40 state DOTs, including Caltrans. The system was originally developed in 1989 for the FHWA and has since been enhanced on a regular basis by the American Association of State Highway and Transportation Officials (AASHTO). Pontis stores bridge inventory and inspection data; formulates network-wide preservation and improvement policies for use in evaluating the needs of each bridge in a network; and makes recommendations for what projects to include in an agency's capital plan in order to derive the maximum benefit from limited funds. Pontis provides a systematic procedure for the allocation of resources to the preservation and improvement of bridges in a network. Pontis accomplishes this by considering both the costs and benefits of maintenance policies versus investments in improvements and replacements.

There are four types of bridge needs – 1) replacement, 2) maintenance, repair, and rehabilitation (MR&R), 3) improvement (e.g., strengthening, widening, and raising a structure), and 4) seismic. Seismic needs have been calculated based on the Seismic Program described above. All other needs are based on Pontis projections. The overall need for local bridge maintenance in the Bay Area is estimated to be $528.6 million, with $221.2 million of that need, falling on bridges that are on the MTS portion of the local road network.

Bridge Revenue Projections

In order to perform the local bridge revenue projection for the Transportation 2030 Plan, it was essential to establish how revenues are generated. Unlike pavement, where there are a myriad of federal, state and local sources, local jurisdictions predominantly rely on federal Highway Bridge Replacement and Rehabilitation (HBRR) funds for bridge repair, rehabilitation, and maintenance. Since HBRR funds are competitive on a statewide basis, any local agency in California can apply. As such there is no set amount in any given year of the HBRR funds coming to the Bay Area. It depends on the aggressiveness of local jurisdictions on pursuing these funds, availability of local matching funds and agencies' staff support.

To gain a better knowledge of the level of HBRR funds the Bay Area receives, historical data from Caltrans was examined. The Master Project Status (MPS), a working database from District 4, Office of Local Assistance, was used to extract project costs for bridge and seismic

projects. Projects related to BART, Golden Gate Bridge, railroads, or other transit agencies are excluded.

Estimated total project costs were not used to establish the "spending" pattern. Instead, federal authorizations (E-76s) were used to accurately track the project costs related to preliminary engineering (PE), right of way (R/W) and construction (CN). The federal authorization establishes the reimbursement date of all eligible work, and also obligates the federal funds. From MPS, PE, RW, and CN costs were tabulated for each federal fiscal year from 1991 to 2002 for both completed and on-going projects.

The historical data provides a trend for revenue projection. MTC assumed the Bay Area would receive a constant share of 15.9%[1] of the HBRR funds and a 3% growth rate. The 25-year revenue projection for HBRR funds is then established. Local jurisdictions must supply a 20% match in order to obtain the HBRR funds for any given project. The estimated dollar amount of the match portion of the bridge revenues was deducted from the available revenues for pavement maintenance, in order to avoid the double counting of available revenues.

Bridge Shortfall Projections

It is estimated that over the course of the Transportation 2030 Plan sufficient funding will be available through the HBRR program to meet the maintenance needs of the region's local bridges. Therefore, no shortfall is projected. Estimates provided by Cambridge Systematics, show that available funding for bridge maintenance would surpass bridge need by the year 2027. In other words, all bridge maintenance needs could be met by that year. *This finding is based on the assumption that local agencies will aggressively apply for available HBRR funding, and will be able to provide the local match portion that is required to receive those funds.*

[1] The percent of Bay Area share of the statewide HBRR funds is derived from taking the total federal authorization of bridge projects from 1991 to 2002 in nine-county Bay Area divided by the total federal apportionment of local agencies' portion of HBRR funds allocated to California. The split of the statewide HBRR funds is 45% to State DOT and 55% to cities and counties.

2.3 Surface Transportation Program (STP) Planning Funds

Under prior agreements with the Congestion Management Agencies (CMAs), MTC has provided planning funds equivalent to approximately three percent of the region's Surface Transportation Program (STP) funds in order to carry out planning functions as established under State and Federal statutes. In particular, CMAs have played a key role in developing and implementing the multi-modal planning and programming process, establishing project priorities within the county, and monitoring project delivery. Several of these tasks were direct by-products of the Congestion Management Program, while others grew out of the overall cooperative relationship between MTC and the nine CMAs. CMAs or a substitute agency (counties may opt out of the CMP requirements under AB 2419) will receive STP planning funding, based on the provisions included in the MOUs to continue their planning and programming roles.

Newly added to the CMA planning work scope is funding for the Transportation Planning and Land Use Solutions (T-PLUS) initiative. The goal of T-PLUS is for CMAs to facilitate the integration of transportation and land use planning. Each CMA will be given $150,000 per year over 10 years to focus on activities such as Transportation for Livable Communities/ Housing Incentives Program (TLC/HIP), smart growth policy development and program implementation, Resolution 3434 planning and implementation, and programs to mitigate transportation related impacts.

Methodology For Determining Future Funding Needs. The methodology used assumes continuation of current funding for Congestion Management Agencies. The Transportation 2030 Plan assumes funding of about $95 million over the 25 years for these programs. This amount is approximately three percent of the total STP funding received by the region over the 25-year Plan period for Congestion Management Agency STP planning activities plus $1.35 million per year over 10 years for CMA T-PLUS activities. The CMA STP funds are distributed to the counties on a population basis, except for the smaller counties (Marin, Napa, Sonoma, and Solano counties) which receive the minimum guaranteed amount under this program which is greater than their population share. The CMA T-PLUS funds are distributed to the nine counties at a set amount of $150,000 per year.

2.4 Transportation-Land Use Initiatives

MTC first developed a Transportation and Land-Use Policy Statement in 1996 that eventually paved the way for the agency's Transportation for Livable Communities (TLC) program. Created in 1998, TLC is an innovative grant program that has funded over 130 community-led transportation projects that have strengthened neighborhoods, promoted more transportation choices, and contributed to urban and suburban revitalization throughout the region.

In 2002, the transportation-land use connection was elevated from the neighborhood level to the regional level when the Bay Area's five regional agencies, including MTC and the Association of Bay Area Governments, released a new Smart Growth Vision for Bay Area. The Vision—the result of dozens of public workshops and town hall meetings in all nine counties—proposes that as much as half of the Bay Area's future residential and commercial growth through 2020 be focused around the region's transit stations and corridors. It also calls on the regional planning agencies to provide new incentives and other forms of assistance to local governments to promote more infill housing and transit-oriented development.

The core elements of the Smart Growth Vision were incorporated into ABAG's *Projections 2003* – which for the first time created policy-based population and employment projections based on how residents and policymakers *want* the region to grow, rather than how we *anticipate* it will grow under status quo conditions. The Vision is based on the premise that more compact land use patterns that consume less open space and direct more growth into existing urban and surburban areas will make more efficient use of existing infrastructure. These policy-based growth projections are part of the baseline assumptions for Transportation 2030 Plan.

As part of the Transportation 2030 Plan, MTC has developed a new transportation-land use platform and policy statement that spells out the Commission's commitment to implementing the Smart Growth Vision for the Bay Area. The Transportation-Land Use Platform builds on MTC's existing efforts through TLC and proposes new policy principles and an expansion of programs, funding and policies in order to strengthen the connection between transportation and land use regionwide.

Implementation

In order to implement the Transportation-Land Use Platform, MTC will focus on the following initiatives.

Transportation for Livable Communities

In 2003, MTC undertook a significant evaluation of its Transportation for Livable Communities (TLC) program. Feedback from a variety of stakeholders on the program's effectiveness has been incorporated into revised program guidelines for the TLC program. In the Transportation 2030 Plan, MTC has committed to tripling the TLC program to an annual average of $27 million a year, with a commitment of one-third of the total funds to go to the county congestion management agencies. The three elements of the existing program are:

Community Design Planning Grants: planning grants are available through the TLC program for distinct planning efforts that foster neighborhood revitalization, promote walking, bicycling and access to transit, and support an area's infill housing and smart growth goals. Planning efforts must emphasize strong community and stakeholder participation. Annual funding totals roughly $500,000 regionwide, and individual grants range in size from $5,000 to $75,000. Community Design Planning grants are typically funded through

Transportation Development Act (TDA) funds or federal STP planning funds.

TLC Capital Grants: TLC Capital grants are available to construct projects that foster neighborhood revitalization, promote walking, bicycling and access to transit, and support an area's infill housing and smart growth goals. In response to the 2003 TLC program evaluation, the maximum size of TLC capital grants has been increased from $2 million to $3 million.

Housing Incentive Program (HIP): TLC capital grants are also available to cities that are proposing to build housing near public transit stations. Jurisdictions must apply to MTC under the HIP program. The size, density and affordability of the housing projects determine the size of the grant. Once the jurisdiction issues a building permit and breaks ground on the housing, MTC awards the grant to the jurisdiction in the form of a TLC capital grant.

As of February 2005, the TLC Program has funded 67 planning projects totaling $2.7 million, 70 capital projects totaling $67 million, and awarded 10 local agencies with nearly $5.7 million in HIP funding.

Transportation Planning for Land Use Solutions (T-PLUS)

The T-PLUS program funds county CMAs to assist in the development of county level efforts to better coordinate transportation and land use. These funds are being used to allow county Congestion Management Agencies (CMAs) to develop county level TLC and HIP programs, create new countywide policies promoting transit-oriented development, publish best practices manuals on coordinating transportation and land use, and other innovative initiatives. The T-PLUS program provides approximately $150,000 annually to each CMA in the form of federal STP Planning funds.

Station Area Planning Program

The Station Area Planning Program will be a new grant program to fund land use planning efforts around public transit stations. The goal of the program is to increase the number of housing units, jobs and services within close proximity of the region's transit network, in particular assisting cities that are planning their land uses adjacent to future transit stations. Grants will target, but will not be limited to, specific plans, general plan amendments and zoning amendments. The Commission will determine a share of TLC and HIP funds to be apportioned to this new program—the source of funds is yet to be determined.

Transit-Oriented Development Study and Policies

MTC has launched a new study, in partnership with the Association of Bay Area Governments (ABAG), to determine the potential for transit-oriented development (TOD) in the region and to help develop new TOD policies for the Commission. The goal of these policies is to ensure that the investment of regional discretionary transit dollars will be matched by a local demonstration that plans are in place supporting adequate housing and employment densities surrounding public transit corridors and stations.

MTC's Transportation-Land Use Platform calls for additional implementation measures including the promotion of new suburban development patterns to encourage more walking, bicycling and transit usage, as well as the creation of joint planning projects with neighboring regions to promote better interregional coordination of transportation and land use issues. With oversight from the Joint Planning Committee, MTC, ABAG, and the Air District will also be developing joint education efforts and legislative platforms around transportation and land use issues of mutual concern.

2.5 Regional Operations Program

MTC's Regional Operations Program strives to improve the efficiency of the existing regional transportation system, resulting in a more reliable commute and a better travel experience for transportation system users. MTC polls suggest that the public highly values efforts to manage traffic, improve transit service and roadway infrastructure, respond to incidents and provide traveler information.

The Regional Operations Program in the Transportation 2030 Plan is further divided into five program areas, as listed below and described in full in the following pages.

- **2.5-A: Multi-Modal Integration**: regional ridersharing program, 511 traveler information, and clean air program
- **2.5-B: Transit Management Program**: TransLink®
- **2.5-C: Arterial Management Program**: regional signal timing program, technical assistance program
- **2.5-D: Freeway Management Program**: incident management, freeway traffic operations
- **2.5-E: Strategic Planning**: performance monitoring

For each program area, MTC has identified different projects that help meet regional goals of an efficient, reliable and convenient transportation system. While MTC manages many of these projects, the success of these projects often depends on strong partnerships with other public agencies.

Please note that we only describe those projects and programs where there is a strong regional role in funding decisions or implementation. While many system management approaches are regional in nature, others can be implemented at a corridor or local level. See Appendix One of the Transportation 2030 Plan for a complete listing of these local projects and programs.

Table 1: Funding for Regional Operations Program

	Committed*	New Commitment**	Vision Element
Multi-modal Services			
Ridesharing Program	$12.6	$41.4	$0.0
511/Traffic (TravInfo®)	$33.3	$88.0	$21.5
Transportation Marketing	$0.7	$15.7	$0.0
511/Transit (Regional Transit Information)	$1.0	$23.3	$35.2
Clean Air in Motion Program	$0.0	$17.9	$0.0
Transit Management Program			
TransLink® Capital	$117.4	$54.0	$25.7
TransLink® Operating	$91.3	$75.4	$0.0
Arterials Management Program			
Regional Signal Timing	$1.3	$2.6	$30.0
Technical Assistance (e.g. Traffic Engineering, Pavement Management, etc.)	$1.7	$1.3	$25.0
Freeway Management Program			
Incident Management (Freeway Service Patrol/Call Boxes)	$3.4	$49.5	$46.7
Freeway Traffic Operations Systems	$3.6	$46.1	$255.0
Strategic Planning			
Performance Monitoring	$0.0	$3.5	$0.0

* "Committed" funds cover project costs for the life of MTC's existing contracts. Contract lengths vary by project. Funds include only regional STP/CMAQ and STA regional discretionary.

** "New Commitment" funds cover project costs from the end of MTC's existing contracts until FY 2028/29. Contract lengths vary by project. Funds include only regional STP/CMAQ and STA regional discretionary.

2.5-A: Multi-Modal Integration

Regional Ridesharing Program

The Regional Rideshare Program (RRP) encourages commuters who drive alone to use alternative modes of transportation (such as carpooling, vanpooling, riding transit, bicycling, telecommuting and walking) in order to mitigate the growth of traffic congestion and motor vehicle emissions in the air. The RRP's primary focus is on facilitating "matches" between interested carpoolers and vanpoolers, and conducting marketing and outreach efforts to employers and the public. The RRP maintains the rideshare portion of the 511 web site and provides personalized assistance through the 511 phone number. Commuters interested in ridesharing can use the RRP's Internet-based ridematching system to find carpool and vanpool partners.

Under contract to MTC, RIDES Associates, Inc. provides RRP services, with support from subcontractor Solano/Napa Commuter Information. MTC is currently completing a procurement for RRP services. The six year contract will start in July 2005.

Project Objectives

- To increase the number of carpools and vanpools operating in the region
- To encourage the regions' employers to offer transportation demand management strategies
- To provide information and to promote alternatives to driving alone
- To reduce air pollutants
- To reduce traffic congestion

Financial Assumptions

Methodology

The existing contract has an option for renewal through FY 2009/10. Funds to cover all project costs through the contract option period are considered 'Committed'. Funds to cover all project costs beyond the existing option period are considered 'New Commitments'. Cost estimates for the planning component includes strategic service planning and performance audits, based on a 3-year cycle. Cost estimates for the capital component includes updating the regional ridematch system and database software, based on an assumption of 5-year and 3-year replacement cycles, respectively. Cost estimates for the operating component includes services for ridesharing, bicycling, general commute alternative information, marketing/coordination, and program evaluation.

Financially Constrained Element Assumptions

Over the 25-year horizon of the the Transportation 2030 Plan, $54.0 million in 'Committed' and 'New Commitment' funds will be needed for the RRP. All program costs are assumed funded through regional CMAQ and Transportation Fund for Clean Air (TFCA) funds. TFCA funds are assumed to be $1 million annually for the Transportation 2030 Plan period, deflated over time to account for the effects of inflation on the purchasing power of the money.

Vision Element Assumptions

In consideration of other regional priorities, funding for the RRP during the Transportation 2030 Plan period was reduced significantly. The vision element would restore funds to a level consistent with the 2001 Regional Transportation Plan. Funds would cover reporting, evaluation and monitoring and market research. Tasks to be added back into the program include special studies, satisfaction surveys, an employer newsletter and any new program developments/improvements.

The vision element would also increase incentives for individuals who currently drive alone to shift to carpools, vanpools and other transportation alternatives. A regional incentive program, such as a Guaranteed Ride Home Program, may be offered to serve as a "safety net" for those who choose to rideshare instead of driving alone. The estimated cost for the vision element is $30.3 million ($25.3 million to restore the existing budget at $1.1 million in annual operating costs and $5.0 million for the regional incentive program at $200,000 in annual operating costs).

511/Traffic

The Bay Area 511 traveler information project provides the public with accurate, comprehensive and timely information about traffic congestion, roadway incidents, construction activity and special events (e.g. sports events) through the 511 telephone number and the www.511.org website. The 511 telephone number and website also provide direct connections to Bay Area transit operators, ridesharing organizations and other transportation agencies. The information provided on 511 helps promote efficient use of the region's transportation assets. In addition, 511 provides traffic data free of charge to local radio stations, websites run by private companies, and live reports from the Traffic Management Center at Caltrans District 4 headquarters.

MTC contracts with PB Farradyne to collect, process and distribute the traffic and real-time transit information provided on 511. MTC has a six-year (2000–2006) contract with PB Farradyne to design, build, operate and maintain core components of the 511 system. Traffic speed and incident information is collected from various sources including a Fastrak electronic toll tag readers deployed by MTC, Caltrans loop detectors and traffic operations system (TOS), the CHP, and other Bay Area transportation agencies.

In March 2004, MTC introduced the 511 Driving Times feature, which allows callers and web users to calculate point-to-point travel times on demand. MTC continues to refine both the web and phone features to enhance their usability. Customer satisfaction surveys find that more than 90 percent of 511 callers are satisfied with the service they receive. Approximately one-third of 511 users report changing their travel as a result of information received through 511.

Project Objectives

- To help reduce traffic congestion by providing accurate, comprehensive and timely information on roadway conditions in the Bay Area
- To provide such information through a simple and easily recognized telephone number (511) and web site (www.511.org)

Financial Assumptions

Methodology

MTC's existing TravInfo® contract is in place through FY 2005/06. Funds to cover project costs through the contract period are considered 'Committed'. Funds to cover project costs beyond the existing contract are considered 'Track 1'. The contract includes planning (technical assistance, performance monitoring, business and strategic planning), capital (data collection, fusion and dissemination) and operations costs. Capital cost estimates assumes a 10-year replacement cycle for field equipment, a 5-year replacement cycle for data collection and fusion software and a 4-year replacement cycle for phone and web systems. Operating cost estimates include telephone operations and maintenance, traveler information center operations and marketing.

Financially Constrained Element Assumptions

Over the 25-year Transportation 2030 planning horizon, $121.3 million in Committed and Track 1 funds will be needed for the 511/Traffic contract. All project costs are assumed to be funded with a mix of STP/CMAQ funds and Service Authority for Freeway and Expressway (SAFE) funds.

Vision Element Assumptions

The $21.5 million vision element would include: 1) infrastructure deployment and system/data integration to improve data collection systems for freeway, arterial and HOV travel times; 2) development and delivery of multilingual 511 phone and web services; and 3) demonstration of the collection and dissemination of real-time public parking information.

Regional Transportation Marketing

The Regional Transportation Marketing program includes developing and implementing marketing campaigns for MTC's customer service products which include TransLink®, 511/TravInfo®, the Regional Transit Information System and the Regional Rideshare Program. The program staff works with the Regional Transit Marketing Committee and the TransLink® Marketing Subcommittee, represented by marketing managers of transit operators, on regional transit marketing campaigns.

Another component of marketing is the collection and analysis of usage data, focus groups, surveys, and customer feedback as well as other project performance and evaluation techniques. Such methods provide project managers with information that enable them to improve products and services. The program also publishes an annual report, *Project Performance Report,* which evaluates project performance based on specific standards.

Project Objectives

- To promote usage of MTC's customer service products such as TransLink®, the 511/TravInfo®, the Regional Transit Information System and the Regional Rideshare Program through cost-effective marketing activities
- To provide quality products to the public based on ongoing market research and project performance evaluation

Financial Assumptions

Methodology

MTC's existing contract for Regional Transportation Marketing is in place through FY 2004/05. Funds to cover project costs through the contract period are considered 'Committed'. Funds to cover project costs beyond the contract period are considered 'New Commitments'. Funding for Regional Transportation Marketing is held constant at a level consistent with recent marketing expenditures. Approximately two-thirds of funds will be spent on marketing while the remaining one-third of funds will be spent on market research. Some projects such as TransLink® are expected to contribute additional resources for marketing purposes.

Financially Constrained Element Assumptions

Over the 25-year Transportation 2030 planning horizon, $16.4 million in Committed and Track 1 funds will be needed for Regional Transportation Marketing. All project costs are assumed to be funded with a mix of STP/CMAQ funds and STA Regional Discretionary funds.

Vision Element Assumptions

There is no vision element project.

511/Transit (Regional Transit Information System)

The Regional Transit Information System (RTIS) gathers, organizes and disseminates schedule, route and fare information for all public transit services in the region. The most visible product of the RTIS has been the transit information Web site, transitinfo.org, which is now part of the 511.org Web site. In addition to providing a single point of access to route, schedule and fare information, the 511 Web site also includes the popular TakeTransit^{SM} Trip Planner, which travelers can use to generate transit itineraries for intra- and inter-agency trips. Transit agency call centers connect to the same transit trip-planning database to provide information to their customers by telephone.

The RTIS includes three key components:

1) The Regional Transit Database (RTD), in which MTC maintains and updates transit service data

2) A set of software programs that allow the data in the RTD to be displayed as schedule or route information on the Internet, and to generate interagency transit itineraries with the Trip Planner

3) A communications system that uses either the Internet or a dedicated frame-relay network to connect the public and transit agencies to the software programs.

The RTIS is an MTC-sponsored project that relies on the support and cooperation of Bay Area transit operators. MTC manages a contract with bd Systems (formerly GIS/Trans) to design, develop, implement and maintain the RTIS, including the database, software and communications network.

Project Objectives

- To offer the public the convenience of a single point of access for all transit information in the Bay Area through the 511 phone number and the www.511.org web site
- To enable users to plan their transit trips 24/7 through TakeTransit^{SM} Trip Planner
- To help increase transit usage by offering these conveniences
- To maintain a comprehensive and up-to-date transit database for the Bay Area

Financial Assumptions

Methodology

MTC's existing contract for the Regional Transit Information System is in place through FY2004/05. Funds to cover project costs through the contract period are considered 'Committed'. Funds to cover project costs beyond the contract period are considered 'New Commitments'. Capital cost estimates include equipment, software and product development. A 3-year equipment replacement cycle is assumed. Operating cost estimates include communications, GIS basemap maintenance, customer and system support and system expansion. There are also some systems planning costs.

Financially Constrained Element Assumptions

Over the 25-year horizon of the Transportation 2030 Plan, $24.3 million in Committed and New Commitments funds will be needed for 511/Transit contract. All project costs are assumed to be funded with a mix of STP/CMAQ funds and STA Regional Discretionary funds.

Vision Element Assumptions

The $35.2 million vision element project would include:

1) procurement of a new trip planning system every five years
2) configure all transit routes and stops in the region to enable collection of real-time transit arrival data and integrate the data with 511 phone and web for public access
3) development of a data-to-voice interface to allow provision of automated transit information via the 511 phone system
4) development of a non-proprietary, stand-alone Web interface to increase availability of transit trip planning functionality on other Web sites
5) licensing additional GIS basemap features and making data enhancements to support more detailed trip planning
6) enhanced call transfer capabilities
7) 24-hour live telephone customer assistance
8) expansion of the trip planner outside the Bay Area
9) other new technology initiatives.

Clean Air In Motion (CAM) Program

The Bay Area has been at or close to attainment of the national 1-hour ozone standard for many years. The good news is that we have had three consecutive "clean" years and the U.S. EPA made a final finding that the Bay Area has attained the national 1-hour ozone standard. However, the Bay Area is currently classified as "marginal, non-attainment" for the new national 8-hour ozone standard, which takes effect in June 2005; the region will have to demonstrate conformity with the new standard by 2007. In addition, the region continues to violate the more stringent state ozone standard.

The Commission previously has approved CMAQ funding for programs that reduce Bay Area emissions and accelerate achievement of our attainment standards. Examples of previous jointly sponsored MTC and BAAQMD clean air programs include:

- Installing nearly 1,700 diesel bus retrofit devices that significantly reduce nitrogen oxides (NOx is an ozone precursor) and particulate matter (PM).
- Funding a Spare the Air Program that encourages Bay Area residents to take transit or rideshare on days when weather forecasts suggest higher than normal ozone formation.
- Expanding regional express bus service
- Implementing free BART rides for morning commutes on Spare the Air Days last summer.

MTC and the Air District would like to continue the success of our previous clean air programs. The following are new initiatives under the heading of a new program called Clean Air in Motion (CAM):

- **Spare the Air/Free Morning Commutes on Bay Area transit systems** – following on the success of the 2004 Spare the Air/Free Morning Commute on BART program, this program will be expanded to all interested Bay Area transit systems for a limited number of Spare the Air Days in 2005. (Cost: $4 million (one year))

- **Car Scrappage Program** – the Air District currently operates a successful program that pays owners $650 for an operating and registered pre-1985 vehicle that is turned over to dismantlers to be scrapped. This program will be augmented with additional funding. (Cost: $8.5 million (two years))

- **Refuse Truck Incentive Program** - a new California Air Resources Board (CARB) regulation, which took effect in July 2004, requires all refuse vehicle fleets to equip their trucks with the

best available control technology to reduce emissions of particulate matter (PM). The Air District and MTC plan to make incentive funds available to encourage fleets subject to the CARB regulation to install control technology to reduce NOx emissions, in addition to PM. The program is very similar to the bus retrofit program previously funded by MTC and the Air District. (Cost: $2 million (one year))

- **Auto Catalytic Device Replacement** – older vehicles have emission control devices that become less efficient as they age; replacing these components can provide significant emission benefits according to studies conducted by CARB. CARB has asked that the Bay Area consider a program to replace catalytic converters and evaporative canisters in 1980-1994 model year vehicles. (Cost: $4.5 million (two years))

- **Carsharing and alternative fuel demonstration** – this program expands on an existing carsharing program at select BART stations. UC Berkeley's Institute of Transportation Studies has asked MTC and the Air District to partner on a demonstration program that funds hybrid and hydrogen fuel car share vehicles at the Pleasant Hill BART station. (MTC Cost: $25,000 (one year))

Project Objectives

- To educate Bay Area residents about air pollution, and to encourage them to change certain behaviors in order to reduce the amount of air pollutants generated
- To avoid exceeding the federal and state air quality standards for the nine-county Bay Area
- To achieve clean air to protect the public's health and the environment

Financial Assumptions

Methodology

The Commission has committed $17.9 million towards the CAM program as part of the Phase 1 decisions for the Transportation 2030 Plan in December 2004.

Financially Constrained Element Assumptions

CMAQ funding is currently available for these proposed programs as previously approved by the Commission in the 2005 Transportation Improvement Program.

Vision Element Assumptions

There is no vision element project.

2.5-B: Transit Management Program

TransLink®

TransLink® is the universal fare payment card for the Bay Area's myriad of transit operators. TransLink® is an automated fare collection program centered around a "smart card" that will be accepted for fare payment by all Bay Area transit operators for both intra- and inter-operator trips. Customers will be issued smart cards that can be used for fare payment on the region's bus, rail and ferry systems. After purchasing their TransLink® card, customers can add value to them at vending machines, ticket offices and merchant locations. TransLink® cards hold a cash value, much like current BART tickets, as well as stored rides and monthly passes. Whatever fare or transfer charge a transit operator sets will be deducted from the card when customers board/exit vehicles or pass through fare-gates.

TransLink® technology offers operators the ability to collect data for service planning purposes and the flexibility to develop alternate fare policies. It also has the potential to form partnerships with the private sector to take advantage of revenue-enhancing or cost-saving opportunities. It is expected to improve the efficiency and security of the region's fare collection systems

To assure equitable reimbursements to individual operators, a central bureau will manage TransLink® services and operate the financial functions for distribution of reimbursements for services provided.

MTC has a 15-year contract with Motorola and its subcontractor, ERG, to design, build, operate, and maintain the TransLink® system. Phase 1 of TransLink®, which included the design and manufacture of the basic components of the TransLink® system, a six-month pilot program and a comprehensive evaluation, concluded in October 2002. Phase 2, currently underway, includes full implementation and ongoing operation and maintenance of the system. MTC issued a Notice to Proceed for Phase 2 in November 2003.

Project Objectives

- To offer transit users the convenience of using one card for all transit operators in the Bay Area
- To enable transit users to make inter- and intra-operator trips using one card
- To improve the efficiency and security of the region's fare collection systems
- To improve transit operator data collection for service planning purposes and development of fare policies
- To take advantage of revenue-enhancing or cost-saving business partnerships with the private sector

Financial Assumptions

Methodology

MTC's existing TransLink® contract is in place through FY 2015/16. Funds to cover project costs through the contract period are considered 'Committed'. Funds to cover project costs beyond the existing contract are considered 'Track 1'. Capital estimates include design, equipment, integration, site preparation/installation, maintenance, cards, sales tax, marketing, consultant support and 10% capital contingency. The estimate assumes a 7-year equipment replacement cycle. The operating estimate includes all services in the Motorola implementation contract.

Financially Constrained Element Assumptions

Over the 25-year Transportation 2030 planning horizon, $338.1 million in Committed and Track 1 funds will be

needed for the TransLink® project. Initial capital costs are assumed to be covered with a mix of 5307/5309, STP/CMAQ, RM-2, STA and other local funds. Replacement capital costs will generally be covered through the Transit Capital Priorities process, and have been factored separately in the transit capital shortfall identified for the region. Operating costs are generally described as split between fixed operating costs (covered by MTC on behalf of the region) and variable operating costs (covered by transit operators). MTC will initially use a mix of CMAQ, RM-2 and STA funds for operating, transitioning completely to STA. Transit operators will use their own funds to pay for their share of operating costs.

Vision Element Assumptions

The $24.2 million vision element project would:

1) contribute to integration of the TransLink® system with transit operators' existing on-board equipment
2) cover in-station and on-board equipment moves and equipment replacement (including vandalized equipment)
3) enhance TransLink® marketing
4) fund system design changes that would benefit the patrons or improve operations and non-transit application development
5) increase the number of smart cards for distribution and the number of options for distribution of cards and value
6) allow for more comprehensive monitoring of the project and the contractor through operations audits and more rigorous escrow reviews.

2.5-C: Arterials Management Program

Regional Signal Timing Program

The Regional Signal Timing Program seeks to improve the mobility and safety of all users of Bay Area arterials, and to improve air quality in and around those arterials, through the efficient use of traffic signals and related devices. Key elements of the program proposed for the vision element of the Transportation 2030 Plan include traffic-responsive signal coordination and traffic signal timing optimization, transit signal priority, emergency vehicle and rail preemption, and photo red light enforcement. This program complements the objectives of other regional operations programs, including: Freeway Operations Program by improving the freeway-arterial interface; 511 traveler information system by supporting the goal of providing arterial travel times; and Regional Bicycle and Pedestrian Program by serving the needs and enhancing the safety of bicyclists and pedestrians on arterials. Undertaking the program at a regional level also fosters synergy among the multiple users, jurisdictions, and disciplines that are involved.

The Bay Area currently has over 7,000 traffic signals, of which approximately half are currently coordinated. Current funding for the this program focuses on updating the signal timing and coordination plans for the approximately 3,600 traffic signals, as well as developing and implementing transit signal priority where the capabilities exist. The Plan's vision element provides funding for expansion of the program to include additional signals beyond the original 3,600 timed under this Program.

Project Objectives

- To implement traffic signal timing and coordination plans that serve the needs of all users of arterials (motorists, transit, pedestrians, bicyclists) during all times of the day (peak and off-peak, and weekday and weekend) and under all types of traffic conditions (regular commute, special event, and incidents)
- To facilitate efficient transit operations by providing transit signal priority
- To facilitate the safe and efficient operations of emergency service providers by providing emergency vehicle preemption
- To facilitate the safe and efficient movement of rail systems by providing rail preemption at at-grade crossings

Financial Assumptions

Methodology

The Regional Signal Timing Program was launched in 2004 and has committed funding for four years, through fiscal year 2006-07.

Financially Constrained Element Assumptions

About $1.3 million is currently available to the Regional Signal Timing Program. The Commission committed another $2.6 million towards the program as part of its Phase 1 decisions for the Transportation 2030 Plan in December 2004. The funding is available at about $1.2 million in CMAQ funds per year from fiscal year 2003-04 through fiscal year 2006-07, and then the program will phase out.

Vision Element Assumptions

The Regional Signal Timing would need about $30 million in additional funding. The Congestion Management Agencies are to assume responsibility for this program starting in 2007-08, although project submittals from the CMA's do not identify this program as a separate project. Under

the vision element, the program will be continued to include more traffic signals, but will continue to focus on the traffic signal timing and transit signal priority only. In the long-term, the program's focus will be expanded to include other timing scenarios, such as weekend, special event, and incident traffic; more advanced signal coordination methods, including traffic responsive and traffic adaptive strategies; emergency vehicle and rail preemption; and photo red light enforcement.

Regional Technical Assistance Program

The Regional Technical Assistance Program provides local agencies with assistance on technical issues to improve the integrated operations, security, and maintenance of the Bay Area's transportation system. Many Bay Area agencies cannot afford the staff and expertise needed to properly operate and maintain their portion of the Bay Area transportation system. This results in collisions that could be avoided, excess delay, lack of planning and investment for homeland security, and less than optimal use of funds to maintain pavement on local streets and roads.

Over the past several years, MTC has managed and subsidized the technical assistance programs to help local agencies make sound investment decisions, including traffic engineering and pavement management, but funding for the programs ends in fiscal year 2006-07.

New areas where technical assistance programs would be beneficial include integrating operations across agency boundaries (bus priority at traffic signals, coordinating ramp meters and traffic signals, etc) and improving transportation system safety and security (collision analysis and mitigation, threat assessment for terrorism and development of mitigation plans, etc).

Project Objectives

- Provide small jurisdictions with technical assistance and expertise needed to efficiently operate and maintain the Bay Area's transportation system
- Provide local agencies with assistance in analyzing existing problems and developing cost-effective solutions
- Provide local agencies with assistance in developing cost estimates for inclusion in grant applications

Financial Assumptions

Methodology

Beginning in fiscal year 2007-08, federal funds currently set-aside for the Regional Technical Assistance Program will be phased out. The program currently has $1.7 million, and the Commission added another $1.3 million in future discretionary funds towards the program as part of its Phase 1 decisions in December 2004. Available funding for this program will continue through fiscal year 2006-07.

Financially Constrained Element Assumptions

The continuing state budget crisis will adversely affect the ability of all jurisdictions to operate and maintain their portion of the transportation system. The existing technical assistance programs will provide agencies with outside technical assistance to make the optimal use of the limited fund available for pavement management and signal retiming through fiscal year 2006-07, when funding for the current programs expire.

Vision Element Assumptions

An additional $25 million in potential revenues would extend the life of this program. Local agencies will have continued access to outside technical expertise to make optimal investment decisions for operations, safety and maintenance of their portion of the Bay Area's transportation system.

2.5-D: Freeway Management Program

Incident Management Program

The Incident Management Program consists of two components:

1. **Freeway Service Patrol (FSP):** The FSP is the freeway incident detection and removal program that clears accidents, assists motorists and removes dangerous debris from freeways by deploying a fleet of tow-trucks that roam the freeways during peak commute periods. FSP drivers are frequently the first to arrive at accident scenes or find stranded motorists; they also respond to radio-dispatched requests for assistance from the CHP. As of July 1, 2003, the Bay Area FSP is the second largest of 10 FSP programs in the state, with 31 beats and 72 trucks that cover approximately 450 centerline miles. During FY 2002-03, the Bay Area FSP responded to more than 125,000 incidents, 53 percent of which involved motorist in stalled vehicles. The impact was an estimated savings of 4.8 million hours of delay time for motorists, 2.0 million gallons of fuel and a reduction of 845 tons of pollutants from vehicles.

   The FSP will continue its four-year expansion in FY 2005-06. New weekend, midday and morning service hours will be added to select existing FSP beats in FY 2004-05. In addition, several telecommunication projects have been identified that will improve performance by quickly and more accurately gathering, transmitting and analyzing incident data.

2. **Call Box Program (CBX):** The Call Box Program offers motorists who need emergency roadside assistance an effective means of communication 24 hours per day through approximately 3,500 call boxes (telephones that connect directly to a call center) on more than 1100 miles of urban, suburban and rural freeways in the Bay Area. These call boxes are spaced between one quarter-mile and two-mile intervals. Motorists report flat tires, mechanical breakdowns or dangerous roadway conditions directly to operators who then dispatch assistance. The program not only helps stranded motorists but also helps to reduce traffic congestion by speeding the removal of stalled vehicles and other hazards. The call center receives an average of 5,000 calls per month.

   CBX is a joint project among Caltrans, CHP and MTC Service Authority for Freeways and Expressways (SAFE). Recently, SAFE developed a 5-year strategic and financial plan to address changing conditions and demands of the call boxes. The plan includes:

   - Removing approximately 25 percent of the call boxes from the system in response to the continued decline in call box usage attributable to increase in cellular phone ownership
   - Ensuring access to call boxes by the speech/hearing-impaired and the physically disabled persons
   - Minimizing costs associated with call answering and CHP dispatching services
   - Making improvements to call box sites to ensure crashworthiness and to meet Caltrans standards
   - Improving the cellular system, primarily through an upgrade to digital services.

- Enhancing the call box system to provide traveler information
- Installing call boxes on bridges
- Supporting other traffic management programs.

Project Objectives

- Clears accidents, assists motorists and removes dangerous debris from freeways by deploying a fleet of tow-trucks
- Offers motorists who need emergency roadside assistance an effective means of communication 24 hours per day through approximately 3,500 call boxes

Financial Assumptions

Methodology

The Call Box program receives $1 per year for vehicles registered in the Bay Area, which generally amounts to $5.9 million per year. The Freeway Service Patrol program receives a formula share of a statewide allocation of $18 million, which generally amounts to $4.9 million per year.

Financially Constrained Element Assumptions

The Commission committed $49.5 million towards the FSP/CBX program as part of its Phase 1 decisions on the Transportation 2030 Plan in December 2004.

Vision Element Assumptions

For FSP, the estimated vision element cost is $46.7 million. This would provide enhancements and improvements to existing and proposed future FSP infrastructure. Specific improvements to FSP includes: closing gaps in coverage that currently exists within the regional FSP service, increasing midday and weekend service and enhancing computer database functionality to facilitate data sharing between Caltrans, CHP and MTC. For CBX, there is no vision element project.

Freeway Traffic Operations Systems (TOS)

Freeway Traffic Operations Systems (TOS) refers to the activities that directly affect the safety, travel time, travel route selection, time of travel, or mode of travel, of travelers using or planning to use the freeway network. It consists of two components:

1. **Congestion Relief and Management**: This component monitors and manages traffic flows on the freeway, including the Regional Transportation Management Center (TMC), field equipment (such as detectors, CCTV cameras and message signs), and communication systems that link the TMC to other agencies. Over the past 15 years, the Bay Area freeways have been equipped with about 400 CCTV cameras, 1450 detector stations, 100 message signs and 300 ramp meters.

   During 2003-04, Caltrans brought a large number of detectors into stable operation, and shared that data with the 511 program. A ramp metering program was implemented on eastbound I-580 through Pleasanton/Dublin in June 2003; a study conducted in May 2004 documented significant improvements in both freeway throughput and travel time during the peak period, as well as decreased traffic on local on-ramps. Ramp metering was also implemented at the I-880/Route 237 interchange.

   As an ongoing process to continue to improve TOS, Caltrans, MTC and CMAs met in 2004 to define priorities and guidelines for future investments. The priorities are:
   - sustain the existing investment in highly congested corridors
   - expand the TOS in highly congested corridors, preferably by including TOS elements in major freeway construction projects
   - completion of the remaining freeway corridors.

2. **Interagency Communication and Coordination**: This component focuses on real-time communication and coordination between agencies through multimodal Smart Corridors and the exchange of real-time data. MTC is working with Caltrans and several Smart Corridors to deploy a Center-to-Center system to enable the real-time exchange of traffic data and video images. The functional requirements and design were developed in 2003/04, a MOU and policy statement has been executed by 15 agencies, and the system will be deployed in 2005/06.

   MTC, CHP and Caltrans are also working on a digital 'switchboard' system to allow homeland security and incident response agencies to communicate across radio, cellular telephone and landline telephone systems. MTC and Caltrans are jointly sponsoring the CCTV Upgrade Project to enable all of Caltrans CCTV cameras to be controlled from a single console and to upgrade communications from the TMC to field equipment and other TMCs. CCTV images provide the public with greater detail than color-coded speed maps, and provide emergency response agencies with information on the location of incidents and the type of response needed (tow truck, ambulance, etc).

Project Objectives

- To provide congestion relief for Bay Area freeways during peak travel periods
- To provide motorist who need roadside assistance on freeways a 24/7 means of emergency communication
- To improve interagency real-time communication and coordination
- To provide reliable, fast and real-time and data to the 511 and Incident Management programs
- To deploy real-time interagency communications and coordination system for emergency responders and center-to-center system for exchange of traffic data and video

Financial Assumptions

Methodology

The Transportation 2030 Plan provides $2.2 million/year for the Freeway Traffic Operations System. This level of funding is anticipated to meet the top priority of 'sustaining the existing investment in highly congested corridors", but will not support expanding the system to keep pace with the increases in congestion.

Financially Constrained Element Assumptions

The Commission committed $46.1 million towards the Freeway Traffic Operations program as part of its Phase 1 decisions on the Transportation 2030 Plan in December 2004.

Vision Element Assumptions

The $255 million Freeway Traffic Operations Systems project proposed for the vision element of the Transportation 2030 Plan involves the following:

- For Freeway Traffic Systems Operations, the long-term vision entails real-time monitoring of speed and volume on every freeway, real-time freeway control through message signs and ramp meters, and cooperation across agencies and modes to share real-time information.
- Coordination and automated data exchange system between CHP, TMC, MTC and Smart Corridors
- Completion of Fiber & Wireless Network that can be used as a backbone to move data
- Integration of real-time traffic data with fiber/wireless network with in-vehicle computers to automatically route a portion of the traffic around incident locations

2.5-E Strategic Planning

Performance Monitoring

MTC publishes the annual State of the System report, which summarizes the performance of the existing transportation system. The report is based on performance data already collected by Bay Area transportation agencies for a variety of purposes. In 2002, MTC began a program to fill gaps in this existing system performance data. This program has established data sets including vehicle counts on freeways and major arterials at county screenlines and bicycle and pedestrian counts at selected locations.

Over the 25-year period of the Transportation 2030 Plan, this program will seek to maintain and grow these data sets and develop additional performance data from new and emerging sources such as the 511 Driving Times program and transit automatic vehicle location systems. Other data of interest include customer satisfaction with the regional transportation system and services.

Financial Assumptions

Financially Constrained Element Assumptions

The Transportation 2030 Plan assumes $140,000 is needed annually to monitor system performance. This amounts to $3.5 million over the 25-year period. The estimate is based on current costs to MTC, county congestion management agencies and Caltrans for data collection efforts that are similar in scope.

The program is funded largely through regional funds. Matching funds (11.8%) are provided by MTC with TDA revenues that are part of MTC's operating budget.

Vision Element Assumptions

No program expansion is assumed.

2.6 Regional Bicycle and Pedestrian Program

MTC adopted the Regional Bicycle Plan (RBP) as an element of the 2001 Regional Transportation Plan (RTP). This plan defined a network of key routes from the nine county bicycle plans that connect Bay Area communities of 5,000 or more and key transit and activity centers. These routes comprise a skeletal network, placing 50 percent of the Bay Area's population within a quarter mile of the future network and 70 percent within one-half of a mile. MTC was one of the first metropolitan planning organizations (MPOs) in the county to create a regional bicycle plan. This plan and its adoption into the 2001 RTP reflected the rising interest in improving conditions for non-motorized travelers.

The need for pedestrian facilities (sidewalks, pedestrian signals, marked crosswalks, wheelchair-accessible curb cuts, etc.) exists in every neighborhood. But there is insufficient funding to addresses these demands. To prioritize the myriad needs—and help develop a regional pedestrian plan—MTC proposes to focus on projects that improve access to transit, schools and regional activity centers.

During the Transportation 2030 planning process, stakeholders discussed the importance of funding regional bicycle projects as well as regionally significant pedestrian projects. In December 2003, the Commissioners pledged $200 million to fund the construction of the Regional Bicycle network and regionally significant pedestrian projects over the next 25 years. The program reflects the Transportation 2030 goals of a safe transportation system, clean air, a reliable commute including alternative modes, and livable communities. Currently 12 percent of trips in the Bay Area are taken by bicycle or on foot.

In addition to MTC's first-ever funding commitment for a regional bicycle and pedestrian program, Alameda, Santa Clara and San Francisco counties have committed close to $240 million in transportation sales tax funds for bicycle and pedestrian needs. Marin, Sonoma, Contra Costa and San Mateo counties—which had new county sales taxes that were approved on the November 2004 ballot—pledged another $160 million.

An estimated amount of $245 million in traditional funding sources is available for non-motorized needs over the next two decades. These sources include the Transportation Development Act (TDA), the Transportation Fund for Clean Air, the Bicycle Transportation Account, and Transportation Enhancement Funds.

Regional Bicycle and Pedestrian Program

The Regional Bicycle and Pedestrian Program will invest in the following categories:

- Projects in the Regional Bicycle Plan
- Bicycle and pedestrian projects that provide access to transit
- Bicycle and pedestrian projects that provide access to schools
- Bicycle and pedestrian projects that provide access to regional activity centers, such as colleges, municipal buildings and commercial districts.

Program Elements

The Regional Bicycle and Pedestrian program contains a number of key program elements, as described below.

Equal Funding

The overall program goal is to fund bicycle and pedestrian projects equally. There is a minimum requirement that 25 percent of the regional and county portions respectively be spent on projects that primarily benefit pedestrians. This is intended to provide incentives to encourage development good pedestrian projects, which, unlike bicycle projects, may not have other sources of dedicated funding.

Project Scoring and Selection

Projects in the county portion will be selected based on scoring criteria developed at the discretion of each CMA. Projects selected for the county portion will be consistent with program guidelines developed for both the regional and county portions by MTC and its partner agencies. Counties will program 75 percent of the funds available for this program. CMAs will also identify projects to be submitted to MTC for consideration for the regional portion. CMAs are directed to develop both lists with review of bicycle and pedestrian interests through the CMAs Bicycle and Pedestrian Advisory Committee or other advisory groups.

Committee Evaluation

A committee of representatives from the CMAs, Regional Bicycle Working Group, and Regional Pedestrian Committee will evaluate projects for the Regional Portion based upon the degree to which they address the six factors listed below.

- Provide bike and/or pedestrian access to transit, schools, regional activity centers
- Eliminate major gap or obstacle in a bike or pedestrian facility
- Have community support
- Address safety concerns
- Provide local matching funds
- Are regionally significant

2.7 Lifeline Transportation Program

The Lifeline Mobility goal adopted by the Commission recognizes the importance of addressing mobility needs for those "segments of the population having fewer mobility options and therefore requiring special attention in transportation planning: households without a car, school children, older adults, and the disabled." These elements of the Lifeline Transportation Program build upon efforts completed during the last update of the Regional Transportation Plan (RTP) in 2001.

Phase I of planning for Transportation 2030 concluded in December 2003, with the Commission agreeing to dedicate $216 million in new revenues to invest in a regional Lifeline Transportation Program to improve mobility for low-income communities over the next twenty years. The Lifeline Transportation Program includes the following elements:

Community-Based Transportation Planning Program

One recommendation emerging from the 2001 RTP was to conduct community-based plans in the region's most impoverished communities. This recommendation was based on the Lifeline Transportation Network analysis completed for the RTP, which identified those public transit routes most critical for low-income communities, and evaluated their ability to provide service where and when it is needed. Gaps identified were primarily "temporal" in nature, meaning that service is needed more frequently, and/or during expanded hours.

As a next step, MTC committed to sponsor a series of community-based transportation plans intended to identify, at the neighborhood level, solutions most appropriate for that community to implement. Solutions may include a wide variety of options, including expanding or enhancing fixed route services, or instituting other approaches such as children's transportation programs, vanpool services, car share or other auto-related projects. These plans are conducted under the auspices of the Congestion Management Agencies (CMAs) and as such are intended to also inform county-based transportation funding decisions, especially where sales tax expenditure plans are being developed.

A pilot project was completed in 2003 to conduct five community-based plans, in North Richmond, Southern Alameda County (Cherryland/Hayward), East Palo Alto, Napa County, and Dixon. The projects entailed a significant outreach effort, conducted by local community-based organizations most familiar with the needs of the communities. Based on the results of this pilot program, MTC will continue this program to complete plans in the remaining communities of concern.

Older Adults Transportation Study

The Older Adults Transportation Study was conducted during 2002, at the suggestion of MTC's Elderly and Disabled Advisory Committee. The release of 2000 Census data allowed us to examine in detail the projected demographic changes the region faces with respect to the aging of the population. Another goal of this project was to identify community stakeholders who work with and advocate on behalf of seniors in order to engage them in identifying transportation barriers faced by persons with reduced mobility, and how best to address these barriers.

The final report includes recommended actions for MTC to pursue with respect to funding advocacy, legislative advocacy, planning, and coordination. It specifically calls for MTC to adopt a policy/vision statement as part of the regional plan in recognition of the growing need to address mobility for older people, define the specific nature of the need that

distinguishes it from other concerns, and set a goal of maintain safe mobility for older drivers, pedestrians, transit users, and people who can no longer drive due to age-related conditions.

Transportation Affordability Study

CalWORKs participants, caseworkers, and other advocates for low-income individuals have reported that the cost of transportation is often a significant barrier for low-income individuals transitioning from welfare to work or training opportunities. To follow up from the 2001 RTP, the Commission agreed to initiate to examine travel patterns and associated transportation costs for low-income persons of employable age for work and/or training purposes.

The study was conducted and published by the Public Policy Institute of California (PPIC), a public research organization that focuses on policy issues of concern to Californians. PPIC relied on three primary existing data sources, including the 2000 Census Data, the Consumer Expenditure Index, and MTC's Bay Area Travel Survey. The final report was published by the end of July 2004, and MTC convened a regional workshop to present the findings and discuss relevant policy implications emerging from the study.

Investments in Lifeline Transportation Program

As mentioned above, the Commission agreed to dedicate $216 million in Regional Discretionary Funds in a Lifeline Transportation Program. These funds are assumed to be a combination of federal Job Access and Reverse Commute (JARC) funds, and State Transit Assistance (STA) funds, generated as a result of the passage of Proposition 42. These Prop. 42 funds have been deferred at the state level, and are not expected to become available until FY 2008-09. In the interim, MTC has identified an additional $15 million to address lifeline needs for the next three years. MTC's preliminary proposal calls for CMAs to administer the oversight of these funds. Over the next few months Lifeline Program Principles and a Funding Implementation Plan for use of this investment will be discussed by stakeholder groups with an interest in the Lifeline Transportation Program.

LIFT Program

MTC has continued its sponsorship of the Low Income Flexible Transportation (LIFT) Program. To date, a total of 32 projects have been funded with a combination of transportation, social service or other funding sources.

LIFT projects have been provided to transit agencies, private non-profit agencies, and local jurisdictions to implement pilot projects intended to address barriers identified through welfare-to-work or community-based plans. A variety of projects have been initiated to deliver non-traditional transit services focused on low-income communities, including guaranteed ride home programs, auto assistance programs, childrens' shuttles and others.

Types of LIFT Projects

(32 projects total)

Fixed-Route	34 %
Children's shuttles	16 %
Shuttles/Demand Response	16 %
Guaranteed Ride Home	13 %
Fare Assistance	6 %
Auto Programs	6 %
Mobility Manager	9 %

PART 3:
Project Listing

The financially constrained element of the Transportation 2030 Plan is comprised of two classes of projects. "Committed" projects are projects that have received secure funding, i.e., are fully funded and will be constructed at some point in the future. While also part of the financially constrained element, "new commitment" projects would require federal, state, regional, and local revenues projected to be reasonably available through the 25-year horizon of the Transportation 2030 Plan.

Part 3 provides project-level details for new commitment projects. These details include project costs and funding, purpose and scope, planning context and other information. This information is primarily intended to aid the state and federal agencies in their review of projects included in the Transportation 2030 Plan for air quality conformity or funding purposes. Other agencies and the general public may also find this information helpful for other planning purposes.

Project Details for New Commitments

ID # 21085 **County/Corridor** Alameda Tri-Valley

Project/ Program: I-580 Transportation Operations System (TOS) and ramp metering from the San Joaquin county line to the city of Dublin

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$8.0	Existing Funding
	$0.8	Future Discretionary Funds
Cost:	$8.8	Total Project Cost

PROJECT DETAILS

Purpose: To install traffic monitoring/ramp metering on the I-580 from the San Joaquin county line to the city of Dublin to improve travel times, safety and reliability.

Project Scope: Installs complete traffic monitoring (CCTV, CMS, Traffic Monitoring Stations);ramp metering system; and HOV bypass lanes where feasible at all on-ramps on I-580 from San Joaquin Co. line to Dublin city limits to manange traffic at/near capacity on main corridor to/from Bay Area to points east and south.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: 10 year State Highway Operations Preservation and Protection (SHOPP) plan

Project Status: Not Begun **Contact Agency:**
Environ Status: Future CalTrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 21101 **County/Corridor** Alameda Eastshore-South

Project/ Program: Extend Tinker Avenue from Webster Street to 5th Avenue (includes Transit Center at College of Alameda)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$12.6	Existing Funding
	$2.2	Future Discretionary Funds
Cost:	$14.8	Total Project Cost

PROJECT DETAILS

Purpose: To improve access and traffic circulation to west Alameda by extending Tinker Avenue from Webster Street to 5th Avenue in order to facilitate the redevelopment of the former Naval Air Station.

Project Scope: Extends Tinker Avenue from Webster Street to 5th Avenue. Includes construction of an intersection on Route 260, a four lane road to 5th Street, circulation improvements under Constitution Way that connect Tinker Avenue to Mariner Square Drive and the construction of a transit center at the College of Alameda.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [x] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Project is part of the approved Naval Air Station EIR and Reuse Plan.

Project Status: Environmental **Contact Agency:**
Environ Status: Underway Alameda

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21103 **County/Corridor** Alameda Eastshore-South

Project/ Program: Central Avenue railroad overpass

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$3.1	Existing Funding
	$8.6	Future Discretionary Funds
Cost:	$11.7	Total Project Cost

PROJECT DETAILS

Purpose: To provide an east-west arterial street grade separation structure in Newark for improved emergency response, to improve safety at Central Avenue Railroad crossing, and to ease congestion on Central Avenue.

Project Scope: Constructs grade separation structure on Central Avenue (4-lane arterial street) at Union Pacific Railroad crossing. Project is an enhancement.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [x] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Newark

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 21105 **County/Corridor** Alameda Tri-Valley

Project/ Program: I-580/Isabel interchange improvements (Phases 1 and 2)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$71.4	Existing Funding
	$28.6	Future Discretionary Funds
Cost:	$100.0	Total Project Cost

PROJECT DETAILS

Purpose: The purpose of this project is to: 1) Improve access to I-580 by replacing the partial interchange at Portola Avenue with a full interchange at Isabel Avenue; 2) Improve local traffic circulation north and south of I-580 in the northwesterly area of the City of Livermore by increasing the local roadway crossings on I-580; and 3) Improve the connection between Route 84 (Isabel Avenue) and I-580.

Project Scope: Construct new "Parclo" interchange at the extension of Isabel Ave (Route 84) to I-580. Phase 1 will construct a 4-lane Isabel Ave over I-580, 2-lane Isabel Ave north of I-580 and a 2-lane Portola extension to the Isabel Ave extension, and the partial interchange at I-580/Portola Ave will be replaced with a new full parclo interchange at I-580/Isabel Ave (Route 84). Phase 2 will widen Isabel Ave (including the I-580 overcrossing) to 6-lanes between Jack London Blvd and Portola Ave, and will widen Portola Ave to 4-lanes between Murrieta Blvd and Isabel Ave.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [x] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Caltrans PSR Completed. Measure B Expenditure Plan. TEA21 Federal Demonstration

Project Status: Environmental **Contact Agency:**
Environ Status: Underway Livermore

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 21107 **County/Corridor** Alameda Eastshore-South

Project/ Program: I-880/High Street interchange improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$4.9	Existing Funding
	$11.0	Future Discretionary Funds
Cost:	$15.9	Total Project Cost

PROJECT DETAILS

Purpose: To improve access to I-880 for vehicles traveling between Oakland and Alameda via 42nd Avenue /Alameda Avenue and High Street, relieve congestion and improve circulation along local roadways.

Project Scope: Extends and aligns 42nd Avenue with Alameda Avenue to provide a road parallel to High Street; widens High Street to provide additional capacity at the intersections of the freeway frontage roadways of Oakport Street and Coliseum Way; realigns E. 8th Street near Alameda Avenue; and extends and realigns Jensen and Howard Streets to connect High Street and 42nd Avenue.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Included in CMP (for right-of-way only) and CTP.

Project Status: Environmental **Contact Agency:**
Environ Status: Underway Oakland

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 21112 **County/Corridor** Alameda Sunol Gateway

Project/ Program: Crow Canyon Road safety improvements (Stage 1)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$1.0	Existing Funding
	$4.1	Future Discretionary Funds
Cost:	$5.1	Total Project Cost

PROJECT DETAILS

Purpose: To improve traffic flow and reduce congestion on Crow Canyon Road, a primary road connection between Alameda and Contra Costa County, by implementing safety improvements including shoulder widening, curve realignment, retaining wall systems and landscaping.

Project Scope: Improves and widens shoulders, realign curves, and constructs retaining wall on Crow Canyon Road. The existing roadway alignment has numerous curves and limited shoulder area. It is an inter-county major arterial roadway between Castro Valley in Alameda County and San Ramon in Contra Costa County.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [x] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [x] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Alameda County Capital Improvement Project,Tri-Valley Strategic Expenditure Plan

Project Status: Environmental **Contact Agency:**
Environ Status: Underway Alameda County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21123 **County/Corridor** Alameda
Fremont-South Bay

Project/ Program: Union City Intermodal Station infrastructure improvements (Phase 2)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$42.0	Existing Funding
	$8.0	Future Discretionary Funds
Cost:	$50.0	Total Project Cost

PROJECT DETAILS

Purpose: To increase transit patronage at the existing Union City BART Station, which currently serves BART, AC Transit, Union City Transit and Dumbarton Express by providing transit connections with Dumbarton Commuter Rail, Capitol Corridor and ACE. These improvement will relieve congestion on Route 880, Route 680, Route 238, Route 84, Dumbarton Bridge and the local roadway system.

Project Scope: Provides support to new passenger commuter rail station next to the Union City BART Station. New station provides BART, rail to rail connection with Dumbarton Rail, Capitol Corridor and ACE. Improvements include about 1,300 parking spaces, upgrades to BART Station, bike and pedestrian accessways, a transit plaza and other transit amenities.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [x] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Union City Interm'l Station District and Transit Facility Plan, Union City -Capitol Corridor Psgr Rail Study, BART's Station Plan and Dumbarton Rail PSR

Project Status: Environmental **Contact Agency:**
Environ Status: Exempt Union City

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 21131 **County/Corridor** Alameda
Eastshore-South

Project/ Program: BART-Oakland International Airport connector

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$210.3	Existing Funding
	$44.0	Future Discretionary Funds
Cost:	$254.3	Total Project Cost

PROJECT DETAILS

Purpose: To create a seamless transit link between BART, Amtrak, and the expanded Oakland International Airport by creating a Automated Guideway Transit (AGT) system running on an exclusive right-of-way along the Hegenberger Road corridor between the Coliseum BART and the planned Coliseum Amtrak Stations and the Oakland International Airport.

Project Scope: Establishes a 3.2 mile long Automated Guideway Transit (AGT) system running on an exclusive right-of-way along the Hegenberger Road corridor between the Coliseum BART and the planned Coliseum Amtrak Stations and the Oakland International Airport.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [x] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [x] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: CMP (for design and right-of-way).

Project Status: Design and ROW **Contact Agency:**
Environ Status: Completed BART

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 21132 **County/Corridor** Alameda
Fremont-South Bay

Project/ Program: BART extension to Warm Springs

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$620.3	Existing Funding
	$57.7	Future Discretionary Funds
Cost:	$678.0	Total Project Cost

PROJECT DETAILS

Purpose: To significantly improve the regional transit network by taking BART further into southern Alameda County via Warm Springs. The extension would help relieve increasing congestion on highways and local streets by offering people a high-quality alternative to driving.

Project Scope: Extends BART to Warm Springs. The one-station, 5.4-mile extension begins at the Fremont Station and extend to Warm Springs in southern Fremont. The proposed Warm Springs Station, just south of Grimmer Boulevard, would have approximately 2,300 parking spaces.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☑ Access to Mobility
- ☐ Livable Communitie
- ☑ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☑ Sales Tax Plan
- ☑ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☑ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: NEPA requirements being addressed to make the project eligible to receive federal funds.

Project Status: Design and ROW **Contact Agency:**
Environ Status: Underway ACCMA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

ID # 21134 **County/Corridor** Alameda
Eastshore-North

Project/ Program: Rapid Bus Transit (RBT) in the San Pablo Corridor

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$2.0	Future Discretionary Funds
Cost:	$2.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide a fast, convenient transit alternative in the San Pablo Corridor by enhancing the Rapid Bus Transit System on the corridor.

Project Scope: Constructs enhancements of the San Pablo Rapid service, including: improvements to real-time passenger information, buses and on-board equipment, and passenger amenties.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☑ Livable Communitie
- ☑ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☑ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☑ Sales Tax Plan
- ☑ Congestion Mitigation Plai
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details:

Project Status: Completed **Contact Agency:**
Environ Status: Exempt AC Transit

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☑ 2006/2007 ☐ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

Project Details for New Commitments

ID # 21138 **County/Corridor** Alameda Eastshore-South

Project/ Program: San Leandro BART Station transit village (Phase 1); includes parking structure, kiss-and-ride and bus circulation improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$26.2	Existing Funding
	$2.8	Future Discretionary Funds
Cost:	$29.0	Total Project Cost

PROJECT DETAILS

Purpose: To facilitate the development of high density housing adjacent to the San Leandro BART station by constructing a parking structure, kiss-and-ride, and improving bus circulation.

Project Scope: Constructs public improvements to enable the construction of transit oriented development adjacent to the San Leandro BART Station. The project includes a parking structure, kiss-and-ride area, a new bus transit hub and improved bicycle and pedestrian access and facilities.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [x] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: City's Central San Leandro/BART Area Revitalization Strategy

Project Status: Not Begun **Contact Agency:**
Environ Status: Future San Leandro

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 21139 **County/Corridor** Alameda Tri-Valley

Project/ Program: Vasco Road safety improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$16.1	Existing Funding
	$3.2	Future Discretionary Funds
Cost:	$19.3	Total Project Cost

PROJECT DETAILS

Purpose: To relieve congestion on Vasco Road, promote safety and allow buses between Alameda and Contra Costa Counties.

Project Scope: Constructs safety Improvements project including curve realignment, shoulder widening, and bus/truck climbing lanes along this congested regional roadway between Contra Costa and Alameda Counties.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [x] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Alameda County Capital Improvement Project.

Project Status: Environmental **Contact Agency:**
Environ Status: Underway Alameda County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21144 **County/Corridor** Alameda
Eastshore-North

Project/ Program: I-80/Gilman Avenue interchange improvements (includes roundabouts)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$1.5	Future Discretionary Funds
Cost:	$1.5	Total Project Cost

PROJECT DETAILS

Purpose: To improve traffic movement near the I-80/Gilman Avenue interchange.

Project Scope: Improves traffic movement near the I-80/Gilman Avenue interchange.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status:
Contact Agency:
Environ Status:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 21145 **County/Corridor** Alameda
Alameda County-wide

Project/ Program: Corridor Management Program: signal interconnect, transit priority, SMART corridors and other improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:		Existing Funding
	$20.0	Future Discretionary Funds
Cost:	$20.0	Total Project Cost

PROJECT DETAILS

Purpose: To increase travel time savings via signal connection/coordination in Alameda County, improve transit travel time savings via transit priority, monitor speed and level of service via radar detection, improve incident response through emergency preemption, and improve air quality through congestion relief.

Project Scope: Establishes a countywide programmatic set aside to provide ITS elements such as signal interconnect/coordination, transity priority, automatic vehicle locator, speed and level of service monitoring through radar detection, real time arrival information, CCTV, and incident management through emergency vehicle preemption. Specific locations TBD.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Not Begun
Contact Agency: Alameda County CMA
Environ Status: Future

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 21149 **County/Corridor** Alameda
Transbay San Mateo-Hayward and Dumbarton Bridges

Project/ Program: Upgrade express bus services in Dumbarton corridor

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$2.4	Existing Funding
	$1.6	Future Discretionary Funds
Cost:	$4.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide new express bus services in Dumbarton corridor and the greater Alameda County.

Project Scope: Upgrades existing transit frequency for express bus services running within the Dumbarton corridor. Includes purchase of rolling stock and/or on-board equipment to improve service and intermodal connections.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [x] RM 2 Toll Bridge Progra
- [x] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Not Begun **Contact Agency:**
Environ Status: Exempt AC Transit

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 21151 **County/Corridor** Alameda
Tri-Valley

Project/ Program: LAVTA maintenance/operations facility

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$16.6	Existing Funding
	$3.2	Future Discretionary Funds
Cost:	$19.8	Total Project Cost

PROJECT DETAILS

Purpose: To construct a new maintenance and operations facility for LAVTA operations.

Project Scope: Constructs a new maintenance facility. LAVTA has outgrown its existing facility. The current facility was designed for no more than 43 vehicles, both motorbus and demand response. The current LAVTA fleet consists of 75 motor buses and 18 demand response vehicles. The proposed facility would incorporate facilities and parking for up to 160 buses, which will equip LAVTA for the growth anticipated in the Tri-Valley.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [x] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [x] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Environmental **Contact Agency:**
Environ Status: Future LAVTA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21157 **County/Corridor** Alameda
Eastshore-South

Project/ Program: I-80/Ashby Avenue/Shellmound Street interchange modifications

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.3	Existing Funding
	$2.5	Future Discretionary Funds
Cost:	$2.8	Total Project Cost

PROJECT DETAILS

Purpose: To increase access and egress at the Ashby -Shellmound Interchange, relieving the interchanges at Powell and Ashby, improve pedestrian/bike access to the Bay Trail, Aquatic Park, and Point Emery, and reduce traffic congestion at 7th Street and Ashby.

Project Scope: Modify the current interchange (IC) to allow: WB traffic on I-80 to exit at IC to enter Emeryville city limits at Shellmound St.; NB traffic on Shellmound St. would be able to acces WB I-80 through the new IC impvts; NB Shellmound St. traffic would connect directly to Ashby Avenue via the IC impvts and WB traffic on Ashby would access SB Shellmound via IC impvts; and bicyclists/pedestrians would cross the freeway at the interchange via path.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [x] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: I-80 Corridor Study, San Pablo Avenue Study

Project Status: Environmental **Contact Agency:**
Environ Status: Underway Emeryville

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

ID # 21159 **County/Corridor** Alameda
Alameda County-wide

Project/ Program: AC Transit facilities expansion in northern Alameda County

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$2.0	Future Discretionary Funds
Cost:	$2.0	Total Project Cost

PROJECT DETAILS

Purpose: To expand facilities in order to improve AC Transit's ability to effectively maintain vehicles and provide passengers with mobility options to access local, transbay and express buses.

Project Scope: Expand AC Transit facilities such as new operating facility or transfer centers for express and local bus service in Northern Alameda County (including Park and Ride lots)

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [x] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [x] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: AC Transit Short Range Transit Plan

Project Status: Not Begun **Contact Agency:**
Environ Status: Future AC Transit

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

Project Details for New Commitments

ID # 21185 **County/Corridor** Alameda Eastshore-South

Project/ Program: Extend Eden Road from Doolittle Drive to city of San Leandro water pollution control plant

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$1.0	Existing Funding
	$1.0	Future Discretionary Funds
Cost:	$2.0	Total Project Cost

PROJECT DETAILS

Purpose: To reduce congestion at adjacent intersection of Doolittle Drive and Davis Street by extending Eden Road; and improve commute reliability, freight movement and reduce air emissions.

Project Scope: Extends the existing 2-lane Eden Road west approximately 1500 feet from Doolittle Drive to adjacent to the City of San Leandro's Water Pollution Control Plant. The 2-lane road then turns south and connects to Davis Street.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details:

Project Status: Environmental **Contact Agency:**
Environ Status: Future San Leandro

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 22002 **County/Corridor** Alameda Transbay Bay Bridge

Project/ Program: Extend HOV lane on I-880 northbound from existing HOV terminus at Bay Bridge approach to Maritime on-ramp

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$2.0	Existing Funding
	$3.0	Future Discretionary Funds
Cost:	$5.0	Total Project Cost

PROJECT DETAILS

Purpose: To reduce delays to buses accessing the Bay Bridge via the I-880/Maritime-Grand on ramp.

Project Scope: Extend HOV Lane on NB I-880 from existing HOV terminus at Bay Bridge approach to the Maritime on-ramp to provide HOV access from Maritime to the SFOBB toll plaza.

Supports Transportation 2030 Goals:
- ☑ Safe/Well-Maintained System
- ☐ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☑ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plai
- ☐ RM 1 Toll Bridge Progra
- ☑ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: Regional Measure 2 and Draft 2004 Countywide Transportation Plan Investment Program

Project Status: Not Begun **Contact Agency:**
Environ Status: Future CalTrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

Project Details for New Commitments

ID # 22013 **County/Corridor** Alameda Tri-Valley

Project/ Program: 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$236.0	Existing Funding
	$209.0	Future Discretionary Funds
Cost:	$445.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide corridor-wide improvements along I-580.

Project Scope: 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)

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [x] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [x] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status:

Environ Status:

Contact Agency: Alameda County CMA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

ID # 22021 **County/Corridor** Alameda Eastshore-South

Project/ Program: AC Transit transfer station and park-and-ride facility in Central Alameda County

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$1.5	Existing Funding
	$2.0	Future Discretionary Funds
Cost:	$3.5	Total Project Cost

PROJECT DETAILS

Purpose: Provide transfer centers that offer passengers with mobility options to access local, transbay and express buses, or connect with BART or other train service

Project Scope: To expand AC Transit transfer centers for express and local bus service in Central Alameda County (including Park and Ride lots)

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [x] RM 2 Toll Bridge Progra
- [x] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: AC Transit SRTP, Alameda Countywide Plan, HOV Master Plan Update, SF Bay Crossing Study, RM2 Expenditure Plan

Project Status: Not Begun

Environ Status: Future

Contact Agency: AC Transit

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22038 **County/Corridor** Alameda Eastshore-North

Project/ Program: San Francisco-Oakland Bay Bridge toll plaza HOV bypass lanes

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$4.0	Future Discretionary Funds
Cost:	$4.0	Total Project Cost

PROJECT DETAILS

Purpose: To relieve congestion in a major regional and interregional transportation corridor through increased vehicle occupancy through the addition of HOV bypass lanes on the San Francisco-Oakland Bay Bridge.

Project Scope: Adds HOV bypass lanes, eastbound, on left side of travelway through the metering lights.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Not Begun **Contact Agency:**
Environ Status: Future CalTrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [x] 2006/2007 [ ] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 22042 **County/Corridor** Alameda Fremont-South Bay

Project/ Program: Widen I-680 for northbound HOV lane from Route 237 to Stoneride Drive (includes ramp metering and auxiliary lanes)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$80.0	Existing Funding
	$85.0	Future Discretionary Funds
Cost:	$165.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide HOV lanes, implementing the MTC HOV Master Plan as well as improving local and regional traffic connections.

Project Scope: Constructs HOV lanes on I-680 from Route 237 to Route 84 in Santa Clara and Alameda Counties, including ramp metering throughout the project limits and auxiliary lanes at from Jacklin Rd to Mission Blvd. May also incorporate HOT lanes.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [x] Major Investment Study
- [ ] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [x] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [x] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: The northbound environmental approval is expected in early 2005.

Project Status: Environmental **Contact Agency:**
Environ Status: Underway Caltrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 22056 **County/Corridor** Alameda Eastshore-North

Project/ Program: Ed Roberts Campus at Ashby BART Station

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$6.0	Existing Funding
	$5.2	Future Discretionary Funds
Cost:	$11.2	Total Project Cost

PROJECT DETAILS

Purpose: To reduce single occupant vehicle use, provide a more reliable commute and lifeline mobility, improve access to vital services and improve pedestrian safety, especially for the Bay Area disabled population.

Project Scope: Develops the Ed Roberts Campus, a universally designed, transit-oriented office building and café on the eastern portion of the Ashby BART station to provide transit-accessible services for disabled children and adults from throughout the Bay Area. Project includes station capacity improvements at the Ashby BART Station.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☑ Access to Mobility
- ☑ Livable Communitie
- ☑ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☑ Short Range Transit Plan
- ☑ Other Local Plan

Additional Details: This project is in the 2004 ACCMA Draft CTP and the FY03 and FY05 BART SRTP/CIP.

Project Status: Design and ROW **Contact Agency:**
Environ Status: Completed Berkeley

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 22059 **County/Corridor** Alameda Eastshore-North

Project/ Program: Improve downtown streets and pedestrian plaza surrounding Berkeley BART Station

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$5.0	Future Discretionary Funds
Cost:	$5.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve intermodal transfers between AC Transit, AC Transit BRT terminus, LBNL Shuttle, UC Shuttle and bicycle-to-BART, to improve pedestrian safety and access, to reduce traffic congestion resulting from inefficient bus loading and pedestrian drop-off/pick-up activities.

Project Scope: Reorganizes curb functions, improve stops and transfer areas for bus, paratransit, taxi, and pedestrian zones, provide secure bicycle parking, improve crosswalks and pedestrian signals, partially reconstruct the pedestrian plaza surrounding the Berkeley BART station to create more functional, safer intermodal transit facility.

Supports Transportation 2030 Goals:
- ☑ Safe/Well-Maintained System
- ☐ Reliable Commute
- ☑ Access to Mobility
- ☑ Livable Communitie
- ☑ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plai
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: Alameda County Transportation Plan, Tier 1

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Berkeley

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22062 **County/Corridor** Alameda
Fremont-South Bay

Project/ Program: Construct infrastructure for future Irvington BART Station

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$2.4	Future Discretionary Funds
Cost:	$2.4	Total Project Cost

PROJECT DETAILS

Purpose: To facilitate TOD development in Centervile area of Fremont, and relief congestion at the existing Fremont BART Station and the future Warm Springs Station.

Project Scope: Constructs element of future station that will permit future station construction while BART is in service.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☑ Reliable Commute
- ☑ Clean Air
- ☐ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☑ Congestion Mitigation Plan
- ☑ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☐ Other Local Plan

Additional Details: 2004 Alameda Countywide Transportation Plan

Project Status: Design and ROW **Contact Agency:**
Environ Status: Completed Fremont

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 22063 **County/Corridor** Alameda
Eastshore-South

Project/ Program: 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$107.6	Existing Funding
	$42.4	Future Discretionary Funds
Cost:	$150.0	Total Project Cost

PROJECT DETAILS

Purpose: To reduce traffic congestion in downtown Hayward, accommodate current and projected future traffic demand in the corridor, respond to Measure U. (Nov. 2002.), improve accessibility to Cal State Hayward, and reduce emergency vehicle response times.

Project Scope: Adds travel lane throughout the corridor by removing parking during the peak hours. Foothill Blvd will be widened between City Center Drive South and the Foothill/Mission/Jackson intersection, at which a grade separtion will be constructed. Mission Blvd will be widened by an additional travel lane from the grade separation to Harder Road. South of Harder all improvements will be done in the existing right of way; howwever as noted an addtional travel lane will be added in the peak hours through the removal of on-street parking.

Supports Transportation 2030 Goals:
- ☑ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☑ Reliable Commute
- ☐ Clean Air
- ☐ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☑ Congestion Mitigation Plan
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☑ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☑ Sales Tax Plan
- ☑ Other Local Plan

Additional Details: Part of the Project (Mission-Foothill-Jackson grade separation is included in City's circulation element

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Hayward

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

Project Details for New Commitments

ID # 22064 **County/Corridor** Alameda
Sunol Gateway

Project/ Program: Convert southbound High Occupancy Vehicle (HOV) lane on I-680 between Route 84 and Route 237 into High Occupancy Toll (HOT) lane

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$10.0	Existing Funding
	$10.0	Future Discretionary Funds
Cost:	$20.0	Total Project Cost

PROJECT DETAILS

Purpose: To increase travel time savings and relieve congestion by making use of excess capacity in the HOV lane on I-680 between Route 84 and Route 237.

Project Scope: Implements a demonstration project for a SMART carpool lane along southbound I-680 between Route 84 in Pleasanton and Route 237 in Milpitas. The SMART lane would be used by carpools free of charge and by non-carpool vehicles for a toll.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☑ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☑ Other Local Plan

Additional Details: The ACCMA sponsored a feasibility study to explore the possibility of the demonstration project.

Project Status: Not Begun
Environ Status: Underway
Contact Agency: Alameda County CMA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

ID # 22080 **County/Corridor** Alameda
Eastshore-South

Project/ Program: Oakland Citywide Intelligent Transportation Systems (ITS) (Phase 1)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$13.0	Future Discretionary Funds
Cost:	$13.0	Total Project Cost

PROJECT DETAILS

Purpose: To relieve congestion and minimize delay for persons and freight by improving traffic and transit management along major arterials in Oakland.

Project Scope: Deploys Phase 1 of a multiphase deployment of Citywide ITS. Phase 1 includes upgrade and interconnect of 58 traffic signals, upgrade of the transportation management center and new satellite center, video detection, CCTV monitoring, and dynamic message signs.

Supports Transportation 2030 Goals:
- ☑ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☑ Clean Air
- ☑ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plai
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☑ Other Local Plan

Additional Details: City of Oakland Citywide ITS Strategic Plan

Project Status: Environmental
Environ Status: Future
Contact Agency: Oakland

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22082 **County/Corridor** Alameda Eastshore-South

Project/ Program: Reconstruct 7th Street/Union Pacific Railroad grade separation

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$18.8	Existing Funding
	$50.0	Future Discretionary Funds
Cost:	$68.8	Total Project Cost

PROJECT DETAILS

Purpose: To correct current substandard and unsafe grade separation along 7th Street, unsafe and inefficient at-grade crossing at 7th and Maritime Streets and infrastructure capacity constraints upon Port access.

Project Scope: Provides for a grade separation in the vicinity of 7th St. where the UPRR tracks enter the Port's intermodal yards. The project will include a public access component (bicycle paths and pedestrian walkways) to provide for safe public access to Port area parks. Work will include design and engineering (including geotech study and haz mat survey, environmental documentation, ROW determination), possible purchase of land for the grade separation, and construction.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: Countywide Transportation Plan (as part of JIT and Port Access Improvement project), 2001 RTP.

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Port of Oakland

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22084 **County/Corridor** Alameda Eastshore-South

Project/ Program: Oakland International Aiport North Field access road

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$2.7	Existing Funding
	$7.7	Future Discretionary Funds
Cost:	$10.4	Total Project Cost

PROJECT DETAILS

Purpose: To improve access to air cargo facilities at Oakland International Airport North Field.

Project Scope: Provides a new connection to Oakland International Airport North Field, a hub for corporate/general aviation and air cargo in the S.F. Bay Area. The project would connect State Rte. 61 (Doolittle Dr.) with Earhart Road (the major east-west roadway at North Field), and extend into the Infield area at North field. The project would widen State Rte. 61 and install a new traffic signal.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: I-880 Corridor

Project Status: Design and ROW **Contact Agency:**
Environ Status: Completed Port of Oakland

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [x] 2006/2007 [ ] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22092 **County/Corridor** Alameda Tri-Valley

Project/ Program: Alameda County Transportation Operating System (TOS) and ramp metering from Dublin to I-880, including I-238

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$2.6	Future Discretionary Funds
Cost:	$2.6	Total Project Cost

PROJECT DETAILS

Purpose: To improve travel time, safety, and reliability in Alameda County from Dublin to I-880, including I-238.

Project Scope: Installs complete traffic monitoring/ramp metering system to manage traffic at/near capacity on main corridor to/from bay Area to points east & south.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: 10 year State Highway Operations Preservation and Protection (SHOPP) plan

Project Status: Not Begun **Contact Agency:**
Environ Status: Future CalTrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 22100 **County/Corridor** Alameda Eastshore-South

Project/ Program: Replace I-880/Davis Street overcrossing

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$10.2	Future Discretionary Funds
Cost:	$10.2	Total Project Cost

PROJECT DETAILS

Purpose: To improve capacity, safety and sustain economic vitality in the I-880/Davis Street area.

Project Scope: Replaces the existing overcrossing structure with a new structure, providing higher clearance for I-880 traffic and additional travel lanes on Davis St. to improve capacity and safety along with ramp, intersection and signal improvements

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Alameda Countywide Transportation Plan

Project Status: Environmental **Contact Agency:**
Environ Status: Future San Leandro

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22101 **County/Corridor** Alameda Eastshore-South

Project/ Program: Replace I-880/Marina Boulevard overcrossing

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$5.0	Existing Funding
	$3.0	Future Discretionary Funds
Cost:	$8.0	Total Project Cost

PROJECT DETAILS

Purpose: To increase the reliability and safety of the existing I-880/Marina Boulevard overcrossing by raising clearance height and improve commuter reliability and efficient freight travel by improved on and off ramps.

Project Scope: Replaces the existing overcrossing with a new structure to provide higher clearance for traffic on I-880 and prevent the occurance of closures for repair from collisions. (Bridge was struck and damaged in 2002.) Modifications to the interchange will include accomodate the structure replacement and address uncontrolled turning movements at the on-ramps to I-880 by providing signalized intersections and associated coordination along with additional through lanes.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Alameda Countywide Transportation Plan

Project Status: Not Begun **Contact Agency:**
Environ Status: Future San Leandro

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22110 **County/Corridor** Alameda Eastshore-North

Project/ Program: University Avenue traffic management and streetscape enhancements to support enhanced bus service

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$5.0	Future Discretionary Funds
Cost:	$5.0	Total Project Cost

PROJECT DETAILS

Purpose: To reduce transit delays, increase transit speeds, and improve pedestrian safety on University Avenue, a critical, congested corridor.

Project Scope: Improves transit service on University Avenue through traffic management, streetscape amenities, bulb-outs, stop relocation, signal timing and transit prioritization, and queue-jump lanes.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [x] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [x] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Alameda County Transportation Plan, Tier 1

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Berkeley

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22455 **County/Corridor** Alameda Eastshore-North

Project/ Program: AC Transit Bus Rapid Transit (BRT) and Enhanced Bus, Phase 1: Telegraph Avenue/International Boulevard corridor

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$136.9	Existing Funding
	$30.1	Future Discretionary Funds
Cost:	$167.0	Total Project Cost

PROJECT DETAILS

Purpose: To increase travel time savings and provide fast, reliable bus rapid transit service on Telegraph Avenue/International Boulevard corridor.

Project Scope: Makes major transit improvements to the most heavily-traveled corridors in AC Transit's service area. The Full-Scale Bus Rapid Transit improvements would include: dedicated lanes, traffic signal priority, new transit stations, boarding platforms, pre-paid boarding.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [x] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [x] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [x] RM 2 Toll Bridge Progra
- [x] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: AC Transit Major Investment Study (MIS), Alameda Countywide Plan
Measure B Expenditure Plan

Project Status: Environmental **Contact Agency:**
Environ Status: Underway AC Transit

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22509 **County/Corridor** Alameda Transbay Bay Bridge

Project/ Program: Alameda/Oakland to San Francisco ferry service and Harbor Bay to San Francisco ferry service

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$12.0	Existing Funding
	$0.0	Future Discretionary Funds
Cost:	$12.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide new ferry service.

Project Scope: Provide ferry service from Alameda/Oakland to San Francisco and Harbor Bay to San Francisco

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [x] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [x] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: **Contact Agency:**
Environ Status: WTA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22511 **County/Corridor** Alameda
Transbay Bay Bridge

Project/ Program: Berkeley/Albany to San Francisco ferry service

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$22.0	Existing Funding
	$0.0	Future Discretionary Funds
Cost:	$22.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide new ferry service.

Project Scope: Provide ferry service from Berkeley/Albany to San Francisco.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [x] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status:
Environ Status:
Contact Agency: WTA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22657 **County/Corridor** Alameda
Tri-Valley

Project/ Program: I-205/I-580 Altamont Pass westbound truck lane

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.9	Existing Funding
	$58.0	Future Discretionary Funds
Cost:	$58.9	Total Project Cost

PROJECT DETAILS

Purpose: To provide a separate two-lane truck facility for the length of the westbound climb over the Altamont Pass and avoid operational conflicts at the I-205/I-580 connector. Improve safety and movement of commuter traffic, recreational travellers, and freight between the Central Valley and the Bay Area.

Project Scope: Proposes separating truck (and possibly other traffic types) from mainline traffic on I-205 and I-580 on the WB grade and over the Altamont Pass. Project includes slip ramp connection at the I-205/I-580 flyover structure dedicated to trucks through the SHOPP project EA 10-470800 at the I205/I-580 connector. This project extends between Alameda and San Joaquin Counties. The total project mileage (just west of Altamont Summit on I-580 in Alameda County to 11th Ave.on I-205 in San Joaquin County) is 9.86 miles (Alameda County - 6.50 miles; San Joaquin County - 3.36miles).

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [x] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: SJCOG and MTC Regional Goods Movement Plans and consistent with Global Gateway Development Program and ITSP Programs.

Project Status: Environmental
Environ Status: Underway
Contact Agency: Caltrans District 10

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 22760 **County/Corridor** Alameda Eastshore-South

Project/ Program: Outer Harbor intermodal terminal (formerly known as Joint Intermodal Terminal (JIT) expansion)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$12.5	Existing Funding
	$75.0	Future Discretionary Funds
Cost:	$87.5	Total Project Cost

PROJECT DETAILS

Purpose: To allow the Port of Oakland to continue serving the region, state and country as a viable container port and local generator of economic activity (45,000 direct and induced jobs and $7 billion annual economic impact in the region). Also, to facilitate more efficient movement of freight into and out of the Port with a decreasing dependence on using regional roads and highways for such movement.

Project Scope: Improves and expands the intermodal container transfer facilities at the Port of Oakland. This will include capacity enhancements at the present JIT site and construction of support components at the Knight Yard located at the former Oakland Army Base. Proposed work includes additional container storage space, expanded utilities and gate facilities. The estimated cost includes planning and environmental work, preliminary engineering (hazmat and geotechnical survey), design and construction.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: California Statewide Goods Movement Plan, Global Gateways Development Program (Caltrans)

Project Status: Not Begun
Environ Status: Future
Contact Agency: Port of Oakland

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 22761 **County/Corridor** Alameda Eastshore-South

Project/ Program: I-880 from Hegenberger Road to I-980 operation improvements (includes freight movement to Port of Oakland)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$20.0	Future Discretionary Funds
Cost:	$20.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve efficiency of existing system, and facilitate goods movement to Port of Oakland

Project Scope: Makes interchange and operational improvements to facilitate travel in the corridor including the movement of freight to and from the Port of Oakland at selected locations to be determined. Ongoing studies in corridor will identify specifice imprvements. Projects could match RM2 and RTIP funds in the corridor.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: North I-880 Safety and Operations Study, 2004 Countywide Transportation Plan

Project Status: Not Begun
Environ Status: Future
Contact Agency: Alameda County CMA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 22763 **County/Corridor** Alameda Eastshore-South

Project/ Program: Reconstruct southbound I-880 on- and off- ramps in conjunction with I-880/5th Street seismic retrofit

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$20.0	Future Discretionary Funds
Cost:	$20.0	Total Project Cost

PROJECT DETAILS

Purpose: To reconstruct the existing sub-standard southbound I-880 ramps in conjuction with a Caltrans siesmic retrofit project and to develop plans and estimates for improvements to the northbound ramps. The proposed project will improve the operation and safety of the ramps and facilitate economic develop activity within the Port of Oakland.

Project Scope: Reconstructs Southbound I-880 on/off ramps in conjunction with Caltrans I-880 5th Street Seismic Retrofit project. Evaluates options and develops PSR and PR for northbound on/off ramps to improve access to Chinatown and Jack London Square areas in the City of Oakland.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Not Begun
Environ Status: Future
Contact Agency: Alameda County CMA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22764 **County/Corridor** Alameda Eastshore-South

Project/ Program: 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

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$4.6	Future Discretionary Funds
Cost:	$4.6	Total Project Cost

PROJECT DETAILS

Purpose: To improve operations and improve safety along a critical transportation corridor for the movement of people and goods. I-880 is a major regional commute route as well as a gateway route providing access to a major regional airport.

Project Scope: Refers to two projects that are located on opposite sides of I-880 between Hegenberger Rd . and 66th Ave. One improvement is to widen the southbound roadway between the 66th Ave on-ramp and the Hegenberger Rd off-ramp to provide an auxiliary lane between the ramps. The other project is to shift the merge point of the WB Hegenberger to NB I-880 on-ramp to increase spacing between successive on-ramps located to the north.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: North I-880 Safety and Operations Study

Project Status: Not Begun
Environ Status: Future
Contact Agency: Caltrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22766 **County/Corridor** Alameda Eastshore-South

Project/ Program: Fruitvale Avenue Rail Bridge seismic retrofit

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$5.8	Existing Funding
	$1.4	Future Discretionary Funds
Cost:	$7.2	Total Project Cost

PROJECT DETAILS

Purpose: To retrofit the Fruitvale Avenue Rail Bridge to reduce congestion by providing an alternative to vehicle travel.

Project Scope: Provides seismic retrofit of the Fruitvale Avenue rail bridge to ensure lifeline access to the City of Alameda.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [x] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: The rail is to connect from a local origin, Alameda, to the interregional BART system.

Project Status: Not Begun
Environ Status: Future
Contact Agency: City of Alameda

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22768 **County/Corridor** Alameda Eastshore-South

Project/ Program: Estuary Bridges seismic retrofit and repairs

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$1.4	Existing Funding
	$1.0	Future Discretionary Funds
Cost:	$2.4	Total Project Cost

PROJECT DETAILS

Purpose: To retrofit estuary bridges to withstand a pre-determined magnitude force of an earthquake.

Project Scope: Implements seismic retrofit and repairs of estuary bridges.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Alameda County capital Improvement Plan.

Project Status: Environmental
Environ Status: Underway
Contact Agency: Alameda County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22769 **County/Corridor** Alameda Eastshore-South

Project/ Program: I-880/29th Avenue interchange safety and access improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$10.0	Existing Funding
	$5.0	Future Discretionary Funds
Cost:	$15.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide operational and safety improvements to northbound I-880 at 29th Avenue by reconfiguring the on/off-ramps, as well as mitigate noise impacts of the project. Project to improve traffic and safety conditions on the primary highway access to the Port of Oakland - a major State global gateway for the movement of goods - as well as a significant regional commute arterial.

Project Scope: Provides for the improvements to Southbound I-880 at 29th Avenue Interchange by improving the freeway off-ramp geometrics. The work includes the modification and lengthening of an existing southbound off-ramp, relocation of Lisbon Avenue on-ramp south to just north of 29th Avenue, modifications of local streets, landscape enhancement, and construction of a soundwall to protect sensitive receptors as mitigation for project impacts.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [x] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Alameda County Countywide Transportation Plan, North I-880 Safety and Operations Study

Project Status: Not Begun **Contact Agency:**

Environ Status: Future

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22770 **County/Corridor** Alameda Eastshore-North

Project/ Program: Traffic signal on Grand Avenue at Rose Avenue/Arroyo Avenue intersection in Piedmont

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.3	Future Discretionary Funds
Cost:	$0.3	Total Project Cost

PROJECT DETAILS

Purpose: To improve the safety of pedestrian and vehicular traffic on Grand, Rose and Arroyo Avenues by installing a traffic signal which would provide safe crossing at this busy intersection.

Project Scope: Installs a traffic signal on Grand Avenue where it intersects with Rose and Arroyo Avenues.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: Alameda Countywide Transportation Plan 2004

Project Status: Not Begun **Contact Agency:**

Environ Status: Exempt Piedmont

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [x] 2006/2007 [ ] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22771 **County/Corridor** Alameda
Eastshore-North

Project/ Program: 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

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$1.0	Future Discretionary Funds
Cost:	$1.0	Total Project Cost

PROJECT DETAILS

Purpose: To allow multi-modal use on Marin, a major aterial in Albany. This project will be narrowing down the 2-travel lanes in each direction to 1 travel lane in each direction to implement bike lanes and enhance the walking environment for pedestrians. The bike lanes on Marin are an important regional bike connection since it will connect the Ohlone Greenway to the Bay Trail.

Project Scope: Changes Marin Avenue from 2 lanes in each direction, to 1 lane in each direction, with a turning lane and bike lanes.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: City of Albany Traffic Management Plan, Initial Environmental Study for Marin Avenue Reconfiguration Project,

Project Status: Environmental **Contact Agency:**
Environ Status: Underway Albany

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22773 **County/Corridor** Alameda
Alameda County-wide

Project/ Program: Transit capital replacement, local road rehabilitation and safety projects

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$19.0	Future Discretionary Funds
Cost:	$19.0	Total Project Cost

PROJECT DETAILS

Purpose: To maintain the investment in the existing transportation system and improve safety.

Project Scope: Participates in a countywide programmatic set aside to include safety projects to access transit. Funding comes from Bicycle and Pedestrian Program Credit. Specific locations are to be determined.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Alameda Countywide Transportation Plan

Project Status: Not Begun **Contact Agency:**
Environ Status: Future

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22774 **County/Corridor** Alameda
Alameda County-wide

Project/ Program: Bicycle and pedestrian improvements in Cherryland/Ashland and South Hayward areas as recommended in community-based transportation plan

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$12.0	Future Discretionary Funds
Cost:	$12.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide safe pedestrian and bicycle access and access to bus stops in a low income community.

Project Scope: Constructs sidewalks in the Cherryland area of unincorporated Alameda County and install bicycle improvements (lanes and parking) and provide bicycle purchase assistance in the Cherryland/Ashland area of unincorporated Alameda County and in South Hayward.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☑ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☑ Other Local Plan

Additional Details: Central Alameda County Community Based Transportation Plan, 2004 Countywide Transportation Plan

Project Status: Not Begun
Environ Status: Future
Contact Agency: Alameda County CMA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 22775 **County/Corridor** Alameda
Eastshore-South

Project/ Program: Broadway Avenue and Telegraph Avenue bus, BART, bicycle and taxi integration improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$9.0	Existing Funding
	$1.6	Future Discretionary Funds
Cost:	$10.6	Total Project Cost

PROJECT DETAILS

Purpose: To provide integrated services including high speed buses, bike, BART, pedestrian and taxi facilities.

Project Scope: Produces improvements to Broadway and Telegraph from 11th to 20th to better integrate bus,BART,bicycle and taxi facilities.

Supports Transportation 2030 Goals:
- ☑ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☑ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: Schematic Master Plan for Broadway, Streetscape Master Plan.

Project Status: Design and ROW
Environ Status: Underway
Contact Agency: City of Oakland

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22776 **County/Corridor** Alameda Tri-Valley

Project/ Program: 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

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$107.6	Existing Funding
	$13.2	Future Discretionary Funds
Cost:	$120.8	Total Project Cost

PROJECT DETAILS

Purpose: To widen Route 84 to accommodate for high traffic flow. The Route 84 Expressway Widening and passing lanes were included in the Caltrans approved Project Study Report for Route 84 between I-680 and Jack London Boulevard dated 09/15/03.

Project Scope: Widens Route 84 from Jack London Boulevard to north of Pigeon Pass and may provide passing lanes through Pigeon Pass.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [x] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Caltrans approved PSR for Route 84 between I-680 and Jack London Boulevard dated 09/15/03

Project Status: Environmental **Contact Agency:**
Environ Status: Underway ACTIA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 22777 **County/Corridor** Alameda Tri-Valley

Project/ Program: I-580 on- and off-ramp improvements in Castro Valley

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$12.2	Existing Funding
	$13.0	Future Discretionary Funds
Cost:	$25.2	Total Project Cost

PROJECT DETAILS

Purpose: To enhance the existing access to Central Castro Valley and the Castro Valley BART station for motorists travelling along I-580 arriving from East Alameda County communities.

Project Scope: Replaces and constructs on and off -ramps from I-580 within Castro Valley. Constructs westbound I-580 off-ramp to Redwood Road and eastbound I-580 on-ramp from Redwood Road, and replaces eastbound I-580 off-ramp to Center Street with an off-ramp to Grove Way.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [x] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: This project was included in the Measure B Expenditure Plan and Alameda County Capital Improvement Plan.

Project Status: Environmental **Contact Agency:**
Environ Status: Underway Alameda County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22778 **County/Corridor** Alameda Eastshore-South

Project/ Program: Lewelling Boulevard/East Lewelling Boulevard road modifications from Hesperian Boulevard to East 14th Street to improve channelization and accommodate pedestrian and bicycle facilities

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$12.6	Existing Funding
	$7.9	Future Discretionary Funds
Cost:	$20.5	Total Project Cost

PROJECT DETAILS

Purpose: To accommodate existing and future traffic demands along this major arterial route. Additionally, streetscape elements will encourage residents to use alternative modes of transportation.

Project Scope: Includes roadway modifications along Lewelling Boulevard/East Lewelling Boulevard from Hesperian Boulevard to East 14th Street. Elements include median island, curbs, gutters and sidewalks, and bicycle facilities.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [x] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Measure B plan; Alameda County Capital Improvement Plan.

Project Status: Environmental **Contact Agency:**
Environ Status: Future Alameda County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22779 **County/Corridor** Alameda Fremont-South Bay

Project/ Program: Route 262/Warren Avenue/I-880 interchange improvements (including Union Pacific Railroad grade separation) (Phase 2)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$40.8	Existing Funding
	$11.2	Future Discretionary Funds
Cost:	$52.0	Total Project Cost

PROJECT DETAILS

Purpose: To relieve regional traffic on the cross connection between I-680 and I-880, improve local traffic circulation in the freeway interchange area and facilitate BART extension to San Jose by providing space for an at grade BART line.

Project Scope: Serves as Phase 2 of the State Route 262/I-880 Freeway Interchange Reconstruction and I-880 Widening Project. Phases 1a & 1b includes direct connectors between Route 262 with HOV bypass lanes along the on-ramps, and freeway widening to provide for the completion of HOV lanes from Alameda County to the Santa Clara County line. The project (Phase 2) includes grade separation at Warren Avenue and the Union Pacific Railroad.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Alameda 2004 Countywide Transportation Plan

Project Status: Design and ROW **Contact Agency:**
Environ Status: Completed City of Fremont

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 22780 **County/Corridor** Alameda
Alameda County-wide

Project/ Program: 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$90.0	Existing Funding
	$7.0	Future Discretionary Funds
Cost:	$97.0	Total Project Cost

PROJECT DETAILS

Purpose: To increase travel time savings and provide fast, reliable bus rapid transit service on the high-volume corridors which AC Transit Bus Rapid Transit serves.

Project Scope: Provides for major transit improvements to the most heavily-traveled corridors in AC Transit's service area. The Full-Scale Bus Rapid Transit improvements would include queue jump lanes, traffic signal priority, new transit stations or boarding platforms, real-time passenger information and rider amenities.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☑ Access to Mobility
- ☑ Livable Communitie
- ☐ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☑ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☑ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☑ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: AC Transit Alternative Modes Analysis

Project Status: Not Begun
Environ Status: Exempt
Contact Agency: AC Transit

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☐ 2015 ☑ 2025 ☐ 2030

Regionally Significant? ☑

ID # 22781 **County/Corridor** Alameda
Eastshore-North

Project/ Program: Traffic signals in Albany

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.5	Future Discretionary Funds
Cost:	$0.5	Total Project Cost

PROJECT DETAILS

Purpose: To allow for a more safe and efficient system to reach employment centers and regional shopping designations in Albany.

Project Scope: Intends to install 2 traffic signals at major intersections in Albany.

Supports Transportation 2030 Goals:
- ☑ Safe/Well-Maintained System
- ☐ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☐ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plai
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☑ Other Local Plan

Additional Details: City of Albany Traffic Management Plan

Project Status: Not Begun
Environ Status: Exempt
Contact Agency: Albany

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22782 **County/Corridor** Alameda Eastshore-South

Project/ Program: Transit oriented development (including replacement parking) at MacArthur, West Oakland, and/or Coliseum BART Stations

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$25.0	Future Discretionary Funds
Cost:	$25.0	Total Project Cost

PROJECT DETAILS

Purpose: To reduce automobile trips and increase transit use by providing high density housing and mixed use development directly adjacent to BART. This is an intermodal facility and transit oriented development that will be located at one of BART's station hubs.

Project Scope: Build transit-oriented developments at key BART stations serving the East Bay.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☑ Access to Mobility
- ☐ Livable Communitie
- ☑ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☑ Other Local Plan

Additional Details: Also numerous neighborhood/community plans.

Project Status: Not Begun **Contact Agency:**
Environ Status: Future City of Oakland

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 22783 **County/Corridor** Alameda Eastshore-South

Project/ Program: Fruitvale Avenue Bridge seismic retrofit

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$11.6	Existing Funding
	$11.2	Future Discretionary Funds
Cost:	$22.8	Total Project Cost

PROJECT DETAILS

Purpose: To retrofit the Fruitvale Avenue bridge. It is necessary based on the regional transportation and post-earthquake planning considerations to provide vital access to and from the island city of Alameda in the event of a major disaster.

Project Scope: Allows the County of Alameda, in a joint effort with the City of Alameda, to develop post-earthquake planning considerations. They have undergone a study and identified the Fruitvale Avenue Bridge as the most feasible structure to retrofit to a lifeline transportation facility. This retrofit status upgrade involves the seismic retrofitting of critical bridge components.

Supports Transportation 2030 Goals:
- ☑ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☑ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plai
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☑ Other Local Plan

Additional Details: Project included in Alameda County and City of Alameda Plans.

Project Status: Environmental **Contact Agency:**
Environ Status: Underway Alameda County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22990 **County/Corridor** Alameda
Fremont-South Bay

Project/ Program: Widen Route 262 from I-880 to Warm Springs Boulevard (including reconstructing Route 262/I-880 and Route 262/Kato Road interchanges) and reconstruct Union Pacific Railroad underpasses

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$12.3	Existing Funding
	$26.0	Future Discretionary Funds
Cost:	$38.3	Total Project Cost

PROJECT DETAILS

Purpose: To close the HOV lane gap implementing the MTC HOV Master Plan as well as improve local and regional traffic connections on Route 262 from I-880 to Warm Springs Boulevard.

Project Scope: Serves as Phase 1B of the overall project in Santa Clara and Alameda Counties on I-880 from Route 237 to Fremont Blvd and in Alameda County on Route 262 from I-880 to Warm Springs Blvd. The overall project will reconstruct the Route 262(Mission Boulevard)/Warren Avenue/I-880 Interchange and widen I-880. This phase 1B will complete the widening on Route 262 and reconstruct two UPRR underpasses.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [x] Major Investment Study
- [ ] CorridorStudy
- [x] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: MTC Master Plan and Alameda County Transportation Authority Expenditure Plan

Project Status: Design and ROW **Contact Agency:**
Environ Status: Completed Caltrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 94001 **County/Corridor** Alameda
Alameda County-wide

Project/ Program: Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$112.4	Future Discretionary Funds
Cost:	$112.4	Total Project Cost

PROJECT DETAILS

Purpose: To fund shortfalls for MTS routes.

Project Scope: Funds MTS streets and roads pavement and non-pavement rehabilitation shortfalls.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: **Contact Agency:**
Environ Status:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [ ] 2025 [x] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 94012 **County/Corridor** Alameda
Fremont-South Bay

Project/ Program: Union City Intermodal Station (Phase 1)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$26.8	Existing Funding
	$7.1	Future Discretionary Funds
Cost:	$33.9	Total Project Cost

PROJECT DETAILS

Purpose: To increase transit patronage at the existing Union City BART Station, which currently serves BART, AC Transit, Union City Transit and Dumbarton Express by making the station two-sided and accessible to a 30-acre planned TOD site. These improvement will relieve congestion on Route 880, Route 238 and the local roadway system.

Project Scope: Fulfills Phase 1 of this project, the essential first step of making the Union City BART Station a two-sided station accessible to a 30-acre TOD site (former PG&E site). It constructs pedestrian grade separations under the BART and UPRR tracks and reconfigures the existing BART Station to provide a new multi-modal Loop Road, a Bus Transit Facility providing 16-bus bay capacity with transit amenities, a Decoto Connector Road, and reconfigures BART surface parking lots and replacement BART parking on the PG&E site.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Reliable Commute
- [x] Access to Mobility
- [x] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [x] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: UC Intermodal Station District and Transit Facility Plan; UC -Capitol Corridor Passenger Rail Study; BART's Comprehensive Station Plan; Dumbarton Rail PSR.

Project Status: Design and ROW **Contact Agency:**
Environ Status: Exempt City of Union City

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 94525 **County/Corridor** Alameda
Alameda County-wide

Project/ Program: 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$6,044.2	Existing Funding
	$388.8	Future Discretionary Funds
Cost:	$6,433.0	Total Project Cost

PROJECT DETAILS

Purpose: To fund transit operating and capital improvements.

Project Scope: Funds transit operating and capital improvements.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: **Contact Agency:**
Environ Status: BART

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [ ] 2025 [x] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 94526 **County/Corridor** Alameda
Alameda County-wide

Project/ Program: 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$6,382.6	Existing Funding
	$124.7	Future Discretionary Funds
Cost:	$6,507.3	Total Project Cost

PROJECT DETAILS

Purpose: To fund transit operating and capital improvemens.

Project Scope: Funds transit operating and capital improvements.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status:
Environ Status:
Contact Agency: AC Transit

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [ ] 2025
- [x] 2030

Regionally Significant? [ ]

ID # 98139 **County/Corridor** Alameda
Sunol Gateway

Project/ Program: ACE station/track improvements in Alameda County (including parking improvements at Vasco Road and downtown Livermore stations)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$18.1	Existing Funding
	$2.0	Future Discretionary Funds
Cost:	$20.1	Total Project Cost

PROJECT DETAILS

Purpose: To maintain and improve the existing ACE service, including stations, parking and tracks, and operations.

Project Scope: Improves the ACE Route between San Joaquin County and Santa Clara County and the stops serving the ACE train. Includes Vasco Station parking Improvements (80-300 spaces) and Downtown Livermore Station parking improvements (100-540 spaces).

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [x] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: Included in the 2004 CWTP, 2003 CMP, sales tax plan, and TCRP

Project Status: Not Begun
Environ Status: Future
Contact Agency: ACE

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [ ] 2025
- [x] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 98207 **County/Corridor** Alameda
Eastshore-South

Project/ Program: I-880/Broadway-Jackson interchange improvements (Phase 1)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$10.8	Existing Funding
	$17.2	Future Discretionary Funds
Cost:	$28.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve access, traffic circulation, weaving, and other operational parameters to and from the areas of Downtown Oakland, the Jack London Square, the Chinatown, and the City of Alameda through the Webster/Posey Tubes (Route 260/61).

Project Scope: Consists of 5 distinct elements including a new I-880 S/B offramp to 5th Street at Martin Luther King Junior Way, improvements to I-880 N/B Jackson St onramp and eliminate crossover to N/B I-880 Broadway offramp, dual lefts from Broadway to S/B I880, improvements to operations and access at Posey/Webster Tubes, and TOS.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: 1998 Alameda Countywide Plan, 1998 RTP, 2000 CMP

Project Status: Environmental **Contact Agency:**
Environ Status: Completed CalTrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 98208 **County/Corridor** Alameda
Alameda County-wide

Project/ Program: Soundwalls program

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$10.0	Future Discretionary Funds
Cost:	$10.0	Total Project Cost

PROJECT DETAILS

Purpose: To meet federal noise standards near existing freeways.

Project Scope: Fulfills a countywide programmatic set aside to construct soundwalls. Location to be determined.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Federal noise regulations

Project Status: Not Begun **Contact Agency:**
Environ Status: Future ACCMA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21001 **County/Corridor** Bay Area Region/Multi-County Region

Project/ Program: Freeway Traffic Operations Systems

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$3.6	Existing Funding
	$46.1	Future Discretionary Funds
Cost:	$49.7	Total Project Cost

PROJECT DETAILS

Purpose: To provide motorist who need roadside assistance on freeways a 24/7 means of emergency communication; to improve interagency real-time communication and coordination; to provide reliable, fast and real-time and data to the 511 and Incident Management programs; to deploy interagency communications system for emergency responders and center-to-center system for exchange of traffic data and video

Project Scope: Includes two components: (1) Congestion Relief and Management: monitors and manages traffic flows on the freeway, including the Regional Transportation Management Center (TMC), field equipment (such as detectors, CCTV cameras and message signs), and communication systems that link the TMC to other agencies. (2) Interagency Communication and Coordination: focuses on real-time communication and coordination between agencies through multimodal Smart Corridors and the exchange of real-time data. MTC is working with Caltrans and several Smart Corridors to deploy a Center-to-Center system to enable the real-time exchange of traffic data and video images.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status:

Contact Agency: MTC

Environ Status:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [ ] 2025 [x] 2030

Regionally Significant? [ ]

ID # 21002 **County/Corridor** Bay Area Region/Multi-County Region

Project/ Program: Freeway Service Patrol (FSP)/freeway call boxes

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$3.4	Existing Funding
	$49.5	Future Discretionary Funds
Cost:	$52.9	Total Project Cost

PROJECT DETAILS

Purpose: To manage congestion and incidences.

Project Scope: FSP: Provides freeway incident detection and removal program that clears accidents, assists motorists and removes dangerous debris from freeways by deploying a fleet of tow-trucks that roam the freeways during peak commute periods. Call Boxes: Offers motorists who need emergency roadside assistance an effective means of communication 24 hours per day through approximately 3,500 call boxes (telephones that connect directly to a call center) on more than 1100 miles of urban, suburban and rural freeways in the Bay Area.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status:

Contact Agency: MTC

Environ Status:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [ ] 2025 [x] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21003 **County/Corridor** Bay Area Region/Multi-County Region

Project/ Program: Technical Assistance Programs/arterial signal retiming

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$3.0	Existing Funding
	$3.9	Future Discretionary Funds
Cost:	$6.9	Total Project Cost

PROJECT DETAILS

Purpose: To provide local agencies with assistance in analyzing existing problems and developing cost-effective solutions; and to provide local agencies with assistance in developing cost estimates for inclusion in grant applications.

Project Scope: Povides local agencies with assistance on technical issues to improve the integrated operations, security, and maintenance of the Bay Area's transportation system.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status:

Environ Status:

Contact Agency: MTC

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [ ] 2025 [x] 2030

Regionally Significant? [ ]

ID # 21005 **County/Corridor** Bay Area Region/Multi-County Region

Project/ Program: TransLink®

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$208.7	Existing Funding
	$129.4	Future Discretionary Funds
Cost:	$338.1	Total Project Cost

PROJECT DETAILS

Purpose: To offer transit users the convenience of using one ticket for all transit operators in the Bay Area; to improve transit operator data collection for service planning purposes and development of fare policies; to take advantage of revenue-enhancing or cost-saving business partnerships with the private sector.

Project Scope: Serves as the universal ticket for the Bay Area's myriad of transit operators. TransLink® is an automated fare collection program centered around a smart card that will be accepted for fare payment by all Bay Area transit operators for both intra- and inter-operator trips.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [x] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status:

Environ Status:

Contact Agency: MTC

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [ ] 2025 [x] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21006 **County/Corridor** Bay Area Region/Multi-County Region

Project/ Program: 511/Transit (regional transit information systems) and transportation marketing

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$1.7	Existing Funding
	$39.0	Future Discretionary Funds
Cost:	$40.7	Total Project Cost

PROJECT DETAILS

Purpose: To offer the public the convenience of a single point of access for all transit information in the Bay Area through the 511 phone number and the www.511.org web site; and to enable users to plan their transit trips 24/7 through TakeTransitSM Trip Planner.

Project Scope: Offers users the convenience of a single point of access for all transit information in the Bay Area. A major feature on the website is the popular TakeTransitSM Trip Planner, which enables users to plan both intra- and inter-operator trips in the Bay Area.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☑ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☐ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☑ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details:

Project Status:

Contact Agency: MTC

Environ Status:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☐ 2015 ☐ 2025 ☑ 2030

Regionally Significant? ☐

ID # 21007 **County/Corridor** Bay Area Region/Multi-County Region

Project/ Program: Rideshare Program

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$12.6	Existing Funding
	$41.4	Future Discretionary Funds
Cost:	$54.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide information and to promote alternatives to driving alone; to reduce air pollutants; to reduce traffic congestion; to improve the flow of people, goods and services.

Project Scope: Encourages commuters who drive alone to use alternative modes of transportation (such as carpooling, vanpooling, riding transit, bicycling, telecommuting and walking) in order to mitigate the growth of traffic congestion and motor vehicle emissions in the air.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☑ Access to Mobility
- ☐ Livable Communitie
- ☑ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☐ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plai
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details:

Project Status:

Contact Agency: MTC

Environ Status:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☐ 2015 ☐ 2025 ☑ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 21008 **County/Corridor** Bay Area Region/Multi-County Region

Project/ Program: 511/Traffic

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$33.3	Existing Funding
	$88.0	Future Discretionary Funds
Cost:	$121.3	Total Project Cost

PROJECT DETAILS

Purpose: To help reduce traffic congestion by providing accurate, comprehensive and timely information on roadway conditions in the Bay Area; to provide such information through a simple and easily recognized telephone number (511) and web site (www.511.org).

Project Scope: Collects real-time transportation data from various sources in the Bay Area, and provides the public with accurate, comprehensive and timely information about traffic congestion, roadway incidents, construction activity and special events (e.g. sports events) through the 511 telephone number and the www.511.org website.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status:

Contact Agency: MTC

Environ Status:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [ ] 2025 [x] 2030

Regionally Significant? [ ]

ID # 21010 **County/Corridor** Bay Area Region/Multi-County Region

Project/ Program: Performance monitoring

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$3.5	Future Discretionary Funds
Cost:	$3.5	Total Project Cost

PROJECT DETAILS

Purpose: To monitor changes in system performance over time with a focus on the customer's perspective.

Project Scope: Collects data on the performance of the existing transportation system for publication in a state of the system report.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status:

Contact Agency: MTC

Environ Status:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [ ] 2025 [x] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21011 **County/Corridor** Bay Area Region/Multi-County Region

Project/ Program: Transportation for Livable Communities (TLC)/Housing Incentive Program (HIP) - regional and county programs

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$454.0	Future Discretionary Funds
Cost:	$454.0	Total Project Cost

PROJECT DETAILS

Purpose: To fund and support the planning and development of small-scale transportation investments that meet community needs throughout the Bay Area.

Project Scope: Includes the Community Design Planning Program, Capital Program, Housing Incentive Program, and new Station Area Planning Program.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status:

Contact Agency:

Environ Status:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [ ] 2025
- [x] 2030

Regionally Significant? [ ]

ID # 21342 **County/Corridor** Bay Area Region/Multi-County San Francisco

Project/ Program: Caltrain downtown extension/Transbay Terminal replacement (preliminary engineering/right-of-way acquisition)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$250.0	Existing Funding
	$24.0	Future Discretionary Funds
Cost:	$274.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide for an extension of Caltrain to downtown San Francisco and replace the existing Transbay Terminal in order to advance the goals of a safe and well-maintained transportation system, a reliable commute, lifeline mobility, livable communities, and clean air.

Project Scope: Includes three major components: the extension of Caltrain commuter rail service from its current San Francisco terminus at Fourth and Townsend Streets to a new underground terminus underneath new Transbay Terminal; a new Transbay Terminal on the site of the present Transbay Terminal; and the establishment of a Redevelopment Area Plan with related transit-oriented development on publicly owned land in the vicinity of new Transbay Terminal.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plai
- [ ] CorridorStudy
- [x] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [x] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [x] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: Transbay Terminal/ Caltrain Downtown Extension/Redevelopment Project EIS/EIR, MTC's 2000 Blueprint

Project Status: Design and ROW

Contact Agency: Transbay Joint Powers Authority

Environ Status: Completed

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 21619 **County/Corridor** Bay Area Region/Multi-County Peninsula

Project/ Program: Caltrain express tracks (Phase 2)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$390.0	Existing Funding
	$26.0	Future Discretionary Funds
Cost:	$482.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve the Baby Bullet express service that bypasses local trains, thereby reducing commute times, increasing passenger satisfaction and building ridership to further relieve congestion in the high volume US 101/El Camino Real Peninsula Corridor.

Project Scope: Includes additional tracks, station, signal and bridge work to increase capacity and operational flexibility. Elements: passing tracks near Bayshore to San Bruno, from Hayware Park to Belmont, and from Santa Clara to San Jose; staton relocations; grade separations; signal modifications; and new bridges.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Caltrain Rapid Rail Capital Improvement Program

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Cal Train

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 21627 **County/Corridor** Bay Area Region/Multi-County Peninsula

Project/ Program: Caltrain electrification from San Francisco to Gilroy

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$532.0	Existing Funding
	$70.0	Future Discretionary Funds
Cost:	$602.0	Total Project Cost

PROJECT DETAILS

Purpose: To upgrade & modernize Caltrain infrastructure. Caltrain is one of the oldest commuter railroads in the country. The JPB has determined electrification of the Caltrain corridor as essential to upgrade Caltrain´s utility and reliability.

Project Scope: Implements electrification of the Caltrain corridor from San Francisco to Gilroy. Includes caternary poles, wires, power supply, track, signal.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Caltrain Rapid Rail Study; MTC´s Blueprint; sales tax plan

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Samtrans/Caltrain JPB

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 22247 **County/Corridor** Bay Area Region/Multi-County Region

Project/ Program: Regional Bicycle and Pedestrian Program

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$200.0	Future Discretionary Funds
Cost:	$200.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve and facilitate non-motorized travel.

Project Scope: Invests in projects that are identified in the Regional Bicycle, and that provide access to transit, schools, and regional activity centers such as colleges, municipal buildings and commercial districts.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☐ Reliable Commute
- ☐ Clean Air
- ☑ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plan
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☐ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☐ Other Local Plan

Additional Details:

Project Status:

Contact Agency: MTC/CMAs

Environ Status:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☐ 2015 ☐ 2025 ☑ 2030

Regionally Significant? ☐

ID # 22421 **County/Corridor** Bay Area Region/Multi-County Region

Project/ Program: Clean Air Program

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$255.5	Future Discretionary Funds
Cost:	$255.5	Total Project Cost

PROJECT DETAILS

Purpose: To implement programs that reduce Bay Area emissions and accelerate achievement of our attainment standards.

Project Scope: Implement a menu of clean air programs, including free morning commute on transit, car scrappage program, catalytic device replacement, etc.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☐ Reliable Commute
- ☑ Clean Air
- ☐ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plai
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☐ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☐ Other Local Plan

Additional Details:

Project Status:

Contact Agency: MTC and BAAQMD

Environ Status:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☐ 2015 ☐ 2025 ☑ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22423 **County/Corridor** Bay Area Region/Multi-County Region

Project/ Program: Lifeline Transportation Program

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$216.0	Future Discretionary Funds
Cost:	$216.0	Total Project Cost

PROJECT DETAILS

Purpose: To identify a network of critical transit routes and other transportation services that provide a vital lifeline for low-income residents.

Project Scope: Understand and implement programs that address transportation issues specific to low-income communities, such as community-based transportation planning program, LIFT, transportation spending study, etc.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Livable Communitie
- ☐ Reliable Commute
- ☐ Clean Air
- ☐ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plan
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☐ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☐ Other Local Plan

Additional Details:

Project Status:

Contact Agency: MTC

Environ Status:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☐ 2015 ☐ 2025 ☑ 2030

Regionally Significant? ☐

ID # 22425 **County/Corridor** Bay Area Region/Multi-County Region

Project/ Program: Surface Transportation Program (STP) and 10-year support for Transportation Planning and Land Use Solutions (T-PLUS) planning funds for counties

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$95.0	Future Discretionary Funds
Cost:	$95.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide STP planning funds in order to carry out planning functions established under State and Federal statutes.

Project Scope: CMAs play a key role in developing and implementing multi-modal planning and programming process, establishing project priorities within the county, and monitoring project delivery. CMAs also engage in coordination activites for transportation-land use through the T-PLUS program.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Livable Communitie
- ☐ Reliable Commute
- ☐ Clean Air
- ☐ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plai
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☐ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☐ Other Local Plan

Additional Details:

Project Status:

Contact Agency: MTC/CMAs

Environ Status:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☐ 2015 ☐ 2025 ☑ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22674 **County/Corridor** Bay Area Region/Multi-County Region

Project/ Program: BART Core Capacity Program - system capacity

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$19.4	Future Discretionary Funds
Cost:	$19.4	Total Project Cost

PROJECT DETAILS

Purpose: To increase BART system capacity to maintain service and safety standards in the face of growth.

Project Scope: Makes investments across BART system including Train Control (modifications to operations control center and integrated control system), Traction Power (upgrade third rail feeder cables, negative return capacity in yards and ¼ of traction power substations), ventilation in underground stations to handle increased passenger loads. Investments in crossovers are also necessary to reduce fleet demand by 16-30 BART cars while allowing for more operational flexibility (mitigation of delays, more frequent evening and weekend service).

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [x] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: BART Capacity Study and Programs that inform BART's 30 Year Financial Plan and CIP.

Project Status: Design and ROW **Contact Agency:**
Environ Status: Exempt BART

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [ ] 2025 [x] 2030

Regionally Significant? [ ]

ID # 22675 **County/Corridor** Bay Area Region/Multi-County Region

Project/ Program: BART Core Capacity Program - station access

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$11.0	Existing Funding
	$21.0	Future Discretionary Funds
Cost:	$29.0	Total Project Cost

PROJECT DETAILS

Purpose: To increase BART system capacity through station access to maintain service and safety standards in the face of growth.

Project Scope: Combines parking, smart growth / TOD, transit connectivity, bicycle / pedestrian, signage and other access modes essential to meet growing demand for BART services. Prices are broad brush, but comprehensive station plans in tandem with VTA's BART capacity study will give better definition to this large project over time.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [x] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [x] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: BART Capacity Study and Programs, including Fleet Management Plan, that inform BART's 30 Year Financial Plan and CIP.

Project Status: Design and ROW **Contact Agency:**
Environ Status: Future BART

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [x] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22676 **County/Corridor** Bay Area Region/Multi-County Region

Project/ Program: BART Core Capacity Program - station capacity

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$47.4	Future Discretionary Funds
Cost:	$47.4	Total Project Cost

PROJECT DETAILS

Purpose: To increase BART system capacity throughout the District to maintain service and safety standards in the face of growth.

Project Scope: Makes station capacity improvements at 39 BART Stations throughout the District. Types of improvements include faregate additions, stair additions, elevator additions, platform modifications, including widening, escalator additions, trainscreens and doors.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [x] Short Range Transit Plan
- [x] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: BART Capacity Study and Programs that informs BART's 30 Year Financial Plan and CIP.

Project Status: Design and ROW **Contact Agency:**
Environ Status: Exempt BART

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [ ] 2025 [x] 2030

Regionally Significant? [ ]

ID # 94089 **County/Corridor** Bay Area Region/Multi-County Golden Gate

Project/ Program: Reconstruct South Access to the Golden Gate Bridge: Doyle Drive to Broderick Street (includes Route 1/US 101 interchange improvements)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$130.0	Existing Funding
	$316.7	Future Discretionary Funds
Cost:	$446.7	Total Project Cost

PROJECT DETAILS

Purpose: To replace a facility that is approaching the end of its useful life with one that improves safety by meeting current design standards, improves access to a major job/activity center and incorporates a design that is senstivie to its location in a national park. Failure to replace the facility would create severe congestion in the Golden Gate Bridge corridor with impacts spreading throughout the Bay Area freeway system.

Project Scope: Reconstructs Doyle Drive (U.S. 101) with standard lane widths, shoulders and a median barrier. Reconstructs interchange at Route 1 and US 101 and add auxiliary lanes between that interchange and Richardson Ave. Construct one or more transit centers to accommodate local and regional bus operations.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [x] Major Investment Study
- [x] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [x] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: Doyle Drive Intermodal Study (1996); Doyle Drive EIR/EIS (underway); Prop K Expenditure Plan, Countywide Transportation Plan

Project Status: Environmental **Contact Agency:**
Environ Status: Underway SFCTA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 21202 **County/Corridor** Contra Costa
Contra Costa County-wide

Project/ Program: Regional and local pedestrian and bicycle improvements, including overcrossing locations to be determined

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$20.0	Existing Funding
	$19.3	Future Discretionary Funds
Cost:	$39.3	Total Project Cost

PROJECT DETAILS

Purpose: To promote the use of non-motorized travel for work, school, and recreational trips in Contra Costa County. Benefits include reduced emissions, reduced congestion, and improved health for the bicycling/pedetrian users.

Project Scope: Potentially includes the creation of new Class 1, 2, and 3 facilities to enhance connectivity, upgrading existing facilities, construction of new ped/bike overcrossings. Projects are to be determined based upon the Contra Costa Countywide Bicycle Plan.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Contra Costa Countywide Bicycle Plan

Project Status: Not Begun
Environ Status: Future
Contact Agency: Contra Costa Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [ ] 2025
- [x] 2030

Regionally Significant? [ ]

ID # 21203 **County/Corridor** Contra Costa
Contra Costa County-wide

Project/ Program: Express bus capital costs for commuter bus service from Contra Costa Express Bus Study

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$6.8	Future Discretionary Funds
Cost:	$6.8	Total Project Cost

PROJECT DETAILS

Purpose: To improve the attractiveness of transit as a commute mode in Contra Costa County by allowing increased express bus service and shorter headways.

Project Scope: Provides funding for capital costs of purchase of buses for new or expanded express bus service, consistent with the Contra Costa Express Bus Study.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Livable Communitie
- [ ] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details:

Project Status: Not Begun
Environ Status: Exempt
Contact Agency: Contra Costa Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21204 **County/Corridor** Contra Costa
Contra Costa County-wide

Project/ Program: Ancillary park-and-ride, transit access, express bus service enhancements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$6.8	Future Discretionary Funds
Cost:	$6.8	Total Project Cost

PROJECT DETAILS

Purpose: To improve access of existing and potential carpoolers and transit riders to ancillary park-and-ride, transit access, and express bus service thus increase the attractiveness of those modes as commute alternatives

Project Scope: Makes various improvements to existing and creation of new park-and-ride lots, transit access improvements, and express bus service enhancements

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [x] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Not Begun
Environ Status: Future
Contact Agency: Contra Costa Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [x] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 21205 **County/Corridor** Contra Costa
Diablo

Project/ Program: 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$5.5	Existing Funding
	$106.5	Future Discretionary Funds
Cost:	$112.0	Total Project Cost

PROJECT DETAILS

Purpose: To create a freeway-to-freeway direct connector between I-680 and Route 4 in order to decrease congestion and travel delays.

Project Scope: Improves the I-680/SR 4 interchange, which consists of freeway to freeway direct connectors for NB I-680 to WB SR 4 movement (Phase 1) and the WB SR 4 to SB I-680 movement (Phase 2). These two movements are the highest demand connections at the interchange. The 2-lane direct connectors will replace a single lane loop ramp and a single lane diagonal ramp, respectively. Will eliminate weaving between the I-680 and Pacheco Blvd. ramps by constructing two loop ramps and two direct connection flyover ramps.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [x] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: TRANSPAC updated Action Plan for Routes of Regional Significance (2000)

Project Status: Environmental
Environ Status: Underway
Contact Agency: Contra Costa Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 21206 **County/Corridor** Contra Costa Diablo

Project/ Program: Caldecott Tunnel fourth bore

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$181.0	Existing Funding
	$37.0	Future Discretionary Funds
Cost:	$218.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve the connection between Contra Costa, Alameda, and San Francisco counties by removing an existing bottleneck at Caldecott Tunnel on Route 24. The construction of the long-planned fourth bore will improve the operation of the tunnel complex.

Project Scope: Constructs a fourth bore at the Caldecott Tunnel complex north of the three existing bores.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☑ Clean Air
- ☑ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☑ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☑ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: MTC's Route 24/Caldecott Tunnel Corridor Study (2000), MTC's Blueprint (2000), Governor's TCRP (2000)

Project Status: Environmental
Environ Status: Underway
Contact Agency: Contra Costa Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

ID # 21209 **County/Corridor** Contra Costa Eastshore-North

Project/ Program: Hercules Transit Center relocation and expansion

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$4.0	Existing Funding
	$2.8	Future Discretionary Funds
Cost:	$6.8	Total Project Cost

PROJECT DETAILS

Purpose: To provide additional parking capacity along the I-80 corridor as well as bus and carpool access to help alleviate congestion on the corridor.

Project Scope: Replaces the existing 211-space park-and-ride lot at San Pablo Avenue/Sycamore with a four level, 500 space park-and-ride structure on Willow Avenue. Includes construction of all associated infrastructure (storm drains, curb/gutter, sidewalks, and asphalt).

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☑ Congestion Mitigation Plai
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details:

Project Status: Not Begun
Environ Status: Future
Contact Agency: Hercules

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

Project Details for New Commitments

ID # 21210 **County/Corridor** Contra Costa Eastshore-North

Project/ Program: Capitol Corridor train station in Hercules

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$13.0	Existing Funding
	$7.0	Future Discretionary Funds
Cost:	$20.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide congestion relief in the I-80 corridor.

Project Scope: Includes modification of existing rail track, construction of two platforms (center and inland), installation of train amenities (landscaping, bus shelters, lighting, information kiosk), and construction of a three-level parking structure.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: Governor's Traffic Congestion Relief Program, 2000

Project Status: Design and ROW
Environ Status: Underway
Contact Agency: Hercules

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

ID # 21211 **County/Corridor** Contra Costa Delta

Project/ Program: BART/East Contra Costa rail extension

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$377.0	Existing Funding
	$13.3	Future Discretionary Funds
Cost:	$390.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve mobility for residents of the East Contra Costa area by expanding transit alternatives and provide opportunities for transit-oriented development around stations and transit corridors.

Project Scope: Develops new rail serving Eastern Contra Costa area. The eBART project is a diesel multiple unit single-line extension of the BART system. The 23-mile line will be located in the median of SR 4 eastward from Pittsburg BART Station to Loveridge Road, where a flyover takes it to Union Pacific-owned Mococo line, and will have five stations. The project was selected by the Policy Advisory Committee of elected officials in 2002 for immediate implementation.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plai
- [x] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [x] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [x] Short Range Transit Plan
- [x] Sales Tax Plan
- [x] Other Local Plan

Additional Details:

Project Status: Environmental
Environ Status: Future
Contact Agency: Contra Costa Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 22350 **County/Corridor** Contra Costa Diablo

Project/ Program: I-680/Route 4 interchange improvements (Phases 3 through 5) and HOV flyover ramps

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$182.0	Future Discretionary Funds
Cost:	$182.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve traffic operations and reduce congestion at the interchange.

Project Scope: Provides additional improvements to the 3-level interchange constructed in phases 1 & 2. Phase 3 will provide an additional lane in the median in each direction on SR4 between Morello Avenue and SR242 Interchange. Phase 4 will connect SB I-680 to EB SR4. Phase 5 will connect WB SR4 to NB I-680. Phase 6 will construct HOV flyover ramps from WB4 to I-680 SB and from I-680 NB to EB4.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [x] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [x] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Environmental
Environ Status: Underway
Contact Agency: Contra Costa Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [x] 2025
- [ ] 2030

Regionally Significant? [x]

ID # 22602 **County/Corridor** Contra Costa Diablo

Project/ Program: Construct I-680 auxiliary lanes in both directions from Sycamore Valley Road to Crow Canyon Road

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$16.5	Existing Funding
	$20.0	Future Discretionary Funds
Cost:	$36.5	Total Project Cost

PROJECT DETAILS

Purpose: To reduce congestion and improve travel time on I-680 between Sycamore Valley Road and Crow Canyon Road.

Project Scope: Provides an auxiliary lane on I-680 in both directions between Sycamore Valley Road and Crow Canyon Road in Danville.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [x] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Project in CMP, Measure C Strategic Plan and Countywide Transportation Plan

Project Status: Environmental
Environ Status: Completed
Contact Agency: Contra Costa Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 22603 **County/Corridor** Contra Costa Eastshore-North

Project/ Program: Richmond intermodal transfer station (680 space parking garage)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$7.0	Existing Funding
	$6.0	Future Discretionary Funds
Cost:	$13.0	Total Project Cost

PROJECT DETAILS

Purpose: To develop the Richmond Transit Village and provide additional parking at the Richmond BART station.

Project Scope: Constructs a 5 level parking structure to replace surface parking at the Richmond BART Station and free up land for the Richmond Transit Village. The second stage (funded with STIP) will provide additional level(s) to provide about 120 new long term parking spaces.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☐ Reliable Commute
- ☑ Clean Air
- ☑ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☑ Congestion Mitigation Plan
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☐ Other Local Plan

Additional Details:

Project Status: Design and ROW
Environ Status: Completed
Contact Agency: Richmond Redevelop. Agency

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

ID # 22614 **County/Corridor** Contra Costa Diablo

Project/ Program: Martinez Intermodal Station (Phase 3): construction of an additional 425 spaces and auto/pedestrian bridges

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$2.0	Existing Funding
	$4.8	Future Discretionary Funds
Cost:	$6.8	Total Project Cost

PROJECT DETAILS

Purpose: To implement Phase 3 of a larger project which includes a new rail station, track, signal and platform improvements, new bus parking areas, approx. 600 parking spaces, and trail connections to the Martinez Regional Shoreline and the Bay Trail.

Project Scope: Constructs Martinez Intermodal Station (Phase 3), which includes an additional 425 spaces and auto/ped bridges (on top of planned 200 inetrim spaces).

Supports Transportation 2030 Goals:
- ☑ Safe/Well-Maintained System
- ☑ Livable Communitie
- ☑ Reliable Commute
- ☐ Clean Air
- ☐ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☑ Congestion Mitigation Plan
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☐ Other Local Plan

Additional Details: ACR 132, Intercity Rail Upgrade Study (1990); TRANSPAC-Central County Action Plan for Routes of Regional Significance (1995 & 2000)

Project Status: Not Begun
Environ Status: Completed
Contact Agency: Martinez

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☐ 2015 ☑ 2025 ☐ 2030

Regionally Significant? ☑

Project Details for New Commitments

ID # 94036 **County/Corridor** Contra Costa
Contra Costa County-wide

Project/ Program: Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$92.0	Future Discretionary Funds
Cost:	$92.0	Total Project Cost

PROJECT DETAILS

Purpose: To fund MTS routes.

Project Scope: Funds MTS streets and roads pavement and non-pavement rehabilitation shortfall.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status:
Contact Agency:
Environ Status:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [ ] 2025
- [x] 2030

Regionally Significant? [ ]

ID # 94045 **County/Corridor** Contra Costa
Eastshore-North

Project/ Program: New express buses for I-80 HOV service (capital costs)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$16.9	Future Discretionary Funds
Cost:	$16.9	Total Project Cost

PROJECT DETAILS

Purpose: To increase travel time savings via buses using new I-80 HOV lane to access major job centers and relieve congestion on I-80.

Project Scope: Funds various express bus services. The new buses would be used by AC Transit, Vallejo Transit, and WestCAT.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: MTC I-80 Corridor Study; Contra Costa Countywide Comprehensive Transportation Plan (2000); West Contra Costa Action Plan

Project Status: Not Begun
Contact Agency: AC Transit
Environ Status: Exempt

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 94046 **County/Corridor** Contra Costa Delta

Project/ Program: Non-capacity-increasing improvements to interchanges and parallel arterials to Route 4

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$9.1	Future Discretionary Funds
Cost:	$9.1	Total Project Cost

PROJECT DETAILS

Purpose: To provide modest improvements to arterials adjacent to Route 4 that are non-capacity increasing.

Project Scope: Improves interchanges and parallel arterials to Route 4 through a variety of geometric or other improvements.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: CMP and Countywide Plan will identify opportunities.

Project Status: Not Begun
Environ Status: Future
Contact Agency: Contra Costa Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [x] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 94048 **County/Corridor** Contra Costa Eastshore-North

Project/ Program: Non-capacity-increasing improvements to interchanges and parallel arterials to I-80

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$12.3	Future Discretionary Funds
Cost:	$12.3	Total Project Cost

PROJECT DETAILS

Purpose: To improve operation of the parallel arterial system and provide alternatives to I-80 for local trips.

Project Scope: Provides ability to implement low cost arterial improvements that do not affect regional air quality conformity analysis. Specific projects to be determined.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: CMP; Countywide Transportation Plan

Project Status: Not Begun
Environ Status: Future
Contact Agency: Contra Costa Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [x] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 94050 **County/Corridor** Contra Costa
Delta

Project/ Program: Upgrade Route 4 to full freeway from I-80 to Cummings Skyway (Phase 2)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$50.0	Future Discretionary Funds
Cost:	$50.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve safety on Route 4 from I-80 to Cummings Skyway, a section of road with a historic record of serious accidents.

Project Scope: Furthers the upgrading of current 4-lane expressway project to a full freeway (4.7 miles).

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: MIS; CMP; CCTA Countywide Plan; Contra Costa County General Plan

Project Status: Completed
Environ Status: Completed
Contact Agency: Contra Costa Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [x] 2025
- [ ] 2030

Regionally Significant? [x]

ID # 94556 **County/Corridor** Contra Costa
Contra Costa County-wide

Project/ Program: 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$4,019.1	Existing Funding
	$258.5	Future Discretionary Funds
Cost:	$4,277.6	Total Project Cost

PROJECT DETAILS

Purpose: To fund transit operating and capital improvements.

Project Scope: Funds transit operating and capital improvements.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status:
Environ Status:
Contact Agency: BART

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [ ] 2025
- [x] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 94557 **County/Corridor** Contra Costa
Contra Costa County-wide

Project/ Program: 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$953.8	Existing Funding
	$18.6	Future Discretionary Funds
Cost:	$972.4	Total Project Cost

PROJECT DETAILS

Purpose: To fund transit operating and capital improvements.

Project Scope: Funds transit operating and capital improvements.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status:
Environ Status:
Contact Agency: AC Transit

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [ ] 2025 [x] 2030

Regionally Significant? [ ]

ID # 98126 **County/Corridor** Contra Costa
Diablo

Project/ Program: Non-capacity-increasing improvements to interchanges and parallel arterials to I-680 and Route 24

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$9.1	Future Discretionary Funds
Cost:	$9.1	Total Project Cost

PROJECT DETAILS

Purpose: To improve operations and safety on arterials and interchanges within the I-689 and Route 24 corridor by fine-tuning traffic operations. Benefits include improved safety and efficiency, and better integration of auto, bus, bicycles and pedestrian facilities.

Project Scope: Includes improvements to ramp merges, diverges, or storage, improving ramp and overcrossing channelization, traffic operational improvements and artierial calming. Projects are to be determined based upon more detailed analysis.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: CMP, Countywide Transportation Plan.

Project Status: Design and ROW
Environ Status: Exempt
Contact Agency: Contra Costa Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [x] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 98130 **County/Corridor** Contra Costa Diablo

Project/ Program: Widen Alhambra Avenue from Route 4 to McAlvey Drive from 2 lanes to 4 lanes

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$6.0	Existing Funding
	$8.6	Future Discretionary Funds
Cost:	$14.6	Total Project Cost

PROJECT DETAILS

Purpose: To improve access from Martinez to Route 4 by widening this segment to 4 lanes which will conform to the adjacent 4 lane sections. The project will reduce traffic congestion and provide needed safety features.

Project Scope: Widens Alhambra Ave. from 2 to 4 lanes from Route 4 to McAlvey Drive. The first project phase is already completed by Measure C sales tax.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: CMP; Countywide Transportation Plan

Project Status: Design and ROW **Contact Agency:**
Environ Status: Completed Martinez

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 98133 **County/Corridor** Contra Costa Diablo

Project/ Program: Widen Pacheco Boulevard from Blum Road to Arthur Road from 2 lanes to 4 lanes

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$8.5	Existing Funding
	$6.5	Future Discretionary Funds
Cost:	$15.0	Total Project Cost

PROJECT DETAILS

Purpose: To reduce arterial congestion and increase speeds. This project also mitigates for the closure of Solano Way. Additionally, the widening improves an arterial parallel to I-680 and upgrades this segment to conform to existing, adjacent 4-lane segments.

Project Scope: Widens Pacheco Blvd. from 2 to 4 lanes from Blum to Arthur. This project upgrades this 2-lane rural highway segment to a 4-lane arterial.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: CMP, CTP, Strategic Plan

Project Status: Design and ROW **Contact Agency:**
Environ Status: Underway Contra Costa County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 98157 **County/Corridor** Contra Costa Eastshore-North

Project/ Program: Enhancements to AC Transit bus service for the San Pablo corridor in Contra Costa County

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$8.5	Future Discretionary Funds
Cost:	$8.5	Total Project Cost

PROJECT DETAILS

Purpose: To better serve trips along the San Pablo corridor between Richmond, El Cerrito, Berkeley, and Oakland by improving passenger information and service quality.

Project Scope: Improves San Pablo corridor bus service by extending service to Richmond Parkway Transit Center, providing new/improved passenger amenities (such as shelters and benches), real time information systems at stops, on buses and off-site, and other signal/vehicle improvements.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [x] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: AC Transit Short Range Transit Plan; I-80 San Pablo Avenue Corridor Study

Project Status: Under Construction
Environ Status: Completed
Contact Agency: AC Transit

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 98194 **County/Corridor** Contra Costa Diablo

Project/ Program: Extend Commerce Avenue between Pine Creek and Waterworld Parkway to connect Willow Pass Road with Route 242/Concord Avenue interchange

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$4.5	Existing Funding
	$1.7	Future Discretionary Funds
Cost:	$6.2	Total Project Cost

PROJECT DETAILS

Purpose: To improve downtown traffic congestion and enhance access to the I-680 and Route 242 corridors. The project would redistribute vehicle trips currently using the ramps on I-680 at Willow Pass Road and Route 242 at Clayton Rd and Commerce Avenue.

Project Scope: Extends Commerce Avenue between Pine Creek and Waterworld Parkway. A 40-ft wide street would connect Willow Pass Rd with the new freeway ramps at SR 242/Concord Avenue. Project would construct a bridge over Pine Creek.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Strategic Plan, CTP, CMP

Project Status: Environmental
Environ Status: Underway
Contact Agency: Concord

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 98196 **County/Corridor** Contra Costa Diablo

Project/ Program: Route 24 eastbound auxiliary lanes from Gateway Boulevard to Brookwood Road/Moraga Way

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$1.0	Existing Funding
	$5.8	Future Discretionary Funds
Cost:	$6.8	Total Project Cost

PROJECT DETAILS

Purpose: To correct storage problems by channeling traffic exiting onto the Brookwood Road offramps. This would eliminate traffic backups that are currently overflowing onto Route 24.

Project Scope: Provides an eastbound auxiliary lane between Gateway Blvd and Orinda Interchanges on Route 24.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: CMP, Countywide Transportation Plan

Project Status: Not Begun
Environ Status: Future
Contact Agency: Contra Costa Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 98198 **County/Corridor** Contra Costa Delta

Project/ Program: Vasco Road safety and operational improvements in Contra Costa and Alameda counties

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$15.0	Existing Funding
	$3.0	Future Discretionary Funds
Cost:	$18.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve geometrics and sight distance on a portion of Vasco Road. In Contra Costa, safety improvements will begin with installation of rumble strips along Vasco Road in 2004. Additional safety alternatives are under consideration for the future, including installation of a median barrier.

Project Scope: Includes safety improvements to Vasco Road in Contra Costa and Alameda Counties, including the realignment of a curved portion of Vasco Road in Alameda County and additional improvements to be determined in Contra Costa County. The Contra Costa Transportation Authority and Alameda County are working on joint funding arrangements for the Alameda County project. Contra Costa County will determine the Contra Costa safety improvements in collaboration with other agencies.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [x] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details:

Project Status: Environmental
Environ Status: Underway
Contact Agency: Contra Costa County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 98222 **County/Corridor** Contra Costa Delta

Project/ Program: Route 4 Bypass, Segment 1: Route 160 freeway-to-freeway connectors to and from the north

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$6.0	Existing Funding
	$17.0	Future Discretionary Funds
Cost:	$23.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide truck access from Route 160 to Route 4 Bypass in order to keep trucks off of Route 4 Corridor surface streets.

Project Scope: Provides freeway-to-freeway direct connectors from westbound Route 4 Bypass to northbound Route 160, and from southbound Route 160 to eastbound Route 4 Bypass.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☑ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☑ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: Contra Costa CTP, 2000; CMP; and MTC's Blueprint

Project Status: Not Begun
Environ Status: Completed
Contact Agency: State Route 4 Bypass Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☐ 2015 ☑ 2025 ☐ 2030

Regionally Significant? ☑

ID # 98999 **County/Corridor** Contra Costa Delta

Project/ Program: Widen Route 4 from 4 lanes to 8 lanes from Somersville Road to Route 160

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$194.6	Existing Funding
	$37.4	Future Discretionary Funds
Cost:	$232.0	Total Project Cost

PROJECT DETAILS

Purpose: To alleviate congestion on Route 4 by widening to 8 lanes including an HOV lane in each direction, encourage carpooling and facilitate existing and proposed express buses to access major job centers. Route 4 East is one of the most congested corridors in the Bay Area.

Project Scope: Widens Route 4 from 4 to 8 lanes including an HOV lane in each direction from Somersville Road to Route 160.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☑ Livable Communitie
- ☑ Clean Air
- ☑ Efficient Freight

Planning References:
- ☑ Major Investment Study
- ☐ CorridorStudy
- ☑ Project Study Report
- ☑ Countywide Plan
- ☑ Sales Tax Plan
- ☑ Congestion Mitigation Plai
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: CTP, CMP, Measure C Strategic Plan, RTP

Project Status: Environmental
Environ Status: Underway
Contact Agency: Contra Costa Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

Project Details for New Commitments

ID # 21302 **County/Corridor** Marin
Marin Countywide

Project/ Program: Bicycle and pedestrian projects

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$32.6	Existing Funding
	$7.0	Future Discretionary Funds
Cost:	$39.6	Total Project Cost

PROJECT DETAILS

Purpose: To provide health and air quality benefits from an alternative mode choice to auto use.

Project Scope: Commits funding towards the Countywide Bicycle Pedestrian Master Plans, which have estimated a need for about 78.04 M. of path improvements. Specific projects have not yet selected.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [x] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [x] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: Marin Bicycle Pedestrian Master Plan

Project Status: Design and ROW
Environ Status: Exempt
Contact Agency: Marin Congestion Management Agency

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [x] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 21303 **County/Corridor** Marin
Golden Gate

Project/ Program: Local Marin bus service enhancements (capital only)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$19.9	Existing Funding
	$6.8	Future Discretionary Funds
Cost:	$26.7	Total Project Cost

PROJECT DETAILS

Purpose: To provide expanded transit services in the North Bay.

Project Scope: Makes service enhancements to develop a County Transit System. The plan includes a combination of Express Bus Routes, Intercommunity Connector Routes, Community Services Routes, Rural Connectors, and Complementary and Extend Paratransit. The County will rely on a strategic plan and performance criteria to select and phase projects based on available funds.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [x] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Bus Transit Futures Plan, 2001, Marin County Transportation Vision Plan 2003

Project Status: Not Begun
Environ Status: Exempt
Contact Agency: Marin Congestion Management Agency

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [x] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21306 **County/Corridor** Marin Golden Gate

Project/ Program: US 101/Lucas Valley Road interchange improvements (initial phase)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$4.7	Future Discretionary Funds
Cost:	$4.7	Total Project Cost

PROJECT DETAILS

Purpose: To provide more local street capacity on US 101/Lucas Valley Road to accommodate existing traffic demand.

Project Scope: Construct SB on-ramp and SB off-ramp; HOV bypass/ramp metering on both southbound on-ramps. The project is to add a direct SB off-ramp connecting to Lucas Valley Rd at Los Gamos Rd, eliminate the loop southbound off-ramp, add a loop on-ramp for westbound traffic to southbound and widen the undercross to provide for two lanes in both directions which will significantly improve the efficiency of the adjoining intersections.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [x] Major Investment Study
- [x] CorridorStudy
- [x] Project Study Report
- [ ] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Northgate Activity Center Plan (1984)

Project Status: Design and ROW
Environ Status: Future
Contact Agency: San Rafael

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

ID # 21308 **County/Corridor** Marin Golden Gate

Project/ Program: Expand Manzanita park-and-ride lot

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$3.6	Existing Funding
	$6.5	Future Discretionary Funds
Cost:	$10.1	Total Project Cost

PROJECT DETAILS

Purpose: To expand parking for commuters and provide for remote parking for shuttle service to Muir Woods and other National Park sites in the Route 1 corridor.

Project Scope: Adds parking spaces and bus staging area (consists of parking visitor intercept and transit system to provide non auto access to south western Marin Park Lands).

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Marin Bus Transit Futures (2001)

Project Status: Environmental
Environ Status: Underway
Contact Agency: Marin Congestion Management Agency

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22157 **County/Corridor** Marin Golden Gate

Project/ Program: Park-and-ride lots

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$5.0	Future Discretionary Funds
Cost:	$5.0	Total Project Cost

PROJECT DETAILS

Purpose: To develop a network of park & ride lots as a way to encourage transit use and carpooling.

Project Scope: Expands and improves the existing park & ride network. Proposed improvements would include the addition of new facilities at strategic locations and improving existing facilities to facilitate express bus service.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details:

Project Status: Not Begun
Environ Status: Future
Contact Agency: Marin Congestion Management Agency

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22159 **County/Corridor** Marin Golden Gate

Project/ Program: Marin County US 101 northbound ramp meter, TOS, fiber optic cable project

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$1.5	Future Discretionary Funds
Cost:	$1.5	Total Project Cost

PROJECT DETAILS

Purpose: To enhance safety, reduce travel times, and provide traveller information for Marin County on northbound US 101.

Project Scope: Installs ramp meters with HOV bypass lanes at freeway on-ramps, install TOS elements (CCTV, CMS, Traffic Monitoring Stations), install fiber optic cable and connect TOS elements on Marin 101 from Freitas Parkway to the Sonoma county line pm (13.7-27.6) and

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [x] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details:

Project Status: Not Begun
Environ Status: Future
Contact Agency: CalTrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 22160 **County/Corridor** Marin
Golden Gate

Project/ Program: Marin County US 101 southbound and I-580 ramp meter, TOS, fiber optic cable project

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$1.8	Future Discretionary Funds
Cost:	$1.8	Total Project Cost

PROJECT DETAILS

Purpose: To enhance safety, reduce travel times, and provide traveller information on southbound US 101.

Project Scope: Installs ramp meters with HOV bypass lanes at all freeway on-ramps, install TOS elements (CCTV, CMS, Traffic Monitoring Stations), install fiber optic cable and connect TOS elements on Marin 101 from the Golden Gate Bridge to Freitas Parkway.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [x] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details:

Project Status: Not Begun **Contact Agency:**
Environ Status: Future CalTrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 94055 **County/Corridor** Marin
Marin County-wide

Project/ Program: Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$49.5	Future Discretionary Funds
Cost:	$49.5	Total Project Cost

PROJECT DETAILS

Purpose: To fund MTS routes.

Project Scope: Funds MTS streets and roads pavement and non-pavement rehabilitation shortfall.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: **Contact Agency:**
Environ Status:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [ ] 2025 [x] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 98154 **County/Corridor** Marin
Golden Gate

Project/ Program: 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

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$59.0	Existing Funding
	$141.0	Future Discretionary Funds
Cost:	$200.0	Total Project Cost

PROJECT DETAILS

Purpose: To extend HOV lanes from Highway 37 in Novato in Marin County through Petaluma in Sonoma County to provide travel time savings to all users of the existing any system with maximize benefits to carpool and buses. Project will be accompanied with a companion project in Sonoma County.

Project Scope: Extends the US 101 HOV lane project in Marin County from Route 37 to Corona Rd. in Sonoma County. The project would result in 1 HOV and 2 general purpose lanes in each direction. The HOV lanes would connect to HOV lanes in Sonoma County that are just being completed and the Marin HOV lanes extending from Novato to Richardson Bay Bridge.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [x] Major Investment Study
- [x] Congestion Mitigation Plan
- [x] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: US 101 Corridor Study (1990), Marin/Sonoma Land Use/Transportation Study

Project Status: Environmental **Contact Agency:**
Environ Status: Underway CalTrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 98179 **County/Corridor** Marin
Golden Gate

Project/ Program: US 101/Tiburon Boulevard interchange improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$5.6	Existing Funding
	$5.0	Future Discretionary Funds
Cost:	$10.5	Total Project Cost

PROJECT DETAILS

Purpose: To provide the improvements of the US 101/Tiburon Boulevard interchange area, including five intersections, which would improve the operating of these intersections at a LOS D or better with the increasing traffic volumes of proposed developments in the vicinity.

Project Scope: Adds right turn lane EB to the Redwood Highway Frontage Rd/Tiburon Blvd intersection, signalizes the East Blithedale/ Tower Dr/Kipling Dr intersection, widens the SB Hwy 101 off-ramp, widens Redwood Frontage Rd NB approach to Tiburon Blvd and widen Tiburon Blvd esat of Redwood Rd, widens Tiburon Blvd from Redwood Frontage Rd to NB ramps, widens Overcross.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: 1999 CMP

Project Status: Design and ROW **Contact Agency:**
Environ Status: Exempt CalTrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [x] 2006/2007 [ ] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 98525 **County/Corridor** Marin
Marin Countywide

Project/ Program: Seismic retrofit and upgrade (rehabilitation) of local bridges and overpasses shortfall

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$4.0	Future Discretionary Funds
Cost:	$4.0	Total Project Cost

PROJECT DETAILS

Purpose: To retrofit and upgrade local bridges to ensure that bridges and overpasses are secure.

Project Scope: Retrofits and upgrade local bridges to ensure that bridges and overpasses are secure.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details:

Project Status: Not Begun
Environ Status: Exempt
Contact Agency: Marin Congestion Management Agency

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [x] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 94064 **County/Corridor** Napa
Napa County-wide

Project/ Program: Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$65.8	Future Discretionary Funds
Cost:	$65.8	Total Project Cost

PROJECT DETAILS

Purpose: To fund MTS routes.

Project Scope: Funds MTS streets and roads pavement and non-pavement rehabilitation shortfall.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status:
Environ Status:
Contact Agency:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [ ] 2025
- [x] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 94073 **County/Corridor** Napa
North Bay East-West

Project/ Program: Construct new southbound Route 221 to southbound Route 29 flyover (including auxiliary lane to Route 12/Route 29)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$2.0	Existing Funding
	$18.0	Future Discretionary Funds
Cost:	$20.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve mobility from Route 221 to southbound Route 29 flyover.

Project Scope: Builds new southbound Route 221 to southbound Route 29 flyover.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Livable Communitie
- ☐ Reliable Commute
- ☐ Clean Air
- ☐ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plan
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☑ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☐ Other Local Plan

Additional Details: 1999 NCTPA Strategic Transportation Plan

Project Status: Environmental **Contact Agency:**
Environ Status: Underway NCTPA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

ID # 94074 **County/Corridor** Napa
North Bay East-West

Project/ Program: 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$5.0	Existing Funding
	$47.0	Future Discretionary Funds
Cost:	$52.0	Total Project Cost

PROJECT DETAILS

Purpose: To increase safety, reduce travel time, and provide a reliable access to the interstate system by widening Route 12 from I-80 in Solano County to Route 29 in Napa.

Project Scope: Widens Route 12 from I-80 to Route 29 to four lanes. Environmental underway - TCRP funded. The project is in the current RTP for $104M. Cost increase to $119M. Caltrans, Napa and Solano are working on alternatives to reduce the cost.

Supports Transportation 2030 Goals:
- ☑ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☑ Reliable Commute
- ☐ Clean Air
- ☐ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plai
- ☑ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☑ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☐ Other Local Plan

Additional Details: NCTPA Strategic Plan, East-West Corridor Study, Solano CMP

Project Status: Environmental **Contact Agency:**
Environ Status: Underway NCTPA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

Project Details for New Commitments

ID # 94075 **County/Corridor** Napa
North Bay East-West

Project/ Program: Route 12/Route 29/Airport interchange construction

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$2.5	Existing Funding
	$37.4	Future Discretionary Funds
Cost:	$39.9	Total Project Cost

PROJECT DETAILS

Purpose: To decrease congestion, improve safety, and assure reliable access to the Napa communities.

Project Scope: Constructs an interchange at the intersection of Route 12/29/Airport Road in the County of Napa. Environmental is underway at Caltrans, funded by county RIP.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☑ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☑ CorridorStudy
- ☑ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: NCTPA Strategic Plan, East-West Corridor Study

Project Status: Environmental **Contact Agency:**
Environ Status: Underway NCTPA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

ID # 21501 **County/Corridor** San Francisco
San Francisco

Project/ Program: Bicycle projects and programs

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$2.0	Future Discretionary Funds
Cost:	$2.0	Total Project Cost

PROJECT DETAILS

Purpose: To make bicycle travel safer, more convenient, and more attractive in the San Francisco service area.

Project Scope: Improves safety and mobility for cyclists, including but not limited to bicycle lanes and paths, improved signage, crossing improvements, and education campaigns.

Supports Transportation 2030 Goals:
- ☑ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☑ Access to Mobility
- ☑ Livable Communitie
- ☑ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☑ Sales Tax Plan
- ☑ Congestion Mitigation Plai
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☑ Other Local Plan

Additional Details: SF Bicycle Plan and Update

Project Status: Environmental **Contact Agency:**
Environ Status: Future SF Dept of Parking and Traffic

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☐ 2015 ☑ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 21502 **County/Corridor** San Francisco
San Francisco

Project/ Program: Pedestrian projects and programs

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$2.0	Future Discretionary Funds
Cost:	$2.0	Total Project Cost

PROJECT DETAILS

Purpose: To make pedestrian travel safer, more convenient, more attractive, and more accessible.

Project Scope: Includes but not limited to sidewalk repair, crossing signals and improvements, education campaigns, and signage.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [x] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: SF General Plan

Project Status: Not Begun
Environ Status: Future
Contact Agency: SF Department of Parking & Traffic

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [x] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 21504 **County/Corridor** San Francisco
San Francisco

Project/ Program: Traffic signals and signs

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$8.0	Future Discretionary Funds
Cost:	$8.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve traffic and transit flow and improve safety for all road users, including bicyclists and pedestrians.

Project Scope: Includes new traffic signs and signals (including ped and bike signals); implementation of transit signal priority; new pavement markings (e.g. raised pavement markers); transit lane markings; red light photo enforcement equipment; electronic parking meters; relocation of traffic maintenance shop to a new location.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details:

Project Status: Not Begun
Environ Status: Future
Contact Agency: SF Department of Parking & Traffic

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [x] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21505 **County/Corridor** San Francisco
San Francisco

Project/ Program: Local bridge seismic work

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$4.0	Future Discretionary Funds
Cost:	$4.0	Total Project Cost

PROJECT DETAILS

Purpose: To maintain existing bridge structures and pedestrian overcrossings, and to improve public safety.

Project Scope: Repairs and seismic retrofits bridge structures and pedestrian overcrossings.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plan
- [x] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [x] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: DPW Capital Improvement Plan

Project Status: Not Begun
Environ Status: Future
Contact Agency: SF Dept of Public Works

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [x] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 21506 **County/Corridor** San Francisco
San Francisco

Project/ Program: Advanced Technology and Information Systems (SFgo)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$8.0	Future Discretionary Funds
Cost:	$8.0	Total Project Cost

PROJECT DETAILS

Purpose: To better manage transit and traffic flow, improve ability to respond to non-recurrent congestion and special events, and improve information disemination to all road users through improved signal coordination, real time data collection and links to Caltrain.

Project Scope: Makes programmatic improvements using advanced technology and information systems to better manage roadway operations for transit, traffic, cyclists, and pedestrians. Includes for example: interconnect and traffic signal controller technology, related communications systems (e.g. closed circuit TV, variable message signs).

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plai
- [x] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [x] Sales Tax Plan
- [x] Other Local Plan

Additional Details: SFgo Strategic Plan

Project Status: Not Begun
Environ Status: Exempt
Contact Agency: SF Dept of Parking and Traffic

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21507 **County/Corridor** San Francisco
San Francisco

Project/ Program: Transit enhancement program; includes transit system connectivity and accessibility, service gap closures, and expanded service

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$8.0	Future Discretionary Funds
Cost:	$8.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve transit reliability, reduce travel time, and improve safety for transit users; and to attract new riders by improving the attractiveness of transit.

Project Scope: Makes programmatic improvements that promote transit system connectivity and accessibility, close service gaps, and improve and expand service such as extension of trolleybus lines, electrification of motor coach lines, purchase of additional vehicles, station access improvements, etc.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [x] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Transit operator SRTP and CIPs

Project Status: Not Begun
Environ Status: Future
Contact Agency: SFCTA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [x] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 21508 **County/Corridor** San Francisco
San Francisco

Project/ Program: Bus Rapid Transit Program (BRT)/Transit Preferential Streets (TPS) Program

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$20.0	Future Discretionary Funds
Cost:	$20.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve reliability and travel time on transit corridors citywide and increase transit ridership .

Project Scope: Implements bus rapid transit, transit priority technniques and supporting capital and operational improvements (e.g. proof of payment, improved board areas, transit only lanes) on transit corridors citywide.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [x] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: MUNI's Vision Plan and SRTP. Other transit operators SRTPs.

Project Status: Not Begun
Environ Status: Future
Contact Agency: San Francisco Municipal Railway (MUNI)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [x] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21510 **County/Corridor** San Francisco
San Francisco

Project/ Program: Third Street light-rail project: light-rail transit extension to Chinatown (Phase 2, Central Subway)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$614.0	Existing Funding
	$80.0	Future Discretionary Funds
Cost:	$694.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve mobility through the most congested area in downtown San Francisco and to provide quicker, more reliable,and more direct rail service between Bayview Hunters Point and Chinatown in downtown San Francisco.

Project Scope: Extends the Third Street Light Rail line north from King Street along Third Street, entering a new Central Subway near Bryant Street and running under Geary and Stockton Streets to Stockton & Clay Streets in Chinatow. New underground stations will be located at Moscone Center, Third & Market Streets, Union Square, and Clay Street in Chinatown. Includes procurement of four LRVs.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [x] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [x] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Included in 2000 TCRP and sales tax plan.

Project Status: Design and ROW **Contact Agency:**
Environ Status: Completed SFCTA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 21526 **County/Corridor** San Francisco
San Francisco County-wide

Project/ Program: Transit rehabilitation and replacement

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$8.0	Future Discretionary Funds
Cost:	$8.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide a safe and well maintained transit system.

Project Scope: Provides additional funding for transit capital shortfall. Eligible sponsors include MUNI, BART, Caltrain, and Golden Gate Transit.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [x] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Transit operator SRTPs, Prop K Expenditure Plan, Countywide Transportation Plan.

Project Status: **Contact Agency:**
Environ Status: SFCTA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [x] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21529 **County/Corridor** San Francisco
San Francisco

Project/ Program: New and upgraded streets

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$8.0	Future Discretionary Funds
Cost:	$8.0	Total Project Cost

PROJECT DETAILS

Purpose: To upgrade and extend streets and other vehicular facilities to bring them up to current standards and improve safety in addition to incorporating improvements for transit, cyclists, and pedestrians.

Project Scope: Upgrades and extends streets and other vehicular facilities to bring them up to current standards; addition of transit preferential streets treatments to transit corridors and construction of major bicycle and pedestrian facilities. Examples of eligible projects include Great Highway Eroison Repair, Visitacion Valley Watershed projects, State Route 1 in Golden Gate Park Study, and other major arterial upgrades.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [x] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Prop K Expenditure Plan, Countywide Transportation Plan.

Project Status: Not Begun **Contact Agency:**
Environ Status: Future SF Dept of Public Works

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: 2006/2007 [ ] 2015 [ ] 2025 [ ] 2030 [x]

Regionally Significant? [ ]

ID # 21535 **County/Corridor** San Francisco
San Francisco County-wide

Project/ Program: Travel Demand Management (TDM)/Transportation Land Use Coordination

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$2.0	Future Discretionary Funds
Cost:	$2.0	Total Project Cost

PROJECT DETAILS

Purpose: To encourage use of alternative to the single occupant automobile through TDM and by supporting transit oriented development/smart growth to encourage the land use patterns that are necessary to make alternatives to the automobile viable, safe, and convenient travel choices.

Project Scope: Deploys Travel Demand Management (TDM) (e.g. encouraging ridesharing, neighborhood parking management studies/strategies); transit route planning, bike and ped master plans; studies and planning to support transit oriented development including match for the regional and county share TLC and HIP programs.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [x] Sales Tax Plan
- [x] Other Local Plan

Additional Details: SF General Plan, Prop K Expenditure Plan, Countywide Transportation Plan.

Project Status: **Contact Agency:**
Environ Status: SFCTA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: 2006/2007 [ ] 2015 [ ] 2025 [ ] 2030 [x]

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21548 **County/Corridor** San Francisco
San Francisco

Project/ Program: Non-Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$8.0	Future Discretionary Funds
Cost:	$8.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide safe and well maintained local streets through regular street rehabilitation and maintenance.

Project Scope: Implements non-MTS streets and roads pavement rehabilitation projects.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [x] Sales Tax Plan
- [x] Other Local Plan

Additional Details: DPW CIP

Project Status: Not Begun
Environ Status: Exempt
Contact Agency: SF Dept of Public Works

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [ ] 2025
- [x] 2030

Regionally Significant? [ ]

ID # 22416 **County/Corridor** San Francisco
San Francisco

Project/ Program: Traffic calming

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$4.0	Future Discretionary Funds
Cost:	$4.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve bike and pedestrian safety and comfort, improve neighborhood vitality, and encourage use of transit by implementing traffic calming projects at various locations citywide.

Project Scope: Constructs traffic calming projects at selected locations citywide, including but not limited to streetscapes, bicycle improvements (lanes, signage), pedestrian improvements (e.g. bulb outs, crosswalks), transit enhancements (improved boarding areas), and other traffic calming strategies.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [x] Sales Tax Plan
- [x] Other Local Plan

Additional Details: City's adopted traffic calming guidelines, Prop K Expenditure Plan, Countywide Transportation Plan.

Project Status: Not Begun
Environ Status: Future
Contact Agency: SF Department of Parking & Traffic

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [x] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22426 **County/Corridor** San Francisco
San Francisco County-wide

Project/ Program: Islais Creek maintenance facility

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$30.7	Existing Funding
	$43.3	Future Discretionary Funds
Cost:	$74.0	Total Project Cost

PROJECT DETAILS

Purpose: To replace the undersized and life-expired Islais Creek maintenance facility with a new facility capable of maintaining alternate fuel vehicles.

Project Scope: Develops a new motor coach maintenance division to repalce the inadequate and undersized Kirkland motor coach maintenance facility so that it can be vacated. The new facility will accommodate 165 standard motor coaches. The facility could also be modified to accommodate alternative fuels vehicle maintenance requirements.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [x] Short Range Transit Plan
- [x] Sales Tax Plan
- [x] Other Local Plan

Additional Details:

Project Status: Design and ROW **Contact Agency:**
Environ Status: Completed SFCTA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22482 **County/Corridor** San Francisco
San Francisco County-wide

Project/ Program: 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$160.1	Existing Funding
	$2.5	Future Discretionary Funds
Cost:	$162.6	Total Project Cost

PROJECT DETAILS

Purpose: To fund transit operating and capital improvements.

Project Scope: Funds transit operating and capital improvements.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status: **Contact Agency:**
Environ Status: Golden Gate Transit

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [ ] 2025
- [x] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22984 **County/Corridor** San Francisco
San Francisco County-wide

Project/ Program: Wheelchair curb ramps

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$4.0	Future Discretionary Funds
Cost:	$4.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve safety and accessiblity for persons with disabilities and to comply with the ADA.

Project Scope: Constructs new wheelchair curb ramps and related roadway work to permit ease of movement for the mobility impaired. Reconstructs existing ramps. Includes project development and capital costs.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [x] Sales Tax Plan
- [x] Other Local Plan

Additional Details: DPW CIP

Project Status: Not Begun **Contact Agency:**
Environ Status: Exempt SFCTA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [ ] 2025 [x] 2030

Regionally Significant? [ ]

ID # 94078 **County/Corridor** San Francisco
San Francisco

Project/ Program: Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$104.4	Future Discretionary Funds
Cost:	$104.4	Total Project Cost

PROJECT DETAILS

Purpose: To fund MTS routes.

Project Scope: Funds MTS streets and roads pavement and non-pavement rehabilitation shortfall.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status: **Contact Agency:**
Environ Status:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [ ] 2025 [x] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 94635 **County/Corridor** San Francisco
San Francisco County-wide

Project/ Program: 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$3,197.8	Existing Funding
	$205.7	Future Discretionary Funds
Cost:	$3,403.5	Total Project Cost

PROJECT DETAILS

Purpose: To fund transit operating and capital improvements.

Project Scope: Funds transit operating and capital improvements.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status:
Environ Status:
Contact Agency: BART

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [ ] 2025
- [x] 2030

Regionally Significant? [ ]

ID # 21602 **County/Corridor** San Mateo
Peninsula

Project/ Program: US 101/Broadway interchange reconstruction

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$28.0	Existing Funding
	$28.0	Future Discretionary Funds
Cost:	$56.0	Total Project Cost

PROJECT DETAILS

Purpose: To bring the US 101 and Broadway interchange up to current design standards, improve onramps and offramps, and improve connection to local arterials.

Project Scope: Reconstructs the US 101/Broadway interchange.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [x] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [x] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: Countywide Transportion Plan, January 2001; TA Strategic Plan, January 1999

Project Status: Environmental
Environ Status: Underway
Contact Agency: San Mateo County Transit Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 21603 **County/Corridor** San Mateo Peninsula

Project/ Program: US 101/Woodside Road interchange improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$25.0	Existing Funding
	$25.0	Future Discretionary Funds
Cost:	$50.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve the US 101 and Woodside Road interchange to increase capacity to reduce congestion.

Project Scope: Modifies the Woodside Road Interchange at US 101.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Countywide Transportion Plan, January 2001; TA Strategic Plan, January 1999

Project Status: Environmental
Environ Status: Underway
Contact Agency: San Mateo County Transit Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 21612 **County/Corridor** San Mateo Peninsula

Project/ Program: Improvement of Dumbarton Bridge access to US 101

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$35.0	Existing Funding
	$50.0	Future Discretionary Funds
Cost:	$85.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve access to and from the west side of the Dumbarton Bridge on US 84 connecting to US 101 South, reduce congestion, strengten safety, and to provide livable communities.

Project Scope: Involves various projects to improve access to/from west side of Dumbarton Bridge on Route 84 connecting to US 101 South. For modeling purposes: (1) Flyover from westbound Hwy 84 to Willow Road (84), (2) Conversion of Willow to Expressway between Route 84 (Bay Front Expressway) and US 101(no lights), (3) Flyover from Willow to US 101 South, (4) Elimination of University and Route 84 Interchange (University will connect to Willow near Highway 84).

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Peninsula Gateway 2020 Corridor Study.

Project Status: Not Begun
Environ Status: Future
Contact Agency: San Mateo C/CAG

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 21613 **County/Corridor** San Mateo Peninsula

Project/ Program: Route 92 improvements from San Mateo Bridge to I-280, includes uphill passing lane from US 101 to I-280

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$50.0	Existing Funding
	$50.0	Future Discretionary Funds
Cost:	$100.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve operations and safety of Route 92 from US 101 to I-280.

Project Scope: Includes widening and uphill passing lane from US 101 to I-280.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Countywide Transportation Plan, January 2001. TA Strategic Plan, January 1999. Previous PSR needs to be updated.

Project Status: Not Begun
Environ Status: Future
Contact Agency: San Mateo County Transit Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

ID # 21615 **County/Corridor** San Mateo Peninsula

Project/ Program: I-280/Route 1 interchange safety improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$27.0	Existing Funding
	$27.0	Future Discretionary Funds
Cost:	$54.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve operations of the I-280 and Route 1 interchange to enhance safety and efficiency, and reduce congestion.

Project Scope: Modifies and reconstructs the I-280/Route 1 Interchange (both northbound and southbound), including braided ramps.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Countywide Transportation Plan, January 2001. TA Strategic Plan, January 1999.

Project Status: Not Begun
Environ Status: Future
Contact Agency: Daly City

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21618 **County/Corridor** San Mateo
Transbay San Mateo-Hayward and Dumbarton Bridges

Project/ Program: Dumbarton rail corridor (Phase 1)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$248.0	Existing Funding
	$52.0	Future Discretionary Funds
Cost:	$300.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide new rail service between Redwood City and Hayward.

Project Scope: Includes necessary track, bridge, and facility improvements and purchase of rolling stock to provide Caltrain service over the Dumbarton rail bridge between Redwood City and Hayward.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☑ Project Study Report
- ☑ Countywide Plan
- ☑ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☑ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☑ Other Local Plan

Additional Details:

Project Status: Not Begun **Contact Agency:**
Environ Status: Future SamTrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

ID # 21624 **County/Corridor** San Mateo
San Mateo County-wide

Project/ Program: Transit-Oriented Development Incentives Program

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$30.0	Future Discretionary Funds
Cost:	$30.0	Total Project Cost

PROJECT DETAILS

Purpose: To encourage the creation of compact, transit-oriented housing near Caltrain stations.

Project Scope: Implements the county's TOD Incentive Program. Local jurisdictions submit claims for incentive funds. All eligible projects receive funding. To be eligible, housing project must be within 1/2 mile of Caltrain and have a density of 40 units per acre. This award is $2,000 per bedroom.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☑ Access to Mobility
- ☑ Livable Communitie
- ☑ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plai
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: Countywide Transportation Plan

Project Status: Not Begun **Contact Agency:**
Environ Status: Future San Mateo C/CAG

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☐ 2015 ☑ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 21876 **County/Corridor** San Mateo
San Mateo County-wide

Project/ Program: 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$1,206.2	Existing Funding
	$77.6	Future Discretionary Funds
Cost:	$1,283.8	Total Project Cost

PROJECT DETAILS

Purpose: To provide funding for transit operating and capital improvement.

Project Scope: Covers transit operating and capital improvement.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status:
Environ Status:
Contact Agency: BART

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [ ] 2025
- [x] 2030

Regionally Significant? [ ]

ID # 22125 **County/Corridor** San Mateo
Peninsula

Project/ Program: Ferry service from South San Francisco to San Francisco

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$30.0	Existing Funding
	$0.0	Future Discretionary Funds
Cost:	$30.0	Total Project Cost

PROJECT DETAILS

Purpose: To establish a water transit mode between San Francisco and South San Francisco in order to increase travel time savings on Highway 101 between San Francisco and South San Francisco.

Project Scope: Provides new ferry service. South San Francisco to San Francisco Ferry Service was one of the new routes identified in the Water Transit Authority's Implementation and Operations Plan. Funding for the route is included in SB 916. The route was included in preferred alternative of the San Francisco Bay Area Water Transit Authority's study "A Strategy to Reduce Traffic Congestion and Improve Air Quality".

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [x] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: WTA's "A Strategy to Reduce Traffic Congestion and Improve Air Quality," Implementation & Operations Plan

Project Status: Environmental
Environ Status: Future
Contact Agency: South San Francisco

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22223 **County/Corridor** San Mateo Peninsula

Project/ Program: US 101/Peninsula Avenue southbound ramps

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$16.0	Existing Funding
	$16.0	Future Discretionary Funds
Cost:	$32.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide a tight diamond soundbound on/off ramps at Peninsula Avenue in San Mateo to replace the existing sub-standard Poplar Avenue ramps.

Project Scope: Studies the creation of new on and off ramps from southbound US 101 at a tight diamond interchange with Peninsula Avenue. The existing on and off-ramps at Popular Avenue would be closed with the installation of the new Peninsula Avenue ramps.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [x] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [x] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: The San Mateo County Transportation Authority "Route 101 Peninsula Avenue Interchange Project Preliminary Plan".

Project Status: Not Begun **Contact Agency:**
Environ Status: Future San Mateo

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22226 **County/Corridor** San Mateo Peninsula

Project/ Program: Intermodal transit improvements at Caltrain Bayshore station, includes cross platform transfers with 3rd Street LRT and improved bus connections

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$36.8	Future Discretionary Funds
Cost:	$36.8	Total Project Cost

PROJECT DETAILS

Purpose: To increase ridership on transit between CCSF and Peninsula by establishing a convenient and practical intermodal terminal, thus reducing reliance on automobile travel.

Project Scope: Constructs an intermodal transit center for Caltrain, MUNI LRT, and MUNI and SamTrans buses. It will include cross-platform transit transfers between the MUNI Third Street LRT Station and the Caltrain Bayshore Station, and between MUNI Third Street LRT Station and MUNI and SamTrans buses loading platforms. The transit center will also be linked with and supported by TOD developments in San Francisco.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [x] Major Investment Study
- [ ] Congestion Mitigation Plai
- [x] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [x] Short Range Transit Plan
- [x] Sales Tax Plan
- [x] Other Local Plan

Additional Details: San Francisco/San Mateo Bi-County Transportation Study

Project Status: Environmental **Contact Agency:**
Environ Status: Underway Brisbane

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22230 **County/Corridor** San Mateo Peninsula

Project/ Program: I-280 auxiliary lanes from I-380 to Hickey Boulevard

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$87.0	Existing Funding
	$13.0	Future Discretionary Funds
Cost:	$100.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve operation and reduce congestion by adding auxiliary lanes in both northbound and southbound directions of I-280 between I-380 and Hickey Boulevard.

Project Scope: Adds one auxiliary lane in each direction of travel on I-280 between I-380 and Hickey Boulevard.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Not Begun **Contact Agency:**
Environ Status: Future CalTrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22236 **County/Corridor** San Mateo Peninsula

Project/ Program: Study of Hillsdale Transit Center relocation

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$3.0	Future Discretionary Funds
Cost:	$3.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide a multi-modal transit center. The new/relocated Hillsdale Station will provide better and efficient rail operation, eliminate the need for Bay Meadows station, and provide a grade-separated, four-track alignment for express service and future high-speed rail services. The new station location will also encourage transit-supportive land uses and improve street connectivities, encouranging bus, bike, vehicle and pedestrian traffic.

Project Scope: Provides for parking and other station amenities at the proposed relocated Hillsdale Caltrain Station. The project would include right-of-way acquisition, access improvements, construction of station parking and improved bus transfer fac

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: The City of San Mateo "Land Use/Transporation Corridor Plan"

Project Status: Environmental **Contact Agency:**
Environ Status: Underway San Mateo

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22239 **County/Corridor** San Mateo Peninsula

Project/ Program: Manor Drive/Route 1 overcrossing widening and improvement project

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$6.0	Existing Funding
	$6.0	Future Discretionary Funds
Cost:	$12.0	Total Project Cost

PROJECT DETAILS

Purpose: To widen the vehicular over-crossing over Highway 1 for better turning radius and increase vehicular and pedestrian safety. It will also install traffic signals at the intersection at both ends of the over-crossing to better facilitate traffic thru the over-crossing thus, reducing air pollution.

Project Scope: Provides an overcrossing that may be accessible to both the northbound and southbound Highway 1. The Manor Drive Over-crossing Project will widen the vehicular over-crossing over Highway 1 for better turning radius and increase vehicular and pedestrian safety. It will also install traffic signals at the intersection at both ends of the over-crossing to better facilitate traffic thru the over-crossing thus, reducing air pollution.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details:

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Pacifica

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22261 **County/Corridor** San Mateo Peninsula

Project/ Program: Route 1/San Pedro Creek Bridge replacement project (Initial Phase)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$5.2	Existing Funding
	$1.0	Future Discretionary Funds
Cost:	$6.2	Total Project Cost

PROJECT DETAILS

Purpose: To provide a reliable commute on Highway 1 and reduce flooding in southern Pacifica.

Project Scope: Removes the existing San Pedro Creek Bridge on US 1 and replace it with a new bridge approximately 5 feet higher than the existing bridge and approximately twice as long so that the channel for the creek under the bridge can be enlar

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [x] RM 1 Toll Bridge Progra
- [x] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: Countywide Deficiency Plan

Project Status: Design and ROW **Contact Agency:**
Environ Status: Completed Pacifica

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22262 **County/Corridor** San Mateo Peninsula

Project/ Program: US 101 and Route 92 ramp metering, Traffic Operations System (TOS) and fiber communications project

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$10.0	Existing Funding
	$2.0	Future Discretionary Funds
Cost:	$12.0	Total Project Cost

PROJECT DETAILS

Purpose: To enhance safety, reduce travel times, and provide traveller information on US 101 and Route 92.

Project Scope: Installs corridorwide TOS system, ramp metering with HOV bypass lanes where feasible, and fiber optic cable communications system in San Mateo County on Routes 101, 92 and 84. Project will include: 5 CCTV, 1 CMS, 1EMS, 22 new ramp meters, 18 ramp meter upgrades, 6 freeway to freeway connector meters, and 33.9 miles of fiber optic cable.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [x] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details:

Project Status: Not Begun **Contact Agency:**
Environ Status: Future CalTrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 22264 **County/Corridor** San Mateo Peninsula

Project/ Program: I-280 North and I-380 ramp metering, Traffic Operations System (TOS), fiber communications project

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$2.0	Future Discretionary Funds
Cost:	$2.0	Total Project Cost

PROJECT DETAILS

Purpose: To enhance safety, reduce travel times, and provide traveller information on northbound I-280 and I-380.

Project Scope: Installs corridor wide TOS system, ramp metering with HOV bypass lanes where feasible, and fiber optic cable communications system in San Mateo County on Routes 280 and 380. Project will include: 21 CCTV, 4 CMS, 18 TMS, 27 new ramp meters, 4 freeway to freeway connector meters, and 18.3 miles of fiber optic cable.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [x] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details:

Project Status: Not Begun **Contact Agency:**
Environ Status: Future CalTrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 22265 **County/Corridor** San Mateo Peninsula

Project/ Program: I-280 South and Route 92 ramp metering, Traffic Operations System (TOS) and fiber communications project

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$2.0	Future Discretionary Funds
Cost:	$2.0	Total Project Cost

PROJECT DETAILS

Purpose: To enhance safety, reduce travel times, and provide traveller information for southbound I-280 and I-380.

Project Scope: Installs corridor wide TOS system, ramp metering with HOV bypass lanes where feasible, and fiber optic cable communications system in San Mateo County on Routes 280 and 92. Project will include: 10 CCTV, 4 CMS, 2 HAR, 3 EMS, 23 TMS, 34 new ramp meters, 1 freeway to freeway connector meter, and 17.0 miles of fiber optic cable.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [x] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details:

Project Status: Not Begun
Environ Status: Future
Contact Agency: CalTrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 22268 **County/Corridor** San Mateo San Mateo County-wide

Project/ Program: Countywide shuttle service programs

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$30.0	Existing Funding
	$8.0	Future Discretionary Funds
Cost:	$38.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide various shuttle service programs throughout San Mateo County.

Project Scope: Implement shuttle service programs throughout San Mateo County.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [x] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [x] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Not Begun
Environ Status: Exempt
Contact Agency: San Mateo C/CAG

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [x] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22274 **County/Corridor** San Mateo
San Mateo County-wide

Project/ Program: Intelligent Transportation System (ITS) improvements in San Mateo County

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$6.0	Existing Funding
	$14.0	Future Discretionary Funds
Cost:	$20.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve the Intelligent Transportation System program in San Mateo County.

Project Scope: Provides transportation system management improvements using Intelligent Transportation Systelm (ITS) elements. ITS improvements may be provide on U.S. 101, El Camino Real, I-280, Route 92 & 84, and in various locations. Specific short-, medium-, and long range projects.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Countywide Transportation Plan; ITS Strategic Plan.

Project Status: Not Begun
Environ Status: Future
Contact Agency: San Mateo C/CAG

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22282 **County/Corridor** San Mateo
Peninsula

Project/ Program: US 101 operational improvements near Route 92

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$9.0	Existing Funding
	$1.0	Future Discretionary Funds
Cost:	$10.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve operational efficiency and reduce congestion on US 101.

Project Scope: US 101 operational improvements near Route 92

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Not Begun
Environ Status: Future
Contact Agency: CalTrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22424 **County/Corridor** San Mateo
San Mateo County-wide

Project/ Program: BART Advanced Automatic Train Control (AATC) Phase V - Daly City to Millbrae/SFO

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$26.0	Existing Funding
	$27.0	Future Discretionary Funds
Cost:	$53.0	Total Project Cost

PROJECT DETAILS

Purpose: To implementat BART's state of the art Advanced Automatic Train Control (AATC) Phase V system from Daly City through SFO and Millbrae stations. AATC allows trains to run much more closely than today's automatic train control technology. It is thus a capacity-increasing project that allows BART to run more trains, close together, without having to buy more cars (at a unit cost of $3 -$4.4 million).

Project Scope: Implements BART's state of the art Advanced Automatic Train Control (AATC) Phase V system from Daly City through SFO and Millbrae stations. AATC allows trains to run much more closely than today's automatic train control technology. It is thus a capacity-increasing project that allows BART to run more trains, close together, without having to buy more cars (at a unit cost of $3 -$4.4 million).

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [x] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [x] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: DARPA funding for projects early phases, BART's 30 Year Financial Plan, 30 Year Reinvstment Plan, Adopted (and draft) SRTP.

Project Status: Design and ROW **Contact Agency:**
Environ Status: Exempt BART

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22720 **County/Corridor** San Mateo
Peninsula

Project/ Program: Caltrain grade separation program (San Mateo County)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$107.0	Future Discretionary Funds
Cost:	$107.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve safety and the overall operational efficiency of the railroad by providing more efficient train, automobile and pedestrian circulation through select communities in San Mateo County.

Project Scope: Consists of design work, studies and preservation of right of way for planned grade separation projects as well as construction work in San Mateo County.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [x] Project Study Report
- [ ] Countywide Plan
- [x] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Caltrain Rapid Rail Study; Measure A expenditure plan

Project Status: Environmental **Contact Agency:**
Environ Status: Future Cal Train

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22751 **County/Corridor** San Mateo Peninsula

Project/ Program: Route 1 operational and safety improvements in Half Moon Bay area

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$15.0	Existing Funding
	$15.0	Future Discretionary Funds
Cost:	$30.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide smoother traffic flow through Half Moon Bay.

Project Scope: Extends the northerly 4-lane section north of Strawflower Shopping Center to the Half Moon Bay city limits near Capistrano Road. Project would also channelize Route 1 at local intersections to provide safer access.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Not Begun
Environ Status: Future
Contact Agency: San Mateo County Transit Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22756 **County/Corridor** San Mateo Peninsula

Project/ Program: US 101/Candlestick interchange reconstruction (Phase 1)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$22.7	Future Discretionary Funds
Cost:	$22.7	Total Project Cost

PROJECT DETAILS

Purpose: To improve traffic circulation and congestion at the US 101/Candlestick interchange.

Project Scope: Replaces the existing substandard ramps with improved geometries. With the Geneva Avenue extension, it provides improved regional access to Brisbane, Daly City, and San Francisco. The project is supported by the Cities of Brisbane and Daly City, San Mateo County, and the City and County of San Francisco. The Bi-County Transportation Study report was completed and this project was submitted to both San Mateo and San Francisco Counties for funding from the sales tax measure re-authorization.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Reliable Commute
- [x] Access to Mobility
- [x] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [x] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Not Begun
Environ Status: Future
Contact Agency: Brisbane

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22900 **County/Corridor** San Mateo Peninsula

Project/ Program: Caltrain local station capital improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$29.1	Future Discretionary Funds
Cost:	$29.1	Total Project Cost

PROJECT DETAILS

Purpose: To enhance Caltrain stations to improve safety, access, convenience and the overall level and quality of amenities.

Project Scope: To provide station access improvements including, but not limited to parking, amenities, relocation of stations and TOD related activities.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [x] Project Study Report
- [ ] Countywide Plan
- [x] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Caltrain Rapid Rail Study, Measure A expenditure plan

Project Status: Not Begun **Contact Agency:**
Environ Status: Exempt Cal Train

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 94093 **County/Corridor** San Mateo San Mateo County-wide

Project/ Program: Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$29.0	Future Discretionary Funds
Cost:	$29.0	Total Project Cost

PROJECT DETAILS

Purpose: To fund MTS routes.

Project Scope: Funds MTS streets and roads pavement and non-pavement rehabilitation shortfall.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: **Contact Agency:**
Environ Status:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [ ] 2025 [x] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 94666 **County/Corridor** San Mateo
San Mateo County-wide

Project/ Program: 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$3,001.6	Existing Funding
	$20.0	Future Discretionary Funds
Cost:	$3,021.6	Total Project Cost

PROJECT DETAILS

Purpose: To fund transit operating and capital improvement.

Project Scope: Funds transit operating and capital improvement.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status:
Environ Status:
Contact Agency: SamTrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [ ] 2025
- [x] 2030

Regionally Significant? [ ]

ID # 20002 **County/Corridor** Santa Clara
Silicon Valley

Project/ Program: Route 85 noise mitigation between I-280 and Route 87

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$7.0	Future Discretionary Funds
Cost:	$7.0	Total Project Cost

PROJECT DETAILS

Purpose: To mitigate traffic noise impacts to nearby neighborhoods from freeway traffic on Route 85 between I-280 and Route 87.

Project Scope: Mitigates traffic noise along Route 85 between I-280 and Route 87. Route 85 is a six-lane freeway; only change is to pavement surface. Texture grinding rather than road resurfacing will be used, thus reducing noise frequencies that are above 1250 hertz.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [x] Sales Tax Plan
- [x] Other Local Plan

Additional Details: A separate study was prepared for the project for the test segment; Measure B documentation.

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21705 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Route 237/El Camino Real/Grant Road intersection improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$3.0	Future Discretionary Funds
Cost:	$3.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve traffic operations to reduce queueing and congestion at Route 237/El Camino Real/Grant Road intersection.

Project Scope: Modifies the existing intersection as follows:(1) Extend westbound (WB) SR 237 left-turn storage lane; (2) Extend northbound (NB) El Camino Real right-turn lane to Yuba Drive; (3) Extend southbound (SB) El Camino Real left-turn storage lane; (4) Construct SB El Camino Real right-turn lane to Grant Road.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☑ Clean Air
- ☑ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☑ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: 1. VTA SR 237 Corridor Study, 2004
2. Valley Transportation Plan 2020, December 2000

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 21713 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Construct auxiliary lane on eastbound Route 237 from North First Street to Zanker Road

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$15.0	Future Discretionary Funds
Cost:	$15.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide congestion relief between North First Street and Zanker Road on eastbound Route 237, remove bottleneck and accommodate safer weaving of traffic.

Project Scope: Widens and constructs auxiliary lane on eastbound (EB) SR 237 between North First Street to Zanker Road; and deploys Traffic Operation Sytems (TOS) elements.

Supports Transportation 2030 Goals:
- ☑ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☑ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☑ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plai
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: VTA SR 237Corridor Study (2004), Valley Transportation Plan 2020 (2000)

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 21714 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: 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

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$85.0	Future Discretionary Funds
Cost:	$85.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide congestion relief, remove bottleneck, and provide regional connectivity.

Project Scope: Constructs a full interchange at the intersection of US 101 and Route 25. The project also includes a widening of US 101 between Monterey Highway and SR 25 and an extention to Santa Teresa Blvd.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Southern Gateway Study, VTP 2020- December 2000

Project Status: Not Begun

Environ Status: Future

Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

ID # 21716 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen Route 237 from 4 lanes to 6 lanes for HOV lanes between Route 85 and east of Mathilda Avenue

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$36.0	Future Discretionary Funds
Cost:	$36.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide congestion relief, remove bottleneck, and provide HOV system connectivity on Route 237 between Route 85 and east of Mathilda Avenue.

Project Scope: Adds an HOV lane in both directions between SR 85 and east of Mathilda Avenue (where existing HOV lane terminates). The improvement will upgrade the facility from 4 lanes to 6 lanes. The HOV widening will be exteded over a distance of 2.7 miles. The bridge stuctures at Mathilda Avenue, US 101, Central Expressway will be widened but no widening is required at Middlefield Road and Maude Avenue.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [x] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: 1. VTA SR 237 Corridor Study (2004), Valley Transportaion Plan 2020 (2000)

Project Status: Not Begun

Environ Status: Future

Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 21717 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen Route 25 from US 101 to Route 156 from 2 lanes to 6 lanes (includes new interchange at Route 156)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$10.0	Future Discretionary Funds
Cost:	$10.0	Total Project Cost

PROJECT DETAILS

Purpose: To reduce congestion and enhance safety through the addition of travel lanes on Route 25 from US 101 to Route 156.

Project Scope: Upgrades Route 25 from a 2-lane facility to a 6-lane facility, including frontage roads and grade separations at the UPRR crossing.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Southern Gateway Study and VTP 2020

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

ID # 21718 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Route 85 northbound and southbound auxiliary lanes between Homestead Avenue and Fremont Avenue

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$19.0	Future Discretionary Funds
Cost:	$19.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide congestion relief and improve operations on northbound Route 85 and southbound auxiliary lanes between Homestead Avenue and Fremont Avenue.

Project Scope: Creates Route 85 northbound and southbound Auxiliary lanes between Homestaed Avenue and Fremont Avenue.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: SR 85/I-280 Corridor Study and VTP 2020 (2000)

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21719 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: I-880/I-280/Stevens Creek Boulevard interchange improvements (Phase I)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$14.0	Future Discretionary Funds
Cost:	$14.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide congestion relief, eliminate weaves, and provide regional connectivity.

Project Scope: Eliminates the eastbound offramp loop and reconfigure the offramp to eastbound Stevens Creek Boulevard which will include construction of a signal and highway lighting.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☑ Other Local Plan

Additional Details: Concept report for I-880/Steven Creek Blvd. Interchange and VTP 2020

Project Status: Not Begun

Environ Status: Future

Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

ID # 21720 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: US 101/Tennant Avenue interchange improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$10.0	Future Discretionary Funds
Cost:	$10.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide congestion relief with the construction of a new bridge parallel to the existing bridge over US 101.

Project Scope: Constructs a new bridge parallel to existing bridge over US 101, widens the existing Tennant Avenue from 2 lanes to 4 lanes with bike lanes and sidewalks. A northbound loop onramp will be constructed.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☑ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plai
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: Southern Gateway Study and VTP 2020 (Dec 2000).

Project Status: Not Begun

Environ Status: Future

Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

Project Details for New Commitments

ID # 21722 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: US 101 southbound Trimble Road/De La Cruz Boulevard/Central Expressway interchange improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$27.0	Future Discretionary Funds
Cost:	$27.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide congestion relief, eliminate weaves, and remove bottleneck on southbound US 101.

Project Scope: Modifies existing loop cloverleaf ramp from SB US 101 to Trimble Rd into a partial cloverleaf ramp (diagional ramp with signalized intersection). The SB US 101 onramp from De La Cruz Blvd/Central Expressway will be modified to 1 - mixed flow lane, 1 HOV lane with ramp metering equipment. The onramp will be modified to improve merging onto SB US 101. The De La Cruz Blvd bridge across US 101 will be widened from 4 lanes to 6 lane. The segment between De La Cruz Blvd/Trimble Rd intersection to bridge overcrossing will be widened by an additional lane.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [x] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: PSR for Route 101 De La Cruz Boulevard/Trimble Road Interchange Reconstruction; VTA US 101 North Corridor Study (2004), VTP 2020 (2000)

Project Status: Design and ROW
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 21723 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: US 101/Tully Road interchange modifications

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$22.0	Future Discretionary Funds
Cost:	$22.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide congestion relief and eliminate weaves on US 101/Tully Road interchange.

Project Scope: Improves the US 101/Tully Road interchange. It will convert the interchange into a partial cloverleaf by eliminating loop ramps in the NE and SW quadrants, widen ramps for additional storage, and add new intersections on Tully Road.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: US 101 Corridor Study, VTP 2020.

Project Status: Environmental
Environ Status: Underway
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21724 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen US 101 for northbound and southbound auxiliary lane from Trimble Road to Montague Expressway

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$10.0	Future Discretionary Funds
Cost:	$10.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide congestion relief and remove bottlenecks at northbound US 101 and southbound auxiliary lane from Trimble Road to Montague Expressway.

Project Scope: Includes an auxiliary lane on both northbound and southbound directions on US 101 between Trimble Road and Montague Expressway. The project will add capacity and allow for improved merging/diverging traffic on this freeway segment and improve overall mainline traffic conditions. The project assumes no widening of Lafayette Street and UPRR bridge by obtaining design exception to the meadin standards through the segment.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: VTA US 101 North Corridor Study, 2004,Valley Transportation Plan 2020, December 2000

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 21744 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Bike and pedestrian overcrossing at Caltrain railroad tracks near Brokaw Road

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$5.0	Future Discretionary Funds
Cost:	$5.0	Total Project Cost

PROJECT DETAILS

Purpose: To increase safety and mobility for pedestrians and bicyclists at Caltrain railroad crossing near Brokaw Road.

Project Scope: Constructs a bicycle/pedestrian overcrossing at the Caltrain railroad tracks to provide access to Brokaw Road and the San Jose Airport in conjunction with other Santa Clara Caltrain station improvements.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan, October 2000, Valley Transportation Plan 2020, December 2000.

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21749 **County/Corridor** Santa Clara, Silicon Valley

Project/ Program: Extend Butterfield Boulevard from Tennant Avenue to Watsonville Road

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$14.0	Future Discretionary Funds
Cost:	$14.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve connectivity and efficiency of street system in Morgan Hill.

Project Scope: Extends Butterfield Boulevard from Tennant Avenue to Watsonville Road.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: Valley Transportation Plan 2020, December 2000

Project Status: Design and ROW
Environ Status: Completed
Contact Agency: Morgan Hill

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 21754 **County/Corridor** Santa Clara, Santa Clara County-wide

Project/ Program: VTA Soundwall Program

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$10.0	Future Discretionary Funds
Cost:	$10.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide noise mitigation from impacts of existing roadways.

Project Scope: Provides soundwall funding for uses impacted by existing freeways or expressways. Retrofit projects are sound mitigation projects in locations where no new changes to the freeway or expressway are planned. This program was defined in Valley Transportation Plan 2020.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: Valley Transportation Plan 2020, December 2000

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21836 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: San Tomas Expressway at Hamilton Avenue level-of-service improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$1.1	Future Discretionary Funds
Cost:	$1.1	Total Project Cost

PROJECT DETAILS

Purpose: To add turning and queing capacity at San Tomas Expressway and Hamilton Avenue to relieve congestion. These roadways are heavily travelled routes through central and west Santa Clara county. Vehicles turning left between the facilities are stacking up between signal phases, interfering with other traffic movements.

Project Scope: Adds second left turn lanes from eastbound and westbound Hamilton Ave to San Tomas Expressway in Campbell. Add a left turn lane from NB San Tomas Expressway to WB Hamilton Avenue.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☑ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☑ Sales Tax Plan
- ☑ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☑ Other Local Plan

Additional Details: 1996 Measure B Salestax Implementation; Countywide Expressway Study

Project Status: Design and ROW
Environ Status: Completed
Contact Agency: County of Santa Clara

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 22010 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Construct I-280 northbound second exit lane to Foothill Expressway

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$1.0	Future Discretionary Funds
Cost:	$1.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve the operations and safety of the exit from northbound I-280 to Foothill Expressway.

Project Scope: Constructs a second exit lane from northbound I-280 to Foothill Expressway.

Supports Transportation 2030 Goals:
- ☑ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☑ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: SR 85/I-280 Corridor Study

Project Status: Not Begun
Environ Status: Future
Contact Agency: VTA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22012 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Route 237 eastbound auxiliary lane improvement from North First Street to Zanker Road

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$6.0	Future Discretionary Funds
Cost:	$6.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve traffic circulation and operations on SR 237.

Project Scope: Widens and construct auxiliary lane on eastbound (EB) SR 237 between North First Street to Zanker Road; and includes Traffic Operation Sytems (TOS) elements.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [x] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Not Begun
Environ Status: Future
Contact Agency: VTA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22015 **County/Corridor** Santa Clara Fremont-South Bay

Project/ Program: I-680/I-880 cross connector (environmental and conceptual engineering)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$7.0	Future Discretionary Funds
Cost:	$7.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide a range of improvements to improve east-west travel between the both the I-680 and I-880 north-south freeways.

Project Scope: Starts environmental and conceptual engineering for the I-680/I-880 cross connector project. This includes Fremont Road/Grimmer Blvd HOV, Mission Blvd/Warren Av improvements, Kato Rd overpass and I-680/Mission Blvd interchange improvements.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: I-680/I-880 cross connector study

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 22018 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: US 101/Mathilda Avenue interchange improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$13.0	Future Discretionary Funds
Cost:	$13.0	Total Project Cost

PROJECT DETAILS

Purpose: To reduce congestion at the Mathilda Avenue interchanges at US 101 NB and Route 237 WB, improving freeway operations by removing weaving movement on these interchanges.

Project Scope: Convert north side of NB US 101at Mathilda Ave interchange to partial clover leaf (parclo); remove NB US 101 loop ramp to SB Mathilda Ave; add diagonal ramp from SB Mathilda Ave to NB US 101; add auxiliary lane on NB US 101 between Mathilda Ave and SR 237; remove Mathilda Ave on-ramp to WB SR 237; realign the WB SR 237 Mathilda Avenue off-ramp to the existing Moffett Park Dr/Mathilda Ave intersection; realign Moffett Park Dr to Bordeaux Dr which is linked to Mathilda Ave via 5th Ave. Includes some Traffic Operation Sytems (TOS) elements.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Livable Communitie
- [ ] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [x] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: VTA SR 237 Corridor Study, Sunnyvale Strategic Master Plan

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 22022 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Palo Alto Smart Residential Arterials

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$1.2	Existing Funding
	$5.0	Future Discretionary Funds
Cost:	$6.2	Total Project Cost

PROJECT DETAILS

Purpose: To improve traffic flow which would in turn remove bottlenecks and increase person-trip capacity, and improve travel times.

Project Scope: Designs and constructs Automated Traffic Signal System (ATMS) elements, Electronic Driver Speed Advisory signs, and lighted pedestrian crossings along 5 residential streets: Embarcadero Rd., University Ave., Middlefield Rd., Charleston Rd., and Arastradero Rd.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: City of Palo Alto General Plan

Project Status: Not Begun
Environ Status: Future
Contact Agency: Palo Alto

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22118 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Extend Hill Road to Peet Avenue

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$1.0	Existing Funding
	$4.0	Future Discretionary Funds
Cost:	$5.0	Total Project Cost

PROJECT DETAILS

Purpose: To promote vital and livable communities. The project will allow residents on the East side of US 101 to walk and ride bicycles to school and recreational activities.

Project Scope: Constructs a new alignment for Hill Rd. and extend it to Peet Ave. near Live Oak High School near the eastern part of Morgan Hill.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: County of Santa Clara Official Plan Lines; County of Santa Clara Future Width Lines; City of Morgan Hill General Plan Circulation Element

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22121 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Loyola Drive/Foothill Expressway intersection improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$2.0	Existing Funding
	$8.0	Future Discretionary Funds
Cost:	$10.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide better access to and from Loyola Corners, the residential areas off of Loyola Drive, and Foothill Expressway. The sidewalks and bicycle lanes will improve the existing pedestrian and bicycle access and circulation within the residential area.

Project Scope: Widens Loyola Drive's intersection with Foothill Expressway to include right turn and left turn pockets, bike lanes and sidewalks.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Countywide Expressway Planning Study

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22134 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen US 101 southbound from Story Road to Yerba Buena Road

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$11.0	Future Discretionary Funds
Cost:	$11.0	Total Project Cost

PROJECT DETAILS

Purpose: To convert cloverleaf interchange at US 101/Tully Road into a partial cloverleaf to improve mainline operations, reduce mainline queues, improve weaving level of service, and increase weaving distance.

Project Scope: Adds a lane on Southbound US 101 using area in existing median from south of Story Road to Yerba Buena Road.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☑ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: US 101 Corridor Study

Project Status: Environmental
Environ Status: Underway
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

ID # 22138 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen US 101 to 4 lanes from Route 25 to Santa Clara/San Benito County line

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$140.0	Future Discretionary Funds
Cost:	$140.0	Total Project Cost

PROJECT DETAILS

Purpose: To reduce congestion by improving the operations of the US 101 from Route 25 to Santa Clara/San Benito County line.

Project Scope: Converts US 101 from SR 25 to Santa Clara/San Benito County Line to freeway standards.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☑ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: Southern Gateway Study.

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

Project Details for New Commitments

ID # 22140 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen US 101 between Cochrane Road and Monterey Highway from 6 lanes to 8 lanes

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$164.0	Future Discretionary Funds
Cost:	$164.0	Total Project Cost

PROJECT DETAILS

Purpose: To relieve congestion and improve operations on US 101 between Cochrane Road and Monterey Highway .

Project Scope: Widens US 101 from Cochrane Road to Monterey Highway from six lanes to eight lanes.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☑ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: Southern Gateway Study.

Project Status: Not Begun

Environ Status: Future

Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☐ 2015 ☑ 2025 ☐ 2030

Regionally Significant? ☑

ID # 22142 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: US 101/Capitol Expressway interchange improvements (includes new northbound on-ramp from Yerba Buena Road)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$20.0	Future Discretionary Funds
Cost:	$20.0	Total Project Cost

PROJECT DETAILS

Purpose: To reduce ramp queues, provide alternate access to US 101, balance Capitol Expressway and Yerba Buena Road on-ramp utilization, and relieve traffic on Capitol Expressway. It will also reduce ramp queue spillback, eliminates weaving section between loop ramps, increase ramp storage capacity, and improve the operation on Capitol Expressway.

Project Scope: Converts the interchange into partial cloverleaf interchage and add ramp storage capacity.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☑ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details:

Project Status: Environmental

Environ Status: Underway

Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

Project Details for New Commitments

ID # 22145 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: 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

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$8.0	Future Discretionary Funds
Cost:	$8.0	Total Project Cost

PROJECT DETAILS

Purpose: To reduce queue spillback from Route 237 onramp to northbound US 101 which affects mainline operations on westbound Route 237, to improve weaving maneuvers on northbound US 101 between Route 237 onramp and Ellis Street interchange which affects mainline operations on northbound US 101.

Project Scope: Widens westbound Route 237 on-ramp from Route 237 to northbound US 101 to 2 lanes; adds auxilliary lane on northbound US 101 from SR 237 on-ramp to Ellis Street interchange; and includesTraffic Operation Sytems (TOS) elements.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [x] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: VTA & City of Sunnyvale SR 237 Corridor Study, 2004

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 22152 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Reconstruct Mathilda Avenue bridge over Caltrain tracks and Evelyn Avenue

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$14.0	Existing Funding
	$3.5	Future Discretionary Funds
Cost:	$17.4	Total Project Cost

PROJECT DETAILS

Purpose: To improve the Mathilda Avenue Bridge over the Caltrain tracks and Evelyn Avenue, upgrade substandard features and improve access from Mathilda Avenue to Evelyn Avenue and downtown Sunnyvale.

Project Scope: Rehabilitates and improves the Mathilda Ave bridge over the Caltrain tracks and Evelyn Ave by improving bridge pier clearance, merge lane geometry, adding pedestrian ADA elements and constructing a new ramp.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: City of Sunnyvale General Plan

Project Status: Environmental
Environ Status: Underway
Contact Agency: Sunnyvale

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22153 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Extend Mary Avenue north across Route 237

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$50.0	Future Discretionary Funds
Cost:	$50.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide traffic improvements to reduce traffic congestion from complex operations at the Mathilda Avenue/Route 237 interchange.

Project Scope: Reduces congestion and increases access to the Moffett Industrial park area by extending Mary Ave north across SR-237, reconfiguring the Mathilda Ave/US-101 interchange, re-routing Moffett Park Dr and modifying the EB SR-237/NB Mathilda Flyover to create an alternative north/south route.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [x] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: City of Sunnyvale General Plan; US-101 North Corridor Study

Project Status: Not Begun
Environ Status: Future
Contact Agency: Sunnyvale

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [x] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22156 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Route 85 northbound to SR 237 eastbound connector ramp improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$22.0	Future Discretionary Funds
Cost:	$22.0	Total Project Cost

PROJECT DETAILS

Purpose: To relieve the current congestion and bottleneck that extends between Route 237 and Route 85/El Camino Real interchange during the AM peak period. The current demand for the nothbound Route 85 off-ramp to eastbound Route 237 is beyond existing capacity.

Project Scope: Widens off-ramp from NB SR 85 to SR 237 EB to 2 lanes; constructs auxiliary lane on EB SR 237 between SR 85 on-ramp to Middlefield Road; constructs braid off-ramp on EB SR 237 between SR 85 and Dana Street. These improvements will address the current congestion that extends from SR 237 to SR 85 El Camino Real interchange during the AM peak period. In addition, it would also remove the weave between traffic on EB SR 237 exiting to Dana Street with traffic from NB SR 85.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plai
- [x] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: VTA I-280 and SR 85 Highways Improvements Study, VTA SR 237 Corridor Study

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22162 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Route 237 westbound to Route 85 southbound connector ramp improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$18.0	Future Discretionary Funds
Cost:	$18.0	Total Project Cost

PROJECT DETAILS

Purpose: To alleviate the current bottleneck that occurs at the westbound Route 237 off-ramp to southbound Route 85. In addition, the project will reduce congestion to southbound Route 85 mainline traffic.

Project Scope: Construct a collector-distributor road in the WB direction on SR 237 from Central Expressway overcrossing to SR 85; widens off-ramp from westbound SR 237 to southbound SR 85 to 2 lanes; add auxiliary lane in the southbound direction between SR 237 and El Camino Real interchange on SR 85. These improvements will address the current bottleneck that occurs at the WB SR 237 off-ramp to SB SR 85. The project will add capacity at both the off-ramp as well as on SB SR 85 mainline up to El Camino Real interchange.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: VTA and City of Sunnyvale SR 237 Corridor Study, 2004

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 22164 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Route 237 westbound on-ramp at Middlefield Road

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$8.0	Future Discretionary Funds
Cost:	$8.0	Total Project Cost

PROJECT DETAILS

Purpose: To reduce the numerous broadside accidents that occur between the intersections of westbound Middlefield Road/Route 237 diagonal on-ramp and Middlefield Road/Ferguson Drive. The removal of a signalized intersection will improve the safety due to reduced number of conflicting movements.

Project Scope: Construct WB loop on-ramp from NB Middlefield Road to WB SR 237; eliminates signalized intersection at Middlefield Road/WB SR 237 diagonal on-ramp; and realigns frontage road to form a new intersection at Middlefield Road/Ferguson Drive. The existing signalized intersections between Middlefield Road/WB SR 237 diagonal on-ramp and Middlefield Road/Ferguson Drive are closely spaced and are experiencing several broadside accidents. These improvements will reduce one signalized intersection.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: VTA SR 237 Corridor Study, 2004

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 22168 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Convert one-way streets to two-way streets at various intersections in San Jose

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$4.0	Existing Funding
	$16.0	Future Discretionary Funds
Cost:	$20.0	Total Project Cost

PROJECT DETAILS

Purpose: To enhance the use for pedestrian, bicyclists, and local auto traffic and thereby reduce noise, traffic and a host of other traffic related quality of life problems.

Project Scope: Converts a series of one-way systems to two-way streets. The project includes converting traffic signals, adding bike lanes, traffic calming, and pedestrian enhancements.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Cvity of San Jose Downtown Access and Circulation Study

Project Status: Design and ROW
Environ Status: Completed
Contact Agency: San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22169 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen Coleman Avenue from Hedding Street and a future Autumn Street extension from 4 lanes to 6 lanes

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$2.8	Existing Funding
	$11.2	Future Discretionary Funds
Cost:	$14.0	Total Project Cost

PROJECT DETAILS

Purpose: To increase capacity for vehicular, pedestrian, and bicycle travel, and provide elements which relieve congestion on Coleman Avenue.

Project Scope: Widens Coleman Avenue from 4 lanes to 6 lanes from Hedding Street and a future Autumn Street extension.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [x] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: San Jose Downtown Circulation and Access Study

Project Status: Not Begun
Environ Status: Future
Contact Agency: San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22170 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Construct I-880 overcrossing on Charcot Avenue between Paragon Drive and Old Oakland Road as a reliever route to Montague Expressway and Brokaw Road

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$12.8	Existing Funding
	$23.2	Future Discretionary Funds
Cost:	$36.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide a reliever route to congested streets, add additional capacity on Charcot Avenue, and add bicycle and pedestrian facilities to a location that has very few.

Project Scope: Provides a reliever route to Montague Expressway and Brokaw Road with additional automobile capacity and a bicycle and pedestrian facility across Interstate 880 not currently available.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: This project is part of the City's General Plan and Cogestion Management Plan.

Project Status: Not Begun **Contact Agency:**
Environ Status: Future San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 22171 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Extend Autumn Street from Julian Street to Coleman Avenue to connect I-880 to west part of downtown San Jose

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$2.0	Existing Funding
	$8.0	Future Discretionary Funds
Cost:	$10.0	Total Project Cost

PROJECT DETAILS

Purpose: To alleviate existing and future access bottlenecks and improve level of service from I-880 and West San Jose.

Project Scope: Extends Autumn Street to Coleman Avenue with connector from I-880.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: This project is part of the San Jose Downtown Access and Circulation Study.

Project Status: Not Begun **Contact Agency:**
Environ Status: Future San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22175 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen Almaden Expressway between Coleman Road and Blossom Hill Road to 8 lanes

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$8.0	Future Discretionary Funds
Cost:	$8.0	Total Project Cost

PROJECT DETAILS

Purpose: To decrease travel delay and increase service levels on the corridor and at the intersections of Blossom Hill and Coleman on Almaden Expressway.

Project Scope: Improves congested intersections to reduce delays and to allow more effective signal coordination on Almaden Expwy. Between Blossom Hill Road and Coleman Road by the addition of through and intersection turn lanes.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☑ Clean Air
- ☑ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☑ Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study, Valley Transportation Plan 2030

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

ID # 22176 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen Berryessa Road from I-680 to Commercial Street from 4 lanes to 6 lanes

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$1.4	Existing Funding
	$5.6	Future Discretionary Funds
Cost:	$7.0	Total Project Cost

PROJECT DETAILS

Purpose: To increase capacity for vehicular, pedestrian, and bicycle travel, provide elements which promote community livability, and relieve congestion on Berryessa Road.

Project Scope: Widens Berryessa Road from 4 to 6 lanes between US-101 and I-680.

Supports Transportation 2030 Goals:
- ☑ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☑ Livable Communitie
- ☐ Clean Air
- ☑ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☐ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☑ Other Local Plan

Additional Details: City of San Jose General Plan

Project Status: Not Begun
Environ Status: Future
Contact Agency: San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☑ 2006/2007 ☐ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22177 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen Branham Lane from Vista Park Drive to Snell Avenue from 4 lanes to 6 lanes

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$4.3	Existing Funding
	$3.9	Future Discretionary Funds
Cost:	$8.2	Total Project Cost

PROJECT DETAILS

Purpose: To improve access for passengers to the regional transportation network and close a gap in the network.

Project Scope: Widens Branham Lane between Vista Park Drive and Snell Ave from two to six lanes and complete frontage improvements on the south side of Branham Ln.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: City of San Jose General Plan

Project Status: Not Begun
Environ Status: Future
Contact Agency: San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22178 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Replace 4-lane structure with 6-lane bridge on Calaveras Boulevard over Union Pacific Railroad from Abel Street to Milpitas Boulevard

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$8.0	Existing Funding
	$32.0	Future Discretionary Funds
Cost:	$40.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide vehicular, cycling, and pedestrian safety benefits by eliminating the required merge on Calaveras Boulevard from Abel Street to Milpitas Boulevard and providing width to accommodate both bicyclists and pedestrians. It will also provide direct access to commercial areas in Central Milpitas.

Project Scope: Consists of replacing the four lane bridge over the UP railroad tracks with an new six lane structure along with new bicycle and pedestrian facilities on both sides.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: City of Milpitas Midtown Specific Plan

Project Status: Not Begun
Environ Status: Future
Contact Agency: Milpitas

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22179 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen Central Expressway between Lawrence Expressway and San Tomas Expressway from 4 lanes to 6 lanes

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$10.0	Future Discretionary Funds
Cost:	$10.0	Total Project Cost

PROJECT DETAILS

Purpose: To reduce delay and improve level of service through this industrial center by improving a consistent expressway width between significant north-south commute corridors on Central Expressway.

Project Scope: Widens Central Expressway between Lawrence Expressway and San Tomas Expressway from 4 through lanes to six through lanes, consistent with the original planned width of Central.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study, Valley Transportation Plan 2030

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

ID # 22180 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen Central Expressway between Lawrence Expressway and Mary Avenue to provide auxiliary acceleration and/or deceleration lanes

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$13.0	Future Discretionary Funds
Cost:	$13.0	Total Project Cost

PROJECT DETAILS

Purpose: To enhance the safe operations and reduce accident potential along the grade separated segment between Lawrence Expressway and Mary Avenue on Central Expressway.

Project Scope: Improves ramp operations and safety benefits along this particular portion of Central Expwy., which is fully grade separated.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Reliable Commute
- [ ] Access to Mobility
- [x] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study; VTP 2030

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 22181 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Construct 4-lane bridge over Guadalupe River between Almaden Expressway and Fell Avenue to connection sections of Chynoweth Avenue

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$8.7	Existing Funding
	$6.3	Future Discretionary Funds
Cost:	$15.0	Total Project Cost

PROJECT DETAILS

Purpose: To connect Almaden Expressway and Fell Avenue to Chynoweth Avenue (two discontinuous sections), and provide congestion relief to the other existing arterials in the immediate area.

Project Scope: Constructs a 4-lane bridge with curb, gutter, sidewalks, bike lanes, and median island at Guadalupe River to connect two discontinuous sections of Chynoweth Avenue.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: City of San Jose General Plan

Project Status: Not Begun
Environ Status: Future
Contact Agency: San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22182 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Gilman Road/Arroyo Circle traffic signal and intersection improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$1.4	Existing Funding
	$5.6	Future Discretionary Funds
Cost:	$7.0	Total Project Cost

PROJECT DETAILS

Purpose: To allow west side residents of Gilroy to cross the freeway into commercial areas from the east and allow the east side residents easy access to the west side. This project closes a gap in the network and creates a new point of connection.

Project Scope: Makes intersection improvements including new traffic signal, roadway paving, curb, gutter, sidewalk, medians and curb ramps at Gilman Road/Arroyo Circle intersection; Camino Arroyo bridge construction; and Gilman Road - Sixth Street traffic calming.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: City of Gilroy General Plan

Project Status: Not Begun
Environ Status: Future
Contact Agency: Gilroy

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22183 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen Lucretia Avenue from 2 lanes to 4 lanes from Story Road to Phelan Avenue

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$5.5	Existing Funding
	$3.5	Future Discretionary Funds
Cost:	$9.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve access in the area, close a gap in the network, and fix a drainage problem which impedes pedestrian traffic.

Project Scope: Widens Lucretia Avenue from 2 lanes to 4 lanes between Story Road and Phelan Avenue.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: City of San Jose General Plan

Project Status: Not Begun
Environ Status: Underway
Contact Agency: San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22185 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen Oakland Road from 4 lanes to 6 lanes from US 101 to Montague Expressway

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$6.3	Existing Funding
	$3.7	Future Discretionary Funds
Cost:	$10.0	Total Project Cost

PROJECT DETAILS

Purpose: To increase connectivity of the street system by eliminating the existing varying roadway widths and intermittent bottlenecks. Additionally, it would line both sides of the street with sidewalks and standard striped bicycle lanes for non-motorized travel.

Project Scope: Widens Oakland Road in San Jose from four to six lanes of traffic, three lanes northbound and three lanes southbound. The project will also include the following improvements: raised landscaped median, sidewalks on both sides of the street, new traffic signals, curbs and gutters, lighting, striped bicycle lanes, utility relocations, landscaping, and soundwalls.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: City of San Jose General Plan

Project Status: Design and ROW
Environ Status: Completed
Contact Agency: San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22186 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen San Tomas Expressway between Route 82 and Williams Road to 8 lanes

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$28.0	Future Discretionary Funds
Cost:	$28.0	Total Project Cost

PROJECT DETAILS

Purpose: To reduce travel delays and improve level of service with lane widenings along San Tomas Expressway.

Project Scope: Widens San Tomas Expressway to 8 lanes between Williams Rd. and El Camino Real (SR82) with additional left-turn lane from EB and WB El Camino Real to San Tomas.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study; Valley Transportation Plan 2030

Project Status: Not Begun **Contact Agency:**
Environ Status: Future VTA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22246 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Blossom Hill Road pedestrian overcrossing and improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$1.4	Existing Funding
	$5.4	Future Discretionary Funds
Cost:	$6.8	Total Project Cost

PROJECT DETAILS

Purpose: To provide safe and convenient pedestrian access across Blossom Hill Road and the railroad tracks, which in turn will provide access to the Caltrain Station, which will increase the use of the Caltrain station.

Project Scope: Provides pedestrian access and facilities to overcome existing barriers in the Blossom Hill Road/Monterey Highway area.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: City of San Jose General Plan

Project Status: Not Begun **Contact Agency:**
Environ Status: Future San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22422 **County/Corridor** Santa Clara, Silicon Valley

Project/ Program: Widen Senter Road between Tully Road and Capitol Expressway to 6 lanes

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$1.4	Existing Funding
	$5.4	Future Discretionary Funds
Cost:	$6.8	Total Project Cost

PROJECT DETAILS

Purpose: To increase capacity on Senter Road and to improve the safety of motor vehicles, bicyclists, and pedestrians.

Project Scope: Reconfigures Senter Road to include three traffic lanes and a bicycle lane in each direction for the entire distance of the project.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: City of San Jose General Plan

Project Status: Environmental
Environ Status: Underway
Contact Agency: San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22480 **County/Corridor** Santa Clara, Santa Clara County-wide

Project/ Program: BART (Santa Clara 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$2,213.3	Existing Funding
	$142.4	Future Discretionary Funds
Cost:	$2,355.7	Total Project Cost

PROJECT DETAILS

Purpose: To fund transit operating and capital improvements.

Project Scope: Funds transit operating and capital improvements.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status:
Environ Status:
Contact Agency: VTA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [ ] 2025
- [x] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22649 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen Campbell Avenue Bridge over Los Gatos Creek to accommodate pedestrian and bicycle facilities

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$1.5	Future Discretionary Funds
Cost:	$1.5	Total Project Cost

PROJECT DETAILS

Purpose: To reduce risk of bike-motor vehicle conflicts by providing more room for bicycles who currently share lane with motorists. Project will enhance bicycle travel experience by reducing exposure to high speed traffic and widen sidewalk as appropriate to enhance pedestrian travel experience.

Project Scope: Widens existing Campbell Avenue bridge to enhance pedestrian and bike facilities over Los Gatos Creek.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [x] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan.

Project Status: Not Begun **Contact Agency:**
Environ Status: Future VTA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22805 **County/Corridor** Santa Clara Fremont-South Bay

Project/ Program: Widen Dixon Landing Road from 4 to 6 lanes between North Milpitas Boulevard and 1-880

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.5	Future Discretionary Funds
Cost:	$0.5	Total Project Cost

PROJECT DETAILS

Purpose: To allow for enhanced traffic flow on Dixon Landing Road, a critical east-west connector route.

Project Scope: Widens Dixon Landing Road from four lanes to six lanes between North Milpitas Boulevard and I-880.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: City of Milpitas General Plan

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Milpitas

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22806 **County/Corridor** Santa Clara, Fremont-South Bay

Project/ Program: Capitol Avenue/Great Mall Parkway grade separation over Montague Expressway

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$22.5	Existing Funding
	$17.5	Future Discretionary Funds
Cost:	$40.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide multimodal capacity, remove delays, and provide access to commercial centers and light rail stations on the Capitol Avenue/Great Mall Parkway Area.

Project Scope: Elevates Capitol Avenue and Great Mall Parkway over Montague Expressway placing it at the same level of Tasman East Light Rail System.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: City of Milpitas General Plan

Project Status: Not Begun
Environ Status: Future
Contact Agency: Milpitas

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22807 **County/Corridor** Santa Clara, Peninsula

Project/ Program: Caltrain local station improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$87.2	Future Discretionary Funds
Cost:	$87.2	Total Project Cost

PROJECT DETAILS

Purpose: To enhance Caltrain stations to improve safety, access, convenience and the overall level and quality of amenities.

Project Scope: Provides station access improvements including, but not limited to parking, amenities, relocation of stations and TOD related activities.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Caltrain Rapid Rail Study

Project Status: Not Begun
Environ Status: Future
Contact Agency: Cal Train

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22809 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: DeWitt Avenue/Sunnyside Avenue intersection realignment

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$1.0	Existing Funding
	$4.0	Future Discretionary Funds
Cost:	$5.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide a better connection between DeWitt Avenue and Sunnyside Avenue. This would connect a reliever route to other roadways in the area.

Project Scope: Aligns DeWitt Avenue with Sunnyside Avenue to eliminate the existing offset intersection and introduce shoulder treatments.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: County of Santa Clara Future Width Line Study, February 1971;VTP2030

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22810 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: San Martin Avenue/Monterey Road railroad crossing improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$1.0	Existing Funding
	$0.5	Future Discretionary Funds
Cost:	$1.5	Total Project Cost

PROJECT DETAILS

Purpose: To eliminate the current bottleneck and improve congestion and safety by widening San Martin Avenue and improving the crossing for automobiles, trucks, bicycles and pedestrians.

Project Scope: Widens and improves the railroad crossing of San Martin Avenue at Monterey Road, provides channelization, adjusts grade (eliminate severe dip), provides shoulder/sidewalk, and improves drainage. The project is adjacent to the San Martin Caltrain station parking lot and bus stop.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [x] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: Monterey Railroad Corridor Crossing Task Force; County FY03 Safety Improvement candidates; VTP 2030

Project Status: Environmental **Contact Agency:**
Environ Status: Future Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [x] 2006/2007 [ ] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22811 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Church Avenue/Monterey Highway railroad crossing improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.2	Existing Funding
	$0.4	Future Discretionary Funds
Cost:	$0.6	Total Project Cost

PROJECT DETAILS

Purpose: To provide a safer crossing for motorists and bicyclists and smooth travel for those accessing Monterey Road or US 101.

Project Scope: Improves the Railroad crossing, traffic operation and safety of Church Avenue at the Monterey Highway Intersection for all modes of transportation.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Monterey Corridor Railroad Crossings Task Force; Santa Clara County FY03 Safety Improvements Candidates; VTP 2030

Project Status: Design and ROW
Environ Status: Underway
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22812 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Capitol Expressway channelization improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$2.0	Future Discretionary Funds
Cost:	$2.0	Total Project Cost

PROJECT DETAILS

Purpose: To relieve traffic congestion and improve intersection levels-of-service at the intersections of Capitol Expressway with Silver Creek Road and Aborn Road, key connections for the Evergreen area of San Jose.

Project Scope: Provides for Capitol Expressway street improvements

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: VTA US101 Central Corridor Study; Santa Clara County Comprehensive County Expressway Planning Study; VTP 2030

Project Status: Environmental
Environ Status: Exempt
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22813 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Wedgewood Avenue traffic and pedestrian safety improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.2	Existing Funding
	$0.4	Future Discretionary Funds
Cost:	$0.6	Total Project Cost

PROJECT DETAILS

Purpose: To increase travel time savings through an improved widened cut-through on Wedgewood Avenue and provide elements to make safer travel for pedestrians and bicyclists.

Project Scope: Addresses traffic safety improvements, pedestrian safety improvements, and storm drainage issues.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Town of Los Gatos General Plan

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Los Gatos

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [x] 2006/2007 [ ] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22814 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Extend Foothill Expressway westbound deceleration lane at San Antonio Road

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.5	Future Discretionary Funds
Cost:	$0.5	Total Project Cost

PROJECT DETAILS

Purpose: To improve operations by increasing turning vehicle storage off the through lanes of Foothill Expressway.

Project Scope: Extends the existing WB deceleration lane of Foothill Expressway at San Antonio.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study; VTP 2030

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22815 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Miramonte Avenue bikeway improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.8	Future Discretionary Funds
Cost:	$0.8	Total Project Cost

PROJECT DETAILS

Purpose: To improve regional bike and pedestrian access by connecting the existing bike lane along Miramonte Avenue to the existing bike lane along Foothill Expressway.

Project Scope: Upgrades the bike route (Class III) on Miramonte Avenue to a bike lane (Class II) between Mountain View at the north end of Foothill Expressway at the south end.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: City of Los Altos General Plan

Project Status: Environmental **Contact Agency:**
Environ Status: Underway Los Altos

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22816 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Oregon-Page Mill Expressway corridor operational improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$5.0	Future Discretionary Funds
Cost:	$5.0	Total Project Cost

PROJECT DETAILS

Purpose: To enhance safety and reliability by replacing and upgrading electrical equipment, improving pedestrian facilities, and considering other modifications that benefit both the operation of expressway traffic and neighborhood concerns.

Project Scope: Allows for corridor improvements on Oregon Page-Mill Expressway to update electrical equipment, improve pedestrian accomodations, implement operational changes at Waverly, Ross, Indian, and Middlefield.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study; VTP 2030

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22817 **County/Corridor** Santa Clara, Silicon Valley

Project/ Program: Widen Campbell Avenue to accommodate pedestrian and bicycle facilities

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.4	Existing Funding
	$1.6	Future Discretionary Funds
Cost:	$2.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide connectivity between existing bike lanes to the east of Campbell Avenue and the Los Gatos Creek Trail to the west. It will also relieve congestion along Campbell Avenue, a CMP reliever route by eliminating a bottleneck.

Project Scope: Widens streets that will tie together Downtown Campbell, the Vasona Light Rail Campbell Station, and the Los Gatos Creek Trail to the west with the Pruneyard Shopping Center to the east.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: City of Campbell General Plan

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Campbell

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [x] 2006/2007 [ ] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22818 **County/Corridor** Santa Clara, Santa Clara County-wide

Project/ Program: Expressway and city street signals coordination

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$10.0	Future Discretionary Funds
Cost:	$10.0	Total Project Cost

PROJECT DETAILS

Purpose: To reduce waiting time at intersections for cross-street traffic and improve mobility.

Project Scope: Installs equipment to coordinate expressway signals with city signals on perpendicular streets.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study; VTP 2030 and County Traffic Operations System Master Plan.

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22819 **County/Corridor** Santa Clara, Silicon Valley

Project/ Program: Santa Teresa Boulevard/Fitzgerald Avenue intersection improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.5	Existing Funding
	$0.2	Future Discretionary Funds
Cost:	$0.7	Total Project Cost

PROJECT DETAILS

Purpose: To allow for improved access to local residential and commercial facilities at Santa Teresa Boulevard/Fitzgerald Avenue intersection and improve safety conditions for travelers.

Project Scope: Replaces a 4-way stop sign with a split-phase traffic signal at an important and busy intersection.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: Private development environmental study.

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [ ] 2025
- [x] 2030

Regionally Significant? [ ]

ID # 22820 **County/Corridor** Santa Clara, Santa Clara County-wide

Project/ Program: Expressway traffic signal system upgrade to allow traffic count collection

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.5	Future Discretionary Funds
Cost:	$0.5	Total Project Cost

PROJECT DETAILS

Purpose: To provide continuous and real time data for traffic analysis to improve signal operations.

Project Scope: Upgrades the traffic signal system to allow automatic traffic count collection.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Comprehensive County Planning Study, VTP 2030

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22821 **County/Corridor** Santa Clara
Santa Clara County-wide

Project/ Program: Transportation for Livable Communities (TLC) and Pedestrian Program

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$37.4	Future Discretionary Funds
Cost:	$37.4	Total Project Cost

PROJECT DETAILS

Purpose: To provide capital funds for the integration of transportation and land use in support of VTA's Community Design & Transportation (CDT) Program.

Project Scope: Provides capital funds for the integration of transportation and land use.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Not Begun
Environ Status: Exempt
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [ ] 2025
- [x] 2030

Regionally Significant? [ ]

ID # 22823 **County/Corridor** Santa Clara
Silicon Valley

Project/ Program: Widen Snell Avenue from 4 lanes to 6 lanes from Branham Lane to Chynoweth Avenue

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$2.8	Future Discretionary Funds
Cost:	$2.8	Total Project Cost

PROJECT DETAILS

Purpose: To improve operations on Snell Avenue by removing the bottleneck currently on the corridor and complete Snell Avenue as a continuous six lane arterial which will provide access to nearby light rail stations and bus stops.

Project Scope: Widens Snell Avenue between Branham Lane and Chynoweth Avenue from a 4-lane roadway to 6 lanes and will complete frontage improvements contiguous to the Lester Property on the west side of Snell Avenue.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: City of San Jose General Plan

Project Status: Under Construction
Environ Status: Completed
Contact Agency: San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22826 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Rengstorff Avenue grade separation at Central Expressway and Caltrain tracks

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.1	Existing Funding
	$0.2	Future Discretionary Funds
Cost:	$0.3	Total Project Cost

PROJECT DETAILS

Purpose: To increase travel time savings with a less congested arterial providing faster access to local residences and businesses near US-101.

Project Scope: Provides environmental documentation of the depressed Rengstorff Avenue Grade Separation project.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: City of Mountain View Capital Improvement Program

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Mountain View

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [x] 2006/2007 [ ] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22827 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Magdalena Avenue/Country Club Drive intersection improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.1	Existing Funding
	$0.3	Future Discretionary Funds
Cost:	$0.4	Total Project Cost

PROJECT DETAILS

Purpose: To eliminate the existing bottleneck from Foothill Expressway to I-280 and provide safer access to the retail area for pedestrians.

Project Scope: Installs traffic and crosswalk signals at the intersection of Magdalena Avenue and Country Club Drive to eliminate the current bottleneck and reduce accident probabilities.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [x] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: Request from community, adjacent City, and traffic engineering study conducted by County of Santa Clara

Project Status: Environmental **Contact Agency:**
Environ Status: Future Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [x] 2006/2007 [ ] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22828 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Dixon Landing Road/North Milpitas Boulevard intersection improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.2	Existing Funding
	$0.8	Future Discretionary Funds
Cost:	$1.0	Total Project Cost

PROJECT DETAILS

Purpose: To facilitate additional capacity, provide a key linkage for commuters travelling between I-680 and I-880, and improve Level of Service (LOS) standards.

Project Scope: Constructs additional turn lanes in three directions at the intersection of Dixon Landing Road and North Milpitas Boulevard.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: City of Milpitas General Plan

Project Status: Design and ROW **Contact Agency:**
Environ Status: Exempt Milpitas

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [x] 2006/2007 [ ] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22829 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Fitzgerald Road/Masten Avenue intersection improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.8	Future Discretionary Funds
Cost:	$0.8	Total Project Cost

PROJECT DETAILS

Purpose: To straighten the existing off-set intersection to improve the operation and safety of this route.

Project Scope: Straightens the existing off-set intersection, and provide an aligned intersection. It will also provide bike lanes and sidewalks.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plai
- [x] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: Monterey Corridor Railroad Crossings Task Force; VTP 2030

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22830 **County/Corridor** Santa Clara, Silicon Valley

Project/ Program: Widen First Street/Route 152 to add one eastbound lane from Church Street to Monterey Street

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.3	Existing Funding
	$0.9	Future Discretionary Funds
Cost:	$1.2	Total Project Cost

PROJECT DETAILS

Purpose: To improve intersections on First Street/Route 152 between Church Street and Monterey Street and to allow for the efficient movement of high volume traffic.

Project Scope: Widens First Street/Route 152 between Church Street and Monterey Street. The project includes the installation of one eastbound travel lane between Church Street and Monterey Street, the installation of a second eastbound left turn lane at Monterey Street as well as the installation of new curb, gutter and sidewalk to accommodate the widening.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: City of Gilroy General Plan

Project Status: Not Begun
Environ Status: Future
Contact Agency: Gilroy

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22831 **County/Corridor** Santa Clara, Santa Clara County-wide

Project/ Program: Install traffic signal interconnect systems in Sunnyvale, Palo Alto, Mountain View and Los Altos

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$2.5	Future Discretionary Funds
Cost:	$2.5	Total Project Cost

PROJECT DETAILS

Purpose: To reduce congestion and therefore improve travel time at problem locations on various expressways.

Project Scope: Installs equipment to connect with Sunnyvale, Palo Alto, Mountain View, and Los Altos traffic signal interconnect systems.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study; VTP 2030

Project Status: Not Begun
Environ Status: Future
Contact Agency: VTA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22832 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$10.0	Future Discretionary Funds
Cost:	$10.0	Total Project Cost

PROJECT DETAILS

Purpose: To upgrade existing access from Route 152 to Gilroy Foods and WTI Trucking and provide geometric improvements to the Llagas Creek crossings to improve sight distance and provide safe approaches to Gilroy Foods/WTI Trucking.

Project Scope: Widens Route 152 between Miller's Slough and the Llagas Creek Bridge and the installation of traffic signal equipment at the Gilroy Foods/WTI Intersection.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [x] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: 1996 Measure B Sales Tax Project

Project Status: Design and ROW **Contact Agency:**
Environ Status: Completed VTA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 22833 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Route 85/Almaden Expressway interim operational improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$2.0	Future Discretionary Funds
Cost:	$2.0	Total Project Cost

PROJECT DETAILS

Purpose: To advance safe and reliable vehicle travel by implementing operational improvements to address operational issues such as the spillback of stopped vehicles into the Route 85 through lanes from the surface traffic signals.

Project Scope: Allows for Almaden Expressway interim operational improvements at Route 85.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study; VTP 2030

Project Status: Not Begun **Contact Agency:**
Environ Status: Future VTA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22834 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen Route 237 for eastbound auxiliary lane from Mathilda Avenue to Fair Oaks Avenue

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$5.0	Future Discretionary Funds
Cost:	$5.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide congestion relief, remove bottleneck and safer weaving of traffic on Route 237 between Mathilda and Fair Oaks Avenues.

Project Scope: Widens and constructs auxiliary lane on eastbound (EB) Route 237 between Mathilda Avenue to Fair Oaks Avenue. The project may include Traffic Operation Sytems (TOS) elements.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [x] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: VTA SR 237 Corridor Study, 2004

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22835 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Construct Sunnyvale Caltrain Station overpass/underpass for pedestrians and bicyclists

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$1.8	Future Discretionary Funds
Cost:	$1.8	Total Project Cost

PROJECT DETAILS

Purpose: To partially close bike lane gap on the Evelyn/Reed Avenues corridor.

Project Scope: Designs and constructs an overpass/underpass to access Sunnyvale Caltrain Station on the north side via Hendy Ave. for pedestrians and bicyclists.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [x] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan. Sunnyvale Caltrain Station Plan. Feasibility Study complete.

Project Status: Environmental
Environ Status: Future
Contact Agency: Sunnyvale

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22836 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen Quito Road between Saratoga Avenue and Bucknall Road for channelization and pedestrian and bicycle lane improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.4	Existing Funding
	$1.5	Future Discretionary Funds
Cost:	$1.9	Total Project Cost

PROJECT DETAILS

Purpose: To increase capacity on an otherwise congested Quito Road and improve travel for bicyclists and pedestrians.

Project Scope: Improves Quito Road between Saratoga Avenue and Bucknall Road. Project includes mostly widening and pedestrian improvements.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: City of San Jose General Plan

Project Status: Environmental
Environ Status: Underway
Contact Agency: San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22837 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Saratoga Avenue and Saratoga-Sunnyvale Road corridor signalization improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.1	Existing Funding
	$0.4	Future Discretionary Funds
Cost:	$0.5	Total Project Cost

PROJECT DETAILS

Purpose: To allow key corridors in Saratoga to operate efficiently.

Project Scope: Upgrades various signals on the corridors of Saratoga Avenue and Saratoga-Sunnyvale Road.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Design and ROW
Environ Status: Completed
Contact Agency: Saratoga

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22838 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Study of Lawrence Expressway/Calvert/I-280 interchange improvements (Caltrans Project Study Report)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.5	Future Discretionary Funds
Cost:	$0.5	Total Project Cost

PROJECT DETAILS

Purpose: To develop feasible options preferably in manageable phases to improve operations at the Hwy 280/ Lawrence Expressway interchange.

Project Scope: Prepares Caltrans PSR to consider various potential improvements at Lawrence/Calvert/I-280 interchange area.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study; VTP 2030

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22839 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.1	Future Discretionary Funds
Cost:	$0.1	Total Project Cost

PROJECT DETAILS

Purpose: To reduce vehicle delay and more fully utilize available system capacity, improving service levels on the high-volume Central Expressway corridor.

Project Scope: Converts Measure B HOV lane widening on Central Expressway between San Tomas and De La Cruz to mixed flow and removes HOV queue jump lanes at Bowers.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study; VTP 2030

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 22840 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Study to reconfigure Route 85/Almaden Expressway interchange (Caltrans Project Study Report/Project Development Study)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.3	Future Discretionary Funds
Cost:	$0.3	Total Project Cost

PROJECT DETAILS

Purpose: To improve interchange operations by modifying ramps and constructing a new freeway off-ramp to reduce queues and delay for users at Route 85/Almaden Expressway interchange.

Project Scope: Initiates a Caltrans Project Study Report (PSR)/Project Development Study (PDS) to reconfigure Route 85/Almaden Expressway Interchange.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study; VTP 2030

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22841 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Los Gatos Creek Trail from San Carlos Street to Guadalupe River

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$5.9	Future Discretionary Funds
Cost:	$5.9	Total Project Cost

PROJECT DETAILS

Purpose: To extend trail serve bicyclists, pedestrians and other users to connect between neighborhoods, downtown San Jose and schools.

Project Scope: Designs and constructs a trail on existing service road and along easements. Improvements include under-crossings, trail head improvements, signage, gateway elements and possible bike/pedestrian bridge overcrossings.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [x] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: City of San Jose Greenprint, Santa Clara Countywide Bicycle Plan. Master Plan underway.

Project Status: Environmental
Environ Status: Underway
Contact Agency: San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22842 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Route 152/Ferguson Road intersection improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$1.0	Future Discretionary Funds
Cost:	$1.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide safe access at Route 152/Ferguson Road, a point on a heavily traveled route with an existing access control not consistent with traffic levels and to provide efficient traffic control measures.

Project Scope: Provides lighting and widening improvements at the intersection of Route 152 from Ferguson Road.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: Originally considered as part of SR 152 improvements in Measure B.

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22843 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen Lawrence Expressway between Moorpark/Bollinger and south of Calvert from 6 lanes to 8 lanes

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$4.0	Future Discretionary Funds
Cost:	$4.0	Total Project Cost

PROJECT DETAILS

Purpose: To decrease vehicle delay and increase service level by providing additional lanes in highly congested Lawrence Expressway between Moorpark/Bollinger and south of Calvert.

Project Scope: Widens Lawrence Expressway from 6 lanes to 8 lanes between Moorpark/Bollinger and south of Calvert.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study; VTP 2030

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [x] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22844 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Construct right-turn lane from westbound Monroe Street to San Tomas Expressway

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$1.0	Future Discretionary Funds
Cost:	$1.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve intersection level of service on westbound Monroe Street to San Tomas Expressway.

Project Scope: Provides an additional right-turn lane from westbound Monroe to northbound San Tomas Expressway.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☑ Clean Air
- ☑ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☑ Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study; VTP 2030

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 22845 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Construct US 101 southbound auxiliary lane from Ellis Street to eastbound Route 237

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$3.0	Future Discretionary Funds
Cost:	$3.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide additional storage capacity on US 101 from Ellis Street to eastbound Route 237 to separate slow moving queueing traffic away from fast moving traffic on the mainline.

Project Scope: Constructs a US 101 southbound (SB) auxilliary lane from Ellis Street interchange to eastbound (EB) Route 237. The project will reduce queue back-up onto SB US 101 mainline during the AM peak period by providing additional storage. The project may also include Traffic Operation Sytems (TOS) elements.

Supports Transportation 2030 Goals:
- ☑ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☑ Clean Air
- ☑ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☑ CorridorStudy
- ☐ Project Study Report
- ☐ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plai
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: VTA SR 237 Corridor Study, 2004

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22846 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Stevens Creek Trail Reach 4 Central from North Meadow to Dale Neighborhood

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$4.0	Future Discretionary Funds
Cost:	$4.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide access to Caltrain, light rail, employment centers and direct connections to 2 schools and 4 parks. The central segment provides access to Mountain View's neighborhoods south of El Camino Real.

Project Scope: Creates a Class I trail from North Meadow to Dale Neighborhood.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☐ Reliable Commute
- ☑ Clean Air
- ☑ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plan
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☑ Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan, 1995 Countywide Trails Master Plan, Mountain View Bicycle Transportation Plan

Project Status: Environmental **Contact Agency:**
Environ Status: Underway Mountain View

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 22847 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Route 9 bike lanes from Saratoga through Monte Sereno to Los Gatos

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$1.7	Future Discretionary Funds
Cost:	$1.7	Total Project Cost

PROJECT DETAILS

Purpose: To improve safety for this well-used bicycle corridor on Route 9.

Project Scope: Develoops a Class 2 bike lanes on Hwy 9 from Saratoga through Monte Sereno to Los Gatos

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☐ Reliable Commute
- ☑ Clean Air
- ☑ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plai
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☐ Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Monte Sereno

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22848 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Develop High Occupancy Toll (HOT) lane demonstration project on one freeway corridor in Santa Clara County

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$2.0	Future Discretionary Funds
Cost:	$2.0	Total Project Cost

PROJECT DETAILS

Purpose: To demonstrate the ability of HOT lanes as a traffic management tool to relieve congestion in selected corridors in Santa Clara County and to produce revenue to augment transit operations.

Project Scope: Follows up a project from the HOT Lane Feasibility Study under preparation by VTA in 2004. Using the recommendations of the feasibility study this project will develop a HOT lane demonstration project for one freeway corridor in Santa Clara County. At this point, the specific corridor is undefined, although all freeway corridors in Santa Clara County are being studied.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [x] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Demo project will be based on the results of Santa Clara County HOT Lane Feasibility Study (early 2005)

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 22850 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen Almaden Plaza Way for a fifth lane at the approach of the Route 85/Almaden Plaza Shopping Center/Alameda Expressway intersection

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.2	Existing Funding
	$0.6	Future Discretionary Funds
Cost:	$0.8	Total Project Cost

PROJECT DETAILS

Purpose: To eliminate a serious bottleneck that affects motorists on Route 85 and Almaden Expressway, as well as traffic generated by Almaden Plaza shopping center.

Project Scope: Adds an extra fifth lane in the intersection approach where Route 85, Almaden Plaza Shopping Center, and Almaden Expressway meet.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [x] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: County Expressways Planning Study

Project Status: Design and ROW
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [x] 2006/2007 [ ] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22852 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Coyote Creek Trail from Hellyer County Park to Anderson Lake County Park

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$1.3	Future Discretionary Funds
Cost:	$1.3	Total Project Cost

PROJECT DETAILS

Purpose: To rehabilitate Coyote Creek Trail in order to connect future development in the Coyote Valley.

Project Scope: Allows for improvements at multiple sites and sections along the trail from Hellyer County Park south to Anderson Lake County Park. Items include realignment of the trail out of areas frequently flooded, resurfacing badly deteriorated pavement, drainage improvements, a bridge crossing, and connector trails to future development in the North Coyote Valley and Edenvale City of San Jose Redevelopment areas.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☐ Reliable Commute
- ☑ Clean Air
- ☑ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plan
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☑ Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan. Regional Bicycle Plan. Santa Clara Countywide Trails Master Plan

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 22853 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Alma Bridge replacement feasibility study

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.3	Future Discretionary Funds
Cost:	$0.3	Total Project Cost

PROJECT DETAILS

Purpose: To improve operations and reduce collisions by reconstructing the grade separation on Alma Bridge with a more accomodating geometry.

Project Scope: Studies feasibility and options for replacement of the Alma Bridge and railroad overcrossing of Oregon Page Mill Expressway.

Supports Transportation 2030 Goals:
- ☑ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☑ Reliable Commute
- ☐ Clean Air
- ☐ Access to Mobility
- ☑ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plai
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☑ Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study; VTP 2030

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22854 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: I-280/Oregon-Page Mill interchange modification

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$5.0	Future Discretionary Funds
Cost:	$5.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve traffic operations by modifying I-280 freeway connections at Oregon Page Mill Expressway, including improvement of bicycle and pedestrian passage through the I-280/Oregon Page Mill interchange.

Project Scope: Modifies the I-280 freeway connections to enhance safety and improve operations.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study; VTP 2030

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22855 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Coyote Creek Trail connection

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.5	Future Discretionary Funds
Cost:	$0.5	Total Project Cost

PROJECT DETAILS

Purpose: To provide a good connection between the Coyote Creek Trail corridor and the urban/developed area of Morgan Hill.

Project Scope: Constructs a Class 3 bike route on Malaguerra, between Cochrane and Morning Star, and constructs Class 2 bike lanes on Cochrane, between Sutter and Malaguerra.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [x] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan. City of Morgan Hill Bikeways Master Plan.

Project Status: Not Begun
Environ Status: Future
Contact Agency: Morgan Hill

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22856 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Lawrence Expressway-Saratoga Avenue Corridor signal optimization

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.1	Future Discretionary Funds
Cost:	$0.1	Total Project Cost

PROJECT DETAILS

Purpose: To increase signal and system efficiency through improved coordination and timing. The project will coordinate and optimize signal phasing and timing plans in the Lawrence Expressway and Saratoga Avenue-Prospect Road area to allow a more efficient system operation.

Project Scope: Optimizes signal coordination along Lawrence Expressway/Saratoga Avenue corridor.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study; VTP 2030

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22857 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen US 101 for a southbound auxiliary lane from I-880 to McKee Road/Julian Street

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$8.0	Future Discretionary Funds
Cost:	$8.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide congestion relief, eliminate weaves, and remove bottleneck on US 101 between I-880 and McKee Road/Julian Street.

Project Scope: Widens US 101 to include an auxiliary lane on southbound US 101 between I-880 to Mc Kee/Julian Street. The project would add additional capacity and allow for improved merging/diverging traffic on the freeway.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: VTA US 101 North Corridor Study, 2004

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22858 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen Union Avenue from Los Gatos-Almaden Road to Ross Creek from 2 lanes to 4 lanes

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.3	Existing Funding
	$1.4	Future Discretionary Funds
Cost:	$1.7	Total Project Cost

PROJECT DETAILS

Purpose: To increase the connectivity of the roadway system, close sidewalk gaps, and eliminate the bottleneck on the east leg of the Los Gatos - Almaden Road. It will also improve access by providing more traffic lanes, and improving traffic flow.

Project Scope: Widens Union Avenue from two lanes to four from Los Gatos-Almaden Road to Ross Creek.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Environmental **Contact Agency:**
Environ Status: Underway San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [x] 2006/2007 [ ] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22859 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Berryessa Creek Trail (Reach 3) between Abel Street and Gill Park

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.6	Future Discretionary Funds
Cost:	$0.6	Total Project Cost

PROJECT DETAILS

Purpose: To create a bike/pedestrian connection between shopping, recreation, and civic center between Abel Street and Gill Park.

Project Scope: Creates a Class I trail on the levee between Abel St. and Gill Park.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [x] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan, City of Milpitas Capital Improvement Program

Project Status: Under Construction **Contact Agency:**
Environ Status: Completed Milpitas

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [x] 2006/2007 [ ] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22860 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Replace California Avenue undercrossing of Caltrain tracks and Alama Street

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$5.0	Future Discretionary Funds
Cost:	$5.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve bike/pedestrian access across train tracks, and to the Caltrain station, avoiding a 1.5 mile detour.

Project Scope: Replaces existing undercrossing of Caltrain tracks and Alma St. with a new facility that is ADA accessible and serves the needs of bicyclists and pedestrians. The project also provides potential links to platforms at the California Avenue Caltrain Station.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☐ Reliable Commute
- ☑ Clean Air
- ☑ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plan
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☑ Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan. City of Palo Alto Bicycle Transportation Plan. Feasibility study underway.

Project Status: Environmental **Contact Agency:**
Environ Status: Future Palo Alto

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 22861 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Bicycle boulevards and bike lanes network

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$5.0	Future Discretionary Funds
Cost:	$5.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide facilities for better bicycle circulation at various locations.

Project Scope: Designs and installs bike boulevards and bike lanes: including Matadero/Margarita, Castilleja/Park Blvd, Homer Ave, Everett Ave, Chaucer/Boyce/Melville, Maybell/Donald, southern Bryant St.extension, San Antonio Rd., Alma St., California Ave, Charleston/Arastradero, Middlefield, and Embarcadero.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☐ Reliable Commute
- ☑ Clean Air
- ☑ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plan
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☑ Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan, Palo Alto Bicycle Transportation Plan

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Palo Alto

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22862 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Alum Rock School District Area traffic-calming elements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.6	Existing Funding
	$1.6	Future Discretionary Funds
Cost:	$2.2	Total Project Cost

PROJECT DETAILS

Purpose: To make pedestrian travel safer and provide access to concentrated commercial and high density housing in the Alum Rock School District Area.

Project Scope: Introduces traffic calming elements in the Alum Rock School District Area, such as signage, speed tables, crosswalks, sidewalks, and/or circles.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Transportation Improvement Needs Project for Alum Rock School District

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22863 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Borregas Avenue bike lanes

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.2	Future Discretionary Funds
Cost:	$0.2	Total Project Cost

PROJECT DETAILS

Purpose: To connect two new bike/pedestrian overcrossings over US101 and Hwy 237 on Borregas Avenue.

Project Scope: Installs bike lanes on Borregas Avenue from Weddell to Carribean.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [x] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan. Sunnyvale Bicycle Transportation Plan

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Sunnyvale

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22864 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Bollinger Road bike lanes from Anza Boulevard and Lawrence Expressway/Miller Boulevard

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.2	Existing Funding
	$0.3	Future Discretionary Funds
Cost:	$0.4	Total Project Cost

PROJECT DETAILS

Purpose: To eliminate narrow bridge as an obstacle to accommodate bike lanes on Bollinger Road between Aza Boulevard and Lawrence Expressway/Miller Boulevard.

Project Scope: Installs bike lanes on Bollinger between De Anza Blvd and Lawrence Expwy/Miller. Project will also include bridge widening, traffic signs, pavement markings and detector loops.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☐ Reliable Commute
- ☑ Clean Air
- ☑ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plan
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☐ Other Local Plan

Additional Details: Cupertino Bicycle Transportation Plan, Santa Clara Countywide Bicycle Plan

Project Status: Environmental **Contact Agency:**
Environ Status: Future Cupertino

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 22865 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Coyote Creek trail from Route 237/Bay Trail to Story/Keyes

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$6.1	Future Discretionary Funds
Cost:	$6.1	Total Project Cost

PROJECT DETAILS

Purpose: To extend trail serve bicyclists, pedestrians and other users to connect between neighborhoods, downtown San Jose and schools.

Project Scope: Extends Coyote Creek trail mostly east bank, with a west bankcrossing near Montague Expwy. Designs and constructs a trail on existing service road and along easements. Improvements include under-crossings, trail head improvements, signage, gateway elements and possible bike/pedestrian bridge overcrossings.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☐ Reliable Commute
- ☑ Clean Air
- ☑ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plai
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☑ Other Local Plan

Additional Details: City of San Jose Greenprint, Santa Clara Countywide Bicycle Plan

Project Status: Environmental **Contact Agency:**
Environ Status: Underway San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☑ 2006/2007 ☐ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22866 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: I-280/Lawrence Expressway signal phasing and timing coordination

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.1	Future Discretionary Funds
Cost:	$0.1	Total Project Cost

PROJECT DETAILS

Purpose: To increase signal and system efficiency through improved coordination and timing. The project will coordinate and optimize signal phasing and timing plans in the I-280/Lawrence Expressway interchange area to allow a more efficient system operation.

Project Scope: Coordinates and optimizes signal phasing and timing plans in the I-280/Lawrence Expressway interchange area.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Study; VTP 2030

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22867 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Rancho Rinconada neighborhood traffic management plan

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.5	Existing Funding
	$0.1	Future Discretionary Funds
Cost:	$0.6	Total Project Cost

PROJECT DETAILS

Purpose: To develop a comprehensive plan to develop traffic calming elements and to connect pedestrian and bicycle usage to the new San Tomas Aquino - Saratoga Creek Trail that runs at the easterly edge of the neighborhood.

Project Scope: Develops a neighborhood traffic management plan for the Rancho Rinconada Neighborhood.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: City of Cupertino General Plan

Project Status: Not Begun
Environ Status: Future
Contact Agency: Cupertino

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22868 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Park Avenue bicycle and pedestrian enhancements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.2	Existing Funding
	$0.8	Future Discretionary Funds
Cost:	$1.0	Total Project Cost

PROJECT DETAILS

Purpose: The project will improve pedestrian and bicycle mobility and safety on the Park Avenue Corridor.

Project Scope: Improves and enhances the bicycle and pedestrian elements of Park Avenue.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: City of San Jose General Plan

Project Status: Environmental **Contact Agency:**
Environ Status: Underway San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [x] 2006/2007 [ ] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22869 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Guadalupe River Trail from Alviso to I-880

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$5.1	Future Discretionary Funds
Cost:	$5.1	Total Project Cost

PROJECT DETAILS

Purpose: To extend trail serve bicyclists, pedestrians and other users to connect between neighborhoods, downtown San Jose, San Jose Airport and schools.

Project Scope: Designs and constructs a trail on existing service road and along easements. Improvements include under-crossings, trail head improvements, signage, gateway elementsand possible bike/pedestrian bridge overcrossings.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: City of San Jose Greenprint, Santa Clara Countywide Bicycle Plan, Lower Guadalupe River Trail Master Plan

Project Status: Environmental **Contact Agency:**
Environ Status: Underway San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22870 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Study of Uvas Creek trail extension from Gilroy Sports Park to Gavilan College

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.2	Future Discretionary Funds
Cost:	$0.2	Total Project Cost

PROJECT DETAILS

Purpose:

Project Scope: Studies Uvas Creek Trail extension from Gilroy Sports Park to Gavilan College.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☐ Reliable Commute
- ☑ Clean Air
- ☑ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plan
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☐ Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan.

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Gilroy

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 22871 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Extend 2-lane Uvas Park Drive from Laurel Drive to Wren Avenue

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.4	Existing Funding
	$1.8	Future Discretionary Funds
Cost:	$2.2	Total Project Cost

PROJECT DETAILS

Purpose: To provide a through route on a connection that was previously not between Uvas Park Avenue from Laurel Drive to Wren Avenue before and provide access to commercial and residential areas.

Project Scope: Provides a gap closure project for the installation of Uvas Park Drive from Laurel Street to Wren Avenue. The project will install a new roadway section with two travel lanes, plus parking and bike lanes on both sides of the street. The project will also construct new curb, gutter and sidewalk along the roadway section.

Supports Transportation 2030 Goals:
- ☑ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☐ Reliable Commute
- ☐ Clean Air
- ☑ Access to Mobility
- ☑ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plai
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☐ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☑ Other Local Plan

Additional Details: City of Gilroy General Plan

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Gilroy

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22872 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen Montague Expressway for HOV lanes between I-880 and I-680 (6 mixed-flow, 2 HOV lanes)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.1	Future Discretionary Funds
Cost:	$0.1	Total Project Cost

PROJECT DETAILS

Purpose: To increase effective use of limited transportation resources on Montague Expressway and maintain public support for successful HOV lanes by eliminating this unsuccessful segment of HOV operation.

Project Scope: Converts HOV lanes on Montague Expressway east of I-880 to mixed-flow use.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Comprensive CountyExpressway Planning Study; VTP 2030

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22873 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Replace Loyola Bridge bicycle/pedestrian crossing over Foothill Expressway

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$10.0	Future Discretionary Funds
Cost:	$10.0	Total Project Cost

PROJECT DETAILS

Purpose: To accommodate use by all transportation modes and improve traffic movement by replacement of the functionally obsolete Loyola Bridge.

Project Scope: Replaces Loyola Bridge at Foothill Expressway.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study; VTP 2030

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22874 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Route 85/Fremont Avenue ramp improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$2.0	Future Discretionary Funds
Cost:	$2.0	Total Project Cost

PROJECT DETAILS

Purpose: To reduce congestion and improve operations on Route 85/Fremont Avenue ramp.

Project Scope: Improves the Route 85 ramps at Fremont Avenue. Improvements provide two-lane on-ramps to northbound and southbound Route 85. This project also provides a left turn pocket at Bernado Avenue.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☑ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: SR 85/I-280 Corridor Studies.

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 22875 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen Campbell Avenue Bridge over Los Gatos Creek for pedestrians and bicyclists

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$1.5	Future Discretionary Funds
Cost:	$1.5	Total Project Cost

PROJECT DETAILS

Purpose: To reduce risk of bike-motor vehicle conflicts by providing more room for bicycles who currently share lane with motorists. Project will enhance bicycle travel experience by reducing exposure to high speed traffi and widen sidewalk as appropriate to enhance pedestrian travel experience.

Project Scope: Widens existing Campbell Avenue bridge to enhance pedestrian and bike facilities over Los Gatos Creek.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☐ Reliable Commute
- ☑ Access to Mobility
- ☐ Livable Communitie
- ☑ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plai
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☑ Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan.

Project Status: Not Begun
Environ Status: Future
Contact Agency: Campbell

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22876 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Convert HOV lanes to mixed flow lanes on Lawerence Expressway from US 101 to Elko

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.1	Future Discretionary Funds
Cost:	$0.1	Total Project Cost

PROJECT DETAILS

Purpose: To increase effective use of limited transportation resources and maintain public support for successful HOV lanes by eliminating unsuccessful HOV lane on Lawrence Expressway from US 101 to Elko.

Project Scope: Converts HOV lanes to mixed-use lanes on Lawrence Expressway between US 101 and Elko.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study; VTP 2030

Project Status: Completed
Environ Status: Completed
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

ID # 22877 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Design and construct bicycle/pedestrian trail along Sunnyvale east drainage trail from JWC Greenway to Tasman Drive

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.5	Future Discretionary Funds
Cost:	$0.5	Total Project Cost

PROJECT DETAILS

Purpose: To help connect the JWC Greenway and bike/pedestrian overcrossing of 101 to the Fair Oaks Light Rail station.

Project Scope: Designs and constructs a bicycle/pedestrian trail along Sunnyvale east drainage trail from JWC Greenway to Tasman Drive.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan. Sunnyvale Bicycle Transportation Plan.

Project Status: Not Begun
Environ Status: Future
Contact Agency: Sunnyvale

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22878 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Realign Wildwood Avenue to connect with Lawrence Expressway (includes new traffic signal at Lawrence Expressway/Wildwood Avenue intersection)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.8	Existing Funding
	$3.5	Future Discretionary Funds
Cost:	$4.3	Total Project Cost

PROJECT DETAILS

Purpose: To provide a new access at a location, Wildwood Avenue and Lawrence Expressway, where there was none before and relieve congestion due to over-capacity at Lawrence Expressway.

Project Scope: Realigns Wildwood Avenue to connect directly with Lawrence Expressway, and create a new signalized intersection at Lawrence and Wildwood.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: City of Sunnyvale General Plan

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Sunnyvale

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22879 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: US 101 bike/pedestrian overcrossing at Branham Lane

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$5.0	Future Discretionary Funds
Cost:	$5.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve bike/pedestrian access on US 101 overcrossing at Branham Lane.

Project Scope: Constructs a bike/pedestrian overcrossing on US 101 at Branham Lane, and 0.5 mile path connection to Branham on both sides of US 101.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan.

Project Status: Not Begun **Contact Agency:**
Environ Status: Future San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22880 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Winchester Boulevard streetscape improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$3.2	Existing Funding
	$0.8	Future Discretionary Funds
Cost:	$4.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve the safety of pedestrians and allow vehicle traffic to have increased capacity with the addition of one northbound lane on Winchester Boulevard.

Project Scope: Includes the installation of a new landscaped median islands, street trees, new pedestrian-scale street lights, land acquisition for new sidewalk installation, sidewalk construction, and roadway widening.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Not Begun
Environ Status: Future
Contact Agency: San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22881 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Construct auxiliary lanes Lawrence Expressway from westbound Route 237 to southbound Lawrence Expressway and from northbound Lawrence Expressway to eastbound Route 237

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$3.0	Future Discretionary Funds
Cost:	$3.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide congestion relief and safer weaving of traffic, and remove queue spillback on southbound Lawrence Expressway.

Project Scope: Constructs auxiliary lane on SB Lawrence Expressway between WB Route 237 to SB Lawrence Expressway loop ramp and SB Lawrence Expressway to EB Route 237 loop ramp. Provides extended merging distance between SB Lawrence Expressway to EB Route 237 loop ramp and EB Route 237 diagonal offramp to SB Lawrence Expressway. Modifies western Route 237 loop ramps to accommodate the auxilary lane widening on Lawrence Expressway. The project may include Traffic Operation Sytems (TOS) elements.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [x] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: VTA SR 237 Corridor Study, 2004

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22882 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Bascom Avenue Intelligent Transportation System (ITS) enhancements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.2	Future Discretionary Funds
Cost:	$0.2	Total Project Cost

PROJECT DETAILS

Purpose: To use technology to improve Level of Service (LOS) on Bascom Avenue.

Project Scope: Enhances the existing ITS facility on Bascom Avenue by adding additional CCTV cameras, system loops, and film operations.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [x] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Silicon Valley Smart Corridor Study.

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22883 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Modify medians on Lawrence Expressway from De Sota Avenue and St. Lawrence Drive/Lawrence Station Road for limited access

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.5	Future Discretionary Funds
Cost:	$0.5	Total Project Cost

PROJECT DETAILS

Purpose: To improve Lawrence Expressway operation characteristics including capacity by limiting access to this high-volume expressway.

Project Scope: Allows for a median closure on Lawrence Expressway at Lochinvar and various right-in-and-out access closures.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study; VTP 2030

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22884 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Construct bike lanes on Evelyn Avenue from Sunnyvale Avenue to Reed Avenue

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.4	Future Discretionary Funds
Cost:	$0.4	Total Project Cost

PROJECT DETAILS

Purpose: To partially close bike lane gap on the Evelyn/Reed Avenues corridor.

Project Scope: Installs bike lanes and loop detectors, including roadway geometry and signal equipment improvements.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☐ Reliable Commute
- ☑ Clean Air
- ☑ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plan
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☑ Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan. Sunnyvale Bicycle Transportation Plan. Feasibility Study completed.

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Sunnyvale

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 22885 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Extend Los Gatos Creek Trail on west side from Hamilton Avenue to Campbell Avenue

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$2.0	Future Discretionary Funds
Cost:	$2.0	Total Project Cost

PROJECT DETAILS

Purpose: To reduce congestion on current Los Gatos Creek Trail (east side), which is heavily used, and cannot be widened. Additional capacity provided by this project would also reduce user conflicts and provide access to the new Hamilton station on the Vasona Light Rail line.

Project Scope: Extends Los Gatos Creek Trail on west side of Creek from Hamilton Avenue to Campbell Avenue. A short section south of Hamilton has been developer-constructed.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☐ Reliable Commute
- ☑ Clean Air
- ☑ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plai
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☑ Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan. Regional Bicycle Plan.

Project Status: Not Begun **Contact Agency:**
Environ Status: Future San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22886 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen McKean Road shoulders to accommodate bicycle improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$5.0	Future Discretionary Funds
Cost:	$5.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve safety for bicyclists on McKean Road, a narrow, curvy road that currently has narrow shoulders.

Project Scope: Widens current sub-standard narrow shoulders to accommodate bikes more safely on a semi-rural road that leads to major parks and recreational facilities.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☐ Reliable Commute
- ☑ Clean Air
- ☑ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plan
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☐ Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan.

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 22887 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen south side of Moody Road from Elena Road westbound by 1,500 feet to accommodate bicycle and pedestrian improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.2	Future Discretionary Funds
Cost:	$0.2	Total Project Cost

PROJECT DETAILS

Purpose: To provide a pedestrian sidewalk and Class II Bike Lanes on Moody Road for improved traffic flow and improved pedestrian and bicycle access.

Project Scope: Widens the south side of Moody Road from the intersection with Elena Road westerly for approximately 1000 feet and a second segment of approximately 500 feet in length located approximately 1500 feet west of the first segment. These improvements will provide for a pedestrian sidewalk and Class II Bike lanes on Moody Road.

Supports Transportation 2030 Goals:
- ☑ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☐ Reliable Commute
- ☐ Clean Air
- ☐ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plan
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☐ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☑ Other Local Plan

Additional Details: Los Altos Hills General Plan

Project Status: Not Begun
Environ Status: Future
Contact Agency: Los Altos Hills

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☑ 2006/2007 ☐ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22888 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen King Road to 4 lanes from Aborn Road and Barberry Lane

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.2	Existing Funding
	$0.8	Future Discretionary Funds
Cost:	$1.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve travel for motorists and pedestrians within the King Road area from Aborn Road and Barberry Lane.

Project Scope: Widens King Road to accommodate four lanes between Aborn Road and Barberry Lane.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: City of San Jose General Plan

Project Status: Design and ROW **Contact Agency:**
Environ Status: Completed San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22889 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Stevens Creek Trail (Reach 4) south from Dale Neighborhood to Mountain View High School

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$5.0	Future Discretionary Funds
Cost:	$5.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide access to Caltrain, light rail, employment centers and direct connections to 2 schools and 4 parks. The south segment completes the Stevens Creek Trail in Mountain View.

Project Scope: Creates a Class I trail from Dale Neighborhood to Mountain View High School

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [x] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan, 1995 Countywide Trails Master Plan, Mountain View Bicycle Transportation Plan

Project Status: Environmental **Contact Agency:**
Environ Status: Underway Mountain View

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22890 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Adobe Creek bike/pedestrian bridge replacement

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.5	Future Discretionary Funds
Cost:	$0.5	Total Project Cost

PROJECT DETAILS

Purpose: To replace the deteriorated Adobe Creek bike/pedestrian bridge to ensure safety of the path users.

Project Scope: Replaces the existing bridge over Adobe Creek that is jointly owned by the Cities of Los Altos and Palo Alto. The bridge is part of the existing pathway along the Hetch Hetchy right-of-way.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☐ Reliable Commute
- ☑ Clean Air
- ☑ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plan
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☐ Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan, City of Palo Alto Bicycle Plan, (unscheduled in) City of Los Altos Capital Improvement Program 2003-2008

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Los Altos

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 22891 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Alamden Expressway pedestrian/bike overcrossing

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$5.7	Future Discretionary Funds
Cost:	$5.7	Total Project Cost

PROJECT DETAILS

Purpose: To improve bike/pedestrian access on Almaden Expressway overcrossing to Almaden Light Rail station and Guadalupe Creek Trail.

Project Scope: Constructs a bike/pedestrian overcrossing of Almaden Expressway to provide access to Almaden Light Rail station and the Guadalupe Creek Trail.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☐ Reliable Commute
- ☑ Clean Air
- ☑ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plai
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☐ Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan.

Project Status: Not Begun **Contact Agency:**
Environ Status: Future San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22892 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen US 101 southbound auxiliary lane from Great America Parkway to Lawrence Expressway

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$2.0	Future Discretionary Funds
Cost:	$2.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide congestion relief and safer weaving of traffic, and remove bottleneck from southbound US 101 from Great America Parkway to Lawrence Expressway.

Project Scope: Widens and constructs auxiliary lane on southbound (SB) US 101 between Great America Parkway and Lawrence Expressway. The project may include Traffic Operation Sytems (TOS) elements.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [x] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: VTA SR 237 Corridor Study, 2004

Project Status: Not Begun

Environ Status: Future

Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 22893 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen US 101 for a northbound auxiliary lane from McKee/Julian Street to I-880

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$9.0	Future Discretionary Funds
Cost:	$9.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide congestion relief, eliminate weaves, and remove bottleneck on northbound US 101 from McKee/Julian Street to I-880.

Project Scope: Widens northbound US 101 to include an auxiliary lane between Mc Kee/Julian Street to I-880. The project would add additional capacity and allow for improved merging/diverging traffic on the freeway.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [ ] Access to Mobility
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [x] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: VTA US 101 North Corridor Study, 2004

Project Status: Not Begun

Environ Status: Future

Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22894 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: US 101 Mabury Road/Taylor Street new interchange (environmental and preliminary engineering)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$2.0	Future Discretionary Funds
Cost:	$2.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide an access to US 101 freeway from Mabury Road/Taylor Street. The interchange will provide an alternate route for the heavy local commuter traffic that currently are forced to use the congested Old Oakland Road interchange (north of Mabury Road). The interchange would also act as the primary access to the future Berryessa BART station.

Project Scope: Constructs a new interchange with full access to the US 101 freeway. The project will provide access to US 101 for the heavy local commuter traffic that currently are forced to use the congested Old Oakland Road interchange (north of Mabury Road). The interchange would also act as the primary access to the future Berryessa BART station.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☑ Livable Communitie
- ☑ Clean Air
- ☑ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☑ CorridorStudy
- ☐ Project Study Report
- ☐ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: VTA US 101 North Corridor Study

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 22895 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: San Tomas Expressway/Route 17 interchange operational improvements

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$2.0	Future Discretionary Funds
Cost:	$2.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve traffic operations along Route 17 interchange portion of San Tomas generally, and to mitigate existing and projected level of service F conditions at San Tomas Expressway at White Oaks-Curtner and at Route 17 SB off-ramp connection.

Project Scope: Operations and minor capacity enhancements at and near the Route 17 interchange with San Tomas Expressway.

Supports Transportation 2030 Goals:
- ☑ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☑ Clean Air
- ☑ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plai
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☑ Other Local Plan

Additional Details: Santa Clara County Comprehensive County Expressway Planning Study; VTP 2030

Project Status: Not Begun
Environ Status: Future
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 22896 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Coyote Creek Trail (Reach 1) from North McCarthy Boulevard to South Ranch Drive

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.6	Existing Funding
	$0.6	Future Discretionary Funds
Cost:	$1.2	Total Project Cost

PROJECT DETAILS

Purpose: To complete the Bay Trail.

Project Scope: Completes the Bay Trail spine trail from North McCarthy Blvd. to South Ranch Dr.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☐ Reliable Commute
- ☑ Clean Air
- ☑ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plan
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☑ Other Local Plan

Additional Details: Santa Clara Countywide Bicycle Plan, Bay Trail Plan, City of Milpitas Capital Improvement Program, Santa Clara Countywide Trails Master Plan

Project Status: Design and ROW
Environ Status: Completed
Contact Agency: Milpitas

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☑ 2006/2007 ☐ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☐

ID # 22897 **County/Corridor** Santa Clara Sunol Gateway

Project/ Program: Widen I-680 northbound for an HOV lane from Route 84 to Calavaras Boulevard

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$25.0	Future Discretionary Funds
Cost:	$25.0	Total Project Cost

PROJECT DETAILS

Purpose: To decrease congestion and improve operations by providing HOV lane on I-680 from Route 84 to Calavaras Boulevard.

Project Scope: Constructs a northbound 680 HOV lane from Route 84 to Calavaras Blvd. This submittal is for the Santa Clara County portion of the project.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☐ Livable Communitie
- ☑ Reliable Commute
- ☐ Clean Air
- ☐ Access to Mobility
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ Congestion Mitigation Plan
- ☐ CorridorStudy
- ☐ RM 1 Toll Bridge Progra
- ☐ Project Study Report
- ☐ RM 2 Toll Bridge Progra
- ☑ Countywide Plan
- ☐ Short Range Transit Plan
- ☐ Sales Tax Plan
- ☐ Other Local Plan

Additional Details: VTP 2020 (December 2000)

Project Status: Environmental
Environ Status: Underway
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

Project Details for New Commitments

ID # 22903 **County/Corridor** Santa Clara
Santa Clara County-wide

Project/ Program: Non-Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement maintenance

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$100.0	Future Discretionary Funds
Cost:	$100.0	Total Project Cost

PROJECT DETAILS

Purpose: To maintain the local street and road systems in useable condition in Santa Clara County.

Project Scope: Provides funds for reconstruction and rehabilitation of local streets and county roads that are not part of the Metropolitan Transportation System.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [x] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Not Begun **Contact Agency:**
Environ Status: Future

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [x] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22979 **County/Corridor** Santa Clara
Silicon Valley

Project/ Program: US 101/Zanker Road/Skyport Drive/Fourth Street interchange improvements (environmental and preliminary engineering)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$7.0	Future Discretionary Funds
Cost:	$7.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide for regional connectivity and improved access to the North San Jose employment centers and Mineta International Airport (San Jose) from US 101.

Project Scope: Constructs a new interchange connecting Zanker Road, an Old Bayshore Highway, with North Fourth Street and Skyport Drive at US 101. The interchange will provide an overcrossing across US 101 to improve limited existing connectivity across US 101 to the North San Jose employment centers. In addition, the interchange would improve access to Mineta International Airport (San Jose) from US 101. The existing intersection at North First Street and Skyport Drive, North Fourth Street and Old Bayshore Highway, northbound US 101 on and off-ramp, northbound US 101 off-ramp to Brokaw Road will be modified to construct this interchange.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Reliable Commute
- [ ] Access to Mobility
- [x] Livable Communitie
- [x] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: VTA US 101 North Corridor Study, 2004, Valley Transportation Plan 2020, December 2000

Project Status: Not Begun **Contact Agency:**
Environ Status: Future Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22987 **County/Corridor** Santa Clara, Silicon Valley

Project/ Program: Java Drive bikeway between Mathilda Avenue and Crossman Avenue

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$0.4	Future Discretionary Funds
Cost:	$0.4	Total Project Cost

PROJECT DETAILS

Purpose: To provide bicycle access where there previously was not any on Mathilda Avenue and Crossman Avenue. The project would allow access to nearby light rail facilities.

Project Scope: Provides a Class II/III bikeway on Java Drive between Mathilda Avenue and Crossman Avenue.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: Sunnyvale Bicycle Opportunities Study and the Sunnyvale Bicycle Capital Improvement Program

Project Status: Not Begun **Contact Agency:**
Environ Status: Future San Jose

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [x] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 94106 **County/Corridor** Santa Clara, Santa Clara County-wide

Project/ Program: Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$201.5	Future Discretionary Funds
Cost:	$201.5	Total Project Cost

PROJECT DETAILS

Purpose: To fund MTS routes.

Project Scope: Funds MTS streets and roads pavement and non-pavement rehabilitation shortfall.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status: **Contact Agency:**
Environ Status:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [ ] 2025 [x] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 98103 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Construct auxiliary lane on northbound Route 17 from Camden Avenue to Hamilton Avenue (including improvements to northbound on-ramp from Camden Avenue)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$12.0	Future Discretionary Funds
Cost:	$12.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve Route 17 traffic flow and access to the freeway by adding an auxiliary lane to it and by improving ramps.

Project Scope: Adds an auxiliary lane on NB Route 17 from Camden Avenue to Hamilton Avenue, including improvements to the NB on-ramp from Camden Avenue.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [x] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Design for the project has been completed through sales tax measure funding.

Project Status: Design and ROW
Environ Status: Completed
Contact Agency: Santa Clara Valley Transportation Authority (VTA)

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [x] 2006/2007
- [ ] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 98175 **County/Corridor** Santa Clara Silicon Valley

Project/ Program: Widen Montague Expressway from 6 lanes to 8 lanes (6 mixed-flow and 2 HOV lanes) from I-680 to US 101

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$26.4	Future Discretionary Funds
Cost:	$26.4	Total Project Cost

PROJECT DETAILS

Purpose: To increase capacity of county east-west corridors, linking I-680 to Silicon Valley. The project will facilitate faster express bus service between Fremont BART, the Tri-Valley, and Santa Clara County.

Project Scope: Adds two mixed flow lanes, one in each direction, on Montague Expressway between I-680 and US 101. This will upgrade the Expressway from 6 to 8 lanes (6 mixed flow and 2 HOV). Includes scope from RTP ID#21831, which 8-lanes the segment btwn US-101 and North First Street).

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [x] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Santa Clara County Expressway Plan; MTC´s 1998 HOV Master Plan Update

Project Status: Under Construction
Environ Status: Completed
Contact Agency: Santa Clara County

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 21807 **County/Corridor** Solano
Eastshore-North

Project/ Program: I-80/I-680/Route 12 interchange improvements (Phase 2); includes widen I-80 from Route 12 to Air Base Parkway for HOV lanes (includes a braided ramp from I-680 to Suisun Valley Road and improvements to Red Top Road)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$60.0	Existing Funding
	$79.5	Future Discretionary Funds
Cost:	$139.5	Total Project Cost

PROJECT DETAILS

Purpose: To increase travel time savings, reduce congestion and provide an HOV lane in Solano County.

Project Scope: Constructs a HOV lane from I-680 to Air Base Parkway and a braided ramp from I-680 to Suisun Valley Road wth improvements on I-680 including Red Top Road.

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☑ Clean Air
- ☑ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☑ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☑ Sales Tax Plan
- ☑ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☑ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: I-80/680/780 Corridor Study

Project Status: Design and ROW
Environ Status: Underway
Contact Agency: Solano Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

ID # 21809 **County/Corridor** Solano
Solano County-wide

Project/ Program: Match for improvements to local interchanges and arterials

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$2.0	Future Discretionary Funds
Cost:	$418.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide local match to locally significant interchanges.

Project Scope: Provides local match to locally significant interchanges.

Supports Transportation 2030 Goals:
- ☑ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☐ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plai
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details:

Project Status: Not Begun
Environ Status: Future
Contact Agency: Solano Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☐ 2015 ☑ 2025 ☐ 2030

Regionally Significant? ☐

Project Details for New Commitments

ID # 21823 **County/Corridor** Solano
North Bay East-West

Project/ Program: Route 12 from Sacramento River to I-80 (Phase 1) operational and safety improvements (as identified in Route 12 Major Investment Study (MIS))

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$36.0	Existing Funding
	$6.7	Future Discretionary Funds
Cost:	$42.7	Total Project Cost

PROJECT DETAILS

Purpose: To improve safety and operation on Route 12 from Sacramento River to I-80.

Project Scope: Makes short term operational and safety improvements as recommended in Route 12 Major Investment Study (MIS).

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [x] Major Investment Study
- [x] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: 1999 Solano CMP, 2001 Route 12 MIS (underway)

Project Status: Environmental
Environ Status: Underway
Contact Agency: Solano Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

ID # 22634 **County/Corridor** Solano
Eastshore-North

Project/ Program: Vacaville intermodal station (400-space parking garage and 200-space surface parking lot)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$9.0	Existing Funding
	$0.0	Future Discretionary Funds
Cost:	$9.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide parking to meet the growing demands of the intermodal station, and to facilitate more transit use.

Project Scope: Constructs a 400 space parking garage and an adjacent 200 space on-grade parking lot.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [ ] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [x] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status:
Environ Status:
Contact Agency: City of Vacaville

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22700 **County/Corridor** Solano Eastshore-North

Project/ Program: 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$37.7	Existing Funding
	$30.3	Future Discretionary Funds
Cost:	$68.0	Total Project Cost

PROJECT DETAILS

Purpose: To relieve congestion on the I-80 from Red Top Road to Abernathy Road.

Project Scope: Constructs 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).

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☑ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☐ Countywide Plan
- ☐ Sales Tax Plan
- ☑ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☑ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details: 2000 Blueprint, 1999 CMP, TCRP

Project Status: Not Begun
Environ Status: Future
Contact Agency: Solano Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

ID # 22701 **County/Corridor** Solano Eastshore-North

Project/ Program: I-80/I-680/Route 12 interchange improvements (Phase 3 partial); includes relocation/reconstruction of Cordelia truck scales, ramp improvements and auxiliary lanes (as identified in I-80/I-680/I-780 Corridor Study)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$50.0	Existing Funding
	$50.0	Future Discretionary Funds
Cost:	$100.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve traffic circulation and congestion at the I-80/I-680/Route 12 interchange.

Project Scope: Focuses on truck scale improvements or relocation and additional auxiliary lane. Builds replacement facilities within the corridor complex east of Suisun Creek.

Supports Transportation 2030 Goals:
- ☑ Safe/Well-Maintained System
- ☐ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☑ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☐ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plai
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details:

Project Status: Design and ROW
Environ Status: Future
Contact Agency: Solano Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☐ 2015 ☑ 2025 ☐ 2030

Regionally Significant? ☑

Project Details for New Commitments

ID # 22703 **County/Corridor** Solano
Eastshore-North

Project/ Program: 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$8.0	Existing Funding
	$86.4	Future Discretionary Funds
Cost:	$94.4	Total Project Cost

PROJECT DETAILS

Purpose: To improve traffic circulation and congestion at the I-80/I-680/I-780 interchange.

Project Scope: Proposes I-80/680/780 corridor improvements for mid term projects excluding transit hubs and park and ride lots.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Environmental
Environ Status: Underway
Contact Agency: Solano Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [x] 2025
- [ ] 2030

Regionally Significant? [x]

ID # 22708 **County/Corridor** Solano
North Bay East-West

Project/ Program: Route 12 from I-80 to Sacramento Bridge safety improvements (as identified in Route 12 Major Investment Study(MIS))

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$3.3	Future Discretionary Funds
Cost:	$3.3	Total Project Cost

PROJECT DETAILS

Purpose: To improve safety along Route 12.

Project Scope: Provides safety improvements for Route 12 from I-80 to Sacramento Bridge.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Not Begun
Environ Status: Future
Contact Agency: Solano Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [x] 2025
- [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22794 **County/Corridor** Solano Eastshore-North

Project/ Program: Curtola Transit Center improvements (construct parking structure, improve off-street bus transfer facilities and improve bus ingress and egress)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$6.0	Existing Funding
	$6.0	Future Discretionary Funds
Cost:	$12.0	Total Project Cost

PROJECT DETAILS

Purpose: To provide operational and capacity improvements at the Curtola Transit Center.

Project Scope: Constructs a 3-4 level concrete parking structure on the existing park & ride lot (700 additional parking spaces), improves off-street bus transfer facilities, and improves bus access and egress.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [x] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Not Begun
Environ Status:
Contact Agency: City of Vallejo

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

ID # 22795 **County/Corridor** Solano Eastshore-North

Project/ Program: Fairfield Transportation Center improvements (Phase 3) (add 600 parking spaces)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$12.0	Existing Funding
	$2.5	Future Discretionary Funds
Cost:	$14.5	Total Project Cost

PROJECT DETAILS

Purpose: To provide operational and capacity improvements at the Fairfield Transportation Center.

Project Scope: Provides 600 additional parking spaces at the Fairfield Transportation Center located at I-80 and West Texas Street.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [x] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Design and ROW
Environ Status: Completed
Contact Agency: City of Fairfield

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 22898 **County/Corridor** Solano, Eastshore-North

Project/ Program: Widen I-80 from west of Meridian Road to west of Kidwell Road from 6 lanes to 8 lanes

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$8.0	Existing Funding
	$52.0	Future Discretionary Funds
Cost:	$60.0	Total Project Cost

PROJECT DETAILS

Purpose: To further highway system continuity, thereby, providing congestion relief and facilitating regional and interregional movement of people and goods.

Project Scope: Permits a gap closure project on I-80 in Solano Colunty. The improvement is to widen the existing freeway facility from six lanes to eight lanes from west of Meridian Rd. to west of Kidwell Rd.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [x] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [x] Major Investment Study
- [x] CorridorStudy
- [x] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Environmental
Environ Status: Exempt
Contact Agency: Caltrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 94138 **County/Corridor** Solano, Solano County-wide

Project/ Program: Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$43.6	Future Discretionary Funds
Cost:	$43.6	Total Project Cost

PROJECT DETAILS

Purpose: To fund MTS routes.

Project Scope: Funds streets and roads pavement and non-pavement rehabilitation shortfall.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status:
Environ Status:
Contact Agency:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [ ] 2015 [ ] 2025 [x] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 94139 **County/Corridor** Solano
Solano County-wide

Project/ Program: Non-Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement maintenance shortfall

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$41.0	Future Discretionary Funds
Cost:	$41.0	Total Project Cost

PROJECT DETAILS

Purpose: To preserve the existing transportation system by rehabiliatin non-MTS roads in Solano County.

Project Scope: Rehabilitates non-MTS roads in Solano County. Project specific details will be determined as they become nominated by local agencies.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details: 1999 CMP

Project Status: Not Begun
Environ Status: Exempt
Contact Agency: Solano Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [x] 2025
- [ ] 2030

Regionally Significant? [ ]

ID # 94148 **County/Corridor** Solano
Eastshore-North

Project/ Program: Construct rail stations and track improvements for Amtrak Capitol Corridor service from Sacramento to Oakland

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$10.0	Existing Funding
	$10.0	Future Discretionary Funds
Cost:	$40.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve Capitol Corridor intercity and commuter oriented rail service.

Project Scope: Tracks improvements for the Amtrak Capitol Corridor service from Sacramento to Oakland as well as construction of potential rail stations in Fairfield/Vacaville, Dixon, and Benicia.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [x] Reliable Commute
- [x] Clean Air
- [x] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [x] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [x] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [x] Other Local Plan

Additional Details: 1995 Solano Rail Facilities Plan, Dixon Auburn Rail Study, 2003 Contra Costa/Solano I-80 Rail Feasibility Study

Project Status: Not Begun
Environ Status: Future
Contact Agency: Solano Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 94151 **County/Corridor** Solano
Eastshore-North

Project/ Program: Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$27.4	Existing Funding
	$43.0	Future Discretionary Funds
Cost:	$70.4	Total Project Cost

PROJECT DETAILS

Purpose: To develop a north-south intracounty roadway system in Solano County for local trips that would otherwise need to use I-80.

Project Scope: Constructs phase 2,3,4,6,7,8 and 10. Road costs only - bike and other special enhancements assumed from other programs (i.e. Regional Bicycle Program).

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☑ Access to Mobility
- ☐ Livable Communitie
- ☑ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☑ Countywide Plan
- ☐ Sales Tax Plan
- ☑ Congestion Mitigation Plan
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☑ Other Local Plan

Additional Details: 1996 MTC I-80 Corridor Study, and Jepson Parkway Concept Plan

Project Status: Environmental
Environ Status: Underway
Contact Agency: Sonoma County Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☑ 2015 ☐ 2025 ☐ 2030

Regionally Significant? ☑

ID # 94152 **County/Corridor** Solano
North Bay East-West

Project/ Program: 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$2.0	Existing Funding
	$49.0	Future Discretionary Funds
Cost:	$51.0	Total Project Cost

PROJECT DETAILS

Purpose: To facilitate and improve traffic along Route 12 between Napa and Solano counties.

Project Scope: 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)

Supports Transportation 2030 Goals:
- ☐ Safe/Well-Maintained System
- ☑ Reliable Commute
- ☐ Access to Mobility
- ☐ Livable Communitie
- ☐ Clean Air
- ☐ Efficient Freight

Planning References:
- ☐ Major Investment Study
- ☐ CorridorStudy
- ☐ Project Study Report
- ☐ Countywide Plan
- ☐ Sales Tax Plan
- ☐ Congestion Mitigation Plai
- ☐ RM 1 Toll Bridge Progra
- ☐ RM 2 Toll Bridge Progra
- ☐ Short Range Transit Plan
- ☐ Other Local Plan

Additional Details:

Project Status: Environmental
Environ Status: Underway
Contact Agency: Caltrans

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: ☐ 2006/2007 ☐ 2015 ☐ 2025 ☑ 2030

Regionally Significant? ☑

Project Details for New Commitments

ID # 94153 **County/Corridor** Solano
Solano County-wide

Project/ Program: Non-capacity increasing safety projects to improve congested intersections, local arterials and highways

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$3.0	Future Discretionary Funds
Cost:	$3.0	Total Project Cost

PROJECT DETAILS

Purpose: To imrpove safety by non-capacity improvements at key locations.

Project Scope: Improves safety by non-capacity improvements on congested intersections, local arterials, and highways in Solano County. Project specific details will be determined as they become nominated by local agencies.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status: Not Begun
Environ Status: Exempt
Contact Agency: Solano Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [ ] 2025
- [x] 2030

Regionally Significant? [ ]

ID # 94683 **County/Corridor** Solano
Solano County-wide

Project/ Program: 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$519.1	Existing Funding
	$43.4	Future Discretionary Funds
Cost:	$562.5	Total Project Cost

PROJECT DETAILS

Purpose: To fund transit operating and capital improvement.

Project Scope: Funds transit operating and capital improvement.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] Congestion Mitigation Plai
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status:
Environ Status:
Contact Agency: Vallejo Transit

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [ ] 2025
- [x] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 98168 **County/Corridor** Solano
Solano County-wide

Project/ Program: Intercity bus service and transit hubs in Solano County (capital costs)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$20.0	Existing Funding
	$5.0	Future Discretionary Funds
Cost:	$78.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve intercity transit sevices throughout Solano County.

Project Scope: Implements Intercity Transit Plan. Project specific details will be determined as they become nominated by local agencies.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [x] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: 1999 Solano CMP, 1995 Intercity Transit Plan

Project Status: Not Begun
Environ Status: Exempt
Contact Agency: Solano Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [ ] 2025
- [x] 2030

Regionally Significant? [ ]

ID # 98212 **County/Corridor** Solano
Solano County-wide

Project/ Program: Local bicycle and pedestrian projects

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$19.5	Existing Funding
	$2.3	Future Discretionary Funds
Cost:	$56.0	Total Project Cost

PROJECT DETAILS

Purpose: To maintain and expand bicycle and pedestrian facilities.

Project Scope: Allows for local bicycle and pedestrian projects. Project specific details will be determined as they become online by local agencies.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [x] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [x] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details: Solano Countywide Bicycle Plan (2001)

Project Status: Not Begun
Environ Status: Exempt
Contact Agency: Solano Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [ ] 2025
- [x] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 21902 **County/Corridor** Sonoma
Golden Gate

Project/ Program: Widen US 101 for HOV lanes from Old Redwood Highway to Rohnert Park Expressway

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$9.0	Existing Funding
	$90.0	Future Discretionary Funds
Cost:	$99.0	Total Project Cost

PROJECT DETAILS

Purpose: To increase safety, encourage ridesharing and transit use and alleviate congestion.

Project Scope: Widens US 101 for a HOV lane between Old Redwood Highway and Rohnert Park Expressway in Sonoma County. Adds interchange improvements and acceleration/decleration/truck climbing lane where warranted.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [x] Major Investment Study
- [x] CorridorStudy
- [x] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [x] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Caltrans Systems Planning documents, Sonoma-Marin Multi-Modal Transportation and Land Use Study, SCTA Comprehensive Transportation, Short Range Transit Plans, and Caltrans PSR

Project Status: Environmental
Environ Status: Underway
Contact Agency: Sonoma County Transportation Authority

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [x] 2015
- [ ] 2025
- [ ] 2030

Regionally Significant? [x]

ID # 94155 **County/Corridor** Sonoma
Sonoma County-wide

Project/ Program: Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$0.0	Existing Funding
	$213.8	Future Discretionary Funds
Cost:	$213.8	Total Project Cost

PROJECT DETAILS

Purpose: Funds MTS routes.

Project Scope: Funds MTS streets and roads pavement and non-pavement rehabilitation shortfall.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [ ] Reliable Commute
- [ ] Access to Mobility
- [ ] Livable Communitie
- [ ] Clean Air
- [ ] Efficient Freight

Planning References:
- [ ] Major Investment Study
- [ ] CorridorStudy
- [ ] Project Study Report
- [ ] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [ ] Other Local Plan

Additional Details:

Project Status:
Environ Status:
Contact Agency:

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by:
- [ ] 2006/2007
- [ ] 2015
- [ ] 2025
- [x] 2030

Regionally Significant? [ ]

Project Details for New Commitments

ID # 98147 **County/Corridor** Sonoma, Golden Gate

Project/ Program: Widen US 101 (adding an HOV lane in each direction) from the Marin/Sonoma County line north to Old Redwood Highway in Petaluma and convert some highway sections from expressway to freeway

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$59.0	Existing Funding
	$141.0	Future Discretionary Funds
Cost:	$200.0	Total Project Cost

PROJECT DETAILS

Purpose: To extend HOV lanes from Novato in Marin County to Petaluma in Sonoma County with a companion project.

Project Scope: Adds 1 HOV lane in each direction to US 101 from Old Redwood Highway in Petaluma to the Marin/Sonoma County line making the freeway 6 lanes wide. It includes widening and seismically upgrading the Petaluma Bridge. It also includes bringing this section of highway to freeway standards. Currently the segment between the Marin/Sonoma county line is expressway up to the Petaluma River Bridge.

Supports Transportation 2030 Goals:
- [x] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [x] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [x] Major Investment Study
- [x] CorridorStudy
- [x] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [ ] Congestion Mitigation Plan
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: US 101 Corridor Study (1990), 1997 Sonoma/Marin Multi-modal Transportation and Land Use Study, and a Project Study Report

Project Status: Environmental **Contact Agency:**
Environ Status: Underway SCTA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

ID # 98183 **County/Corridor** Sonoma, Golden Gate

Project/ Program: Widen US 101 for HOV lanes between Steele Lane and Windsor River Road

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$18.0	Existing Funding
	$82.0	Future Discretionary Funds
Cost:	$100.0	Total Project Cost

PROJECT DETAILS

Purpose: To improve safety, alleviate congestion, and encourage transit and ridesharing by widening US 101 for HOV lanes.

Project Scope: Widens US 101 for HOV lanes between Steele Lane and Windsor River Road in Sonoma County.

Supports Transportation 2030 Goals:
- [ ] Safe/Well-Maintained System
- [x] Reliable Commute
- [ ] Access to Mobility
- [x] Livable Communitie
- [ ] Clean Air
- [x] Efficient Freight

Planning References:
- [x] Major Investment Study
- [x] CorridorStudy
- [x] Project Study Report
- [x] Countywide Plan
- [ ] Sales Tax Plan
- [x] Congestion Mitigation Plai
- [ ] RM 1 Toll Bridge Progra
- [ ] RM 2 Toll Bridge Progra
- [ ] Short Range Transit Plan
- [x] Other Local Plan

Additional Details: Caltrans PDR (2001), several corridor studies including the Systems Plans by Caltrans District 4, the Multi-modal Transportation and Land Use Plan

Project Status: Environmental **Contact Agency:**
Environ Status: Future SCTA

FOR FEDERAL AIR QUALITY PLANNING PURPOSES

Project Open for Operation by: [ ] 2006/2007 [x] 2015 [ ] 2025 [ ] 2030

Regionally Significant? [x]

Project Details for New Commitments

ID # 98572

County/Corridor Sonoma
Sonoma County-wide

Project/ Program: 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)

PROJECT COST AND FUNDING (in millions of 2004 dollars)

Funding:	$366.0	Existing Funding
	$5.8	Future Discretionary Funds
Cost:	$371.8	Total Project Cost

PROJECT DETAILS

Purpose: To fund transit operating and capital improvement.

Project Scope: Funds transit operating and capital improvement.

Supports Transportation 2030 Goals:

- [x] Safe/Well-Maintained System
- [ ] Livable Communitie
- [ ] Reliable Commute
- [ ] Clean Air
- [ ] Access to Mobility
- [ ] Efficient Freight

Planning References:

- [ ] Major Investment Study
- [ ] Congestion Mitigation Plan
- [ ] CorridorStudy
- [ ] RM 1 Toll Bridge Progra
- [ ] Project Study Report
- [ ] RM 2 Toll Bridge Progra
- [ ] Countywide Plan
- [ ] Short Range Transit Plan
- [ ] Sales Tax Plan
- [ ] Other Local Plan

Additional Details:

Project Status:

Environ Status:

Contact Agency: GGHTD

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Regionally Significant? [ ]