TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Ste. 360 Pleasant Hill, CA 94523 (925) 969-0841 FAX (925) 969-9135

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, OCTOBER 27, 2011
9:00 AM TO 11:30 AM
COMMUNITY ROOM
CITY OF PLEASANT HILL CITY HALL
100 GREGORY LANE
PLEASANT HILL
(925) 969-0841

1. **Update on recent collaborative activities between the TRANSPAC/TRANSPLAN 511 Contra Costa program staff and CCTA (attachment)**

   Attachment: Overview of recent collaborative activities between TRANSPAC/TRANSPLAN 511 Contra Costa program staff and CCTA

2. **SR 242 Corridor Management Plan Review presented by Erik Alm, AICP, District Branch Chief, System Planning East Office of System Planning, Caltrans District 4 on the SR 242 Corridor Plan**

   Presentation/discussion/review with Caltrans staff in preparation for a presentation to TRANSPAC at its November 10, 2011 meeting.

   Attachment: CCTA staff report for 10/20/11 TCC meeting; Caltrans' September 26, 2011 State Route 242 Corridor Plan

3. **CC-TLC and PBTF Funding Call for Projects (attachment)**

   Reminder - Project applications are due to CCTA on November 14, 2011. The applications are to be forwarded to the respective TACs and RTPCs for review and funding recomendations/action in the December-February time frame. Martinez and Pleasant Hill staff should check with Brad Beck prior to the submission date to determine if additional information needs to be provided and/or in the application format for the already approved CC-TLC projects.

   The PBTF applications will go through a similar review with the CBPAC.

   The County's latest Draft application for the Contra Costa Centre Treat Boulevard/I-680 Over-Crossing and Bicycle Improvement Plan is attached.

   Attachment: Contra Costa County Draft application for the Contra Costa Centre Treat Boulevard/I-680 Over-Crossing Pedestrian and Bicycle Improvement Plan; CCTA Call for Projects cover page

511 CONTRA COSTA
2300 Contra Costa Blvd., Suite 360 Pleasant Hill, CA 94523
Phone 925-969-0841 Fax 925-969-9135

Central/East County 511 Contra Costa TDM Program
Update to the CCTA Management Team 10/14/11

The Central/East County (TRANSPAC/TRANSPLAN) TDM Program, acting under the brand of "511 Contra Costa", was established in 1992 after the consolidation of several city-sponsored TDM programs to fulfill jurisdictions' TDM Ordinance requirements under Measure C and later the CMP.

The Central/East County TDM staff (hereafter called "511 Contra Costa") work in collaboration with local cities, counties, transit, EBRPD, MTC, ABAG, Air District, CCTA and other agency staff to develop programs and projects, while following the strict performance measures required by the BAAQMD and MTC in the allocation of TFCA and CMAQ Employer Outreach funds. Each of the programs and projects produce quantifiable reductions in vehicle miles traveled (VMT) and air quality results. These GHG and Trip Reduction assessments have been used to refute traffic studies (Concord), assess viability of shuttles (Walnut Creek), contribute to Climate Action Plans, etc.

Projects and Programs

1. Action Plan Implementation – 511 CC staff implement the TDM elements in the TRANSPAC and TRANSPLAN Action Plans on behalf of local jurisdictions, in cooperation and consultation with each TAC.

2. Climate Action Plans – 511 CC staff work with local city staff in the ongoing development and implementation of both municipal and community-based Climate Action Plans.

3. SCS TDM - Staff is looking forward to providing input into Sustainable Community Strategies' TDM elements. Staff believes that a higher percentage of trip reduction/GHG emissions are possible if more robust TDM elements were incorporated.

4. TDM Plans- Staff writes and evaluates TDM plans for local jurisdictions' developments. Some recent examples include: a TDM plan for a mixed use project to mitigate a reduction in parking requirements; the expansion of a religious sanctuary in an unincorporated area of Walnut Creek; and the expansion of the Office of Education in Pleasant Hill.

5. Technical Assistance- 511 CC staff provides technical assistance and analysis to local agencies by using CARB/BAAQMD trip reduction-GHG emission algorithms and methodology. Successful examples include: Morello Bicycle Lanes, Martinez; Southern Arterial Bicycle Lanes (Antioch) and most recently, a signal project in Brentwood (MTC CMAQ SR2S in 2011).

6. Green Business Program – Staff wrote the transportation section requirements of the Green Business Certification Checklist which enables Green Business Certification upon proof that adequate mitigation and "green business practices" are implemented.

7. Bicycle Infrastructure – Bicycle racks, bicycle lids, lockers and eLockers (Pleasant Hill BART, Walnut Creek City Hall, and Pittsburg Old Town) are installed at worksites, schools, transit hubs, and public locations throughout Central and East County annually. Skateboard racks are also installed at schools and public parks. 511 CC is providing secure bicycle parking at the Vodafone building for use by Authority staff and visitors.

8. Electric Charging Infrastructure – Electric charging stations have been installed in Martinez, Pleasant Hill, Walnut Creek, Pittsburg, Hercules, Contra Costa Centre to date. The cities of Martinez and Pittsburg have requested additional charging stations to expand their electric plug-in vehicle infrastructure. 511 CC funded a one-year lease of an all-electric Wheego low-speed neighborhood car for use as a fleet vehicle by City of Pleasant Hill staff. The Wheego was re-charged nightly at the City of Pleasant Hill charging station. 511 CC is contributing to the Contra Costa Centre's purchase of an electric vehicle for CCTA staff use and to be located at the charging station in the Vodafone building parking garage. 511 CC staff is working collaboratively with Contra Costa Centre and CCTA staff regarding the installation of electric charging stations at the Centre. 511 CC will use their social media networks to broadcast the announcement. 511 CC provided funds toward the charging stations and installation costs.

9. Employer Outreach – Staff works with employers to assist employees with their commutes. 511 Contra Costa had been delegated to implement employer outreach by MTC through an MOU with CCTA which has been extended from 2011-2016.

a) Relocation services – assist employers relocating either to or from Contra Costa with ridematching, transit, vanpool, bicycle route planning, GRH and other options for employees' new commutes

b) Workshops on telecommuting, pre-tax benefits, Spare the Air alerts, and ridematching to train employers on the processes. 511 CC offers a stipend to assist employers with the drafting of telecommute policies and guidelines when needed.

c) Bicycle and electric charging infrastructure are available annually, assuming funds are available.

d) Host/attend transportation/health fairs

e) Formulate, process and analyze employee transportation surveys to assess commute patterns and trip reduction options at worksites.

f) With the establishment of a new Air District-sponsored Resource Team for Contra Costa, 511 CC staff will work with CCTA staff and Community Focus (the group that forms the Resource Team) to develop a program based on targeted needs and goals for a specific sub region of Contra Costa.

g) 511 CC staff consulted with CCTA and MTC on the nuances of the proposed legislation SB 582. 511 CC worked with CCTA staff to provide information to the Contra Costa Council on the potentially negative effects the bill could have on local businesses.

10. Shuttle Formation – Staff have been involved in the development of pilot shuttle programs over the years including: the Rossmoor shuttle (currently still operating 11 years after the pilot and fully funded now by Golden Rain Foundation); a 2009 holiday mid-day shuttle pilot from Contra Costa Centre to both the Walnut Creek and Pleasant Hill downtown areas. Staff is currently working with CSU East Bay to promote a new shuttle from the Concord BART station to the CSU East Bay campus on Ygnacio Valley Road which is slated to begin service in November 2011.

11. School-Based Programs

a) SR2S (Safe Routes to Schools) – Week-long bike/ped safety education program piloted in 2010/11 is being expanded to include all K-12 schools in Central and East County over a three-year period.

b) 511 CC provides school site access improvements including pavement striping, signage, bicycle cages/racks, bollards. Improvements are made in cooperation with school administrators, school district staff, city staff, and police departments.

c) Bicycle racks/skateboard racks are provided to all schools in Central and East County.

d) 511 CC's SchoolPool Transit Program provides a two-week bus pass to K-12 students to take the public bus to school instead of parents driving their children.

e) SchoolPool Ridematching – Ridematching for parents at participating K-12 schools.

f) 511 CC staff is participating in the CCTA SR2S Task Force to develop a Master Plan for SR2S in Contra Costa. TRANSPAC/TRANSPLAN 511 CC staff participates on the Technical Advisory Committee for the MTC-sponsored Regional School Youth Outreach Program.

12. Communications and Outreach

a) 511 Contra Costa supported CCTA staff in developing a public outreach strategy, with the possibility of using the 511 CC's social media backbone to promote CCTA projects and programs.

b) 511 CC created a Caldecott blog and began tweeting about the project based on published information from Caltrans. Recently 511 CC was contacted by the Fourth Bore public relations team in June to collaborate on outreach mechanisms to increase the public awareness of the project. The 511 CC social media channels are being used to disseminate information to the public including the recent Fourth Bore Trivia Quiz game hosted by 511 CC on behalf of the project team (CCTA/Caltrans/ACTC) and the public relations consultant.

c) Real-Time Ridesharing – 511 CC staff is working with staff from CCTA, Sonoma, and Marin in the development of a combined real-time (dynamic) ridesharing program for the

1-4

three counties. 511 CC staff will be working with CCTA staff to develop and market the program to three pilot "affinity" groups in Contra Costa.

d) 511 CC staff built the first air district app for the iPhone called iSmog which launched in 2009. The app can be set to push air quality alerts based on the user's geographic preference.

e) 511 CC built a web-based Bike Mapper specifically for bike trails, paths, and routes in Contra Costa County. The 511 CC Bike Mapper was launched in March, 2011. The 511 CC Bike Mapper provides route options based on three different hill tolerance levels, with a mapped route and turn-by-turn directions.

f) Social Media- 511 CC uses social media to promote the programs, provide news, and solicit comments. In addition to Twitter and Facebook, 511 CC also uses Foursquare to reach the public. 511 CC visited popular transportation locations in Contra Costa to create "venues" on Foursquare. For example, when users "check in" at the Treat Blvd overcrossing, they can access a transportation tip left by 511 CC.

13. National Recognition for 511 Contra Costa

a) 511 CC was invited by ASHTO's National 511 Chair Jim Wright to join the National 511 Deployment Coalition Working Group (since 2005). Staff participates in the national working group meetings and advises on the integration of TDM and use of social media into 511 systems nationwide.

b) The 511 CC SchoolPool Program was published in the 2005 FHWA publication "Trip Reduction Strategies: Best Case Practices".

c) Overcashier is a member of the TRB TDM Committee and was recently appointed for another three-year term. Reviews TRB paper submittals for various committees, including the TRB TDM, Air Quality and Parking committees.

d) Staff is one of four professionals nationwide residing on the State of Massachusetts TDM Advisory Council providing advice to the Massachusetts DOT on trip reduction policies, performance measures and statewide programs. Received valuable input from MDOT staff in the development of the 511 CC SR2S program. Ongoing reciprocal advisory collaboration.

e) Staff is currently Vice President of the TDM Institute which is developing credentialing materials and course work for nationwide TDM certification in cooperation with the University of South Florida's Centre for Urban Transportation.

f) Article on social media written by Overcashier published in the spring 2011 edition of the *TDM Review*, (a quarterly publication). Overcashier invited to be on the Editorial Board for *TDM Review* beginning in summer 2011.

CONTRA COSTA
transportation
authority

Technical Coordinating Committee ***STAFF REPORT***

Meeting Date: October 20, 2011

Subject	**Review Draft Final SR 242 Corridor Plan**
Summary of Issues	Caltrans, District 4 has prepared a 25-year corridor "concept" for the 3.4 mile-long section of State Route 242 in Contra Costa County. Caltrans will use this document as a guide for future planning on the facility in order to better manage projected travel demand, as well as providing for goods movement needs, interregional travel, and local stakeholder concerns.
Recommendations	Review draft final SR 242 Corridor Plan and forward to Authority Board for acceptance.
Financial Implications	n/a
Options	n/a
Attachments	**A.** SR 242 Corridor Plan Executive Summary **B.** SR 242 Draft Final Corridor Plan (Full document is available for download at www.ccta.net)
Changes from Committee	

Background

The California Department of Transportation ("Caltrans") is required by State Government Code, as owner-operator of the state highway system, to carry out long-term system planning to identify future highway improvements. The SR 242 Corridor Plan fulfills that requirement by defining the facility's "concept" or configuration for the next 25-year planning horizon.

The Corridor Plan provides an assessment of the existing conditions along the route, including the transportation network, surrounding land uses, alternative modes of travel within the corridor, operational performance, and planned/programmed improvements to the system.

This assessment is used to determine the 25-year performance expectations and operational deficiencies in the corridor.

The Corridor Plan must also remain consistent with policies and direction found in Federal, State, Regional and local plans, including the RTP (T-2035), CTP, and the 2009 Central County Action Plan.

The 3.4 mile State Route 242 Corridor lies wholly within Contra Costa County, and mostly within the City of Concord, running from I-680 at the southern terminus to SR 4 at the northern terminus.

Corridor Plan Development

The SR 242 Corridor Plan development began in March 2011, with the release of the draft document to local stakeholders, including CCTA, Contra Costa County, TRANSPAC, and the City of Concord. Several meetings were held by Caltrans in order to work through any issues the stakeholders might have with the concepts identified in the Corridor Plan.

25-Year Corridor Concept

Caltrans has identified SR 242 as a 6-lane urban freeway that will continue to function as a connector between SR 4 and I-680, with no capacity increases over this period of time. The main improvement to the corridor, in addition to the planned interchange modifications at Clayton Road and Concord Avenue, should be the deployment of active ITS for better system management. The Corridor Plan also identifies potential projects and strategies to be studied over time, including the recently begun ramp metering study (SR 4 and SR 242) and pedestrian improvements at Olivera Road, along with maintaining bus service and improving BART access.

Executive Summary

State Route 242 is a 3.4 mile long connector freeway that links Interstate 680 north of Pleasant Hill to State Route 4 in Concord. The Annual Average Daily Traffic (AADT) ranges from 114,000-120,000. The primary traffic problem on SR 242 is recurrent congestion on southbound SR 242 just north of I-680 in the AM peak period. This is typically caused by high traffic volumes on 242 slowing to merge on to I-680.

In addition to connecting I-680 and SR 4, the 242 corridor serves commercial, light industrial and residential land uses in the City of Concord. There are two Priority Development Areas in its general vicinity (PDAs), the Pleasant Hill Buskirk Development Area and the Concord Community Reuse Area. Two Bay Area Rapid Transit (BART) stations and the Buchanan Field General Aviation airport are also in the vicinity.

HOV improvements are planned for the I-680 and SR 4 corridors, which would affect regional movement in the I-680/SR 242/SR 4 corridors. The future HOV investment emphasis in the vicinity of SR 242 will remain on I-680 and SR-4 respectively. At this time, the Department believes the existing 6 lane freeway provides sufficient mobility, with future demands able to be accommodated through non-capacity increasing operational improvements on SR 242 as well as the presence of alternative routes and modes. I-680 and SR 4 provide alternative routing for SR 242, and BART provides a viable highway alternative for many travelers.

Redevelopment figures for the Concord Naval Weapons Station (CNWS) show an expected impact on the regional transportation system. Travel demands on the SR 242 corridor do not show appreciable change between the CNWS build and no-build scenario; traffic degradation will occur in the future with or without the CNSW Reuse Project. Expected traffic volume in 2030 does not climb above existing capacity except at the point of SR 242 just north of I-680.

Future Concept

The SR-242 future concept is for a 6-lane urban freeway corridor that will continue to function as a connector between I-680 and SR 4, with active ITS deployments for system management.

Planned projects in the corridor include interchange modifications at 242/Clayton Road and roadway rehabilitation in FY 14/15. Additional projects and strategies recommended for further study include corridor-wide ramp metering (a ramp metering study for SR 242 and SR 4 is now in progress), improved Traffic Operations System (TOS) coverage, and pedestrian access improvements at the Olivera Road interchange. In addition, maintaining and enhancing bus service on and across SR 242 connecting to BART stations is important, as well as maintaining and enhancing nearby bicycle and pedestrian networks and expanding trail systems.

Segment	County	Segment Description	Existing Facility	25-yr Concept
A (PM 0.0-3.4)	Contra Costa	I-680 to SR 4, Concord	6F	6F

Table S1. SR 242 Corridor Concept Summary.

6F = 6-Lane Freeway
PM = Post Mile

STATE ROUTE 242
Corridor Plan (CP)

The Corridor Plan (CP) is a Caltrans long range planning document that informs the regional transportation planning process. The CP provides information regarding route segments, including planned projects for the highway through 2035, and existing and forecasted traffic data. Projects identified in the CP will require environmental and engineering studies before final approval and are subject to change.

Approved By:

BIJAN SARTIPI Date
California Department of Transportation
District 4 Director

Accepted By:

Randell H. Iwasaki Date
Executive Director
Contra Costa County Transportation Authority

Approval Recommended By:

Lee Taubeneck, M.S., P.E. Date
Deputy District Director
Division of Transportation Planning & Local Assistance

Curt Davis Date
Interim District Office Chief
Office of System Planning

Document Prepared By:

Erik Alm, AICP Date
District Branch Chief
Office of System Planning, System Planning East Branch

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Associate Transportation Planner
Office of System Planning, System Planning East Branch

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PM = Post Mile

I. Corridor Planning Process

Introduction

A Corridor Plan (CP) defines the "concept" or configuration of a State owned/operated facility, projecting to a 25-year planning horizon. The CP describes corridor characteristics such as the existing transportation network and land use, and projects the long-range corridor travel needs. A CP is not meant to be an encyclopedia of corridor information, but rather a statement by the Department on what the future facility should be to better manage projected travel demand and other considerations such as interregional needs, Goods Movement, and local concerns.

Corridor Plans and Transportation Concept Reports (TCR) are being developed for all 56 statutorily identified State Routes in District 4. This CP provides a concept for State Route (SR) 242 within Contra Costa County.

In order to recommend specific corridor improvements, a corridor assessment is performed based on current and forecasted travel demand and growth in the corridor population. This assessment considers current and planned land uses, existing operating conditions, and planned and programmed improvements. Long-range performance expectations and potential deficiencies are also identified. Conclusions are reached in conjunction with internal and external partners.

While considering the transportation network of the corridor as a whole, including alternative modes, Caltrans recognizes that its authority generally lies within the State Highway System. This report's emphasis is on State highway facilities.

Purpose and Need for a Corridor Plan

Government Code 65086 states that "the Department of Transportation as owner-operator of the State Highway System (SHS) shall carry out long-term State highway system planning to identify future highway improvement." These reports are currently identified as Transportation Concept Reports, Corridor Plans or Corridor System Management Plans (CSMPs). Guided by regional, State, and federal policies and guidelines, this CP is focused on anticipating improvements needed to address a 25-year horizon of growth in travel demand.

State's Interregional Responsibility

The SHS serves primarily interregional and regional travel demand. While this is not to preclude SHS access to specific destinations such as public facilities or major tourist attractions, development and modification of the SHS is conducted in the context of the mobility of regional and statewide to-and-through movement of people and goods.

California Senate Bill 45 (SB 45) of 1998 stipulates that the State will nominate transportation improvements that facilitate the movement of people and goods between the State's 43 transportation regions as well as to and through the State. To this end, the State is responsible for developing highway system performance standards pertinent to accommodating interregional travel demand, and specifying corridor facility concepts that improve interregional travel through the State Highway System. The corridor concepts indicated in Corridor Plans reflect the State's determination regarding the system accommodation of interregional, regional, and local travel needs.

Corridor Plan Consistency

Corridor Plan preparation is guided by several levels of government policy and direction. Applicable Federal and State guidelines, such as the *Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA-LU)*, the *California Transportation Plan 2030 (CTP 2030)*, MTC's Regional Transportation Plan (RTP) T2035 and the Interregional Transportation Strategic Plan (ITSP), provide the policy foundation for this Corridor Plan. The current State Highway Operation and Protection Program (SHOPP), a program of maintenance, safety, and rehabilitation improvements, and the State Transportation Improvement Program (STIP) are also critical in the development of this CP.

A full discussion of federal, State, and regional Transportation Planning efforts and policies related to Corridor Plans are included as Appendix B.

II. Corridor Overview

Corridor Description

State Route 242 is a 3.4 mile long connector freeway that links Interstate 680 north of Pleasant Hill to State Route 4 in Concord. The Annual Average Daily Traffic (AADT) ranges from 78,000-115,000.[1] In 2000, SR 242 was widened to six lanes for the entire route by utilizing existing right of way. Ramp meters are present at all onramps, but won't be operational until a local metering agreement with the Department has been developed and approved. The route was signed as part of SR 24 until 1987. SR 242, along with I-580, SR 24, I- 680, and SR 4 serve as the most direct route between the San Francisco Bay Area and the Sacramento River Delta region (via SR 4).

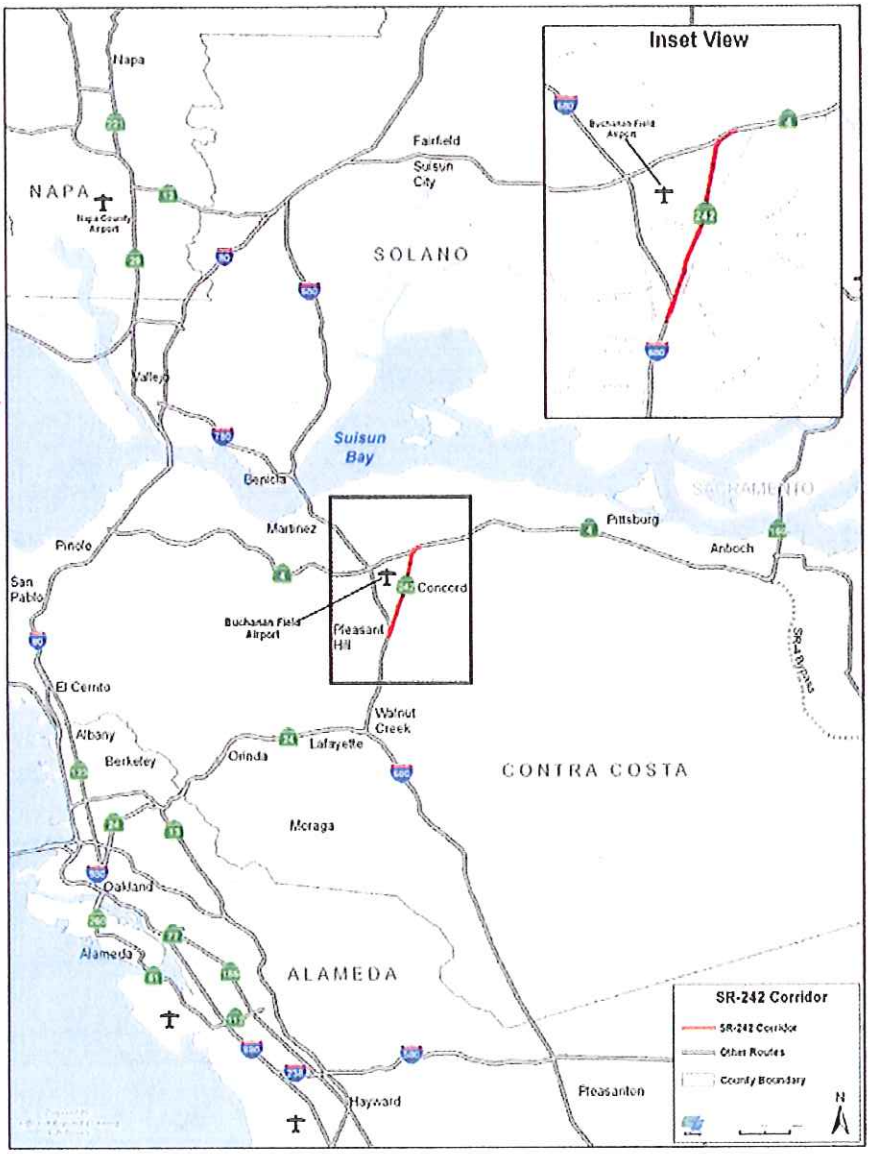


Figure 1. SR 242 Corridor Overview Map.

[1] Caltrans D4 Forecasting Branch 2010

Intelligent Transportation Systems

Traffic Detection Equipment in Corridor
Current ITS infrastructure on the SR 242 Corridor includes Ramp Metering (RM) stations, Traffic Monitoring Stations (TMS), Extinguishable Message Signs (EMS), and Closed-Circuit Television (CCTV) cameras. The coverage and distribution of the sources of detection in the SR 242 corridor varies. Most if not all of the detection in the SR 242 corridor is paired in order to provide data for both the north and south directions. There are detectors at Clayton Rd, and Solano Way (SB only), Market St. onramp (Mainline), Solano Way, Olivera Road, SR 4/ SR 242 interchange. CCTV is located at Clayton Road and Olivera Road. An EMS is located just south of Clayton Road / Willow Pass Road exit. Locations of ITS elements are mapped in Appendix G.

Existing Ramp Metering Equipment
The SR 242 corridor has ramp metering equipment installed (not yet operational) on the following freeway on ramps:

- PM 0.77 SB CLAYTON RD/MARKET ST
- PM 1.47 NB CONCORD AVE
- PM 1.48 SB CONCORD AVE
- PM 2.10 SB SOLANO WAY/GRANT ST
- PM 2.11 NB SOLANO WAY/GRANT ST
- PM 2.70 SB OLIVERA RD

Alignment / Geometrics

Specific alignment and geometric information for the SR 242 corridor is described as follows (mileage is approximate):

County	Post Mile	Facility	Description
CC	PM 0.0-3.4	6 lane freeway	Flat to rolling (urban setting)

Table 1. SR 242 Alignment and Geometrics.

Demographics

Contra Costa County is the third most populous county in the Bay Area. Households and Jobs are expected to increase by more than 30%, respectively, by 2035. The majority of the growth is expected to occur in the eastern portion of the county. The forecasted population growth will increase demand on freeways in the Central Contra Costa area. Concord is located 29 miles east of San Francisco; the city covers 31.13 square miles and is the largest city in Contra Costa County. The population of Concord is estimated at 129,700[2]. Concord will continue to be the major job center in the region. Table 2 details population, housing and job projections for 2005 (base year) and 2035 (future year).

[2] ABAG Projections 2009 (http://www.abag.ca.gov/planning/currentfcst/)

COUNTY	POPULATION		# HOUSEHOLDS		#JOBS	
	2005	2035	2005	2035	2005	2035
Alameda	1,505,300	1,966,300	543,790	707,960	730,270	1,039,680
Contra Costa	1,023,400	1,322,900	368,310	480,480	379,030	555,650
Marin	252,600	274,300	103,180	112,170	135,370	158,280
Napa	133,700	148,800	49,270	54,640	70,690	91,480
San Francisco	795,800	969,000	338,920	415,000	553,090	806,830
San Mateo	721,900	893,000	260,070	322,620	337,350	505,860
Santa Clara	1,763,000	2,431,400	595,700	827,330	872,860	1,412,620
Solano	421,600	506,500	142,040	171,290	150,520	211,880
Sonoma	478,800	561,500	181,800	211,290	220,460	325,110
Total	**7,096,500**	**9,073,700**	**2,583,080**	**3,302,780**	**3,449,740**	**5,107,390**

Table 2. Bay Area Population Housing and Jobs Projections (ABAG 2009).

Land Use

State Route 242 traverses the City of Concord. The topography for this 3.4 mile freeway is relatively flat. The surrounding area consists of land uses including: commercial, light industrial and single family residential. There are two regional shopping centers adjacent to the corridor: Willows Shopping Center, Park & Shop Center. Buchanan Field Airport, a general aviation airport, is located to the Northwest of the corridor.

Regional Blueprint Planning Program

The Regional Blueprint Planning Program supports the smart growth element of the Strategic Growth Plan by promoting focused land use choices at the regional and local levels. In the San Francisco Bay Area, the (FOCUS) program works with local governments and others in the Bay Area to collaboratively address issues such as high housing costs, traffic congestion, and protection of natural resources. The primary goal of FOCUS is to encourage future growth near transit and in the existing communities that surround the San Francisco Bay. The goal is also to enhance existing neighborhoods and provide housing and transportation choices for all residents.

Priority Development Areas

As part of the FOCUS program in 2007, local governments in the Bay Area were invited to apply for regional designation of an area within their community as a Priority Development Area (PDA). PDAs are infill development opportunities within existing communities. They are committed to creating more housing choices in locations easily accessible to transit, jobs, shopping and services. To be eligible to become a PDA, an area had to be within an existing community, near existing or planned fixed transit or served by comparable bus service, and planned for more housing. An *approved area* is part of an existing plan that is more specific than a general plan, such as a specific plan or an area plan. A *potential area* may be envisioned as a potential planning area that is not currently identified in a plan or may be part of an existing plan that needs changes.

While there are no PDAs located in the SR 242 corridor, the closest potential PDAs is the Pleasant Hill Buskirk Development Area, located southeast of the corridor, and Concord Community Reuse Area, located to the east of the corridor.

Sustainable Communities Strategy (SB 375)
Senate Bill 375 requires each region to meet State-established greenhouse gas emission targets for automobiles and light trucks for 2020 and 2035. MPO's must accurately account for the environmental benefits of more compact development and reduced vehicle miles traveled. I f regions develop integrated land use, housing and transportation plans that meet the SB 375 targets, new projects in these regions can be relieved of certain review requirements of the California Environmental Quality Act (CEQA). The targets apply to the regions in the State covered by the 18 metropolitan planning organizations (MPOs).

The next update of the Regional Transportation Plan in 2013[3] by MTC will include a Sustainable Community Strategy (SCS) as required by SB 375. The bill synchronizes the regional housing needs assessment (RHNA) process with the RTP process, requires local governments to rezone their general plans, consistent with the updated housing element within three years of adoption, and provides that RHNA allocations must be consistent with the development pattern in the SCS. The SCS will lay out how greenhouse gas (GHG) emissions reduction targets will be met for cars and light trucks. This will impact land use and travel patterns in the long-range planning horizon.

Environmental Factors and Constraints

The environmental factors and constraints map identifies environmentally sensitive areas including hazardous waste sites, species of concern, potential 4(f) land, wetlands and farmland of local importance located in and around the SR 242 corridor. The species of concern include the California Tiger Salamander and the California Goldfields (type of flower). This information needs to be taken into consideration when proposing any improvements or modifications to state facilities within the corridor. The Environmental Factors and Constraints map (Figure 2) is located on the following page.

The SR 242 corridor is located to the southwest of the closed Concord Naval Weapons Station (CNWS). The base is divided into two areas -- the Inland Area and the Tidal Area. The Inland Area of the base is now closed under the Base Realignment and Closure (BRAC) Act. The United States Navy currently owns the Inland Area and will continue to do so until environmental cleanup is completed and the Federal Environmental Impact Statement (EIS) Record of Decision (ROD) is reached. The Tidal Area remains in operation. The closed facility has approximately 60 specific locations where past releases of hazardous substances to soil and groundwater are either suspected or are known to have occurred. These locations are currently in various stages of study, cleanup and monitoring. Additional discussion on CNWS is located in the Additional Corridor Issues section.

Priority Conservation Areas
As part of the FOCUS program, Priority Conservation Areas (PCAs) are areas of regional significance that has broad community support and need to be protected. These areas provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions. The purpose of designating PCAs through the FOCUS Program is to accelerate protection of key natural lands. Regional agencies are working with state agencies and funding entities to encourage protection of these important natural resources. The SR-242 Environmental Factors and Constraints map on the following page, shows that parts of the former Concord Naval Weapons Station are identified as a PCA.

[3] http://www.onebayarea.org/

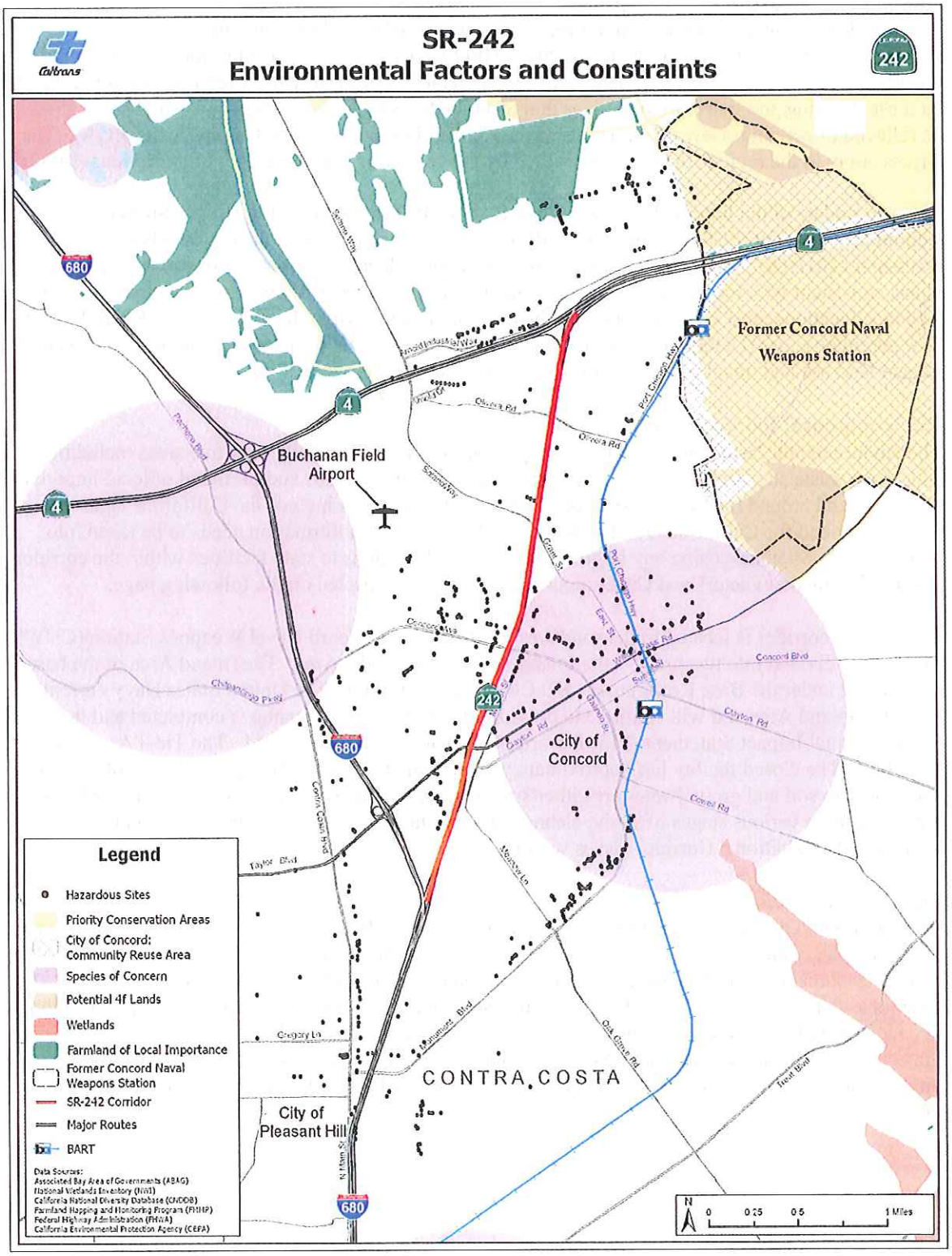


Figure 2. SR 242 Environmental Factors and Constraints.

SR 242 Corridor Route Designations

Freeway & Expressway System (F&E)	In its entirety as defined in the California Streets and Highway Code Section 253.1
Functional Classification	Freeway
Trucking Designations	Terminal Access (STAA)
Trucking Facilities	none
National Highway System (NHS)	no
Scenic Highway	no
Lifeline Corridor	no
Traffic Operations System (TOS) Elements	Ramp metering (not operational), loop detectors, extinguishable message sign, CCTV
Interregional Road System (IRRS)	no
MPO/RTPA/CMA	MPO : Metropolitan Transportation Commission (MTC) CMA : Contra Costa Transportation Authority (CCTA)

Table 3. SR 242 Corridor Route Designations.

Trip Information

Commuting
SR 242 is used as a connector from SR 4 in the north to I-680 in the south. Communities in the Delta Region (Brentwood, Oakley, Antioch, Pittsburg) have grown considerably in recent decades. As a consequence, commuting has increased on SR 4 via SR 242 into Concord and points south via I-680. The SR 242 corridor has a relatively low truck volume (5.1%) and of that percentage, 41% are five axle. SR 242 is used for recreational purposes and is a secondary route from central Contra Costa County and East County to the California Delta region connecting to SR 4.

Origin – Destination Information

Origin and destination information was derived from MTC's Regional Travel Demand model. The 2009 AM peak direction is southbound where nearly 70% of traffic is destined for I-680 southbound. In the PM, the peak direction is northbound where approximately 47% of SR 242 traffic is destined for SR 4 eastbound and westbound. Traffic to other off-ramps is roughly evenly split. The 2035 AM peak direction remains southbound where just over 60% of the traffic will be destined for I-680 southbound. The PM peak direction is northbound where approximately 47% of the traffic will be destined for SR 4. Origin Destination diagrams are located in Appendix H.

Transit Service

Bay Area Rapid Transit (BART) is present in the corridor and includes the Downtown Concord and North Concord/ Martinez stations located on the eastern side of the corridor. Average weekday station usage (reported as exiting passengers) for selected BART Stations in Contra Costa County[4] is:

North Concord-Martinez	1,843
Downtown Concord	4,978
Walnut Creek	5,920

[4] BART Ridership Report Fiscal Year 2010 Weekday Average Exits by Station.

Bus service is provided by County Connection (includes routes 11, 17, 19, 20 and 91X) that primarily provides service between BART stations in Pleasant Hill, Downtown Concord, and North Concord. Route 19 connects the Martinez Amtrak station to downtown Concord BART station. Tri Delta Transit service uses the SR 242 corridor (Route 201) that connects Pittsburg / Bay Point BART station and the downtown Concord BART station.

Pedestrian Facilities

Table 4 details the characteristics of intersections as they meet on and off ramps of SR 242.

SR 242 Interchanges	I/C Classification *	Number of Marked Crossings	Raised Median Y/N	Number of Lanes Crossed	Pedestrian Countdown Timer Y/N	Size of Ramp Corner radii
Clayton Road	L-11	3	Y	4	Y	Small
Concord Ave	L-8	2	Y	6	Y	Large
Solano Way	L-1	3	Y	4	Y	Small
Olivera Road	L-7	3	Y	4	Y	Large

Table 4. SR 242 Ramp Intersection Features and Characteristics.
*http://www.dot.ca.gov/hq/oppd/hdm/pdf/english/chp0500.pdf (pg. 500-2)

There are four roadways that intersect SR 242. They are listed below and highlight pedestrian access along SR 242 on and off ramps and the overcrossing at Olivera Road.

Olivera Rd Interchange

- Sidewalks exist on both sides of the overcrossing.
- SB onramp is not squared; potential conflict between autos and pedestrians.
- Additional SB onramp is a cloverleaf with a crosswalk; potential conflict between pedestrians and autos.

Grant/Solano Ave Interchange

- Crosswalks exist at all on and off ramps at this interchange.
- Sidewalks are located under the freeway, connecting to a residential area.

Concord Ave Interchange

- Southbound off ramp does not have a crosswalk, but there is a crosswalk across Concord Ave (far side) that provides access to adjacent sidewalks in the area.

Bicycle Facilities

MTC's Regional Bike Plan identifies a Class 1 facility, Port Chicago Highway, located to the east of SR 242. The Iron Horse Regional Trail (Class I facility), is located to the west of SR 242. The Contra Costa Countywide Bicycle and Pedestrian Plan (2009) identifies a proposed Class 1 bicycle facility located to the west of SR 242 from I-680 to Solano Way and from Olivera Rd to SR 4. The segment from Solano Way to Olivera Road already exists. Class 3 bicycle facilities are proposed at Solano Way / Grant St and Olivera Rd overcrossing.

Maintenance

Pavement and roadside maintenance are critical components of protecting and preserving the investment in the SHS. A map of pavement conditions illustrates that the majority of distressed pavement on SR 242 is located from Clayton Road to just North of Concord Avenue. Caltrans' annual State of the Pavement Report describes more detailed pavement condition by postmile. The pavement conditions map for 2007 is located in Appendix F. The primary pavement related project planned for the SR 242 corridor is a resurfacing project estimated for FY 14/15[5].

Additional Corridor Issues

HOV Extension

Adding an HOV lane on SR 242 would likely involve significant right-of-way issues, structure replacement, and/or reduced standard design exceptions. The future HOV investment emphasis in the vicinity of SR 242 will be on I-680 and SR-4 respectively. In the past the Department had discussed developing a Project Study Report (PSR) with CCTA that would explore building an HOV lane through the entire SR 242 corridor. Due to changing priorities at both agencies such a PSR has not yet been developed. SR 242 is also not included in any current County or regional plans for HOV or Express Lane development. At this time, the Department believes the existing 6 lane freeway provides sufficient mobility, with future demands able to be accommodated through non-capacity increasing operational improvements on SR 242 as well as the presence of alternative routes and modes. I-680 and SR 4 provide efficient routing for HOVs, and BART provides a viable transit alternative for many travelers. HOV improvements are planned for the I-680 and SR 4 corridors, which would affect regional movement in the I-680/SR 242/SR 4 corridors.

Right of Way Availability

SR 242 has standard width lanes and full shoulders for most of its length. Right of Way parcel maps indicate there is very limited additional Caltrans right of way available along the SR 242 corridor. The Contra Costa Water District (CCWD) right of way is located to the immediate west of SR 242. Any improvement requiring new Right of Way within the corridor would likely be cost prohibitive.

Concord Reuse Project Area Plan

The Concord City Council, sitting as the Local Reuse Authority, certified the final EIR and adopted the Reuse Plan for the CNWS at its meeting February 23, 2010. The Clustered Villages alternative was chosen as the adopted plan. Concord City Resolution 10-10 directed staff to conduct further study on ten areas of concern, including incorporation for flex designations in the Area Plan and relocation of low density housing south of Willow Pass Road and East of Mt. Diablo Creek. The Clustered Villages Alternative underwent further refinement. The Concord Reuse Project Draft Area Plan was released in October 2010. A second step in the process will be completion of a supplemental environmental impact report (EIR), building on the certified Final EIR from the Reuse Plan. The final step will be approval of a recommended amendment of the General Plan.

The Concord Reuse Project Area Plan continues to be reviewed, commented on and refined by the Planning Commission, City Council and at public meetings. Recommendations on adoption of the area plan, certification of the supplemental EIR and amendment of the General Plan are not anticipated until 2012.

CNWS build-out figures such as the number of residences, projected employment, and Daily Vehicle Miles Traveled suggest future impacts on the transportation system. Traffic degradation will occur in the

[5] Caltrans District 4 10-Year SHOPP Plan (2011).

future with or without the Reuse Project; travel demands on the SR 242 corridor do not show appreciable change between the CNWS build and no-build scenario (see Table 6a and 6b).

TOS Deficiencies

There is a total of 15 traffic detectors located in the SR 242 corridor. The majority of the detectors are currently not operational and require repair. Until they are repaired, there is limited data being collected in the Freeway Performance Monitoring System (PeMS) database.

III. Corridor Performance

Existing Conditions

SR 242 has an Average Annual Daily Traffic (AADT) ranging from 78,000-115,000 (Northbound and Southbound), truck volume is 5.1 percent. Of this 5 percent, there is a relatively high five-axle truck percentage of 41.4 percent. According to TRANSPAC's Central County Action Plan (2009) there is a higher volume of traffic in the southbound direction (61,000). SR 242 is anticipated to experience a 30 percent increase in traffic volumes during the peak hours by 2030. Average traffic volume to capacity ratios for the route (Tables 4a and 4b) don't reach 1.0 (1.0 generally signifies major recurrent congestion). Additional corridor traffic data is available in Appendix A.

Mainline Segment	Direction	SR 242 Volume to Capacity Ratio (2006)	
		AM (V/C)	PM (V/C)
SR 242 n/o I-680	NB	0.33	0.92
SR 242 n/o Clayton Rd	NB	0.25	0.70
SR 242 n/o Concord Ave	NB	0.31	0.85
SR 242 n/o Grant Ave.	NB	0.29	0.81
SR 242 n/o Olivera Rd	NB	0.22	0.60

Table 4a. Volume to Capacity Ratio (2006) Northbound SR 242.
Source: Concord Community Reuse Plan, Dowling Associates 2009.

Mainline Segment	Direction	SR 242 Volume to Capacity Ratio (2006)	
		AM (V/C)	PM (V/C)
SR 242 n/o I-680	SB	0.83	0.57
SR 242 n/o Clayton Rd	SB	0.64	0.44
SR 242 n/o Concord Ave	SB	0.83	0.57
SR 242 n/o Grant Ave.	SB	0.81	0.56
SR 242 n/o Olivera Rd	SB	0.81	0.56

Table 4b. Volume to Capacity Ratio (2006) Southbound SR 242.
Source: Concord Community Reuse Plan, Dowling Associates 2009.

Corridor Performance Issues

According to MTC and Caltrans' State of the System Report (2008) during the commute hours of 6:45am until 8:30am there is recurring delay totaling 100 Vehicle Hours of Delay (VHD)[6] in the southbound direction between the I-680 Interchange to north of Clayton Road. This is typically caused by merging and weaving issues downstream where SR 242 and I-680 meet. In the northbound direction there are similar congestion issues where SR 242 and EB SR 4 meet. The Contra Costa Congestion Monitoring Program (2009) reported speed data for SR 242 (Table 5).

Peak Period	SR 242 LOS Monitoring Report (2009) Speed Profile	
	Northbound (MPH)	Southbound (MPH)
AM Peak	53.2	41.3
PM Peak	35.8	51.1

Table 5. SR 242 Speed Profile (2009).
Source: CCTA Contra Costa Congestion Monitoring Program.

Future Performance

Performance forecasts from the analysis of the Concord Community Reuse Plan are shown in Table 6a and 6b. A V/C ratio exceeding 1.0 is equivalent to LOS F suggesting higher levels of recurrent congestion. The Concord Community Reuse Plan EIR identifies project specific significant impacts for the preferred alternative that improve or do not change the No Project LOS along the SR 242 corridor in the AM and PM peak direction.

Mainline Segment	Direction	SR 242 Volume to Capacity Ratio (2030)*		SR 242 Volume to Capacity Ratio (2030)**	
		AM (V/C)	PM (V/C)	AM (V/C)	PM (V/C)
SR 242 n/o I-680	NB	0.42	1.12	0.56	1.10
SR 242 n/o Clayton Rd	NB	0.43	0.88	0.55	0.86
SR 242 n/o Concord Ave	NB	0.44	0.90	0.52	0.88
SR 242 n/o Grant Ave.	NB	0.43	0.84	0.55	0.85
SR 242 n/o Olivera Rd	NB	0.37	0.73	0.40	0.74

Table 6a. NB SR 242 Volume to Capacity Ratio Forecast (2030) with CNWS No-Build and Preferred Alt.
*2030 No Project
**2030 Preferred Alternative
Source: Concord Community Reuse Plan, Dowling Associates 2009.

Mainline Segment	Direction	SR 242 Volume to Capacity Ratio (2030)*		SR 242 Volume to Capacity Ratio (2030)**	
		AM (V/C)	PM (V/C)	AM (V/C)	PM (V/C)
SR 242 n/o I-680	SB	0.98	0.73	0.94	0.81
SR 242 n/o Clayton Rd	SB	0.84	0.70	0.81	0.74
SR 242 n/o Concord Ave	SB	0.92	0.63	0.89	0.68
SR 242 n/o Grant Ave.	SB	0.86	0.63	0.86	0.71
SR 242 n/o Olivera Rd	SB	0.97	0.73	0.94	0.76

Table 6b. SB SR 242 Volume to Capacity Ratio Forecast (2030) with CNWS No-Build and Preferred Alt.
*2030 No Project
**2030 Preferred Alternative
Source: Concord Community Reuse Plan, Dowling Associates 2009.

[6] *VHD = Daily Vehicle Hours of Delay. Delay occurs when average travel speed falls below 35 mph for 15 minutes or more.*

The SR 242 corridor is located to the west of the planned Concord Community Reuse Project. Traffic volumes compared to capacity in Table 6a and 6b do not show appreciable change in SR 242 mainline segments between the project preferred alternative and no-build scenarios (analysis summaries are from the 2009 Concord Community Reuse Project Report). Overall, traffic congestion will increase on the transportation system in the future with or without development of the CNWS.

Activating ramp metering equipment (along with other TOS elements and in accordance with a corridor-wide ramp metering agreement) would be expected to help reduce forecasted congestion.

IV. Corridor Concept

The Corridor Concept conveys Caltrans' vision for a route with respect to corridor capacity and operations for a 25-year planning horizon. The concept takes into account factors that create interregional, regional, and local travel demand, including commuting, freight, recreation and land use.

The corridor concept is informed by:

- Current Caltrans statutes, policies and directives
- Local, regional partnership input and corridor analyses
- California Transportation Plan, Regional Transportation Plan, Interregional Transportation Strategic Plan and other approved transportation plans
- Legacy route and corridor concepts developed by Caltrans System Planning
- Information from Caltrans Traffic Operations plans developed for system-wide strategies
- Caltrans Freeway Agreements

State Route 242 is a 6 lane urban freeway corridor that will continue to function as a connector between I-680 and SR 4, with active ITS deployments for system management.

Segment	County	Segment Description	Existing Facility	25-yr Concept:
A (PM 0.0-3.4)	Contra Costa	I-680 to SR 4, Concord	6F	6F

Table 7. SR 242 Corridor Concept Summary.

F = Freeway
PM = Post Mile

Concept Rationale

State Route 242 primarily serves intra-urban commuter traffic. The freeway serves as a connector for commuters traveling from residential communities in Concord, Pittsburg and Antioch to employment sites in central Contra Costa County and points south and west. Operational improvements are the primary strategy to maintain corridor mobility on SR 242. The current HOV investment focus in the vicinity of SR 242 is on completing HOV lanes on I-680 and SR 4 as well as improving HOV connectivity for travelers at the I-680 and SR 4 interchange.

Operational Strategy

Activation of the previously installed (but not yet operational) ramp metering equipment (TOS) will improve the flow of traffic in this corridor. Any agreement on corridor metering and type of metering strategy would be developed in conjunction with local jurisdictions and partner agencies.

Goods Movement Strategy

It is important to keep SR 242 as a corridor supporting local, regional and interregional goods movement. Operational improvements will improve travel time reliability for trucks that use the facility.

Transit Strategy

Maintain and enhance bus service on and across SR 242 connecting to BART stations in Downtown Concord and North Concord/Martinez.

Land Use Strategy

Encourage infill development and continued Transit Oriented Development (TOD) where feasible per region's Sustainable Communities Strategy.

Sustainable Communities Strategy

The passage of SB 375 has changed the dynamic of land use and transportation planning in California. Compact development and the reduction of vehicle miles traveled is expected to reduce GHG emissions; the SCS will be implemented through MTC's 2013 RTP and FOCUS program.

Caltrans supports focused growth solutions at the regional and local level through Regional Blueprint Planning. In the Bay Area the Regional Blueprint Planning program is operated by MTC and Association of Bay Area Governments (ABAG) as the FOCUS program. Its primary goal is to encourage future growth near transit and existing communities. Growth should be monitored both quantitatively and qualitatively in order that the SHS responds to this complex and dynamic growth.

Bicycle and Pedestrian Strategy

Implementation of CCTA's Countywide Bicycle and Pedestrian Plan will improve access and increase safety for all users. Related improvements to study in the SR 242 corridor should include:

- Upgrade curb ramps at the four local street interchanges.
- Refresh crosswalk markings at these interchanges.
- Provide pedestrian countdown signals.
- Study how to reconfigure the SR 242 interchanges with local streets to have square intersections, instead of a clover shape, to improve bike/pedestrian movements and enhance safety.
- Examine how streets at the SR 242 interchanges can accommodate bike routes.

Another important strategy is filling identified bicycle route gaps in MTC's Regional Bicycle Plan, and CCTA's Countywide Bicycle and Pedestrian Plan. This would include completing the proposed Class 1 bicycle facility west of SR 242 (I-680 to Solano Way and Olivera Road to SR 4) and completing Class 3 facilities at Solano/ Grant and Olivera overcrossings.

Complete Streets

Through Deputy Directive 64-Revision #16, Caltrans provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System. The Department views all transportation improvements (new and retrofit) as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

A complete street is defined as a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas. Providing complete streets increases travel options which, in turn, reduces congestion, increases system efficiency, and enables environmentally sustainable alternatives to single driver automotive trips. Implementing complete streets and other multi-modal concepts supports the California Complete Streets Act of 2008 (AB 1358), as well as the California Global Warming Solutions Act of 2006 (AB 32) and SB 375, which outline the State's goals of reducing greenhouse gas emissions. With AB 1358 and DD-64-R1, both Caltrans and local agencies are working to address common goals.

Planned/Programmed Projects

County	Begin PM	End PM	Source	EA/RTP ID
			MTC's RTP 2035	
CC	0.65	0.66	Construct Route 242 on and off ramp at Clayton Rd	22388
CC	off	off	Extend Commerce Ave to connect to Willow Pass Rd via Waterworld Parkway	98194
			Contra Costa County Countywide Comprehensive Transportation Plan	
CC	0.65	0.66	Construct new NB on ramp and associated weaving/accelerating lanes and new SB at SR 242 and Clayton Rd	Same as RTP project
			2010 SHOPP	
CC	R1.6	R1.6	Buchanan Field Viaduct Bridge Rehab	
			10-Yr SHOPP Plan (2011)	
CC	0.0	3.4	Roadway Rehabilitation (FY 14-15)	26980K
			Ramp Meter Development Plan	
CC	3.39	3.39	Southbound SR 242 at SR 4 (Eastbound)	
			Countywide Bicycle and Pedestrian Plan	
CC	off	off	Increase Pedestrian and Bicycle access to housing in Downtown Concord	

Table 8. SR 242 Planned/ Programmed Projects.

Additional Projects Recommended for Further Study

In addition to the planned projects noted in Table 8, the potential projects listed in Table 9 are recommended for further study to support the Corridor Concept.

County	Location	Description
CC	SR 242 Entire Length	Activate Ramp Metering throughout the corridor
CC	SR-242 Entire Length	Improved TOS Coverage
CC	NB SR 242 Grant St Onramp	Reduce conflict with pedestrians (Large radius, non-stop)
CC	SB SR 242 Olivera Rd Onramp	Reduce conflict with pedestrians (Large radius, non-stop)
CC	SB SR 242 Olivera Rd Onramp	Sidewalk Improvements

Table 9. SR 242 Additional Projects Recommended for Further Study.

Appendices

Appendix A
Corridor Segment Data / Additional Corridor Data

The transportation corridor, for purposes of the Corridor Plan, is divided into segments based on a range of criteria that are listed below.

- District boundaries
- County boundaries
- Urban/Rural boundaries
- Major changes in traffic volumes
- Changes in the number of lanes
- Significant changes in grade/terrain
- Changes in route function including recreational, trucking, commuting, etc.
- Freeway Agreements

The SR 242 corridor consists of one segment, as shown in figure A1 (following page). Additional corridor segment data is shown in the attached segment data sheet as well as Table A1.

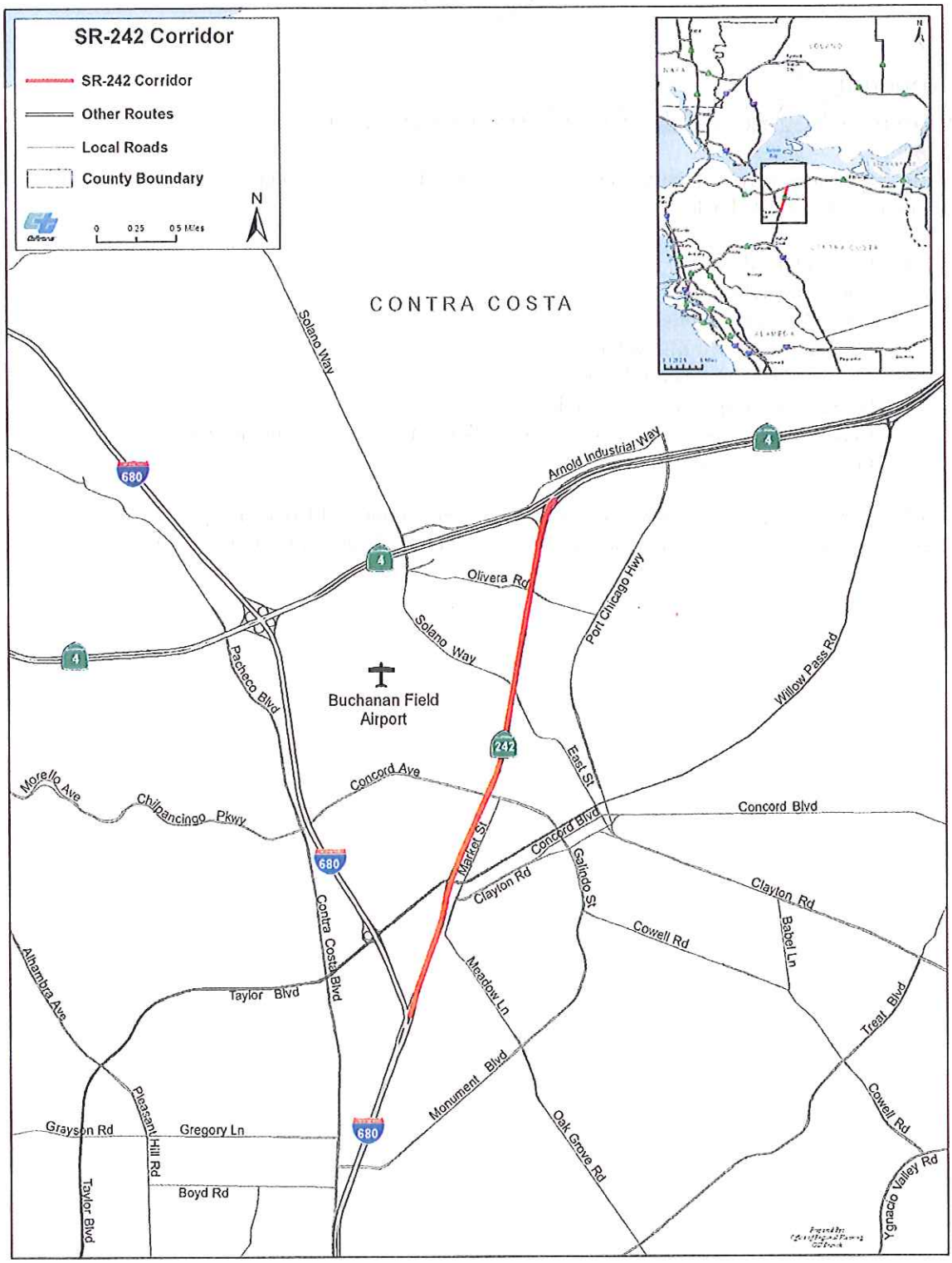
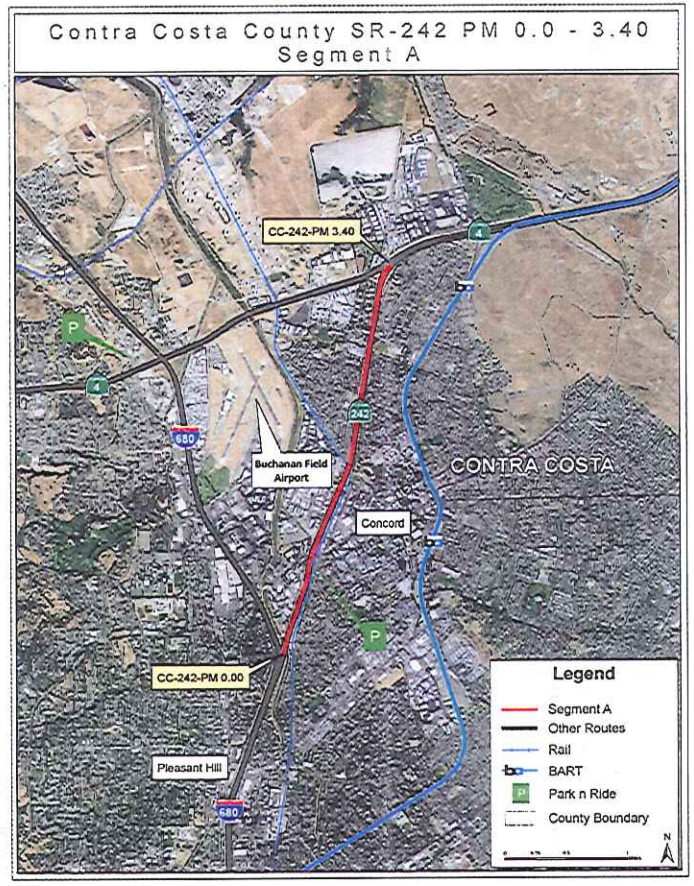


Figure A1. SR 242 Corridor Segment.

SR 242 SEGMENT A DATA	
Features	**Data**
County, City	Contra Costa County, City of Concord
Facility Type	Freeway
Existing Facility	6F
25- Year Concept	6F
Segment Characteristics	
Segment Limits	I-680 to SR 4
Begin/ End Post Mile	0.0-3.40
Length	3.40
Terrain	Flat to rolling
HOV Lanes (PM to PM)	none
Percent Grade (PM to PM)	0-3%
Truck Weigh Station	none
Truck Parking	none
TOS Element	Ramp meters (installed, not operational), loop detectors, CCTV, EMS
Multi Modal	
Bicycle Facilities	Not allowed on freeway. Existing Class I parallel to SR 242 (west side) Olivera to Solano, Concord Ave O/C
Priority Development Areas	Pleasant Hill Buskirk Development Area, Concord Community Reuse Area
Park and Ride	Willow Pass Road and Market St (45 spaces)
Traffic Data	
AADT 2010 (Average Annual Daily Traffic)	78,000-115,000
AADT 2035	178,000
Vehicle Hours of Delay 2008	AM SB 100
Peak Hour Volumes 2009 (AM/PM)	AM: 7,952 PM: 7,714
Peak Hour Volumes 2035 (AM/PM)	AM: 10,755 PM: 10,212
V/C Ratio 2006 *	(NB) AM: 0.28 PM: 0.81 (SB) AM: 0.81 PM: 0.60
V/C Ratio 2030 *	(NB) AM: 0.55 PM: 0.88 (SB) AM: 0.88 PM: 0.75
LOS 2009 (Level of Service)**	AM Peak NB : D SB: E PM Peak NB: E SB: D
Truck Volumes 2008	6,260
Truck Percentage	5.1% (41% is 5+ Axle)
Accident Data* (Jan. 2006-Dec. 2008)**	
Fatality + Injury Rate	0.25
Statewide Fatality + Injury Rate	0.37
Total Accident Rate	0.74
Statewide Total Accident Rate	1.18



* Dowling Associates, 2009.
** 2009 Congestion Monitoring Program (CCTA)
*** Per Million Vehicle Miles

Corridor Segment Data

Segment A (0.0 – 3.4)
SR 242 is a six lane urban freeway. The land adjacent to the facility ranges from single family residential to commercial and light industrial uses. The speed limit for the entire freeway is posted as 65 mph. There is limited right of way available beyond existing lanes and shoulder.

Additional Corridor Data for SR 242	
Route Characteristics	
State Route and Interstate Intersections	I-680 (PM 0.0), SR 4 (PM 3.4)
Cities Traversed	Concord
Parallel Arterials	Market St , Port Chicago Highway
Existing Freeway Congestion	Top AM Peak Period Congestion: SB 100 VHD
	Top PM Peak Period Congestion None
Environmental	
Air Quality Basin	San Francisco Bay Area Air Basin
Air Quality District	Bay Area Air Quality Management District
NAAQS Attainment Area	PM10, NO2, SO2, Sulfates, Lead
NAAQS Maintenance Area	CO
NAAQS Non-Attainment Area	Ozone, PM2.5
Intermodal	
Park 'n Ride lots	Willow Pass Road and Market Street (45 Spaces)
Priority Development Areas	Pleasant Hill BART
Modal Split (American Community Survey 2009):	
Drive Alone	72.2%
Carpool	12.2%
Public Transit	7.6%
Walk	3.1%
Work at Home	2.5%
Other (including bicycle)	2.3%
Summary of Existing Studies in Corridor	**None**

Table A-1. Additional Corridor Data for SR 242.

Appendix B – Pertinent Federal, State, and Regional Transportation Plans, Programs and Directives

Federal

Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU)

This federal law authorizes transportation funding through 2009 and established new requirements for statewide and metropolitan transportation planning. The act authorizes all federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. Current bill has been extended by Congress until December 31, 2010.

Federal Transportation Improvement Program (FTIP)

All federally funded projects, and regionally significant projects (regardless of funding), must be listed in the FTIP per federal law. A project is not eligible to be programmed in the FTIP until it is programmed in the *State Transportation Improvement Program* (STIP) or in the *State Highway Operations and Protection Program* (SHOPP). Other types of funding (Federal Demonstration, Congestion Mitigation and Air Quality (CMAQ), Transportation Enhancement Activities (TEA), and Surface Transportation Program (STP) must be officially approved before the projects can be included in the FTIP.

The American Recovery and Reinvestment Act of 2009 (ARRA)

On Feb. 13, 2009, Congress passed the American Recovery and Reinvestment Act of 2009 at the urging of President Obama, who signed it into law four days later. A direct response to the economic crisis, the Recovery Act has three immediate goals:

- Create new jobs and save existing ones
- Spur economic activity and invest in long-term growth
- Foster unprecedented levels of accountability and transparency in government spending

The Recovery Act intends to achieve those goals by:

- Providing $288 billion in tax cuts and benefits for millions of working families and businesses
- Increasing federal funds for education and health care as well as entitlement programs (such as extending unemployment benefits) by $224 billion
- Making $275 billion available for federal contracts, grants and loans
- Requiring recipients of Recovery funds to report quarterly on how they are using the money. All the data is posted on Recovery.gov so the public can track the Recovery funds.

State

California Transportation Plan (CTP), April 2006

The "CTP 2030" is a statewide, long-range transportation policy plan that provides for the movement of people, goods, services, and information. The CTP offers a blueprint to guide future transportation decisions and investments that will ensure California's ability to compete globally, provide safe and effective mobility for all persons, better link transportation and land use decisions, improve air quality, and reduce petroleum energy consumption.

Interregional Transportation Strategic Plan (ITSP)
Caltrans prepared the 1998 ITSP to consolidate and communicate key elements of its ongoing long- and short-range planning. It serves as a counterpart to the Regional Transportation Plans prepared by the 43 Regional Transportation Planning Agencies in California. Caltrans addresses the State Highway system in detail, with special emphasis on the statutorily-identified Interregional Road System (IRRS). The IRRS serves interregional movement of people and goods. There are currently 87 IRRS routes.

State Transportation Improvement Program (STIP)
The STIP is a listing of all capital improvement projects that are expected to receive an allocation of state transportation funds. The California Transportation Commission (CTC) biennially adopts and submits the STIP to the Legislature and Governor. The STIP is a resource management document to assist state and local entities to plan and implement transportation improvements and to utilize available resources in a cost-effective manner.

Regional Transportation Improvement Program (RTIP)
The Regional Transportation Improvement Program is a sub-element of the State Transportation Improvement Program (STIP). The Metropolitan Transportation Commission is responsible for developing regional project priorities for the RTIP for the nine counties of the Bay Area. The biennial RTIP is then submitted to the California Transportation Commission for inclusion in the STIP.

Interregional Transportation Improvement Program (ITIP)
The ITIP is a sub-element of the State Transportation Improvement Program. The statutes of 1997, Chapter 622-Senate Bill (SB) 45- established the Interregional Improvement Program (IIP) which includes projects to improve State highways, intercity passenger rail system, and projects to improve interregional movement of people and goods.

State Highway Operation and Protection Program (SHOPP)
Caltrans prepares the SHOPP for the expenditure of transportation funds for major capital improvements necessary to preserve and protect the State Highway System. The SHOPP is a four-year funding program. SHOPP projects include capital improvements for maintenance, safety, and rehabilitation of State highways and bridges. The 10-Year SHOPP anticipates long-term projected expansion and maintenance needs.

Senate Bill 45 (SB 45)
SB 45 establishes guidelines for the California Transportation Commission to administer the allocation of funds appropriated from the Public Transportation Account for capital transportation projects designed to improve transportation facilities.

California Strategic Growth Plan, January 2007
The Governor and Legislature have initiated the first phase of a comprehensive Strategic Growth Plan to address California's critical infrastructure needs over the next 20 years. California faces over $500 billion in infrastructure needs to meet the demands of a population expected to increase by 23 percent over the next two decades. In November 2006, the voters approved the first installment of that 20-year vision to rebuild California by authorizing a series of general obligation bonds totaling $42.7 billion.

Transportation System Development Plan (TSDP)
The TSDP is a listing of Caltrans recommended capacity- increasing improvements on State Highways. The purpose of the TSDP is to identify a comprehensive, reasonable and effective range of transportation improvements in modal categories to improve interregional and regional mobility and intermodal transfer of people and goods on State Highways and major travel corridors.

District System Management Plan (DSMP)
The DSMP provides a vehicle for the development of multi-modal and multi-jurisdictional transportation strategies. These strategies must be based on an analysis that is developed in partnership with regional and local agencies. The DSMP is the State's counterpart to the Regional Transportation Plan (RTP) for the region.

Goods Movement Action Plan (GMAP), January 2007
The Goods movement Action Plan is a key component of California's Strategic Growth Plan and will guide allocation of $3.1 billion of the $19.9 billion approved by voters in the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Proposition 1B). The GMAP identifies projects for consideration in the California Transportation Commission's allocation of $2 billion for infrastructure investment. The Air Resources Board will allocate the remaining $1 billion for emission reduction projects related to Goods movement.

California State Rail Plan, March 2008
California's Vision for Intercity Passenger Rail Transportation in California is guided by the Governor's *Strategic Growth Plan, The Global Warming Solutions Act*, Assembly Bill (AB)32, the California Transportation Plan (2025), and the Department of Transportation's Mission/Vision and Strategic Goals. Caltrans prepares a ten-year Rail Plan that includes both passenger and freight rail elements. The Rail Plan is updated every two years.

Caltrans Deputy Directive 64-R1 - **Complete Streets - Integrating the Transportation System**
Caltrans fully considers the needs of non-motorized travelers including pedestrians, bicyclists and persons with disabilities in all programming, planning, maintenance, construction, operations, and project development activities and products.

State Assembly Bill 32 (AB 32) - **Global Warming Solutions Act, September 2006**
This bill requires the State's greenhouse gas emissions to be reduced to 1990 levels by the year 2020. Caltrans' strategy to reduce global warming emissions has two elements. The first is to make transportation systems more efficient through operational improvements. The second is to integrate emission reduction measures into the planning, development, operations and maintenance of transportation elements.

Senate Bill 375 (SB-375) - **Addressing Greenhouse Gas Emissions from the Transportation Sector**

SB 375 provides a means for achieving AB 32 goals from cars and light trucks. The transportation sector contributes over 40 percent of the GHGs throughout the state. Automobiles and light trucks alone contribute almost 30 percent. SB-375requires the California Air Resources Board (ARB) to develop regional greenhouse gas (GHG) emission reduction targets for cars and light trucks for each of the 18 Metropolitan Planning Organizations (MPOs). Through their planning processes, each of the MPOs are required to develop plans to meet their regional GHG reduction target. This would be accomplished through either the financially constrained "Sustainable Community Strategy" as part of their Regional Transportation Plan (RTP) or an unconstrained alternative planning strategy. SB-375 also provides streamlining of California Environmental Quality Act (CEQA) requirements for specific residential and mixed-use developments.

Caltrans - Climate Action Plan
Greenhouse gas (GHG) emissions and the related subject of global climate change are emerging as critical issues for the transportation community. The California Department of Transportation (Caltrans) recognizes the significance of cleaner, more energy efficient transportation. On June 1, 2005 the State established climate change emissions reduction targets for California which lead to development of the Climate Action Program. This program highlights reducing congestion and improving efficiency of transportation systems through smart land use, operational improvements, and

Intelligent Transportation Systems (objectives of the State's Strategic Growth Plan). The Climate Action Plan approach also includes institutionalizing energy efficiency and GHG emission reduction measures and technology into planning, project development, operations, and maintenance of transportation facilities, fleets, buildings, and equipment.

Region

Regional Transportation Plan (RTP)

The Metropolitan Transportation Commission is responsible for adopting the RTP for the nine-county San Francisco Bay Area. The RTP defines a 25 year vision for the region's transportation network. The RTP is updated every four years. The most recently approved RTP is the T2035 Plan approved in 2009. Work is in progress developing the 2013 RTP called Plan Bay Area (which will include the SB-375 required Sustainable Community Strategy).

County

- The Contra Costa Transportation Authority (CCTA) prepared the Countywide Comprehensive Transportation Plan in June 2009.
- Contra Costa County Bicycle and Pedestrian Plan, was first developed and adopted in 2003. It was updated in October 2009 by the Contra Costa Transportation Authority.
- Central County Action Plan was adopted by TRANSPAC on July 9 2009.

Appendix C
State Route 242 Freeway Agreements

A Freeway Agreement documents the understanding between Caltrans and the local agency relating to the planned traffic circulation features of the proposed facility. Agreements are often executed many years before construction is anticipated and they form the basis for future planning, not only by Caltrans but by public and private interests in the community.

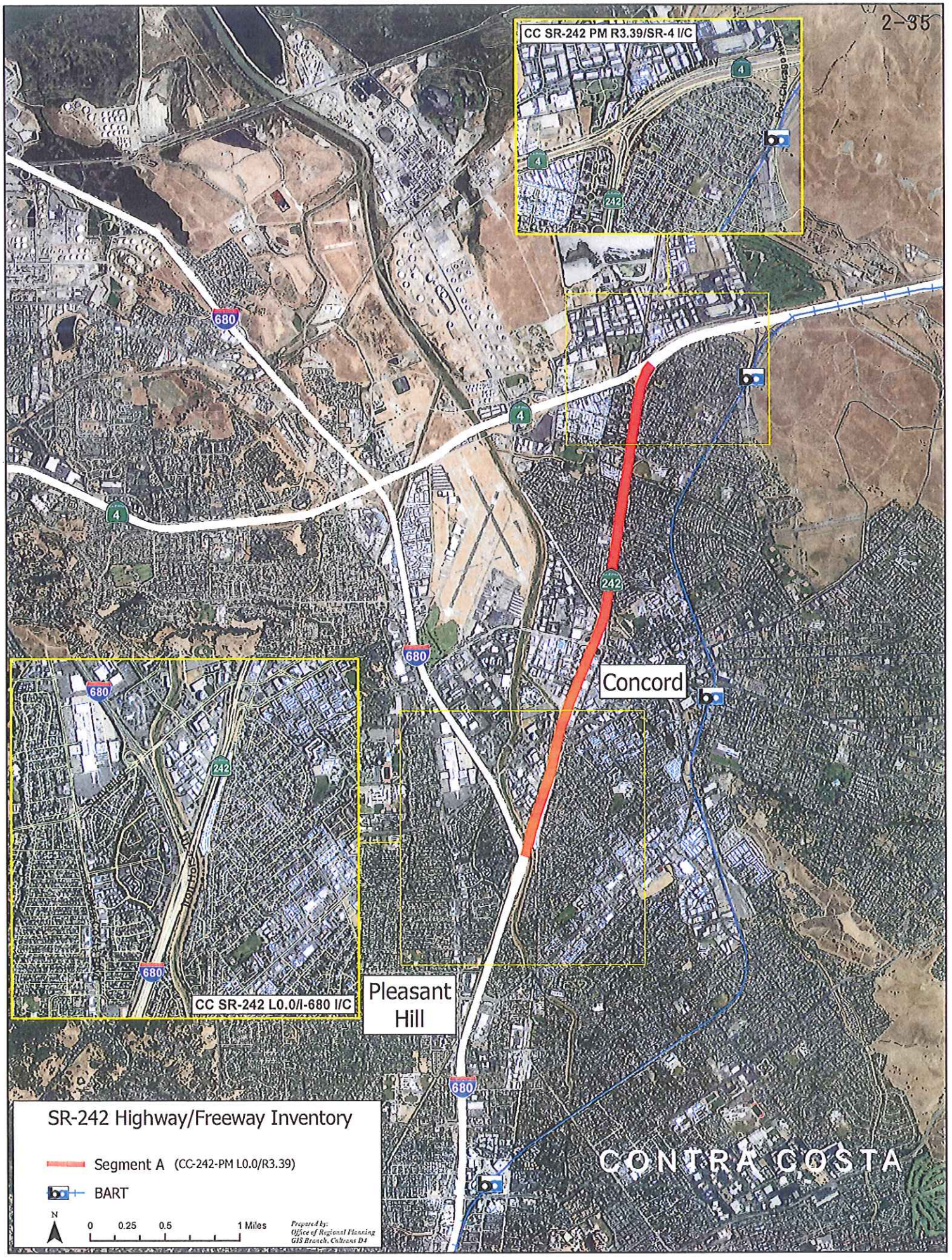
The legislative intent for requiring Freeway Agreements is to obtain local agency support of local road closures, changes to the local circulation system, and to protect property rights and assure adequate service to the community. The agreements may be modified at any time by mutual consent of the parties involved as may become necessary. Table C1 is a listing of current Freeway Agreements on the SR 242 corridor.

Adopted Date	County	Post Miles	Description	Agreement With
9-6-83	CC	0.1/2.4	0.5 south of Meadow Lane to 0.4 south of Olivera Road	City of Concord
10-9-78	CC	13.6/16.7 & 2.4/3.4	Solano Way to 0.2 W. of Willow Pass Rd. & 0.4 S. of Olivera Rd to Route 4.	City of Concord
6-2-60	CC	0.0/0.1	0.1 Mile North of Monument Junction & 0.5 Mile East of Route 106	Contra Costa County

Table C1. SR 242 Corridor Freeway Agreements.

Appendix D

Highway / Freeway Inventory Map


CC SR-242 PM R3.39/SR-4 I/C
CC SR-242 L0.0/I-680 I/C
Concord
Pleasant Hill
CONTRA COSTA
SR-242 Highway/Freeway Inventory
Segment A (CC-242-PM L0.0/R3.39)
BART
N
0 0.25 0.5 1 Miles
Prepared by:
Office of Regional Planning
GIS Branch, Caltrans D4

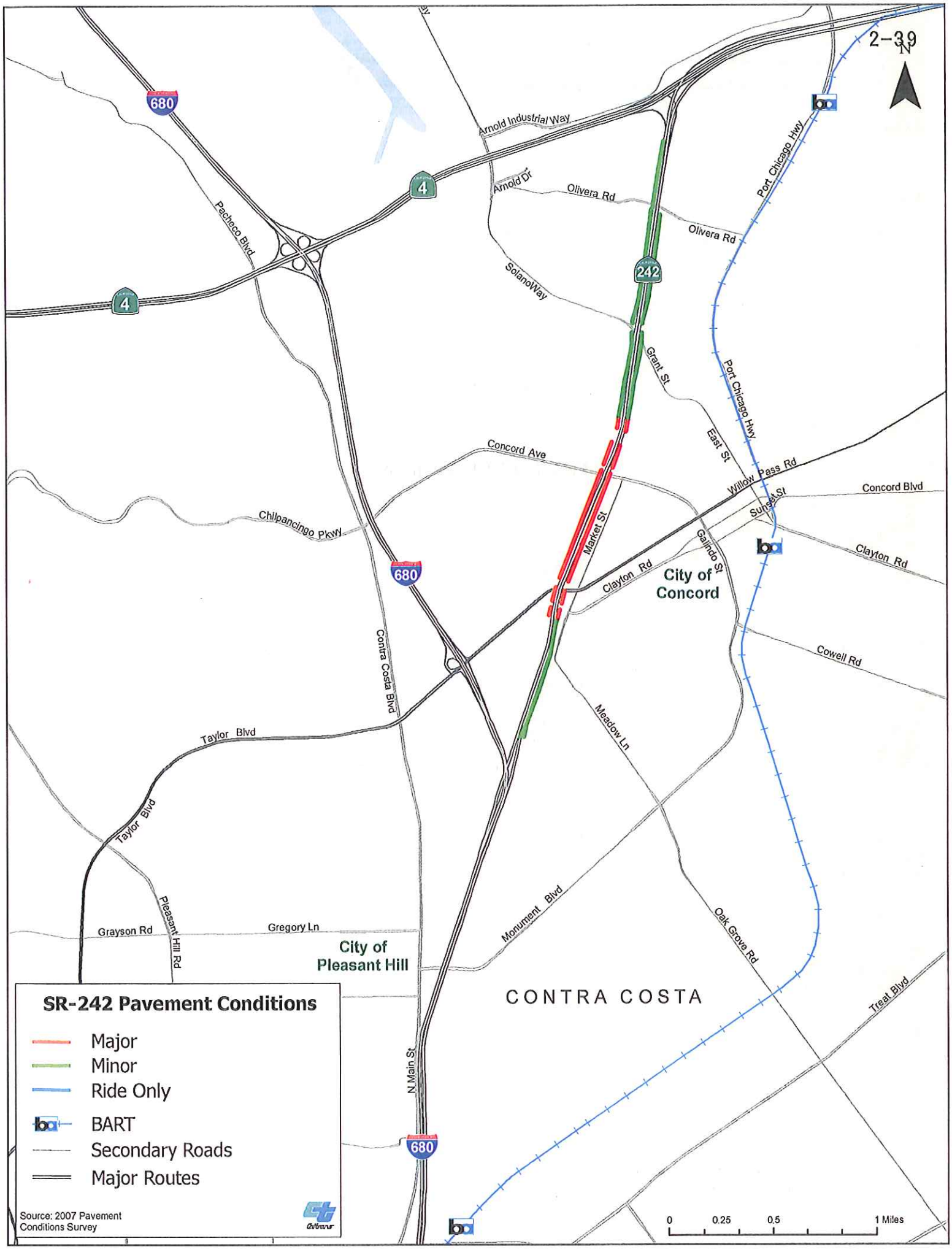
Appendix E

2008 Congestion Map

Arnold Industrial Way
Arnold Dr
Olivera Rd
Olivera Rd
Pacheco Blvd
Solano Way
Port Chicago Hwy
Port Chicago Hwy
Grant St
East St
Concord Ave
Willow Pass Rd
Concord Blvd
Sunset St
Chilpancingo Pkwy
Market St
Galindo St
Clayton Rd
Clayton Rd
City of Concord
Contra Costa Blvd
Cowell Rd
Meadow Ln
Taylor Blvd
Taylor Blvd
Pleasant Hill Rd
Grayson Rd
Gregory Ln
City of Pleasant Hill
Monument Blvd
Oak Grove Rd
Boyd Rd
CONTRA COSTA
N Main St
SR-242 Congestion
BART
AM Congestion
Secondary Roads
Major Routes
Source: 2008 State Highway Congestion Monitoring Program
0
0.25
0.5
1 Miles

Appendix F

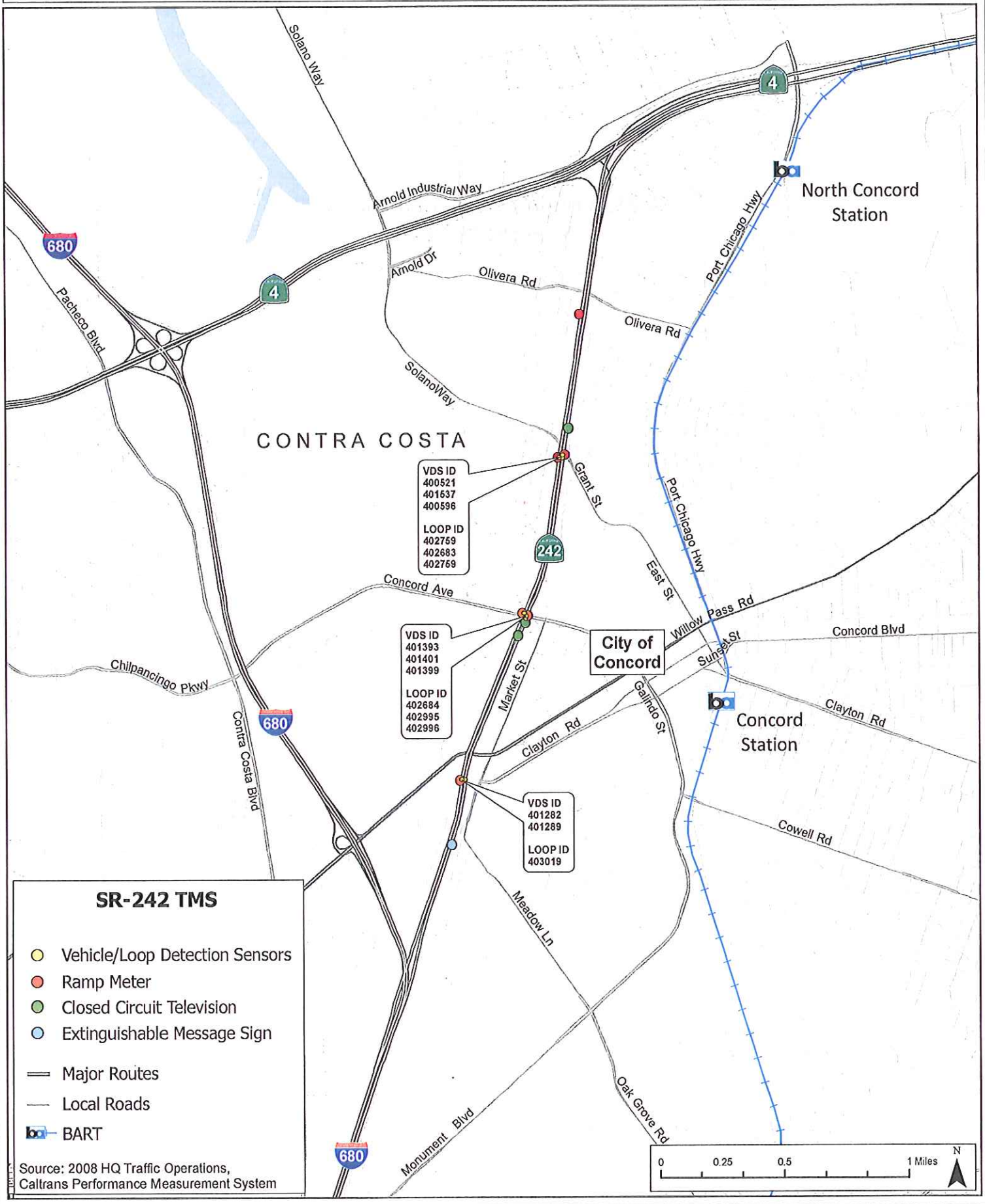
2007 Pavement Condition Map


N
680
4
242
Arnold Industrial Way
Arnold Dr
Olivera Rd
Pacheco Blvd
Solano Way
Grant St
Port Chicago Hwy
East St
Concord Ave
Willow Pass Rd
Concord Blvd
Sunset St
Chilpancingo Pkwy
Market St
Galindo St
Clayton Rd
City of Concord
Contra Costa Blvd
Cowell Rd
Meadow Ln
Taylor Blvd
Pleasant Hill Rd
Grayson Rd
Gregory Ln
City of Pleasant Hill
Monument Blvd
Oak Grove Rd
CONTRA COSTA
Treat Blvd
N Main St
SR-242 Pavement Conditions
Major
Minor
Ride Only
BART
Secondary Roads
Major Routes
Source: 2007 Pavement Conditions Survey
0
0.25
0.5
1 Miles

Appendix G

ITS/TOS Elements Map

Traffic Management Systems



Appendix H

SR 242 Origin Destination Diagrams
Years 2009/2035

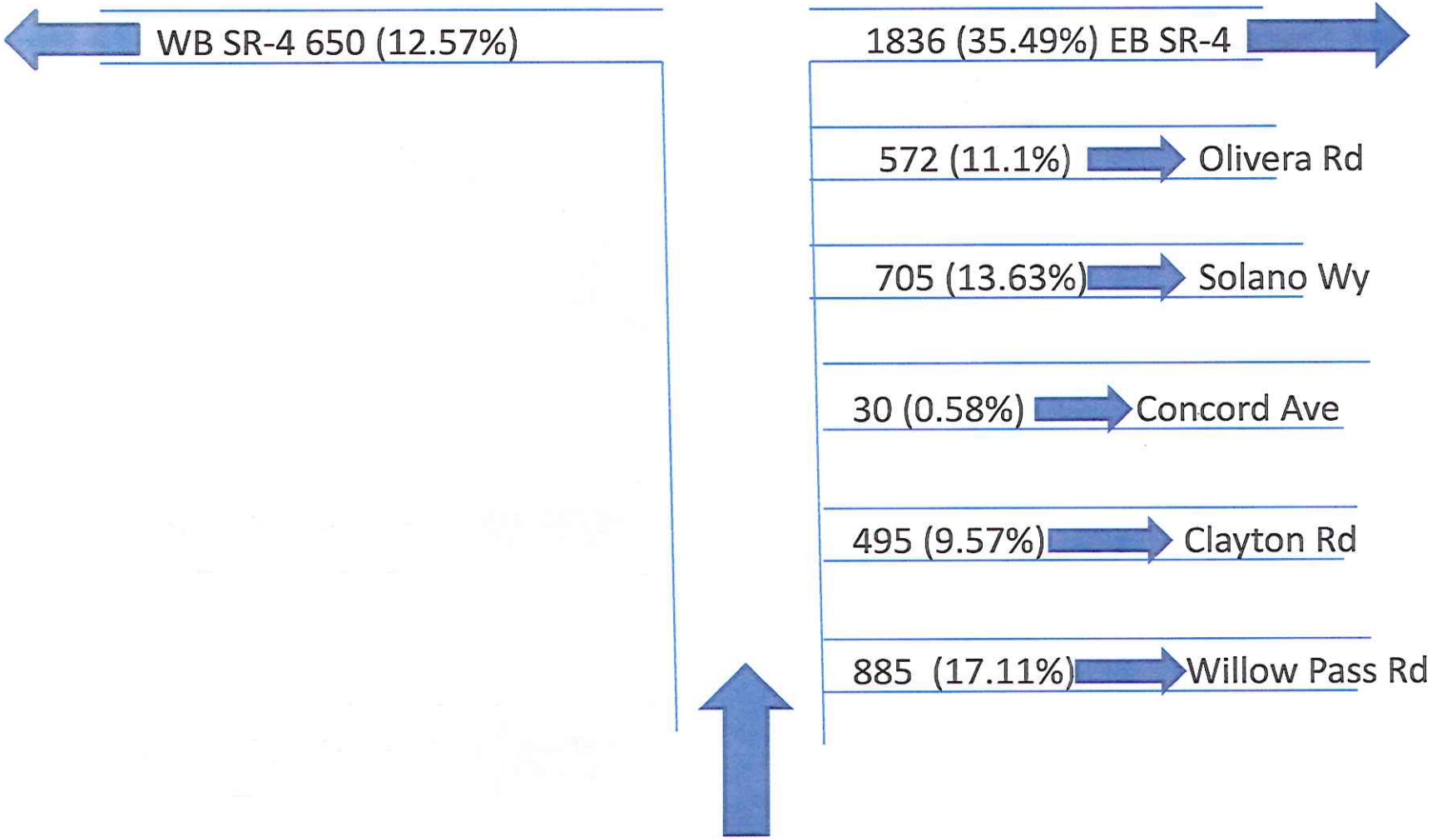


Figure 1 .
2009 PM Peak
Origins / Destinations for
Northbound SR-242

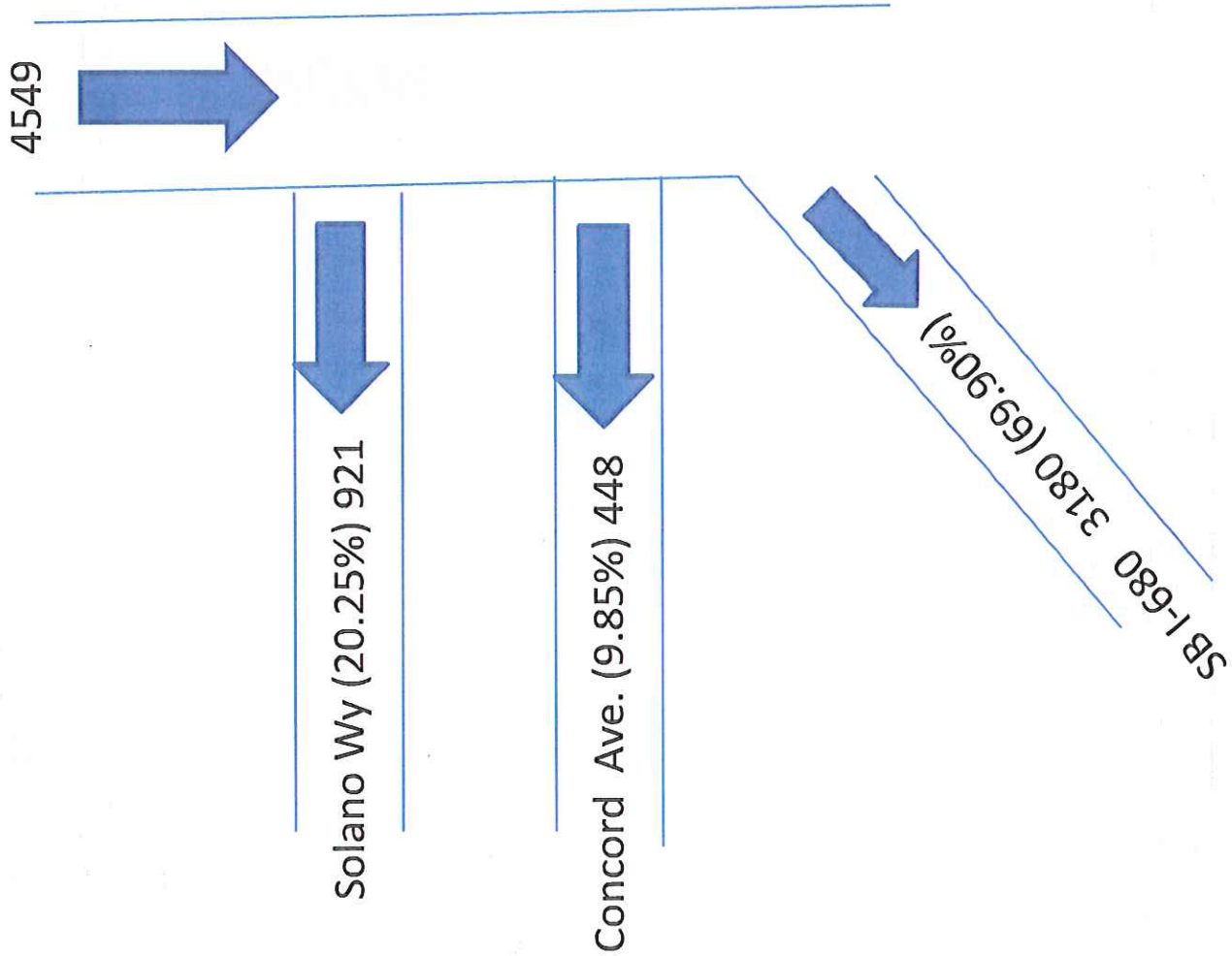


Figure 2.
2009 AM Peak
Origins / Destinations for
Southbound SR-242

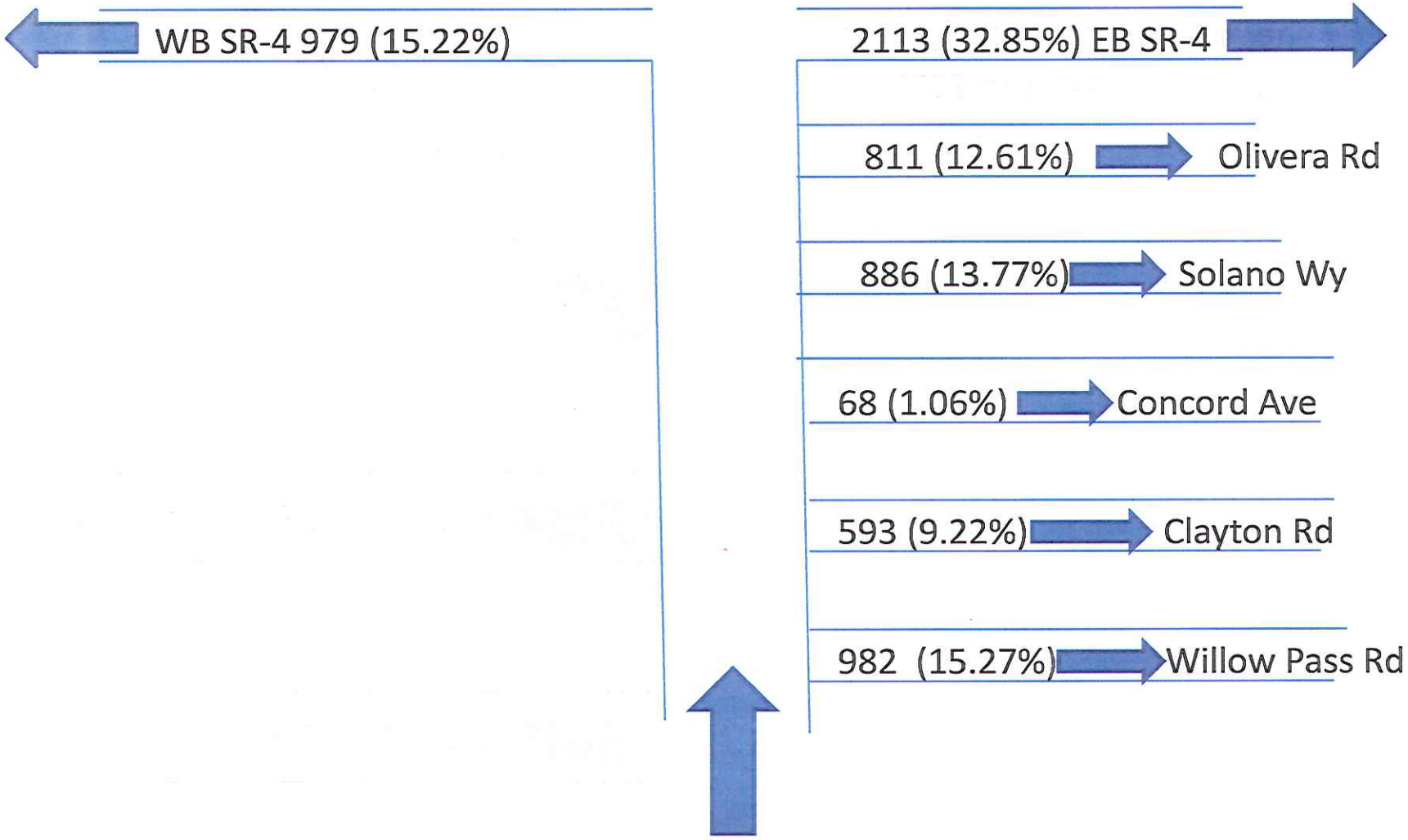


Figure 3.
2035 PM Peak
Origins / Destinations for
Northbound SR-242

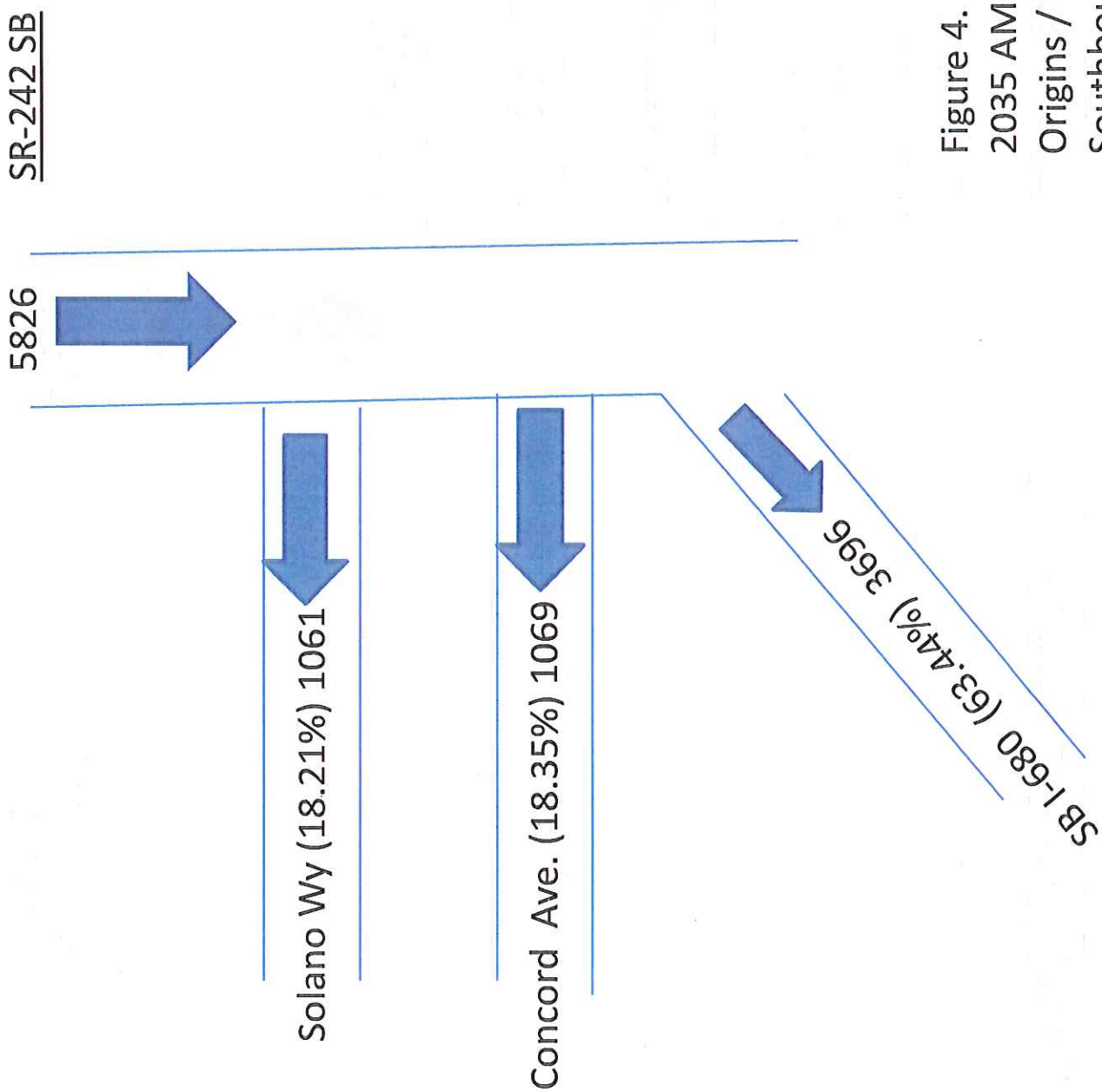


Figure 4.
2035 AM Peak
Origins / Destinations for
Southbound SR-242

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Application Outline

Measure J Transportation for Livable Communities (CC-TLC) Program Funds

1. PROJECT INFORMATION

a. Project Name: Contra Costa Centre Treat Boulevard/I-680 Over-Crossing Pedestrian and Bicycle Improvement Plan (Plan)

b. Project Location: Unincorporated Contra Costa County/City of Walnut Creek

c. Sponsor: Contra Costa County

d. Implementing agency (if different than sponsor): Contra Costa County/City of Walnut Creek

e. Partner agencies (only if they would play a substantial role in implementing the proposed project): City of Walnut Creek

f. Contact for project: Jamar Stamps, Contra Costa County, 925-335-1220

g. Funding:

i. Total project cost: $100,000

ii. Committed funding: $0.00

iii. Requested CC-TLC funds: $100,000

iv. Unfunded balance: TBD

h. Proposed schedule: milestone dates for project development

- April 2012: Receive CC-TLC allocation
- April 2012: Project Initiation
- April- September 2012: Prepare Feasibility Study and Recommendations
- October-December 2013/14: Draft Plan and Public Review
- January-March 2014: Final Plan

i. Potential phasing (the applicant will be asked to identify project components that could be eliminated if insufficient funding is available to fund the full project)

This is a planning study, which cannot be phased.

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2. PROJECT DESCRIPTION

a. Description, including, at a minimum, a location map and planned maintenance and operation; photos and designs may be included as well

The project would provide a plan that identifies improvements to serve bicyclists and pedestrians using the I-680/Treat Boulevard over-crossing near the Contra Costa Centre/Pleasant Hill BART Station area. The Treat Boulevard/I-680 over-crossing is one of the main arteries into the Contra Costa Centre/Pleasant Hill BART Specific Plan area from areas of Walnut Creek west of the freeway. The Contra Costa Centre/Pleasant Hill BART Area Specific Plan identifies a need for a future bicycle and pedestrian circulation route along this segment (Figure 7.3 shown below). The general study area is encompassed within the red circle on Figure 7.3, which is also intended to include the area of Treat Boulevard between I-680 and North Main Street to the west in the City of Walnut Creek. The Contra Costa Centre/Pleasant Hill BART Specific Plan contains policies and recommendations that encourage improved bicycle and pedestrian circulation access to, through, and from the Specific Plan area. In turn, the proposed Plan would support and help implement these policies and recommendations. In addition, the City of Walnut Creek adopted policies in their General Plan 2025 that support this project. The following policies are also attached to this application.

Contra Costa County General Plan 2005-2020

- Policies for the Pleasant Hill BART Station Area, 3-108(f): Develop areas intensively used by pedestrians at a human scale and with adjoining uses which will visually and functionally enliven the area.

Pleasant Hill BART Station Area Specific Plan

- Transportation and Circulation: Plan Objective 3 – Improve automobile access to the BART station from Pleasant Hill, Walnut Creek, and Concord.

- Pedestrian, Bicycle, and Transit Circulation: Bicycle and pedestrian circulation shall be provided through the Station Area. Bicycle and pedestrian circulation shall be safe and shall, to the extent possible, minimize conflicts with other transportation modes.

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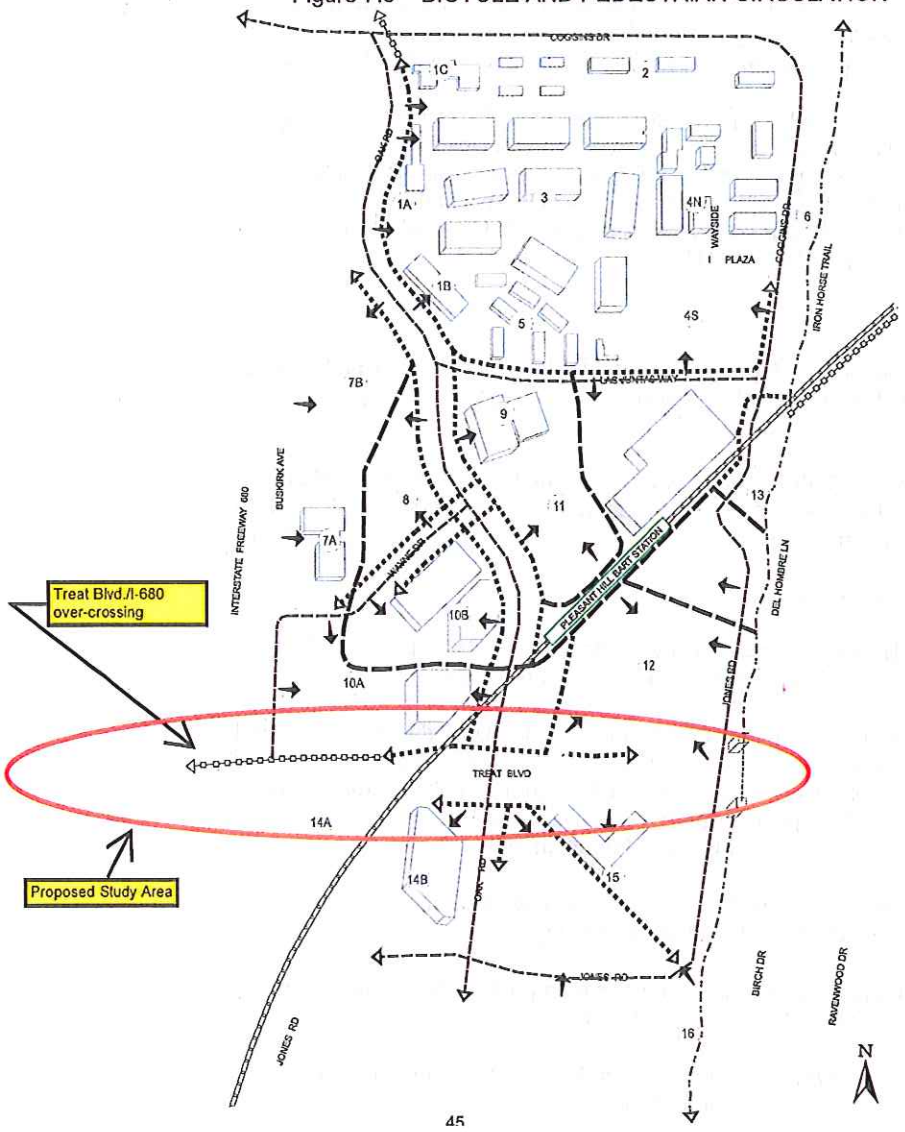
Excerpt from Contra Costa Centre/Pleasant Hill BART Station Area Specific Plan

URBAN DESIGN POLICY DIAGRAM

Figure 7.3 BICYCLE AND PEDESTRIAN CIRCULATION



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The Pleasant Hill BART Specific Plan Study (Traffic Study)

- Alternative Modes of Access – Pedestrian Promenade: A promenade for use by pedestrians and bicyclists is recommended to provide access through the area. This promenade would discourage automobile use for employees when they leave their workplaces for lunch, personal business and work-related errands.

- Direct Linkage to Regional Bike Trails: Bicycle paths could be connected to the extensive regional network of bicycle trails to encourage bicycle access to the Specific Plan area. Of immediate use would be a connection to the Iron Horse Trail. With participation of other local agencies, secondary connections could also be made to the California Hiking and Riding Trail in Concord and the Chilpancingo Parkway in Pleasant Hill.

Walnut Creek General Plan 2025

- Policy 23.3: encourage development around the Pleasant Hill BART station that supports the County's specific plan goals for well-designed, transit-, pedestrian-, and bicycle-oriented development.

- Action 23.3.1: Work with the County toward ensuring that development of the Pleasant Hill BART station area is compatible with and accessible to adjacent areas within the incorporated city.

The Plan development could generally be phased as follows:

- Project Startup: The County and Walnut Creek staff would meet with CCTA to discuss the timeline and request for proposals for the project.

- Public/Stakeholder Engagement: Conduct outreach to affected stakeholders and members of the public using the Contra Costa Centre Municipal Advisory Council and the Walnut Creek Bicycle Committee as the forum for public engagement. Possibly conduct workshops to prepare existing conditions report, identify alternatives and determine recommended improvements.

- Develop Alternatives: Develop Plan concepts and proposed improvement projects for the Treat Boulevard/I-680 over-crossing.

- Draft Plan Document: Use information gained from public outreach and Plan development and analysis to create a draft Plan.

- Refinement/Final Plan: Analyze comments and discussions from draft Plan process to develop the final Plan document.

Staff believes that these phases would be necessary to deliver the project. However County staff and CCTA staff would meet to discuss any modifications to the project phasing that may be necessary.

3. ABILITY TO MEET CRITERIA

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a. Achievement of CC-TLC Goals: Describe how well the proposed project achieves the six goals of the CC_TLC program

i. Help create walkable, pedestrian-friendly neighborhoods and business districts

With the Plan implemented, residents and workers in the Contra Costa Centre/Pleasant Hill BART Station area would be able to take advantage of the amenities (restaurants, shopping, etc.) across the I-680 freeway in Walnut Creek by utilizing an improved over-crossing. Currently, there is no sidewalk on the south side of the over-crossing and there are no designated bicycle facilities connecting the Geary Road bike lanes west of the over-crossing to the Iron Horse Trail east of the over-crossing. The Plan will develop recommendations for bicycle and pedestrian improvements that would create a safe and efficient access from the BART station area, to adjacent areas west of the BART station. The Plan will develop recommendations that can create an overall safer transportation environment for bicyclists and pedestrians across the northbound I-680 off ramp and Buskirk Avenue.

ii. Promote innovative solutions, including compact building design and context-sensitive site planning that is integrated with the transportation system

The Contra Costa Centre/Pleasant Hill BART Station area is a transit-oriented development (TOD), which locates employment and housing next to a regional transit hub. The project is largely complete and improvements for bicyclists and pedestrians on the freeway over-crossing are one of the last remaining measures to implement.

iii. Help create walkable, pedestrian-friendly access linking housing and job centers to transit

The intent of the Plan would provide recommendations that would create safer facilities for bicycle and pedestrian traffic to travel back and forth from the Contra Costa Centre/Pleasant Hill BART Station area across the Treat Boulevard/I-680 over-crossing to neighborhoods and amenities west of the freeway. The bicycle and pedestrian environment in this area is limited, and favors automobile movement.

iv. Help create affordable housing

The Plan would improve the bicycle and pedestrian environment across the freeway separating the Contra Costa Centre/Pleasant Hill BART station and adjacent areas in Walnut Creek. Improving this main point of access would enhance the walkability of the two areas, and therefore further encourage TOD development west of the freeway and potentially increase the ratio of available affordable housing.

v. Encourage a mixture of land uses and support a community's development or redevelopment activities

The Contra Costa Centre/Pleasant Hill BART Station Area Specific Plan has policies that would be supported by the proposed Plan (see: "Project Description").

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vi. Provide for a variety of transportation choices to enhance a community's mobility, identity, and quality of life

The Contra Costa Centre/Pleasant Hill BART TOD is a major transportation hub for Contra Costa County. There are a variety of transportation options available, rail, bus, and the Iron Horse Regional Trail. The plan would identify improvements that would make the freeway less of a barrier for pedestrian and bicyclists who need to travel across the freeway to reach these transportation services. The plan will also evaluate improvements that help buffer pedestrians and bicyclists from automobile traffic on the over-crossing.

b. **Feasibility:** describe where the sponsor is in the project development process — design, environmental clearance, right-of-way purchase, and PS&E — and any outstanding issues

Currently the project is in the planning stages. There have been no commitments to certain types of improvements. The Plan addresses Contra Costa Centre/Pleasant Hill BART Specific Plan policy and addresses a need to improve the bicycle and pedestrian access across the Treat Boulevard/I-680 over-crossing.

c. **Local and policy support:** identify policies in local plans that support the projects, the integration of the project with other local efforts, and other support from the general public, the RTPCs and other relevant agencies

Section 2.a. under "Project Description" above lists the supporting policies. On a staff level, the Plan currently is supported by the City of Walnut Creek and Transpac TAC. Once the County receives funding to develop this planning document, County staff will seek approval from the respective elected bodies of the affected agencies.

d. **Matching funds:** identify funds from other sources that are or would be committed to the project

The County and Walnut Creek would provide in-kind staff time as a source of matching funds for the proposed project.

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To Potential Applicants:

The Authority is pleased to announce the call for projects for the Measure J Transportation for Livable Communities (CC-TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) programs. The CC-TLC programs will fund plans and projects that support transit-oriented or mixed-use development and affordable housing or that encourage walking, bicycling or transit use. The PBTF funds covered in this call for projects must be used to complete projects in the Countywide Bicycle and Pedestrian Plan. The full call for projects describes the programs, including what projects and plans are eligible, in greater detail.

Applications for CC-TLC funding will be reviewed by the Regional Transportation Planning Committees where the project is located. Each RTPC will recommend which of those projects should be funded consistent with the adopted CC-TLC guidelines. Applications for PBTF funding, which is a countywide program, will be reviewed by the Authority's Countywide Bicycle and Pedestrian Advisory Committee.

You can find the full call for projects, including deadlines, amounts of funding available, schedule and other requirements, and the application forms for both programs on the Authority's website at this address:

http://ccta.net/EN/footer/fundingopportunities.html

Please forward this notice any other appropriate staff within your agency.

If you have any questions about the two programs, feel free to contact me either by email or by phone.

Brad

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925 256 4726