Michael Kee,
Chair
Pittsburg
City Council

Mary N. Piepho,
Vice-Chair
Contra Costa County
Board of Supervisors

Brian Kalinowski
Antioch
City Council

Bob Taylor
Brentwood
City Council

Jim Frazier
Oakley
City Council

Gil Azevedo
Antioch
Planning Commission

Joseph Weber
Brentwood
Planning Commission

Carmen Gaddis
Representing the
Contra Costa County
Board of Supervisors

Walter MacVittie
East Contra Costa
Regional Planning
Commission

Iris Obregon
Oakley
Planning Commission

Bruce Ohlson
Pittsburg
Planning Commission

Staff contact:
John Cunningham
TRANSPLAN
651 Pine Street
N. Wing—4th Floor
Martinez CA 94553

Phone
(925) 335-1243

Facsimile
(925) 335-1300

www.transplan.us
jcunn@cd.cccounty.us

TRANSPLAN COMMITTEE MEETING

Wednesday, January 7, 2009, at 6:30 p.m.

~PLEASE NOTE CHANGE FROM REGULAR MEETING DAY~

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

We will provide reasonable accommodations for persons with disabilities to participate in TRANSPLAN meetings if they contact staff at least 48 hours before the meeting. Please contact John Cunningham at (925) 335-1243 or jcunn@cd.cccounty.us.

AGENDA

1. **Open the meeting.**
2. **Accept public comment on items not listed on agenda.**

CONSENT ITEMS (see attachments where noted [♦])

3. **Adopt minutes from November 13, 2008 meeting.** ♦
4. **Accept correspondence.** ♦
5. **Accept recent news articles.** ♦
6. **Accept environmental register.** ♦
7. **Accept status report on major East County transportation projects** (no change from November report)**.**

END OF CONSENT ITEMS

ACTION ITEMS (see attachments where noted [♦])

8. **Recognize outgoing Chair, Will Casey of Pittsburg.**
9. **Recognize Don Freitas of Antioch and Brad Nix of Oakley for their contributions to East County transportation planning.**
10. **Elect Chair and Vice-Chair for 2009**: The TRANSPLAN Committee elects its officers each January for the calendar year. Elections of chair and vice chair are done in two separate motions. Both must be elected officials. It has been TRANSPLANs practice for the vice chair to become chair, and for the vice chair's position to rotate among the jurisdictions. The attachment shows the officers of TRANSPLAN for the past seven years. ♦
11. **Appoint TRANSPLAN representatives and alternates to the Contra Costa Transportation Authority (CCTA) Board***: ♦
    a. Appoint representative and alternate for the remainder of the two-year **(odd)** term which began on February 1, 2007 and ends on January 30, 2009.
    b. Appoint representative and alternate for the two-year **(odd)** term beginning February 1, 2009 ending January 30, 2011

    c. Appoint representative and alternate for the remainder of the two-year **(even)** term which began on February 1, 2008 and ends on January 30, 2010.

* Per Contra Costa Transportation Authority Administrative Code **only elected officials** may vote on appointments to the CCTA Board.
♦ = An attachment has been included for this agenda item.

12. **(TO BE DISCUSSED AT THE JOINT TRANSPLAN/ECCRFFA MEETING STARTING AFTER THE ADJOURNMENT OF THE REGULAR TRANSPLAN MEETING) Review and Comment on East Contra Costa County Fee Projections**. An administrative draft of the attached report was reviewed by jurisdiction staff in October and by the Technical Advisory Committee (TAC) in November. Written comments received on the report are included in the packet. At the November 18th TAC meeting staff recommended that the report should make more conservative assumptions in terms of economic recovery. This comment is not reflected in the latest version of the report (included in this packet). ECCRFFA staff notes that the report does not reflect the new fees effective January 1, 2009. CCTA staff anticipates bringing the report to the Administration and Projects Committee and the full CCTA Board in January. ♦

13. **Review, Comment and Approve Letter to the Contra Costa Transportation Authority Establishing East County Transportation Project Priorities in Preparation for Potential Earmarks Under a Reauthorized Federal Transportation Funding Bill. ♦**

14. **Accept staff or Committee members' Reports.** Staff or members of TRANSPLAN may report on items of interest to TRANSPLAN.

    a) East County Modeling Update: During the development of the East County Action Plan, Contra Costa County staff highlighted the need to further develop CCTA's travel demand model to more accurately forecast traffic. TRANSPLAN directed the County and CCTA to work together to develop a strategy for proceeding. The two parties have worked on the matter and brought the matter to the TAC. The TAC reviewed the proposed strategy in November and recommended that CCTA and the County develop a scope, budget and schedule for implementing. The strategy is outlined in the attached memo.♦

    b) CCTA Preparations for Economic Stimulus Package: Attached is the Contra Costa Transportation Authority list that was transmitted to Caltrans defining Contra Costa priorities for any economic stimulus package that may be approved. ♦

    c) Results of CCTA Workshop to Discuss Growth Management Program (See 11/20/08 Memo from CCTA/Bob McCleary under Item 4: Accept Correspondence) ♦

    d) Comments on TRANSPAC Action Plan: The TRANSPLAN TAC met in December and discussed possible comments on the TRANSPAC Action plan. A meeting is currently being scheduled to review issues raised by the TAC, discrepancy between TRANSPAC Multi-Modal Transportation Service Objective (MTSO) for State Route 4 (Delay Index 5.0) and TRANSPLAN MTSO (Delay Index 2.5), identification of potential projects on Kirker Pass Road (and possible establishment of an MTSO on the same), identification of improvements to frontage (SR4) roads, identification of I-680/SR4 interchange improvements, identification of possible HOV improvements, identification of improvements at the Willow Pass interchange. A discussion regarding fee programs will also be on the agenda. A comment letter will be provided in your February TRANSPLAN packet.

ADJOURNMENT

15. Adjourn to next meeting on Thursday, February 12, at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

ITEM 3
ADOPT MINUTES FROM November 13, 2008 MEETING

TRANSPLAN COMMITTEE
Antioch - Brentwood - Pittsburg - Oakley and Contra Costa County

MINUTES
November 13, 2008

The TRANSPLAN Committee meeting was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Vice Chair Mary N. Piepho at 6:45 P.M.

ROLL CALL

PRESENT: Gil Azevedo (Antioch), Donald Freitas (Antioch), Jim Frazier (Oakley), Walter MacVittie (East Contra Costa Regional Planning Commission), Brad Nix (Oakley), Bruce Ohlson (Pittsburg), Bob Taylor (Brentwood), Joe Weber (Brentwood) and Vice Chair Mary N. Piepho (Contra Costa County)

ABSENT: Carmen Gaddis (Alternate, Contra Costa County Board of Supervisors), and Chair Will Casey (Pittsburg)

STAFF: John Cunningham, Senior Transportation Planner, Contra Costa County

PUBLIC COMMENT

There was no public comment.

CONSENT ITEMS

On motion by Donald Freitas, seconded by Brad Nix, TRANSPLAN Committee members adopted the Consent Calendar, as follows:

3. Adopted Minutes from September 11, 2008 Meeting.
4. Accepted Correspondence.
5. Accepted Recent News Articles
6. Accept Environmental Register
7. Accepted Status Report on Major East County Transportation Projects.
8. Requested AUTHORIZATION for the 511 Contra Costa-TRANSPAC/ TRANSPLAN TDM Program Manager to submit applications to CCTA for FY 2009/10 Measure C Carpool, Vanpool and Park and Ride Lot funds, FY 2009/10 Bay Area Air Quality Management District funds and MTC CMAQ (Employer Outreach Funds), and to EXECUTE the required grant contracts and enter into cooperative agreements with the respective agencies.

APPOINT TWO TRANSPLAN MEMBERS TO THE JOINT TRANSPLAN / TRI-VALLEY TRANSPORTATION COUNCIL (TVTC) VASCO ROAD SUBCOMMITTEE

Senior Transportation Planner John Cunningham advised that the item had been discussed at the last two to three meetings and had been held over to get a more complete representation of TRANSPLAN members prior to making an appointment. He noted that the Contra Costa Transportation Authority (CCTA) had also discussed the item. He asked the Committee to appoint two members to the Joint TRANSPLAN/Tri-Valley Transportation Council Vasco Road Subcommittee.

Brad Nix noted that the item had been continued to allow Vice Chair Piepho to be present.

Vice Chair Piepho spoke to the discussion to look for additional voices to serve East County communities with respect to Vasco Road. As a current member of the TVTC, she suggested that two other members of the TRANSPLAN Committee be selected to serve on the Subcommittee.

When asked, Mr. Cunningham noted that the Subcommittee was advisory and elected officials would not need to be the only representation from TRANSPLAN.

Brad Nix nominated Bob Taylor from Brentwood and Jim Frazier from Oakley to serve as members of the Joint Subcommittee. There were no other nominations. The nominations were closed. ***Bob Taylor*** and ***Jim Frazier*** were unanimously selected to serve on the Joint TRANSPLAN/Tri-Valley Transportation Council Vasco Road Subcommittee.

APPOINT TRANSPLAN REPRESENTATION TO CCTA TO BECOME EFFECTIVE IN DECEMBER 2008 OR AS DETERMINED BY TRANSPLAN

With two members of the TRANSPLAN Committee rotating out, Mr. Cunningham advised that there would be a lack of representation on the CCTA. As such, action was required to fill the gap to ensure TRANSPLAN representation on the CCTA at the next meeting in December.

Donald Freitas clarified that alternates replaced permanent voting members and elections were held in January, with seating in February. He suggested that the action would be to select the second alternate to represent the TRANSPLAN Committee at the December meeting of the CCTA. He stated that Bob Taylor was already an alternate appointment to the CCTA. He emphasized that both members and alternates had to be elected members of the TRANSPLAN Committee.

Brad Nix nominated Will Casey to serve as the second alternate to the CCTA for the TRANSPLAN Committee. Joe Weber seconded the nomination. There were no other nominations. The nominations were closed. ***Will Casey*** was unanimously selected to serve as the second alternate to the CCTA from the TRANSPLAN Committee.

ACCEPT STAFF OR COMMITTEE MEMBERS' REPORTS

a) November CCTA Administration and Projects Committee: Draft East Contra Costa County Subregional Transportation Fee Projections Report

b) Preparation for an Authority Workshop to Discuss Growth Management Program (GMP) Issues in November 2008

c) Contra Costa County Report on Reactivation of Mococo Rail Line

Mr. Cunningham presented the Draft Report for the East Contra Costa County Regional Transportation Fee Projections and advised that Susan Miller of the CCTA was present to speak to the item if there were any questions from the Committee. He explained that the Draft Report would return in final form at future meetings.

Donald Freitas stated with respect to the fee report that it was a critical issue for the funding and expansion of Highway 4.

Susan Miller reported that there had been a staff level review of the Draft Report, which had been taken to the Administration and Projects Committee as a draft and which would be taken to the TRANSPLAN Technical Advisory Committee (TAC) for discussion. She noted that there would be a discussion of the report next week and any comments would be returned. She added that TRANSPLAN would be given a month to review the report. In January there would be another discussion about what it would mean for the revenues for Highway 4 since that was why the study had been undertaken.

Donald Freitas noted that City of Antioch staff had provided comments. He asked that those comments be made available to TRANSPLAN members.

Susan Miller explained that the comments had been taken and the revised report would incorporate many of the comments received.

The TRANSPLAN Committee accepted the information for consideration with the fee report to be returned at the December meeting.

Brad Nix emphasized that as a body the TRANSPLAN Committee had followed a long-standing position that Highway 4 expansion came first. He noted that the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) had contributed significant monies to the building of Highway 4, which had taken away from ECCRFFA's revenue stream. Given changes to the body, the economy and that commitment, he suggested that projects would have to be drastically curtailed.

ADJOURNMENT

With no further business to come before the TRANSPLAN Committee, Vice Chair Piepho adjourned the meeting at 7:03 P.M. to December 11, 2008 at 6:30 P.M.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

ITEM 4
Correspondence

SOUTHWEST AREA TRANSPORTATION COMMITTEE

SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

CONTRA COSTA
08 DEC 18 PM 12:13
DEPARTMENT OF CONSERVATION AND DEVELOPMENT

December 15, 2009

Robert K. McCleary, Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Dear Mr. McCleary:

The Southwest Area Transportation Committee (SWAT), at their December 1, 2008 meeting, approved the following actions related to the Central County Action Plan, Lamorinda Action Plan, and Tri-Valley Transportation Plan/Action Plan that may be of interest to the Authority:

- Reviewed and concurred with comments submitted by the City of Lafayette on the Central County Action Plan.
- Reviewed and concurred with comments submitted by the City of Lafayette on the Lamorinda Action Plan. In addition, SWAT requested that the City's comments be incorporated into the Lamorinda Action Plan as an Addendum.
- Approved the release of the Lamorinda Action Plan and Tri-Valley Transportation Plan/Action Plan for incorporation into the Countywide Transportation Plan.

If you have any questions or would like additional information on this matter, please feel free to contact me at (925) 335-1046, or Andy Dillard, SWAT staff at (925) 314-3384.

Sincerely,

Gayle B. Uilkema

Gayle B. Uilkema, Chair
Southwest Area Transportation Committee

Attachments: City of Lafayette's Comments on Central County Action Plan
City of Lafayette's Comments on Lamorinda Action Plan

cc: SWAT and SWAT TAC
TRANSPLAN, c/o John Cunningham, 651 Pine St, 4th Floor - North Wing, Martinez, CA 94553
WCCTAC, Christina Atienza, 13831 San Pablo Avenue, CA 94806
TRANSPAC, Barbara Neustadter, 2300 Contra Costa Blvd. Suite 360, Pleasant Hill, CA 94523
CCTA, Danice Rosenbohm, 3478 Buskirk Avenue, Suite 100, Pleasant Hill, CA 94523

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SWAT

CONTRA COSTA

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08 DEC 17 PM 1:18

DEPARTMENT OF CONSERVATION AND DEVELOPMENT

December 15, 2009

Robert K. McCleary, Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Dear Mr. McCleary:

At their December 1, 2008 meeting, the Southwest Area Transportation Committee (SWAT) appointed the City of Lafayette representative as Chair, and the Town of Danville representative as Vice Chair, of SWAT. The new appointments are effective January 1, 2009.

If you have any questions or would like additional information on this matter, please feel free to contact me at (925) 335-1046, or Andy Dillard, SWAT staff at (925) 314-3384.

Sincerely,

Gayle B. Uilkema

Gayle B. Uilkema, Chair
Southwest Area Transportation Committee

cc: SWAT and SWAT TAC
TRANSPLAN, c/o John Cunningham, 651 Pine St, 4th Floor - North Wing, Martinez, CA 94553
WCCTAC, Christina Atienza, 13831 San Pablo Avenue, CA 94806
TRANSPAC, Barbara Neustadter, 2300 Contra Costa Blvd. Suite 360, Pleasant Hill, CA 94523
CCTA, Danice Rosenbohm, 3478 Buskirk Avenue, Suite 100, Pleasant Hill, CA 94523

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authority

TO:	Barbara Neustadter, TRANSPAC Andy Dillard, SWAT John Cunningham, TRANSPLAN	Christina Atienza, WCCTAC Lisa Bobadilla, TVTC Calvin Wong, LPMC/SWAT (TAC)
FROM:	Robert K. McCleary, Executive Director	Bob McCleary
DATE:	December 18, 2008	
SUBJECT:	**Items approved by the Authority on December 17, 2008, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**	

At its **December 17, 2008** meeting, the Authority discussed the following item, which may be of interest to the Regional Transportation Planning Committees:

1. **Proposed Federal Economic Stimulus Package & Potential Earmarked Funds under the federal reauthorization.** Staff sought direction on the Authority's involvement in assembling projects and priorities for funding under the economic stimulus package, which will likely be a high priority for the new Administration. In addition, our congressional representatives have expressed a desire for the Authority to prioritize candidate projects for funding under the reauthorization bill. Staff provided an update on (1) likely direction of the stimulus legislation, (2) reauthorization, specifically relative to potential earmarks, and (3) recent State budget proposals.

<u>**Stimulus Legislation**</u>

The stimulus legislation is still largely a concept, with a draft prospective bill in the House but considerable uncertainty regarding its final shape. However, our best current intelligence is that the stimulus bill likely will include:

- Separate highway and transit funding;
- Perhaps some flexibility in the highway category, per the existing surface transportation program;
- No earmarks for specific projects; and
- An emphasis on very quick delivery, perhaps with a specific requirement that each project must be obligated, or have an awarded construction contract, within a set time frame, for example 90, 120 or 180 days.

It may require implementing state legislation for a portion of the funds to be directed to local streets and roads; we view that to be highly likely.

We plan to review the status of this legislation at the Administration and Projects Committee (APC) on January 8, 2009, and at the Authority meeting on January 21st. It's possible that the bill may have passed Congress by the 21st, in which case the Authority may wish to schedule a special meeting or request further review of the implications of the bill at the Technical Coordinating Committee and APC.

Federal Reauthorization and Project Earmarks

With the high likelihood that the Federal stimulus package will not include project earmarks, the APC's request for submittal of projects that local jurisdictions have proposed for congressional "earmarks" as part of the reauthorization by January 5th no longer appears necessary. Accordingly, by consensus the Authority authorized staff to extend the deadline to allow submittals for consideration by the APC in February. Accordingly, staff will circulate a letter requesting submittal of proposed earmark projects by 2:00 p.m., January 30, 2009, in time for mailing out to the APC.

Staff notes that the APC stated that it envisioned the Authority's priorities would focus on Measure C, Measure J and 25-year STIP list projects.

2. State Budget Proposal. The Authority also was provided with a brief update on the latest proposal for the state budget. Staff is monitoring the proposal, and seeking to assure that only the state's 4-3/4 percent sales tax is removed from gasoline sales if the proposal is implemented, and not the sales taxes for TDA (1/4%), local transportation (in Contra Costa, ½% for the Authority, and ½% for BART, SF MUNI and AC Transit), and local jurisdictions (1%). It is also desirable to have those sales taxes apply to the proposed new transportation "fee" that would replace the state's excise tax on gasoline.

While the transportation fee proposal would provide some protection from future diversion of transportation revenues to the state's General Fund, it does appear to be a weaker protection for state highways and local streets and roads funding, as the fee revenue could be used for a broader range of applications than permitted under Article XIX of the California Constitution.

The proposal, if passed and signed by the Governor, will almost certainly be challenged in the courts. Its earliest date for actual implementation would be 91 days after signature, according to our lobbyist.

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TO: Barbara Neustadter, TRANSPAC
Andy Dillard, SWAT
John Cunningham, TRANSPLAN
Christina Atienza, WCCTAC
Lisa Bobadilla, TVTC
Calvin Wong, LPMC/SWAT (TAC)

FROM: Robert K. McCleary, Executive Director Bob McCleary

DATE: November 20, 2008

SUBJECT: **Items approved by the Authority on November 19, 2008, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**

At its **November 19, 2008** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Legislation—Approval of 2009 Legislative & Advocacy Program.** The Authority adopted its Legislative & Advocacy Program for 2009. *(Attachment A)*

2. **State-Local Partnership Program Funds.** Staff estimates that the State-Local Partnership Program will provide approximately $15 to $20 million available as matching funds directly to the Authority. At present, the timing for availability of the funds is uncertain, but initial applications are due to the California Transportation Commission in February. Staff recommends that the funds be used to offset anticipated lower levels of Measure J sales tax funds, be allocated to each sub-region of the county consistent with the percentage of the capital program in that sub-region, and be treated as sales tax funds for purposes of expenditure, as was done for the original Partnership Program. *This item will be scheduled for discussion by the APC in December.*

3 **Approval to Forward Recommended Project Selection for the Lifeline Transportation Program (LTP) to MTC for $8.013 million in FY 2009 to FY 2011 funding.** The LTP Application Review Committee (ARP) forwarded its recommendation to the Authority to fund either entirely or partially 13 of the 14 project grant applications that were submitted in response to a "Call for Projects" released on September 19, 2008 for the Lifeline Transportation Program. A total of $8.013 million is available to Contra Costa through MTC from a variety of Federal and State funding sources. **Resolution No. 08-10-G.** *The Authority approved the attached list as proposed. (Summary Attachment B)*

4. **Preliminary Discussion of Measure J CC-TLC Program.** The Measure J Expenditure Plan sets aside 5.4 percent of sales tax revenues (estimated at $108 million in 2004 dollars) for the Transportation for Livable Communities program. These funds are to be allocated to the subregions, and then distributed to individual, qualifying projects subject to Authority guidelines and approval. Staff has prepared an initial discussion of the issues that must be addressed in developing the CC-TLC program guidelines and is establishing a committee to help in this program. Staff has also developed a schedule for starting the program. *The Authority authorized staff to begin developing guidelines for the CC-TLC program, and approved the proposed schedule. (Summary Attachment C)*

5. **Authority Workshop to Discuss Growth Management Program (GMP) Issues in November 2008.** The Authority supported holding a full-Authority workshop to discuss the Measure J Growth Management Program and possible changes to it, in response to the complex and changing environment created by recent regional and state initiatives. The Planning Committee provided direction to help shape the workshop. *The Authority conceptually approved some revisions to GMP components, and authorized staff to prepare specific revisions to the Expenditure Plan language and implementation documents for future consideration by the Authority. Authorized changes are summarized in the attachment. (Attachment D)*

Attachment A

Contra Costa Transportation Authority
Proposed 2009 Legislative and Advocacy Program

(as amended by the APC on November 6, 2008)

For Action by the Authority

November 19, 2008

1. Federal Reauthorization
    - Priority is 'fix it first'
    - Benefits of any new flexibility on the federal level should be carried through to the CMA level
    - Prioritizing earmark requests to legislative delegation

2. New sources of funding:
    - Countywide vehicle fees (flexibility to allocate to accomplish county priorities)
    - Regional fees (with conditions: return to source; flexibility to allocate to county priorities)
    - Toll bridge increase (15% revenues to Contra Costa)
    - Reduction of voter threshold for transportation/climate control measures

3. Corridor Management and HOT Lanes:
    - Unanimous agreement within the region on specific policies and practices pertaining to HOT lanes should be required before legislation is introduced authorizing creation of HOT lane network in the Bay Area.
    - The network should be structured using a corridor-based model, focused on corridor management, and involve local representation and decision-making. The Authority should consider sponsoring legislation providing that the network will be governed by a corridor-based board (either a Joint Powers Agency or a reconfigured BATA) that represents the agencies wherein the corridors are located.
    - HOT lane revenues should be reinvested within the corridor where generated, with provision of transit funding as one fundamental objective.
    - There should be consistency of design and operations within the region.
    - There should be no integration with new toll bridge measure, unless parameters are fully agreed-upon.
    - The efficiency of each corridor proposed for inclusion in the network should be studied, including the potential effect of HOT lanes on diversion of traffic to parallel arterials.

4. SB 375 Clean-Up:
    - Litigation protection
    - Additional protection for bond/self-help measure projects
    - CEQA relief from AB 32 analysis for transportation projects in approved RTPs

5. SB 1210 Clean-Up (Eminent Domain/Acquisition of Right of Way)

6. Protection of Transit Funds

7. Follow developments with respect to impact of state budget cuts on transportation and consider action

Subject	**Approval to Forward Recommended Project Selection for the Lifeline Transportation Program (LTP) to MTC for $8.013 million in FY 2009 to FY 2011 funding.**
Summary of Issues	The LTP Application Review Committee (ARC) is forwarding its recommendation to the Authority to either fully or partially fund 13 of the 14 project grant applications that were submitted in response to a "Call for Projects" released on September 19, 2008 for the Lifeline Transportation Program. A total of $8.013 million is available to Contra Costa through MTC from a variety of federal and State funding sources. **Resolution 08-10-G**
Recommendations	That the Authority approve Resolution 08-10-G authorizing transmittal of LTP project recommendations to MTC for LTP funding.
Financial Implications	MTC has allocated a total of $65.9 million to LTP for the Bay Area. Contra Costa's portion of 12.5%, or $8.013 million, is based upon the percentage of households within Contra Costa that are at or below the federal poverty level as reported in the 2000 U.S. Census. The ARC recommends submittal of $8.013 million in projects to MTC. Funds cover the three-year cycle spanning FY 08-09 through FY 10-11. Additional funding is expected for future cycles, subject to a review by MTC of the program's effectiveness.
Options	1. Modify the recommended project list prior to submittal to MTC 2. Recommend funding only at the Tier 1 level and release another call for projects for Tier 2[1]. This option could create some funding difficulties for some operators but would allow funding levels to become more known.
Attachments *(See Planning Committee Packet Dated November 5, 2008)*	A. Resolution 08-10-G authorizing transmittal of project recommendations to MTC for LTP funding; B. LTP Project Grant Applications Received; C. LTP Project Ranking; D. LTP Requests and Proposed funding by Applicant and Sub-Area; E. LTP Project Descriptions; F. LTP Task Force composition. G. Letter Dated November 4, 2008 from AC Transit Regarding Cycle II Lifeline Program. H. Letter Dated November 7, 2008 from Tri Delta Transit Regarding Cycle II Lifeline Program
Changes from Committee	*Approved amended- handout Resolution # 08-10-G*

[1] Tier 1 funding is known as of the adoption of the 2008-09 state budget; although it could be revised if the state budget is revised. Tier 2 funding is subject to the 2009-10 state budget and is more subject to changes at this time. At a minimum Tier 1 funding must be submitted to MTC by November 30, 2008.

LTP Application Review Committee Recommendations

After careful review and evaluation of the 14 grant applications received, the LTP ARC recommends forwarding the following 13 projects to MTC for LTP funding:

	Project Title and Description	Project Sponsor	LTP Funding Request	Proposed Funding
1	**Dispatch Software Purchase and Installation:** To purchase and install a commercial transportation dispatching software package for use in the County's Ride To Success and the Children's Transportation Project.	Contra Costa County Emp. and Human Srvcs. Depart.	$51,208	$51,208
2	**Operating Funding for Low Income Access to Health Care (Route 201):** Continue service for low-income patrons in Bay Point to central county destinations including Mt. Diablo Medical Center, Mt. Diablo High School and the Concord BART Station for interagency connections.	Tri Delta Transit (ECCTA)	$ 300,000	$ 300,000
3	**Continued Operation of County Connection Lifeline Routes :** Preserve frequency and coverage of CCCTA Routes 114, 111.and 314 serving the Monument Corridor, Concord BART, and Pleasant Hill BART., and Routes 108,116,118 and 308 serving downtown Martinez, Contra Costa Regional medical Center, Kaiser Clinics, VA Clinic, County offices, Diablo Valley College, Walnut Creek BART, and Pleasant Hill BART.	County Connection (CCCTA)	$ 1,250,000	$ 1,250,000
4	**Continued Operation of WestCAT C3 Route:** The service operates between Hercules Transit Center and Contra Costa College in San Pablo at 60 minute intervals between 7:25 am and 10:55 pm.	WestCAT (WCCTA)	$ 636,550	$ 636,550
5	**Maintain existing Lifeline services in western Contra Costa County:** Maintain Line 376 which provides service between the El Cerrito Del Norte BART, Richmond BART, downtown Richmond, CC College, Pt. Pinole Business Park, UPS, and Hilltop Mall; and Line 76 which provides service between the Richmond Parkway Transit Center and El Cerrito Del Norte BART, Hilltop Mall, CC College, San Pablo, Richmond BART Station, Harbour Way and Cutting Blvd.	AC Transit	$ 2,909,108	$ 2,463,448
6	**Bus Shelters:** Procure and install bus shelters and related amenities and minor site improvements in the Pittsburg/Bay Point/Antioch and Brentwood communities of concern.	Tri Delta Transit (ECCTA)	$ 200,000	$ 200,000
7	**Rolling Stock for County Connection Lifeline Routes:** Provide funds for local match to federally-funded replacement 30 buses to preserve service on Routes 108, 111, 114, 116, 118, 308, and 314.	County Connection (CCCTA)	$ 844,805	$ 844,805

8	**Rolling Stock for WestCAT's C3 Lifeline Route:** Matching funds for one bus for operation of the C3 service.	WestCAT (WCCTA)	$ 69,785	$ 69,785
9	**BART Bay Point/Pittsburg Station Improvements:** Improve lighting and passenger information at the Pittsburg station as recommended in the Bay Point CBTP.	BART	$ 320,000	$ 320,000
10	**BART Richmond Station Improvements:** Improvements to the bus transfer area at the Richmond BART station.	BART	$ 960,000	$ 744,800
11	**County Connection Martinez bus stop improvements and access:** Construct accessible bus stop on Arnold Drive eastbound in Martinez near the Wal-Mart entrance. Improve 15 bus stops with seating. Provide access improvements including curb cuts and sidewalks where needed adjacent to and approaching CCCTA, Tri Delta, and West CAT bus stops. Provide two pedestrian-activated lighted crosswalks in downtown Martinez.	County Connection (CCCTA)	$ 100,000	$ 100,000
12	**Rolling Stock Replacement for AC Transit:** Partial funding to replace a portion of rolling stock appropriate for Lifeline services in western Contra Costa County.	AC Transit	$ 3,500,000	$ 447,914
13	**Hillcrest Park-and-Ride Lot Improvements:** Partial funding to provide access and improvements to the passenger waiting area at the park-and-ride lot.	Tri Delta Transit (ECCTA)	$ 1,500,000	$ 585,000
14	**Passenger Advisory Signs:** Real time advisory signs at bus stops to provide information to passengers when the next bus would arrive. **Withdrawn from funding consideration at the request of WestCAT.**	WestCAT (WCCTA)	$ 247,500	$ 0
	TOTAL		$ 12,888,956	$ 8,013,510

Subject	Preliminary Discussion of Measure J CC-TLC Program
Summary of Issues	The Measure J Expenditure Plan sets aside 5.4 percent of sales tax revenues (estimated at $108 million in 2004 dollars) for the Transportation for Livable Communities program. These funds are to be allocated to the subregions, and then distributed to individual, qualifying projects subject to Authority guidelines and approval. Staff has prepared an initial discussion of the issues that must be addressed in developing the CC-TLC program guidelines and is establishing a committee to help in this program. Staff has also developed a schedule for starting the program.
Recommendations	Authorize staff to begin developing guidelines for the CC-TLC program and approve the proposed schedule.
Financial Implications	The Measure J Strategic Plan includes the first six years of funding for the TLC program. The recent downturn in sales tax revenues is likely to reduce the amount of funding available for this and other Measure J programs. The downturn could lead to cash flow problems for projects now in development and for which bonds are to be used to advance funding. Options for addressing these issues will be addressed over approximately the next 6 months.
Options	
Attachments ***(See PC Packet, dated November 5, 2008)***	A. Background and Initial Discussion: Contra Costa Transportation for Livable Communities Program
Changes from Committee	*Approved*

Background

Measure J, approved by the voters in 2004, added the new Transportation for Livable Communities program. This program is intended to fund transportation projects that:

a) Facilitate, support and/or catalyze developments, especially affordable housing, transit-oriented or mixed-use development, or

b) Encourage the use of alternatives to the single occupant vehicle and promote walking, bicycling and/or transit usage.

The program can fund both planning and capital grants. *Planning grants* must "support development of community-oriented plans that link transportation investments with land-use decisions." *Capital grants* specifically will fund the planning and construction of five categories of projects:

1. Local transit facilities
2. Intersection improvements and pedestrian facilities
3. Pedestrian plazas, walkways and other streetscape improvements that encourage walking
4. Traffic calming measures
5. Bicycle facilities

Whether capital or planning, each project must "catalyze, facilitate or support projects that meet the CC-TLC program's goals."

Expected Funding

Over the 25-year life of the measure, the CC-TLC program will receive 5.4 percent of the revenues generated. The Expenditure Plan estimated that the program would receive $108 million (in $2004): $100 million (five percent of revenues) to be divided among the regions by population and $8 million (0.4 percent of revenues) to go specifically to West County.

The actual amounts allocated, however, will depend on the actual revenues received. Our original estimate was that Measure J would generate approximately $2 billion over the 25-year life of the measure. The recent downturn in economic activity, however, is likely to lower forecast revenues we expect to receive under Measure J. The slowdown is likely to continue into the early years of Measure J. The first Measure J Strategic Plan, which the Authority adopted in May, had already lowered forecast revenues from the original estimates and more recent information indicates a probable further decline.

Besides reducing the estimate of funding available to this and other programs overall, the downturn is already causing cash flow problems for projects slated for early development, which may have implications beyond those projects.

Proposed Schedule

February 2009.........Release draft CC-TLC Program Guidelines

May 2009...............Adopt CC-TLC Program Guidelines

July 2009................Release initial CC-TLC "Call for Projects"

October 2009..........RTPCs recommend 3- or 5-year allocations of their share of CC-TLC funding

December 2009.......Authority releases draft CC-TLC Strategic Plan

March 2010.............Authority adopts final CC-TLC Strategic Plan

Attachment D

November 19, 2008 Growth Management Program Workshop Summary

Authority Proposed Changes to Measure J GMP Components

1. Adopt a Growth Management Element (GME) Within Each Jurisdiction's General Plan. The Authority approved a change to explicitly allow an option for any local jurisdiction to satisfy this requirement with a Measure J compliance correspondence table in lieu of a separate general plan GME.
2. Adopt a Development Mitigation Program. No change.
3. Address Housing Options. (Includes three elements.) The HCD reporting requirement in 3.1was retained. The Authority approved deleting 3.2 as redundant and moving 3.3 to Component 4.
4. Cooperative, Multi-Jurisdictional Planning. (Four elements.) For Component 4.1, Regional Routes, MTSOs and Actions, the Authority supported option 2 in concept – using performance measures to evaluate the direction and degree of change that would result from proposed major projects and GPAs rather than requiring the use of performance objectives (MTSOs). The Authority approved staff's recommendations for simplifying the GPA review process under Component 4.2, deleting 4.3 as redundant, and retaining 4.4 – Cooperative Studies.
5. Adopt an Urban Limit Line (ULL). No change.
6. Adopt a Five-Year Capital Improvement Program (CIP). The Authority approved deleting this component.
7. Adopt a Transportation Systems Management (TSM) Ordinance or Resolution. The Authority retained this provision, and proposes to update the model ordinance and resolution to emphasize, at a minimum in the title, that the effort is intended to reduce vehicle miles traveled (VMT) and greenhouse gas emissions consistent with the goals of AB 32 (2006).

Next Steps

1. Staff will discuss the results of the Workshop with the GMP Task Force, including potential revisions to Expenditure Plan language and implementation documents as appropriate.
2. Staff will return to the Planning Committee and Authority for further discussion of proposed changes. Upon approval of the specific changes in pre-final format, the proposal will be circulated to the RTPCs, County, cities and towns for review and comment.
3. Following review and comment, the Authority will approve its final changes – by Ordinance for Expenditure Plan changes, and by Board action or resolution for implementation document changes – and circulate the changes to the RTPCs, County, cities and towns. A public hearing on the changes will be held within 45 days of the action.
4. Unless the changes are appealed within 45 days of the Authority's approval by a city or the county, the changes will become effective at the end of that period. If a city or the County appeals, within 45 days of that appeal it must have resolutions from a majority of the cities representing a majority of Contra Costa's incorporated area population, and from the Board of Supervisors to overturn the Authority's action.

1. Adopt a Growth Management Element (GME)

The GMP Element "outlines the jurisdiction's goals and policies for managing growth and requirements for achieving those goals," and "must show how the jurisdiction will comply with sections 2-7 . . ."

Authority Staff Observations	*Value Added?*	*Potential Approach*
All jurisdictions have a Measure C-compliant GME as part of their general plans. The GME includes acknowledgement that the jurisdiction will support and use the Authority's transportation demand model and land use data base, and apply the Authority's analytical framework when assessing the transportation impacts of its General Plan, a general plan amendment (GPA), and development projects. Local jurisdictions are currently updating their GMEs to reflect Measure J, which eliminated performance standards for local streets and for public services. Since a core reason for the separate GME was to insure that each local General Plan incorporated the performance standards that were eliminated as part of Measure J, this requirement appears less critical. The Authority did release a Measure J "Model GME" in June 2007. The GME does provide a clear, documented link between the Measure J GMP and a local General Plan. However, Authority policy allows (within the GME documentation), the use of a "correspondence table" referencing the specific pages within a general plan where each component of the GMP is addressed, rather than a separate General Plan element. Amendment or elimination of this component would require an amendment to the Expenditure Plan (the "PLAN").	Authority staff believes that the GME requirement accomplishes the following: ▪ Interlinks and confirms each jurisdiction's General Plan compliance with the requirements of the GMP; ▪ Provides an adopted and consistent framework across all jurisdictions for assessing the impacts of a general plan, GPA, or development project; ▪ Reinforces for each jurisdiction and its staff the need to fulfill core requirements of the GMP. ▪ Consolidates policies regarding how the jurisdiction plans to manage growth. Are these expected benefits worth the costs of including an extra element in the general plan, and assuring consistency with it? How do the requirements relate to the focus in SB 375 on more dense, transit-oriented, and/or mixed use development?	The GM Task Force discussion suggested that, given the elimination of LOS and performance standards under Measure J, requiring a separate element may not be warranted. Staff recommends revising this component to explicitly include the option for a simple "Measure J GMP Correspondence Table" in a local jurisdiction's General Plan in lieu of a GME. Such an approach may prove more efficient for many local jurisdictions. A sample "Measure J Correspondence Table" could be : ▪ Transportation mitigation fees: Circulation element (or chapter), pages xx –yy; ▪ Multi-jurisdictional cooperative planning: Land Use and/or Circulation element(s), pages aa-bb; ▪ Consideration of facilitating transit, bicycle and pedestrian travel as part of development review: Circulation and/or Land Use element(s), pages cc-dd; ▪ Urban Limit Line: Land Use element, p. qq; ▪ Travel Demand Ordinance or Resolution: Circulation element, pp. gg-hh; ▪ Etc. Mixed-use, transit-oriented development, particularly at higher densities, may lead to a revised growth management policies for some

1. Adopt a Growth Management Element (GME)

The GMP Element "outlines the jurisdiction's goals and policies for managing growth and requirements for achieving those goals," and "must show how the jurisdiction will comply with sections 2-7 . . ."

Authority Staff Observations	*Value Added?*	*Potential Approach*
		local jurisdictions.

2. Adopt a Development Mitigation Program

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

Authority Staff Observations	*Value Added?*	*Potential Approach*
As of July 1, 2007, the program will have generated over $243 million for regional projects, and has contributed significantly in several areas to major infrastructure improvements. While annual fee revenues fluctuate with the economy, creating some uncertainties relative to the timing of project construction, the program has been successful to date. With the recent decline in housing prices, the aggregate development fees have risen as a percentage of the cost of new housing. At this juncture, fees for local infrastructure appear to be a given, and the Authority could potentially delete that reference if it chose. Sub-regional fees are likely to continue to be critical looking ahead, due to the limited funding compared to needs, and the potential shift in emphasis under SB 375, which appears focused largely on density and on transit-oriented and mixed-use development.	Sub-regional fee programs have funded projects that otherwise would probably not have gone forward, or would have taken longer to fund. Under SB 375, sub-regional fee programs may become the primary source of funding for improvements in areas that are not judged by MTC/ABAG to be compatible with the "sustainable communities strategy" (SCS); i.e., do not contribute to "achieving, if there is a feasible way to do so," the greenhouse gas (GhG) emissions reductions target set by the California Air Resources Board (CARB). (*This assumes such projects could still be found in conformity with federal and California air quality conformity requirements*.) On the other hand, SB 375 may reduce the need for fees for regionally significant projects needed to support transit-oriented development or infill called for in the SCS.	Retention of this component underscores a primary objective of the GMP: "(a)ssure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth." Local jurisdictions are largely committed, with or without this requirement, to local fee programs. Multi-jurisdictional planning to mitigate impacts on the regional network is less assured without this component. Given the value added to date, and the anticipated facilities needed in the future, staff recommends retaining this component without modification.

3.1 Housing Options: Report on Plans & Accomplishments

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

Authority Staff Observations	*Value Added?*	*Potential Approach*
The reporting process provides some measure of whether or not a jurisdiction is satisfying its obligations under the regional housing needs assessment (RHNA) process, and whether it is effectively planning towards accomplishing those objectives in the future. The reports have been aligned with the State Housing and Community Development (HCD) Department's requirements. To change or delete this item would require an amendment to the PLAN.	This requirement is redundant with state law and enforcement mechanisms. Moreover, SB 375 aligns the RHNA process with the RTP process, and the housing allocation plan must allocate housing units consistent with the SCS. SB 375 requires rezoning if necessary to meet the housing needs of all income levels within three years of adoption of the housing element, and has other provisions designed to enforce housing opportunities. Deleting this element would simplify the workload for local jurisdictions. Because the report is subject to the provisions of State law, cities and towns find its preparation time-consuming, and delays in preparing the report have often resulted in delays in receipt of the local streets and roads funds by some jurisdictions. Deleting the requirement does not change the need to comply with state law, but would result in earlier receipt and application of the local streets and roads funds to critical maintenance needs.	There is general consensus on the part of city and RTPC staff at the GMP Task Force that HCD requirements, the RHNA process, and the new provisions of SB 375 make this provision redundant and unnecessary. However, County staff believes the provision should be retained, noting that the redundancy was known at the time the Measure J GMP was adopted. Authority staff recommends deleting this requirement. The timing for completion of the required reports often delays local jurisdiction receipt of the local streets and roads funds. The greater emphasis on RHNA and zoning requirements in SB 375 make this requirement unnecessary. This would require amending the PLAN.

3.2 Impacts on Transportation

The impacts of development on transportation are already addressed through compliance with CEQA and in section 4.

Authority Staff Observations	*Value Added?*	*Potential Approach*
The impacts of development on transportation are already addressed through compliance with CEQA and in section 4. To change or delete this item would require an amendment to the PLAN.	SB 375 changes the focus of the RTP to reducing GhG emissions. CEQA will still require transportation analyses for general plans, GPAs and projects.	This Item is covered in Component 4 and can be deleted from this component. This would require amending the PLAN.

3.3 Support Bicycling, Walking and Transit

Incorporate policies and standards that support for transit, bicycling & walking into the development review procedure.

Authority Staff Observations	*Value Added?*	*Potential Approach*
MTC requires consideration of "routine accommodation" when planning transportation projects. Measure J goes a step further, requiring consideration for these modes during local review of development projects. This component could be moved elsewhere in the GMP, for example to section 4. To change or delete this item would require an amendment to the PLAN.	SB 375 envisions transit, bicycling and walking to play a greater role in development decisions.	This Item should be moved to Component 4. This would require amending the PLAN.

4.1 Cooperative, Multi-Jurisdictional Planning: Regional Routes, MTSOs and Actions

Identify Routes of Regional Significance, establish MTSOs for them and actions for achieving those objectives

Authority Staff Observations	*Value Added?*	*Potential Approach*
Performance "objectives" for "regional" routes are consistent with performance evaluation mandates in state statutes. The CMP requires a program to analyze the impacts of land use decisions on the regional network (now being fulfilled through the Action Plans) and the Contra Costa CMP uses measures taken from the Action Plans. Outside the GMP, project impacts are assessed using LOS as the default threshold. Eliminating MTSOs wouldn't ~~necessarily~~ remove the requirement for ~~need to have~~ hard targets (thresholds of significance) in EIRs. MTSOs give the RTPCs the flexibility to set whatever multi-modal threshold they want. Having mutually agreed-upon MTSOs leads to a consistent approach for assessing the impact of land use decisions on regional routes. In addition, neither Measure C nor Measure J require that jurisdictions met the MTSOs, only that they work together to identify and implement actions that work towards achieving those objectives. While reasonable in concept, this approach has proven difficult in practice. Alternative proposals include: (a) replace firm objectives with an assessment of whether or not a proposed project moves the needle in the "right" direction on a particular measuring scale; (b) establish systemwide measures for monitoring conditions and assessing cumulative impacts, while decoupling the MTSOs from the GPA and	SB 375 does not focus directly on system performance, since it makes reduction of GhG emissions the overarching objective of the RTP. System performance could, however, affect GhG emissions, since more congestion can result in higher CO2 emissions. Government Code Section 65089(b)(2) (congestion management program) requires performance evaluations for projects, and it is expected to remain of interest at the federal level as well. Cooperative, multi-jurisdictional planning has been successful and needs to be continued. However, the combination of traffic forecasts significantly exceeding future available capacity on freeways and some arterials, the regional focus on freeway performance (i.e., ramp metering) and HOT lanes, emerging collaborative management of the freeway system and some arterials, and SB 375 have changed the context for setting performance objectives (MTSOs).	The details of how cooperative planning are carried out, particularly with respect to issues of setting performance standards (MTSOs), the GPA review process, and the future approach to Action Plans, warrants discussion. Some options for discussion: (1) Continue to set MTSOs and use them in evaluating impacts of land use decisions on regional routes; (2) Continue to measure performance, but eliminate benchmarks, and instead, measure the direction of change resulting from proposed major development projects and GPAs. (3) Decouple the MTSOs from the land use analysis procedure and rely solely on CEQA; relegate MTSOs to the regional and state requirements; and continue monitoring/forecasting system performance. (4) Abandon MTSOs entirely, shift to system performance, and rely entirely on the ULL and CEQA for evaluation of project and GPA impacts. At a minimum, staff suggests that the Authority should clarify that MTSOs are "objectives" to evaluate the forecast impact of development projects on regional routes, but that compliance will not depend on projecting that the forecasts can be met.

4.1 Cooperative, Multi-Jurisdictional Planning: Regional Routes, MTSOs and Actions

Identify Routes of Regional Significance, establish MTSOs for them and actions for achieving those objectives

Authority Staff Observations	*Value Added?*	*Potential Approach*
development review process; or (c) abandon MTSOs entirely, and rely solely on CEQA and the ULL. The combination of forecast traffic significantly exceeding future available capacity on freeways and some arterials, the regional focus on freeway performance (i.e., ramp metering) and HOT lanes, emerging collaborative management of the freeway system and some arterials, and SB 375 have changed the context for setting performance objectives (MTSOs). Changes may require revisions to the PLAN.		

4.2 Cooperative, Multi-Jurisdictional Planning: Modeling and GPA Review

Apply the Authority's travel demand model and technical procedures to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds (current policy requirements include measurable objectives, and a conflict resolution process)

Authority Staff Observations	*Value Added?*	*Potential Approach*
Use of a standardized simulation model and technical procedures for analysis provides a uniform and consistent basis for evaluating the impacts of development and GPAs, and should be retained. However, the Authority may wish to greatly simplify the process for GPA review by deleting the formal external review process (depending on CEQA instead). Draft GMP Task Force recommendations include focusing the conflict resolution process only on facilitation. Detailed review of GPAs could be revised to a notification of environmental review to affected jurisdictions, with formal review on an as requested basis. Changes may require revisions to the PLAN.	Consistent modeling and analysis become more important under SB 375. The CTC's adopted AB 32 RTP modeling guidelines place more emphasis on detailed modeling to assess the implications of alternative growth scenarios on VMT – and hence GhG emissions. Furthermore, if Contra Costa wishes to make the best case for a county-derived, preferred growth scenario, standardized modeling is essential.	Staff believes that retaining Item 4.2 is warranted, albeit with some simplifications to the GPA review process. Specifically, there is staff-level agreement that: • Any development that is consistent with an adopted general plan, and whose numbers are contained in the Action Plan horizon year forecast (e.g., 2030, 2035, etc.), need not go through the MTSO analysis process; and • The Authority's role in conflict resolution will be facilitation, without Authority findings of "good faith" on the part of either party at the conclusion of the effort.

4.3 Cooperative, Multi-Jurisdictional Planning: Mitigation Programs

Create mitigation programs per #2

Authority Staff Observations	*Value Added?*	*Potential Approach*
See discussion under #2 above This element is redundant with Component 2.	See discussion under #2 above	This element can be deleted as it is redundant with Component 2.

4.4 Cooperative, Multi-Jurisdictional Planning: Cooperative Studies.

Develop other plans, programs & studies

Authority Staff Observations	*Value Added?*	*Potential Approach*
Cooperative planning at the RTPC level, and between RTPCs, has generally been successful, and staff believes it should continue to be a primary focus of the Authority's planning programs, albeit with some simplifications in the process.	RTPC involvement in the development of plans, programs and studies, beyond the preparation of the Action Plans, has resulted in extremely useful information and approaches to addressing transportation issues in Contra Costa. These studies include the East County Transit Study which led to the eBART project, the East-Central Traffic Management Study, and the I-680 corridor management project.	No changes are proposed; the involvement of local jurisdiction in these cooperative planning efforts has been useful for both the jurisdictions themselves and the county and region generally.

5. Adopt an Urban Limit Line (ULL)

Authority Staff Observations	*Value Added?*	*Potential Approach*
The Authority has invested approximately 3-1/2 to 4 years of effort in formalizing the requirements for a voter-approved ULL. While not sufficient to promote infill, density and mixed-use developments, the ULL does provide a boundary to urbanized growth. No changes are proposed.	Supportive of SB 375's general objectives to promote infill development, but not required under that legislation. The ULL was a core provision of the 2004 renewal effort, and has been identified by Authority members as essential to retain.	The ULL requirement is not in question.

6. Five-year Capital Improvement Program (CIP)

Authority Staff Observations	*Value Added?*	*Potential Approach*
The PLAN requires each jurisdiction to prepare and maintain a five-year CIP that outlines the capital projects needed to implement the goals and policies of the jurisdiction's General Plan. Projects are forwarded to the Authority for inclusion in the Authority's database of transportation projects, and for consideration as part of the transportation model. This component is largely a remnant of Measure C, which required each local jurisdiction to demonstrate it planned to achieve the adopted local performance standards.	This component is no longer needed to show how jurisdictions will achieve the local facilities and streets and roads standards. If Item 3.1 is retained, this component may be needed to show how jurisdictions plan to carry out actions related to the housing element implementation. A CIP is legally required for identification of projects contained in a local development mitigation program (the GMP requirement is redundant to that requirement). Under SB 375, proposed improvements incorporated in the modeling done to develop the County-proposed SCS, if there is one, will be helpful in assessing both VMT and network speeds (speeds may ultimately play some role in assessing GhG emissions beyond VMT).	The GMP Task Force members observed that project lists are collected every two years by the Authority for the congestion management program (CMP), and every four years for the RTP. A local CIP is also necessary under state law for imposition of a mitigation fee program. These sources should be sufficient for local and Authority purposes. Consequently, this requirement is largely redundant and staff recommends that it be deleted. This change would require amending the PLAN.

7. Transportation Systems Management (TSM) Ordinance or Resolution

Authority Staff Observations	*Value Added?*	*Potential Approach*
Under Measures C and J, all local jurisdictions are required to adopt a local ordinance or resolution that conforms to the Authority's adopted TSM Ordinance. Cities with a small employment base may adopt alternative mitigation measures. Measure J includes one percent (1%) of the annual revenue stream that is dedicated to TSM – currently ~$740,000. In addition, the TFCA revenues totaling over $1.3 million annually are largely dedicated for this purpose. With that financial commitment, retaining this requirement in the PLAN may not be necessary. While the requirement raises the visibility of TDM, whether the requirement to have local resolutions and ordinances adds value beyond that commitment should be assessed. Deleting the requirement would require an amendment to the PLAN.	One of the prime objectives of SB 375 is to reduce vehicle miles traveled (VMT). With the TDM programs fully funded, the question is whether or not requiring the cities, towns and County to have a TSM resolution or ordinance adds significant value to pursuing the objective of reducing VMT.	The primary suggestion of the GMP Task Force was to update the model ordinance and model resolution to emphasize reduction of VMT and reduction of GhG as goals of the program. From a public relations standpoint, retaining the program appears to be desirable, particularly, given AB 32 and SB 375, with the revised emphasis.

City of Pittsburg
65 Civic Avenue • Pittsburg, California 94565

December 2, 2008

Transplan
651 Pine Street, 4th Floor
Martinez, CA 94553

To Whom It May Concern:

Please be advised that effective December 1, 2008, the Council Members assignments to your organization are as follows:

Council Member Michael Kee
Vice Mayor Salvatore Evola (Alternate)

Please make the necessary changes within your office to ensure that these Council Members receive any meeting agendas, publications, or information in general which they will require to facilitate meetings with your organization. All correspondence should be addressed to 65 Civic Avenue, Pittsburg, CA 94565.

If you have any questions, please do not hesitate to contact me at 925-252-4870.

Sincerely,

Alice E. Evenson

Alice E. Evenson
City Clerk

/a

RESOLUTION NO. 126-08

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OAKLEY APPOINTING COUNCILMEMBER JIM FRAZIER TO REPLACE BRAD NIX ON ECCRFFA, TRANSPLAN, THE ROUTE 4 BYPASS AUTHORITY AND EPAC

WHEREAS, Councilmember Brad Nix is currently representing the City of Oakley on ECCRFFA, TRANSPLAN, the Route 4 Bypass Authority and EPAC; and

WHEREAS, Brad Nix is leaving office as an Oakley Councilmember on December 9, 2008; and

WHEREAS, each of these transportation-related Boards has requested that the City of Oakley name replacements for Councilmember Nix as soon as possible; and

WHEREAS, it is in Oakley's best interests to have ongoing representation on these transportation-related Boards; and

WHEREAS, the successor(s) to Councilmember Nix on the abovementioned Boards will serve an indefinite term at the will of the City Council;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Oakley that Councilmember Jim Frazier is hereby appointed to replace Brad Nix as Oakley's representative on the following regional committees: ECCRFFA, TRANSPLAN, ROUTE 4 BYPASS AUTHORITY and EPAC.

The foregoing resolution was introduced at a regular meeting of the Council of the City of Oakley held on the 9th day of December 2008, by Councilmember Romick, who moved its adoption, which motion being duly seconded by Councilmember Anderson, was upon voice vote carried and the resolution adopted by the following vote:

AYES:	Anderson, Connelley, Frazier, Rios, Romick
NOES:	None
ABSTENTIONS:	None
ABSENT:	None

APPROVED:

Carol Rios

Carol Rios, Mayor

ATTEST:

Nancy Ortenblad

Nancy Ortenblad, City Clerk

RESOLUTION NO. 127-08

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OAKLEY APPOINTING AN OAKLEY PLANNING COMMISSION REPRESENTATIVE AND ALTERNATE TO THE TRANSPLAN COMMITTEE

WHEREAS, the administrative procedures for TRANSPLAN call for 11 voting members to serve on the TRANSPLAN Committee;

WHEREAS, TRANSPLAN procedures provide that each participating City Council shall appoint two voting members: one from the City Council and one from the Planning Commission;

WHEREAS, currently, the Planning Commission Council representative position is served by Planning Commissioner and City Councilmember elect, Jim Frazier, and the Oakley Planning Commission representative alternate is served by Planning Commission Chair Iris Obregon;

WHEREAS, upon the swearing in of City Council elect Jim Frazier, a vacancy will exist on the TRANSPLAN committee for the Planning Commission representative; and

WHEREAS, the City Council must appoint a new Planning Commission representative and an alternate so that Oakley will have full representation on TRANSPLAN;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Oakley that the following Planning Commissioners are hereby appointed to complete a two-year term on the TRANSPLAN Committee as Oakley's Planning Commission representative and alternate:

Planning Commission TRANSPLAN Representative: Iris Obregon

Planning Commission TRANSPLAN Representative Alternate: David Huerta

The foregoing resolution was introduced at a regular meeting of the Council of the City of Oakley held on the 9th day of December 2008, by Councilmember Anderson, who moved its adoption, which motion being duly seconded by Councilmember Romick, was upon voice vote carried and the resolution adopted by the following vote:

AYES:	Anderson, Connelley, Frazier, Rios, Romick
NOES:	None
ABSTENTIONS:	None
ABSENT:	None

APPROVED:

Carol Rios

Carol Rios, Mayor

ATTEST:

Nancy Ortenblad

Nancy Ortenblad, City Clerk

Transplan

TRANSPAC Transportation Partnership and Cooperation

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

November 26, 2008

08 DEC -3 PM 1:32

DEPARTMENT OF CONSERVATION AND DEVELOPMENT

The Honorable Dave Hudson, Chair
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, California 94523

Dear Chair Hudson:

At its meeting on November 13, 2008, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a presentation from BART Board President Gail Murray on a number of issues regarding improvements to the current system, future needs and new ways to use BART's capacity.

2. Approved submission of applications to CCTA for FY 2009-10 Measure C, Carpool, Vanpool and Park and Ride Lot Funds and for FY 2009-10 BAAQMD TFCA and MTC CMAQ funds.

3. Discussed preparations for the CCTA Workshop on Corridor Management and Growth Management Program issues to be held on November 19th.

TRANSPAC hopes that this information is useful to you.

Sincerely,

David Durant cp

David Durant
TRANSPAC Chair

cc: TRANSPAC Representatives (packet mailing)
TRANSPAC TAC and staff
Gayle B. Uilkema, Chair, SWAT
Will Casey, Chair, TRANSPLAN
Sharon Brown, Chair, WCCTAC
Robert McCleary, Paul Maxwell, Martin Engelmann, Arielle Bourgart, Peter Engel, Hisham Noeimi, Danice Rosenbohm, CCTA
Christina Atienza, Nancy Cuneo, WCCTAC
John Cunningham, TRANSPLAN
Andy Dillard, SWAT
Steve Wallace, City of Pleasant Hill

CONTRA COSTA
transportation
authority

3478 Buskirk Ave.
Suite 100

Pleasant Hill
CA 94523

PHONE:
925/ 256-4700

FAX:
925/ 256-4701

http://www.ccta.net

December 19, 2008

Contra Costa Cities, Towns, County and Transit Operators

RE: Prospective Project Earmarks for Federal Reauthorization Act

Dear Sirs & Madams:

This letter follows our letter to you of December 9, 2009. We now believe that specific project earmark requests are unlikely to be part of the Federal stimulus package. Accordingly, at its December 17th meeting the Authority decided to revise the date of submittal for potential project earmark requests that might be proposed for the Federal Reauthorization Act. The Authority will now consider prioritizing a select set of from 3 to 5 major projects for possible "earmarks" within the next federal act at its February meetings. Consequently, should your agency be planning to seek such an earmark we request that you submit the information to Authority staff by no later than 2:00 p.m. on January 30, 2009, enabling transmission to the Administration and Projects Committee (APC) in advance of its February 5, 2009 meeting.

As a reminder, the APC previously indicated that it expects the Authority to utilize its already established project priority lists in both the Measure C and J programs, and its 25-year list of improvements for future STIP funds as the bases for its recommendations, absent exceptionally compelling circumstances.

We would appreciate your identification of proposed high priority projects that you plan to submit for a Federal earmark, if any, along with relevant cost information, current funding commitments, construction schedule, project development status, funding sought, and relationship to Measure C, Measure J and the 25-year STIP list as per our prior request.

If you have any questions regarding this matter, please contact Jack Hall at 925.256.4743. Thank you in advance for your assistance.

Sincerely,

Robert K. McCleary

Robert K. McCleary
Executive Director
c.c. Authority members; RTPC staff

Item 5

Accept Recent News Articles

CONTRA COSTA TIMES
ContraCostaTimes.com

East Bay transportation projects could see cash infusion

By Lisa Vorderbrueggen
Contra Costa Times

Article Launched: 11/13/2008 08:09:26 PM PST

Rep. Ellen Tauscher, the senior Californian on the House Transportation Committee, has asked East Bay transportation officials to compile a list of highway and transit projects ready to go in the event Congress includes funding in another stimulus package.

The idea is to bolster projects that could stall as their other sources of cash dry up in the economic drought. It would also generate high-paying construction jobs.

"The situation is extreme," said Tauscher, D-Alamo. "We need to look at stimulative funding that will push federal money forward to mitigate the loss of sales tax and state transportation dollars that may not materialize."

Most communities pay for road and transit projects through a complex mix of local, state and federal sources.

Contra Costa and Alameda counties have a local transportation sales tax but the agencies expect to see less money as consumer spending slows.

At the same time, the state is seriously looking at diverting road and transit dollars into its yawning deficit.

Gov. Arnold Schwarzenegger has asked for similar information statewide as Caltrans looks for ways to spend voter-approved transportation bond money sooner rather than later.

In Contra Costa and Alameda counties, officials point to a handful of projects that could — with a quick cash boost — break ground in a few months or a year.

They include the ever-present need for street repairs plus the Highway 4 bypass, Interstate 580 carpool lanes and Interstate 80 corridor upgrades.

Eligible transit projects include the Richmond BART parking garage and the Hercules intermodal station.

"I think Ellen is on the right track," said Dennis Fay, executive director of the Alameda County Congestion Management Agency. "The sooner you spend the money, the less you pay in inflation costs and more you have available to spend on other projects."

The fastest way to "put money on the ground is street maintenance," said Bob McCleary, executive director of the Contra Costa County Transportation Authority. "If you are rehabilitating what is there, it is pretty fast and you can put it out there in 60 to 120 days."

Several segments of the Highway 4 bypass in eastern Contra Costa County could benefit, McCleary said. Its funding is largely based on fees levied against new home construction, which has all but stopped.

One segment remains off-limits to trucks because the project lacks the $3 million to $4 million needed for a final pavement overlay that would allow its surface to withstand heavy traffic.

Also on the bypass, the Sand Creek interchange

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improvements and a widening project — estimated to cost around $54 million — could also go to bid in the spring if money is made available, McCleary said.

The introduction of federal dollars into the Highway 4 bypass would require a waiver of the terms of the National Environmental Protection Act, McCleary said. The project has met California's more stringent environmental laws but did not require federal review.

It is unclear when Congress will act.

Democratic leaders have called for a lame-duck stimulus package but there has been little enthusiasm from President George W. Bush's administration.

Next year, however, Congress is scheduled to reauthorize the national transportation spending plan. Tauscher said she and other lawmakers are looking at whether they could advance federal dollars before adoption of the full bill.

"I will be sending a letter to (House Transportation Committee Chairman James Oberstar, D-Minn.) once we complete the analysis and offer suggestions on how we can fast-track projects," she said.

At the state level, the news for transportation funding is mixed.

Schwarzenegger has called for the acceleration of projects in the $19.9 billion voter-approved bond in 2006.

But he has also proposed permanently diverting a share of tax dollars away from transit despite two state measures where voters said they wanted most fuel sales taxes to be spent on transportation.

Neither measure captured the "spillover" fund — the difference between the proceeds of a 5 percent state sales tax on all goods except gasoline and 4-3/4 percent sales tax on all taxable goods. The governor has already taken $3 billion from the fund.

"These proposals to advance bond money, I'm all for it," said Randy Rentschler, a spokesman for the Metropolitan Transportation Commission. "But to do it hand-in-glove with taking billions more dollars from transit is a serious problem."

Reach Lisa Vorderbrueggen at 925-945-4773, lvorderbrueggen@bayareanewsgroup.com or www.ibabuzz.com/insidepolitics .

ITEM 6

ENVIRONMENTAL REGISTER

TRANSPLAN COMMITTEE REGISTER OF ENVIRONMENTAL NOTICES AND DOCUMENTS RECEIVED: December 1 – December 23, 2008						
LEAD AGENCY	**GEOGRAPHIC LOCATION** (City, Region, etc.)	**NOTICE /DOCUMENT**	**PROJECT NAME**	**DESCRIPTION**	**COMMENT DEADLINE**	**RESPONSE REQUIRED**
City of Brentwood	East County	Notice of Intent	Solid Waste Transfer Station Expansion	Project includes relocation and expansion of the existing transfer station. Relocation will consist of moving the facility 1000’ to the north and the expansion will add a transfer facility building and various site improvements.	January 7, 2009	Staff will examine the need for comments.
City of Oakley	East County	Notice of Preparation, Environmental Impact Report	Oakley Downtown Specific Plan	The Specific Plan will redevelop the area with commercial and residential uses. The plan will include a Main Street realignment and accommodate the development of up to 360,000 square feet of commercial space and up to 300 dwelling units.	December 24, 2009	Staff will prepare comments for submission.

ITEM 10
Elect Chair and Vice-Chair for 2009

TRANSPLAN Committee Officers

Officers*

Year	Chair	Vice Chair
2008	Will Casey, Pittsburg	Mary Piepho, Contra Costa County
2007	Brad Nix, Oakley	Ben Johnson, Pittsburg (William Casey is the current representative)
2006	Donald P. Freitas, Antioch	Brad Nix, Oakley
2005	Annette Beckstrand, Brentwood (Bob Taylor is the current representative)	Donald P. Freitas, Antioch
2004	Federal Glover, County	Annette Beckstrand, Brentwood
2003	William Glynn, Pittsburg	Federal Glover, County (Mary Piepho is the current representative)
2002	Brad Nix, Oakley	Frank Quesada, Pittsburg

* **Officers elected in January, term runs the calendar year.**

ITEM 11
Appoint TRANSPLAN Representatives to CCTA

TRANSPLAN Appointments to the Contra Costa Transportation Authority

"Odd Year" Seat	"Even Year" Seat
Feb 1, 2007 to Jan. 30, 2009 (Appointment formerly filled by Brad Nix, Oakley)	Feb 1, 2008 to Jan. 30, 2010 (Appointment formerly filled by Donald Freitas, Antioch)

ITEM 12
Review and Comment: East Contra Costa County Fee Projections

Subject	**Draft East Contra Costa County Subregional Transportation Fee Projections Report**
Summary	Transportation impact fees are collected in East County as a funding source for several projects, including State Route 4 East and the East County Corridor. Fees are collected when building permits are issued for new residential and commercial development. Due to the economic downturn, fee revenues have declined, adversely affecting the delivery of planned projects. The Authority entered into a contract with Economic & Planning Systems (EPS) to prepare a report evaluating how the economic situation will impact fee projections. Staff is requesting approval to release the draft report for review and comment by interested parties prior to a presentation at the December 4th APC meeting.
Recommendations	Authorize release of the draft fee report for review and comment by interested parties, including TRANSPLAN and the East Contra Costa Regional Fee and Financing Authority (ECCRFFA).
Financial Implications	State Route 4 East Widening from Somersville to Route 160 (Project 3001) anticipates $80 million in subregional transportation fees. Receipt of these funds in FY 2012 through FY 2014 is critical to the construction schedule.
Options	N/A
Attachment	A. Administrative Draft Report "*East Contra Costa County Regional Transportation Fee Projections*" dated October 2008 prepared by Economic & Planning Systems. (Board members only) – *available upon request or online at www.ccta.net*
Changes from Committee	

Background

East County's rapid growth over the past 20 years requires major improvements to transportation infrastructure. Recognizing this need, and consistent with Measure C, local jurisdictions through ECCRFFA have implemented uniform transportation impact fees to augment other funding sources. However the economic downtown has impacted the volume and pace of new development. Because of concerns that this situation will adversely affect cash flow for State Route 4 widening from Somersville to Route 160 (which has an $80 million commitment from ECCRFFA), the Authority authorized a contract with Economic & Planning Systems (EPS) to study the current situation.

EPS has prepared a draft report which includes a range of fee revenue projections depending upon the timing of the anticipated economic turnaround. The report assumptions and related projections are subject to review by local jurisdictions and may change significantly depending on the status of planned projects. Staff is recommending that the draft report be circulated to interested parties for review and comment. Following that review, it will be presented to the APC in December which will include any revised projections warranted.

From: Carniglia, Victor [mailto:vcarniglia@ci.antioch.ca.us]
Sent: Wednesday, October 29, 2008 12:37 PM
To: Teifion Rice-Evans
Cc: Dale Dennis; Martin Engelmann; Brandt, Joe; Bjerke, Guy
Subject: RE: ECCRFFA: East County Regional Transportation Fee Projections

Teifon,

Thanks for your efforts on the East County Regional Traffic Fee Projections. I apologize for getting back to you a few days past the October 24 comment date you requested, but despite the slow economy things have been busy. This is obviously a difficult time to do any kind of long term (or short term) projection of what the future housing market will look like.

The following are our comments on the Administrative Draft Report dated September 2008:

1. Page 48 talks about 4,600 units in Antioch, "most of which have received approval and are just waiting for the market to improve to pull permits". This is not accurate. Table 17 seems to be the basis for this statement and contains the following errors:
   - Ashleigh Estates, 12 units – tentative map approval has expired.
   - Deer Valley Estates, 136 units –This property has no approvals.
   - Highlands Ranch II, 896 units – this project is outside the City limits (but in our Urban Limit Line) and has no approvals.
   - Laurel Ranch, 216 unit – tentative map has expired.
   - The Pointe, 72 units; Tierra Villas, 122 units; and the Wilbur Townhouses, 63 units – all have and RDA allocation but none are "approved".
   - Roddy Ranch multifamily, 126 units – this is not "in progress". While Roddy has somewhat of a place holder on some of the units, there is nothing in the app about this use. They intend to come back at a later date.

2. A bigger issue is that the analysis assumes that the underlying dynamics of the East County housing market will largely pick up where things left off once the smoke clears from the current recession/depression in 2112/2013. While the analysis assumes the overall rate of development will be less than in the boom years from 1990 to 2005, the amount of projected housing is still substantial. The analysis assumes an average annual rate of residential development (counting single and multiple family) in East County after 2012 of 1450 units/year, with 1900 units/year under the optimistic scenario, and 1100 units/year under the conservative scenario. These numbers seem very high when you consider that in East County the historic annual growth rate of residential development from 1990-2007 was 1737 units/year. Does it make sense to assume that the mid point estimate for the rate of future residential development after 2012 will be almost 85% of East County's historic annual growth over the boom years from 1990-2007??

   The real "x" factor in all of this will be what the East County housing market will look like when the economy recovers. It seems a real possibility that things could look much different for the following reasons:

   - Most of the big projects in the pipeline with significant infrastructure costs, like Cypress Corridor in Oakley, have pro formas that assumed housing prices at pre 2006 levels, before they fell 40%. Most of these projects almost certainly no longer pencil out. In the not so distant future these projects will likely have development entitlements that expire or their CEQA documentation will get "stale". As a result, the value of just citing projects in the pipeline is not as meaningful as it was pre 2006.

- At the State level there are a number of bills recently passed, such as SB375, that favor development in "smart growth" settings close to transit and existing infrastructure. It is likely in the foreseeable future that the State will continue to use its tried and true financial and regulatory "carrot and stick" approach to favor development that lies closer in to infrastructure and job centers, and discourage new green field development. The latest draft ABAG projections reflect this trend. All of this will likely affect the future character and quantity of new residential development in East County.
- Residential projects of any significant size require a very long lead time between planning and pulling a building permit (and therefore paying the regional traffic fee). At least in Antioch we are seeing very little activity to pursue new residential development projects. Most developers are just looking to "button up" their existing projects. The few residential building permits that are currently being issued are largely developers just finishing out whatever phase they may be working on. As a result it is misleading to use building permits currently being issued as a barometer of the near term demand for more new housing. Your analysis assumes that building permit activity in East County will increase as follows: 575 units in 2009, 794 units in 2010, 1222 units in 2011, and 1450 units from 2012 to 2020. The likely reality is that the number of building permits in the short term will decline, not increase, as developers shut their projects down.

Given all this I would think it would be prudent if the analysis somehow took the preceding issues into account. My gut feeling (not worth much in a quantitative analysis) is that the 1100 units/year used in the study as a conservative estimate is probably closer to an optimistic scenario. The amount of development built before the market recovers could easily be 50% less than the numbers you are using, which range from 575 units to 1222 units/year.

I realize that these comments raise more questions than answers, and in that sense probably are not very helpful. Please feel free to call me 779-7036.

Victor Carniglia
City of Antioch

Jurisdiction	Near term (now to 2012) Projection	Longer terms projection (2013+)
Antioch	100-200 units/year	400 units/year
Brentwood	100 units/year	400 units/year
Oakley	100-200 units/year	200-300 units/year
Pittsburg	75 units/year	250 units/year
Unincorporated	50 units/year	150-200 units/year

- TOTAL 425-625 units/year 1400-1550 units/year
-
- The punch line is that they are projecting an annual average fee revenue from 2009-2020 of $22 million/year, for total revenue of $260 million by 2020. All of this seems high to me. The historical average annual growth rate from 1990-2007 for East County was 1737 units/year according to the study. Given what has happened to housing values some of the projects that require huge front end cost, such as the whole Cypress Corridor thing in Oakley, may no longer make financial sense as they had pro formas assuming $500,000 not $300,000 homes.
-
- The analysis that you have done is "traditional" in the sense that it looks at historic trends, the amount of development in the pipeline, ABAG projections and then uses this and other data to make high, median , and low estimates of future housing development in East County.
-

From: Teifion Rice-Evans [mailto:TRiceEvans@epsys.com]
Sent: Wednesday, October 15, 2008 5:52 PM
To: Carniglia, Victor
Subject: ECCRFFA: East County Regional Transportation Fee Projections

Victor,

Thank you for all your helpful input and feedback when we recently met with you concerning the East County development forecast and fee projection project we are currently working on. We have now put together a first draft of our technical report and would be very interested in any feedback you have.

The fee projection is based on a development forecast for the East County as a whole, including a baseline, optimistic, and conservative scenario. The East County baseline forecast is the sum of individual baseline forecasts for each East County jurisdiction. The optimistic and conservative scenarios represent refinements to the baseline both in terms of quantity of development and timing of recovery. We would be very appreciative if you could review the relevant portion of Chapter IV that represents your jurisdiction. In addition, we would of course be interested in any other comments you have on the report as a whole.

Contra Costa Transportation Authority (CCTA) has also noted the importance of our separating out senior housing from other housing due to differences in the fee schedule. Could also let me know/ remind me which of the projects in your residential pipeline are senior housing projects?

If you have any questions about this request please feel free to call me at (510) 841-9190. CCTA is hoping to incorporate your comments before the report is reviewed more broadly. To the extent you can provide comments by the end of next week (October 24th) that would be great.

Thank you,
Teifion

CONTRA COSTA COUNTY
DEPARTMENT OF CONSERVATION AND DEVELOPMENT
651 Pine Street, N. Wing - 4th Floor
Martinez, CA 94553
Telephone: 335-1210 Fax: 335-1250

TO: Teifion Rice-Evans, Economic & Planning Systems, Inc.

FROM: Patrick Roche, Principal Planner P. Roche

DATE: October 24, 2008

SUBJECT: Comments on Admin. Draft Report, East Contra Costa County Regional Transportation Fee Projections

Staff from the Contra Costa County Department of Conservation and Development and Public Works Department have reviewed the Administrative Draft Report, East Contra Costa County Regional Transportation Fee Projections. We suggest the following edits and other comments on the report:

Pg. 69 – RESIDENTIAL, Development Pipeline/Capacity

Suggested revisions to sentences in the third paragraph:

> *"The primary development to date in Discovery Bay is Discovery Bay West, which was approved for 1999 residential units in 1994, and as of September 2008, there are 689 residential units remaining to be developed."*

> *"The Cecchini Ranch development proposal covers 1100 acres directly east of Discovery Bay. The subject site is currently in agricultural use and a General Plan Amendment study was authorized by the Board of Supervisors in November 2006 to consider the conversion of this acreage from agricultural use to a mix of residential, commercial, and public uses. To date, no applications have been submitted to the County; however, the preliminary proposal had identified 2410 single family units and 2850 multi-family units."*

Pg. 69 – RESIDENTIAL, Development Pipeline/Capacity

Minor edits
- proper spelling for McAvoy Harbor, not McEvoy
- spelling error – levee, instead of levy

Suggested revision to sentence describing Delta Coves:

> *"One large project on Bethel Island is the Delta Coves project which is a 560 unit waterfront residential subdivision that was entitled in 1989 as result of a court order by the U.S. Federal Court. All development fees for this project are based on the 1989 court order. Although breaching of a levee and grading of waterfront lots had been substantially completed, extension of water and sewer service to the site has not been secured and the project owner, Delta Coves LLC, ceased construction on the project in October 2008."*

<u>Pg. 71 - NONRESIDENTIAL, Development Pipeline/Capacity</u>

Suggested revision to sentences in third paragraph describing nonresidential development:

> *"Bay Harbor Commerce Center, Bixler Road Business Park, and Cecchini Ranch are the only significantly sized projects formally in the nonresidential development pipeline. Bay Harbor Commerce Center in Bay Point is estimated at 410,000 square feet of industrial space. The Bixler Road Business Park is a proposal to develop 62, 000 square feet of mixed commercial space on 9 acres behind the Anchor Shopping Center in Discovery Bay. The Cecchini Ranch development proposal is in preliminary planning stages. The nonresidential development program for the Cecchini Ranch site has not been finalized and, therefore, project specifics are not available at this time. Elsewhere in Discovery Bay, the Board of Supervisors authorized a General Plan Amendment study in 2007 to consider the conversion of approximately 46 acres of agricultural land along Bixler Road for a mixed commercial development, but to date no applications have been submitted to the County and this site has not been identified as a pipeline project. "*

<u>Table 22 - Unincorporated East County Project in the Development Pipeline</u>

Add new category in Table 22 called Business Park, and list under this category the Bixler Road Business Park in Discovery Bay on 9 acres behind the Anchor Shopping Center at 62,000 square feet of building space.

<u>Overall Comment</u>
As an overall comment, EPS might consider adding to the report historical data on revenue collected from the fee program by each of the participating jurisdictions. To the extent such historical data on revenue is available, it might be useful in providing trend information on revenue received to compare and assess against the development scenarios described in the report.

CC:

C. Lau, CCC-PWD
S. Goetz, CCC-DCD

G:\Advance Planning\adv-plan\AOB Development Potential\epsrptcommentsmemo.doc

Economic & Planning Systems
Public Finance
Real Estate Economics
Regional Economics
Land Use Policy

DRAFT REPORT

EAST CONTRA COSTA COUNTY REGIONAL TRANSPORTATION FEE PROJECTIONS

Prepared for:

Contra Costa Transportation Authority

Prepared by:

Economic & Planning Systems, Inc.

October 2008

EPS #18048

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EXECUTIVE SUMMARY

The East Contra Costa County (East County) regional transportation fee program is administered by the East Contra Costa Regional Fee and Financing Authority (ECCRFFA). As a regional planning agency, ECCRFFA is charged with obtaining the funding for regional transportation improvement projects in eastern Contra Costa County. ECCRFFA first implemented a transportation impact fee in 1994. The fee was designed to provide a contribution from new development toward a series of regional transportation improvements, such as the State Route (SR) 4 Bypass and the widening of SR 4 East through Pittsburg and Antioch. Working with the member agencies and Caltrans, ECCRFFA has successfully utilized fee revenue to initiate the design and construction of the SR 4 Bypass.

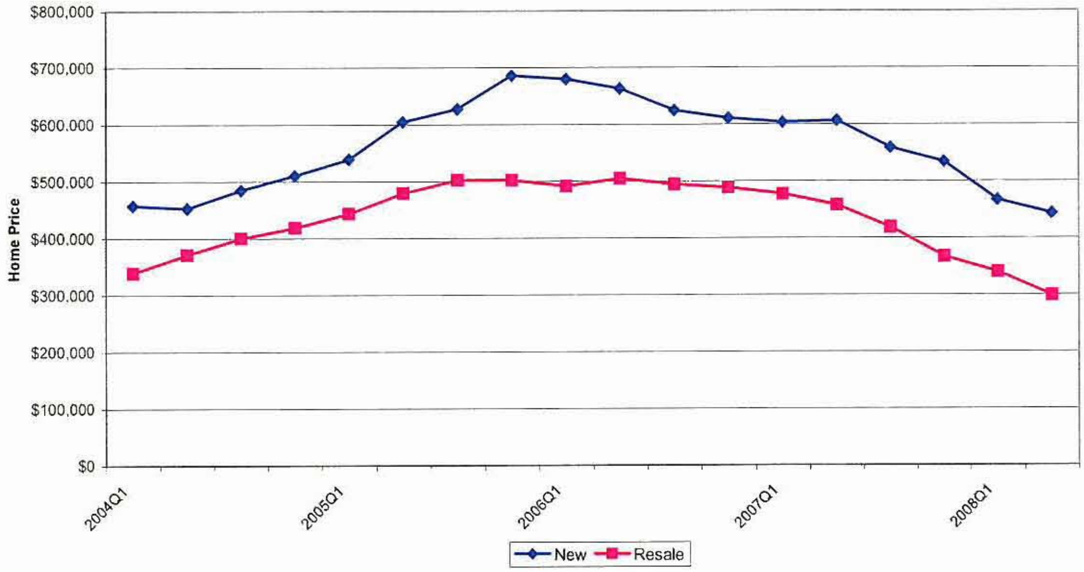
In light of the current challenges faced by the housing and credit markets and the economy as a whole, Contra Costa Transportation Authority (CCTA) commissioned Economic & Planning Systems, Inc. (EPS) to develop fee revenue projections through 2020. This draft report provides projections of regional transportation fee revenues in East Contra Costa County (East County). This report provides three development scenarios (baseline, optimistic, and conservative) and associated fee revenue estimates.

Forecasts of future development are inherently challenging and imprecise under any circumstances. The current level of uncertainty in the financial markets and over the implementation and impact of the proposed federal government interventions makes development forecasting even more challenging. This report provides a baseline forecast given available information on the historical growth trends in East County, the current state of the real estate market, the prospects for future development, and the capacity for new development. Conservative and optimistic projections are also provided, recognizing that market recovery may be somewhat faster or slower and the new average stabilized rate of growth may be somewhat higher or lower than the baseline forecast. All forecasts assume a period of flat development and a period of market recovery before reaching a new annual stabilized growth rate, with development cycling around this average. The forecasts include estimates of residential and nonresidential development, though the large majority of fee revenue is generated by residential development.

1. **High risk lending practices and leveraging by financial institutions fuelled the housing boom and the subsequent housing bust, economic downturn, and financial crisis.** Lenders took significantly higher risks with the rapid expansion in the number of subprime, Alt-A, and option adjustable rate mortgages. This fuelled the already-strong housing market by significantly increasing the number of households able to buy new homes. The result was a long sustained period of housing development, housing sales, and price increases. Starting in late 2005, new housing purchases started to decrease, followed by housing price reductions. This reduction in home values combined with the resetting on a number of mortgage

payments resulted in defaulting and foreclosure and an ongoing decrease in home prices that has reduced median home prices in East County jurisdictions by between 35 and 50 percent since their recent peak (see **Figure E-1**).

Figure E-1
Median Prices of New and Resale Homes in East Contra Costa County, 2004-2008 [1]
Sources: DataQuick; Economic and Planning Systems, Inc.



[1] Weighted average of median home prices in Antioch, Brentwood, Discovery Bay, Oakley, and Pittsburg.

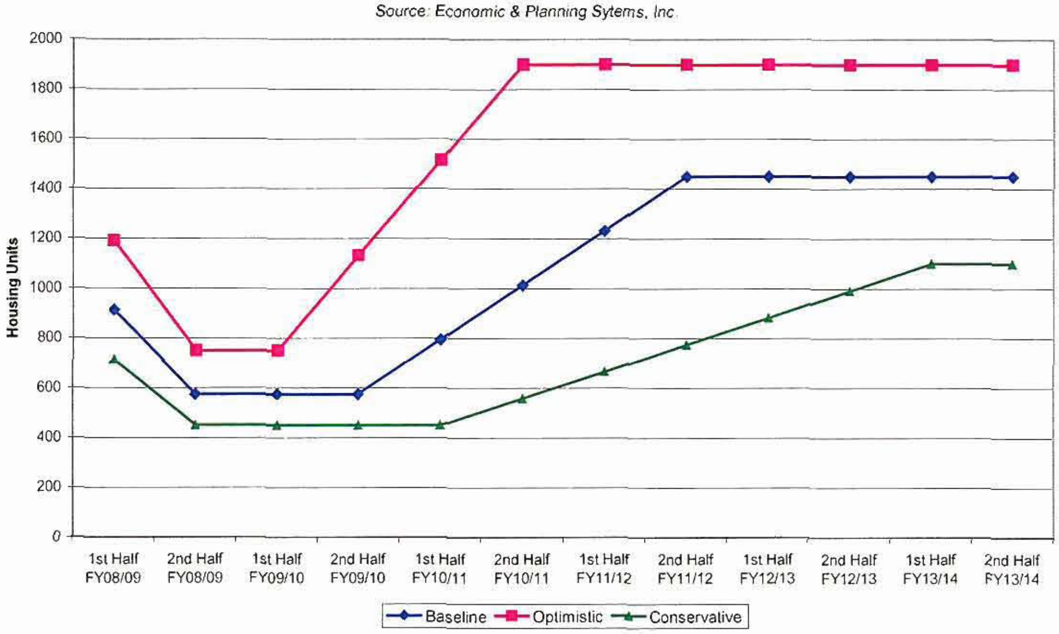
2. **The resulting economic downturn, tightening of credit, and flood of foreclosed homes entering the market is expected to continue to depress the real estate market in the short term.** The resetting of subprime mortgages and associated defaulting and foreclosures is expected to remain strong into 2009. At that time, the next wave of foreclosures associated with Alt-A and option adjustable rate mortgages are expected to increase, peaking during 2009 and 2010, but continuing through 2012. Unless there is significant federal government intervention to reduce foreclosures, the number of foreclosed properties re-entering the market and the associated home resales will keep home prices low and constrain new housing development in the coming years. This downward pressure on housing prices is compounded by the large mortgage-backed security holdings and significant losses of many financial institutions that have made capital and mortgages less available and more expensive. Reductions in household wealth from reduced home and investment values, the tightening of credit, and the weak job market have also dampened development activity in the nonresidential real estate sectors.

3. **Future demand for new housing and nonresidential development is expected to be strong, but below the levels earlier this decade.** The projected future growth in the Bay Area's economy and population suggest an ongoing and significant need for housing development in the Bay Area. East County will continue to be an important location for more affordable single-family detached housing and with the development of e-BART will increase its stock of multifamily development. Gasoline prices, investments in transportation and transit, commute times, and the success of East County economic development efforts will all be important factors. Even after the real estate market has recovered and the financial market has stabilized, the level of housing demand will not return to the levels of the early 2000s. New lender practices and greater regulatory oversight will constrain lending to high-risk borrowers. Workspace development is expected to increase in East County, with many economic development efforts under way to attract businesses and enable them to take advantage of East County's growing labor force.

4. **There is still significant development capacity in East County.** East County has historically provided a large supply of large tracts of relatively cheap land. Overall, East County's development pipeline includes about 25,000 units with up to an additional 11,000 units of capacity including development around the e-BART stations. This is significantly greater than the expected housing demand through 2020. Development of some of this capacity does, however, present challenges. There are now fewer large tracts of available land in cities like Brentwood and Antioch; a number of developable areas in the East County face significant infrastructure challenges, and some of the development capacity represent more compact development than is typical in East County. Over time, as the less challenging sites are developed, the challenges associated with remaining sites are likely to further moderate the pace of development in East County.

5. **Under the baseline scenario, the housing market recovery is forecast to begin in mid- 2010 and have recovered and stabilized by the start of 2012 at which time the average annual pace of development is projected to be 1,450 units** (see **Figure E-2** and **Table E-1**). The optimistic scenario is expected to start recovery at the start of 2010, while the conservative scenario is expected to start recovery in 2011. The conservative and optimistic scenarios vary above and below the baseline scenarios by about 30 percent, resulting in an average of 1,900 units each year at market stabilization under the optimistic and 1,100 units under the conservative scenario.

Figure E-2: Residential Development Scenarios



Note: Half year development expressed as annual development rate.

Table E-1: Annual Development

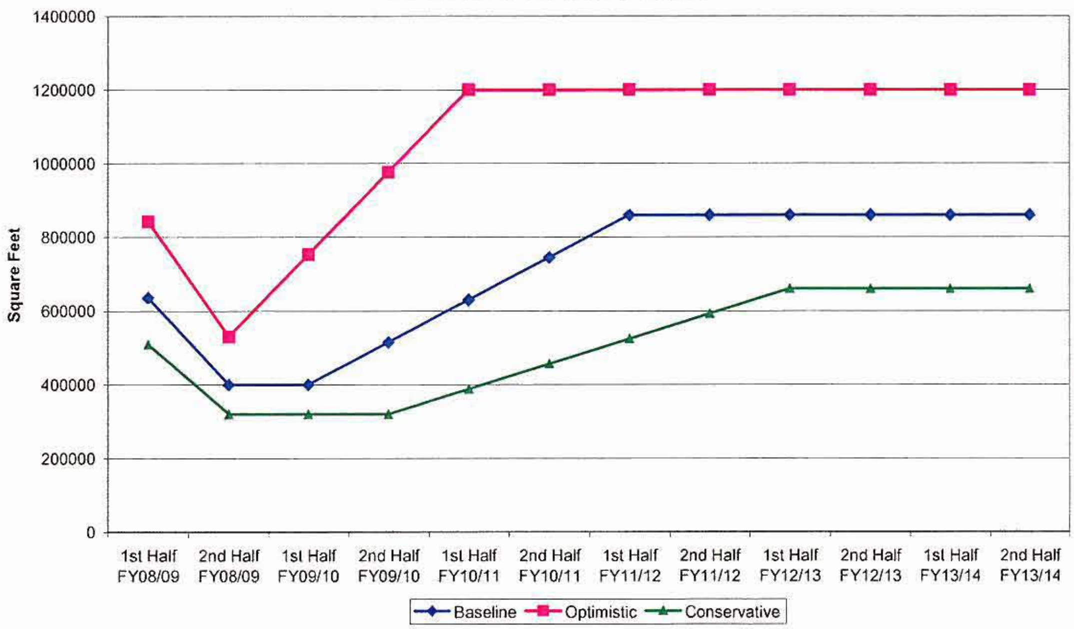
Item	FY08/09	FY09/10	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20
Residential												
Baseline	745	575	904	1,341	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450
Optimistic	971	942	1,708	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900
Conservative	583	450	504	720	936	1,100	1,100	1,100	1,100	1,100	1,100	1,100
Nonresidential												
Baseline	518,000	457,500	687,500	860,000	860,000	860,000	860,000	860,000	860,000	860,000	860,000	860,000
Optimistic	686,350	865,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
Conservative	414,400	320,000	422,000	558,000	660,000	660,000	660,000	660,000	660,000	660,000	660,000	660,000

Source: Economic & Planning Systems, Inc.

6. **Stabilization of the nonresidential market is expected to occur about six months sooner than in the residential sector with a stabilized growth rate of 860,000 square feet each year under the baseline scenario** (see **Figure E-3** and **Table E-1**). Nonresidential development is expected to be about 20 percent office, 45 percent industrial, 20 percent retail, and 15 percent institutional. Under the optimistic scenario, stabilized annual development is 1.2 million square feet and 660,000 square feet under the conservative scenario.

Figure E-3: Nonresidential Development Scenarios

Source: Economic & Planning Systems, Inc.



Note: Half year development expressed as annual development rate

7. **The current regional transportation fee is expected to generate about $290 million between FY08/09 and FY19/20, an annual average of about $25 million each year** (see **Table E-2** and **Figure E-4).** The fee revenue projection was derived by applying the 2008 fee schedule to the development forecast. Assuming an average annual increase of three percent, the baseline scenario generates about $290 million between FY08/09 and FY19/20, the large majority generated by residential development. The conservative scenario generates $210 million and the optimistic scenario about $400 million over this same period.

Table E-2: Fee Revenue Projections

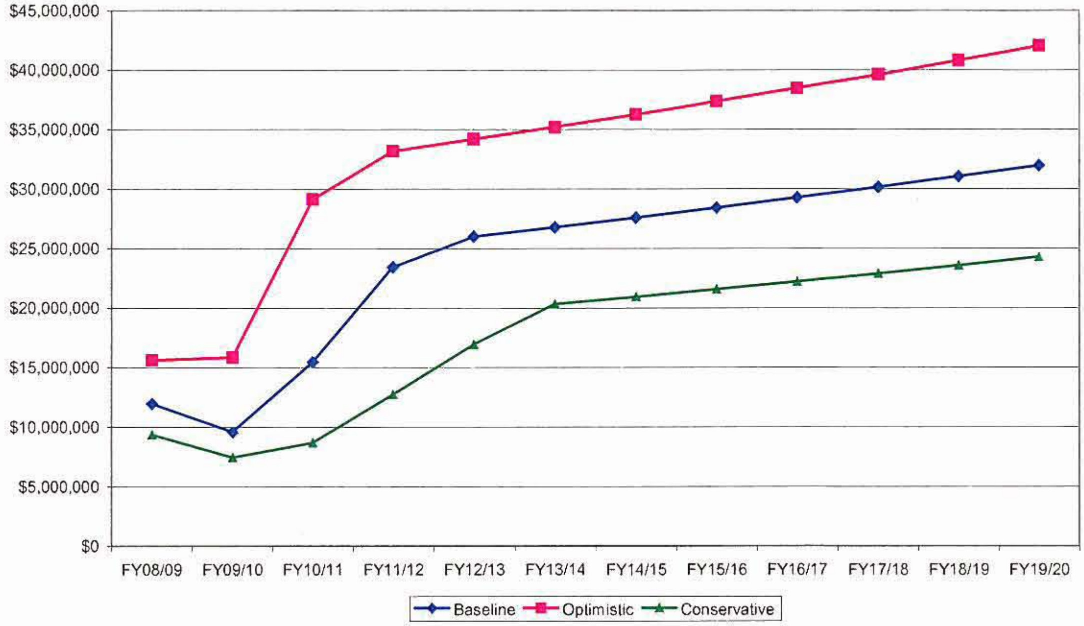
Item	FY08/09 [1]	FY09/10	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20
BASELINE												
Annual Revenue	*$11,965,252*	*$9,591,032*	*$15,480,807*	*$23,446,557*	*$26,014,265*	*$26,794,693*	*$27,598,534*	*$28,426,490*	*$29,279,284*	*$30,157,663*	*$31,062,393*	*$31,994,265*
Cumulative Revenue	*$11,965,252*	*$21,556,284*	*$37,037,091*	*$60,483,648*	*$86,497,913*	*$113,292,606*	*$140,891,139*	*$169,317,629*	*$198,596,913*	*$228,754,576*	*$259,816,969*	*$291,811,234*
OPTIMISTIC												
Annual Revenue	*$15,620,265*	*$15,853,963*	*$29,132,727*	*$33,194,985*	*$34,190,835*	*$35,216,560*	*$36,273,057*	*$37,361,248*	*$38,482,086*	*$39,636,548*	*$40,825,645*	*$42,050,414*
Cumulative Revenue	*$15,620,265*	*$31,474,228*	*$60,606,955*	*$93,801,940*	*$127,992,775*	*$163,209,335*	*$199,482,392*	*$236,843,640*	*$275,325,726*	*$314,962,274*	*$355,787,919*	*$397,838,333*
CONSERVATIVE												
Annual Revenue	*$9,375,407*	*$7,456,887*	*$8,686,877*	*$12,720,652*	*$16,940,648*	*$20,338,037*	*$20,948,178*	*$21,576,623*	*$22,223,922*	*$22,890,639*	*$23,577,359*	*$24,284,679*
Cumulative Revenue	*$9,375,407*	*$16,832,294*	*$25,519,171*	*$38,239,823*	*$55,180,471*	*$75,518,507*	*$96,466,685*	*$118,043,308*	*$140,267,230*	*$163,157,869*	*$186,735,228*	*$211,019,907*

[1] Assumes average montly revenue of $1.3 million for the first half of FY08-09 (equivalent to $15.6 million on an annual basis), based on actual revenue data from March 2008 to August 2008. It is important to note that half of the fee revenue generated consists of projects that are finishing up in the City of Pittsburg. As such, it is not likely that the same fee revenue would be generated in the second half of FY08-09.
[2] Assumes average annual increase of 3% based on Engineering News-Record Construction Cost Index average annual increase of 3.1% from 1998 to 2008.

Source: Contra Cost Transportation Authority; Engineering News-Record, Economic & Planning Systems, Inc.

Figure E-4: Fee Projections by Development Scenario

Source: Economic & Planning Systems, Inc.



I. HISTORICAL DEMOGRAPHIC AND ECONOMIC TRENDS

EAST COUNTY OVERVIEW

East County experienced rapid growth over the last 20 years. This growth was primarily driven by the need for housing in the Bay Area as a whole. Because of East County's proximity to Bay Area employment centers as well as its abundance of available land, East County became a locus for new residential development. In particular, East County communities and developers provided traditional single-family detached development at prices below those in areas closer to the Bay Area job centers. Commute times were longer for many households, though East County communities provided large homes and yards and good schools at more affordable prices.

In 2008, the population of the incorporated cities in East County was about 248,000. As shown in **Tables 1** and **2**, this represents an addition of about 104,000 new residents between 1990 and 2008.[1] These new residents represented about 33,000 households, with an average household size of 3.07. Between 1990 and 2008, the combined three cities of Antioch, Brentwood, and Pittsburg experienced annual incremental growth of over 5,400 residents and 1,700 households, an annual average of over 3 percent. During this period, East County's growth outpaced all individual counties in the Bay Area. The average population growth rate in the State as a whole was 1.4 percent annually.

East County experienced increases in average household income between 1990 and 2008 (see **Table 3**). In 2008, average household incomes in the region range from $49,000 in Bethel Island to $97,000 in Discovery Bay. Average household incomes in 1990 ranged from $36,000 to $65,000. In Brentwood and Antioch, household incomes increased at rates above that of inflation.

East County cities[2] added about 15,500 new jobs between 1990 and 2005 (see **Table 4**), which represents an increase of about 44 percent or 2.5 percent annually. The bulk of the job growth occurred in Antioch and Brentwood, which made up over 75 percent of the region's total growth. In 2000, East County's employed residents primarily worked in Contra Costa County (69 percent) and Alameda County (16 percent).

[1] This conservatively estimates growth, because it does not include growth in unincorporated areas. It excludes growth in Oakley before its incorporation in 2001.

[2] Includes the SOI of Antioch, Brentwood, Oakley, and Pittsburg.

Table 1
East Contra Costa County Population Growth,1990-2008
East Contra Costa County Fee Program Forecast; EPS #18048

City	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Antioch	62,195	63,872	65,887	68,555	71,209	73,209	74,931	77,228	79,808	82,268	84,485	93,222	96,770
Brentwood	7,563	8,066	8,704	9,526	10,315	11,563	13,218	14,623	17,108	20,235	23,090	26,202	30,010
Pittsburg	47,607	48,454	48,949	49,640	50,048	50,391	50,494	51,289	52,509	53,480	54,383	58,014	59,932
Oakley	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	26,032	27,030
Total	117,365	120,392	123,540	127,721	131,572	135,163	138,643	143,140	149,425	155,983	161,958	203,470	213,742

Sources. California Department of Finance, Economic and Planning Systems, Inc.

Table 1 (Cont.)
East Contra Costa County Population Growth,1990-2008
East Contra Costa County Fee Program Forecast; EPS #18048

							1990-2000			2001-2008			1990-1992		
City	2003	2004	2005	2006	2007	2008	#	Average Annual Growth	% of Growth	#	Average Annual Growth	% of Growth	#	Average Annual Growth	% of Growth
Antioch	99,244	100,892	100,714	100,163	100,150	100,361	22,290	2,229	50%	7,139	1,020	16%	3,692	1,846	60%
Brentwoo	34,125	38,442	42,108	45,974	48,907	50,614	15,527	1,553	35%	24,412	3,487	55%	1,141	571	18%
Pittsburg	61,036	61,665	62,398	62,492	63,004	63,652	6,776	678	15%	5,638	805	13%	1,342	671	22%
Oakley	27,733	28,455	29,068	29,485	31,906	33,210	N/A	N/A	N/A	7,178	1,025	16%	--	--	--
Total	222,138	229,454	234,288	238,114	243,967	247,837	44,593	4,459	100%	44,367	6,338	100%	6,175	3,088	100%

Sources: California Department of Finance; Economic and Planning Systems, Inc.

Table 2
East Contra Costa County Household Growth, 1990-2008
East Contra Costa County Fee Program Forecast; EPS #18048

City	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Antioch	21,401	21,975	22,624	23,477	24,331	24,993	25,558	26,162	26,738	27,285	28,197	29,890	30,958
Brentwood	2,475	2,626	2,819	3,073	3,276	3,654	4,177	4,590	5,314	6,226	7,152	8,341	9,532
Pittsburg	15,654	15,823	16,003	16,206	16,223	16,275	16,294	16,433	16,639	16,777	17,168	17,940	18,494
Oakley	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7,873	8,156
Total	39,530	40,424	41,446	42,756	43,830	44,922	46,029	47,185	48,691	50,288	52,517	64,044	67,140

Sources: California Department of Finance; Economic and Planning Systems, Inc.

Table 2 (Cont.)
East Contra Costa County Household Growth, 1990-2008
East Contra Costa County Fee Program Forecast; EPS #18048

							1990-2000			2001-2008			1990-1992		
City	2003	2004	2005	2006	2007	2008	#	Average Annual Growth	% of Growth	#	Average Annual Growth	% of Growth	#	Average Annual Growth	% of Growth
Antioch	31,780	32,389	32,560	32,764	32,908	33,059	6,796	680	52%	3,169	453	19%	1,223	612	64%
Brentwood	10,873	12,359	13,635	15,064	16,069	16,673	4,677	468	36%	8,332	1,190	51%	344	172	18%
Pittsburg	18,854	19,096	19,461	19,721	19,974	20,268	1,514	151	12%	2,328	333	14%	349	175	18%
Oakley	8,376	8,616	8,864	9,098	9,891	10,322	N/A	N/A	N/A	2,449	350	15%	N/A	N/A	N/A
Total	69,883	72,460	74,520	76,647	78,842	80,322	12,987	1,299	100%	16,278	2,325	100%	1,916	958	100%

Sources: California Department of Finance; Economic and Planning Systems, Inc.

Table 3
East Contra Costa County Mean Household Income by City, 1990-2008
East Contra Costa County Fee Program Forecast; EPS #18048

City	1990 [1]	2000 [1]	2008 [2]	1990-2008 Average Annual Growth Rate
Antioch	$40,936	$60,359	$76,065	3.5%
Brentwood	$41,455	$69,198	$86,328	4.2%
Oakley	$46,091	$65,589	$79,084	3.0%
Pittsburg	$38,532	$50,557	$61,279	2.6%
Bethel Island	$35,731	$44,569	$48,994	1.8%
Discovery Bay	$65,494	$89,915	$96,791	2.2%

[1] Source: U.S. Census.
[2] Source: Claritas.

Sources: U.S. Census; Claritas; Economic and Planning Systems, Inc.

Table 4
East Contra Costa County Employment Trends, 1990-2005
East Contra Costa County Fee Program Forecast; EPS #18048

			1990-2005		
Sphere of Influence	**1990 [1]**	**2005 [2]**	**#**	**% of Growth**	**Average Annual Growth Rate**
Antioch	13,980	21,270	7,290	47%	2.8%
Brentwood	2,970	7,610	4,640	30%	6.5%
Pittsburg	16,420	18,260	1,840	12%	0.7%
Oakley	1,630	3,400	1,770	11%	5.0%
Total	35,000	50,540	15,540	100%	2.5%

[1] Source: ABAG Projections 2000.
[2] Source: ABAG Projections 2007.

Sources: Association of Bay Area Governments; Economic and Planning Systems, Inc.

POPULATION GROWTH

East Contra Costa County (East County) has experienced strong population growth since 1990 (see **Table 1**). The East County region includes the four incorporated cities of Antioch Brentwood, Oakley,[3] and Pittsburg, as well as the surrounding unincorporated areas. Overall, the combined population in Antioch, Brentwood, and Pittsburg grew from about 117,000 in 1990 to 215,000 in 2008. East County's annual population growth peaked between 2001 and 2008 when it saw average annual increases of just over 6,300. Between 1990 and 2000, the region experienced annual average growth of about 4,500.

In the early 1990s, Antioch and Pittsburg were the largest cities in East County with populations of about 62,200 and 47,600, respectively. Brentwood was significantly smaller with a population of 7,563, and Oakley did not incorporate until 2001. During the 1990s, Antioch experienced the most significant population growth of the cities. Between 1990 and 2000, the combined population of Antioch, Brentwood, and Pittsburg increased from about 117,000 in 1990 to 162,000 in 2000. This represents an increase of about 45,000. Half of the period's growth took place in Antioch compared to 35 percent in Brentwood and 15 percent in Pittsburg.

The cities in East County experienced a significant shift in the distribution of population growth after 2000. Antioch's share of growth in East County fell considerably relative to that of Brentwood. Between 2001 and 2008, the region's overall population increased by over 44,000 from 203,000 to 248,000. The majority of population growth (55 percent) occurred in Brentwood, which experienced a population increase of 24,400 from 26,200 to 50,600 during this time. The share of total population growth in the region that took place in the remaining cities is as follows: 16 percent of population growth took place in Antioch, 13 percent in Pittsburg, and 16 percent in Oakley.

HOUSEHOLD GROWTH

Household growth trends in East County parallel those of population growth. Thus, the region also experienced strong household growth between 1990 and 2008. **Table 2** illustrates growth in occupied housing units, which serves as a proxy for household growth. Overall, the combined number of households in Antioch, Brentwood, and Pittsburg increased from almost 40,000 in 1990 to 70,000 in 2007.

Between 1990 and 2000, Antioch experienced the highest level of household growth of the cities in East County. Between 1990 and 2000, the combined number of households in Antioch, Brentwood, and Pittsburg increased from about 40,000 in 1990 to 52,500 in 2000, which represents an increase of about 13,000. More than half of this growth took

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[3] Oakley's population is not tracked by the California Department of Finance before incorporation in 2001.

place in Antioch, which experienced an increase of 6,800 households. A considerably smaller share of total regional household growth occurred in Brentwood (36 percent) and Pittsburg (12 percent).

The cities in East County experienced a considerable shift in the distribution of household growth after 2000. Antioch's share of growth in East County fell considerably relative to that of Brentwood. Between 2001 and 2008, the overall number of households in the region[4] increased from about 64,000 to 80,300. The majority of household growth (51 percent) occurred in Brentwood, and the share of growth that took place in Antioch fell significantly to under 20 percent. Of the remaining cities, 14 percent of household growth took place in Pittsburg and 15 percent took place in Oakley.

HOUSEHOLD INCOMES

In 2008, average household incomes in the region range from $49,000 in Bethel Island to $97,000 in Discovery Bay (see **Table 3**). The average household incomes of the incorporated cities in East County fall within this range. In 2008, average household income was $61,000 in Pittsburg, $76,000 in Antioch, $79,000 in Oakley, and $86,000 in Brentwood.

The average household incomes reported for the cities in East County in 2008 represent significant increases from incomes reported by the U.S. Census in 1990 and 2000. In 1990, average household incomes in East County ranged from $36,000 to $65,000, and incomes ranged from $45,000 to $90,000 in 2000. These increases represent average annual growth rates ranging from a low of 1.8 percent in Bethel Island to 4.2 percent in Brentwood between 1990 and 2008.

EMPLOYMENT GROWTH

East County experienced significant employment growth between 1990 and 2005. As shown in **Table 4**, total jobs in the region increased from 35,000 in 1990 to 54,540 in 2005, which represents an average annual growth rate of 2.5 percent.

Since 1990, Pittsburg and Antioch have remained the largest employment centers in East County, although their shares of total jobs in the region have fallen slightly. In 1990, 85 percent of the region's jobs were located in Pittsburg and Antioch's spheres of influence, but this figure fell to about 73 percent in 2005. This reduction is primarily due to slow job growth in Pittsburg. Alternatively, Antioch experienced significant job growth between 1990 and 2005. Almost 40 percent of job growth in the region occurred

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[4] Includes the cities of Antioch, Brentwood, Oakley, and Pittsburg.

in Antioch during this period. Brentwood and rural East County also experienced considerable shares of the region's total job growth with 15 percent and 16 percent, respectively.

COMMUTE PATTERNS

Table 5 shows the commute patterns of residents in East County. About 31 percent of East County's residents commute to jobs located in East County, 38 percent to other areas in Contra Costa County, and 16 percent to Alameda County. The remaining 13 percent of residents in East County commute to San Francisco (6 percent), the South Bay (4 percent), and the North Bay (3 percent).

Table 5
East Contra Costa County Commute Patterns, 2000
East Contra Costa County Fee Program Forecast; EPS #18048

	County of Work												
	East C.C. [1]		Other C.C.		Alameda		San Francisco		North Bay [2]		South Bay [3]		
Place of Residence	#	% of Total	#	% of Total	#	% of Total	#	% of Total	#	% of Total	#	% of Total	Total
Antioch	14,495	36%	14,895	37%	5,462	13%	2,645	7%	1,096	3%	1,452	4%	40,584
Brentwood	3,155	34%	2,042	22%	2,515	27%	310	3%	179	2%	678	7%	9,178
Oakley	4,155	36%	4,095	35%	2,050	18%	310	3%	320	3%	502	4%	11,688
Pittsburg	6,360	27%	10,760	45%	3,039	13%	2,040	9%	647	3%	752	3%	23,854
Bay Point	1,600	19%	4,364	51%	1,197	14%	840	10%	204	2%	188	2%	8,489
Discovery Bay	1,135	25%	814	18%	1,410	32%	65	1%	59	1%	583	13%	4,466
Total	30,900	31%	36,970	38%	15,673	16%	6,210	6%	2,505	3%	4,155	4%	98,259

[1] Includes Antioch, Bay Point, Brentwood, Discovery Bay, Oakley, and Pittsburg.
[2] Includes Marin County, Napa County, Solano County, and Sonoma County.
[3] Includes San Mateo County and Santa Clara County.

Sources: U.S. Census; Economic and Planning Systems, Inc.

II. HOUSING MARKET CONDITIONS

The housing market has played a critical role in the current financial crisis and economic slowdown. This section provides an overview of housing market activity and performance since 1988 in East County, including information on new housing development, sales volumes, and sales prices. It also describes the role of lending practices and the associated foreclosures in the housing market on past market performance and presents the available date on the expected duration of high levels of foreclosure activity.

BUILDING PERMITS

Residential construction permits for each city in East County are shown in **Table 6**. Overall, Antioch, Pittsburg, and Brentwood (Oakley was not incorporated until 2001) issued an average of about 1,740 residential building permits per year between 1988 and 2007. Between 1990 and 1992, the average number of residential building permits issued per year was about 1,160, which is well below the average for the entire period. During the early- to mid-1990s, the total number of permits only varies slightly ranging from a low of just above 1,000 in 1991 to just fewer than 1,500 in 1994 and 1997.

In 1999, the number of permits issued climbs significantly to over 2,000 per year and continues to increase until it peaks at about 2,900 permits issued in 2002. Following this peak, the annual number of permits issued per year falls continuously until 2007 when it reaches a low of just over 1,000 per year. Despite the significant reduction in permits issued near the end of the period, on average over 2,400 residential building permits were issued per year in Antioch, Brentwood, Oakley, and Pittsburg between 2001 and 2007. This is well above the annual average of 1,740 between 1988 and 2007.

Permit information is not available on the number of nonresidential square feet permitted each year. Permit valuation data is the only indicator of fluctuations in nonresidential permit activity. **Table 7** shows the value of nonresidential permit valuations by year between 1990 and 2007 in constant dollars.[5] The average annual value of nonresidential building permits increased after 2000. Between 1990 and 2000, the average annual value of nonresidential building permits for Antioch, Brentwood, and Pittsburg was $46.4 million in nominal dollar terms. This figure increased to an average of $114.6 million per year between 2001 and 2007. Including Oakley, the annual average sum of permit valuations was $122.7 million between 2001 and 2007.

[5] Assumes an annual rate of inflation of 3 percent between 1990 and 2007.

Table 6
Historical Construction and Permit Volume Trends in ECCC, 1990-2007
East Contra Costa County Fee Program Forecast; EPS #18048

Item	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Antioch										
New Construction										
Single family units	826	658	795	841	709	509	687	619	629	686
Multi-family units	0	0	50	82	0	0	2	5	300	0
Total Residential	826	658	845	923	709	509	689	624	929	686
Brentwood										
New Construction										
Single family units	127	206	221	321	675	442	482	623	606	1,128
Multi-family units	0	0	0	0	0	0	84	286	0	2
Total Residential	127	206	221	321	675	442	566	909	606	1,130
Oakley										
New Construction										
Single family units	na	na	na	na	na	na	na	na	na	na
Multi-family units	na	na	na	na	na	na	na	na	na	na
Total Residential	na	na	na	na	na	na	na	na	na	na
Pittsburg										
New Construction										
Single family units	202	181	214	89	69	105	145	80	231	279
Multi-family units	3	0	0	0	0	0	79	0	90	0
Total Residential	205	181	214	89	69	105	224	80	321	279
Total (All Jurisdictions)										
New Construction										
Single family units	1,155	1,045	1,230	1,251	1,453	1,056	1,314	1,322	1,466	2,093
Multi-family units	3	0	50	82	0	0	165	291	390	2
Total Residential	1,158	1,045	1,280	1,333	1,453	1,056	1,479	1,613	1,856	2,095

Sources: RAND, Economic & Planning Systems, Inc.

Table 6 (Cont.)
Historical Construction and Permit Volume Trends in ECCC, 1990-2007
East Contra Costa County Fee Program Forecast; EPS #18048

										Average Annual		
Item	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**	**Total**	**1990-2007 [1]**	**2001-2007**	**1990-1992 [1]**
Antioch												
New Construction												
Single family units	1,157	1,005	683	253	152	349	180	158	**10,896**	**605**	**397**	**760**
Multi-family units	0	365	2	2	2	0	40	0	**850**	**47**	**59**	**17**
Total Residential	1,157	1,370	685	255	154	349	220	158	**11,746**	**653**	**456**	**776**
Brentwood												
New Construction												
Single family units	953	1,255	1,689	1,361	1,306	1,413	475	357	**13,640**	**758**	**1,122**	**185**
Multi-family units	0	0	0	0	226	82	100	0	**780**	**43**	**58**	**0**
Total Residential	953	1,255	1,689	1,361	1,532	1,495	575	357	**14,420**	**801**	**1,181**	**185**
Oakley												
New Construction												
Single family units	79	207	223	262	226	530	607	291	**2,425**	**na**	**335**	**na**
Multi-family units	0	80	0	0	0	96	0	262	**438**	**na**	**63**	**na**
Total Residential	79	287	223	262	226	626	607	553	**2,863**	**na**	**398**	**na**
Pittsburg												
New Construction												
Single family units	263	417	296	482	213	310	156	229	**3,961**	**220**	**300**	**199**
Multi-family units	204	0	0	296	10	24	103	330	**1,139**	**63**	**109**	**1**
Total Residential	467	417	296	778	223	334	259	559	**5,100**	**283**	**409**	**200**
Total (All Jurisdictions)												
New Construction												
Single family units	2,452	2,884	2,891	2,358	1,897	2,602	1,418	1,035	**30,922**	**1,583**	**2,155**	**1,143**
Multi-family units	204	445	2	298	238	202	243	592	**3,207**	**154**	**289**	**18**
Total Residential	2,656	3,329	2,893	2,656	2,135	2,804	1,661	1,627	**34,129**	**1,737**	**2,444**	**1,161**

[1] Does not include Oakley, because Oakley did not incorporate until 2001.

Sources: RAND, Economic & Planning Systems, Inc.

Table 7
Historical Nonresidential Permit Valuation Trends in ECCC, 1990-2007 [1]
East Contra Costa County Fee Program Forecast; EPS #18048

Item	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Antioch	$23.3	$24.1	$11.7	$20.7	$8.1	$13.5	$11.5	$10.5	$29.6	$35.0	$16.0
Brentwood	$12.7	$1.9	$3.1	$1.5	$10.7	$9.6	$5.0	$12.9	$12.3	$8.1	$15.6
Oakley	--	--	--	--	--	--	--	--	--	--	$0.98
Pittsburg	$57.0	$25.7	$17.4	$18.2	$17.0	$7.7	$10.7	$19.1	$5.0	$19.0	$15.5
Total (All Jurisdictions)	$93.1	$51.7	$32.2	$40.4	$35.8	$30.8	$27.1	$42.5	$46.8	$62.1	$48.1

[1] Permit valuations in millions. Assumes an annual rate of inflation of 3 percent between 1990 and 2007.

Sources: RAND, Economic & Planning Systems, Inc.

Table 7 (Cont.)
Historical Nonresidential Permit Valuation Trends in ECCC, 1990-2007 [1]
East Contra Costa County Fee Program Forecast; EPS #18048

Item	2001	2002	2003	2004	2005	2006	2007	Annual Average 1990-2000	Annual Average 2001-2007
Antioch	$35.1	$36.7	$54.1	$37.9	$73.1	$57.8	$30.3	$18.5	$46.4
Brentwood	$14.1	$39.4	$43.7	$72.1	$51.3	$43.3	$40.8	$8.5	$43.5
Oakley	$6.21	$4.41	$4.95	$9.29	$9.34	$6.49	$16.10	--	$8.1
Pittsburg	$14.0	$25.4	$22.8	$21.0	$15.1	$35.0	$39.3	$19.3	$24.7
Total (All Jurisdictions)	$69.4	$106.0	$125.6	$140.3	$148.8	$142.6	$126.5	$46.4	$122.7

[1] Permit valuations in millions. Assumes an annual rate of inflation of 3 percent between 1990 and 2007.

Sources: RAND, Economic & Planning Systems, Inc.

NEW HOUSING DEVELOPMENT

East County has experienced considerable growth in the number of housing units since 1990. **Table 8** shows an inventory of the number of housing units by type and city, and **Table 9** shows the annual unit change. The combined number of housing units in Antioch, Brentwood, and Pittsburg increased from about 42,300 in 1990 to 72,100 in 2008. Overall, East County is largely characterized by single-family development, and development during this period did not differ from this trend. Of the 13,900 units added between 1990 and 2000, about 12,600 of them were single-family and 1,300 were multifamily. Similarly, between 2001 and 2008, of the 16,700 units added, 15,800 were single-family and 915 were multifamily.

Between 1990 and 2000, Antioch experienced the highest level of growth in housing units of the cities in East County. During this period, the number of housing units in East County increased by about 13,900 from about 42,000 to 56,200, an annual increase of about 1,400 homes. More than half of this growth took place in Antioch, which experienced an increase of nearly 7,300 housing units. A smaller share of total regional housing unit growth occurred in Brentwood (5,000 units) and Pittsburg (1,600 units).

After 2000, the cities in East County experienced a considerable shift in the distribution of housing unit growth. The number of housing units added to Brentwood's housing supply increased significantly relative to that of surrounding cities. Between 2001 and 2008, the overall number of housing units in East County increased from 65,800 to 82,500, an average annual increase of 2,400 units. The majority of the growth in housing units occurred in Brentwood, which experienced an increase of more than 8,600 units. The proportion of growth in Antioch, which experienced an increase of 3,300 units during the period, fell considerably. Of the remaining cities, the number of housing units in Oakley increased by nearly 2,500, and the number of housing units in Pittsburg increased by about 2,300.

SALES ACTIVITY

Table 10 and **Figure 1** show the number of home transactions on an annual basis in East County between 1988 and 2008. Between 1988 and 1997, East County experienced a relatively stable number of home transactions annually. During this period, there is some variation, but the number of transactions per year ranges from a low of 3,386 in 1993 to 4,878 in 1989. After 1997, the annual number of transactions in East County climbs significantly from 4,682 in 1998 to a peak of 9,514 in 2004. The average annual number of sales between 2000 and 2005 is just below 10,000, which is significantly higher than the average number of transactions per year between 1998 and 2008 of about 7,570. Since the high in 2004, the number of transactions per year has fallen considerably to just over 3,200 in 2007.

Table 8
Housing Units by City and Type, 1990-2008
East Contra Costa County Fee Program Forecast; EPS #18048

Item	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Antioch											
Single Family	17,160	17,711	18,408	19,324	20,188	20,823	21,429	22,077	22,697	23,288	23,967
Multi-Family	5,463	5,513	5,513	5,513	5,563	5,636	5,636	5,636	5,632	5,628	5,928
Other	350	365	365	365	366	370	370	370	372	372	372
Total	22,973	23,589	24,286	25,202	26,117	26,829	27,435	28,083	28,701	29,288	30,267
Brentwood											
Single Family	2,028	2,094	2,299	2,576	2,775	3,177	3,732	4,171	4,650	5,340	6,323
Multi-Family	369	463	463	456	472	472	472	472	762	1,040	1,040
Other	231	231	231	231	231	231	231	231	231	231	231
Total	2,628	2,788	2,993	3,263	3,478	3,880	4,435	4,874	5,643	6,611	7,594
Oakley											
Single Family	--	--	--	--	--	--	--	--	--	--	--
Multi-Family	--	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--	--
Pittsburg											
Single Family	11,398	11,590	11,795	12,020	12,112	12,181	12,219		12,508	12,659	12,891
Multi-Family	4,684	4,672	4,660	4,652	4,578	4,564	4,546	4,546	4,625	4,619	4,805
Other	639	639	639	639	639	639	639	639	639	641	641
Total	16,721	16,901	17,094	17,311	17,329	17,384	17,404	5,185	17,772	17,919	18,337
Total (All Jurisdictions)											
Single Family	30,586	31,395	32,502	33,920	35,075	36,181	37,380	26,248	39,855	41,287	43,181
Multi-Family	10,516	10,648	10,636	10,621	10,613	10,672	10,654	10,654	11,019	11,287	11,773
Other	1,220	1,235	1,235	1,235	1,236	1,240	1,240	1,240	1,242	1,244	1,244
Total	42,322	43,278	44,373	45,776	46,924	48,093	49,274	38,142	52,116	53,818	56,198

Sources: California Department of Finance; Economic and Planning Systems, Inc.

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Table 8 (Cont.)
Housing Units by City and Type, 1990-2008
East Contra Costa County Fee Program Forecast; EPS #18048

									1990-2000			1990-1992			2001-2008		
Item	2001	2002	2003	2004	2005	2006	2007	2008	#	Annual #	Annual %	#	Annual #	Annual %	#	Annual #	Annual %
Antioch																	
Single Family	24,854	25,950	26,794	27,122	27,294	27,503	27,651	27,806	6,807	681	3%	1,248	624	4%	2,952	422	2%
Multi-Family	5,560	5,560	5,560	5,857	5,861	5,861	5,861	5,861	465	47	1%	50	25	0%	301	43	1%
Other	269	269	269	269	269	269	269	269	22	2	1%	15	8	2%	0	0	0%
Total	30,683	31,779	32,623	33,248	33,424	33,633	33,781	33,936	7,294	729	3%	1,313	657	3%	3,253	465	1%
Brentwood																	
Single Family	7,641	8,878	10,269	11,804	13,129	14,386	15,447	15,932	4,295	430	12%	271	136	6%	8,291	1,184	11%
Multi-Family	672	672	672	672	672	898	942	1,026	671	67	11%	94	47	12%	354	51	6%
Other	352	352	352	352	351	351	351	351	0	0	0%	0	0	0%	-1	0	0%
Total	8,665	9,902	11,293	12,828	14,152	15,635	16,740	17,309	4,966	497	11%	365	183	7%	8,644	1,235	10%
Oakley																	
Single Family	7,403	7,678	7,841	8,076	8,328	8,565	9,414	9,811	–	–	–	–	–	–	2,408	344	4%
Multi-Family	164	176	236	244	244	244	244	244	–	–	–	–	–	–	80	11	6%
Other	421	421	421	421	421	421	421	421	–	–	–	–	–	–	0	0	0%
Total	7,988	8,275	8,498	8,741	8,993	9,230	10,079	10,476	–	–	–	–	–	–	2,488	355	4%
Pittsburg																	
Single Family	13,445	13,812	14,183	14,441	14,804	15,080	15,352	15,567	1,493	149	1%	397	199	2%	2,122	303	2%
Multi-Family	4,390	4,594	4,594	4,586	4,596	4,586	4,570	4,570	121	12	0%	-24	-12	0%	180	26	1%
Other	670	670	670	670	674	676	681	681	2	0	0%	0	0	0%	11	2	0%
Total	18,505	19,076	19,447	19,697	20,074	20,342	20,603	20,818	1,616	162	1%	373	187	1%	2,313	330	2%
Total (All Jurisdictions)																	
Single Family	53,343	56,318	59,087	61,443	63,555	65,534	67,864	69,116	12,595	1,260	4%	1,916	958	3%	15,773	2,253	4%
Multi-Family	10,786	11,002	11,062	11,359	11,373	11,589	11,617	11,701	1,257	126	1%	120	60	1%	915	131	1%
Other	1,712	1,712	1,712	1,712	1,715	1,717	1,722	1,722	24	2	0%	15	8	1%	10	1	0%
Total	65,841	69,032	71,861	74,514	76,643	78,840	81,203	82,539	13,876	1,388	3%	2,051	1,026	2%	16,698	2,385	3%

Sources: California Department of Finance; Economic and Planning Systems, Inc.

Table 9
Annual Change in Housing Units by City and Type, 1990-2007
East Contra Costa County Fee Program Forecast; EPS #18048

Item	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Antioch											
Single Family	551	697	916	864	635	606	648	620	591	679	887
Multi-Family	50	0	0	50	73	0	0	-4	-4	300	-368
Other	15	0	0	1	4	0	0	2	0	0	372
Total	616	697	916	915	712	606	648	618	587	979	891
Brentwood											
Single Family	66	205	277	199	402	555	439	479	690	983	1,318
Multi-Family	94	0	-7	16	0	0	0	290	278	0	-368
Other	0	0	0	0	0	0	0	0	0	0	121
Total	160	205	270	215	402	555	439	769	968	983	1,071
Oakley											
Single Family	--	--	--	--	--	--	--	--	--	--	--
Multi-Family	--	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--	--
Pittsburg											
Single Family	192	205	225	92	69	38	-12,219	12,508	151	232	554
Multi-Family	-12	-12	-8	-74	-14	-18	0		-6	186	-415
Other	0	0	0	0	0	0	0	0	2	0	29
Total	180	193	217	18	55	20	-12,219	12,508	147	418	168
Total (All Jurisdictions)											
Single Family	809	1,107	1,418	1,155	1,106	1,199	-11,132	13,607	1,432	1,894	2,759
Multi-Family	132	-12	-15	-8	59	-18	0	286	268	486	-1,151
Other	15	0	0	1	4	0	0	2	2	0	47
Total	956	1,095	1,403	1,148	1,169	1,181	-11,132	13,895	1,702	2,380	1,655

Sources: California Department of Finance; Economic and Planning Systems, Inc.

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Table 9 (Cont.)
Annual Change in Housing Units by City and Type, 1990-2007
East Contra Costa County Fee Program Forecast; EPS #18048

Item	2001	2002	2003	2004	2005	2006	2007	1990-1999 #	1990-1999 Annual #	1990-1992 #	1990-1992 Annual #	2000-2007 [1] #	2000-2007 [1] Annual #
Antioch													
Single Family	1,096	844	328	172	209	148	155	6,807	681	2,164	721	3,839	480
Multi-Family	0	0	297	4	0	0	0	465	47	50	17	-67	-8
Other	269	269	269	269	269	269	0	22	2	15	5	1,986	248
Total	1,365	1,113	894	445	478	417	155	7,294	729	2,229	743	5,758	720
Brentwood													
Single Family	1,237	1,391	1,535	1,325	1,257	1,061	485	4,295	430	548	183	9,609	1,201
Multi-Family	0	0	0	0	226	44	84	671	67	87	29	-14	-2
Other	0	0	0	-1	0	0	0	0	0	0	0	120	15
Total	1,237	1,391	1,535	1,324	1,483	1,105	569	4,966	497	635	212	9,715	1,214
Oakley													
Single Family	275	163	235	252	237	849	397	--	--	--	--	2,408	344
Multi-Family	12	60	8	0	0	0	0	--	--	--	--	80	11
Other	0	0	0	0	0	0	0	--	--	--	--	0	0
Total	287	223	243	252	237	849	397	--	--	--	--	2,488	355
Pittsburg													
Single Family	367	371	258	363	276	272	215	1,493	149	622	207	2,676	335
Multi-Family	204	0	-8	10	-10	-16	0	42	4	-32	-11	-235	-29
Other	0	0	0	4	2	5	0	2	0	0	0	40	5
Total	571	371	250	377	268	261	215	1,537	154	590	197	2,481	310
Total (All Jurisdictions)													
Single Family	2,975	2,769	2,356	2,112	1,979	2,330	1,252	12,595	1,399	3,334	1,111	18,532	2,317
Multi-Family	216	60	297	14	216	28	84	1,178	131	105	35	-236	-30
Other	0	0	0	3	2	5	0	24	3	15	5	57	7
Total	3,191	2,829	2,653	2,129	2,197	2,363	1,336	13,797	1,533	3,454	1,151	18,353	2,294

[1] Total increase in the number of units in Oakley is calculated between 2001 and 2007, because housing unit data is not available before the city incorporated in 2001.

Sources: California Department of Finance; Economic and Planning Systems, Inc.

Table 10
East Contra Costa County Home Transactions by City, 1988-2008
East Contra Costa County Fee Program Forecast; EPS #18048

Area/Type	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Antioch													
New	700	745	517	629	556	437	623	572	652	612	486	504	882
Resale	1,080	1,223	1,094	912	1,036	1,098	1,056	1,046	1,094	1,254	1,599	2,033	2,260
Subtotal, Antioch	1,780	1,968	1,611	1,541	1,592	1,535	1,679	1,618	1,746	1,866	2,085	2,537	3,142
Brentwood													
New	116	68	31	154	106	75	275	383	450	478	336	415	808
Resale	163	186	158	147	220	271	296	261	209	314	405	492	592
Subtotal, Brentwood	279	254	189	301	326	346	571	644	659	792	741	907	1,400
Oakley													
New	371	528	147	179	250	151	322	238	251	111	65	91	77
Resale	351	531	374	310	402	456	404	324	341	450	549	658	710
Subtotal, Oakley	722	1,059	521	489	652	607	726		592	561	614	749	787
Pittsburg													
New	239	271	142	185	217	149	174	154	203	197	172	166	246
Resale	1,117	1,326	1,161	905	779	749	836	719	815	852	1,070	1,357	1,492
Subtotal, Pittsburg	1,356	1,597	1,303	1,090	996	898	1,010	873	1,018	1,049	1,242	1,523	1,738
All													
New	1,426	1,612	837	1,147	1,129	812	1,394	1,347	1,556	1,398	1,059	1,176	2,013
Resale	2,711	3,266	2,787	2,274	2,437	2,574	2,592	2,350	2,459	2,870	3,623	4,540	5,054
Total	4,137	4,878	3,624	3,421	3,566	3,386	3,986	3,697	4,015	4,268	4,682	5,716	7,067

Sources: Dataquick; Economic and Planning Systems, Inc.

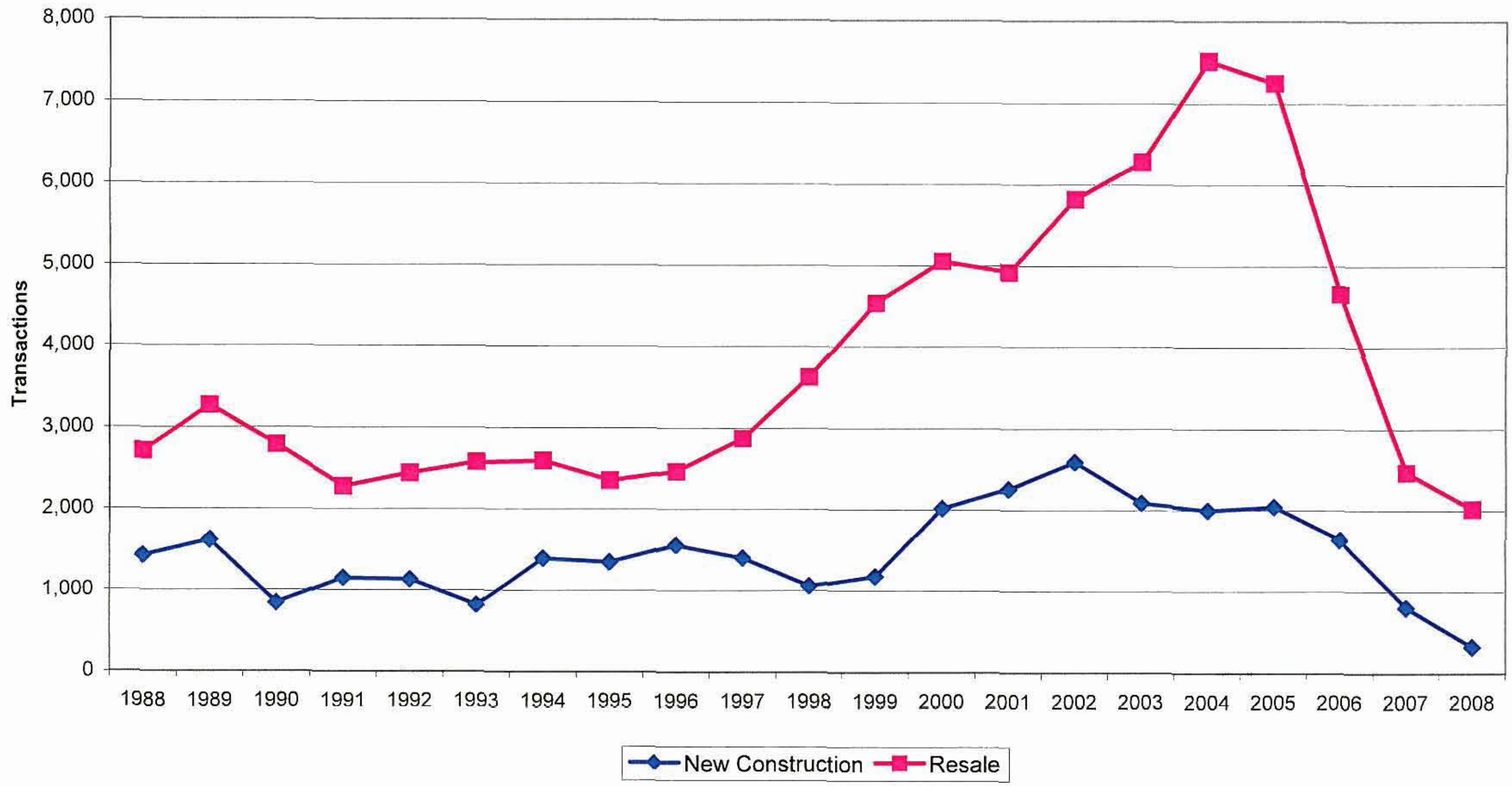
Table 10 (Cont.)
East Contra Costa County Home Transactions by City, 1988-2008
East Contra Costa County Fee Program Forecast; EPS #18048

Area/Type	2001	2002	2003	2004	2005	2006	2007	2008 [1]	Annual Average 1990-1993	Annual Average 1998-2008	Annual Average 2000-2005
Antioch											
New	951	785	345	203	213	104	95	56	535	420	563
Resale	2,241	2,543	2,808	3,331	3,126	1,881	951	774	1,035	2,141	2,718
Subtotal, Antioch	3,192	3,328	3,153	3,534	3,339	1,985	1,046	830	1,570	2,561	3,281
Brentwood											
New	897	1,255	1,256	1,197	1,177	783	281	82	92	772	1,098
Resale	579	856	1,018	1,332	1,330	880	573	457	199	774	951
Subtotal, Brentwood	1,476	2,111	2,274	2,529	2,507	1,663	854	539	291	1,546	2,050
Oakley											
New	116	184	216	200	287	578	313	101	182	203	180
Resale	657	767	783	915	837	596	304	261	386	640	778
Subtotal, Oakley	773	951	999	1,115	1,124	1,174	617	362	567	842	958
Pittsburg											
New	288	365	267	396	363	170	96	81	173	237	321
Resale	1,445	1,653	1,668	1,940	1,955	1,303	594	372	899	1,350	1,692
Subtotal, Pittsburg	1,733	2,018	1,935	2,336	2,318	1,473	690	453	1,072	1,587	2,013
All											
New	2,252	2,589	2,084	1,996	2,040	1,635	785	320	981	1,632	2,162
Resale	4,922	5,819	6,277	7,518	7,248	4,660	2,422	1,864	2,518	4,904	6,140
Total	7,174	8,408	8,361	9,514	9,288	6,295	3,207	2,184	3,499	6,536	8,302

[1] Includes transactions from first and second quarters of 2008.

Sources: Dataquick; Economic and Planning Systems, Inc.

Figure 1
Home Sales in East Contra Costa County, 1988-2008 [1]
Sources: DataQuick; Economic and Planning Systems, Inc.



[1] Includes home sale transactions in Antioch, Brentwood, Discovery Bay, Oakley, and Pittsburg.

The number of new homes sold annually in East County exhibited little variation between 1988 and 1999 with new home transactions ranging from 1,100 to 1,600. After 1999, East County experienced significant increases in the number of new home sales as they climbed to over 2,000 per year in 2000 and remained at this level until 2005. The number of new home transactions peaked in 2002 at nearly 2,600. Following this period of consistently high new home sales, the number fell to a 20-year low of 785 transactions in 2007.

The cities in East County have experienced trends in the number of home transactions that are similar to the regional trends described above. Antioch, the city with the largest population, consistently had the highest number of home transactions each year. Between 1998 and 2008, on average 2,817 homes were sold each year. Between 2000 and 2005, this figure increased to 3,938. Brentwood, which saw particularly strong growth during the housing boom, experienced an annual average just fewer than 2,500 transactions between 2000 and 2005. This number represents a substantial increase from an average of 390 homes sold per year in the City between 1990 and 1993. Oakley and Pittsburg also experienced strong growth between 2000 and 2005 with about 1,150 and 2,420 transactions, respectively.

HOUSING PRICES

Table 11 and **Figure 2** show trends in median home prices in East County between 1988 and 2008. Following the moderate increases experienced between 1988 and 1990, the first peak in new home price is experienced in 1990 when median home prices ranged from $170,000 to $250,000. Overall, resale single-family homes tend to peak the following year in 1991 with median prices ranging from $140,000 to $170,000. Between 1990 and 1997, there is a period of relatively flat home price growth and prices remain slightly below the peak in 1990.

A period of significant home price appreciation, which is experienced by all cities, begins in 1998. From 1998 to 2006, median home prices on new construction increased substantially at average annual growth rates ranging from 13 percent to 18 percent. Median prices of new homes in the cities in East County generally peak in 2006, although prices in Pittsburg peak the following year, with highs ranging from $615,000 to $720,000. Following this peak, median home prices fell between 20 percent and 50 percent through 2008. (See **Table 12** and **Figure 3** for detailed information on recent trends.)

Similarly, prices of resale single-family homes climbed significantly after 1998 at average annual growth rates ranging from 16 percent to 19 percent. Median home prices of resale single-family homes peaked in 2006 with prices between $470,000 and $595,000. Following this peak, resale home prices fell between 35 percent and 50 percent between 2006 and 2008. In 2008, resale home prices ranged from $235,000 to $385,000.

Table 11
East Contra Costa County Median Home Prices, 1988-2008
East Contra Costa County Fee Program Forecast; EPS #18048

Area/Type	1988Q2	1989Q2	1990Q2	1991Q2	1992Q2	1993Q2	1994Q2	1995Q2	1996Q2	1997Q2	1998Q2	1999Q2
Antioch												
New	$140,500	$177,500	$212,000	$198,750	$187,500	$180,000	$178,000	$164,000	$177,500	$170,000	$202,500	$231,000
Resale Condo	$65,000	$69,000	$74,250	$73,500	$77,500	$73,000	$68,000	$53,000	$45,000	$57,000	$60,500	$70,773
Resale SF	$112,500	$134,500	$148,000	$162,000	$148,000	$154,000	$140,000	$142,250	$132,000	$142,000	$150,000	$170,000
Brentwood												
New	$130,250	$162,750	$253,500	$219,000	$200,500	$258,000	$190,250	$174,500	$197,000	$201,000	$221,500	$271,000
Resale Condo	-	-	-	$85,000	-	$69,000	-	-	-	-	-	$76,000
Resale SF	$123,000	$130,750	$159,500	$169,000	$159,250	$178,000	$148,000	$157,500	$147,500	$156,500	$182,250	$195,250
Oakley												
New	$122,500	$140,500	$204,000	$197,000	$165,750	$156,750	$156,750	$152,000	$154,500	$161,500	$159,500	$183,000
Resale Condo	$60,250	-	$99,500	-	$142,500	-	$121,500	$125,000	$119,000	$135,000	$115,250	-
Resale SF	$116,500	$135,000	$158,500	$152,750	$149,750	$142,000	$137,500	$139,000	$135,000	$130,000	$139,750	$164,000
Pittsburg												
New	$109,500	$139,500	$170,000	$174,500	$177,750	$170,000	$160,500	$159,500	$168,000	$164,750	$197,500	$250,500
Resale Condo	$90,000	$106,000	$136,500	$140,250	$132,000	$139,000	$100,000	$95,750	$107,500	$115,000	$120,000	$142,000
Resale SF	$101,250	$115,000	$133,000	$139,500	$135,000	$129,500	$125,000	$110,000	$115,000	$110,000	$119,000	$138,500

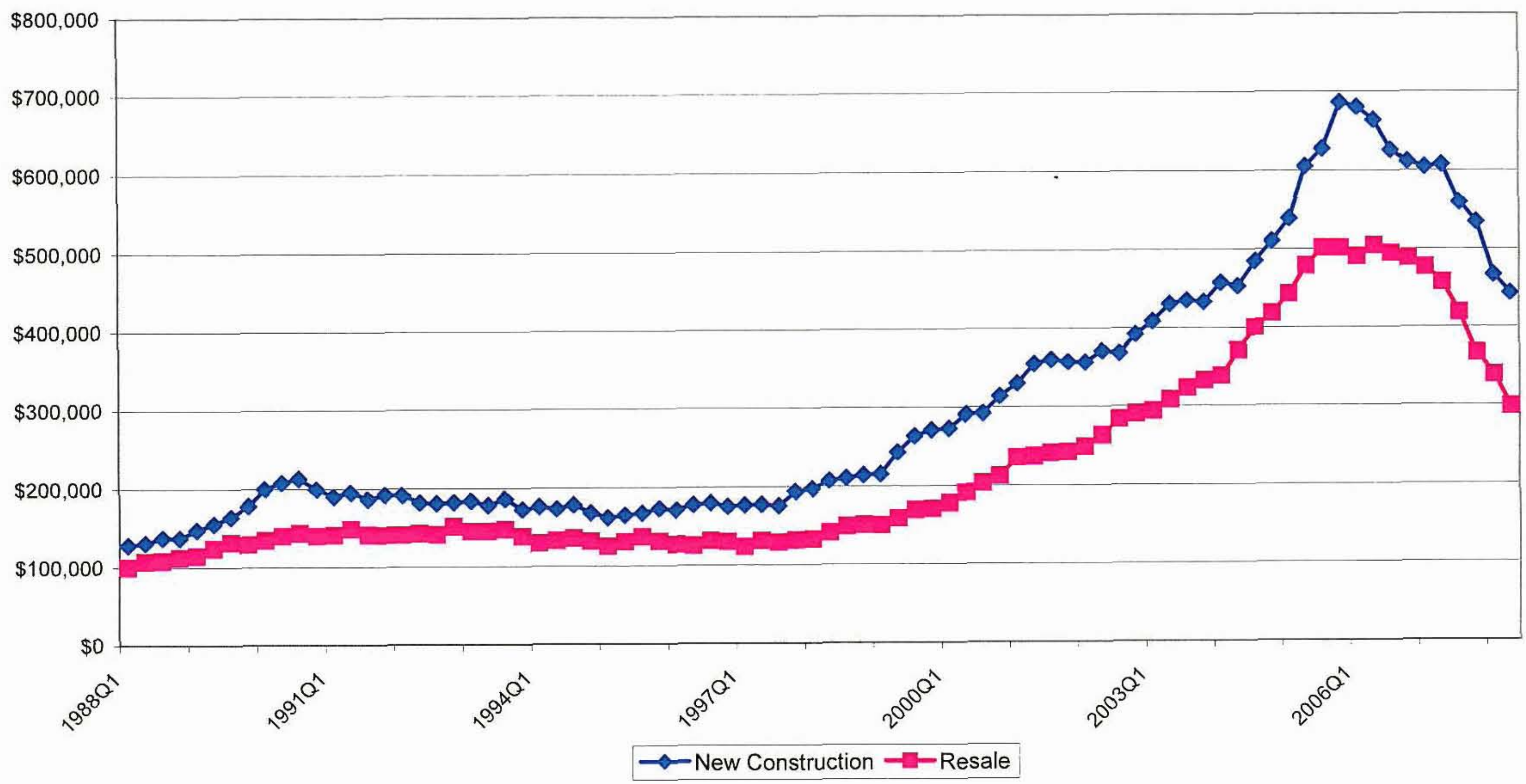
Sources: Dataquick; Economic and Planning Systems, Inc.

Table 11 (Cont.)
East Contra Costa County Median Home Prices, 1988-2008
East Contra Costa County Fee Program Forecast; EPS #18048

Area/Type	2000Q2	2001Q2	2002Q2	2003Q2	2004Q2	2005Q2	2006Q2	2007Q2	2008Q2	% Change 1988-1990	% Change 1997-2006	% Change 2006-2008
Antioch												
New	$298,000	$362,250	$375,250	$419,500	$510,500	$582,750	$705,000	$660,000	$420,000	51%	315%	-40%
Resale Condo	$96,000	$125,000	$163,500	$182,000	$200,000	$282,500	$299,500	$275,000	$86,000	14%	425%	-71%
Resale SF	$200,000	$257,000	$280,000	$324,000	$380,000	$485,000	$514,250	$454,000	$279,500	32%	262%	-46%
Brentwood												
New	$288,500	$349,250	$360,750	$431,000	$456,000	$683,500	$719,250	$650,000	$509,250	95%	258%	-29%
Resale Condo	-	-	-	-	$225,000	$275,000	-	$325,000	$265,500	N/A	N/A	N/A
Resale SF	$253,000	$295,000	$300,000	$350,000	$445,000	$597,250	$595,000	$524,000	$385,000	30%	280%	-35%
Oakley												
New	$281,000	$365,250	$389,000	$428,000	$426,250	$498,000	$615,250	$542,750	$429,500	67%	281%	-30%
Resale Condo	$114,000	$120,909	$199,500	$265,000	$315,000	$368,750	-	-	-	65%	N/A	N/A
Resale SF	$189,750	$244,750	$265,000	$297,500	$354,250	$455,000	$470,000	$435,000	$270,000	36%	262%	-43%
Pittsburg												
New	$280,500	$340,000	$383,250	$448,000	$435,000	$452,000	$533,250	$651,500	$416,000	55%	224%	-22%
Resale Condo	$155,500	$166,500	$196,250	$232,500	$230,500	$340,000	$359,750	$298,500	$173,500	52%	213%	-52%
Resale SF	$168,000	$210,000	$240,000	$283,000	$336,500	$430,000	$470,000	$435,000	$235,000	31%	327%	-50%

Sources: Dataquick; Economic and Planning Systems, Inc.

Figure 2
Weighted Average of Median Home Prices in East Contra Costa County, 1988-2008 [1]
Sources: DataQuick; Economic and Planning Systems, Inc.



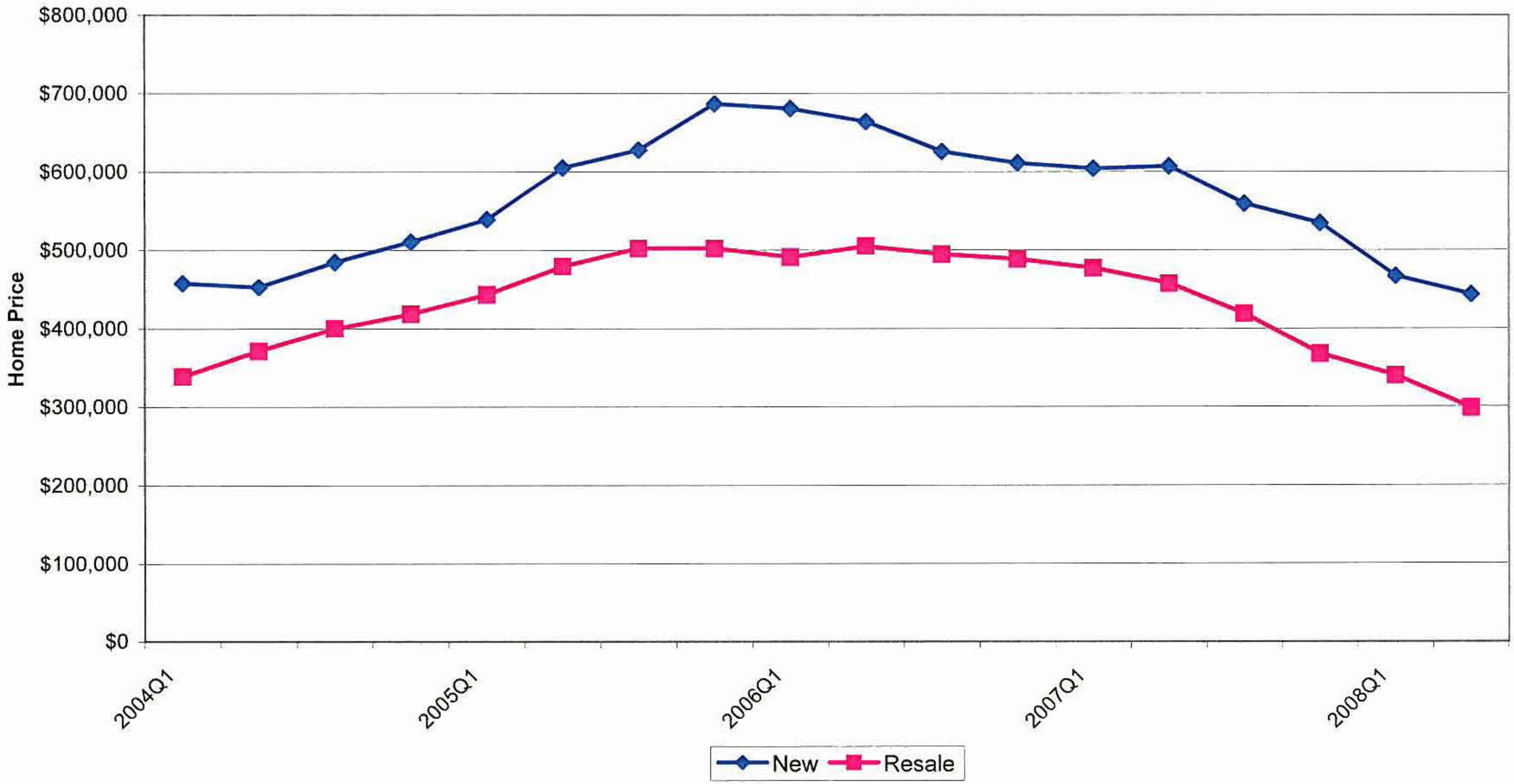
[1] Weighted average of median home prices in Antioch, Brentwood, Discovery Bay, Oakley, and Pittsburg.

Table 12
East Contra Costa County Median Home Prices, 2005-2008
East Contra Costa County Fee Program Forecast; EPS #18048

Area/Type	2005Q1	2005Q2	2005Q3	2005Q4	2006Q1	2006Q2	2006Q3	2006Q4	2007Q1	2007Q2	2007Q3	2007Q4	2008Q1	2008Q2
Antioch														
New	$578,000	$582,750	$592,500	$653,000	$702,500	$705,000	$672,000	$634,000	$725,000	$660,000	$544,500	$657,000	$534,500	$420,000
Resale Condo	$241,500	$282,500	$290,000	$300,000	$286,500	$299,500	$303,000	$250,000	$265,000	$275,000	$176,000	$185,000	$110,000	$86,000
Resale SF	$461,000	$485,000	$523,000	$515,000	$515,000	$514,250	$489,000	$510,000	$479,500	$454,000	$410,000	$360,000	$325,000	$279,500
Brentwood														
New	$590,750	$683,500	$707,000	$758,000	$752,000	$719,250	$678,000	$693,000	$662,750	$650,000	$620,500	$597,000	$528,500	$509,250
Resale Condo	-	$275,000	$290,000	$295,000	-	-	$377,000	$280,000	-	$325,000	-	$190,000	-	$265,500
Resale SF	$540,000	$597,250	$599,500	$600,000	$590,000	$595,000	$590,000	$568,500	$560,000	$524,000	$480,000	$437,000	$413,500	$385,000
Oakley														
New	$476,500	$498,000	$542,000	$547,250	$551,500	$615,250	$572,500	$564,000	$551,500	$542,750	$529,500	$484,500	$432,500	$429,500
Resale Condo	$350,000	$368,750	$369,500	$385,000	-	-	$169,500	-	-	-	$275,000	$310,000	-	-
Resale SF	$432,000	$455,000	$470,000	$465,000	$468,250	$470,000	$485,000	$440,500	$430,000	$435,000	$385,000	$340,000	$315,000	$270,000
Pittsburg														
New	$435,000	$452,000	$448,500	$712,500	$450,500	$533,250	$693,500	$470,250	$500,000	$651,500	$445,250	$430,000	$363,000	$416,000
Resale Condo	$325,000	$340,000	$384,500	$400,000	$349,000	$359,750	$343,500	$400,000	$354,500	$298,500	$441,000	$200,000	$359,500	$173,500
Resale SF	$390,000	$430,000	$450,000	$465,000	$460,000	$470,000	$465,000	$450,000	$450,000	$435,000	$408,500	$322,500	$279,500	$235,000

Sources: Dataquick; Economic and Planning Systems, Inc.

Figure 3
Median Prices of New and Resale Homes in East Contra Costa County, 2004-2008 [1]
Sources: DataQuick; Economic and Planning Systems, Inc.



[1] Weighted average of median home prices in Antioch, Brentwood, Discovery Bay, Oakley, and Pittsburg.

MORTGAGES AND FORECLOSURES

NON-TRADITIONAL MORTGAGES

Between 2004 and 2007, there was a significant increase in the proportion of mortgages to non-prime borrowers, including subprime and Alt-A mortgages. Many of these loans also included non-traditional features, including loans initially with low rates or low payments (option adjustable rate mortgages) before resetting to higher adjustable rates.[6] As a result, lenders increased the risk of default and foreclosure given the lower credit scores of subprime borrowers, the moderate credit scores and often overstated incomes of Alt-A borrowers, and the short term gamble of the payment option adjustable mortgage rate.

According to Moody's Investors Services, over 20 percent of mortgages from 2004 through 2006 were subprime, an increase from 9 percent for the period 1996 through 2006. Nationwide, about 3 million borrowers currently have subprime mortgages with a value of about $850 billion; another 3 million borrowers have $1.0 trillion in Alt-A mortgages (Inside Mortgage Finance and the Federal Reserve Bank). About 9 percent of the home loans made in the United States in 2006 were option adjustable rate mortgages, according to Inside Mortgage Finance.

DEFAULTS AND FORECLOSURES

The current financial crisis was driven by subprime mortgage defaults and the associated home foreclosures. In December 2007, the default rate on subprime mortgages reached 25 percent with households defaulting because of resetting mortgage payments and the inability to refinance because of the fall in home prices. This resulted in a significant cutback on lending practices and available capital, reducing demand for homes. It also resulted in a large number of homes entering the market, further deflating home prices.

California has the highest number of subprime mortgages in the nation and East County was significantly affected by this lending practice. As shown in **Table 13**, the number of homes either receiving notices of default or foreclosed in the second quarter of 2008 increased significantly to 3,900 homes or 4.7 percent of all homes from 1,500 homes or 1.8 percent a year previously. Of the current homes for sale in East County, a large proportion of homes for sale are "distressed," either for-sale by defaulting homeowners or by banks. As of August 1, 2008, over 1,500 of the homes for sale in East County were distressed homes, including 85 percent of homes on the market in Antioch, 82 percent in Pittsburg, 77 percent in Oakley, and 69 percent in Brentwood (see **Table 14**).

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[6] Resets occur after a fixed period of time or when the loan amount increases to between 110 to 125 percent above the original loan.

Table 13
Foreclosures by City, 2nd Quarter
East Contra Costa County Fee Program Forecast; EPS #18048

Item	2007	2008
Antioch		
Notices of Default	459	888
Foreclosures	205	677
Total	664	1,565
Number of Homes	33,781	33,936
Notices of Default/Foreclosure Rate	2.0%	4.6%
Brentwood		
Notices of Default	204	369
Foreclosures	81	242
Total	285	611
Number of Homes	16,740	17,309
Notices of Default/Foreclosure Rate	1.7%	3.5%
Oakley		
Notices of Default	117	312
Foreclosures	54	199
Total	171	511
Number of Homes	10,079	10,476
Notices of Default/Foreclosure Rate	1.7%	4.9%
Pittsburg		
Notices of Default	268	747
Foreclosures	67	446
Total	335	1,193
Number of Homes	20,603	20,818
Notices of Default/Foreclosure Rate	1.6%	5.7%
Total (All Jurisdictions)		
Notices of Default	1,048	2,316
Foreclosures	407	1,564
Total	1,455	3,880
Number of Homes	81,203	82,539
Notices of Default/Foreclosure Rate	1.8%	4.7%

Source: California Resource; San Francisco Chronicle;
California Department of Finance; Economic & Planning Systems, Inc.

Table 14
Foreclosure Summary Information by City, August 2008
East Contra Costa County Fee Program Forecast; EPS #18048

City	Homes on the Market	Distressed Homes [1]	Percent Distressed
Antioch	1,000	845	85%
Brentwood	393	271	69%
Discovery Bay	167	73	44%
Oakley	293	225	77%
Pittsburg	594	486	82%

[1] Includes short sales by defaulting homeowners and REO sales of foreclosed properties by banks.

Sources: Bay Area Housing Review; Economic and Planning Systems, Inc.

On a national level, the resetting of monthly mortgages rates for subprime mortgages is expected to continue at a significant pace through the end of 2008 resulting in new defaults and foreclosures and placing continued downward pressure on housing prices. In 2009, however, as the number of subprime resets start to decline, the number of Alt-A and option adjustable mortgage rate loans resetting are expected to increase according to Credit Suisse. The number of monthly payment resets on optional adjustable rate mortgages, many of them Alt-A loans, is expected to accelerate from $5 billion in April 2009 to a peak of about $10 billion in January 2010 with significant sustained resetting through the end of 2011. The resetting of these loans is expected to occur earlier than originally expected because of the negative amortization of a large number of option ARMs. The higher interest payments, negative equity, and the overstatement of income by Alt-A borrowers are all expected to result in continued defaulting and foreclosure through 2012.

III. REAL ESTATE MARKET PROSPECTS

The combination of the subprime mortgage crisis and the associated foreclosures, housing price reductions, and significant tightening in the capital markets, the upward trending gasoline and food prices, and the associated economic slowdown, all make short-term prospects for new development in many regions in California weak. Predictions of the precise timing of recovery and stabilization are notoriously inaccurate and the depth of the impacts of the mortgage crisis makes the timing of recovery from this downturn even more uncertain. Nevertheless, this section combines the data on the downturn, as described in the previous chapter, with the general perspectives of economists, East County developers, and staff at East County jurisdictions to provide a range of possibilities for the timing of recovery and stabilization in the East County real estate market. In **Chapter VI**, the projections of real estate cycle timing are combined with estimates of short term and medium term stabilized development projections in East County to create baseline, conservative, and optimistic development scenarios.

DOWNTURN

The precise start of the housing market downturn varies by region. In the Bay Area, the first signs of weakness appeared in fall 2005, when the pace of home sales started to fall in some subregions, including East County. These were communities where housing production, new home sales, and housing prices had all increased significantly since 1999. Housing developers responded by offering credits and incentives and, in some cases, formal sales price adjustments. Owners of existing homes held steady, preferring to wait on the market rather than reduces their prices. However, by the end of 2006, the pace of sales was still significantly below its level in the first half of the decade in most communities.

By the start of 2007, the effects of the record issuances of subprime mortgages combined with the increasing preponderance of adjustable rate mortgages started to be felt, exerting further downward pressure on home prices. The fixed interest/payment periods on a number of subprime mortgages came to an end with a significant increase in interest payments. For many homeowners these new payments were unaffordable resulting in payment delinquencies. When combined with the reality that in many cases, home prices had started to fall below the mortgage amount, defaults and foreclosures started to increase. The net effect was further significant declines in the pace of sales and continuous declines in the price of new and resale homes through the present. The tightening of lender standards and the diminishing availability of capital also made new home loans more expensive and hard to obtain, reducing the demand for homes.

The drop in price points and the increase in financing costs have significantly worsened the economics of new home development and limited the level of new home development in East County. As described above, only 320 new homes were sold in the first two quarters of 2008 (an annual rate of 640 new home sales) in East County cities relative to an average of 2,200 homes each year between 2000 and 2005. In addition, median home prices in East County cities have fallen between 35 and 50 percent from their recent peak. In the second quarter of 2008, resale activity increased, though the majority of these resales were deeply discounted defaulting or foreclosed homes.

This ongoing housing downturn has rippled through the U.S. economy and caused a crisis in the financial sector. The loss by many of their homes and the reduction in home values by those who still own has reduced the wealth of many U.S. households. Financial institutions are going bankrupt, being taken over, being bailed out, or nationalized. The value of stocks and many other forms of savings have fallen significantly. There is a scarcity of capital available for development or investment, reducing economic growth and demand for real estate. Where capital is available the credit requirements and costs have increased significantly. All these factors have affected the general performance of the economy, with unemployment rising and job growth slowing. These impacts in turn ripple through to affect retail spending and development as well as job growth and nonresidential development. The tighter credit has acted to push many households back into the rental market, though the weak job market limits the ability to increase rents in response to the higher apartment demand.

FUTURE DEMAND

The Bay Area economy is projected to grow from 3.7 million jobs to 4.3 million jobs from 2010 to 2020. This represents an average increase of 58,700 jobs per year and an average annual growth rate of 1.5 percent. Over the same period, the Bay Area's population is expected to grow from 7.4 million to 8.1 million, an average annual increase of 65,700 people per year and annual growth rate of 0.9 percent. This growth will continue to fuel demand for housing, both ownership and rental, as well as for retail space and other workspace.

RESIDENTIAL

Demand for new housing in East County is expected to continue. In the short term, demand will be constrained by the limited capital available, the higher cost of borrowing, and the current reduced wealth and incomes of many households. As the financial crisis subsides and the economy improves, demand for housing will increase. It will not, however, return to the levels seen earlier in this decade where the accessibility of capital made homeownership available to a large range of households.

Single-Family Detached Development

East County has for many years now acted as a locus for single-family detached development and as a place where families can find more affordable single-family living. East County has appealed to households working throughout the Bay Area, though the majority of East County residents work in Contra Costa County. With land available for development becoming increasingly scarce and expensive throughout the Bay Area, areas with medium to large tracts of land outside of the core employment centers will continue to be in a position to capture the segment of demand interested in traditional single-family living. East County will continue to face competition from alternative locations such as Solano County and western San Joaquin County, will be reliant on transportation infrastructure improvements, such as the State Bypass and the e-BART to ease travel times and gas costs, and will itself face greater limits on land availability and increasing costs of land development. Nevertheless, East County will likely still be in a position to capture a strong share of regional demand for single-family detached development through 2020.

Single-family detached development will likely to continue to dominate new development through 2020. The growing limits on the availability of land in East County might push some developers towards building smaller single-family detached units, while demand and policy might push some towards large, custom lots. With the over 40 percent of the projected population growth in Contra Costa County between 2010 and 2020 expected in the 60 to 75 year age range and 30 percent in the 20 to 35 year age range, there is likely to be an increasing demand for senior housing as well as smaller-lot, single-family detached development aimed at first time homebuyers (see **Table 15**).

Compact Development

East County will also likely start to see increases in the levels of attached and multifamily housing with the development of eBART and the continuing opportunities for compact development in East County downtowns. East County will, however, face strong competition from the large number of locations throughout the Bay Area offering compact downtown or urban living. The East County capture of compact development will ultimately be closely tied to the ability of East County locations to offer the right type of urban form and amenities as well as the pace of East County job growth.

NONRESIDENTIAL

In the last several years, East County has started to capitalize on its significant housing growth. Retail development has expanded significantly, with new projects offering both neighborhood and regional-serving retail centers. The significant recent retail growth in regional retail, especially in Antioch and Brentwood, has allowed the level of retail development to catch up with the strong housing growth since 1990. As a result, new large regional retail developments are likely to be dependent in part on renewed and additional housing growth.

East County has also started to see new office and industrial development. New office and industrial development will be driven by the overall health of the Bay Area economy and the interest of firms in locating in East County. As East County continues to grow, the availability of labor as well as the regional demand for professional, health,

Table 15
Contra Costa County Population Projections by Age, 2010-2020
East Contra Costa County Fee Program Forecast; EPS #18048

Age Group	2010	2020	Total Change	% of Change
0 - 19	276,959	285,383	8,424	7.1%
20 - 34	178,296	213,271	34,975	29.3%
35 - 59	356,549	374,131	17,582	14.7%
60 - 74	92,289	144,012	51,723	43.3%
75 +	52,404	59,134	6,730	5.6%
Total	956,497	1,075,931	119,434	100.0%

Sources: California Department of Finance July 2007; Economic and Planning Systems, Inc.

and other service jobs will continue to increase, further enhancing the demand for office/industrial development. For jobs that do not directly serve East County residents, East County will, of course, need to compete with other Bay Area locations on the basis of availability and quality of labor force, transportation accessibility, cost, and government support.

RECOVERY AND STABILIZATION

HOUSING

The timing of recovery is highly uncertain. At some point, housing prices will stop decreasing, will stabilize, and will start increasing. Significant new development will, however, lag significantly behind the start of price increases, requiring prices to increase significantly to support the costs of new construction. Early predictions during the current housing downturn envisioned recovery by the end of 2008. As the understanding of the extent of the mortgage crisis and its impacts have increased, however, only the most optimistic are expecting much improvement before 2010. Indeed, until the majority of foreclosures associated with the resetting of subprime, Alt-A, and option adjustable rate mortgages work their way through the market, prices are likely to continue to be held low by an abundance of home resales. Recovery will also be dependent on the stabilizing of banks and the financial sector and the expansion in the availability of credit and the loosening of the current, very tight credit controls. At this time, Congress is currently debating a $700 billion package aimed at buying high-risk mortgage holdings from financial institutions and stabilizing the overall financial market.

Interviews with developers, a review of predictions, and evaluation of market data tend to place the start of housing market recovery in 2010 and place a robust and strong market out in the 2011 to 2013 timeframe, a time when homes prices have recovered and home building has returned to a new stabilized rate. The market is expected to remain weak for the remainder of 2008 and 2009. New development during this period is expected to be driven by projects that are already too far down the road and publicly subsidized projects, such as affordable housing projects. Smaller projects that are easier to finance or developers with significant equity may also continue to do some projects aimed at niche opportunities and to stay active in the market.

NONRESIDENTIAL

Increased activity in the nonresidential real estate sectors will also be tied to many of the same factors. Significant new retail development in East County outside of projects currently under development will require new residential development and the continued addition of new households. Non-retail workspace development in East County will depend on the stabilization of the Bay Area economy, expanded interest of businesses in locating in East County, and reductions in the costs of capital. The nonresidential sector, however, does not have the same continued infusion of supply via foreclosures present in the residential market. As a result, the nonresidential market is more likely to reach its new stabilized development rate sooner than the housing market.

DEVELOPMENT TIMING

As mentioned above, the timing of recovery and stabilization of the housing and nonresidential real estate sectors is highly uncertain. This section describes three scenarios for the timing of the downturn, recovery, and stabilization. Stabilization refers to the point when the real estate markets have recovered from the current and when the pace of development has reached its expected average for the post-recovery period through 2020. Real estate cycles will, of course, continue through time with fluctuations above and below this average. The actual levels of development associated with current downturn, recovery period, and stabilization are evaluated in the next chapter.

Residential

- **Baseline**. The baseline scenario projects a continued weak housing market through 2010. Starting in mid-2010, the housing market is expected to recover, with increases in the pace of new housing development though the start of 2012, when the medium term, average pace of housing development will be reached.

- **Optimistic**. The optimistic scenario projects the start of the recovery at the start of 2010. It also assumes the market reaches its new stabilized rate of growth at the start of 2011.

- **Conservative**. The conservative scenario projects flat new housing development through 2011. It also assumes the housing market does not reach its new stabilized rate of growth until mid-2013.

Nonresidential

Nonresidential development is assumed to reach a stabilized level of development six months earlier than the residential sector. At that time, the housing market will be improving, new residential development will be occurring, and the credit markets will have returned to more typical circumstances.

- **Baseline**. The baseline scenario projects the continuation of current market conditions in the nonresidential market through the start of 2010. It also assumes the market reaches its new stabilized level in mid-2011.

- **Optimistic**. The optimistic scenario projects the continuation of current market conditions in the nonresidential market through mid-2009. It also assumes the market reaches its new stabilized level in mid-2010.

- **Conservative**. The conservative scenario projects the continuation of current market conditions in the nonresidential market through mid- 2010. It also assumes the market reaches its new stabilized level by mid-2012.

IV. JURISDICTIONAL DEVELOPMENT FORECASTS

ANTIOCH

RESIDENTIAL

Historical and Projected Growth

The City of Antioch is the largest City in East County with over 100,000 residents. The City added 7,300 new housing units between 1990 and 2000, an average annual growth of 730 units each year (see **Table 8**). In the early 2000s, the City's housing growth rate peaked at about 940 units each year, though fell quickly from this peak, with new housing development decreasing to an average of below 200 units each year between 2004 and 2006. A 2002 voter-approved ordinance limited building permit issuance to 600 units, with exemptions for limited types of development.

According to ABAG 2007 projections, the City and its sphere of influence (SOI) are projected to increase by approximately 360 households per year between 2010 and 2020, as shown in **Table 16**. CCTA projections of household growth are more aggressive than ABAG, with estimates of approximately 440 households per year between 2010 and 2020.

Development Pipeline/Capacity

The City of Antioch has developed a significant proportion of its land area. Nevertheless, the City still has significant capacity remaining, with some of the opportunities for new growth requiring annexations and significant infrastructure investment. The urban limit line could be moved, though only by a vote.

The City of Antioch has about 4,600 units in its development pipeline (including projects for which approvals have expired) for which building permits have not been issued, as shown in **Table 17**. The large majority of these units are single-family detached. The approvals on some of these projects have expired, a large number of these units have not yet received approval, and the continued pursuit of approvals by project applicants on some projects is uncertain. The pipeline includes several projects that either require significant approvals or annexations and/or will need to cover significant infrastructure cost burdens. Some of these projects are in the southern area of the City which offers the largest remaining areas of undeveloped land, but also a number of infrastructure challenges. The pipeline includes a large senior housing project of about 550 units and a small number of moderate-scale, single-family attached and multifamily projects.

In addition to the projects included in the City's pipeline, other potential projects in the southern part of the City offer the potential for an additional 500 units. The overall development of the southern portion of the City will require significant infrastructure investment and may require coordination between landowners over infrastructure financing.

Table 16
Household Projections by Jurisdiction
East Contra Costa County Fee Program Forecast; EPS #18048

Item [1]	2010	2020	Average Annual Growth (2010-2020)
Antioch			
ABAG Projections 2007 - SSA	34,920	38,500	358
CCTA 2005 - SSA	34,654	39,020	437
Brentwood			
ABAG Projections 2007 - SSA	17,320	23,030	571
CCTA 2005 - SSA	20,967	24,629	366
Oakley			
ABAG Projections 2007 - SSA	10,580	12,140	156
CCTA 2005 - SSA	10,119	11,832	171
Pittsburg			
ABAG Projections 2007 - SSA	27,630	31,150	352
CCTA 2005 - SSA	27,435	31,977	454
Rural East Contra Costa County			
ABAG Projections 2007 - SSA	6,630	7,150	35

[1] SSA projections are for the City and its Sphere of Influence (SOI).

Sources: Association of Bay Area Governments (ABAG); Contra Costa Transportation Authority (CCTA); Economic & Planning Systems, Inc.

Table 17
City of Antioch Projects in the Development Pipeline
East Contra Costa County Fee Program Forecast; EPS #18048

Land Use / Project Name	Status	Site (Acres)	Amount	Measure
Residential - Single-Family				
Almondridge East Tract	Approved	21	81	units
Ashleigh Estates	Approval Expired		12	units
Black Diamond Ranch Unit 2	Under Construction		39	units
Black Diamond Ranch Unit 3	Under Construction		105	units
Deer Valley Estates	Being Reviewed	37	136	units
Golden Bow Estates	Approved		12	units
Hidden Glen - Unit 1	Under Construction		40	units
Hidden Glen - Unit 2	Approved		81	units
Hidden Glen - Unit 3	Approved		111	units
Hidden Glen - Unit 4	Approved		90	units
Highlands Ranch Phase II	Being Reviewed		896	units
Laurel Ranch	Approval Expired		216	units
Mira Vista Hills	Being Reviewed		95	units
Mira Vista Hills	Under Construction		54	units
Monterra (Nelson Ranch 1)	Under Construction	145	57	units
Monterra (Nelson Ranch 2)	Under Construction	128	117	units
Monterra (Nelson Ranch 3)	Under Construction	130	130	units
Oakley Knolls	Approved	6	13	units
Oakley Meadows	Approved		13	units
Park Ridge	In Progress	171	562	units
Pulte Senior Housing [1]	Incomplete	194	550	units
Renaissance at Bluerock	Under Construction		6	units
Roddy Ranch	In Progress		574	units
Sand Creek Ranch	Under Construction		18	units
Sand Creek Ranch Rivergate	Under Construction		4	units
Sand Creek Ranch Rivergate	Proposed unit mix change		127	units
Sierra Vista	Approved		50	units
The Pointe	Being Reviewed		72	units
Tierra Villas	Being Reviewed		122	units
Vista Diablo (not Grande) Mobile Estates	Incomplete		6	units
Wilbur Townhomes	Being Reviewed	5	63	units
Subtotal, Under Construction			**570**	**units**
Subtotal, Approved			**451**	**units**
Subtotal, Processed/In Progress			**2,647**	**units**
Subtotal, Incomplete/On Hold			**784**	**units**
Subtotal, Single-Family Residential			**4,452**	**units**
Residential - Multifamily				
Park Lake Apartments	Incomplete	3	60	units
Roddy Ranch	Incomplete		126	units
Subtotal, Multifamily Residential			**186**	**units**

[1] Senior housing

Sources: City of Antioch; Economic and Planning Systems, Inc.

Table 17
City of Antioch Projects in the Development Pipeline
East Contra Costa County Fee Program Forecast; EPS #18048

Land Use / Project Name	Status	Site (Acres)	Amount	Measure
Retail				
AUTOCARE 2000	Approved	1	2,300	sq. ft.
Buchanan Crossings Shopping Center	In Progress	14	102,370	sq. ft.
County Square Market	Under Construction		30,860	sq. ft.
Hillcrest Summit	Incomplete	5	1,500	sq. ft.
Hillcrest Village	In Progress		48,000	sq. ft.
Orchard at Slatten Ranch (near new JC Penney store)	Approved		24,000	sq. ft.
Juliet Plaza	Incomplete	5	7,400	sq. ft.
Lone Tree Landing	Partially Completed	9	81,690	sq. ft.
Rivertown Business Center	Approved		6,871	sq. ft.
Wal-Mart Expansion	In Plan Review		33,575	sq. ft.
Subtotal, Retail			**338,566**	**sq. ft.**
Office				
Deer Valley Business Park Parcel 4	Under Construction	4	35,000	sq. ft.
Deer Valley Business Park office/flex building	Approved	5	17,200	sq. ft.
Hillcrest Summit	Incomplete	5	35,077	sq. ft.
Hillcrest Village	In Progress		48,000	sq. ft.
Markstein Distribution Center Part 1	Under Construction		18,733	sq. ft.
Rivertown Business Center	Approved		9,129	sq. ft.
Vineyard Business Park, Phase III Part I	Approved		9,248	sq. ft.
ARB, Inc. Part I	Expired		4,607	sq. ft.
Subtotal, Office			**176,994**	**sq. ft.**
Industrial				
Markstein Distribution Center Part II	Under Construction		74,071	sq. ft.
Vineyard Business Park, Phase III Part II	Approved		27,392	sq. ft.
ARB, Inc. Part II	Expired		5,745	sq. ft.
Subtotal, Industrial			**107,208**	**sq. ft.**
Other				
Antioch Surgical Center	Approved		5,500	sq. ft.
Deer Valley Business Park Part II	Under Construction		30,000	sq. ft.
Lone Tree Landing	Partially Completed		332,100	sq. ft.
Subtotal, Other			**367,600**	**sq. ft.**

Sources: City of Antioch; Economic and Planning Systems, Inc.

The City also has two areas with significant potential for higher-density development, including the downtown and the Hillcrest Specific Plan area that surrounds the proposed e-BART station. No major developments are occurring in the downtown at present, though, during the upcycle, developers have indicated the possibility of developing between 1,000 and 2,000 housing units downtown. The Hillcrest Specific Plan is currently under development with the three development alternatives indicating a range of between 660 and 3,450 residential units in additional to significant office and retail development.

Expected Development Rates

In the short term, residential development in the City of Antioch is likely to be in the range of 100 to 200 units per year, as developers complete only projects that they need to complete and/or homes that are pre-sold and financed. The recovery will bring with it a stronger and steadier demand for housing, though even once the market has fully stabilized the aftermath of the current downturn, the stricter borrowing criteria, and the more complex development challenges associated with some of the land are likely to leave the development below the prior levels. An average annual rate of about 400 units each year is expected for the City of Antioch.

NONRESIDENTIAL

Projections

ABAG 2007 projections estimate an increase of about 7,800 jobs or 650 jobs each year between 2008 and 2020. This growth is similar to the growth projected by CCTA, based on ABAG 2005 projections and input from City staff. Based on typical assumptions concerning the space distribution of jobs in different industry sectors and the square feet per job, this job growth would translate into the need for 3.1 million square feet of new workspace development, representing an average of about 260,000 square feet of development each year (see **Table 18**). The total workspace development includes about 600,000 square feet of office space, 1.25 million square feet of industrial space (including R&D flex and warehouse/manufacturing space), 800,000 square feet of retail space, and 500,000 square feet of institutional space.

Development Pipeline/Development Capacity

The City's development pipeline currently includes about 1 million square feet of nonresidential development, including 340,000 square feet of retail development and 650,000 square feet of other development. The non-retail workspace development includes 180,000 square feet of office development, 110,000 square feet of industrial development, and an additional 370,000 square feet of other development, with uses yet to be specified.

Table 18
East Contra Costa County Workspace Distribution by City, 2008-2020
East Contra Costa County Fee Program Forecast; EPS #18048

City/Type	Office [1] Jobs	Office [1] Sq. Ft.	R&D [2] Jobs	R&D [2] Sq. Ft.	Warehouse/Manuf. [3] Jobs	Warehouse/Manuf. [3] Sq. Ft.	Retail [4] Jobs	Retail [4] Sq. Ft.	Institutional [5] Jobs	Institutional [5] Sq. Ft.	Other Workspace Jobs	Other Workspace Sq. Ft.	All Workspace Jobs	All Workspace Sq. Ft.	All Workspace Ann. Jobs	All Workspace Ann. Sq. Ft.
Antioch																
Agriculture and Mining	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manufacturing and Wholesale	61	16,830	153	84,150	337	252,450	0	0	0	0	61	0	612	353,430	51	29,453
Retail	0	0	0	0	0	0	1,378	689,000	0	0	0	0	1,378	689,000	115	57,417
Financial and Professional Services	839	230,615	240	131,780	0	0	0	0	0	0	120	0	1,198	362,395	100	30,200
Health Educational and Recreational Services	892	245,163	713	392,260	357	267,450	178	89,150	1,070	374,430	357	0	3,566	1,368,453	297	114,038
Other	369	101,448	158	86,955	53	39,525	0	0	316	110,670	158	0	1,054	338,598	88	28,216
Subtotal, Antioch	2,160	594,055	1,264	695,145	746	559,425	1,556	778,150	1,386	485,100	696	0	7,808	3,111,875	651	259,323
Brentwood																
Agriculture and Mining	3	798	6	3,190	15	10,875	0	0	0	0	35	0	58	14,863	5	1,239
Manufacturing and Wholesale	36	9,845	90	49,225	197	147,675	0	0	0	0	36	0	358	206,745	30	17,229
Retail	0	0	0	0	0	0	576	288,000	0	0	0	0	576	288,000	48	24,000
Financial and Professional Services	588	161,700	168	92,400	0	0	0	0	0	0	84	0	840	254,100	70	21,175
Health Educational and Recreational Services	489	134,338	391	214,940	195	146,550	98	48,850	586	205,170	195	0	1,954	749,848	163	62,487
Other	297	81,620	127	69,960	42	31,800	0	0	254	89,040	127	0	848	272,420	71	22,702
Subtotal, Brentwood	1,412	388,300	781	429,715	449	336,900	674	336,850	841	294,210	477	0	4,634	1,785,975	386	148,831
Oakley																
Agriculture and Mining	1	138	1	550	3	1,875	0	0	0	0	6	0	10	2,563	1	214
Manufacturing and Wholesale	16	4,290	39	21,450	86	64,350	0	0	0	0	16	0	156	90,090	13	7,508
Retail	0	0	0	0	0	0	342	171,000	0	0	0	0	342	171,000	29	14,250
Financial and Professional Services	273	75,075	78	42,900	0	0	0	0	0	0	39	0	390	117,975	33	9,831
Health Educational and Recreational Services	329	90,338	263	144,540	131	98,550	66	32,850	394	137,970	131	0	1,314	504,248	110	42,021
Other	126	34,650	54	29,700	18	13,500	0	0	108	37,800	54	0	360	115,650	30	9,638
Subtotal, Oakley	744	204,490	435	239,140	238	178,275	408	203,850	502	175,770	246	0	2,572	1,001,525	214	83,460
Pittsburg																
Agriculture and Mining	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manufacturing and Wholesale	172	47,190	429	235,950	944	707,850	0	0	0	0	172	0	1,716	990,990	143	82,583
Retail	0	0	0	0	0	0	1,320	660,000	0	0	0	0	1,320	660,000	110	55,000
Financial and Professional Services	804	220,990	230	126,280	0	0	0	0	0	0	115	0	1,148	347,270	96	28,939
Health Educational and Recreational Services	843	231,688	674	370,700	337	252,750	169	84,250	1,011	353,850	337	0	3,370	1,293,238	281	107,770
Other	442	121,468	189	104,115	63	47,325	0	0	379	132,510	189	0	1,262	405,418	105	33,785
Subtotal, Pittsburg	2,259	621,335	1,522	837,045	1,344	1,007,925	1,489	744,250	1,390	486,360	813	0	8,816	3,696,915	735	308,076
Rural East Contra Costa County																
Agriculture and Mining	3	880	6	3,520	16	12,000	0	0	0	0	38	0	64	16,400	5	1,367
Manufacturing and Wholesale	28	7,590	69	37,950	152	113,850	0	0	0	0	28	0	276	159,390	23	13,283
Retail	0	0	0	0	0	0	138	69,000	0	0	0	0	138	69,000	12	5,750
Financial and Professional Services	361	99,330	103	56,760	0	0	0	0	0	0	52	0	516	156,090	43	13,008
Health Educational and Recreational Services	139	38,088	111	60,940	55	41,550	28	13,850	166	58,170	55	0	554	212,598	46	17,716
Other	146	40,040	62	34,320	21	15,600	0	0	125	43,680	62	0	416	133,640	35	11,137
Subtotal, Rural East C.C. County	676	185,928	352	193,490	244	183,000	166	82,850	291	101,850	235	0	1,964	747,118	164	62,260
All																
Agriculture and Mining	7	1,815	13	7,260	33	24,750	0	0	0	0	79	0	132	33,825	11	2,819
Manufacturing and Wholesale	312	85,745	780	428,725	1,715	1,286,175	0	0	0	0	312	0	3,118	1,800,645	260	150,054
Retail	0	0	0	0	0	0	3,754	1,877,000	0	0	0	0	3,754	1,877,000	313	156,417
Financial and Professional Services	2,864	787,710	818	450,120	0	0	0	0	0	0	409	0	4,092	1,237,830	341	103,153
Health Educational and Recreational Services	2,690	739,613	2,152	1,183,380	1,076	806,850	538	268,950	3,227	1,129,590	1,076	0	10,758	4,128,383	897	344,032
Other	1,379	379,225	591	325,050	197	147,750	0	0	1,182	413,700	591	0	3,940	1,265,725	328	105,477
Total	7,251	1,994,108	4,354	2,394,535	3,021	2,265,525	4,292	2,145,950	4,409	1,543,290	2,467	0	25,794	10,343,408	2,150	861,951

[1] Assumes 275 square feet per employee
[2] Assumes 450 square feet per employee
[3] Assumes 700 square feet per employee
[4] Assumes 400 square feet per employee
[5] Assumes 350 square feet per employee

Sources: ABAG Projections 2007, ABAG Projections 2002, Economic and Planning Systems, Inc.

In addition, development around the e-BART is expected to include retail and office uses. Current alternatives being explored include between 435,000 square feet and 1.0 million square feet of retail development and between 950,000 and 1.4 million square feet of office development.

Expected Development Rates

The City of Antioch responded to the significant household growth in East County with significant retail development over the last several years, especially in southeast Antioch. New office and industrial development have been more gradual, though the City expects the pace of this development to accelerate.

The ABAG-based workspace projections provide a reasonable baseline projection of about 260,000 square feet of development each year. This includes 65,000 square feet of retail development, 40,000 square feet of institutional development, and 155,000 square feet of other workspace development (office, R&D, industrial). The development scenarios evaluated will include higher and lower estimates. This range will reflect the varying expectations of employment growth, including well above ABAG projections to a more gradual employment growth.

In the short term, the economic downturn, foreclosure activity, reduced consumer spending, and the higher cost of financing are likely to cutback on new nonresidential development. The precise amount of annual nonresidential development is highly uncertain, though is expected to be about one-half the stabilized rate or 130,000 square feet each year.

BRENTWOOD

RESIDENTIAL

Historical and Projected Growth

The City of Brentwood currently has a population of over 50,000 residents and about 16,700 households. The City grew significantly during the 1990s from a community of about 2,600 housing units to 7,600 units, an average annual growth of about 500 units each year. After a more gradual pace of growth of about 200 units each year in the early 1990s, the City grew by between 400 and 1,000 units each year from 1995 through 1999. From the start of 2000 through the end of 2006, growth accelerated with the City maintaining a housing development pace of over 1,000 units each year, an annual average growth of 1,200 units. The large majority of new housing was single-family detached development (see **Table 8**).

According to ABAG 2007 projections, the City and its SOI are projected to increase by approximately 570 households per year between 2010 and 2020, as shown in **Table 16.** CCTA projections are significantly lower for the 2010 to 2020 period at about 370 households each year, though were significantly more aggressive for the 2005 to 2010 period.

Development Pipeline/Capacity

The rapid growth in the City of Brentwood has developed a significant proportion of the developable land in the City. Nevertheless, there are still a number of residential projects in the City's development pipeline. These are projects that have a development application, but have not yet received permits. The projects in the pipeline consist mainly of single-family units and range in size from five units to over 1,000 units, as shown in **Table 19**. There are approximately 3,700 single-family units, including about 300 attached single-family units, and 540 multifamily units in the development pipeline. One of the largest projects, the Trilogy at the Vineyards, is envisioned as a predominantly active-adult community, with planned but unpermitted units that include 944 single-family detached units, 172 attached single-family units, and 300 multifamily units.

Publicly-traded developers (e.g., Pulte, KB Homes, and Standard Pacific, among others) have primarily suspended development efforts in Brentwood and most projects are on hold until market conditions improve. The decline in prices has made new housing development infeasible for many developers and has made the project economics especially problematic for those who purchased and entitled land in the 2006/2007 period when land costs peaked. As of June 2008, the City had issued 28 building permits, well below the recent period of the 1,000-plus permits issued annually between 2001 and 2005.

According to City staff, a majority of the large vacant parcels in Brentwood have previously been developed and a limited number remain for large residential projects.. In addition to the pipeline of about 4,250 housing units, the City also has General Plan capacity for an additional 770 acres of development. Depending on the eventual development densities, this represents capacity for an additional 3,200 to 4,600 units. Of this capacity, over one-third is for high- and very high-density development, defined as 20 units per acre or more.

Expected Development Rates

In the short term, City staff project growth of approximately 100 residential units annually, with only a small number of projects being completed and moving forward. The recovery will bring with it a stronger and steadier demand for housing, though the lots available, the stricter borrowing criteria, and increasing gasoline prices are likely to leave the development below the prior levels. An average annual rate of about 400 units each year is expected for the City of Brentwood.

Table 19
City of Brentwood Projects in the Development Pipeline
East Contra Costa County Fee Program Forecast; EPS #18048

Project Name	Status	Site (Acres)	Amount	Measure
Residential - Single-Family				
Palmilla	Final Map Approval	77.45	431	units
St. Martins Place	Final Map Approval	4.02	6	units
Garin Corners	Final Map Approval	13.06	32	units
Brentwood Estates	Tentative Map Approval	5.01	5	units
St. James Tract	Tentative Map Approval	3.77	8	units
Mission Grove	Pending	15.6	140	units
Steeplechase II	Pending	1.2	6	units
Magnolia	Pending	3.62	34	units
Parkside Villas	Tentative Map Approval	10.4	35	units
Siino -- Fairview Ave	Final Map Approval	3.35	8	units
Prewett Ranch	Final Map Approval	112.4	240	units
Bridle Gate	Tentative Map Approval	51	166	units
Barrington	Final Map Approval	59.72	459	units
Carmel Estates	Tentative Map Approval	39.4	102	units
The Parc at Cedarwood	Final Map Approval	54.69	101	units
Ferro-Ronconi	Pending	42.3	160	units
Trilogy at the Vineyards [1]	Final Map Approval	623.27	944	units
Sage Glen	Final Map Approval	31.64	4	units
Terreno	Final Map Approval	23	134	units
Brighton Station	Final Map Approval	26.66	107	units
Siena Village	Final Map Approval	11	58	units
Steeplechase	Final Map Approval	46.67	116	units
Rose Garden	Final Map Approval	33.1	18	units
Amber Park	Final Map Approval	55.41	86	units
Grant Street (Rob Hanberg)	Tentative Map Approval	3	4	units
Amber & Windy Springs Lns	Tentative Map Approval	2.68	4	units
Palmilla	Final Map Approval	77.45	11	townhouse units
Garin Corners	Final Map Approval	13.06	104	townhouse units
Trilogy at the Vineyards [1]	Final Map Approval	623.27	172	townhouse units
Steeplechase	Final Map Approval	46.67	16	townhouse units
Parkside Villas	Tentative Map Approval	10.4	2	duplex/triplex units
Barrington	Final Map Approval	59.72	8	duplex/triplex units
Carmel Estates	Tentative Map Approval	39.4	4	duplex/triplex units
Subtotal, Final Map Approval		**1,996**	**3,055**	**units**
Subtotal, Tentative Map Approval		**165**	**330**	**units**
Subtotal, Pending		**63**	**340**	**units**
Subtotal, Single-Family Residential		**2,223**	**3,725**	**units**

[1] Senior housing

Source: City of Brentwood; Economic and Planning Systems, Inc.

Table 19
City of Brentwood Projects in the Development Pipeline
East Contra Costa County Fee Program Forecast; EPS #18048

Residential - Multifamily			
Palmilla	Final Map Approval	77.45	108 units
Towncentre Commons	Pending	0.53	16 units
Trilogy at the Vineyards [1]	Final Map Approval	623.27	300 units
Casa Bella Apt.	Pending	5.14	120 units
Subtotal, Final Map Approval		**701**	**408 units**
Subtotal, Pending		**6**	**136 units**
Subtotal, Multifamily Residential		**706**	**544 units**
Retail			
Tri-City Plaza	Project Approved, Partially Built	1.5	23,964 sq. ft.
Brentwood Center II	Project Approved	1	8,800 sq. ft.
Garin Commercial	Project Approved, Partially Built	9.89	6,500 sq. ft.
The Shops at Fairview	Project Approved, Partially Built	9.6	8,364 sq. ft.
City Block	Project Approved, Partially Built	4.47	7,038 sq. ft.
Kendall Plaza	Pending	2	4,400 sq. ft.
Streets of Brentwood	Project Approved, Partially Built	53.67	134,692 sq. ft.
The Plaza at Balfour	Project Approved	3.61	33,200 sq. ft.
Subtotal, Retail		**85**	**226,958 sq. ft.**
Office			
The Plaza at Balfour II	Pending	2.2	20,000 sq. ft.
Garin Commercial	Project Approved, Partially Built	9.89	36,710 sq. ft.
Office Condo Buildings (CP Management)	Project Approved	2.8	37,776 sq. ft.
Tri City Plaza	Project Approved, Partially Built		15,680 sq. ft.
Kendall Plaza	Pending	2	7,110 sq. ft.
Subtotal, Office		**17**	**117,276 sq. ft.**
Industrial			
Pizzagoni Towing	Project Approved	3.7	67,458 sq. ft.
Kendall Plaza	Pending	2	17,592 sq. ft.
Subtotal, Industrial		**6**	**85,050 sq. ft.**

[1] Senior housing

Source: City of Brentwood; Economic and Planning Systems, Inc.

NONRESIDENTIAL

Projections/Development Demand

ABAG 2007 projections estimate an increase of about 4,600 jobs or 400 jobs each year between 2008 and 2020. This growth is similar to the growth projected by CCTA based on ABAG 2005 projections and input from City staff, with the exception of retail development which shows an additional 600 jobs. Based on typical assumptions concerning the space distribution of jobs in different industry sectors and the square feet per job, this job growth would translate into a demand for 1.8 million square feet of new workspace development, representing an average of about 150,000 square feet of development each year (see **Table 18**). The total workspace development includes about 400,000 square feet of office space, 750,000 square feet of industrial space (including R&D flex and warehouse/manufacturing space), 350,000 square feet of retail space, and 300,000 square feet of institutional space. Using the higher CCTA retail job projections suggests total retail need of about 500,000 square feet.

Development Pipeline/Development Capacity

The City development pipeline and capacity provide an indication of potential supply of nonresidential development and the necessary capacity to meet the City's jobs-to-housing goals. The City's development pipeline currently includes about 430,000 square feet of nonresidential development, including 220,000 square feet of retail development, 120,000 square feet of office development, and 85,000 square feet of industrial development (see **Table 19**). These estimates are for development that has not been permitted including a portion of the Streets of Brentwood project and the Garin commercial development. The City's vacant land capacity analysis also indicates significant additional development capacity for nonresidential development, including several million square feet of office development, about 4 million square feet of retail development, and about 800,000 square feet of industrial development. Overall, the City of Brentwood has sufficient capacity to accommodate the ABAG-based demand projections well beyond 2020.

Expected Development Rates

The City of Brentwood responded to the significant household growth in East County with significant retail development over the last several years, especially in the northwest area of the City. Brentwood has captured a significant proportion of East County retail demand and development, adding over 700,000 square feet of retail in recent years. New construction consists mainly of regional-serving retail such as Home Depot and Kohl's at Lone Tree Plaza. Additionally, construction is underway on the Streets of Brentwood, a 460,000 square foot high-end lifestyle center located on Sand Creek Road and the Highway 4 Bypass. The Streets of Brentwood completed construction of Phase 1 in October 2008, which consisted of 270,000 square feet, including a 2,700 seat movie theatre. In the short to medium term, the City expects to see more neighborhood and community-serving retail development until significant new residential development is added. In addition, the City is actively courting new office and industrial development and expects the pace of this development to accelerate.

The ABAG-based workspace projections provide a modest baseline projection of an average of about 150,000 square feet of development each year. This includes 30,000 square feet of retail development, 25,000 square feet of institutional development, and 95,000 square feet of other workspace development (office, R&D, industrial) annually. In the short term, the economic downturn, foreclosure activity, reduced consumer spending, and the higher cost of financing are likely to cut back on new nonresidential development. The precise amount of annual nonresidential development is highly uncertain, though is expected to be about one-half the stabilized rate or 75,000 square feet each year.

OAKLEY

RESIDENTIAL

Historical and Projected Growth

The City of Oakley was incorporated in 1999 when it was a community of about 26,000 residents. Between 2001 and 2007 it grew at a strong annual rate of 3.5 percent each year, adding an average of 1,000 residents each year. Between 2001 and 2008, the City added 2,450 housing units, an average of 350 units each year. This included growth of about 250 units each year from 2001 and 2005, followed by development of about 850 units in 2006 and 400 units in 2007 (see **Table 8**). Multifamily growth represented less than 5 percent of the new construction.

According to ABAG 2007 projections, the City and its SOI are projected to grow by approximately 160 households per year between 2010 and 2020, as shown in **Table 16**. CCTA projections are similar, projecting about 170 units each year between 2010 and 2020.

Development Pipeline/Capacity

The City of Oakley has the largest development pipeline of East County jurisdictions. **Table 20** shows the development pipeline for the City which includes projects that have submitted a development application, but have not yet received permits. All of the projects are single-family developments for a total of approximately 6,500 units that are in various stages of development.

Table 20
City of Oakley Projects in the Development Pipeline
East Contra Costa County Fee Program Forecast; EPS #18048

Land Use / Project Name	Status	Amount	Measure
Residential - Single-Family			
Carpenter on Live Oak	Approved	11	units
Stonewood - Seeno	Approved	215	units
Monarch Ranch (Amberwood) - West Coast	Approved	70	units
Centex Homes - Brownstone	Approved	4	units
Cortina - Standard Pacific	Approved	43	units
Sagewood - Ryder Homes	Approved	31	units
Tanglewood - Meritage	Approved	31	units
Daybreak Development	Approved	6	units
Calandev - Stewart Fahmy	Approved	30	units
Magnolia Park - Pulte Homes	Approved	155	units
Grapevine LN - Seeno Homes	Approved	28	units
Pheasant Meadows - Discovery Builders	Approved	44	units
Hawkeye East of Marsh Creek/South of Subdiv. 6963	Approved	140	units
Rosewood Estates - Discovery Builders	Applications Received (Not Approved)	60	units
DCM Group-Ryder	Approved	23	units
Centex Homes	Approved	0	units
Brownstone 10 - DCM Group	Approved	50	units
Villa Grove - Discovery Builders	Approved	50	units
Beldin Lane 1 - Jeffrey Olson	Approved	0	units
Vintner View - Discovery Builders	Approved	16	units
Beldin Lane 2 - Roy Griffin/Reggie Barker	Approved	6	units
West of Gehringer School - JMH Weiss	Approved	21	units
Summer Lakes South	Approved	161	units
Tuscany Estates - D.R. Horton	Approved	97	units
Heartwood Estates	Approved	13	units
Summer Lakes South	Approved	445	units
Ponderosa Homes	Approved	176	units
Meritage Homes	Approved	75	units
Brownstone Estates	Applications Received (Not Approved)	96	units
Perkins - Ryder Homes	Approved	17	units
Clyde Miles Construction - Lois Lane	Approved	11	units
Cutino Property Ryder Homes	Approved	20	units
Cosetti & Creson - Global Investments	Approved	98	units
De Jesus Property- Global Investments	Approved	78	units
Duarte Ranch - Heartwood Communities	Approved	116	units
3930 Marsh Way	Approved	6	units
Emerson - Dutch Slough - Denova	Applications Received (Not Approved)	624	units
Gilbert - Castle/Ryder	Approved	506	units
Burroughs Ranch - Dutch Slough - DR Horton	Applications Received (Not Approved)	176	units
Aspen Lane -Discovery Builders	Approved	16	units
Laurel - Discovery Builders	Applications Received (Not Approved)	20	units
John Mederos	Applications Received (Not Approved)	5	units
KB Home - Teal Cove II	Approved	26	units
KB Dal Porto	Applications Received (Not Approved)	1,329	units

Sources: City of Oakley; Economic and Planning Systems, Inc.

Table 20
City of Oakley Projects in the Development Pipeline
East Contra Costa County Fee Program Forecast; EPS #18048

Land Use / Project Name	Status	Amount	Measure
Residential - Single-Family (Cont.)			
Edward Biggs	Applications Received (Not Approved)	1,121	units
Fuchsia Way	Applications Received (Not Approved)	25	units
Stonewood Unit 3 West Coast Home Builders	Applications Received (Not Approved)	28	units
Empire Station Mixed Use Project	Approved	47	townhouse units
Laniohan Property	Approved	3	units
Candelario Barragan	Approved	4	units
60 Douglas Rd.	Approved	4	units
151 Hill	Approved	2	units
140 Hill Ave	Approved	3	units
Beers Minor Subdivision	Approved	3	units
Michelle Lane	Approved	4	units
Hooper Property	Approved	2	units
Dyer Property	Approved	2	units
Hanoum Minor Subdivision	Approved	4	units
Keaton Minor Subdivision	Approved	3	units
Arellano Minor Subdivision	Approved	4	units
Senior Housing - Corp for Better Housing [1]	Approved	54	senior units
Duarte Ranch - Discover Builders (3)	Approved	0	units
Magnolia Park II	Built	22	units
Subtotal, Approved		**2,974**	**units**
Subtotal, Application Received (Not Yet Approved)		**3,484**	**units**
Subtotal, Pre-Application Received		**506**	**units**
Subtotal, Single-Family Residential		**6,458**	**units**
Retail			
Rite Aid	Approved	17,340	sq. ft.
Laurel Plaza	Approved	56,528	sq. ft.
Oak Leaf Center	Applications Received; Not Yet Approved	27,000	sq. ft.

[1] Senior housing

Sources: City of Oakley; Economic and Planning Systems, Inc.

Table 20
City of Oakley Projects in the Development Pipeline
East Contra Costa County Fee Program Forecast; EPS #18048

Land Use / Project Name	Status	Amount	Measure
Retail (Cont.)			
Neroly Commercial Center- Phase II of Spare Time	Approved	38,142	sq. ft.
Subtotal, Approved		**112,010**	**sq. ft.**
Subtotal, Application Received (Not Yet Approved)		**27,000**	**sq. ft.**
Subtotal, Retail		**139,010**	**sq. ft.**
Office			
Oakley Village Light Industrial Park	Applications Received; Not yet Approved	58,371	sq. ft.
Empire Station Mixed Use Project	Approved	9,000	sq. ft.
Foundation Constructors New Corp Office Building	Applications Received; Not yet Approved	18,634	sq. ft.
Neroly Commercial Center- Phase II of Spare Time	Approved	21,530	sq. ft.
Subtotal, Office		**107,535**	**sq. ft.**
Other			
Delta Family Bible Church	Approved; Bld. Permit Submitted	19,970	sq. ft.
Delta Community Church	Applications Received; Not yet Approved	3,840	sq. ft.
Bethel Island Boat Storage	Applications Received; Not yet Approved	147,220	sq. ft.
Oakley Downtown Commercial Center	Applications Received; Not yet Approved	40,000	sq. ft.
Gamespeed	Applications Received; Not yet Approved	7,000	sq. ft.
Subtotal, Other		**218,030**	**sq. ft.**

Sources: City of Oakley; Economic and Planning Systems, Inc.

The City's growth pattern initially pushed south and now is moving east. This includes the collection of projects to the east of Marsh Creek and south and west of the Contra Costa Canal as well as the East Cypress Corridor Specific Plan that allows a maximum of about 5,750 units. Many of these projects will require significant infrastructure investments and some may be affected by Delta-related planning.

During the current downturn, publicly-traded builders have continued to pull a modest number of building permits per month. These builders are continuing with construction on projects where significant investments have already been made. Some of these projects have been redesigned to allow for smaller homes at lower prices. It is not, however, expected that builders will invest further until the market has recovered. Most other developers have also placed their projects on hold pending market recovery.

The City's 2002 General Plan identified a remaining development capacity of about 10,900 housing units, including development capacity within the existing City limits and annexation areas. Of this capacity, about 500 units could have a development density of over 10 units per acre. About 2,200 units have been developed since 2002, leaving a 2008 development capacity of about 8,600 units. This implies an additional development capacity of about 2,000 units beyond those projects in the development pipeline.

Expected Development Rates

In the short term, about 100 to 200 residential units are expected each year as developers complete projects where significant investments have already been made. The recovery will bring with it a stronger and steadier demand for housing which will support new investments in infrastructure and resulting residential development. An average annual rate of about 200 to 300 units each year is expected for the City of Oakley once the market has fully recovered.

NONRESIDENTIAL

Projections

ABAG 2007 projections estimate an increase of about 2,600 jobs or 210 jobs each year between 2008 and 2020. Based on typical assumptions concerning the space distribution of jobs in different industry sectors and the square feet per job, this job growth would translate into the need for 1.0 million square feet of new workspace development, representing an average of about 85,000 square feet of development each year (see **Table 18**). The total workspace development includes about 200,000 square feet of office space, 420,000 square feet of industrial space (including R&D flex and warehouse/manufacturing space), 200,000 square feet of retail space, and 175,000 square feet of institutional space.

This growth is significantly below the growth projected by CCTA, based on ABAG 2005 projections and input from City staff. The CCTA projections estimate an increase of about 5,600 jobs over the same period, over twice as many at the ABAG projections. Based on the CCTA projections, the workspace need would for be over 2.0 million square feet.

Development Pipeline/Development Capacity

Development applications for a 100,000-square foot Home Deport as well as for a 220,000-square foot Wal-Mart have been withdrawn because of market conditions, leaving minimal retail in the current development pipeline in Oakley. The site of these potential developments has the capacity to accommodate a total of 896,000 square feet of retail and the City is interested in attracting either three big box stores or two big box stores and a collection of smaller retail and restaurant spaces.

The office/industrial pipeline includes about 100,000 square feet of development, as shown in **Table 20**. Projects include a light industrial/flex development, a small office development, and a mixed-use office/retail development. The City has also identified an area, the Dupont/Bridgehead Road Specific Plan, for office/R&D development. The Specific Plan area includes about 150 acres of developable land and that City is aiming to attract high-paying jobs.

Expected Development Rates

The City of Oakley has experienced relatively limited nonresidential development to date. The City is, however, interested in expanding its set of retail and other employment-generating uses. The ABAG-based workspace projections provide a modest baseline projection of about 85,000 square feet of development each year. This includes about 15,000 square feet of retail development, 15,000 square feet of institutional development, and 55,000 square feet of other workspace development (office, R&D, industrial). The CCTA projections do, however, suggest a significantly higher pace of job growth. In addition, the development of retail project in the pipeline before the current downtown would result in higher levels of retail absorption than ABAG projects through 2020. The development scenarios evaluated will include higher and lower estimates to reflect these differences. In the short term, the economic downturn, foreclosure activity, reduced consumer spending, and the higher cost of financing are likely to cutback on new nonresidential development. The precise amount of annual nonresidential development is highly uncertain, though is expected to be about one-half the stabilized rate or 40,000 square feet each year.

PITTSBURG

RESIDENTIAL

Historical and Projected Growth

The City of Pittsburg has the second highest number of residents of East County jurisdictions. Its growth has, however, been more modest than the other East County cities (see **Table 8**). During the 1990s, the City added about 1,500 units, an annual average of about 150 units each year. Development was at its lowest in the mid-1990s.

Housing development increased after 2000 with an average annual development of 350 units each year. The large majority of growth has been single-family detached development.

According to ABAG 2007 projections, the City and its SOI is projected to increase by approximately 350 households per year between 2010 and 2020, with a significant amount of growth expected to occur outside the current City limits, as shown in **Table 16**. CCTA projects a higher pace of growth of about 450 units each year in the City of Pittsburg.

Development Pipeline/Capacity

Pittsburg has a number of residential projects in the development pipeline, as shown in **Table 21**. These are projects that have a development application, but have not yet received permits for all their units. The pipeline includes about 2,500 single-family units and 1,700 multifamily units. Projects range in size from three units to almost 1,000 units.

There are several large projects in the development pipeline, including San Marco, Vista del Mar, and Sky Ranch. The large multifamily development pipeline includes two affordable housing projects and a redevelopment project, as well as a number of units integrated into the San Marco and Alves Ranch project, that both include single-family detached development. Alves Ranch will be within walking distance of the future e-BART station. Current development activity is well below the prior years, though some developers continue to build at a gradual pace. The City has also been required to build a number of affordable housing projects.

Additional development capacity includes development around the e-BART station and in the current SOI. Although e-BART plans are in their earlier stages about 600 units are being considered in addition to office and retail development. In addition to the Sky Ranch project, an approved project with annexation pending included in the development pipeline, there are additional opportunities for development on land in the SOI. In particular, Fahriar Ranch and Montreaux Ranch are two potential projects that require annexation. If approved, these two projects could result in over 1,000 additional residential units.

Table 21
City of Pittsburg Projects in the Development Pipeline
East Contra Costa County Fee Program Forecast; EPS #18048

Land Use / Project Name	Status	Site (Acres)	Amount	Measure
Residential - Single Family				
Alves Ranch	Approved	--	170	units
Bailey Estates	Approved	122	249	units
Bancroft Gardens II	Approved	5.79	28	units
East Street Estates	Under Construction	0.63	0	units
The Gardens at Harbor Park	Pending	9.28	120	units
Habitat for Humanity Homes	Approved	0.27	3	units
Harbor Park	Pending	20.5	--	units
Highlands Ranch	Under Construction	174	30	units
Lawlor Estates	Under Construction	10.8	25	units
Mariner Walk	Under Construction	15	100	units
San Marco	Under Construction	421	912	units
Sky Ranch	Approved; Annexation Pending	163	415	units
Stanford Place II	Under Construction	7.5	65	units
Vista del Mar	Under Construction	104	440	units
Subtotal, Single Family Residential		**1,054**	**2,557**	**units**
Residential - Multi-family				
East Leland Family Housing	Under Construction	3	63	units
Los Medanos Village Apartments	Approved	3.25	71	units
San Marco Development	Approved	141	1,196	units
Alves Ranch	Approved	40.42	215	units
Vidrio (formerly Black Diamond Mixed Use Project)	Under Construction	6	125	units
Subtotal, Multi-family Residential		**194**	**1,670**	**units**

Sources: City of Pittsburg; Economic and Planning Systems, Inc.

Table 21
City of Pittsburg Projects in the Development Pipeline
East Contra Costa County Fee Program Forecast; EPS #18048

Land Use / Project Name	Status	Site (Acres)	Amount	Measure
Retail				
Civic Tower Part III (Retail)	Pending	7.9	2,600	sq. ft.
Civic Tower 2 (Retail)	Pending	7.9	6,500	sq. ft.
E.J. Phair Restaurant	Approved	0.16	13,331	sq. ft.
El Matador Restaurant	Under Construction	1.25	6,687	sq. ft.
North Park Commercial Center Expansion	Approved	10.5	63,151	sq. ft.
Pittsburg Leland Group	Approved	2.06	10,299	sq. ft.
Subtotal, Retail		**42**	**102,568**	**sq. ft.**
Office				
Carion Commerce Center	Approved	4.41	28,319	sq. ft.
Civic Tower Part IV (Office)	Pending	7.9	113,800	sq. ft.
Marina Commercial Center	Approved	9.73	22,861	sq. ft.
Subtotal, Office		**22**	**164,980**	**sq. ft.**
Industrial				
Assembly Masters	Approved	0.14	3,500	sq. ft.
Carion Commerce Center	Approved	4.41	28,319	sq. ft.
Mount Diablo Recycling Center	Under Construction	11.05	82,611	sq. ft.
Trans Bay Cable	DR Pending	5.6	25,150	sq. ft.
Subtotal, Industrial		**21**	**139,580**	**sq. ft.**
Other				
Civic Tower Part I (Library)	Pending	7.9	12,000	sq. ft.
Civic Tower Part II (Community Room)	Pending	7.9	4,200	sq. ft.
Faith Worship Center	Under Construction	1.8	17,500	sq. ft.
Fire Station #84	Approved	1.62	10,942	sq. ft.
Fire Station #85	Approved	0.87	5,887	sq. ft.
First Baptist Church	Approved	4	34,850	sq. ft.
Forrest Memorial Christian Center	Approved	0.41	5,926	sq. ft.
Subtotal, Other		**25**	**91,305**	**sq. ft.**

Sources: City of Pittsburg; Economic and Planning Systems, Inc.

Expected Development Rates

In the short term the City expects to complete the affordable housing projects as well as see a continued, gradual development of market-rate units. In the next year, development could be over 200 units, falling to about 75 units each year is expected once the affordable housing developments have been completed. An average annual growth rate of about 250 units each year once the market has recovered and stabilized. This is above the growth in the 1990s, but below that from 2000 to 2006 when credit borrowing criteria were historically lax.

NONRESIDENTIAL

Projections

ABAG 2007 projections estimate an increase of about 8,800 jobs or about 750 jobs each year between 2008 and 2020, the highest pace of growth of East County cities. This growth is similar to the growth projected by CCTA, based on ABAG 2005 projections and input from City staff. Based on typical assumptions concerning the space distribution of jobs in different industry sectors and the square feet per job, this job growth would translate into the need for 3.7 million square feet of new workspace development, representing an average of about 310,000 square feet of development each year (see **Table 18**). The total workspace development includes about 620,000 square feet of office space, 1.85 million square feet of industrial space (including R&D flex and warehouse/manufacturing space), 750,000 square feet of retail space, and 500,000 square feet of institutional space. This represents over one-third of projected development in East County and about 45 percent of manufacturing/warehouse development.

Development Pipeline/Development Capacity

The City's development pipeline currently includes about 500,000 square feet of nonresidential development, including 100,000 square feet of retail development, 165,000 square feet of office development, 140,000 square feet of industrial development, and 90,000 square feet of public/institutional development. The City of Pittsburg has not historically attracted a significant amount of office development. The largest project in the current pipeline includes about 115,000 square feet of office development as part of the Civic Tower project. The City has recently seen strong retail development over the last several years. The current retail pipeline includes a more modest number of projects with the largest project a redevelopment of an existing shopping center. The industrial sector, the more historically strong part of the City's nonresidential sector, includes a small number of light industrial/R&D flex projects.

The largest additional capacity for new industrial development is the 150-acre brownfield U.S. Steel site. In addition, development around the e-BART is expected to include retail and office uses. Current alternatives being explored are considering between 435,000 square feet and 1.0 million square feet of retail development and between 950,000 and 1.4 million square feet of office development.

Expected Development Rates

The ABAG-based workspace projections provide an aggressive baseline projection of about 310,000 square feet of development each year. This includes 60,000 square feet of retail development, 40,000 square feet of institutional development, and 210,000 square feet of other workspace development (office, R&D, industrial). The development scenarios evaluated will include higher and lower estimates. In the short term, the economic downturn, foreclosure activity, reduced consumer spending, and the higher cost of financing are likely to cutback on new nonresidential development. The precise amount of annual nonresidential development is highly uncertain, though is expected to be about one-third the stabilized rate or 100,000 square feet each year.

UNINCORPORATED EAST COUNTY

RESIDENTIAL

Historical and Projected Growth

Information availability is more limited for the unincorporated portion of East County. According to County data, housing development in fiscal year 2005/2006 was 452 units, decreasing to 128 units in 2006/2007, and further still to 33 units in 2007/2008. This reflects the market trendline and represents an annual average of about 200 units. All this development was single-family detached development. According to ABAG 2007 projections, unincorporated East County (excluding the areas expected to be annexed into existing cities as they develop) is projected to increase by approximately 110 households each year between 2005 and 2010 and by 35 households per year between 2010 and 2020, as shown in **Table 16**.

Development Pipeline/Capacity

Compared to the other East County jurisdictions, there are very few projects in the County's development pipeline, as shown in **Table 22**. The primary project in the pipeline is the Cecchini Ranch Development, a large component of Discovery Bay as discussed below.

The primary areas that are urbanized or have the potential to urbanize in the portion of East County include Discovery Bay, Bay Point, Bethel Island, Knightsen and Byron. Discovery Bay includes 1,500 acres of agricultural land that could be converted to urban uses. The primary development to date at Discovery Bay is Discovery Bay West, which was approved for 1,999 residential units in 1994, and as of September 2008, there are 689 residential units remaining to be developed. The fees for this project are indexed to 1996 fee levels. The Cecchini Ranch development proposal covers about 1,100 acres directly east of Discovery Bay. The subject site is currently in agricultural use and a General Plan Amendment study was authorized by the Board of Supervisors in November 2006 to consider the conversion of this acreage from agricultural use to a mix of residential,

Table 22
Unincorporated East County Projects in the Development Pipeline
East Contra Costa County Fee Program Forecast; EPS #18048

Project Name	Status	Site (Acres)	Amount	Measure	Project Description
Residential - Single Family					
Cecchini Ranch Development Proposal SF Residential	Proposed	484	2,410	units	master planned community
Residential - Multi-Family					
Cecchini Ranch Development Proposal MF Residential	Proposed	147	2,850	units	master planned community
Portofino Townhouse		--	130	units	
Subtotal, Multi-Family Residential		147	2,980	units	
Residential - Senior Housing					
Coronado Village		--	185	units	
Retail					
Cecchini Ranch Development Proposal Commercial	Proposed	23	--	sq. ft.	master planned community
Coronado Village		--	100,000	sq. ft.	
Subtotal, Retail		23	100,000	sq. ft.	
Office					
Cecchini Ranch Development Proposal Office	Proposed	8	--	sq. ft.	master planned community
Bixler Road Business Park	Proposed	9	62,000	sq. ft.	
Subtotal, Office			62,000		
Industrial					
Cecchini Ranch Development Proposal Light Industrial	Proposed	25	--	sq. ft.	master planned community
Bay Harbor Commerce Center		45	410,000	sq. ft.	
Subtotal, Industrial		70	410,000	sq. ft.	
Other (TBDF)					
Cecchini Ranch Development Proposal Mixed Use	Proposed	18	--	sq. ft.	master planned community

Sources: Contra Costa County; Economic and Planning Systems, Inc.

commercial, and public uses. To date, no application have been submitted to the County; however, the preliminary proposal had identified 2,410 single-family units and 2,850 multifamily units. In addition, the Pantagones project is a potential project of about 300 units at Discovery Bay.

Bay Point, adjacent to the City of Pittsburg, is an urbanized unincorporated community. McAvoy Harbor is a potential project at Bay Point. Bethel Island provides opportunities for future development. The County's General Plan does, however, limit development until a levee program is funded and the island as a whole faces significant flooding, access, and infrastructure cost challenges. One large project on Bethel Island is the Delta Coves project, which is a 560 unit waterfront residential subdivision that was entitled in 1989 as a result of a court order by the U.S. Federal Court. All development fess for this project are based on the 1989 court order. Although breaching of a levee and grading of waterfront lots has been substantially completed, extension of water and sewer service to the site has not been secured and the project owner, Delta Coves LLC, ceased construction on the project in October 2008.

There has not been development, however, because of the lack of water service. Other areas in East County, such as Knightsen and Byron, also have significant resource constraints (e.g., water capacity, wastewater treatments, etc.) that inhibit development.

Expected Development Rates

In the short term, the level of housing development in the unincorporated portion of East County is expected to be low, similar to the last year, at about 50 units each year. The level of infrastructure challenges in some of these unincorporated areas means that the market will need to show even greater recovery to start development back up on a more significant level than in some other parts of the County. In addition, the flood and other access issues mean that development capacity may be constrained in several developable parts of East County. As development obstacles are overcome, East County could experience development of over 200 units each year, though the stabilized average after market recovery is likely to be closer to 150 units each year

NONRESIDENTIAL

Projections

ABAG 2007 projections estimates an increase of about 2,000 jobs or about 165 jobs each year between 2008 and 2020 in unincorporated East County, outside of the cities' SOI. Based on typical assumptions concerning the space distribution of jobs in different industry sectors and the square feet per job, this job growth would translate into the need for 750,000 square feet of new workspace development, representing an average of about 62,500 square feet of development each year (see **Table 18**). The total workspace development includes about 190,000 square feet of office space, 380,000 square feet of industrial space (including R&D flex and warehouse/manufacturing space), 80,000 square feet of retail space, and 100,000 square feet of institutional space.

Development Pipeline/Capacity

There has been limited nonresidential growth in unincorporated East County in recent years, as shown in **Table 22**. Since FY05-06, nonresidential space has increased by about 34,000 square feet, or about 10,000 square feet per year. Bay Harbor Commerce Center, Bixler Road Business Park, and Cecchini Ranch are the only significantly sized projects formally in the nonresidential development pipeline.

Bay Harbor Commerce Center in Bay Point is estimated at 410,000 square feet of industrial space. The Bixler Road Business Park is a proposal to develop 62,000 square feet of mixed commercial space on 9 acres behind the Anchor Shopping Center in Discovery Bay. The Cecchini Ranch development proposal is in preliminary planning stages. The nonresidential development program for the Cecchini Ranch site has not been finalized and, therefore, project specifics are not available at this time. Elsewhere in Discovery Bay, the Board of Supervisors authorized a General Plan Amendment study in 2007 to consider the conversion of approximately 46 acres of agricultural land along Bixler Road for a mixed commercial development, but to date no applications have been submitted to the County and the site has not been identified as a pipeline project.

Expected Development Rates: Short Term

Unincorporated East County is not expected to be a major locus of employment-generating uses. A limited number of locations are designated for new nonresidential development and new nonresidential development in East County is more likely to locate within the cities. The ABAG-based workspace projections provide a reasonable baseline projection of about 60,000 square feet of development each year. This includes 7,000 square feet of retail development, 8,500 square feet of institutional development, and 45,000 square feet of other workspace development (office, R&D, industrial). The development scenarios evaluated will include higher and lower estimates. In the short term, the economic downturn, foreclosure activity, reduced consumer spending, and the higher cost of financing are likely to cutback on new nonresidential development. The County expects some industrial growth to continue in the short term at a similar pace to the stabilized rate of development.

V. DEVELOPMENT FORECAST AND FEE REVENUES

DEVELOPMENT FORECAST

The East County development forecast determines the fee revenue projections estimated in the subsequent section. **Chapter III** outlined the expected timing of real estate market recovery for the baseline, optimistic, and conservative scenarios. **Chapter IV** estimated the short-term and stabilized medium-term development rates for each of the jurisdictions in East County. The overall East County development forecast combines these estimates along with optimistic and conservative assumptions concerning the level of development to provide East County development forecasts under three scenarios.

EAST COUNTY RATES OF GROWTH

Table 23 summarizes the expected pace of development under the baseline scenario by combining the estimates by jurisdiction from **Chapter IV**. As shown, the short-term growth rate is estimated at 575 units each year, increasing to an average of 1,450 units each year once the housing market has recovered. In the short term, the level of nonresidential development is estimated at 410,000 square feet each year, increasing to an average of 860,000 square feet each year once the housing market has recovered.

Table 24 shows the pace of development assumed under the optimistic and conservative scenarios. The optimistic and conservative growth rates for residential development are derived by varying by 30 percent from the baseline projection. A similar approach is used for the nonresidential scenarios, though adjustments are made for larger variations where other projection sources have indicated such variations.

DEVELOPMENT FORECAST

Table 25 shows an annual development forecast for all fee categories under the three different scenarios. These forecasts are based on the rates of growth described above and the recovery timing assumptions estimated in **Chapter III**. **Figures 4** and **5** show the total housing and nonresidential projections graphically. Residential development is divided into single family and multifamily development. The proportion of multifamily development is assumed to be 15 percent, a level somewhat above the historical average. Based on projects in the pipeline, the proportion of senior development is assumed to be 5 percent. Nonresidential development is divided into commercial and office/ industrial/ other as the regional transportation fee varies among these categories. The analysis of future workspace needs indicated a division of 20 percent for retail development, 45 percent for industrial, 20 percent for office, and 15 percent for institutional space.

Table 23
East County Development Forecast: Baseline
East Contra Costa County Fee Program Forecast; EPS #18048

Item	Antioch	Brentwood	Oakley	Pittsburg	Unincorporated East County	Total East County
Residential						
Short Term Annual Growth	150	100	150	125	50	575
Long Term Annual Growth	400	400	250	250	150	1,450
Nonresidential						
Short Term Annual Growth	130,000	80,000	40,000	100,000	60,000	410,000
Long Term Annual Growth	260,000	150,000	80,000	310,000	60,000	860,000

Source: Economic & Planning Systems, Inc.

Table 24
East County Development Forecast: All Scenario Summary
East Contra Costa County Fee Program Forecast; EPS #18048

Item	Baseline	Optimistic	Conservative
Residential			
Short Term Annual Growth	575	750	450
Long Term Annual Growth	1,450	1,900	1,100
Nonresidential			
Short Term Annual Growth	410,000	530,000	320,000
Long Term Annual Growth	860,000	1,200,000	660,000

Source: Economic & Planning Systems, Inc.

Table 25
Summary of Development Scenarios Per Year
East Contra Costa County Fee Program Forecast; EPS #18048

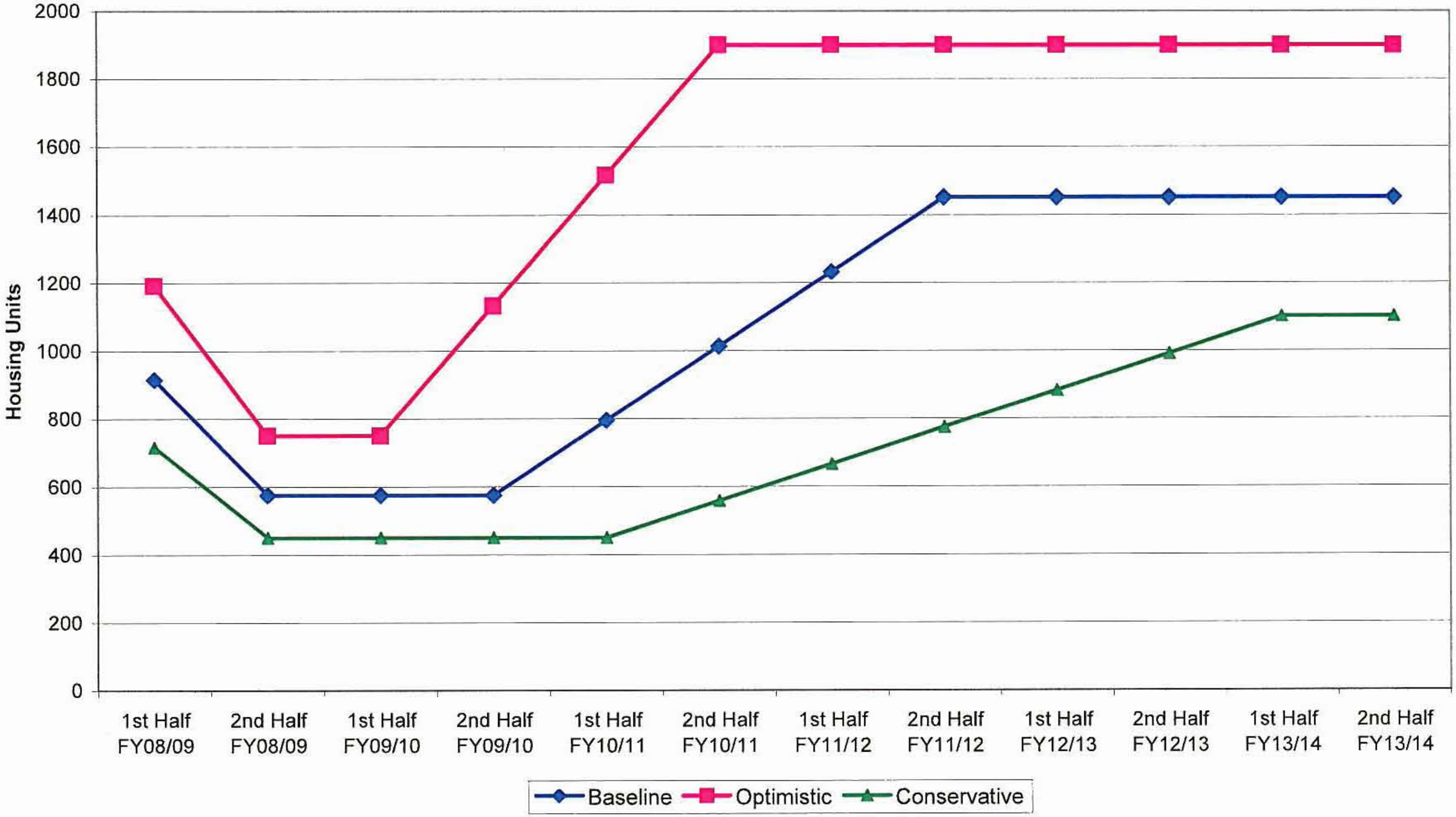
Item [1]	FY08/09 [2]	FY09/10	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20
BASELINE												
Residential												
Single-Family	596	460	723	1,073	1,160	1,160	1,160	1,160	1,160	1,160	1,160	1,160
Senior	37	29	45	67	73	73	73	73	73	73	73	73
Multifamily	112	86	136	201	218	218	218	218	218	218	218	218
Total	745	575	904	1,341	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450
Nonresidential												
Commercial	103,600	91,500	137,500	172,000	172,000	172,000	172,000	172,000	172,000	172,000	172,000	172,000
Office/ Industrial/ Other	414,400	366,000	550,000	688,000	688,000	688,000	688,000	688,000	688,000	688,000	688,000	688,000
Total	518,000	457,500	687,500	860,000	860,000	860,000	860,000	860,000	860,000	860,000	860,000	860,000
OPTIMISTIC												
Residential												
Single-Family	777	753	1,366	1,520	1,520	1,520	1,520	1,520	1,520	1,520	1,520	1,520
Senior	49	47	85	95	95	95	95	95	95	95	95	95
Multifamily	146	141	256	285	285	285	285	285	285	285	285	285
Total	971	942	1,708	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900
Nonresidential												
Commercial	137,270	173,000	240,000	240,000	240,000	240,000	240,000	240,000	240,000	240,000	240,000	240,000
Office/ Industrial/ Other	549,080	692,000	960,000	960,000	960,000	960,000	960,000	960,000	960,000	960,000	960,000	960,000
Total	686,350	865,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
CONSERVATIVE												
Residential												
Single-Family	466	360	403	576	749	880	880	880	880	880	880	880
Senior	29	23	25	36	47	55	55	55	55	55	55	55
Mulit-Family	87	68	76	108	140	165	165	165	165	165	165	165
Total	583	450	504	720	936	1,100	1,100	1,100	1,100	1,100	1,100	1,100
Nonresidential												
Commercial	82,880	64,000	84,400	111,600	132,000	132,000	132,000	132,000	132,000	132,000	132,000	132,000
Office/ Industrial/ Other	331,520	256,000	337,600	446,400	528,000	528,000	528,000	528,000	528,000	528,000	528,000	528,000
Total	414,400	320,000	422,000	558,000	660,000	660,000	660,000	660,000	660,000	660,000	660,000	660,000

[1] Assumes 80% of new residential development are single-family units, 15% are multi-family units, and 5% are senior units. Assumes 20% of new nonresidential development is commercial.

[2] Assumes average montly revenue of $1.3 million for the first half of FY08-09 (equivalent to $15.6 million on an annual basis), based on actual revenue data from March 2008 to August 2008. It is important to note that half of the fee revenue generated consists of projects that are finishing up in the City of Pittsburg. As such, it is not likely that the same fee revenue would be generated in the second half of FY08-09.

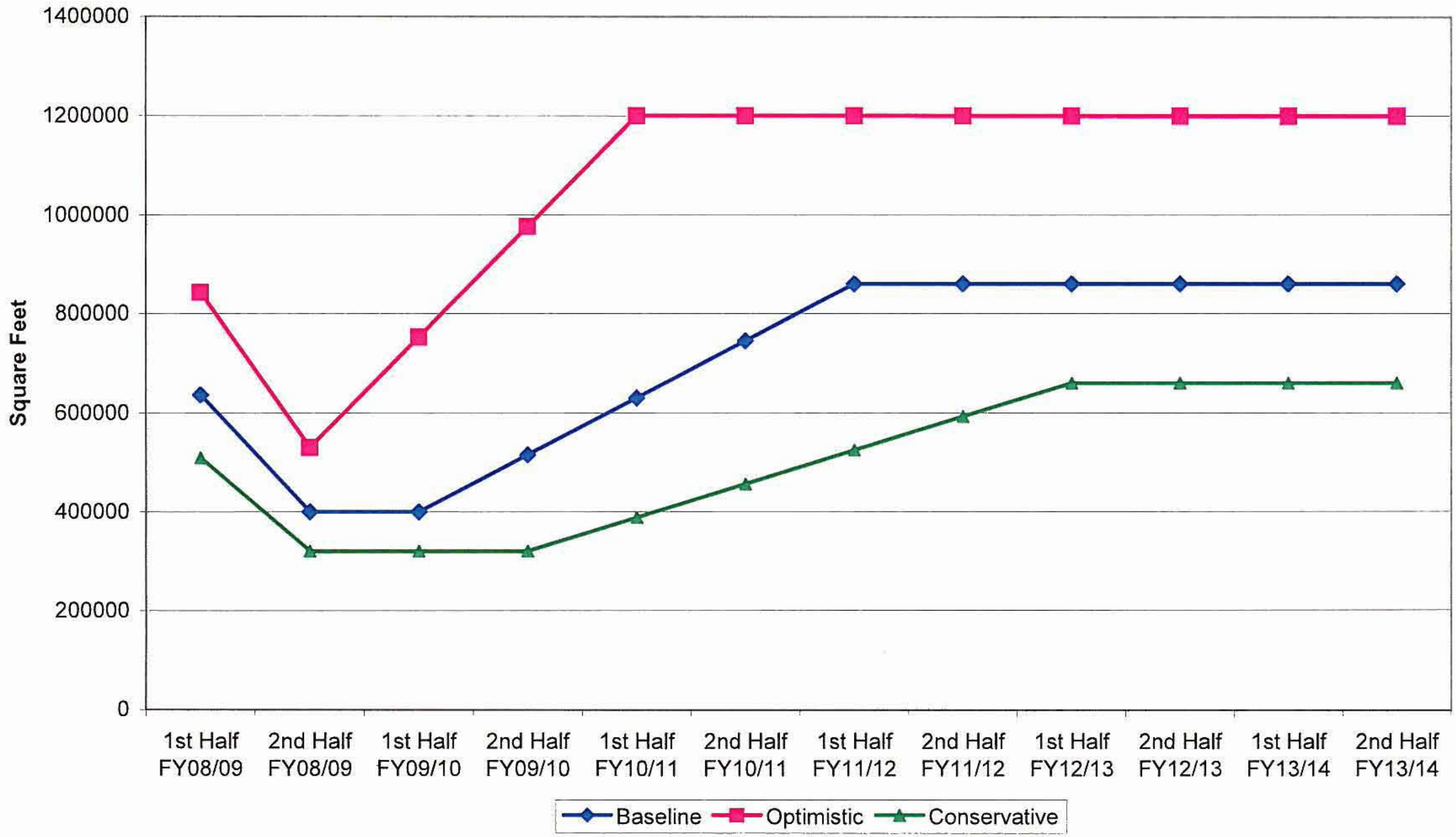
Source: Contra Cost Transportation Authority; Engineering News-Record; Economic & Planning Systems, Inc.

Figure 4
Residential Development Scenarios
Source: Economic & Planning Sytems, Inc.



Note: Half year development expressed as annual development rate.

Figure 5
Nonresidential Development Scenarios
Source: Economic & Planning Systems, Inc.



Note: Half year development expressed as annual development rate.

FEE REVENUES

The current fee levels by land use category are shown in **Table 26**. The fees are automatically escalated by 3 percent each year. This is based on the Engineering News-Record Construction Cost index, which experienced an average annual increase of 3.1 percent per year from 1998 to 2008.

Table 27 and **Figure 6** show the fee revenue projections by year and by scenario. The fee revenue projection was derived by applying the 2008 fee schedule to the development forecast. An average annual increase of 3 percent is assumed based on the Engineering News Record Construction Cost Index. The baseline scenario generates about $290 million between FY09/10 and FY19/20. This compares to about $210 million for the conservative scenario and $400 million for the optimistic scenario. Over the shorter term (FY08/09 to FY11/12), the baseline scenario generates $60 million, compared to $40 million under the conservative scenario and $90 million under the optimistic scenario.

Table 26
Annual Fee Schedule [1]
East Contra Costa County Fee Program Forecast; EPS #18048

Land Use Category	Fee Units	FY08/09	FY09/10	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20
Single Family Residential	per dwelling unit	$16,634	$17,133	$17,647	$18,176	$18,722	$19,283	$19,862	$20,458	$21,071	$21,704	$22,355	$23,025
Multi-Family Residential	per dwelling unit	$10,211	$10,517	$10,833	$11,158	$11,493	$11,837	$12,192	$12,558	$12,935	$13,323	$13,723	$14,134
Senior Residential	per dwelling unit	$7,153	$7,367	$7,588	$7,816	$8,050	$8,292	$8,541	$8,797	$9,061	$9,333	$9,613	$9,901
Commercial	per sq. ft. of gross floor area	$1.39	$1.43	$1.47	$1.52	$1.56	$1.61	$1.66	$1.71	$1.76	$1.81	$1.87	$1.92
Office	per sq. ft. of gross floor area	$1.22	$1.26	$1.29	$1.33	$1.37	$1.41	$1.46	$1.50	$1.55	$1.59	$1.64	$1.69
Industrial	per sq. ft. of gross floor area	$1.22	$1.26	$1.29	$1.33	$1.37	$1.41	$1.46	$1.50	$1.55	$1.59	$1.64	$1.69
Other	per peak hour trip as determined	$16,634	$17,133	$17,647	$18,176	$18,722	$19,283	$19,862	$20,458	$21,071	$21,704	$22,355	$23,025

[1] Fees increased by 3% per year based on Engineering News-Record Construction Cost Index, which showed an average annual increase of slightly over 3% from 1998 to 2008.

Source: Contra Costa Transportation Authority; Engineering News-Record; Economic & Planning Systems, Inc.

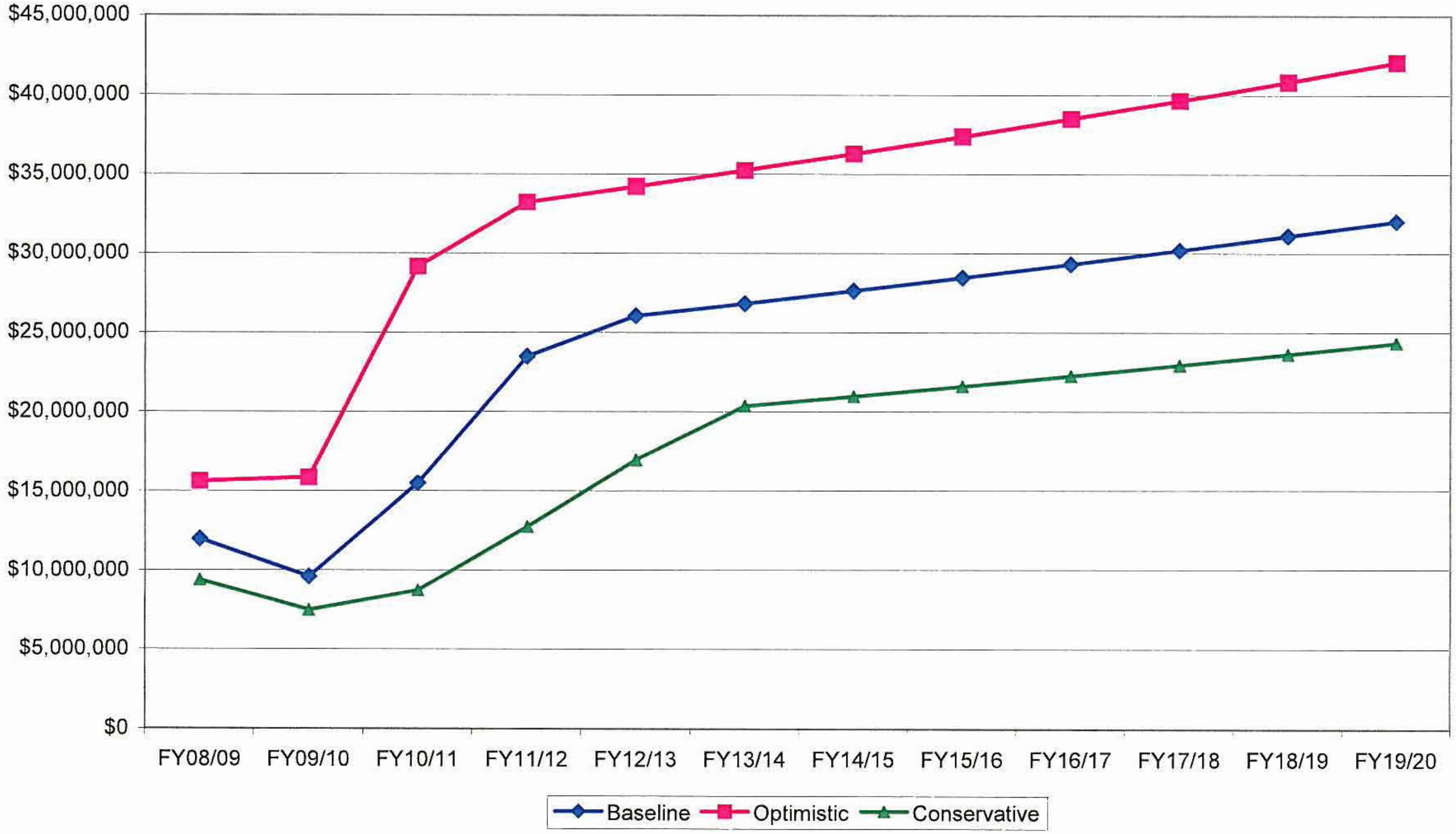
Table 27
Fee Revenue Projections
East Contra Costa County Fee Program Forecast; EPS #18048

Item	FY08/09 [1]	FY09/10	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20
BASELINE												
Residential												
Single-Family	$9,908,874	$7,881,189	$12,755,259	$19,499,664	$21,717,188	$22,368,703	$23,039,764	$23,730,957	$24,442,886	$25,176,173	$25,931,458	$26,709,402
Senior	$266,301	$211,807	$342,798	$524,053	$583,649	$601,159	$619,194	$637,769	$656,903	$676,610	$696,908	$717,815
Mulit-Family	$1,140,505	$907,120	$1,468,122	$2,244,399	$2,499,634	$2,574,623	$2,651,862	$2,731,418	$2,813,360	$2,897,761	$2,984,694	$3,074,235
Subtotal	$11,315,680	$9,000,116	$14,566,179	$22,268,116	$24,800,471	$25,544,485	$26,310,820	$27,100,145	$27,913,149	$28,750,543	$29,613,060	$30,501,451
Nonresidential												
Commercial	$144,004	$131,001	$202,765	$261,249	$269,087	$277,159	$285,474	$294,038	$302,859	$311,945	$321,304	$330,943
Office/ Industrial/ Other	$505,568	$459,916	$711,864	$917,191	$944,707	$973,048	$1,002,240	$1,032,307	$1,063,276	$1,095,174	$1,128,030	$1,161,871
Subtotal	$649,572	$590,916	$914,628	$1,178,441	$1,213,794	$1,250,208	$1,287,714	$1,326,345	$1,366,136	$1,407,120	$1,449,333	$1,492,813
Annual Revenue	***$11,965,252***	***$9,591,032***	***$15,480,807***	***$23,446,557***	***$26,014,265***	***$26,794,693***	***$27,598,534***	***$28,426,490***	***$29,279,284***	***$30,157,663***	***$31,062,393***	***$31,994,265***
Cumulative Revenue	***$11,965,252***	***$21,556,284***	***$37,037,091***	***$60,483,648***	***$86,497,913***	***$113,292,606***	***$140,891,139***	***$169,317,629***	***$198,596,913***	***$228,754,576***	***$259,816,969***	***$291,811,234***
OPTIMISTIC												
Residential												
Single-Family	$12,924,618	$12,904,591	$24,112,875	$27,628,160	$28,457,005	$29,310,715	$30,190,036	$31,095,737	$32,028,609	$32,989,468	$33,979,152	$34,998,526
Senior	$347,349	$346,811	$648,034	$742,507	$764,782	$787,725	$811,357	$835,698	$860,769	$886,592	$913,190	$940,585
Mulit-Family	$1,487,615	$1,485,310	$2,775,376	$3,179,983	$3,275,383	$3,373,644	$3,474,853	$3,579,099	$3,686,472	$3,797,066	$3,910,978	$4,028,307
Subtotal	$14,759,582	$14,736,711	$27,536,285	$31,550,650	$32,497,169	$33,472,084	$34,476,247	$35,510,534	$36,575,850	$37,673,126	$38,803,319	$39,967,419
Nonresidential												
Commercial	$190,805	$247,684	$353,916	$364,534	$375,470	$386,734	$398,336	$410,286	$422,594	$435,272	$448,331	$461,780
Office/ Industrial/ Other	$669,878	$869,567	$1,242,526	$1,279,802	$1,318,196	$1,357,742	$1,398,474	$1,440,428	$1,483,641	$1,528,150	$1,573,995	$1,621,215
Subtotal	$860,683	$1,117,251	$1,596,442	$1,644,336	$1,693,666	$1,744,476	$1,796,810	$1,850,714	$1,906,236	$1,963,423	$2,022,325	$2,082,995
Annual Revenue	***$15,620,265***	***$15,853,963***	***$29,132,727***	***$33,194,985***	***$34,190,835***	***$35,216,560***	***$36,273,057***	***$37,361,248***	***$38,482,086***	***$39,636,548***	***$40,825,645***	***$42,050,414***
Cumulative Revenue	***$15,620,265***	***$31,474,228***	***$60,606,955***	***$93,801,940***	***$127,992,775***	***$163,209,335***	***$199,482,392***	***$236,843,640***	***$275,325,726***	***$314,962,274***	***$355,787,919***	***$397,838,333***
CONSERVATIVE												
Residential												
Single-Family	$7,754,771	$6,167,887	$7,115,275	$10,469,618	$14,018,819	$16,969,361	$17,478,442	$18,002,795	$18,542,879	$19,099,165	$19,672,140	$20,262,305
Senior	$208,409	$165,762	$191,223	$281,371	$376,756	$456,052	$469,733	$483,825	$498,340	$513,290	$528,689	$544,549
Mulit-Family	$892,569	$709,920	$818,963	$1,205,046	$1,613,557	$1,953,162	$2,011,757	$2,072,110	$2,134,273	$2,198,301	$2,264,250	$2,332,178
Subtotal	$8,855,749	$7,043,569	$8,125,461	$11,956,036	$16,009,132	$19,378,575	$19,959,932	$20,558,730	$21,175,492	$21,810,757	$22,465,080	$23,139,032
Nonresidential												
Commercial	$115,203	$91,629	$124,461	$169,508	$206,508	$212,704	$219,085	$225,657	$232,427	$239,400	$246,582	$253,979
Office/ Industrial/ Other	$404,454	$321,690	$436,955	$595,108	$725,008	$746,758	$769,161	$792,236	$816,003	$840,483	$865,697	$891,668
Subtotal	$519,658	$413,318	$561,416	$764,616	$931,516	$959,462	$988,245	$1,017,893	$1,048,430	$1,079,882	$1,112,279	$1,145,647
Annual Revenue	***$9,375,407***	***$7,456,887***	***$8,686,877***	***$12,720,652***	***$16,940,648***	***$20,338,037***	***$20,948,178***	***$21,576,623***	***$22,223,922***	***$22,890,639***	***$23,577,359***	***$24,284,679***
Cumulative Revenue	***$9,375,407***	***$16,832,294***	***$25,519,171***	***$38,239,823***	***$55,180,471***	***$75,518,507***	***$96,466,685***	***$118,043,308***	***$140,267,230***	***$163,157,869***	***$186,735,228***	***$211,019,907***

[1] Assumes average montly revenue of $1.3 million for the first half of FY08-09 (equivalent to $15.6 million on an annual basis), based on actual revenue data from March 2008 to August 2008. It is important to note that half of the fee revenue generated consists of projects that are finishing up in the City of Pittsburg. As such, it is not likely that the same fee revenue would be generated in the second half of FY08-09.
[2] Assumes average annual increase of 3% based on Engineering News-Record Construction Cost Index average annual increase of 3.1% from 1998 to 2008.

Source: Contra Cost Transportation Authority, Engineering News-Record, Economic & Planning Systems, Inc.

Figure 6
Fee Projections by Development Scenario
Source: Economic & Planning Systems, Inc.



ITEM 13

Review, Comment and Approve Letter to the Contra Costa Transportation Authority Establishing East County Transportation Project Priorities in Preparation for Potential Earmarks Under a Reauthorized Federal Transportation Funding Bill.

TRANSPLAN COMMITTEE
EAST COUNTY TRANSPORTATION PLANNING
Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
651 Pine Street -- North Wing 4TH Floor, Martinez, CA 94553-0095

January 7, 2008

Dave Hudson, Chair
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Dear Chair Hudson:

TRANSPLAN met on January 7, 2009 and discussed east county needs relative to possible earmark opportunities in the upcoming federal transportation funding reauthorization. At this meeting TRANSPLAN established the priorities of the region; this letter serves as notification of that decision.

TRANSPLAN voted to designate the ***East County Corridor Project*** as the priority for any earmark opportunities. The *East County Corridor Project* is comprised of projects ensuring the safe and efficient movement in the corridor and includes the following projects:

1. State Route 4 East Widening – Somersville Road to SR160

The State Route 4 East Widening – Somersville Road to SR160 project consists of

- Widening SR4 East to eight (8) lanes – three (3) mixed flow lanes and one (1) High Occupancy Vehicle (HOV) lane in each direction from Somerville Road to Hillcrest Avenue (plus auxiliary lanes), including a wide median for transit; and
- Widening SR4 East to six (6) lanes – three (3) mixed flow lanes in each direction from Hillcrest Avenue to the interchange with State Route 160 and the new State Route 4 Bypass.

The project will reconstruct and/or partially reconstruct the:

- Somersville Road interchange,
- Contra Loma Boulevard/L Street interchange,
- G Street Overcrossing,
- Lone Tree Way/A Street interchange,
- Cavallo Road undercrossing, and
- Hillcrest Avenue interchange.

2. State Route 4 Bypass

The State Route 4 Bypass Project (SR4 Bypass), a long anticipated 12.4 mile long freeway/expressway in eastern Contra Costa County, has been in the works for over 20 years. The SR4 Bypass consists of a 6-lane freeway from just east of Hillcrest Avenue on existing SR4 to Laurel Road and a 4-lane freeway from Laurel Road to Balfour Road, including new interchanges at existing SR4, Laurel Road, Lone Tree Way, Sand Creek Road, Balfour Road and Marsh Creek Road. The SR4 Bypass also includes upgrading Marsh Creek Road (east-west connector) from Vasco Road to SR4 (Byron Highway) to Caltrans conventional highway standards. Because of the magnitude of the SR4 Bypass, the improvements have been and will continue being implemented through multiple construction packages.

Construction packages (improvements) completed to date include a 6-lane freeway from just east of Hillcrest Avenue on existing SR4 to Laurel Road, a 4-lane freeway from Laurel Road to Lone Tree Way, a 2-lane expressway from Lone Tree Way to Marsh Creek Road and upgrading Marsh Creek

Road (east-west connector) from Vasco Road to SR4 (Byron Highway) to Caltrans conventional highway standards. Several interchange improvements have been constructed, including a partial freeway to freeway interchange for the existing SR4/SR160/SR 4 Bypass (direct connectors to/from SR4 Bypass remain to be completed), Laurel Road interchange, and the Lone Tree Way Interchange.

Near term construction packages (improvements) that need to be completed include the following:
- SR4 Bypass: Sand Creek Road Interchange
- SR4 Bypass: 4-Lanes from Laurel Road to Sand Creek Road
- SR4 Bypass: Balfour Road Interchange
- SR4 Bypass: 4-Lanes from Sand Creek Road to Balfour Road
- SR4 Bypass: WB SR4 to NB SR160 Connector
- SR4 Bypass: SB 160 to EB SR4 Connector

Vasco Road Safety Project
Rural road safety is a key component in providing housing to job connections and economic vitality in East Contra Costa and the Bay Area as a whole. Rural roads have become commute corridors, many of which span multiple jurisdictions. Vasco Road, carrying over 22,000 vehicles per day, is a prime example of a rural road that has become a major commute corridor, serving employment centers in Contra Costa County, Tri-Valley and the larger Bay Area. Vasco Road extends from the newly completed State Route 4 Bypass south of the City of Brentwood to Interstate-580 in the City of Livermore. It is a regional route that requires a regional solution represented by the *East County Corridor Project***.** The region has already made a strong effort to reduce the number of collisions on Vasco Road. Partnerships between Alameda County, the Cities of Brentwood and Livermore, the California Highway Patrol and the Vasco Road Safety Task Force have been developed and have resulted in physical improvements as well as efforts to increase public outreach, education and enforcement. However, collisions persist and there remains a dire need for additional safety improvements.

TRANSPLAN is proposing a safety improvement project to:
- Extend the southbound passing lane through the Brushy Creek area near the Contra Costa/Alameda County line (where a concentration of serious collisions have occurred)
- Construct concrete median barrier for an approximate project length of 2.5 miles is in development.

The estimated cost for the Vasco Road Safety Project is $38 million. Approximately $8 million has been identified and $30 million in additional funds are needed.

Please contact me if you have questions about TRANSPLAN earmark priorities. You also may contact John Cunningham, TRANSPLAN staff, if you would like more detail on this information.

Sincerely,

TRANSPLAN Committee Chair

cc: TRANSPLAN Committee
TRANSPLAN Technical Advisory Committee

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ITEM 14

Accept Staff or Committee Member Reports

CONTRA COSTA COUNTY
DEPARTMENT OF CONSERVATION & DEVELOPMENT
Community Development Division
651 Pine Street, North Wing - 4th Floor
Martinez, CA 94553-1229
Telephone: (925) 335-1278 **Fax:** (925) 335-1300

TO: John Cunningham, TRANSPLAN Staff

FROM: Steven L. Goetz, Deputy Director – Transportation Planning

DATE: November 12, 2008

SUBJECT: Modeling Options for Vasco Road and SR 239 Improvements

On August 14, TRANSPLAN considered the County's concerns about how the Contra Costa Transportation Authority (CCTA) model estimates travel demand between the Bay Area and San Joaquin County. County staff believes this issue is an obstacle to evaluating options for Vasco Road and State Route (SR) 239 improvements. TRANSPLAN referred the matter to the Technical Advisory Committee (TAC) for a recommendation. This letter describes the issue and proposes a recommendation for the TAC to consider.

BACKGROUND

The CCTA model is based on the Metropolitan Transportation Commission (MTC) model, both include the nine Bay Area counties. Neither the MTC model nor the CCTA model include San Joaquin County. The "model edge" occurs at the San Joaquin County line.

As the Congestion Management Agency (CMA) for Contra Costa, the CCTA is required to maintain a computer model and database that is consistent with MTC's model and database. Any departure from the MTC model framework is subject to MTC's review to determine whether proposed changes are consistent with the regional model. Other CMAs in the Bay Area, Santa Clara Valley Transportation Authority (VTA), Alameda County CMA and Solano Transportation Authority (STA), have developed models that include urban areas outside MTC's nine-county Bay Area model framework.

All areas to the east of the model edge are represented by singular points, which are referred to as external gateways. These gateways are located where major roadways cross into San Joaquin County, such as SR 4, Byron Highway, and I-580. The model assigns a "hardwired" or fixed value to each external gateway, which represents an estimate of traffic traveling on the roadway between the counties. Since these external gateway values are fixed, there is no way to test how different land use scenarios or roadway improvements would affect traffic flows between the Bay Area and San Joaquin County.

This external gateway structure limits the ability to evaluate potential projects such as the widening of Vasco Road and the construction of SR 239, since both of these facilities are located near fixed external gateways. Widening Vasco Road and constructing SR 239 would make Contra Costa and SR 4 more accessible for people in Alameda and San Joaquin counties. Adding these projects into the CCTA model will have no effect on traffic coming from/to San Joaquin County and will distort any impacts these projects may have on each other because the external gateway volumes are static rather than dynamic.

Given the scope of the SR 239 project, it would be preferable to be able to test how different roadway improvements would affect trip exchanges between the Bay Area and San Joaquin County. To accomplish this, a dynamic model rather than a "hardwired" one is preferable.

To date, CCTA staff has suggested the following two approaches for addressing the external issue:

- Include San Joaquin County in the decennial model update that will begin in 2010; or
- Develop external gateway volumes using other travel demand models such as the San Joaquin Council of Governments (SJCOG), VTA and Alameda CMA models, and Caltrans statewide model.

The first approach is too far in the future for an issue we need to begin evaluating now. The second solution is easy and quick, but a preliminary review of this data shows that the volumes from these models for the external gateways vary widely and we have no basis for determining which volume forecast from the other models is "best" to select.

PROPOSED WORK PLAN FOR ADDRESSING THE ISSUE

The following steps provide a framework for developing a solution to the external gateway problem.

The following work plan provides an approach for moving us towards an improved modeling method for evaluating transportation projects on the eastern fringe of Contra Costa.

Step 1: Review Land Use and External Trips in the SJCOG Model

It is critical to first understand the different travel demand estimates that the CCTA and SJCOG models are predicting across the San Joaquin County line. The San Joaquin County line represents the boundary between these two models.

Vehicle trips in travel demand models must have an origin and a destination. The origin and destination of each trip is defined as either "internal" (within the model area) or "external" (outside the model area). This results in four basic types of trips:

- II – Internal to Internal. Both the origin and destination are within the model area. Most trips are II trips.
- IX – Internal to External. Internal origin but the destination is outside the model area.
- XI – External to Internal. External origin but the destination is inside the model area.
- XX – External to External. Both the origin and destination are outside the model area.

XX trips are usually assigned to regional freeways.

This step focuses on how both models estimate the number of IX/XI trips that have an origin or destination at an external gateway along the San Joaquin County line. This step would include the following tests:

- Review the SJCOG model's TAZ (Traffic Analysis Zones) system and land use data. Look at the base and future year land use in the model and determine if the growth assumed for several key land use categories such as households, population, and jobs is reasonable. Check that the roadway network roughly matches up with the CCTA external gateways and network.

- Review the Origin-Destination trip tables in the SJCOG model. Determine how many IX/XI trips from the SJCOG TAZs are traveling to/from all external gateways. Match the SJCOG external gateways with the corresponding San Joaquin County line gateways in the CCTA model. It will also be a good check to determine the number of IX/XI trips in the SJCOG model that go to Sacramento and other areas.

- Review the CCTA trip tables to determine how many IX/XI trips from CCTA zones are traveling to/from San Joaquin County through the external gateways.

- Compare the IX/XI trips from the CCTA model to the SJCOG model at the external gateway locations. The only trips that are not accounted for are the XX (external-external) trips.

The difference between the IX/XI trips estimated by the two models at the County line gateways should provide useful information. The origin or destination TAZ of these trips is also helpful.

The traffic forecasts provided by CCTA staff indicate that the SJCOG model assumes considerably higher traffic volumes on SR 4, Byron Highway, and I-580 than the CCTA model. Step 1 will help us verify this and identify where these trips are coming from and going to.

Step 2: Review Model Trip Generation

Each model's trip generation, both before and after trip balancing, should be reviewed and checked for reasonableness. The raw **unbalanced** trip generation is most important at this point because it provides an indication of the latent travel demand for each TAZ. MTC uses a balancing process to match productions and attractions. For example, attractions are removed during the model's balancing process if there are not enough corresponding productions. A review of unbalanced trip generation across both models could give us an indication of additional trip making potential between the models.

This step would include the following tests:

- List the trip generation P's and A's (trip Productions and Attractions) by trip purpose for CCTA model TAZs. List the P's and A's **before** AND **after** trip balancing. After balancing, many of these trips could be deleted because there are not enough trips of that type to meet the demand. If trips are being removed within the CCTA model, then it is possible that some of the potential demand could be satisfied from trips in SJCOG TAZs.

Do this for both the base and future year scenarios.

- List the raw **unbalanced** P's and A's by trip purpose for SJCOG model TAZs. List the P's and A's **before** AND **after** trip balancing. It is possible that some of these trips, particularly home-based trip productions, could travel to areas in the CCTA model to work or shop. These trips could fulfill some unmet demand in the CCTA model mentioned above.

- Compare the total unbalanced P's and A's for TAZs in the CCTA and SJCOG models. Map the level of imbalance by trip type for each TAZ in each model.

The purpose of this review is to check the raw trip generation for each model and identify if there is any additional trip making potential across the San Joaquin County line. This step will help develop one of the potential forecasting alternatives described in the next section.

<u>Step 3: Develop an Alternative Method for Generating External Traffic Forecasts</u>

The information from Step 1 and 2 could be used to develop an alternative method for generating gateway traffic forecasts. Two potential alternatives are described below. Table 1, attached to this memorandum, summarizes the two alternatives.

Alternative 1: Add SJCOG zones and network to CCTA model

This alternative is a comprehensive expansion of the CCTA model into San Joaquin County. It would add new TAZs and expand the CCTA roadway network into San Joaquin County. This alternative would involve the following:

- Create new aggregate "super" TAZs that represent major areas in San Joaquin County, including: Mountain House, Tracy, Manteca/Lathrop, and Stockton/Lodi. The new TAZs will be much larger than in the rest of the CCTA model. All of these areas are within approximately 30 miles of the San Joaquin County line.

- Extend the CCTA model roadway network (SR 4, Byron Highway, etc.) into San Joaquin County to connect to the new TAZs. The distances to the new TAZs will not be very exact because of their relative size. Therefore, the distance from each new TAZs to neighboring TAZs will be much greater than in the existing CCTA model area. This could create an issue with handling intrazonal trips in the trip distribution part of the model. Intrazonal travel times, which determine trip distribution, are calculated as 50% of the time it takes to travel to the four nearest neighboring zones[1]. If these new TAZs are farther apart than other areas of the model, then there will be fewer intrazonal trips.

- Several new external gateways would have to be coded when these new TAZs and roadways are added to the model. For example, with a new TAZ added for Stockton/Lodi, new external gateways representing I-5 North (traffic headed north on I-5), SR 99 North, SR 88 East, SR 26 East, and SR 4 East would have to be added. This will add to the complexity of the model, and it will rely on the SJCOG model even more. While this is an issue, other regional models that have incorporated neighboring regions

[1] *Decennial Model Update, CCTA Travel Model Documentation* (Cambridge Systematics, June 2003)

(VTA and Solano Transportation Authority) have dealt with this issue and not run afoul of MTC and their consistency requirements.

- Aggregate the appropriate base and future year land use totals from the SJCOG model and enter it into the new TAZs in the CCTA model. Let the CCTA model do all of the work (if possible). However, the land use units might not be compatible and might require some conversion factors (e.g., converting jobs to square feet).

- Recalibrate the CCTA model to existing roadway volumes. Compare the model output to observed roadway counts, make adjustments to the model, and continue to calibrate until the validation tolerances in the Technical Procedures.

- Run the model forecasts (e.g. for year 2030) and assess the results. Adjust the model as needed to improve the relationship between the baseline and the forecast.

Pros: Alternative 1 is the most robust and would respond to changes in accessibility between the counties. This option is obviously the most consistent with the CCTA model, if it works. It is also ultimately the most defensible.

Cons: As detailed above, this method would require a considerable amount of work, including model revalidation. Even if the number of new TAZs was kept to a minimum, there are many changes to the model that have to be made. It will be difficult to control and verify trip generation and distribution to/from the new zones in San Joaquin County. Caltrans has a statewide model which may provide some useful information to controlling travel demand between the Bay Area and points east of the San Joaquin County line.

Alternative 2: Add SJCOG unbalanced Productions and Attractions table to CCTA model.

Alternative 2 is similar to Alternative 1 in terms of adding TAZs and extending the roadway network into San Joaquin County. The major difference with Alternative 2 is that is uses the trip generation estimates from Step 2 (described earlier) and runs the model from the trip balancing stage. This is a more simplified approach to Alternative 1 and would be accomplished as follows:

- The land use and trip generation modules of the CCTA model are not dealt with. Aggregate the **unbalanced** P's and A's from the SJCOG model for all of the new TAZs in San Joaquin County. It is assumed that P's and A's in the SJCOG model represent daily trips.

- Combine the P's and A's for the new zones with the CCTA **unbalanced** P's and A's. This procedure will be difficult, and could render Alternative 2 infeasible. The SJCOG model works with daily vehicle trips only and the CCTA model deals with time-of-day trips (AM four-hour peak period, PM four-hour peak period, off-peak periods) and several travel modes (SOV, HOV, Transit, Truck). Manipulating the SJCOG trips to fit within the CCTA model's structure could require a lot of assumptions and additional work.

- Run the full CCTA model with the new San Joaquin TAZ structure from the trip balancing stage. The model will consider the new TAZs and their trip making potential during the balancing process. Trip distribution will send some trips from the new TAZs across the county line to areas of Contra Costa. Trip distribution would now be sensitive to the increased accessibility that roadways such as SR 239 could provide.

- Recalibrate the model as in Alternative 1.

Pros: Alternative 2 is very similar to Alternative 1, but would eliminate some work associated with preparing land use data and verifying trip generation in the new TAZs. It could be said that the model is consistent with both the CCTA and SJCOG models.

Cons: This option would still require a considerable amount of work, including a model revalidation. Manipulating the raw daily SJCOG trips to match the CCTA model structure (time-of-day, mode, etc.) would also require a great deal of effort. There is some uncertainty related to whether or not this can be accomplished.

Alternative 3: Create an off-model spreadsheet tool that forecasts I-X and X-I trips at these external gateways.

Alternative 3 would not alter the CCTA model. It would calculate external gateway peak hour trips off-model and then enter them into the existing CCTA model framework, replacing the volumes current used by the model at these external gateways. Alternative 3 involves the following elements:

- Create an off-model spreadsheet tool that estimates the base and future year peak hour trip generation for an aggregate grouping of SJCOG TAZs. The aggregate TAZ system described for Alternatives 1 and 2 would work well here. Trip rates from the SJCOG model or the Institute of Transportation Engineers (ITE) could be used to estimate the trip generation (productions and attractions) from the new zones. Special care should be taken to account for the different modes in the CCTA model (SOV, HOV2, HOV3+, Truck). Each of these classes has its own trip table and its own external gateway volume. It is possible that an overall trip estimate could be calculated first, and then split between these classes using a model-wide estimate.

- Develop a trip distribution tool that will eventually assign the estimated trips to the external gateways in the CCTA model. Run a select link analysis on the eastern external gateways in the existing CCTA model to figure out where the model is sending and attracting trips. Consult the trip tables as well.

- Establish a set of “reasonable” destinations for the aggregate SJCOG TAZs. These destinations would include TAZs in the CCTA model area that are within reasonable driving distance (e.g., 30 miles or less) and other major cities not in the CCTA model (e.g., Modesto, Sacramento, etc.). Identifying destinations outside of Contra Costa that would receive trips from these new zones will help defend the trip distribution assumptions. Information from the Caltrans statewide model may be applied here.

- Establish a set of clear assumptions inside the spreadsheet tool that will determine the distribution of trips from the aggregate SJCOG zones to all of the identified destinations. These assumptions could be based on data and output from both the CCTA and SJCOG models. The percentage of work trips (which are longer distance trips), friction factor curves, and existing travel surveys could also be used to help develop a distribution from the new zones to all of the identified destinations. Information from the Caltrans statewide model may be applied here.

- Sum up the trips from the aggregate SJCOG zones that pass through the external gateways on their way to/from TAZs in the CCTA model. We are not concerned about trips from the aggregate SJCOG zones that do not travel into the CCTA model area.

- This sum would serve as the total productions and attractions (row and column totals) for the external gateways in the trip table. The distribution from the rows and columns in the existing trip tables could be calculated and the factors applied to the new production and attraction totals. Therefore, the trip distribution percentages will remain the same between the existing CCTA model and this new modified version.

- Use Caltrans statewide model to test changes in travel demand and distribution under scenarios for new/wider roadways serving the external gateways. Use these differences to prepare new trips tables for these scenarios.

Pros: Alternative 3 provides the most explicit method for estimating peak hour trip generation and distribution at the external gateways. It uses the CCTA models existing system of TAZs and external gateways and does not make any radical changes to the model structure.

Cons: Creating off-model trip generation and distribution spreadsheet tools will require the development of many assumptions. It assumed the future-year fixed volumes established by MTC at the gateways are valid. These assumptions will require a considerable amount of research and documentation. This documentation would determine the defensibility of this alternative. Also, all of the assumptions and trip rates are for the peak hour only. They would not be easily applied to other time periods.

RECOMMENDATION

At this point, there is not enough information to recommend one of the alternatives among those described above. It would be more appropriate to begin work on a preferred approach now, using the three-step work plan described in this memo as a framework. The preferred approach may be one of the alternatives describe above, or a method found to be more appropriate based on the research that would occur from this work. Whatever method is chosen should satisfy the time constraints the County faces in completing its work on the study for SR 239. County staff offers the following recommendation for consideration by the TAC and CCTA staff.

Request that CCTA and the County of Contra Costa work jointly on a scope, budget and schedule for generating defensible traffic forecasts for environmental analysis of the State Route 239 improvement project, and report back to TRANSPLAN.

cc: M. Engelmann, CCTA

TABLE 1
SUMMARY OF ALTERNATIVE METHODS FOR GENERATING EXTERNAL TRAFFIC FORECASTS

Alt	Description	Changes to the CCTA Model Structure	Pros	Cons
1	Add SJCOG zones to CCTA model	• Add new aggregate "super" TAZs to represent SJC[1] • Extend roadway network • Add new external gateways • Populate the new TAZs with land use data from the SJCOG model	• Consistent with existing CCTA structure • Most responsive to changes in accessibility • Most defensible	• A lot of work, including revalidation • Difficult to verify trip generation and distribution from the new SJC zones • New externals must be added around the new SJC zones
2	Add SJCOG unbalanced Productions and Attractions table to CCTA model	• Same TAZ and roadway network as Alt 1 • Combine the unbalanced trips from both the CCTA and SJCOG models • Start the CCTA model from trip balancing	• Trip generation is consistent with both models • Responsive to changes in accessibility • A little less work than Alt 1 but less defensible	• Requires revalidation Uncertainty related to converting the SJCOG daily trips into the CCTA time-of-day trip structure
3	Use off-model spreadsheet for external gateway volumes	• No changes to the CCTA model structure • This alternative utilizes an off-model peak hour trip generation/distribution tool to estimate new external gateway volumes	• Trip generation and distribution is done in an explicit fashion • No changes to the existing CCTA model structure • Relies upon other data sources for predicting change in travel demand due to new/expanded roads	• Requires a lot of assumptions and inputs • Uncertainty related to usefulness of Caltrans statewide model • Uncertainty related to usefulness of MTC external gateway volumes • Only provides peak hour trip estimates.

Notes:
(1) SJC = San Joaquin County
Source: Contra Costa County, 2008

Proposed Economic Stimulus Projects

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								Existing Commitment (If known)						Does This Project Need Regulatory Relief				Project Status								Project Benefits			
Caltrans District	Congressional District	County/City	Project Description	Project Mode	Type of Project	# of Projects	Project(s) Cost	Local	State	Federal	Shortfall	Minimum Number of Days to Project Contract Award	Responsible Agency	NEPA	CEQA	Permitting	Other (list)	In RTP	In FTIP	In STIP	In SHOPP	Complete Environmental Review	Complete PS&E	Complete Permits	Ready to List (Award)	Greenhouse Gas Reduction Potential	Energy Savings	Potential # of Jobs Generated	Comments
Contra Costa Transportation Authority																													
(REVISION 1) Compiled List of Transportation Projects in Contra Costa for the Economic Stimulus Package, 12-18-2008																													
4	10	Antioch	Resurfacing of 3.2 miles of Hillcrest Ave.,	Highway	Maintenance	$ 1	$ 2,800,000				$ 2,800,000	180 Days	City of Antioch	no	no	no		no	no	no	no		no		no				
4	10	Antioch	Resurfacing 3.2 miles of Lone Tree Way	Highway	Maintenance	$ 1	$ 2,800,000				$ 2,800,000	180 Days	City of Antioch	no	no	no		no	no	no	no		no		no				
4	10	Antioch	Reconstructing 0.75 miles of Delta Fair Blvd	Highway	Maintenance	$ 1	$ 2,500,000				$ 2,500,000	180 Days	City of Antioch	no	no	no		no	no	no	no		yes		no				
4	10	Antioch	Resurfacing of 3.2 miles of Lone Tree Av.,	Highway	Maintenance	$ 1	$ 2,800,000				$ 2,800,000	180 Days	City of Antioch	no	no	no		no	no	no	no		no		no				
4	10	Antioch	Rehab pavement 0.75 miles of 10th St	Highway	Maintenance	$ 1	$ 2,200,000				$ 2,800,000	180 Days	City of Antioch	no	no	no		no	no	no	no		no		no				
4	10	Antioch	Resurface 3.0 miles of Deer Valley Road	Highway	Maintenance	$ 1	$ 2,500,000				$ 2,200,000	180 Days	City of Antioch	no	no	no		no	no	no	no		no		no				
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4	11	Brentwood	John Muir Parkway – from Ventura Drive to Briones Valley Road, construct 3,600 LF of new roadway	Highway	Enhancement		$ 5,629,198				$ 5,629,188	90 Days	City of Brentwood	no	yes	no		yes	no	no		yes	yes	yes	yes	low	low	30	
4	11	Brentwood	Brentwood Boulevard - Widening from 2 to 4 lanes from the northern City limit to Marsh Creek (1.07 miles of State Rout 4)	Highway	Capacity Expansion		$ 18,810,173	$ 11,039,000			$ 7,771,173	2 Years	City of Brentwood	yes	yes	yes		yes	yes	yes		no	no	no	no	low	low	60	
4	11	Brentwood	Lone Tree Way Widening	Highway	Capacity Expansion		$ 23,248,000	$ 9,348,000			$ 13,900,000	2 Years	City of Brentwood	no	yes	no		yes	no	yes		no	no	no	no	low	low	60	
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4	7	Clayton	Pavement resurfacing project: Resurfacing of 12 lane-miles of various federal aid eligible roadways (Clayton Road, Marsh Creek Road, Oakhurst Drive, Pine Hollow Road and Mitchell Canyon Road)	Highway	Maintenance	1	$ 2,000,000				$ 2,000,000	90 Days	City of Clayton	no	no	no	no	no	no	no	no	no	no	no	no	low	low		
4	7	Clayton	Construct new ramps, upgrade existing, and address ADA accessibility issues on all federal-aid routes and collector streets	Bicycle/Pedestrian	Rehabilitation	1	$ 330,000				$ 330,000	120 Days	City of Clayton	no	no	no	no	no	no	no	no	no	no	no	no	low	low		
4	7	Clayton	Utility undergrounding along Clayton Road from west of Washington Blvd. to east of Mitchell Canyon Road incorporating any available Rule 20A funds	Local streets and roads	Enhancement	1	$ 3,000,000	$ 20,000			$ 2,980,000	1 Year	City of Clayton	no	no	no	no	no	no	no	no	no	no	no	no	low	low		
4	7	Clayton	Sidewalk gap closure from Regency Drive to easterly City Limits	Bicycle/Pedestrian	Enhancement	1	$ 750,000				$ 750,000	180 Days	City of Clayton	no	no	no	no	no	no	no	no	no	no	no	no	low	low		
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4	7	Concord	Clayton Road Rehabilitation: Market Street to Oakland Avenue Grinding and replacing the top 3.2 inches of asphalt concrete from gutter-lip to gutter-lip. The 1.2 mile long project segment starts at the SR242 Off ramp at Market Street and ends at the BART station on Oakland Avenue.	Local streets and roads	Rehabilitation	1	$ 2,170,000	$ 170,000			$ 2,000,000	120 Days	City of Concord	no	no	no		no	no	no	no	no	no	no	no	low			PS&E has started with expected completion within 90 days
4	7	Concord	Clayton Road Intersection Improvements: at Ayers Road, Treat Boulevard, Thornwood Drive, Alberta Way, Bailey Road, and Farm Bureau Road; Grinding and replacing the top 5 inches of asphalt concrete within each project intersection	Local streets and roads	Rehabilitation	1	$ 2,210,461	$ 210,461			$ 2,000,000	120 Days	City of Concord	no	no	no		no	no	no	no	no	no	no	no	low			PS&E has started with expected completion within 90 days
4	7	Concord	Commerce Avenue Roadway Extension and Bridge at Pine Creek; New connection from Concord Avenue to Willow Pass Road to increase traffic capacity and reduce traffic congestion and rehabilitation of existing roadway to accommodate heavier traffic loads	Local streets and roads	Capacity Expansion	1	$ 9,000,000	$ 5,200,927		$ 1,360,000	$ 2,439,073	1 Year	City of Concord	no	no	yes		yes	yes	no	no	no	no	no	no	medium			The City has been working with Caltrans (for 2-1/2 years) to address remaining environmental issues. Project needs regulatory relief/assistance to facilitate Caltrans environmental clearance. Project plans are substantially complete and are waiting for final comments on environmental before completion.
4	7	Concord	Downtown Streetscape and Lighting Project; Improve pedestrian safety and security around nine block downtown area including Todos Santos Plaza, Willow Pass Road and Grant Street to Concord Bart station with upgraded walks to replace upheaved bricks and install pedestrian level lighting	Bicycle/Pedestrian	Enhancement	1	$ 2,945,000	$ 1,000,000			$ 1,945,000	1 Year	City of Concord	no	no	no		no	no	no	no	no	no	no	no	medium			Project will be constructed within existing ROW with relatively clean simple plans for environmental clearance. PS&E has begun.
4	7	Concord	Willow Pass Road Rehabilitation: Gateway Blvd to Port Chicago Highway; Reconstruction of approximately 1 mile of street along a Route of Regional Significance. The project segment starts at Gateway Blvd near Park and Shop Center and extends through downtown to Port Chicago Highway. ADA ramps and sidewalk upgrades along the route will be included in the project.	Local streets and roads	Rehabilitation	1	$ 2,286,000	$ 500,000			$ 1,786,000	1 Year	City of Concord	no	no	no		no	no	no	no	no	no	no	no	low			This project segment extends through a Transit Oriented Development project that is close to completion and two large redevelopment properties that are geared toward TOD's
4	7	Concord	East Street Improvements: Clayton Road to Karren Street; Rehabilitate approximately 0.8 miles of street from Clayton Road to Grant Street and underground on-street utilities on East Street from Pacheco Street to Karren Street which overlaps the street rehabilitation segment. This project will install 68 new streetlights, ADA ramps and sidewalk upgrades to achieve pedestrian level lighting and a continuous route along this business district that includes the John Muir Hospital.	Local streets and roads	Enhancement	1	$ 4,700,000	$ 966,115			$ 3,733,885	2 Years	City of Concord	no	no	no		no	no	no	no	no	no	no	no	medium			
4	7	Concord	Citywide Street Rehabilitation Project to rehabilitate 3.2 miles of identified arterial and collector streets within Concord by Grinding and replacing the top 2.5 to 3.2 inches of asphalt concrete from gutter-lip to gutter-lip. ADA ramps and sidewalk upgrades along the route will be included in the projects. Bike lanes will be included where feasible when restriping the roadway.	Local streets and roads	Rehabilitation	8	$ 4,800,000	$ 1,000,000			$ 3,800,000	2 Years	City of Concord	no	no	no		no	no	no	no	no	no	no	no	low			
4	7	Concord	Kinne Boulevard Bridge at Willow Pass Road Reconstruction; Enhance the Safety of the Kinney Bridge and bring it to current seismic standards and avoid collapse. The bridge is within a mile of the Highway 4/Willow Pass Road off-ramp and experiences high volume of average daily traffic.	Local streets and roads	Rehabilitation	1	$ 15,000,000	$ 500,000			$ 14,500,000	2 Years	City of Concord	yes	no	no		no	no	no	no	no	no	no	no	low			The project is not currently listed in the California Local Bridge Seismic Bridge Retrofit Program, however this bridge needs to be reconstructed to avoid collapse. Any moneys from the California 1B program would serve as a match to any federal funds.
4	7	Concord	1/2 MW Solar Panel installation at the City Corporation Yard. The power generated by solar panels mounted on the roof structures will offset the $2M in electrical costs experienced annually by the City.		Green Technology	1	$ 4,500,000	$ 750,000			$ 3,750,000	2 Years	City of Concord	no	no	no		no	no	no	no	no	no	no	no	high	high		The local match consists of Building Component Funds and first year energy savings for the project.
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Proposed Economic Stimulus Projects

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Caltrans District	Congressional District	County/City	Project Description	Project Mode	Type of Project	# of Projects	Project(s) Cost	Existing Commitment (If known) Local	State	Federal	Shortfall	Minimum Number of Days to Project Contract Award	Responsible Agency	Does This Project Need Regulatory Relief: NEPA	CEQA	Permitting	Other (list)	Project Status: In RTP	In FTIP	In STIP	In SHOPP	Complete Environmental Review	Complete PS&E	Complete Permits	Ready to List (Award)	Project Benefits: Greenhouse Gas Reduction Potential	Energy Savings	Potential # of Jobs Generated	Comments
4	7	Contra Costa County	Chesley Road at RR crossing, Construct sidewalk improvements to provide access to future RR crossing.	Bicycle/Pedestrian	Enhancement	$ 1	$ 250,000				$ 250,000	180 days	Contra Costa County	yes	yes							no				medium	medium		
4	7	Contra Costa County	Market St. at RR crossing, Construct sidewalk to provide connectivity to future RR crossing.	Bicycle/Pedestrian	Enhancement	$ 2	$ 500,000		$ 250,000		$ 250,000	180 days	Contra Costa County	yes	yes							no				medium	medium		
4	7	Contra Costa County	San Pablo Avenue from Parker to 7th, Sidewalk/Access	Bicycle/Pedestrian	Enhancement		$ 200,000				$ 200,000	180 days	Contra Costa County	yes	yes							no				medium	medium		
4	7	Contra Costa County	Knightsen Sidewalk Project, Sidewalk/Access	Bicycle/Pedestrian	Enhancement		$ 270,000			$ 50,000	$ 220,000	180 days	Contra Costa County	yes	no							no	no			medium	medium		
4	7	Contra Costa County	Delta Road Sidewalk Project, Sidewalk/Access to Knightsen Elementary.	Bicycle/Pedestrian	Enhancement		$ 450,000				$ 450,000	180 days	Contra Costa County	yes	no							no				medium	medium		
4	7	Contra Costa County	Canal Road Sidewalk, Sidewalk and Bicycle Access from Madison to Emerald Cove to serve Bel Air Elementary.	Bicycle/Pedestrian	Enhancement		$ 880,000				$ 880,000	180 days	Contra Costa County	yes	yes							no	no			medium	medium		
4	7	Contra Costa County	Streetscape Repair at Bailey Road and Willow Pass Rd., Overhead utilities will be put underground by PG&E to improve aesthetics in a struggling commercial area. We will partner with PG&E and Rule 20A program with this potential funding to allow for appurtenant items such as sidewalk, medians, etc. to repair streetscape.	Bicycle/Pedestrian	Enhancement		$ 1,000,000				$ 1,000,000	1 Year	Contra Costa County	yes	yes							no				low	low		
4	7	Contra Costa County	Pacheco Boulevard Sidewalk Gap Closure, Construct sidewalk to provide continuous access on Pacheco Blvd. and eliminate gaps in existing sidewalk.	Bicycle/Pedestrian	Enhancement		$ 573,000		$ 70,000	$ 311,000	$ 192,000	180 days	Contra Costa County	yes	no							no	yes			low	low		
4	10	Contra Costa County	Willow Lake Road, Construct sidewalk to allow pedestrian access between Disco Bay Blvd. and Discovery Bay School.	Bicycle/Pedestrian	Enhancement		$ 300,000			$ 186,000	$ 106,000	120 days	Contra Costa County	no	no							yes	yes			medium	medium		
4	10	Contra Costa County	Byron Highway, Construct sidewalk and bike lane to provide access to Byron Elementary or left turn lane.	Bicycle/Pedestrian	Enhancement		$ 1,300,000				$ 1,300,000	1 Year	Contra Costa County	yes	yes							no				medium	medium		
4	7	Contra Costa County	Montalvin Ped Improvements, Construct pedestrian improvements to include sidewalk, bus shelter, drainage improvements.	Bicycle/Pedestrian	Enhancement		$ 1,700,000			$ 365,000	$ 1,300,000	1 Year	Contra Costa County	yes	yes							no				high	high		
4	10	Contra Costa County	Bethel Island Bridge Replacement	Highway	Capacity Expansion		$ 21,700,000			$ 17,500,000	$ 4,200,000	1 Year	Contra Costa County	no	no	no						yes	yes			low	low		
4	10	Contra Costa County	Iron Horse Trail Overcrossing, Pedestrian overcrossing at Treat Blvd.	Bicycle/Pedestrian	Capacity Expansion		$ 13,000,000	$ 1,400,000		$ 5,600,000	$ 6,000,000	1 Year	Contra Costa County	no	no							yes	yes			medium	medium		
4	11	Contra Costa	State Route 4 Bypass/Sand Creek Interchange, Construct interchange on SR4 Bypass at existing signalized intersection with Sand Creek Road.	Highway	Capacity Expansion	1	$ 32,900,000				$ 32,900,000	90 Days	State Route 4 Bypass Authoirity	yes	no	no		yes	yes	no	no	yes	yes	yes	yes	high	high		Project has CEQA clearance
4	11	Contra Costa	State Route 4 Bypass Widening (4 lanes), Construct additional two lanes on SR4 Bypass between Laurel Road and Sand Creek Road Interchanges.	Highway	Capacity Expansion	1	$ 16,100,000				$ 16,100,000	90 Days	State Route 4 Bypass Authoirity	yes	no	no		yes	yes	no	no	yes	yes	yes	yes	high	high		Project has CEQA clearance
4	11	Contra Costa	SR4 Bypass Segment 3, SR4 Bypass: Segment 3 Overlay and Flashing Beacons Project.	Highway	Capacity Expansion	1	$ 6,500,000				$ 6,500,000	90 Days	State Route 4 Bypass Authoirity	yes	no	no		yes	yes	no	no	yes	yes	yes	yes	low	low		Project has CEQA clearance
4	10	Contra Costa	SR4 Rubberized Asphalt Overlay, Existing Highway 4 from Oakley to Brentwood is being relinquished to the County. However, the pavement condition is declining. This item would upgrade pavement conditions to an acceptable level.	Highway	Maintenance		$ 6,000,000				$ 6,000,000	180 days	Contra Costa County	no	no	no		yes	yes	no	no	no	no	no	no	low	low		
4	10	Contra Costa	SR4 Bypass, Segment 2 - Soft Median Barrier, Install soft median barrier on SR4 Bypass from just south of Lone Tree Way to Balfour Road.	Highway	Capacity Expansion		$ 96,000				$ 96,000	90 days	State Route 4 Bypass Authoirity	yes	no	no		yes	yes	no	no	yes	yes		yes	low	low		
4	10	Contra Costa County	Vasco Road Safety Project, Install median barrier that extends approx. 5.5 miles north from the county limits.	Highway	Capacity Expansion		$ 40,000,000	$ 500,000	$ 7,000,000	$ 650,000	$ 27,600,000	1 Year	Contra Costa County	yes	yes	yes						no				low	low		
4	10	Contra Costa County	Vasco Road Overlay, Overlay 12 mile stretch of Vasco Road	Highway	Maintenance		$ 6,000,000				$ 6,000,000	180 days	Contra Costa County	yes	yes							no				low	low		
4	7	Contra Costa County	Carquinez Scenic Drive, Repair landslide and construct trail along to connect to the SF Bay Trail.	Bicycle/Pedestrian	Enhancement		$ 7,500,000			$ 1,000,000	$ 6,500,000	1 Year	Contra Costa County	yes	yes	yes						no				low	low		
4	7,10	Contra Costa County	Surface treatment/thin overlay, Per the County's pavement management system, perform traditional surface treatments, overlay, and microsurface treatment to repair a backlog of roads awaiting funding.	Highway	Maintenance		$ 4,100,000				$ 4,100,000	180 days	Contra Costa County	yes	yes							no				low	low		
4	7,10	Contra Costa County	Guard Rail retrofit, Countywide retrofit of 500 guard rail systems to comply with current standards.	Highway	Maintenance		$ 2,000,000				$ 2,000,000	180 days	Contra Costa County	yes	yes							no				low	low		
4	7,10	Contra Costa County	Concrete Bridge Decks, Apply sealant to concrete bridge decks throughout County to prolong expected bridge life and reduce future maintenance cost.	Highway	Maintenance		$ 800,000				$ 800,000	90 days	Contra Costa County	yes	yes				yes			no				low	low		
4	7	Contra Costa County	Lefty Gomez Ballfields, Reconstruct failing infield, outfield and upgrade appurtenances for ADA compliance.	Bicycle/Pedestrian	Maintenance		$ 100,000				$ 100,000	180 days	Contra Costa County	yes	no							no				low	low		
4	7	Contra Costa County	Montalvin Park, Parking lot upgrades and bathrooms as well as appurtenances for ADA.	Bicycle/Pedestrian	Enhancement		$ 250,000				$ 250,000	180 days	Contra Costa County	yes	yes							no				low	low		
4	7	Contra Costa County	Clyde Park, Improve pedestrian and maintenance vehicle access to the park, install two additional barbeque areas, upgrade irrigation and install drainage improvements.	Bicycle/Pedestrian	Enhancement		$ 200,000				$ 200,000	180 days	Contra Costa County	yes	yes							no				low	low		
4	7	Contra Costa County	Rodeo Creek Trail, Install pedestrian access along Rodeo Creek as a trail facility.	Bicycle/Pedestrian	Enhancement		$ 150,000				$ 150,000	1 Year	Contra Costa County	yes	yes							no				low	low		
4	7	Contra Costa County	Montara Bay Community Center Improvements (Phase 2), Reconstruct the parking lot.		Maintenance		$ 100,000				$ 100,000	1 Year	Contra Costa County	yes	yes							no				low	low		
4		Contra Costa County	Ygnacio Valley Drain, Repair bank failures at various locations along Ygnacio Valley Drain in Drainage Area 128.		Maintenance		$ 100,000				$ 100,000	180 days	Contra Costa County	yes	yes	yes						no				low	low		
4	7	Contra Costa County	Replace Ped bridge at Rodeo Creek at 3rd Street.	Bicycle/Pedestrian	Maintenance		$ 150,000				$ 150,000	180 days	Contra Costa County	yes	yes	yes						no				low	low		
4	7	Contra Costa County	Rodeo Creek repair at Christy Road,	Highway	Maintenance		$ 75,000				$ 75,000	180 days	Contra Costa County	yes	yes	yes						no				low	low		
4	7,10	Contra Costa County	Curb Ramps, Retrofit Curb Ramps countywide to ADA standards	Bicycle/Pedestrian	Maintenance		$ 2,000,000				$ 2,000,000	120 days	Contra Costa County	yes	yes							no				low	low		
4	7	Contra Costa County	Pacheco Blvd Realignment, Realign Pacheco Blvd at BNSF railroad to improve safety.	Highway	Capacity Expansion		$ 20,000,000	$ 5,800,000			$ 14,000,000	1 Year	Contra Costa County	yes	no	yes						no				low	low		
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4	11	Danville	Diablo Road Rehabilitation Project, rehabilitate the pavement and provide safety enhancements on a 1.4 mile stretch of Diablo Road, from Green Valley Road to Avenida Nueva	Goods Movement	Maintenance		$ 1,700,000				$ 1,700,000	90 Days	Town of Danville	no	no	no	no	no	no	no	no	no	no	no	no	low	low		
Prepared By:	Michael Stella																												
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Caltrans District	Congressional District	County/City	Project Description	Project Mode	Type of Project	# of Projects	Project(s) Cost	Existing Commitment (If known)			Shortfall	Minimum Number of Days to Project Contract Award	Responsible Agency	Does This Project Need Regulatory Relief				Project Status								Project Benefits			Comments
								Local	State	Federal				NEPA	CEQA	Permitting	Other (list)	In RTP	In FTIP	In STIP	In SHOPP	Complete Environmental Review	Complete PS&E	Complete Permits	Ready to List (Award)	Greenhouse Gas Reduction Potential	Energy Savings	Potential # of Jobs Generated	
Prepared By:	Amin AbuAmara																												
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Email:	aabuamara@ccta.net																												
4	10	El Cerrito	Moeser Lane Sidewalk Improvements - Construction of segments of sidewalk, curb, gutter, Curb Ramps, short retaining walls, guard rails and SD Inlets	Local streets and roads	Enhancement		$ 950,000	$ 190,000			$ 760,000	120 Days	El Cerrito	no	no	no		no	no	no	no	no	no	no	no	low	low		
4	10	El Cerrito	Sidewalk Safety Improvements - Reconstruction of curb, gutter, PCC sidewalk, SD Inlet, and existing wooden sidewalk at various locations	Local streets and roads	Rehabilitation		$ 127,000	$ 26,000			$ 101,000	120 Days	El Cerrito	no	no	no		no	no	no	no	no	no	no	no	low	low		
4	10	El Cerrito	Street Improvements at Seaview Drive, Balra Drive and Zara Drive - Reconstruct roadway, sidewalk, curb and gutter	Local streets and roads	Rehabilitation		$ 607,000	$ 120,000			$ 487,000	120 Days	El Cerrito	no	no	no		no	no	no	no	no	no	no	no	low	low		
4	10	El Cerrito	Asbury Avenue Overlay - Construct AC overlay including wedge and conform grinding, and striping	Local streets and roads	Rehabilitation		$ 241,000	$ 49,000			$ 192,000	120 Days	El Cerrito	no	no	no		no	no	no	no	no	no	no	no	low	low		
4	10	El Cerrito	Moeser Lane Overlay - Construct AC overlay including wedge and conform grinding, and striping	Local streets and roads	Rehabilitation		$ 838,000	$ 168,000			$ 670,000	120 Days	El Cerrito	no	no	no		no	no	no	no	no	no	no	no	low	low		
4	10	El Cerrito	Retaining Wall at #779 Balra Drive - Construct retaining wall at creek/culvert discharge, including roadway and sidewalk repair	Local streets and roads	Rehabilitation		$ 503,000	$ 102,000			$ 401,000	180 Days	El Cerrito	no	no	no		no	no	no	no	no	no	no	no	low	low		
Prepared By:	Jerry Bradshaw																												
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4	7	Hercules	Refugio Valley Rd (Redwood to Carson) , Street maintenance repair project. Work includes asphalt overlay with pavement reinforcing fabric, manholes and water valve adjustments, pavement grinding, traffic loop detectors reinstallation, and pavement striping.	Highway	Maintenance						$ 290,347	90 days	City of Hercules																
4	7	Hercules	San Pablo Avenue Overlay Project, John Muir Parkway North to City Limit at Rodeo	Highway	Maintenance						$ 560,000	90 days	City of Hercules																
4	7	Hercules	Pedestrian Boardwalk San Pablo Avenue west - John Muir Parkway to Sycamore Pedestrian walkway. Project will connect Bay Trail to Ridge Trail (via John Muir Parkway, San Pablo Avenue ("boardwalk")	Bicycle/Pedestrian	Enhancement						$ 600,000	1 Year	City of Hercules																
4	7	Hercules	Hercules Capitol Corridor Intercity Rail Station, Construct Platform and Track modifications	Commuter Rail	Capacity Expansion						$ 18,000,000	1 Year	City of Hercules																Shortfall includes $8M in future STIP funds that may be in je
Prepared By:	Lisa Hammon																												
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Email:	LHammon@ci.hercules.ca.us																												
4	10	Lafayette	Stanley Blvd, Safe Route to School, 2,000 lf of 5-ft min. sidewalk integrating traffic calming features; drainage revisions to accommodate new sidewalk connecting to 2 schools	Bicycle/Pedestrian	Enhancement		$ 750,000		$ 350,000		$ 400,000	120 days	City of Lafayette	no	yes	no		yes	no	no	no	no	no	no	no	high	high		CEQA: Categorically Exempt
4	10	Lafayette	Monroe Ave, Safe Route to School, Reconfigure road cross-section to accommodate 1,000 lf new sidewalk connecting to 2 schools; minor drainage revisions	Bicycle/Pedestrian	Enhancement		$ 500,000				$ 500,000	120 days	City of Lafayette	no	yes	no		no	no	no	no	no	no	no	no	high	high		CEQA: Categorically Exempt
4	10	Lafayette	St. Mary's Road, resurfacing, Overlay 3/5 mile of regional 2-lane arterial, related shoulder improvements and drainage	Highway	Maintenance		$ 420,000				$ 420,000	90 Days	City of Lafayette	no	yes	no		no	no	no	no	no	no	no	no	low	low		CEQA: Categorically Exempt
4	10	Lafayette	Deer Hill Road, resurfacing	Highway	Maintenance		$ 850,000				$ 850,000	90 Days	City of Lafayette	no	yes	no		no	no	no	no	no	no	no	no	low	low		CEQA: Categorically Exempt
4	10	Lafayette	Camino Diablo resurfacing, Overlay 3/5 mile of major 2-lane arterial, minor roadside safety upgrades	Highway	Maintenance		$ 500,000				$ 500,000	90 Days	City of Lafayette	no	yes	no		no	no	no	no	no	no	no	no	low	low		CEQA: Categorically Exempt
4	10	Lafayette	El Nido Ranch Road, resurfacing	Highway	Maintenance		$ 500,000				$ 500,000	90 Days	City of Lafayette	no	yes	no		no	no	no	no	no	no	no	no	low	low		CEQA: Categorically Exempt
4	10	Lafayette	Mt. Diablo Boulevard resurfacing, Overlay 0.8 mile major 4-lane regional arterial, bike lane upgrade, minor sidewalk improvements	Highway	Maintenance		$ 950,000				$ 950,000	90 Days	City of Lafayette	no	yes	no		no	no	no	no	no	no	no	no	medium	medium		CEQA: Categorically Exempt
4	10	Lafayette	Reliez Station Road resurfacing, Overlay 3/5 mile regional 2-lane arterial	Highway	Maintenance		$ 500,000				$ 500,000	90 days	City of Lafayette	no	yes	no		no	no	no	no	no	no	no	no	low	low		CEQA: Categorically Exempt
4	10	Lafayette	Rehabilitation of Minor Collector Streets	Highway	Maintenance		$ 8,000,000				$ 8,000,000	2 Years	City of Lafayette	no	yes	no		no	no	no	no	no	no	no	no	low	low		CEQA: Categorically Exempt
4	10	Lafayette	Non-motorized Link to Buckeye Fields: Construct pedestrian and bicycle facilities to link Buckeye Fields on St. Mary's Rd. to the Lafayette-Moraga Trail	Bicycle/Pedestrian	Enhancement		$ 2,500,000				$ 2,500,000	2 Years	City of Lafayette	no	yes	yes		no	no	no	no	no	no	no	no	high	high		
4	10	Lafayette	Aqueduct/Mt. Diablo Blvd. Multipurpose Path (Risa Rd. - El Nido Ranch Rd.): Construct multi-purpose path on the north side of Mt. Diablo Blvd. along EBMUD Aqueduct. Bridge may be needed for creek crossing.	Bicycle/Pedestrian	Enhancement		$ 1,800,000				$ 1,800,000	2 Years	City of Lafayette	no	yes	yes		no	no	no	no	no	no	no	no	high	high		
4	10	Lafayette	Pleasant Hill Rd. Corridor South End Safety Improvements: Construct phases 3 & 4 of the multipurpose pathway between Condit Rd. and Olympic Blvd.	Bicycle/Pedestrian	Enhancement		$ 1,464,000				$ 1,464,000	2 Years	City of Lafayette	no	yes	no		no	no	yes	no	no	no	no	no	high	high		CEQA: Categorically Exempt
4	10	Lafayette	Downtown Sidewalk Gap Closures	Bicycle/Pedestrian	Enhancement		$ 1,000,000				$ 1,000,000	2 Years	City of Lafayette	no	yes	no		no	no	no	no	no	no	no	no	high	high		CEQA: Categorically Exempt
4	10	Lafayette	Springhill Road Walkway: Construct walkway between San Reliez Ct. and Goyak Dr.	Bicycle/Pedestrian	Enhancement		$ 500,000				$ 500,000	2 Years	City of Lafayette	no	yes	no		no	no	no	no	no	no	no	no	high	high		CEQA: Categorically Exempt
4	10	Lafayette	BART Access Improvements on Happy Valley Rd.: Construct missing gaps of sidewalk, crosswalk, in-pavement flashing lights and overhead lighting.	Bicycle/Pedestrian	Enhancement		$ 500,000				$ 500,000	2 Years	City of Lafayette	no	yes	no		no	no	no	no	no	no	no	no	high	high		CEQA: Categorically Exempt
4	10	Lafayette	Carol Lane Walkway: Construct walkway along Carol Lane	Bicycle/Pedestrian	Enhancement		$ 500,000				$ 500,000	2 Years	City of Lafayette	no	yes	no		no	no	no	no	no	no	no	no	high	high		CEQA: Categorically Exempt
4	10	Lafayette	Deer Hill Road BART Access Sidewalk Gap Closure: Construct missing gap of sidewalk on Deer Hill Rd. between First St. and Brown Ave.	Bicycle/Pedestrian	Enhancement		$ 350,000				$ 350,000	2 Years	City of Lafayette	no	yes	no		no	no	no	no	no	no	no	no	high	high		CEQA: Categorically Exempt
4	10	Lafayette	Witheres Ave. Walkway: Construct walkway on the south side of Withers Ave.	Bicycle/Pedestrian	Enhancement		$ 200,000				$ 200,000	2 Years	City of Lafayette	no	yes	no		no	no	no	no	no	no	no	no	high	high		CEQA: Categorically Exempt
Prepared By:	Tony Coe & Leah Greenblat																												
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4	7	Martinez	Alhambra Avenue Pavement Rehabilitation Project (Cape seal)	Highway	Maintenance	$ 1	$ 1,144,050				$ 1,144,050	120 Days	City of Martinez	yes	no	no		no	no	no	no	yes	no	yes	no	low	low		
4	7	Martinez	Downtown sidewalk replacement project	Bicycle/Pedestrian	Maintenance	$ 1	$ 960,000				$ 960,000	120 Days	City of Martinez	yes	no	no		no	no	no	no	no	no	yes	no	medium	medium		
4	7	Martinez	Alhambra Avenue Safety Improvements	Highway	Enhancement	$ 1	$ 1,750,000				$ 1,750,000	1 Year	City of Martinez	yes	no	yes		yes	no	yes	no	no	no	no	no	medium	medium		
4	7	Martinez	Alhambra Avenue Widening- Phase III B	Highway	Enhancement	$ 1	$ 8,000,000				$ 8,000,000	180 Days	City of Martinez	yes	no	no		yes	no	no	no	yes	no	no	no	low	low		
4	7	Martinez	Bay Trail Gap Closure	Bicycle/Pedestrian	Capacity Expansion	$ 1	$ 460,000				$ 460,000	120 Days	City of Martinez	no	no	no		no	no	no	no	yes	yes	yes	yes	medium	medium		
Prepared By:	Tim Tucker																												
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4	10	Moraga	Repair subsurface slide and repave Rheem Boulevard	Highway	Maintenance		$ 8,200,000				$ 8,200,000	2 Years	Town of Moraga		yes			no	no	no	no	no	no	no	no	low	low		CEQA (and NEPA, if req'd) process too long to meet deadli
4	10	Moraga	Rehabilitate pavement on St Mary's Road	Highway	Maintenance		$ 1,760,000				$ 1,760,000	90 Days	Town of Moraga		yes			no	no	no	no	no	no	no	no	low	low		CEQA (and NEPA, if req'd) process too long to meet deadli
4	10	Moraga	Rehabilitate pavement on Rheem Blvd btwn MR and Orinda	Highway	Maintenance		$ 1,320,000				$ 1,320,000	90 Days	Town of Moraga		yes			no	no	no	no	no	no	no	no	low	low		CEQA (and NEPA, if req'd) process too long to meet deadli

Proposed Economic Stimulus Projects

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Caltrans District	Congressional District	County/City	Project Description	Project Mode	Type of Project	# of Projects	Project(s) Cost	Existing Commitment (If known) Local	Existing Commitment (If known) State	Existing Commitment (If known) Federal	Shortfall	Minimum Number of Days to Project Contract Award	Responsible Agency	Does This Project Need Regulatory Relief: NEPA	CEQA	Permitting	Other (list)	Project Status: In RTP	In FTIP	In STIP	In SHOPP	Complete Environmental Review	Complete PS&E	Complete Permits	Ready to List (Award)	Project Benefits: Greenhouse Gas Reduction Potential	Energy Savings	Potential # of Jobs Generated	Comments
4	10	Moraga	Rehabilitate pavement on Moraga Road	Highway	Maintenance		$ 2,480,000				$ 2,480,000	90 Days	Town of Moraga		yes			no	no	no	no	no	no	no	no	low	low		CEQA (and NEPA, if req'd) process too long to meet deadli
4	10	Moraga	Rehabilitate pavement on Moraga Way	Highway	Maintenance		$ 1,190,000				$ 1,190,000	90 Days	Town of Moraga		yes			no	no	no	no	no	no	no	no	low	low		CEQA (and NEPA, if req'd) process too long to meet deadli
4	10	Moraga	Rehabilitate pavement on Canyon Rd	Highway	Maintenance		$ 1,020,000				$ 1,020,000	90 Days	Town of Moraga		yes			no	no	no	no	no	no	no	no	low	low		CEQA (and NEPA, if req'd) process too long to meet deadli
4	10	Moraga	Rehabilitate pavement on Camino Ricardo	Highway	Maintenance		$ 1,280,000				$ 1,280,000	90 Days	Town of Moraga		yes			no	no	no	no	no	no	no	no	low	low		CEQA (and NEPA, if req'd) process too long to meet deadli
4	10	Moraga	Rehabilitate pavement on Corliss	Highway	Maintenance		$ 1,000,000				$ 1,000,000	90 days	Town of Moraga		yes			no	no	no	no	no	no	no	no	low	low		CEQA (and NEPA, if req'd) process too long to meet deadli
4	10	Moraga	Slurry seal arterials and collectors.	Highway	Maintenance		$ 300,000				$ 300,000	90 Days	Town of Moraga		no			no	no	no	no	no	no	no	no	low	low		
4	10	Moraga	Slurry/resurface neighborhood streets	Highway	Maintenance		$ 750,000				$ 750,000	90 Days	Town of Moraga		no			no	no	no	no	no	no	no	no	low	low		
4	10	Moraga	Construct/repair sidewalk on arterials and collectors.	Bicycle/Pedestrian	Capacity Expansion		$ 407,000				$ 407,000	90 Days	Town of Moraga		no			no	no	no	no	no	no	no	no	medium	low		
4	10	Moraga	Install ADA compliant curb ramps on arterials and collectors	Bicycle/Pedestrian	Enhancement		$ 250,000				$ 250,000	90 Days	Town of Moraga		no			no	no	no	no	no	no	no	no	medium	low		
4	10	Moraga	Install new crosswalk safety features (pedestrian activated, solar powered, in-pavement pedestrian warning systems.	Bicycle/Pedestrian	Maintenance		$ 250,000				$ 250,000	90 Days	Town of Moraga		no			no	no	no	no	no	no	no	no	low	low		
4	10	Moraga	Utility undergrounding on 10 miles of arterials and collectors	Highway	Enhancement		$ 12,500,000				$ 12,500,000	2 Years	Town of Moraga/PG&E		yes			no	no	no	no	no	no	no	no	low	low		CEQA (and NEPA, if req'd) process too long to meet deadli
4	10	Moraga	Install MUTCD req'd street signs	Highway	Maintenance		$ 150,000				$ 150,000	90 Days	Town of Moraga		no			no	no	no	no	no	no	no	no	low	low		
4	10	Moraga	Install traffic circle at Rheem Boulevard at St. Mary's Road	Highway	Enhancement		$ 350,000				$ 350,000	120 Days	Town of Moraga		yes			no	no	no	no	no	no	no	no	low	low		CEQA (and NEPA, if req'd) process too long to meet deadli
Prepared By:	Jill Mercurio																												
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4	10	Oakley	Install MUTCD approved street name and regulatory signs at various locations in City.	Highway	Enhancement						$ 147,000	90 Days	City of Oakley																
4	10	Oakley	Pavement rehabilitation on various streets throughout Oakley	Highway	Maintenance						$ 1,000,000	90 Days	City of Oakley																
4	10	Oakley	Pedestrian pathway gap closure to recently opened elementary school.	Bicycle/Pedestrian	Enhancement						$ 350,000	90 Days	City of Oakley																
Prepared By:	Jason Vogan																												
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4	10	Orinda	Pavement rehabilitation of 7 lane miles various federal aid eligible roadways including drainage improvements and ADA compliance.	Highway	Maintenance	$ 1	$ 2,850,000			$ 2,850,000	$ 2,850,000	180 Days	City of Orinda	yes	yes	no		no	no	no	no	no	no	no	no	low	low	65	
4	10	Orinda	Pathway connection to Bay Area Rapid Transit station and downtown business district	Bicycle/Pedestrian	Enhancement	$ 1	$ 95,000			$ 95,000	$ 95,000	120 Days	City of Orinda	yes	yes	yes		no	no	no	no	no	no	no	no	medium	medium	17	
4	10	Orinda	Pathway connection to Bay Area Rapid Transit station/downtown business district and neighborhood development.	Bicycle/Pedestrian	Enhancement	$ 1	$ 375,000			$ 375,000	$ 375,000	120 Days	City of Orinda	yes	yes	yes		no	no	no	no	no	no	no	no	medium	medium	20	
Prepared By:	Janice Carey																												
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Email:	JCarey@cityoforinda.org																												
4	7	Pinole	San Pablo Avenue at Fern and Alvarez Avenues Safety Improvement Project, construct high visibility cross walks, sidewalk bulb outs, and overhead warning beacons across an arterial	Bicycle/Pedestrian	Enhancement	$ 1	$ 200,000	$ 200,000			$ 200,000	120 days	City of Pinole		no	no		no	no	no	no	yes	yes	yes	yes	low	low		
4	7	Pinole	Appian Way Pavement Overlay Project, pavement rehabilitation project to overlay Appian Way from Tara Hills Drive to Marlesta Drive	Highway	Maintenance	$ 1	$ 1,200,000				$ 1,200,000	120 days	City of Pinole		no	no		no	no	no	no	yes	yes	no	no	low	low		
4	7	Pinole	Simas Avenue Pavement Overlay Project, pavement rehabilitation project to overlay Simas Avenue from Moraga Drive to Pinole Valley Road	Highway	Maintenance	$ 1	$ 1,500,000		$ 400,000		$ 1,500,000	120 Days	City of Pinole		no	no		no	no	no	no	yes	no	yes	no	low	low		
4	7	Pinole	San Pablo Avenue at Appian Way Signal Replacement Project, replace an obsolete signal at the intersection of San Pablo Avenue and Appian Way	Highway	Enhancement	$ 1	$ 350,000	$ 335,000			$ 350,000	180 Days	City of Pinole		no	no		no	no	no	no	yes	no	yes	no	medium	medium		
Prepared By:	Graham Wadsworth																												
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Email:	GWadsworth@ci.pinole.ca.us																												
4	10	Pleasant Hill	Contra Costa Blvd Rehabilitation Project - Phase I, Roadway Improvements and resurfacing of 10.2 lanemiles	Local streets and roads	Rehabilitation		$ 4,800,000				$ 4,800,000	180 Days	City of Pleasant Hill		yes					yes									Phase I of II - STIP Project total $8,250,000
4	10	Pleasant Hill	Neighborhood Streets Resurfacing, Patch Pave and rubber Chip Seal Local Roads	Local streets and roads	Rehabilitation		$ 4,400,000	$ 2,400,000			$ 2,000,000	120 days	City of Pleasant Hill		yes					no									
Prepared By:	Mario Moreno																												
Telephone:	925-671-5252																												
Email:	mmoreno@ci.pleasant-hill.ca.us																												
4	7	Pittsburg	Loveridge Rd. Resurfacing (north of Hwy 4), rehabilitate pavement and construct improvements on (approx. 3.7 lane miles).	Local streets and roads	Rehabilitation		$ 1,000,000				$ 1,000,000	120 Days	City of Pittsburg	no	no	no		no	no	no	no	no	no	no	no				
4	7	Pittsburg	Widen W. Leland Road (800' gap from BART to Woodhill), complete a segment (approx. 0.5 lane miles) of W. Leland Rd. improvements that needs to be widened	Local streets and roads	Capacity Expansion		$ 800,000				$ 800,000	120 Days	City of Pittsburg	no	no	no		no	no	no	no	no	yes	yes	yes				
4	7	Pittsburg	California Ave. Rehabilitation (Harbor St. to Railroad Ave.), rehabilitate the pavement and construct improvements to California Ave. west of Loveridge Rd (approx. 0.6 lane miles)	Local streets and roads	Rehabilitation		$ 600,000				$ 600,000	120 Days	City of Pittsburg	no	no	no		no	no	no	no	no	no	no	no				
4	7	Pittsburg	Pittsburg-Antioch Highway Rehabilitation (POSCO entrance to Columbia St.), rehabilitate the pavement and construct improvements to a segment of Pittsburg-Antioch Highway (approx. 0.6 lane miles).	Local streets and roads	Rehabilitation		$ 500,000				$ 500,000	120 Days	City of Pittsburg	no	no	no		no	no	no	no	no	no	no	no				
4	7	Pittsburg	North Parkside Dr. Rehabilitation (Railroad Ave to Dory Rd), rehabilitate pavement and improve North Parkside Drive . (approx. 3.0 lane miles).	Local streets and roads	Rehabilitation		$ 800,000				$ 800,000	120 Days	City of Pittsburg	no	no	no		no	no	no	no	no	no	no	no				Project may be combined with North Parkside Drive Bicycle facilities project listed below.
4	7	Pittsburg	Linscheid Dr. Traffic Calming	Local streets and roads	Enhancement		$ 100,000				$ 100,000	120 Days	City of Pittsburg	no	no	no		no	no	no	no	no	no	no	no				
4	7	Pittsburg	North Parkside Dr. Class III Bicycle (Railroad Ave to Range Rd)	Bicycle/Pedestrian	Enhancement		$ 500,000				$ 500,000	120 Days	City of Pittsburg	no	no	no		no	no	no	no	no	no	no	no				Project may be combined with North Parkside Drive pavement rehabilitation project listed above.
4	7	Pittsburg	School Area Pedestrian Signal Countdown Installation	Bicycle/Pedestrian	Enhancement		$ 100,000				$ 100,000	120 Days	City of Pittsburg	no	no	no		no	no	no	no	no	no	no	no				
4	7	Pittsburg	Willow Pass Rd Class III Bicycle Facilities	Bicycle/Pedestrian	Enhancement		$ 500,000				$ 500,000	120 Days	City of Pittsburg	no	no	no		no	no	no	no	no	no	no	no				
4	7	Pittsburg	Century Blvd. Class II/III Bicycle Facilities	Bicycle/Pedestrian	Enhancement		$ 250,000				$ 250,000	120 Days	City of Pittsburg	no	no	no		no	no	no	no	no	no	no	no				
4	7	Pittsburg	Pavement Rehabilitation of Norine Dr., Limewood Pl., Heatherwood Dr., Roundhill Dr., Oakridge Ln., Cypress Way, Woodland Dr., San Marcos Dr., Sycamore Dr., and Greenridge Dr.	Local streets and roads	Rehabilitation		$ 2,315,000				$ 2,315,000	180 Days	City of Pittsburg	no	no	no		no	no	no	no	no	no	no	no				
4	7	Pittsburg	Slurry Seal and Base Repairs on Ventura Dr.	Local streets and roads	Maintenance		$ 60,000				$ 60,000	120 Days	City of Pittsburg	no	no	no		no	no	no	no	no	no	no	no				

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Caltrans District	Congressional District	County/City	Project Description	Project Mode	Type of Project	# of Projects	Project(s) Cost	Existing Commitment (If known): Local	Existing Commitment (If known): State	Existing Commitment (If known): Federal	Shortfall	Minimum Number of Days to Project Contract Award	Responsible Agency	Does This Project Need Regulatory Relief: NEPA	CEQA	Permitting	Other (list)	Project Status: In RTP	In FTIP	In STIP	In SHOPP	Complete Environmental Review	Complete PS&E	Complete Permits	Ready to List (Award)	Project Benefits: Greenhouse Gas Reduction Potential	Energy Savings	Potential # of Jobs Generated	Comments
4	7	Pittsburg	Pavement Rehabilitation of Power Ave. and Andrew Ave.	Local streets and roads	Rehabilitation		$ 1,400,000				$ 1,400,000	120 Days	City of Pittsburg	no	no	no		no	no	no	no	no	no	no	no				
4	7	Pittsburg	Pavement Rehabilitation of Jensen Dr., Metten Ave., Alpine Ct., and Alpine Dr.	Local streets and roads	Rehabilitation		$ 1,050,000				$ 1,050,000	120 Days	City of Pittsburg	no	no	no		no	no	no	no	no	no	no	no				
4	7	Pittsburg	Pavement Rehabilitation of Garcia Ave.	Local streets and roads	Rehabilitation		$ 615,000				$ 615,000	120 Days	City of Pittsburg	no	no	no		no	no	no	no	no	no	no	no				
Prepared By:	Ronald Nevels																												
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4	7	Richmond	Carlson Blvd Improvements – Phase II, Street reconstruction from Imperial Ave. to the El Cerrito City limits to eliminate the high crown. Improvements include the installation of a median, replacement of curb, gutter, sidewalk, curb ramps, and upgrades to the storm drain and pedestrian crossing facilities.	Local streets and roads	Rehabilitation						$ 4,000,000	120 days	City of Richmond	yes	yes	no	no	no	no	no	no	no	no	no	no				If Environmental Clearance relief is provided, than the project will be delivered faster than noted.
4	7	Richmond	Dornan Dr Tunnel Repair & Rehab, Cleaning, sand blasting, guniting, applying a fiber bond reinforced polymer and pedestrian lighting throughout the 750 foot length tunnel	Local streets and roads	Rehabilitation			$ 500,000			$ 580,000	90 Days	City of Richmond	yes	yes	no	no	no	no	no	no	no	no	no	no				If Environmental Clearance relief is provided, than the project will be delivered faster than noted.
4	7	Richmond	FY09/10 Pavement Program: Miscellaneous Street Paving, Slurry seals, crack sealing, overlays, and deep lift repairs of various streets, especially arterial and collector streets.	Local streets and roads	Maintenance						$ 5,000,000	120 days	City of Richmond	yes	yes	no	no	no	no	no	no	no	no	no	no				If Environmental Clearance relief is provided, than the project will be delivered faster than noted.
4	7	Richmond	FY10/11 Pavement Program: Miscellaneous Street Paving, Slurry seals, crack sealing, overlays, and deep lift repairs of various streets, especially arterial and collector streets.	Local streets and roads	Maintenance						$ 5,000,000	2 Years	City of Richmond	yes	yes	no	no	no	no	no	no	no	no	no	no				If Environmental Clearance relief is provided, than the project will be delivered faster than noted.
4	7	Richmond	Richmond Greenway/Ohlone Gap Closure	Bicycle/Pedestrian	Capacity Expansion			$ 200,000			$ 5,800,000	120 Days	City of Richmond	yes	yes	no	no	no	no	no	no	no	no	no	no				If Environmental Clearance relief is provided, than the project will be delivered faster than noted.
4	7	Richmond	Safe Route to School (Richmond Student Street Safety Project), Installation of 8 crosswalk lights and 2 raised medians at Ford, Grant, King, and Lincoln Elementary Schools.	Bicycle/Pedestrian	Enhancement				$ 417,167		$ 87,833	120 days	City of Richmond	yes	yes	no	no	no	no	no	no	no	no	no	no				If Environmental Clearance relief is provided, than the project will be delivered faster than noted.
4	7	Richmond	Construct a bridge over San Pablo Avenue at the Richmond Parkway intersection to eliminate at-grade intersection for better traffic flow.	Local streets and roads	Enhancement						$ 16,000,000	2 Years	City of Richmond	yes	yes	yes	no	no	no	no	no	no	no	no	no				If Environmental Clearance relief is provided, than the project will be delivered faster than noted.
4	7	Richmond	Park Central Hilltop Drive Traffic Signal: Design and install at Park Central and Hilltop Drive to enhance traffic safety.	Local streets and roads	Enhancement						$ 350,000	2 Years	City of Richmond	yes	yes	no	no	no	no	no	no	no	no	no	no				If Environmental Clearance relief is provided, than the project will be delivered faster than noted.
4	7	Richmond	Hilltop Drive Improvements (Blume to I-80: Install additional paving to widen the travel lanes and install curb, gutters, sidewalk, and pavement markings to help channelize traffic which will provide additional capacity to safely carry increased volume of traffic.	Local streets and roads	Enhancement						$ 400,000	2 Years	City of Richmond	yes	yes	no	no	no	no	no	no	no	no	no	no				If Environmental Clearance relief is provided, than the project will be delivered faster than noted.
4	7	Richmond	Southwest Annex Storm Drain: Completion of storm drain work in the area of the Burlingame and Monterey Streets to prevent future flooding.	Local streets and roads	Capacity Expansion						$ 1,300,000	2 Years	City of Richmond	yes	yes	no	no	no	no	no	no	no	no	no	no				If Environmental Clearance relief is provided, than the project will be delivered faster than noted.
4	7	Richmond	Castro Ranch Road Slide Repair: To repair the existing retaining wall and pavement subsection in order to prevent the road embankment from sliding and the road surface from cracking further. Castro Ranch Road is a major connector to a commute route and it is vital to traffic circulation.	Local streets and roads	Maintenance						$ 750,000	2 Years	City of Richmond	yes	yes	no	no	no	no	no	no	no	no	no	no				If Environmental Clearance relief is provided, than the project will be delivered faster than noted.
4	7	Richmond	Bay Trail Gap Closure (Canal Blvd to Seacliff Dr): Construct a 10' wide asphalt paved bike trail on the Westside of Canal Blvd form Seacliff Dr North connecting to an existing sidewalk to close a 500' gap in the Bay Trail.	Bicycle/Pedestrian	Capacity Expansion						$ 500,000	1 Year	City of Richmond	yes	yes	no	no	no	no	no	no	no	no	no	no				If Environmental Clearance relief is provided, than the project will be delivered faster than noted.
4	7	Richmond	Cutting Blvd Improvements (9th St to 23rd St): Widen pavement, resurface street, landscape medians, install turn lanes, new curbs, gutters, sidewalks, streetlights, and underground utilities to complete final phase of Cutting Blvd.	Local streets and roads	Enhancement						$ 4,300,000	2 Years	City of Richmond	yes	yes	no	no	no	no	no	no	no	no	no	no				If Environmental Clearance relief is provided, than the project will be delivered faster than noted.
4	7	Richmond	First Street Improvements (Ohio Ave to Maine Ave): Reconstruct road, install curbs, gutters, sidewalks, improve drainage, and install streetlights.	Local streets and roads	Enhancement						$ 1,600,000	2 Years	City of Richmond	yes	yes	no	no	no	no	no	no	no	no	no	no				If Environmental Clearance relief is provided, than the project will be delivered faster than noted.
4	7	Richmond	Marina Bay Area Overpass: To construct an overpass at either Harbour Way South, Marina Way South, or Marina Bay Parkway to allow for continuous traffic flow during train operations and enhance public safety.	Local streets and roads	Capacity Expansion						$ 21,000,000	2 Years	City of Richmond	yes	yes	no	no	no	no	no	no	no	no	no	no				If Environmental Clearance relief is provided, than the project will be delivered faster than noted.
4	7	Richmond	23rd Street Streetscape Project, Streetscape improvements within a redevelopment project area on 23rd Street from Bissell Ave to Costa Ave.	Local Streets and roads Bicycle/Pedestrian	Enhancement						$ 11,200,000	180 Days	City of Richmond	yes	yes	no	no	no	no	no	no	no	no	no	no				If Environmental Clearance relief is provided, than the project will be delivered faster than noted.
4	7	Richmond	Opticom Signal Systems, Install opticom signal changing systems at critical intersections	Local Streets and roads Public Safety	Enhancement						$ 50,000	180 Days	City of Richmond	yes	yes	no	no	no	no	no	no	no	no	no	no				If Environmental Clearance relief is provided, than the project will be delivered faster than noted.
4	7	Richmond	Harbour Way Improvements, Bikeway improvements within a redevelopment project area on Harbour Way from Hall Ave to Wright Ave.	Bicycle/Pedestrian	Enhancement						$ 90,000	90 days	City of Richmond	yes	yes	no	no	no	no	no	no	no	no	no	no				If Environmental Clearance relief is provided, than the project will be delivered faster than noted.
4	7	Richmond	Marina Way Streetscape, Streetscape with pedestrian and bike safety improvements within a redevelopment project area on Marina Way from Barrett Ave to MacDonald Ave to complete the Westside connection to the Transit Village.	Local Streets and roads Bicycle/Pedestrian	Enhancement						$ 1,300,000	180 Days	City of Richmond	yes	yes	no	no	no	no	no	no	no	no	no	no				If Environmental Clearance relief is provided, than the project will be delivered faster than noted.
4	7	Richmond	MacDonald Avenue – Phase III, Streetscape improvements within a redevelopment project area on MacDonald Avenue from 19th St to 39th St.	Local Streets and roads Bicycle/Pedestrian	Enhancement						$ 10,000,000	1 Year	City of Richmond	yes	yes	no	no	no	no	no	no	no	no	no	no				If Environmental Clearance relief is provided, than the project will be delivered faster than noted.
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4	7	San Pablo	San Pablo Avenue Overlay (PW 468), San Pablo Dam Road to 23rd Street	Local streets and roads	Rehabilitation		$ 3,000,000		$ 175,000	$ 328,000	$ 2,497,000	120 Days	City of San Pablo	no	no	no						yes	yes	yes	yes				
4	7	San Pablo	El Portal Drive Gateway Streetscape (PW 455)	Local streets and roads	Enhancement		$ 3,500,000				$ 3,000,000	120 Days	City of San Pablo	yes	no	no						yes	yes	yes	yes				
4	7	San Pablo	Amador Street Sidewalk Gap Closure (PW 518), Rumrill Blvd Sidewalk Gap Closure, Evans Avenue and San Pablo Avenue Improvements	Local streets and roads	Maintenance		$ 900,000		$ 33,000		$ 867,000	120 Days	City of San Pablo	yes	no	no						yes	yes	yes	yes				
4	7	San Pablo	Wildcat Creek Trail / Davis Park to 23rd Street (PW 219)	Bicycle/Pedestrian	Enhancement		$ 478,000		$ 127,972		$ 350,028	120 Days	City of San Pablo	yes	no	no						yes	yes	no					
4	7	San Pablo	Broadway Traffic Calming and Resurfacing (PW 333)	Local streets and roads	Maintenance		$ 1,900,000				$ 1,900,000	120 Days	City of San Pablo	yes	no	no						no	no	no					
4	7	San Pablo	Old Town Traffic Study Implementation (PW 470)	Local streets and roads	Enhancement		$ 1,900,000				$ 1,900,000	120 Days	City of San Pablo	yes	no	no						yes	no	yes					
4	7	San Pablo	Corporation Yard Expansion / Relocation (PW 495)	Local streets and roads	Other		$ 14,500,000				$ 14,500,000	180 Days	City of San Pablo	yes	no	no						yes	no	no					

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Caltrans District	Congressional District	County/City	Project Description	Project Mode	Type of Project	# of Projects	Project(s) Cost	Existing Commitment (If known)			Shortfall	Minimum Number of Days to Project Contract Award	Responsible Agency	Does This Project Need Regulatory Relief				Project Status								Project Benefits			Comments
								Local	State	Federal				NEPA	CEQA	Permitting	Other (list)	In RTP	In FTIP	In STIP	In SHOPP	Complete Environmental Review	Complete PS&E	Complete Permits	Ready to List (Award)	Greenhouse Gas Reduction Potential	Energy Savings	Potential # of Jobs Generated	
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4	7	San Pablo	Rumrill Boulevard Bridge Replacement (PW 442)	Local streets and roads	Maintenance		$ 5,200,000	$ 600,000		$ 4,600,000		1 Year	City of San Pablo	no	no	no						yes	no	no					
4	7	San Pablo	Road 20 / El Portal Drive Intersection Reconfiguration (PW 508)	Local streets and roads	Enhancement		$ 250,000				$ 200,000	1 Year	City of San Pablo	yes	no	no						yes	no	no					
4	7	San Pablo	2009 Slurry Seal Project (PW 526)	Local streets and roads	Maintenance		$ 800,000				$ 800,000	120 Days	City of San Pablo	yes	no	no						no	no						
4	7	San Pablo	Annual Slurry Seal Project	Local streets and roads	Maintenance		$ 800,000				$ 800,000	1 Year	City of San Pablo	yes	no	no						no	no						
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4	11	San Ramon	Alcosta Boulevard Resurfacing Project – Norris Canyon Road to Bollinger Canyon Road	Highway	Maintenance						$ 1,327,950	90 Days	City of San Ramon																
4	11	San Ramon	San Ramon Valley Boulevard Resurfacing Project – Norris Canyon Road to 200 feet south of Montevideo Drive	Highway	Maintenance						$ 4,692,090	90 Days	City of San Ramon																
4	11	San Ramon	San Ramon Valley Boulevard Resurfacing Project – Norris Canyon Road to Bollinger Canyon Road	Highway	Maintenance						$ 2,114,982	90 Days	City of San Ramon																
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4	10	Walnut Creek	Traffic Incident Detection	Highway	Intelligent Transportation System		$ 350,000				$ 350,000	180 Days	City of Walnut Creek													medium	low		
4	10	Walnut Creek	Safety Upgrades - Signal Head LED Replacement at Major Arterials	Highway	Green Technology		$ 750,000				$ 750,000	180 Days	City of Walnut Creek													medium	medium		
4	10	Walnut Creek	Overlay of various arterial streets including Treat Boulevard and California Boulevard, Rehabilitation and ADA accessibility improvements for associated sidewalk	Highway	Maintenance		$ 2,000,000				$ 2,000,000	90 Days	City of Walnut Creek													low	low		
4	10	Walnut Creek	Ygnacio Valley Road from Civic to Bancroft Pavement Rehabilitation, Rehabilitation and ADA accessibility improvements for associated sidewalk	Highway	Maintenance		$ 6,000,000				$ 6,000,000	2 Years	City of Walnut Creek													low	low		
4	10	Walnut Creek	Ygnacio Valley Road from Bancroft to Wimbledon Road Pavement Rehabilitation, Rehabilitation and ADA accessibility improvements for associated sidewalk	Highway	Maintenance		$ 6,000,000				$ 6,000,000	1 Year	City of Walnut Creek													low	low		
4	10	Walnut Creek	Ygnacio Valley Road from Wimbledon Road to Oak Grove Blvd. Pavement Rehabilitation, Rehabilitation and ADA accessibility improvements for associated sidewalk	Highway	Maintenance		$ 6,000,000				$ 6,000,000	180 Days	City of Walnut Creek													low	low		
4	10	Walnut Creek	Ygnacio Valley corridor -LED streetlighting retrofit	Highway	Green Technology		$ 300,000				$ 300,000	180 days	City of Walnut Creek													high	high		
4	10	Walnut Creek	Citywide energy efficiency LED streetlighting retrofit	Highway	Green Technology		$ 1,000,000				$ 1,000,000	180 days	City of Walnut Creek													high	high		
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4	10	Contra Costa	SR4 East Widening from Loveridge to Somersville	Highway	Capacity Expansion	1	$ 174,515,000	$ 58,515,000	$ 25,000,000	$ 29,000,000	$62,000,000	180 Days	CCTA	no	no	no		yes	yes	yes	no	yes	yes	no	no	high	high		Shortfall includes $32M in future STIP funds that may be in j
4	10	Contra Costa	Livorna	Highway	Capacity Expansion	1	$ 3,000,000	$ 1,000,000			$2,000,000	180 Days	CCTA	no	no	no		yes	yes	no	no	yes	no	no	no	medium	medium		
4	11	Contra Costa	I-680 Aux Lane: Sycamore Valley to Crow Canyon	Highway	Enhancement	1	$ 47,000,000	$ 20,000,000			$27,000,000	180 Days	CCTA	no	no	no		yes	yes	no	no	yes	no	no	no	medium	medium		
4	7	Contra Costa	I-680/SR4 I/C - Phase 3	Highway	Capacity Expansion	1	$ 46,500,000	$ 21,000,000			$25,500,000	1 Year	CCTA	no	no	no		yes	no	no	no	yes	no	no	no	medium	medium		
4	7	Contra Costa	I-80/San Pablo Dam Rd Interchange Imps. (stage 1)	Highway	Capacity Expansion	1	$ 25,000,000	$ 10,000,000			$15,000,000	180 Days	CCTA	no	no	no		yes	yes	no	no	no	no	no	no	medium	medium		Env. Review is 80% complete
4	10	Contra Costa	Caldecott Tunnel	Highway	Capacity Expansion	3	$ 420,000,000	$ 173,000,000	$ 40,000,000	$ 1,000,000	$206,000,000	120 Days	Caltrans	no	no	no		yes	yes	yes	no	yes	yes	yes	no	high	high		Shortfall assumes no future STIP or CMIA funds ($175M CM
4	7	Contra Costa	SR4 East Widening from Somersville to SR160	Highway	Capacity Expansion	3	$ 465,000,000	$ 335,000,000	$ 10,000,000	$ 1,600,000	$118,400,000	1 Year	CCTA	no	no	no		yes	yes	yes	no	yes	no	no	no	high	high		Shortfall assumes no future CMIA or future STIP ($85M CMI
4	7	Contra Costa	I-80/San Pablo Dam Rd Interchange Imps. (stages 2 & 3)	Highway	Capacity Expansion	2	$ 91,000,000	$ 3,000,000			$88,000,000	2 Years	CCTA	no	no	no		yes	yes	no	no	no	no	no	no	medium	medium		Env. Review is 80% complete
4	7	Contra Costa	I-680/SR I/C - Phase 1	Highway	Capacity Expansion	1	$ 94,000,000	$ 15,000,000	$ 1,300,000		$77,700,000	2 Years	CCTA	no	no	no		yes	yes	yes	no	yes	no	no	no	medium	medium		
4	11	Contra Costa	I-680/Norris Canyon HOV ramps	Highway	Capacity Expansion	1	$ 80,000,000	$ 25,000,000			$55,000,000	2 Years	CCTA	yes	no	yes		yes	yes	no	no	no	no	no	no	high	high		PSR is 80% complete
4	11	Contra Costa	I-680/SR4 I/C - Phase 2	Highway	Capacity Expansion	1	$ 59,000,000				$59,000,000	2 Years	CCTA	no	no	no		yes	yes	no	no	yes	no	no	no	medium	medium		
4	7	Contra Costa	Richmond BART parking Structure, Construction a multi level parking structure	Transit Facilities	Capacity Expansion	1	$ 33,300,000	$ 6,210,000	$ 2,000,000	$ 7,362,000	$17,727,000	180 Days	Richmond	no	no	no		yes	yes	yes	no	yes	no	no	no	high	high		Design is 50% complete. Shortfall includes $13.1M in future
4	7	Contra Costa	Martinez Intermodal Station Phase 3, Demolition of existing buildings and construction of interim a parking lot	Transit Facilities	Capacity Expansion	1	$ 1,000,000	$ 300,000			$700,000	120 Days	Martinez	no	no	no		yes	yes	yes	no	yes	no	no	no	high	high		
4	7	Contra Costa	Richmond Parkway Transit Center Parking, Construct multi level parking structure (700 vehicles park & ride facility) and commuter bus loading areas and facilities	Transit Facilities	Capacity Expansion	1	$ 32,700,000	$ 16,000,000			$16,700,000	1 Year	AC Transit	yes	no	no		yes	yes	yes	no	no	no	no	no	high	high		Shortfall includes $16.7M in future STIP funds that may be in
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4		East Bay Regional Park District (EBRPD)	Atlas Road Bridge	Bicycle/Pedestrian	Capacity Expansion		$ 4,000,000	$ 2,000,000			$ 2,000,000	2 Years	East Bay Regional Park District	no	no	no	no	yes	yes	yes	no	no	no	no	no	low	low	20	Preliminary design and CEQA complete.
4	7, 10, 11	East Bay Regional Park District (EBRPD)	Improve Trails in Contra Costa County	Bicycle/Pedestrian	Maintenance		$ 2,000,000	$ 200,000		$ 800,000	$ 1,000,000	2 Years	East Bay Regional Park District	no	no	no	no	yes	yes	yes	no	no	no	no	no	low	low	15	Preliminary geotechnical work complete
4	7	East Bay Regional Park District (EBRPD)	San Pablo Bay Trail (Bio-Rad_ Segment)	Bicycle/Pedestrian	Capacity Expansion		$ 2,900,000	$ 1,400,000	$ 200,000		$ 1,300,000	2 Years	East Bay Regional Park District	no	no	no	no	no	no	no	no	no	no	no	no	low	low	15	Right-of-way and preliminary design complete
4	7	East Bay Regional Park District (EBRPD)	Richmond Bay Trail (West County Waste Water) Segment	Bicycle/Pedestrian	Capacity Expansion		$ 1,000,000	$ 450,000			$ 650,000	2 Years	East Bay Regional Park District	no	no	no	no	no	no	no	no	no	no	no	no	low	low	10	Final design 90% complete
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Transit Projects																													
4		Alameda/Contra Costa	Preventive maintenance		Maintenance	$ 1	$ 45,000,000	$ 28,000,000		$ 17,000,000	$ 11,000,000	180 days	Alameda/Contra Costa Transit Agency																There is no Bus Mode in the Project modes choices
4		Alameda/Contra Costa	Hydrogen Station-D4		Enhancement	$ 1	$ 8,000,000	$ 4,200,000			$ 3,800,000	180 days	Alameda/Contra Costa Transit Agency																There is no Bus Mode in the Project modes choices
4		Alameda/Contra Costa	Orbitol/IT infrastructure improvements, Greening and Facility Improvements		Maintenance	$ 6	$ 1,500,000				$ 1,500,000	180 days	Alameda/Contra Costa Transit Agency																There is no Bus Mode in the Project modes choices
4		Alameda/Contra Costa	improvements to property adjacent to D4 and roof replacement at Richmond, Bus Stop-Transit Hub Improvements-New Flags, etc.)		Maintenance	$ 6	$ 5,000,000				$ 5,000,000	180 days	Alameda/Contra Costa Transit Agency (AC Transit)																There is no Bus Mode in the Project modes choices

Proposed Economic Stimulus Projects

								Existing Commitment (If known)						Does This Project Need Regulatory Relief				Project Status								Project Benefits			
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Caltrans District	Congressional District	County/City	Project Description	Project Mode	Type of Project	# of Projects	Project(s) Cost	Local	State	Federal	Shortfall	Minimum Number of Days to Project Contract Award	Responsible Agency	NEPA	CEQA	Permitting	Other (list)	In RTP	In FTIP	In STIP	In SHOPP	Complete Environmental Review	Complete PS&E	Complete Permits	Ready to List (Award)	Greenhouse Gas Reduction Potential	Energy Savings	Potential # of Jobs Generated	Comments
4		Alameda/Contra Costa	Maintenance equipment purchase, (bus lifting equipment, forklifts, water jet, non-revenue vehicles, back-up generators, etc.)		Maintenance	$ 10	$ 2,000,000				$ 2,000,000	180 days	Alameda/Contra Costa Transit Agency (AC Transit)																There is no Bus Mode in the Project modes choices
4		Alameda/Contra Costa	MCI Coach Retrofit Devices, Required to meet Air Resource Board emission standards		Enhancement	$ 1	$ 1,300,000				$ 1,300,000	180 days	Alameda/Contra Costa Transit Agency (AC Transit)																There is no Bus Mode in the Project modes choices
4		Alameda/Contra Costa	Operations, Project shortfall next 6 months		Maintenance	$ 1	$ 15,000,000				$ 15,000,000	180 days	Alameda/Contra Costa Transit Agency (AC Transit)																There is no Bus Mode in the Project modes choices
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4	7, 8, 9, 10, 12,	*	WARM SPRINGS EXTENSION	Transit Rail	Capacity Expansion	1	$ 890,000,000	$ 482,600,000	$ 100,400,000		$ 307,000,000	120 Days	BART	no	no	no	no	yes	yes	yes	no	yes	yes	yes	yes	high	high	5526	
4	7, 8, 9, 10, 12,	*	OAKLAND AIRPORT CONNECTOR	Transit Rail	Capacity Expansion	1	$ 498,700,000	$ 246,700,000	$ 2,000,000	$ 18,000,000	$ 232,000,000	1 Year	BART	no	no	no	no	yes	yes	no	no	yes	no	no	yes	high	high	4176	
4	7, 8, 9, 10, 12,	*	RAIL VEHICLES REPLACEMENT **	Transit Rail	Other	1	$ 1,000,000,000	$ 36,000,000	$ 5,000,000	$ 854,000,000	$ 105,000,000	1 Year	BART	no	no	no	no	yes	yes	no	no	yes	no	no	yes	high	high	1890	
4	7, 8, 9, 10, 12,	*	SYSTEM REINVESTMENT ***	Transit Rail	Rehabilitation	48	$ 677,778,000				$ 677,778,000	180 Days	BART	no	no	no	no	yes	yes	no	no	yes	no	no	yes	high	high	12204	
4	7, 8, 9, 10, 12,	*	RAIL VEHICLES REPLACEMENT **	Transit Rail	Other	1	$ 1,500,000,000				$ 1,500,000,000	2 Years	BART	no	no	no	no	yes	yes	no	no	yes	no	no	no	high	high	27000	
4	7, 8, 9, 10, 12,	*	SYSTEM REINVESTMENT ***	Transit Rail	Rehabilitation	20	$ 344,000,000				$ 344,000,000	2 Years	BART	no	no	no	no	yes	yes	no	no	yes	no	no	no	high	high	6192	
4	7, 8, 9, 10, 12,	*	EASTERN CONTRA COSTA EXTENSION (eBART)	Transit Rail	Capacity Expansion	1	$ 508,000,000	$ 380,000,000	$ 58,000,000		$ 70,000,000	2 Years	BART	yes	no	no	no	yes	yes	no	no	no	no	no	no	high	high	1260	
4	7, 8, 9, 10, 12,	*	BICYCLE PROGRAM	Transit Rail	Capacity Expansion	30	$ 25,000,000				$ 25,000,000	2 Years	BART	no	no	no	no	yes	yes	no	no	no	no	no	no	high	high	450	
		* Counties include Alameda, Contra Costa, San Francisco, and San Mateo																											
		** The Project Cost of $105,000,000 for the Rail Vehicles Replacement Project represents only a portion of the total cost of the entire Project.																											
		This amount represents the estimated contract award within the next year.																											
		*** This is a program consisting of maintenance and rehabilitation projects.																											
Prepared By:	Todd Morgan/Joe Wong																												
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4	District 7 & 10	Contra Costa	40 (forty) 40-ft heavy duty diesel buses		Replacement		$ 18,840,000		$ 3,640,000		$ 15,200,000	90 Days	Contra Costa County Transit Agency (County Connection-CCCTA)	no	no	no	no	yes	no	yes	no					high	high	50	Bus procurement complete thru joint procurement with VTA; local jobs at Gillig plant in Hayward; some buses will be hybrid diesel technology
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4		Contra Costa	*No Projects*										East Contra Costa Transit Agency (Tri-Delta)																
Prepared By:	Tom Harais																												
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Email:	THarais@eccta.org																												
4		Contra Costa	Preventive Maintenance		Maintenance		$ 810,000				$ 810,000	90 Days	West Contra Costa Transit Agency (WestCat)	no	no	no	no	yes	yes	yes	no	no	no	no	yes	high	high	10	Will add operating funding so there will be less service cuts.
Prepared By:	Robin Tawfall																												
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