
Introduction

The Project for this Environmental Impact Report (EIR) is adoption and future implementation of the 2017 Update to the Contra Costa Countywide Comprehensive Transportation Plan (2017 CTP) and its Long-Range Transportation Investment Program (Investment Program or LRTIP). This first chapter (Chapter 1) of the EIR provides the Project location and the Project description, as well as background information on other existing plans and programs that influence or shape the Project.

Volume 1 of the 2017 CTP refines the vision, goals and strategies of the Contra Costa Transportation Authority (CCTA), and identifies needed future transportation improvements. The 2017 CTP includes:

- an overview of the challenges facing the CCTA and Contra Costa and opportunities for addressing them;
- CCTA's vision, goals, and strategies, and how the CCTA plans to achieve them;
- A Long-Range Transportation Investment Program (Investment Program, or LRTIP) that identifies the CCTA's priorities for investing expected revenues to achieve its vision; and
- the program of actions the CCTA and its partners will take to carry out the CTP.

The Investment Program (or LRTIP) identifies the list of 10- and 20-year transportation projects and programs that CCTA has prioritized for implementation and that could become financially feasible under existing and new revenue streams. The 10-year program reflect the CCTA's priorities for funding as set forth in *Plan Bay Area*, the region's 2013 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). The 20-year program assumes that new funding sources will become available through new local, state, or federal revenue sources, or through public-private partnership (P3) financing mechanisms.

The 2017 CTP, like the previous CCTA CTPs, builds on Action Plans for Routes of Regional Significance as developed by Regional Transportation Planning Committees (RTPCs). The Action Plans identify Multimodal Transportation Service Objectives for designated Regional Routes, and a program of actions to achieve those objectives. The five Action Plans are contained in Volume 2 of the 2017 CTP, along with a more detailed description of the transportation system. Two additional reports comprise Volume 2 of the 2017 CTP. The first is an analysis of how well the 2017 CTP meets the performance measures established in *Plan Bay Area*, the 2013 RTP adopted by the Metropolitan Transportation Commission (MTC). The second is an equity analysis of the relative benefits of the 2017 CTP for low-income and minority groups as compared to the general countywide population.

This EIR focuses on new projects and programs in the 2017 CTP and includes an assessment of the environmental implications associated with implementation of the Investment Program. This assessment fulfills the requirements of the California Environmental Quality Act (CEQA). It is

designed to inform decision-makers, other responsible agencies and the public of the proposed actions and the potentially significant environmental impacts of those actions. This EIR addresses those similar types of environmental impacts that can be expected to result from a series of similar individual transportation projects and programs pursuant to implementation of the CTP and Investment Program, and which can be mitigated in similar ways. The CCTA is the CEQA lead agency for this EIR.

Background

CCTA was established in April 1989 to implement the Measure C Transportation Improvement and Growth Management Program (GMP) passed by voters in November 1988. Measure C included an Expenditure Plan for allocating revenues from the collection of a one-half percent sales tax over a 20-year period (1989 to 2009) to a variety of transportation projects and programs. The Measure C GMP established a cooperative, multi-jurisdictional process for managing growth on a countywide basis while maintaining local authority over land use decisions, and established performance standards. Four RTPCs were established, representing sub-regional planning areas of Contra Costa (West, Central, East, and Southwest). Each local jurisdiction is represented within one of these RTPCs. The RTPCs serve an essential role by developing Action Plans for their subregions.

In 2004, the voters of Contra Costa approved a 25-year extension of Measure C. Called Measure J, this program extended the half-percent sales tax by 25 year, to 2034, and carried forward the Measure C GMP. It also added a new Urban Limit Line (ULL) provision to the GMP.

1995 and 2000 CTPs

In 1995, CCTA prepared its first CTP, establishing the overall direction of the CCTA's transportation and growth management program. The 1995 CTP knitted together Action Plans prepared by the RTPCs, and built on the requirements of the Measure C GMP. A 2000 CTP Update further refined the CCTA's vision, goals and strategies, and built on refinements to the Action Plans carried out in 1999 and 2000. Program EIRs were prepared for the 1995 CTP and the 2000 CTP.

During this same timeframe, EIRs was also prepared by the MTC on their 1998 and 2001 RTPs.

Measure J and the 2004 CTP Update

In 2004, the voters of Contra Costa approved Measure J, which extended the half-percent sales tax from 2009 through 2034. Measure J continued six of the eight requirements of the initial GMP first established by Measure C, and added the requirement for a voter-approved ULL.¹ The Measure C GMP requirements that local jurisdictions adopt Level of Service standard for local streets, and adopt performance standards for fire, police, park, sanitary, sewer, and flood control, were discontinued. The requirement for local involvement in development and implementation of Action Plans for Routes of Regional Significance is more clearly stated in Measure J. In addition, Measure J

¹ The revised GMP also deleted two requirements: 1) performance standards for public facilities and 2) fixed level-of-service standards for non-regional routes.

renamed the “traffic service objectives” of Measure C to “multimodal transportation services objectives,” to reflect the increased emphasis on new measures addressing all travel modes.

The 2004 CTP kept the goals and strategies of the previous CTP and focused primarily on the development of a Transportation Expenditure Plan and GMP for Measure J. The Transportation Expenditure Plan allocated revenues from the sales tax to a variety of projects and programs, including countywide major transit projects, arterial improvements, bus operations enhancements, and bicycle and pedestrian improvements. Several major projects originated in the 2004 CTP such as the Caldecott Tunnel Fourth Bore, East Contra Costa Bay Area Rapid Transit (BART) extension, and investments in State Route 4 (SR-4) and East County corridor.

2004 CTP EIR

Although not specifically defined as either a supplemental or subsequent EIR, the 2004 CTP Update EIR cited CEQA Guidelines Section 15150, which allows EIRs to incorporate analysis contained in earlier CEQA documents. The 2004 CTP Update EIR relied on and incorporated the descriptions, analyses and conclusions contained in the previous EIRs for the 1995 CTP and the 2000 CTP Update, as well as the 2001 RTP EIR prepared by the MTC. Information from these prior EIRs was summarized and used in the 2004 EIR analysis. The 2004 EIR focused on those secondary effects that were expected to follow from the adoption of the 2004 CTP and other provisions of Measure J, emphasizing countywide effects and general areas of environmental sensitivity.

2009 CTP Update

As with previous updates, the 2009 CTP built upon the Action Plans developed by the RTPCs. The 2009 CTP included a wide range of project types, including expressways and freeways, bus service, and pedestrian and bike lanes. The 2009 CTP reflected many projects and programs that were included in the 2004 update, with a few notable changes. Of the 781 projects contained in the 2004 CTP, 455 projects were continued, and 326 new projects were added. Pursuant to the 2009 CTP, 40 percent of the costs for all new projects was applied to alternative modes of transportation (such as bicycle, pedestrian, rail, rapid transit, and intermodal/ park and ride projects). Other projects that were road focused (including arterial road, freeway, expressway and interchange improvements) represented about 54 percent of all costs. About 5 percent of the costs were allocated to maintenance, operations, studies and other projects. While the greatest share of transportation project types was arterial roadway projects, many of these also included improvements to associated pedestrian and bicycle facilities. The largest individual project included in the 2009 CTP was a countywide upgrade of BART stations and system capacities. Other major projects that were continuations from the 2004 CTP included BART station upgrades and access improvement projects, the Caldecott Tunnel Fourth Bore project, expansion of service on the Amtrak Capitol Corridor, an Alameda–Contra Costa Transit District vehicle replacement program, and additional funding for the Bus Transit Coordinating Council to expand bus services, including adding services from Concord and Martinez.

2009 CTP EIR

The EIR prepared for the 2009 CTP was a program EIR focusing on the impacts of the 2009 CTP as a whole, identifying potential impacts that individually, or in the aggregate, may be regionally

significant. As a program EIR, the document focused on those effects that could be expected to follow from adoption of the 2009 CTP, and was not as detailed as an EIR on the individual construction projects that might follow. The 2009 CTP EIR emphasized countywide effects and general areas of environmental sensitivity. Detailed analysis of the specific impacts of those projects proposed in the 2009 CTP was identified as the responsibility of those subsequent local or regional agencies proposing or approving those individual projects. To assess the effects of the 2009 CTP, the 2009 EIR made several assumptions about future conditions in 2030 (the year assumed for full implementation of the 2009 CTP). These key assumptions included:

- The base year or existing conditions for the analysis was generally 2007. For comparisons where 2007 data were not available, the closest available year (typically 2006 or 2008) was used.
- The 2005 Association of Bay Area Governments (ABAG) *Projections 2005* and Contra Costa's Land Use Information System formed the basis for developing future baseline population and employment scenarios. These land use projections reflected growth for the entire Bay Area through 2030.
- Forecast transportation demands on the multimodal system were analyzed using the CCTA Countywide Travel Demand Forecasting Computer Model (the Countywide Model), consistent with MTC's traffic forecasting model.
- The project list that was evaluated in the 2009 CTP EIR was financially unconstrained. It included all of the projects in the Comprehensive Transportation Project List (CTPL).
- The analysis did not consider phasing of improvements or interim stages between 2009 and 2030.

Where possible, the 2009 EIR distinguished between impacts of the 2009 CTP, as compared to independent impacts associated with the region's forecast population and employment growth. The transportation, air quality, greenhouse gas, noise and energy analyses evaluated in the 2009 CTP EIR used the projected population and employment growth from ABAG's *Projections 2005* as part of the assumed "future baseline" conditions, against which impacts of the 2009 CTP were evaluated.

Initial Draft 2014 CTP Update

In September of 2014, the CCTA released a draft of the 2014 CTP, the fourth major update to the Plan since it was first adopted in 1995. To prepare the Draft 2014 CTP, the CCTA considered comments from local jurisdictions and agencies, the RTPCs, and other stakeholders, and incorporated the recommendations of updated Action Plans. Like prior CTPs, the Draft 2014 CTP included a wide variety of projects and programs, including expressways and freeways, BART and bus service, pedestrian facilities and bike lanes. Of the 846 projects and programs that were included in the 2014 Draft CTP, 505 projects and programs were continuations from the 2009 CTP, and 341 new projects and programs were added. This list of projects and programs was financially unconstrained. By establishing a universe of project needs, the Draft 2014 CTP identified the gap between the costs for those projects and programs and expected revenues. To address that funding gap, the CCTA began to investigate the potential for a new transportation sales tax measure and Transportation

Expenditure Plan, which would identify a specific, financially constrained list of projects and programs to be implemented in the near- and mid-term.

2014 CTP Supplemental EIR

In September of 2014, the CCTA published the *2014 Countywide Comprehensive Transportation Plan Draft Supplemental EIR* (SCH# 2014042045). As lead agency, CCTA determined that the CEQA requirements for the Draft 2104 CTP could best be met through preparation of a Supplemental EIR (per CEQA Guidelines Section 15163), supplementing the prior 2009 EIR. This approach was considered appropriate because of the programmatic nature of the environmental assessment, the programmatic level of detail provided in the 2009 CTP EIR, the relatively modest scale of new projects added in the Draft 2014 CTP, and the relatively few changes to the physical and regulatory setting that had occurred since 2009. Like the 2009 CTP EIR, the 2014 Draft Supplemental EIR was prepared as a program EIR assessing the impacts of the 2014 CTP as a whole, and focusing on impacts that individually or in the aggregate may be regionally significant.

The 2014 CTP Draft EIR was published in September of 2014 and circulated for public review. CCTA received numerous comments on the 2014 Draft EIR from the public, private organizations, and various public agencies. As a means of directly responding to the full range of comments that were submitted on the 2014 Draft Supplemental EIR, the CCTA has substantially modified its approach to the CTP and its EIR. The 2014 Draft Supplemental EIR was never certified, and the CCTA issued a new Notice of Preparation (NOP) for a new, stand-alone EIR.

The 2017 CTP now includes a financially constrained list of prioritized transportation projects and programs (the Investment Program or LRTIP), rather than a financially unconstrained Comprehensive Transportation Project List. This new Draft EIR is no longer a supplemental or subsequent EIR to the 2009 CTP EIR, but is instead a new Program EIR. This new Program EIR also includes a more detailed analysis specific to the proposed Investment Program (or LRTIP), as well as a comparative assessment of alternatives to the Investment Program that consider different priorities and investment strategies of the financially constrained funding scenario. CCTA believes that this approach, which warrants a new EIR, demonstrates their best effort to provide reasoned, good faith responses to comments on the 2014 Draft EIR.

MTC CTP GUIDELINES

MTC's CTP Guidelines (adopted in September 2014 as Resolution 2120) apply to all CTPs initiated after October 1, 2014. MTC's CTP Guidelines affirm the close relationship between the CTP and the RTP. To encourage consistency between the CTP and regional, State, and federal priorities, the MTC CTP Guidelines encourage CTPs to be performance-driven with clear, transparent metrics. The September 2014 MTC CTP guidelines included important changes to prior guidelines, specifically addressing:

- Outreach and regional coordination
- A performance driven, outcome-based approach to transportation decision making, emphasizing the economy, environment, and equity

- Investments and project lists, including short-, medium-, and long-term improvements and programs under a financially constrained project list and a 'vision' project list, with costs of projects indicated in year-of-expenditure dollars. Transportation investments that support the Plan Bay Area land use forecast should be emphasized, particularly in Priority Development Areas.
- Equity analysis, and
- Other Plan elements, including a discussion of local/modal studies conducted by the County, corridor studies and relevant recommendations, community-based transportation plans (CBTPs); PDA investment and growth strategies; active transportation plans, Complete Streets and Safe Routes to School efforts; and climate change impacts to transportation infrastructure.

These MTC CTP Guidelines were adopted after CCTA's 2014 CTP Draft EIR was published and circulated for public review (in September of 2014). The 2017 CTP now fully conforms to these 2014 MTC CTP Guidelines, and this EIR includes analysis to address CEQA-related issues and topics identified in these updated MTC CTP Guidelines. The 2014 MTC CTP Guidelines no longer reference the expectation that preparers of CTPs (i.e., CCTA) conduct environmental analysis of those CTP, although they are still able to do so. CCTA has elected to conduct environmental review through preparation of this EIR.

CEQA Process for this EIR

The CCTA has determined that this Project is subject to CEQA, and that a programmatic EIR shall be prepared and circulated for the Project. This Draft EIR has been given the same notice and public review requirements under CEQA Guidelines Section 15087 and consultation pursuant to Section 15086, as is given to all draft EIRs.

Notice of Preparation and Public Scoping

As required by CEQA, the CCTA sent a copy of the NOP of this Draft EIR to the State Clearinghouse at the California Office of Planning and Research on February 16, 2017. The Clearinghouse is responsible for monitoring compliance of state agencies in providing timely responses. The Clearinghouse assigned identification number SCH #2017022054 to this EIR. The CCTA also issued a copy of the NOP/Notice of a Public Scoping Meeting to all persons and agencies that have requested public notices from the CCTA. Consistent with CEQA Guidelines Section 15082[c], the CCTA held a public scoping meeting on February 28, 2017, at the CCTA offices in Walnut Creek, California, to solicit comments on the scope of the EIR. The public comment period on the scope of this EIR lasted through March 17, 2017. A copy of the NOP and the NOP/Notice of a Public Scoping Meeting is provided in **Appendix A**. Written comments regarding the scope of this EIR received during the 30-day NOP review period are provided in **Appendix B**.

Draft EIR Public Review

This Draft EIR is available for public review and comment during the period identified on the Notice of Availability (NOA) of the Draft EIR accompanying this document. This Draft EIR, all supporting technical documents, and the reference documents are available for public review at the CCTA's offices at 2999 Oak Road, Suite 100 in Walnut Creek, California, 94597.

During the public review period, written comments on the Draft EIR may be submitted to the CCTA at the address indicated on the NOA. Oral comments on the Draft EIR may be made at public meetings before the CCTA at which the 2017 CTP is reviewed.

Final EIR

Following the public review period for this Draft EIR, the CCTA will prepare responses to all comments received on the environmental analysis contained in this Draft EIR. The CCTA will respond to all pertinent comments on significant environmental issues, including any comments on the Draft 2017 CTP EIR that the commenters may believe to have not been adequately addressed in this Draft EIR.

The responses and any other revisions to the Draft EIR will be prepared as a Response to Comments document. The Draft EIR and its Appendices, together with the Response to Comments document, will constitute the Final EIR for the Project.

Approach to this EIR

Program EIR

Pursuant to CEQA Guidelines Section 15168, this document is a Program EIR, assessing the broader environmental implications resulting from adoption of the 2017 CTP and its subsequent implementation projects, programs, and procedures. Section 15168 of the CEQA Guidelines allows a program EIR to be prepared for:

“. . . a series of actions that can be characterized as one large project and are related either: (1) Geographically, (2) As logical parts in the chain of contemplated actions; (3) In connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental impacts which can be mitigated in similar ways.”

The 2017 CTP consists of a series of projects, programs and related actions occurring throughout the geographic range of Contra Costa County. The individual projects, programs, and related actions that are included in the Project are to be carried out as parts of the chain of contemplated actions intended to improve the capacity and performance of the county's transportation network, in connection with the CTP's goals and objectives and funded through the distribution of Measure J sales tax and other revenue. These individual projects and programs would be carried out with the support of CCTA using fundamentally similar techniques, and would have generally similar

environmental impacts that can be mitigated in similar ways. Use of the program EIR provisions of CEQA to evaluate the proposed Project has several advantages:

- it provides a basic reference document that avoids the unnecessary repetition of facts or analysis;
- it allows CCTA to consider the broad, regional effects of its proposed program of actions before adoption; and
- it eliminates redundant or contradictory approaches to the consideration of regional and cumulative effects related to subsequent individual transportation projects and programs.

Intended Uses of the EIR

CEQA Guidelines Section 15124(d) requires a statement briefly describing the intended uses of this EIR including, to the extent known to the CCTA, a list of those agencies that are expected to use the EIR in their decision-making process and a list of permits and other approvals required to implement the Project.

The CCTA, as lead agency for preparation of this EIR, will use this EIR as part of its review and approval of the Project.

Other responsible agencies (or sponsoring agencies) under this EIR will serve as subsequent lead agencies for any future project-level environmental review as may be found necessary prior to implementation of transportation projects and programs pursuant to the 2017 CTP. This Program EIR may be used by those other responsible agencies to:

- provide the basis of an Initial Study for determining whether later project-specific transportation projects or programs may have any significant effects;
- incorporate by reference the regional influences, secondary effects, cumulative impacts, broad alternatives and other factors that apply to the CTP as a whole; and
- focus later environmental review on those individual transportation projects and programs to permit discussion solely on new and individually unique or peculiar effects that had not been considered in this broader Program EIR.

Report Organization

Executive Summary

This Draft EIR begins with a summary of the proposed Project, a summary of significant impacts identified in this Draft EIR, and mitigation measures recommended to reduce or avoid those impacts. The summary also notes whether those measures are capable of mitigating significant impacts to a level of less than significant, or if they remain significant and unavoidable.

Chapter One – Introduction; Project Description; and Relationship to Other Documents, Programs, and Policies

Chapter 1 includes this Introduction, the Project Description, and a description of the relationship of the Project to other related documents, programs, and policies. The Project Description establishes the context of the 2017 CTP, the requirements and objectives of the 2017 CTP, and the Investment Program (or LRTIP) evaluated in this Draft EIR.

Executive Summary (ES)

The Executive Summary provides a short description of background information and a Project overview, and summarizes identified environmental impacts identified during the environmental analysis, lists mitigation measures to reduce or avoid these environmental effects, and conclusions as to whether impacts can be mitigated to below a level of significance.

Chapter Two – Setting, Impacts, and Mitigation Measures

Chapter 2 describes the existing environmental setting for the environmental topics analyzed in this Draft EIR, the comparative environmental impacts associated with each of the financially constrained scenarios, and recommended mitigation measures (where warranted) to reduce or avoid these impacts. Each section in Chapter 2 is organized as follows:

- Existing physical setting
- Regulatory setting
- Criteria for significance
- Summary of methods of analysis (where appropriate)
- Impacts and potential mitigation measures associated with the 2017 CTP and financially constrained projects

Chapter Three – Alternatives and CEQA-Required Conclusions

As required by CEQA Guidelines Section 15126.6(e)(2), Chapter 3 of this Draft EIR identifies and evaluates alternatives to the Project and identifies the environmentally superior alternative. Chapter 3 provides a conclusion as to the potential for the alternatives to achieve the objectives of the 2017 CTP, and the relative environmental consequences that would result from their implementation. Chapter 3 also evaluates the impacts of the 2017 CTP relative to other CEQA-required conclusions, specifically:

- Significant unavoidable effects
- Significant irreversible environmental changes
- Growth-inducing impacts
- Cumulative impacts
- Impacts found to be not significant

Chapter Four

Chapter 4 includes a glossary of terms and acronyms used in the report and a list of the persons who prepared the report.

Technical Appendices

The technical appendices contain the NOP and comments submitted on the NOP, modeling results for transportation, greenhouse gases, and air quality, and a list of sensitive species that may occur in Contra Costa County.

Project Description

The Project analyzed in this EIR is the adoption and implementation of the 2017 Countywide Comprehensive Transportation Plan (2017 CTP) and its Long-Range Transportation Investment Program (LRTIP or Investment Program). This chapter of the EIR describes the purpose, objectives, and context of the 2017 CTP; the regional location of the 2017 CTP; information on how the 2017 CTP was prepared; and the projects and programs included in the 2017 CTP Investment Program.

Regional Location and Study Area

Contra Costa County is one of nine counties that make up the San Francisco Bay Area. The county is located northeast of the City of San Francisco. It is bound on the west by San Francisco and San Pablo bays; on the north by the Carquinez Strait, Suisun Bay and the Sacramento-San Joaquin River Delta; on the east by San Joaquin County and California's Central Valley; and on the south by Alameda County (see **Figure 1.2-1**). The county extends roughly 40 miles from west to east, and 20 miles from north to south. Of the 805 square miles in Contra Costa, about 732 square miles (or 91 percent) is land; the remainder is water.

Contra Costa contains several distinct sub-areas. The western portion contains the communities of Richmond, El Cerrito, San Pablo, Hercules, Pinole, Rodeo and Crockett. West County is separated from East County by the East Bay Hills. Interstate 80 (I-80) runs east and west, and connects Contra Costa County with San Francisco and the northerly portions of Alameda County to the west, and to Solano County and Sacramento to the east. I-580 runs through Richmond and connects to I-80 and to Marin County across San Pablo Bay.

Much of the East Bay Hills are undeveloped open space. Within Contra Costa, three smaller cities of Lafayette, Moraga and Orinda (Lamorinda) are located within these hills. Highway 24 runs east to west through the Lamorinda communities. The valleys of Central Contra Costa contain the communities of Concord, Walnut Creek, Pleasant Hill, Martinez and Clayton. Danville and San Ramon make up the Contra Costa portion of the Tri-Valley area along I-680, which runs south into Alameda County. These communities have grown considerably in the post-World War II period, facilitated by the development of I-680.

The eastern area of Contra Costa is separated from the rest of the county by Mount Diablo (the highest point in the county) and the hills of the Diablo Range, which slope eastward toward the Central Valley. The eastern area contains the cities of Pittsburg, Antioch, Brentwood and Oakley, as well as significant agricultural areas. These cities and the unincorporated communities in the area have seen considerable residential development in recent years, as people working in Central County, the Tri-Valley and elsewhere in the Bay Area seek more affordable housing opportunities. This development has led to the conversion of agricultural lands to residential subdivisions, shopping areas and community facilities.

Countywide Transportation Plan Background

Enabling State Legislation

In 1988, the State legislature passed Assembly Bill (AB) 3705, authorizing Bay Area counties to develop CTPs on a voluntary basis. The provisions in AB 3705 were codified in Section 66531 of the California Government Code and were modified by the passage of AB 1619. Among other things, the law suggests content to be included in the CTPs and the relationships between the CTP and the Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS), and between the CTP and Congestion Management Programs (CMPs). The law states that CTPs should be developed with participation from the cities and transit operators within the county. The law calls for CTPs to be the “primary basis” for the RTP/SCS, and states that the Metropolitan Transportation Commission (MTC) shall add proposals and policies of regional significance to the RTP/SCS. The law also states that CTPs should consider the most recently adopted RTP/SCS, and that MTC may use the RTP/SCS to resolve inconsistencies between different counties’ CTPs.

Metropolitan Transportation Commission Guidelines

State law also directs the MTC to “develop guidelines to be used in the preparation of county transportation plans.” MTC produced an original set of guidelines for CTPs in 1989, after AB 3705 was passed. MTC revised the CTP Guidelines in 1995 and in 2000. The most current set of guidelines are contained in *Guidelines for Countywide Transportation Plans* (MTC’s CTP Guidelines).¹ This most recent update of the CTP Guidelines reflects the passage of new legislation at both the State and federal levels; specifically AB 42 and Senate Bill (SB) 375 and the Moving Ahead for Progress in the 21st Century Act (MAP-21). The intent of the MTC CTP Guidelines is to inform the relationship between CTPs and the RTP/SCS while respecting both local needs and regional priorities; to assist implementation of SB 375 and MAP-21; and to identify appropriate content to include in the development of CTPs. As such, MTC’s CTP Guidelines recommend that, “CTPs be regularly

¹ Metropolitan Transportation Commission, *Guidelines for Countywide Transportation Plans*. September, 2014. Available online at: http://mtc.ca.gov/sites/default/files/6b_Attachment-A.pdf. Note: MTC’s CTP Guidelines were adopted by the MTC Board on September 24, 2014, through MTC Resolution 2120. MTC’s CTP Guidelines apply to CTPs initiated after October 1, 2014.

updated and adopted within 18-30 months (before or after) of adoption of the RTP/SCS.”² The most recent RTP, *Plan Bay Area*, was adopted in July 2013.

The CTP Guidelines are intended to create a framework for the CTP development process, and allow a county to expand upon them based on local needs and priorities. CTPs are intended to establish a county’s long-range transportation vision, goals and priorities. This context for long-range transportation planning is increasingly important given the complexity of the transportation system in the Bay Area. CTPs serve as significant input to the RTP/SCS (i.e., *Plan Bay Area*), which explicitly addresses regional priorities and funding constraints. CTPs can be particularly effective if they:

- establish a transportation policy context;
- provide a focal point for integrating city, county, and regional level transportation plans;
- prioritize transportation investments for consideration in the RTP/SCS development process; and
- respond to local needs and provide a basis for creativity and innovation for the county and region.³

Growth Management Program

In 1988, the voters of Contra Costa passed Measure C, a half-cent sales tax transportation improvement program that generated approximately \$1 billion (2008) dollars for transportation projects and programs such as highways, transit, bus operations, and bicycle/pedestrian trails, paratransit, and transportation demand management. In November 2004, the half-percent transportation sales tax as established by Measure C was extended through 2034 by Measure J, which passed with a 70 percent super-majority. Measure J revenues are projected to total approximately \$2 billion (2008 constant dollars) over 25 years.

Measure C initially established, and Measure J continued the Growth Management Program (GMP). The GMP is designed to help Contra Costa plan for and address, through a cooperative, multi-jurisdictional planning process, the transportation challenges introduced by continued increases in population, households and jobs that are expected to occur into the future. The overall goal of the GMP is to “achieve a cooperative process for growth management on a countywide basis, while maintaining local authority over land use decisions, and the establishment of performance standards.” One of the key principles underlying the Measure C and J GMP is to ensure that “future residential, business, and commercial growth...pay for the facilities required to meet the demands resulting from that growth,” while sales tax revenues would be used to alleviate existing congestion. Local jurisdictions that conform to the GMP receive a share of the 18 percent of sales tax funds allocated to local street maintenance and improvement (LSM) funds, and are eligible for the five percent of funds allocated to the Transportation for Livable Communities (TLC) program.

² Ibid.

³ Ibid.

Action Plans

The Measure J GMP also requires that local jurisdictions work together to prepare Action Plans for Routes of Regional Significance as part of a multi-jurisdictional, cooperative planning process. The Action Plans focus on Routes of Regional Significance, which comprise all state and federal highways as well as designated major arterials. Measure C defined a set of regional routes and the requirement for local jurisdictions to work collaboratively through the RTPCs to establish “traffic standards” for those routes. Measure J further defined the requirements for Action Plans and Multimodal Transportation Service Objectives (MTSOs). The CCTA’s Implementation Guide sets forth the requirements for Action Plans and MTSOs in detail. Routes of Regional Significance are those that connect two or more regions of the county, cross county boundaries, carry a significant amount of through traffic, and/or provide access to a regional highway or transit facility, such as BART or a freeway. Each RTPC must adopt MTSOs for these routes. The MTSOs are quantitative measures of performance that are intended to be achieved by a specific target date through implementation of the projects, programs, measures, and actions set forth in each Action Plan.

Countywide Transportation Plan

Measure J requires preparation of a Comprehensive Countywide Transportation Plan (CTP) to provide a broader context for a Transportation Expenditure Plan. The CTP is part of the CCTA’s efforts “to create a balanced, safe and efficient transportation system and to manage the impacts of growth.” CCTA’s first CTP was adopted in 1995, and established a countywide vision and a set of goals, actions and projects. In 1997, CCTA reaffirmed the policies set forth in the 1995 CTP. The 2000 CTP was the first major update, followed by updates in 2004 and 2009. The 2017 CTP will be the fourth significant update of the Plan. The 2009 CTP included four goals:

- enhance the movement of people and goods on the highways and arterial roads,
- manage the impacts of growth to sustain Contra Costa’s economy and preserve its environment,
- provide and expand safe, convenient and affordable alternatives to the single-occupant automobile, and
- maintain the transportation system.

The most recent 2009 CTP contained 781 transportation projects, of which 326 were new projects, and the other 455 were projects continued on from the 2004 CTP. Of the total investments expected to fully implement the 2009 CTP, approximately 40 percent of total investments were targeted for improvements to alternative modes of transportation such as bicycle, pedestrian, rail, rapid transit, and intermodal/ park and ride projects. Approximately 54 percent of projected investments were for roadway projects including arterial road, freeway, expressway and interchange improvements. The remainder of the projected investments were for maintenance, operations and studies.

A number of major accomplishments have been achieved through implementation of prior CTP projects and programs, benefitting from transportation improvements funded by Measure C and J and federal, State and regional funding available to the Authority. The Caldecott Tunnel Fourth Bore; the widening of State Route 4; a BART extension in East County; new BART parking; high occupancy vehicle (HOV) lanes; railroad grade separations; and the Hercules, Martinez, and

Pacheco inter-modal centers have all been funded at least in part using local sales tax dollars. Measures C and J also support funding of local street maintenance, transit and paratransit operations, school bus services, commute alternative programs, express buses, and Transportation for Livable Communities programs.

Other accomplishments include:

- Completion of all of the SR 4 East freeway widening out to Antioch
- Completion of the SR 4 Bypass
- Implementation of ramp metering on SR 4
- I-80 Smart Corridor improvements and activation
- SR 4/SR 160 connector ramps
- HOV-lane extension on southbound I-680 in Walnut Creek
- Completion of the I-680 auxiliary lanes from Sycamore Valley Road to Crow Canyon Road
- Richmond Intermodal Transit Center and Richmond BART parking structure
- Parking expansion at the Martinez Intermodal Station
- Tri Delta Transit Dynamic Routing Pilot Program
- Support for Safe Routes to Schools and Transportation for Livable Communities
- Support for Lifeline Transportation Program
- Construction of the Riverside Elementary school overcrossing over I-80
- Deployment of Realtime Ridesharing pilot programs

In addition to projects, the Authority completed a number of studies:

- SR 4 Integrated Corridor Analysis
- I-680 Transit Investment and Congestion Relief Study, which fed into the Innovate I-680 Initiative
- In partnership with the Water Emergency Transit Authority (WETA), completed the Ferry Study for Contra Costa
- Sustainability Study and SR 239 Feasibility Study
- Countywide Bicycle and Pedestrian Plan (October 2009) and Comprehensive Wayfinding System for West County BART stations

The Authority has also been working closely with ABAG, MTC, and local jurisdictions on implementation of the Priority Development Area (PDA) Investment and Growth Management Strategy.

Regional Land Use Projections

As the designated Congestion Management Agency (CMA) for Contra Costa, the CCTA is required to develop and regularly update a model and land use database that is consistent with MTC’s model and database.⁴ This requirement has introduced some significant challenges given that the regional model and database are revised every two to four years, and development of the CTP can span several years. Such is the case for the 2017 CTP Update.

Work on the current Action Plans began in 2011, at which time the most current available published land use forecast was *Projections 2009*, issued by ABAG in December 2008. When *Projections 2009* was released, it was considered out of date because the employment forecasts did not anticipate the Great Recession, which began in 2007. A second forecast, called “Current Regional Plans” was issued in December of 2010, but was never formally adopted by ABAG as *Projections 2011*. “Current Regional Plans” did however serve as a vital bridge after *Projections 2009* in that it accounted for the Great Recession, but did not reflect the requirements of SB 375 and did not embody the SCS required of MTC for the 2013 RTP. As work on the Action Plans was already underway, the Current Regional Plans forecast was used as a “place holder” that served as the most up-to-date ABAG publication that accounted for the Great Recession correction.

In February 2014, ABAG issued *Projections 2013*, which reflected the first SCS for the Bay Region. *Projections 2013* was incorporated into the CCTA’s land use database in the spring of 2014. Subsequently, the Action Plans and the CTP were evaluated using “Current Regional Plans” and *Projections 2013*. The MTSOs in the Action Plans show two forecasts (2011 and 2013) while the 2017 CTP is based solely on *Projections 2013*, which is the most recently published land use forecast for the San Francisco Bay Region. *Projections 2013* was incorporated into the CCTA’s land use database in the summer of 2013, as discussed further in Chapter 2.10 – Land Use, Population, Housing, and Employment.

Regional Coordination and Public Outreach

MTC’s CTP Guidelines encourage the engagement of the public, and local and regional agencies, early and often in the CTP decision-making process. MTC recommends that CTP outreach efforts and regional coordination should implement a broad and open public participation process, and engage regional agencies while developing and adopting CTPs.

Regional Transportation Planning Committees

There are four Regional Transportation Planning Committees (RTPCs) in Contra Costa, as shown in Figure 1.2-2:

⁴ MTC’s CTP Guidelines were adopted by the MTC Board on September 24, 2014, through MTC Resolution 2120. MTC’s CTP Guidelines apply to CTPs initiated after October 1, 2014

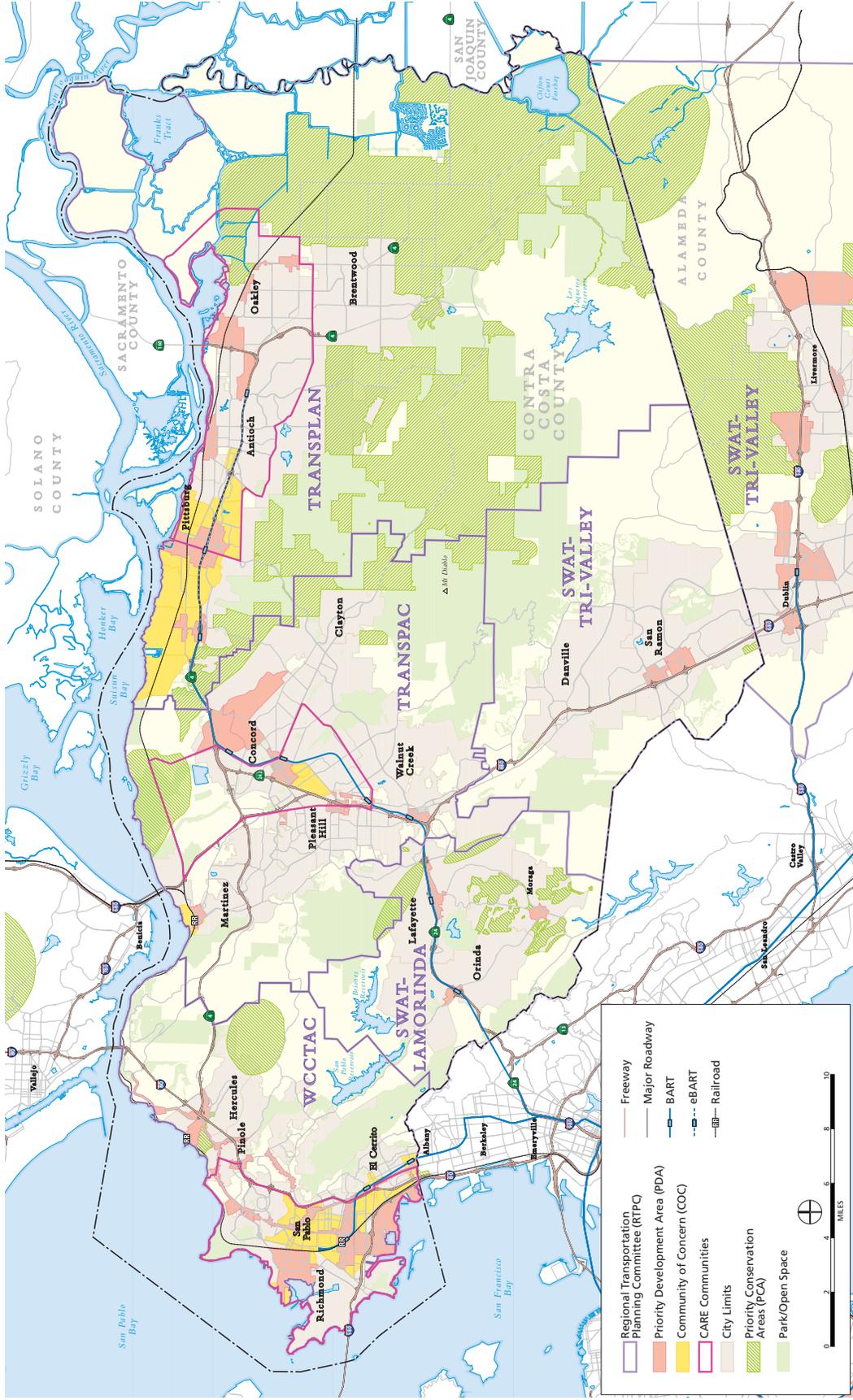


Figure 1.2-2
Regional Transportation Planning Committee Boundaries



Source: CCTA 2017 CTP

- The West Contra Costa Transportation Advisory Committee (WCCTAC)
- The Transportation Partnership and Cooperation Committee in Central County (TRANSPAC)
- The Regional Transportation Planning Committee for East County (TRANSPLAN)
- The Southwest Area Transportation Committee (SWAT), which includes both the Lamorinda and Tri-Valley (Danville-San Ramon) areas
- A fifth subarea group, the Tri-Valley Transportation Council (TVTC) overlaps SWAT. It includes Danville and San Ramon, plus the Alameda County cities of Dublin, Livermore, Pleasanton, and portions of unincorporated Alameda County.

The RTPCs are made up of elected and appointed representatives from each jurisdiction within the region, both city and county. Officials from transit agencies also serve on the RTPCs, either as voting or ex-officio members. Each RTPC is assisted by a Technical Advisory Committee (TAC) comprised of planners, civil engineers, and traffic/transportation engineering staff from those jurisdictions.

Development of Action Plans is a key part of the cooperative planning process, providing a forum for cooperative engagement. The RTPCs serve as the foundation for corridor and jurisdictional level planning, and the means for developing projects and actions for mitigating regional traffic impacts. The Action Plans were first prepared in 1995, and regular revisions are intended to re-visit goals and tenets, eliminate actions that have been completed since the previous revision, refine actions to reflect changed conditions, and to add new actions. The most recent full Action Plan update took place in 2007-2009, with adoption of the final 2009 Action Plans into the 2009 CTP in July 2009. The Action Plans were next updated in 2012, with proposed Draft updates included in the draft 2014 CTP. Most recently, the 2014 draft Action Plans are being reviewed by the RTPCs concurrently with the development of the 2017 CTP. The Action Plans are intended to augment the broader, more general goals and actions of the CTP. Each Action Plan identifies the actions, measures, projects, and programs necessary to achieve adopted MTSOs for its respective subarea of Contra Costa and for the designated Routes of Regional Significance within that subarea. Each Action Plan includes the following components:

- Long-range assumptions of future land use based on local general plans and a 2040 forecast for household and job growth
- A policy framework, which includes goals, objectives or other policy-type statements
- Designated Routes of Regional Significance
- MTSOs that use a quantifiable measure of effectiveness and a date for achieving them
- Specific actions to be implemented by each jurisdiction, including a financially unconstrained list of projects, programs, and measures for implementation
- A process for consultation on environmental documents among jurisdictions
- A procedure for reviewing the impacts of proposed local General Plan amendments that could affect the achievement of MTSOs
- A schedule for reviewing and updating the Action Plans

The CCTA has built upon the most recent Action Plans in developing the Draft 2017 CTP and has incorporated the projects and other actions outlined in them into the Comprehensive Transportation Project List (CTPL). The 2017 CTPL incorporates all of the five Actions Plans for Routes of Regional Significance, one for each RTPC plus two for Southwest Area Transportation Planning Committee (SWAT; Lamorinda and Tri-Valley). All of the Action Plans were updated during 2012 to 2014, prior to their inclusion in the draft 2017 CTP. Highlights from the most recent Draft Action Plan updates include the following:

- Addition of new Routes of Regional Significance, including Bailey Road in Central County, the BART line in Lamorinda, and the Iron Horse Trail in Tri-Valley
- Deletion of Routes of Regional Significance in West County (Cutting Boulevard, El Portal Avenue, Willow Avenue, and McDonald Avenue)
- More consideration of transit, biking, and walking
- More concern for intra-regional routes and the impacts of traffic diversion from inter-regional routes
- Recognition of BART and freeway management as important inter-regional strategies

To the extent feasible, and subject to consensus among the project sponsors, the RTPCs, and the facility owner/operator, the projects listed in the CTPL reflect those contained in the proposed Action Plan updates. An overview of the themes and major projects for each subregion follows.

West County

Key issues addressed in the West County Action Plan include, among others, expanding high-capacity transit, expanding the regional trail system, implementing complete streets, and reducing impacts from goods movement. The largest West County transportation projects included in the 2017 CTPL are the Richmond Cyber Train, the Hercules Intermodal Transit Center and Rail Station Parking Structure, and I-80 Express Lane and other improvements (including an eastbound high-occupancy vehicle [HOV] lane extension from Cummings Skyway to the Carquinez Bridge). Also included are landside improvements for Richmond ferry service, and bicycle and pedestrian projects throughout the City of Richmond. The West County Action Plan was updated concurrently with the initiation of the West County High Capacity Transit Study, which evaluated major transit improvements, including a possible BART extension. This study is nearing completion, but is still underway. Consequently, the conclusions of the study were not available for inclusion in the Draft West County Action Plan update.

Central County

Key issues addressed in the Central County Action Plan include managing freeways to ease regional travel while reducing through traffic on local streets, expanding alternatives to solo driving, coordinating land use and transportation decisions, and supporting low-emission transportation technologies. The largest Central County transportation projects included in the 2017 CPTL involve improvements to the I-680/SR-4 interchange, efforts identified in the 2012 SR-4 Integrated Corridor Analysis study (such as adding an HOV lane and extending mixed-flow lanes), and constructing

improvements at the Walnut Creek BART station (such as additional parking, station access, capacity, safety and operational improvements).

East County

Key issues addressed in the East County Action Plan include improving the efficiency of freeways and arterials, supporting an effective transit system, improving multimodal transportation and reducing solo driving, maintaining the existing transportation network, and managing the effects of growth. The largest East County transportation projects in the CPTL are a proposed new freeway connection from SR-4 southeast into San Joaquin County, connecting to a new interchange located at I-580/205 just west of Tracy (SR-239/TriLink), the extension of eBART beyond Antioch to Brentwood, and the SR-4 Operational Improvements. Other projects include a new eBART station in the SR-4 median at Railroad Avenue in Pittsburg, and safety improvements to Vasco Road from Marsh Creek Road to the county line.

Lamorinda

Issues addressed in the Lamorinda Action Plan include preserving the area's semi-rural character, avoiding the addition of roadway capacity for solo driving, making transit more attractive and promoting transportation alternatives, improving transportation safety, coordinating local land use planning and regional transportation planning, discouraging through traffic on arterials and local streets, pursuing efficiency and operational improvements on roadways, supporting the implementation of local Complete Streets policies, and improving mobility to and within the area's downtowns. Projects in Lamorinda are relatively minor compared to those in other Action Plans. The most notable project is the construction of a multi-purpose pathway along the East Bay Municipal Utility District Aqueduct and California Department of Transportation (Caltrans) right-of-way, from Village Center to Brown Avenue in Lafayette.

Tri-Valley

Key issues addressed in the Tri-Valley Action Plan include better integration of transportation and environmental planning, making more effective use of existing facilities and services, maintaining capacity constraints at Tri-Valley gateways to limit inter-regional traffic, supporting incident management programs, discouraging through traffic on intra-regional routes, supporting arterial traffic management strategies that address hotspots at critical intersections and approaches, expanding transit service, ridesharing and options for walking and biking, trip reduction programs, and managing school-related traffic to enhance safety and reduce peak-period impacts. The Tri-Valley Action Plan includes projects and programs in both Contra Costa and Alameda counties. This EIR only addresses those projects within Contra Costa County. The modeling, however, accounts for the Alameda County improvements and other improvements throughout the Bay Region. Major projects within Contra Costa include safety and capacity improvements to Highland Road, widening of Camino Tassajara and Bollinger Canyon Road, the completion of planned improvements to SR-84, constructing overcrossings along the Iron Horse Trail in Danville and San Ramon, and implementing the I-680 Express Lanes project in Danville and San Ramon.

Public Outreach

CCTA actively solicits input from the public as to how transportation improvements should be prioritized. Contra Costa residents have had multiple channels for providing feedback, including an on-line forum @KeepContraCostaMoving.net, printed survey materials, and live telephone town halls where residents called in to join discussions and learn more about transportation improvements being proposed. In August 2014, CCTA published a Draft 2014 CTP, followed in September 2014 with a Draft Supplemental EIR. Following the release of these documents, CCTA initiated a major public outreach effort to gather feedback about the CTP's proposals and general transportation needs of Contra Costa. Outreach efforts included public workshops, an online public engagement survey/comment tool, and a telephone town hall. Over 5,500 people throughout the county participated in this public process.

The CCTA has used the public input received to help guide the development of the 2017 CTP.⁵ This public input guided CCTA staff in making revisions that have been incorporated into the 2017 CTP. In summary, there was strong support for transit expansion down the I-680 corridor; BART extensions; expanded parking and transit access to BART stations; bus service expansion and improvements; ferry service; improved access to schools; and maintenance improvements on local streets and roads. Those participating in the outreach activities also expressed concern about congestion on arterial corridors and highways across the county, funding for bicycle and pedestrian projects, and climate change.

2017 Countywide Transportation Plan Content

MTC Guidelines provide specific and detailed information and recommendations for the content of CTPs.⁶ The MTC Guidelines are built upon the foundation of State Law, which says that CTPs should consider:

“ . . . achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services. The plan shall be action-oriented and pragmatic, considering both the short-term and long-term future, and shall present clear, concise policy guidance. . . .” (Government Code Section 65080(a))

State Statute 66531(c) identifies elements for consideration in CTPs, and MTC provides recommendations of additional elements. The following sections provide a brief overview of relevant 2017 CTP content.

⁵ The website for the 2017 CTP Update may be accessed at: <http://2017ctpupdate.net/>

⁶ Metropolitan Transportation Commission, *Guidelines for Countywide Transportation Plans*. September, 2014. pp. 5-8. Available online at: http://mtc.ca.gov/sites/default/files/6b_Attachment-A.pdf

Demographic and Land Use Projections

“Consideration of transportation impacts associated with land use designations embodied in the general plans of the county and cities within the county and projections of economic and population growth available from the Association of Bay Area Governments.” (Section 66531(c)(3))

MTC Guidelines indicate that CTPs can best inform the RTP/SCS if both plans use a common set of planning assumptions, including demographic and land use projections. MTC recommends that CTPs should evaluate transportation system performance using the most recent *Plan Bay Area* RTP/SCS demographic and land use projections. Accordingly, the 2017 CTP relies upon the adopted *Plan Bay Area* (The 2013 RTP)⁷ and its demographic and population projections as a basis for population growth patterns and magnitude as set forth in *Projections 2013*.

According to *Plan Bay Area*, previous trends in housing and job growth are anticipated to change over the next 25 years, due in part to the state’s efforts to reduce greenhouse gas (GHG) emissions. SB 375 mandates that RTPs include a land development strategy that accommodates all projected growth, while reducing GHG emissions from cars and light trucks. *Plan Bay Area* seeks to meet the region’s GHG emissions reduction goals by allocating approximately 77 percent of future household growth and 63 percent of future job growth in the region to PDAs. PDAs are locations served by frequent transit during commute times and designated as PDAs by local jurisdictions. This land development strategy in *Plan Bay Area* is optional and local jurisdictions are not obligated to adopt it, but the regional transportation investments in the RTP are located and designed to support this PDA strategy. Over time, the investment of regional transportation funds into projects and programs that serve PDAs is expected to alter growth patterns toward more infill development and greater emphasis on transit and walkability.

These growth projections and assumptions from *Plan Bay Area* are included in the ABAG update to growth projections for the Bay Area region as presented in *Projections 2013*.⁸ These projections forecast Contra Costa’s population to grow from approximately 1.05 million people in 2010 to approximately 1.33 million people by 2040, representing a 27 percent increase in population. Much of the population and household growth is expected in West County, Central County, and East County areas. Job growth is expected to speed up, with the addition of approximately 123,000 jobs by 2040, a 36 percent increase in the county. The number of employed residents is expected to increase by over 30 percent across the county, including an increase of 40 percent anticipated in Central County. As a result, Contra Costa is expected to have similar numbers of net out-commute workers by number, but as a lower proportion of all workers.

⁷ MTC’s *Plan Bay Area* 2040 Draft EIR (published in April 2017) is, at the time of publication of this EIR, a draft CEQA document that has not been certified. As a Draft EIR, information contained therein is subject to change. Until the *Plan Bay Area* 2040 RTP/SCS is approved, the 2013 *Plan Bay Area* RTP/SCS remains the adopted and official RTP/SCS for the Bay Region.

⁸ Up until 2009, ABAG published updated Projections series every two years. In 2011, ABAG shifted to quadrennial (four-year) updates. Consequently, there are four years between the latest to Projections series (2009 to 2013), and the next series will be published in 2017 or 2018.

The 2017 CTP and this EIR use a common set of planning assumptions, including the demographic, population, and land use projections specific to Contra Costa as included in *Plan Bay Area (the 2013 RTP)* and *Projections 2013*.

Project Goals

The MTC's CTP Guidelines recommend that a CTP create the framework for establishing the county's long-range transportation vision, goals and priorities, and to allow the county to expand upon this vision and its goals and policies based on local needs and priorities.

The 2017 CTP outlines the CCTA's vision for Contra Costa and its transportation system, along with the goals, strategies, and specific projects and other actions that CCTA will take to achieve that vision. The following vision encapsulates the role the transportation system will play in supporting the people, economy, and environment of Contra Costa:

Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and strong economy to benefit all people and areas of Contra Costa, through (1) a balanced, safe, and efficient transportation network, (2) cooperative planning, and (3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.

To achieve this vision, the CCTA identified the following five goals that will direct the actions of the 2017 CTP, as well as their related strategies to implement and achieve these goals:

Goal 1: Support the efficient, safe, and reliable movement of people and goods using all available travel modes.

- **EFFICIENCY:** Increase the efficiency of highways and arterial roads through capital investments, operational enhancements, and use of technology.
- **PARTNERSHIPS:** Engage in partnerships with jurisdictions and other agencies to identify and implement strategies for managing congestion and increasing multimodal mobility.
- **SEAMLESS NETWORKS:** Eliminate gaps in the existing highway and arterial system, especially those in the regional HOV lane and express lane network.⁹
- **STREET AND ROADWAY IMPROVEMENTS:** Improve the highway and arterial system to influence the location and nature of anticipated growth in accordance with the General Plans of local jurisdictions and consistent with the CCTA's adopted CTP.
- **FREIGHT MOVEMENT:** Identify new strategies to improve freight movement on freeways and rail lines to improve air quality and the safety and efficiency of goods movement.

⁹ Express Lanes (formerly known as high-occupancy toll lanes) are HOV lanes that have been modified to allow single occupant vehicles to travel in the HOV lane, provided they pay a toll.

Goal 2: Manage growth to sustain Contra Costa’s economy, preserve its environment, and support its communities.

- COOPERATIVE PLANNING: Continue to require cooperative transportation and land use planning among Contra Costa County, cities, towns, and transportation agencies.
- REGIONAL PLANNING: Participate in a regional cooperative land use planning process with agencies both within and outside of Contra Costa.
- LAND USE: Support land use patterns within Contra Costa that make efficient use of the transportation system consistent with the General Plans of local jurisdictions.
- DEVELOPMENT IMPACTS: Require local jurisdictions to (i) evaluate and report on the impacts of land use decisions on the transportation system, (ii) identify capital and/or operational improvements needed for development, and (iii) have new growth pay its fair share of the cost of such improvements.
- LAND USE-TRANSPORTATION LINKAGES: Link transportation investments to support (i) a voter-approved urban limit line endorsed by the County and each city and town, (ii) new developments which enhance transportation efficiency and economic vitality, and (iii) infill and redevelopment in existing urban and brownfield areas.
- SUSTAINABILITY: Ensure that new transportation projects are environmentally sustainable and fiscally viable, increase safety, respect community character, promote environmental justice, and maintain or enhance the quality of life of our communities.
- ELECTRIC VEHICLES: Help local jurisdictions develop a connected and coordinated network for electric vehicles.

Goal 3: Expand safe, convenient, and affordable alternatives to the single-occupant vehicle.

- TRANSIT SERVICE EXPANSION: Help fund the expansion of existing transit services and regional express lanes, and maintenance of existing operations, including BART, bus transit, school buses, and paratransit.
- TRANSIT SERVICE COORDINATION: Link transit investments to increased coordination and integration of public transit services, and improved connections between travel modes.
- COMPLETE STREETS: Require local jurisdictions to incorporate policies and standards for “complete streets” that support transit, bicycle and pedestrian access in new developments and in infill development areas (e.g., PDAs) and transit priority areas.
- WALKWAYS AND TRAILS: Support transit-oriented and pedestrian-friendly developments, and invest in trails, walkways, and pedestrian-oriented improvements.
- ALTERNATE MODES: Promote the formation of more carpools and vanpools, and greater use of transit, bicycling, and walking.
- SERVING ALL CONTRA COSTANS: Support the expansion of a coordinated system of transit and paratransit service to address the mobility needs of low-income, elderly, young and

disabled travelers, households without cars, single-parent households, and people paying more than 50 percent of their income for rent.

- EXPANDED BICYCLE FACILITIES: Encourage local jurisdictions and other agencies to develop a connected and coordinated system of bicycle facilities through financial assistance, technical support and other aid and encouragement.
- PRICING PROGRAMS: Support congestion pricing and parking pricing programs, transportation demand management programs and other innovative strategies that reduce greenhouse gas emissions.
- SAFE ROUTES TO SCHOOL: Support Safe Routes to School projects and programs.

Goal 4: Maintain the transportation system.

- STABLE FUNDING SOURCES: Advocate for stable sources of funds for transit operations and other programs that support the transportation system.
- MAINTENANCE: Require and fund programs for effective preventive maintenance and rehabilitation of the transportation system (deferred maintenance).
- LONG-TERM NEEDS: Ensure funding that will maintain the long-term health of all components of the transportation system.

Goal 5: Continue to invest wisely to maximize the benefits of available funding.

- PERFORMANCE MEASURES: Use performance measures to evaluate and compare transportation investments.
- MATCHING FUNDS: Seek matching funds, whenever possible, and offer incentives and priority funding to projects that provide greater return on investment.
- PUBLIC-PRIVATE FUNDING PARTNERSHIP: Develop public-private partnerships and pursue innovative financing mechanisms to accelerate project delivery.
- LEVERAGING: Use Measure J funds to leverage State, federal and other funding whenever possible.
- EQUITY: Consider the needs of all areas and communities in Contra Costa in funding decisions to ensure fairness in CCTA’s transportation investments.

Performance Objectives and Targets

Federal guidance calls for the establishment and use of a performance-driven, outcome-based approach to planning and transportation decision making. A performance framework helps to ensure that investment decisions align with established goals and targets. As such, CTPs should consider a performance-driven, outcome-based approach to transportation decision making emphasizing the economy, environment, and equity.

Multimodal Transportation Service Objectives

MTC recommends that the CTP performance framework should reflect local priorities. Accordingly, each of Contra Costa's RTPCs have adopted MTSOs and action plans for achieving these objectives on all designated Regional Routes, which include all the freeways and state highways, and the most significant arterials in Contra Costa. MTSOs use quantifiable measures of effectiveness and include a target date for attaining the objective. For each Regional Route, the CCTA has incorporated the MTSOs identified in each Action Plan into the 2017 CTP. Each MTSO uses one of following measures of effectiveness:

- Intersection level of service (LOS)
- Roadway segment LOS
- Delay index
- Peak period congestion
- Average speed
- Vehicle occupancy
- Transit ridership
- Maximum wait time

Each Action Plan assesses the performance and projected outcome from implementation of proposed projects, programs, and measures on the MTSOs.

Plan Bay Area Targets

MTC also recommends that the CTP performance framework should also consider *Plan Bay Area's* RTP/SCS regional targets. The following regional targets are included in the approved *Plan Bay Area* (note that some, but not all of these targets are also used as thresholds of significance for assessing environmental impacts under CEQA in subsequent chapters of this EIR):

Target #1: *Reduce per-capita carbon dioxide emissions from cars and light-duty trucks by 7 percent by 2020 and by 15 percent by 2035, if there is a feasible way to do so.*

Target #2: *House by 2035, 100 percent of the region's projected 25-year growth by income level, without displacing current low-income residents (underlined text adopted by MTC and ABAG, and not identified in SB 375).*

Target #3: *Reduce premature deaths from exposure to particulate emissions:*

- *Reduce premature deaths from exposure to fine particulates (PM_{2.5}) by 10 percent.*
- *Reduce coarse particulate emissions (PM₁₀) by 30 percent.*
- *Achieve greater reductions in highly impacted areas.*

Target #4: *Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian).*

Target #5: *Increase the average daily time walking or biking per person for transportation by 60 percent (for an average of 15 minutes per person per day).*

Target #6: Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries).

Target #7: Decrease by 10 percent the share of low-income and lower-middle income residents' household income consumed by transportation and housing.

Target #8: Increase gross regional product by 90 percent – an average annual growth rate of approximately 2 percent (in current dollars).

Target #9: Increase non-auto mode share by 10 percent and decrease automobile vehicle miles traveled per capita by 10 percent.

Target #10: Maintain the transportation system in a state of good repair:

- Increase local road pavement condition index to 75 or better.
- Decrease distressed lane-miles of state highways to less than 10 percent of total lane-miles.
- Reduce average transit asset age to 50 percent of useful life.

MTC's CTP Guidelines recommend that the CMAs use the above *Plan Bay Area* targets in evaluating the CTP. Volume 2 of the 2017 CTP includes an analysis of the performance of major projects against these targets. The extent to which these performance targets are used as Thresholds of Significance in this EIR is explained in individual analytical chapters (Chapter 2) of this Draft EIR.

Equity Analysis

MTC recommends that counties conduct an equity analysis with input from the public, tailored to the specific character of the county, and with a focus on minority, low-income, and other underserved communities. An equity analysis is included in Volume 2 of the 2017 CTP, but is not included as a part of this EIR.

Investments and Project Lists

Recommendations for investments necessary to sustain the effectiveness and efficiency of the county portion of the metropolitan transportation system, as defined cooperatively by the commission and the agency designated pursuant to Section 65089 [CMPs]. (Section 66531(c)(1))

The county transportation plan shall include recommended transportation improvements for the succeeding 10- and 20-year periods. (Section 66531(e))

CTPs provide a basis for transportation investments considered in the RTP/SCS. As such, MTC recommends that CTP investment and project lists assess and consider all modes including, but not limited to, mass transportation, street, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services, and should include:

- Descriptions of all proposed, near-, mid-, and long-term improvements and programs, including descriptions of MTC's regional programs and studies relevant in the county.
- Both a financially constrained list and a vision project list.
- Transportation investments that, when integrated with *Plan Bay Area's* forecast land use (including PDAs and Priority Conservation Areas), support the region's adopted SCS.

- Remaining needs for maintaining and operating the transportation system, including transit operations and capital rehabilitation, local streets and roads (pavement and non-pavement), local bridges, and bicycle and pedestrian facilities.
- Caltrans, transit agencies and other regional agencies' planning processes should also provide a basis for transportation investments.

The 2017 CTP Long-Range Transportation Investment Program (described below) provides the MTC-recommended description of proposed capital improvements and program priorities, as well as the funding strategy for those projects and programs in both constant and "year of expenditure" dollars. The LRTIP is a subset of the Comprehensive Transportation Project List (CTPL), which is a financially unconstrained list of all projects and programs found in the Action Plans.

Plan Implementation

The CCTA must take the lead in putting the strategies of the 2017 CTP into effect. Few of these strategies, however, can be effectively carried out without the support and active participation of residents, local officials, other stakeholders, and especially through partnerships with MTC, Bay Area Air Quality Management District, Caltrans, and transit providers. The CCTA also will be looking into public-private partnerships. CCTA will work closely with stakeholders within the county, including the RTPCs and local jurisdictions to implement the 2017 CTP and to fund and prioritize the transportation programs and projects. Implementing the 2017 CTP will include tasks in the following eight broad categories:

- Implement Measure J funding programs
- Plan for Contra Costa's transportation future
- Respond to State and federal legislative mandates
- Support Growth Management Program
- Develop transportation improvements
- Improve system management
- Build and maintain partnerships
- Fund transportation improvements

The 2017 CTP represents the CCTA's long-term plan for investment in the county's transportation system, cooperative planning, and growth management. Working with its partner agencies, the CCTA will apply the strategies outlined in the 2017 CTP to achieve this vision.

2017 Countywide Transportation Plan, Long-Range Transportation Investment Program

Relationship of the CTPL to the Long-Range Transportation Investment Program

To help inform its various planning and funding efforts, CCTA maintains a “master” project list of all projects that are completed, under constructions, or proposed. Called the CTPL, this database is developed through submittals received from the County, cities, and various other sponsoring agencies in the county, in response to periodic “calls for projects.” All project sponsors have access to the database, and CCTA relies on these sponsors to enter, edit and update project descriptions. The CTPL is meant to be a “living document” in that it is updated as new information becomes available.

The CTPL is financially unconstrained. Therefore, the total cost of the projects and programs currently in the CTPL far exceeds the amount of funding that could potentially be available for Contra Costa’s projects and programs through 2040.

The Investment Program (or LRTIP) was created from the building blocks of individual project and program costs, and then matching these costs with estimates of potentially available new funding sources through the 2040 time horizon. Input from the RTPCs helped to define a scenario, with public outreach and stakeholder interviews providing further input on priorities, timing and allocations by transportation mode. Public outreach through online engagement tools, telephone Town Halls and other outreach provided additional input.

Some projects in the CTPL were found to be too costly to fit into the financially constrained Investment Program. Other projects that reside in the CTPL may not be adequately developed for construction within the CTP timeframe, or lack local support. The CTPL is a “living” document that is frequently updated as new project ideas and funding opportunities arise.

Funding the Investment Program

Revenues Available and New Funding Needed

Most of the money used for transportation projects in Contra Costa is generated from the taxpayers who pay fuel taxes, sales taxes, and other fees. These tax dollars flow into federal, State, and local funding pots. The federal funds are used primarily for capital projects such as new highways and rail construction. State funds go to capital projects and can cover maintenance and operations of state highway and transit systems. Local funds are used for capital projects, operations, and maintenance, as well as to match federal and State grants.

One important source of funding for Contra Costa’s transportation projects and programs comes through the RTP for the nine-county Bay Area, as incorporated into *Plan Bay Area*. The 2013 RTP has a \$292 billion investment program in year of expenditure dollars (\$232 billion in committed investments, plus \$60 billion for discretionary investments). The 2013 RTP includes \$3.67 billion in committed and discretionary funding for transportation projects and programs in Contra Costa

(2017 constant dollars). The total amount of funding by mode for the 2013 RTP is shown in **Table 1.2-1**.

- Projects and programs classified as “committed” are those with approved with secured funding, in essence representing a future year No Project scenario (i.e., transportation projects and programs that are expected to move forward, independent of any decision on the 2017 CTP or its Investment Program).
- Other projects and programs included in the 2013 RTP (*Plan Bay Area*) are discretionary, meaning there could be adjustments in funding as priorities or matching sources change.

The assumption for the 2017 CTP is that its project and programs will build upon, and add to both committed and discretionary projects and programs identified in the 2013 RTP.

Figure 1.2-3 shows major roadway and HOV projects and programs that are included in the 2013 RTP, and **Figure 1.2-4** shows the 2013 RTP’s major transit, bicycle, and pedestrian projects and programs.



Figure 1.2-3
2013 RTP Roadway and HOV Projects and Programs

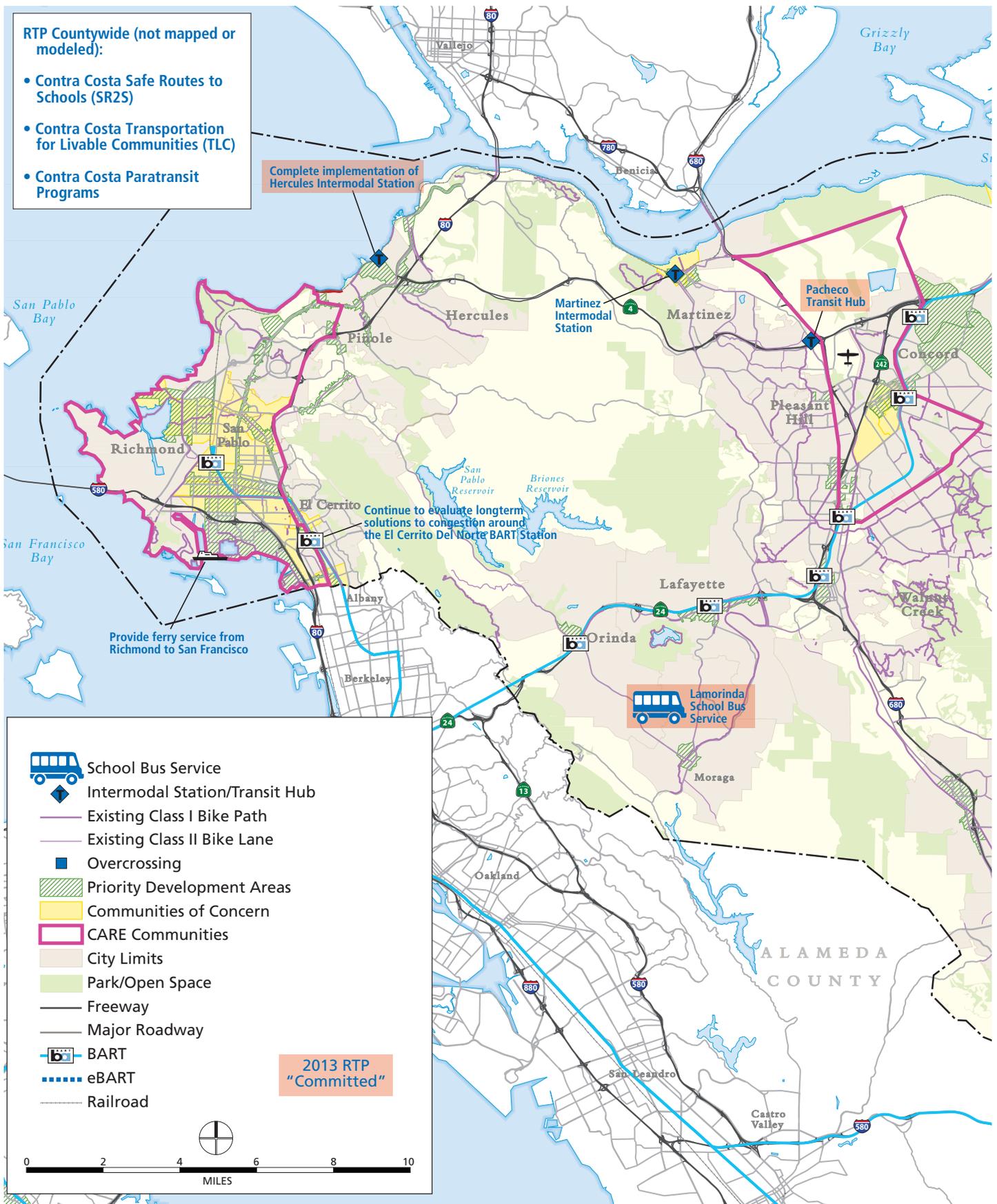
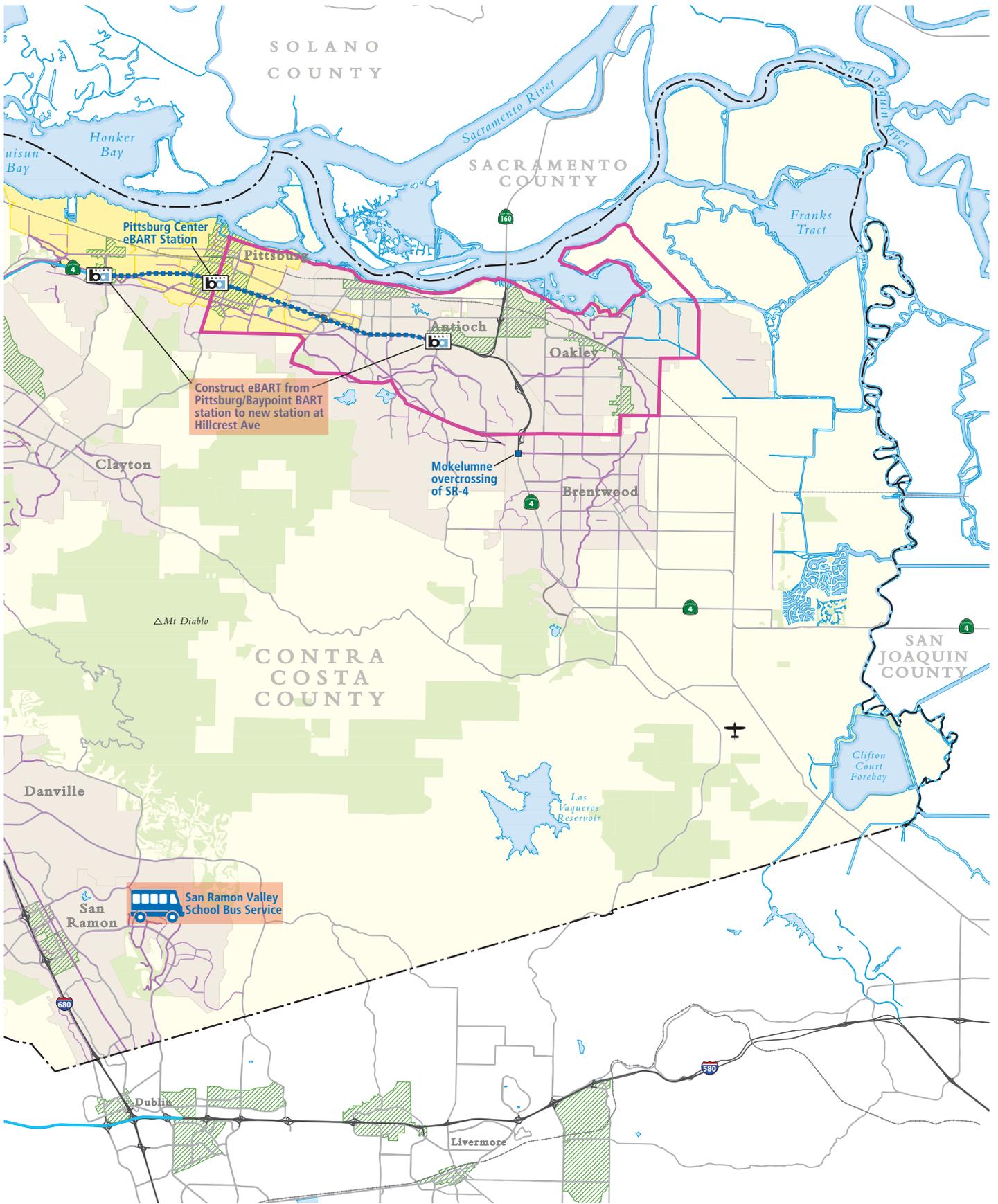


Figure 1.2-4
2013 RTP Transit, Bicycle and Pedestrian Projects and Programs



Source: 2017 CTP, Volume 1, Figure 4-2

Table 1.2-1: Regional Transportation Plan – Committed and Discretionary Funding for Contra Costa Projects by Mode (\$ 2017 in Millions)

	2013 RTP	
	Funding	Percent of Total
Freeways and Roadway Projects		
Arterial/Roadway	\$635	17.3%
Freeway	\$530	14.4%
Goods Movement	\$19	0.5%
High-occupancy Vehicles	\$161	4.4%
Integrated Corridor Management	\$85	2.3%
Interchange Improvements	\$562	15.3%
Subtotal	\$1,991	54.2%
Transit Projects		
BART Improvements and Expansion	\$670	18.2%
Bus Transit Improvements and Expansion	\$81	2.2%
Regional Rail	\$82	2.2%
Express Bus/Bus Rapid Transit	\$44	1.2%
Ferries	\$105	2.9%
Park-and-Ride Projects	\$2	0.0%
Subtotal	\$982	26.8%
Bicycle and Pedestrian		
Bicycle and Pedestrian Projects	\$51	1.4%
Subtotal	\$51	1.4%
Projects Subtotal		
	\$3,024	82.4%
Countywide and Subarea Programs¹		
Paratransit Service	\$183	5.0%
Pedestrian, Bicycle, and Trail Improvements	\$85	2.3%
Safe Transportation for Children	\$36	1.0%
School Bus Pass	\$26	0.7%
School Bus Service	\$200	5.4%
Transportation for Livable Communities	\$117	3.2%
Subtotal	\$648	17.6%
Programs Subtotal		
	\$648	17.6%
TOTAL	\$3,672	100.0%

Note: Numbers may not sum precisely due to rounding.

¹ Does not include Local Streets Maintenance and Improvement Funds for Contra Costa, which are shown in the 2013 RTP as \$4.3 billion. The Measure J share, based on 20% of actual annual Measure J revenues (FY 2015–16), is \$451 million ($0.02 \times \$83,468,000/\text{year} \times 27 \text{ years (2013–2040)}$).

Revenue Estimate for the Long-Range Transportation Investment Program

More funding is needed to meet Contra Costa’s transportation priorities and needs in the coming years, and choices must be made about which projects and programs to fund in an investment program. To help guide future investments, CCTA developed a financially constrained transportation investment program (Investment Program, or LRTIP). The Investment Program shows how additional funding on the order of approximately \$6.45 billion (in 2017 constant dollars, or \$8.691 billion in Year of Expenditure dollars), combined with State and federal grants and potential sales tax funds, could be invested in those transportation projects and programs for which funding is not currently committed and available in the 2013 RTP. In addition, the list includes \$1.55 billion in program costs, for a total of \$8 billion in proposed funding (or \$10.787 billion in Year of Expenditure dollars).

To increase funds for transportation projects and programs, CCTA has been successful in leveraging revenue generated through Measures C and J to bring additional funding from other sources. Leveraging refers to the amount of additional new funds that can be garnered from regional, State, federal, and private sources once a new sales tax is in place, and it is one of the key strategies in the CTP Investment Program. The 2017 CTP fund estimate for the Investment Program assumes revenue from new funding sources, such as supplementing the existing sales tax measure (Measure J) through voter approval of an additional half-percent sales tax. Assuming a half-percent sales tax for 25 to 30 years, revenues that are likely to be available through a potential new sales tax, plus an assumption of 2:1 leveraging, funds are estimated to be approximately \$6.45 billion in 2017 dollars.

The Investment Program offers CCTA, appointed review committees, and the public a distinct framework of choices for how to allocate the limited funding that could be available over 10- and 20-year time horizons to projects and programs identified by the RTPCs and other stakeholders.

Setting Priorities

The Investment Program was not developed in a vacuum, but builds on CCTA’s accomplishments over the past 29 years, since Measure C was passed in 1988, and on local and regional transportation planning efforts. More specifically, the Investment Program is intended to be consistent with and to reinforce past and current investments in transportation projects and programs that support all travel modes; meet the needs of all segments of the community, including low-income and minority residents; reduce impacts on the environment; sustain the economy; and support local communities and their General Plans. Maintenance of the system also has become increasingly important in an era of fiscal constraints. With all of these considerations in mind, it was deemed important to establish a specific set of criteria to guide creation of the Investment Program for the 2017 CTP. These are listed below.

Program Design Criteria for the Investment Program

1. The Investment Program must support the vision and goals of the CTP, but they can do so with varying mixes of projects and programs reflecting different emphases and priorities.
2. The Investment Program is financially constrained, meaning that it must meet a predetermined funding limit expected to be reasonably available from current and future revenue sources with reasonable “leveraging” assumptions based upon experience.

3. The Investment Program must represent a balanced approach, considering all travel modes and the need to provide incentives for technological innovation, respond to sub-regional needs, and provide “fair share” allocations of transportation investment to each region and also to communities of concern where many low-income and minority residents live.
4. The Investment Program must reflect the principles of social equity and environmental justice, as required by State and federal law, and meet the needs of low-income and minority residents as well as the needs of other residents and employers.
5. The Investment Program must contribute to regional efforts to reduce emissions of greenhouse gases from transportation sources and adapt to sea level rise.
6. The Investment Program must be able to accommodate new initiatives suggested by stakeholders that are consistent with the overall goals of the CTP.
7. The Investment Program must perform within the context of ABAG’s projections of jobs and housing set out in *Plan Bay Area*, the supporting land use framework in local General Plans, and designations of Priority Development Areas.
8. Specific projects and programs identified by the RTPCs for funding with a potential future sales tax measure must be included.

Selection of projects and program for the 2013 RTP was done by MTC as part of the *Plan Bay Area* process, using information provided by CCTA. CCTA will apply the results of future RTP updates toward funding programming decisions. Building on the program design criteria listed above, the priorities and needs for the Investment Program were designed in coordination with the public, RTPCs, transit agencies, CCTA committees, and other stakeholders. They relied on key ideas put forward by the public during CCTA’s public outreach, as described above. Ultimately, the Investment Program is intended to help CCTA achieve the vision and goals of the CTP, including the strategies under Goal 5 discussed under the Project Goals section above.

Investment Program

The Investment Program reflects distinct choices the CCTA must make: how to support alternative modes, particularly “active transportation,” and to help build healthy communities; how to support economic development and job creation; and how to advance the goals of environmental justice and climate protection. The decision made in formulating the project list for the Investment Program reflected tradeoffs among these choices.

The CCTA is committed to invest in projects and programs that support job creation and economic development in the County, while also accommodating “active transportation” and social and environmental goals. This will be done by giving priority to freeway, roadway and transit projects that serve employment centers or facilitate access to jobs and to projects that support and improve urban goods movement. There also will be funding for capital improvements to transit systems, freeways and local roads, and integrated corridors (“smart” freeways and Complete Streets); and funding for cycling, recreational trails and pedestrian improvements. Representative projects include:

- SR-4 Operational Improvements, new SR-4 interchanges; and SR-4/I-680 HOV connection and ramps
- Construction of a BART extension to Brentwood and BART seismic improvements
- I-680 and West County High-Capacity Improvements
- Construction of the four-lane SR-239 freeway (Tri-Link) between Tracy and Brentwood
- Infrastructure for connected and automated vehicles
- Continued bus operations

Ferry projects would be funded under the Investment Program only when their fare-box-recovery ratio meets Water Emergency Transportation Authority requirements, and when their potential economic benefits are likely to be comparable with those associated with projects that would more directly provide benefits to commuters and urban goods movement. By way of example, ferry service to Richmond, which meets the Water Emergency Transportation Authority criteria, is to be reinstated in 2018.

Program Cost Assumptions

Funding for future programs was based on the existing structure of Measure J. For example, the Transportation for Livable Communities Program is assumed at five percent, and the Local Street Maintenance and Improvement Program (“Return to Source”) is assumed at 20 percent of the total, with flexibility to assign a portion of those programs to bike, pedestrian and trail improvements.

Program funding is highly variable and more dependent on available funding sources than on identified need. Funding for programs is also highly dependent on the willingness of a public agency to subsidize services, such as transit and paratransit. For the Investment Program, program funding is assumed separate from, or in addition to the \$6.45 billion (2017 dollars) project fund.

The Investment Program – Projects and Programs

Table 1.2-2 summarizes the overall funding proposed for projects by mode and programs in the Investment Program in 2017 constant dollars. **Table 1.2-3** summarizes the funding for projects and programs in year of expenditure dollars, compared to 2017 dollars.

Table 1.2-4 provides the full list of projects that are included in the 2017 CTP Investment Program and reflects the CCTA’s priority projects should additional funding became available from local, regional, state, or federal sources. The projects proposed under the Investment Program are subject to funding as well as implementation by project sponsors, including the RTPCs and local jurisdictions.

Figure 1.2-5 and **Figure 1.2-6** show the major projects and programs for roadways and HOV facilities and for transit, bicycle, and pedestrian facilities that are included in the proposed Investment Program.

Table 1.2-2: Transportation Investment Program by Mode (2017 \$ in Millions)

	Total Cost	Percent of Total
Freeway and Roadway Projects		
Arterial/Roadway	\$1,064	13.3%
Complete Streets	\$177	2.2%
Freeway	\$921	11.5%
Goods Movement	\$42	0.5%
High-occupancy Vehicles	\$84	1.0%
Integrated Corridor Management	\$49	0.6%
Interchange Improvements	\$346	4.3%
Local Streets & Roads	\$697	8.7%
Operations	\$293	3.7%
Safety	\$69	0.9%
Subtotal	\$3,742	46.8%
Transit Projects		
BART Improvements and Expansion	\$686	8.6%
Bus Transit Improvement	\$198	2.5%
Express Bus/Bus Rapid Transit	\$291	3.6%
Ferry Service	\$134	1.7%
I-680 Transit Investment	\$377	4.7%
Paratransit Service	\$5	0.1%
Park-and-Ride Projects	\$28	0.3%
West County High Capacity Transit	\$380	4.7%
Other Transit	\$52	0.7%
Subtotal	\$2,150	26.9%
Other Projects		
Innovation	\$65	0.8%
Safe Routes to School	\$290	3.6%
Subtotal	\$355	4.4%
Projects Subtotal	\$6,447	80.6%
Countywide and Subarea Programs		
BART Rail Cars	\$207	2.6%
Bus Transit Enhancement	\$204	2.5%
Local Streets & Road Maintenance Improvement	\$473	5.9%
Pedestrian, Bicycle, and Trail Facilities	\$279	3.5%
Safe Transportation for Children	\$44	0.5%
Transportation for Livable Communities	\$69	0.9%
Transportation for Seniors and people with Disabilities; Support for Ridesharing and Other Paratransit	\$279	3.5%
Programs Subtotal	\$1,555	19.4%
TOTAL	\$8,002	100.0%

Note: Numbers may not sum precisely due to rounding.

Table 1.2-3: Comparison of Program Costs: 2017 (Constant) Dollars vs. Year of Expenditure Dollars (\$ in Millions)

	Total Cost	Percent of Total
Constant Dollars (2017)		
Freeway and Roadway Projects	\$3,742	47%
Transit Projects	\$2,150	27%
Pedestrian, Bicycle, and Trail Projects	\$200	3%
Other Projects	\$355	4%
Countywide and Subarea Programs	\$1,555	19%
Total	\$8,002	100%
Year of Expenditure \$¹		
Freeway and Roadway Projects	\$5,044	47%
Transit Projects	\$2,898	27%
Pedestrian, Bicycle, and Trail Projects	\$270	3%
Other Projects	\$495	4%
Countywide and Subarea Programs	\$2,096	19%
Total	\$10,787	100%

Note: Numbers may not sum precisely due to rounding.

¹ *Assuming an inflation factor of 2.75% through 2040 and uniform expenditures for programs and projects over a 22-year period*

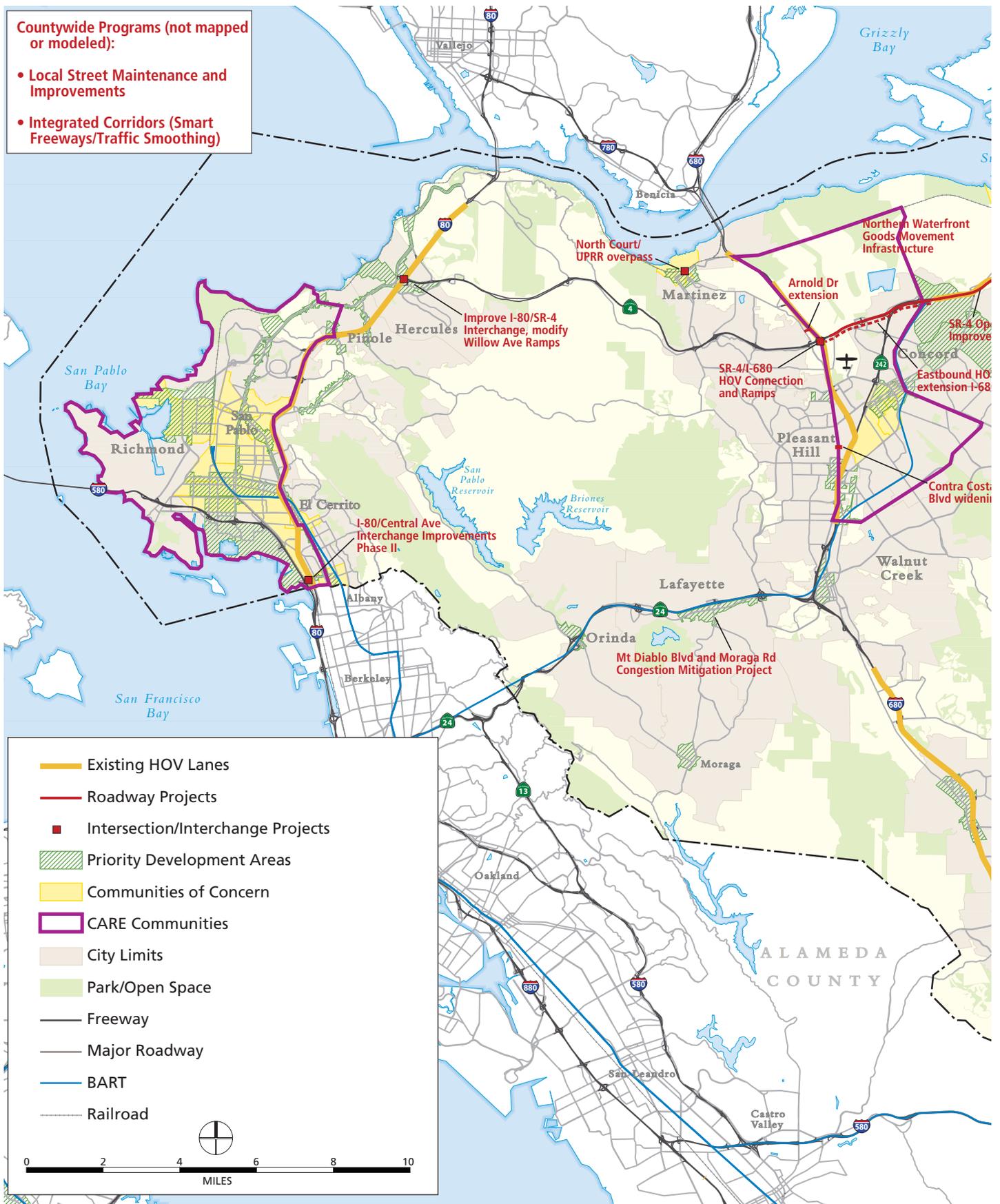
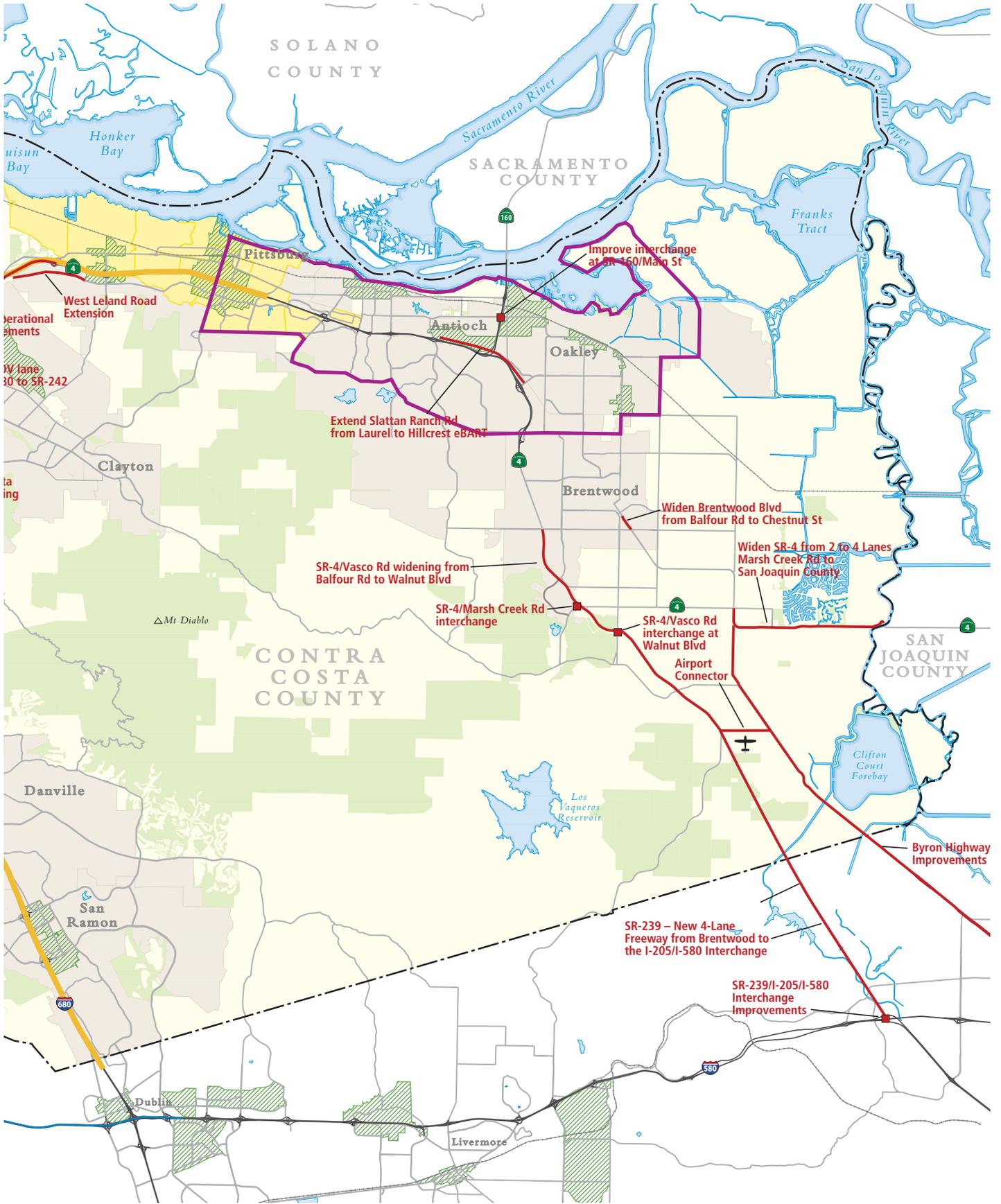


Figure 1.2-5
CTP Investment Program - Roadway and HOV Projects and Programs



Source: CCCTA 2017 CTP, Volume 1 Figure 4-3

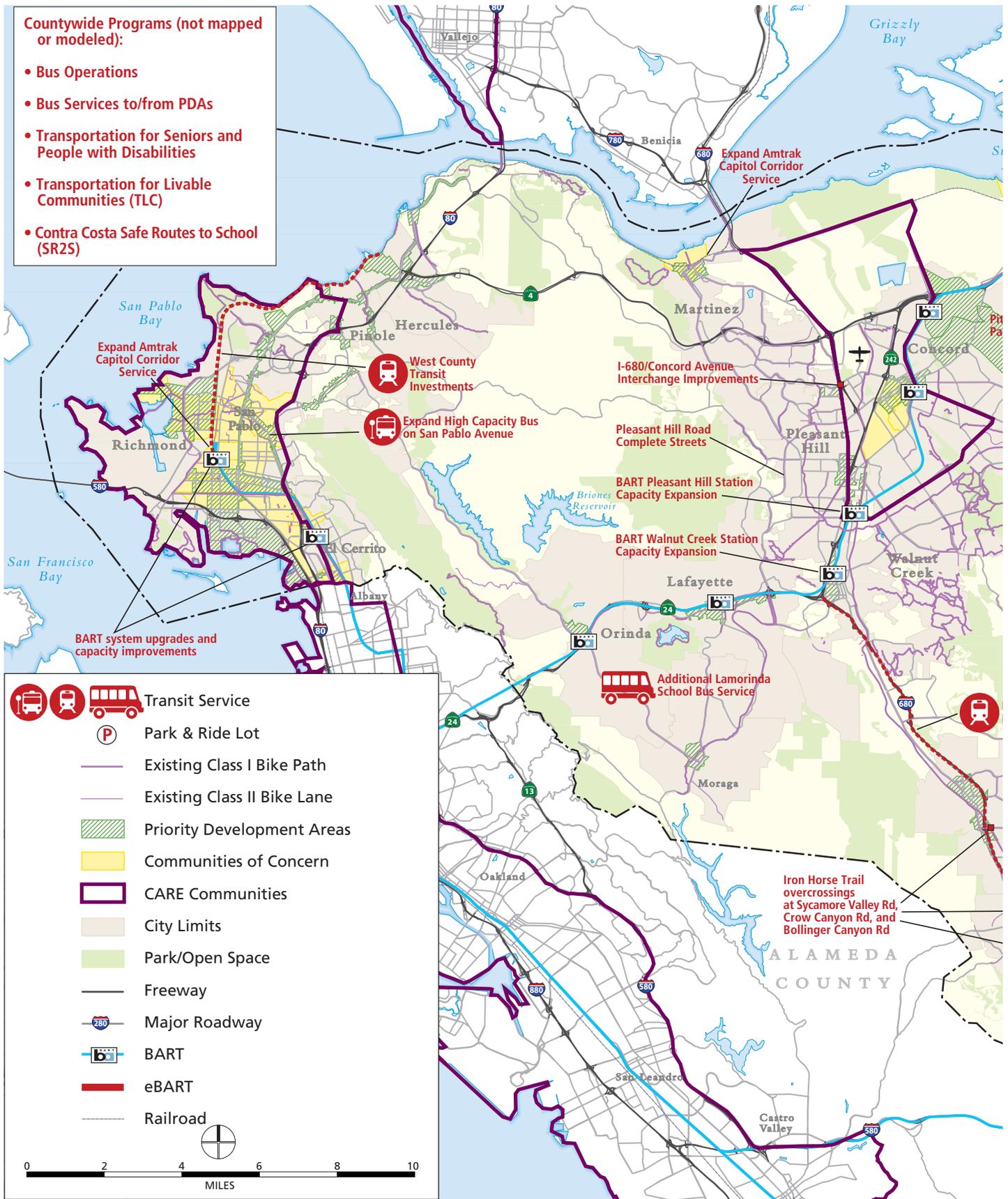
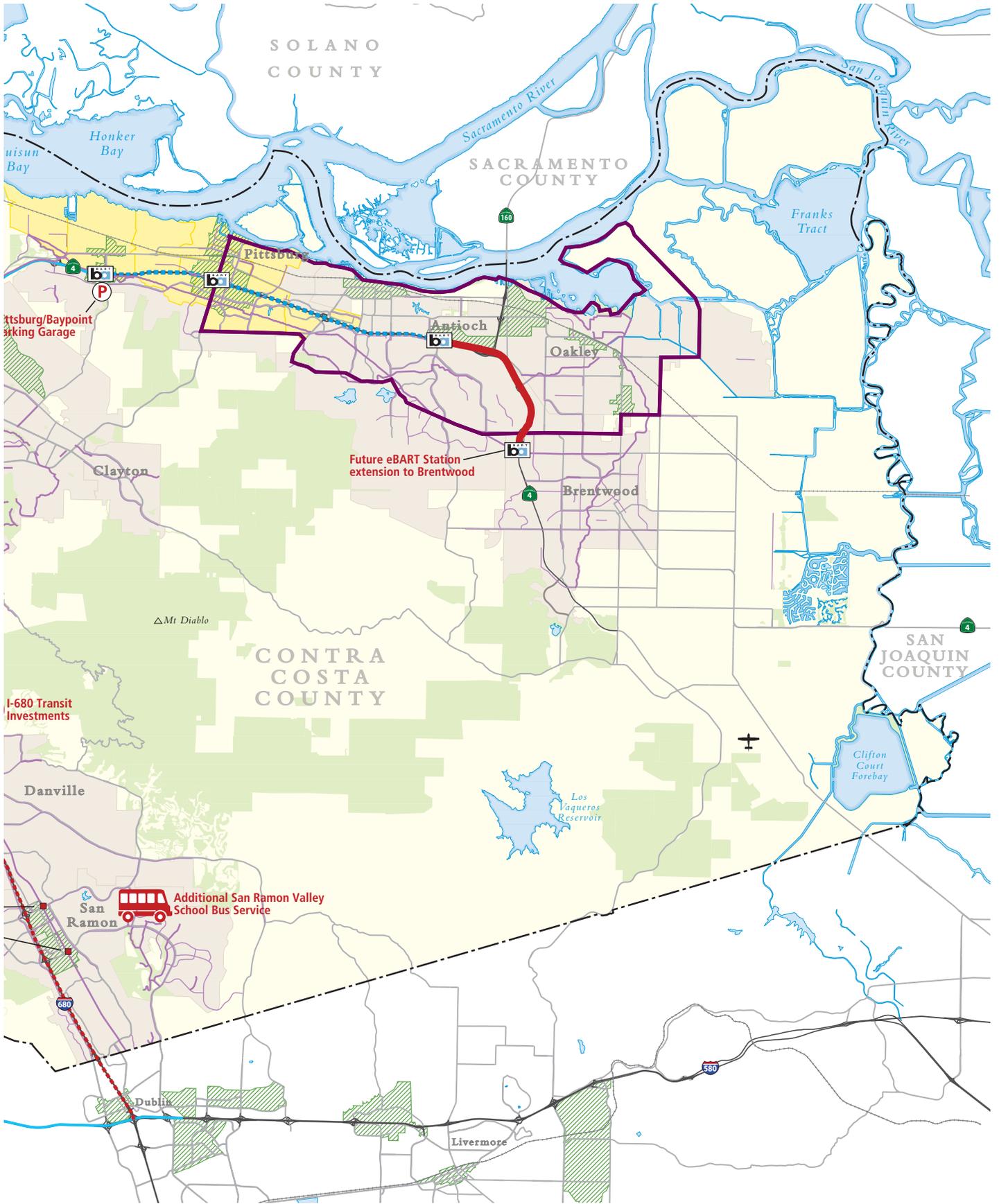


Figure 1.2-6
CTP Investment Program - Transit, Bicycle and Pedestrian Projects and Programs



Source: CCTA 2017 CTP, Volume 1 Figure 4-4

Table 1.2-4: Long-Range Transportation Investment Project List

Project	Project Mode	Cost (2017 \$ in Millions)
Countywide		
<p>Countywide Bikeway/Pedestrian Network Completion</p> <p>Completion of the bikeways designated as part of the Countywide Bikeway Network</p> <p>Sponsor: County</p>	Bike/Ped	\$0.8
<p>Upgrade infrastructure in PDAs to prepare for targeted growth.</p> <p>Ready priority development areas for future growth by improving pedestrian and bicycle infrastructure to provide connectivity and ADA compliance.</p> <p>Sponsor: County</p>	Bike/Ped	\$0.8
<p>Local Street Maintenance and Improvement Program</p> <p>Fund Contra Costa Local Street Maintenance and Improvement Program</p> <p>Sponsor: CCTA</p>	Freeway/Roadway	\$697.0
<p>Connected Vehicle/Automated Vehicle and Other Technology Infrastructure</p> <p>Design and construct infrastructure-to-vehicle elements that support Connected / Autonomous Vehicle technology. Includes ICM, traffic signal control upgrades, roadway striping, automatic vehicle detection, roadway sensors and cameras.</p> <p>Sponsor: CCTA</p>	Innovation	\$65.0
<p>BART Capacity, Access and Parking - Additional</p> <p>Sponsor: BART</p>	Transit	\$300.0
<p>SR4 Integrated Corridor Mobility</p> <p>SR4 Integrated Corridor Mobility from I-80 to SR160, including adaptive ramp metering, advanced traveler information, arterial management system, freeway management system, connected vehicle applications</p> <p>Sponsor: CCTA</p>	Freeway/Roadway	\$15.0
SWAT		
<p>Downtown Multipurpose Pathway</p> <p>Downtown Multipurpose Pathway -- construct a pedestrian and bicycle pathway along the EBMUD Aqueduct and Caltrans ROW between Risa Road and Brown</p> <p>Sponsor: Lafayette</p>	Bike/Ped	\$9.0
<p>Iron Horse Trail Pedestrian Overcrossing at Sycamore Valley Road</p> <p>Sponsor: Danville</p>	Bike/Ped	\$7.7
<p>Lamorinda Bicycle and Pedestrian Connectivity Program</p> <p>Lamorinda Bicycle and Pedestrian Connectivity Program (Including sidewalk gap closures, bicycle connection to transit locations)</p> <p>Sponsor: SWAT</p>	Bike/Ped	\$10.9
<p>Construct Additional Auxiliary Lanes on I-680 South of I-680/SR-24 Interchange</p> <p>Selected additional I-680 auxiliary lanes south of I-680/24 interchange</p> <p>Sponsor: CCTA/SWAT</p>	Freeway/Roadway	\$19.6
<p>Camino Tassajara Bikeway Shoulders</p> <p>Widen Camino Tassajara to meet two lane rural road standards with sufficient shoulder width to provide bike lanes to improve safety, from Blackhawk Drive to Windemere Parkway.</p> <p>Sponsor: County</p>	Freeway/Roadway	\$3.2

Table 1.2-4: Long-Range Transportation Investment Project List

Project	Project Mode	Cost (2017 \$ in Millions)
<p>Lafayette Downtown Corridor/Intersection Improvements Combination of corridor and intersection improvements in Lafayette's downtown PDA core to address regional traffic congestion. (Construction) Sponsor: Lafayette</p>	Freeway/ Roadway	\$171.8
<p>Intersection improvements and traffic management along Mt. Diablo Blvd PDA Corridor Combination of lane configuration and intersection improvements along Mt. Diablo Blvd from Acalanes Road to Dolores Drive, including improvements to multimodal mobility Sponsor: Lafayette</p>	Freeway/ Roadway	\$5.5
<p>Widen San Ramon Valley Blvd from 2 to 4 lanes - Jewel Terrace to Podva Rd San Ramon Valley Blvd Lane Additions (2 to 4 lanes) - Jewel Terrace to Podva Rd Sponsor: Danville</p>	Freeway/ Roadway	\$1.0
<p>Lafayette Downtown Corridor/Intersection Improvements Combination of corridor and intersection improvements in Lafayette's downtown PDA core to address regional traffic congestion. (Project Development) Sponsor: Lafayette</p>	Freeway/ Roadway	\$17.2
<p>St. Mary's Road Intersection Improvements and Roundabouts Improve intersections of St. Mary's Road with Rheem Blvd and Bollinger Canyon Road by installing single lane roundabouts and improved ped/bike facilities Sponsor: Moraga</p>	Freeway/ Roadway	\$7.0
<p>SR24/Brookwood Ramp Modifications Orinda Downtown Intersection Operational Improvements at Hwy 24 on / offramps at Camino Pablo/Brookwood Road/Moraga Way. Sponsor: Orinda</p>	Freeway/ Roadway	\$41.2
<p>Widen and Realign Camino Tassajara Rd, Blackhawk to Windemere Realign and widen Camino Tassajara Road from 2 lanes to 4 lanes, from Blackhawk Drive to Windemere Parkway. Sponsor: County</p>	Freeway/ Roadway	\$33.1
<p>Increase bus service frequency to BART stations Sponsor: County Connection</p>	Transit	\$57.5
<p>Implement I-680 Transit Investment Options Study Implement the recommended improvements from the I-680 Transit Investment and Congestion Relief Options Study. Sponsor: CCTA / SWAT / TRANSPAC</p>	Transit	\$376.8
TRANSPAC		
<p>Olympic Boulevard Bicycle Project Olympic Corridor Trail Connector (from Olympic Blvd at Reliez Station Rd to Iron Horse Trail at Broadway in WC) Sponsor: County</p>	Bike/Ped	\$12.5
<p>San Miguel Drive Pedestrian Improvements Construct ADA compliant pedestrian path from Rudgear Road to the vicinity of South Broadway and Mt. Diablo Blvd to connect to the Iron Horse Trail. Sponsor: County</p>	Bike/Ped	\$6.5

Table 1.2-4: Long-Range Transportation Investment Project List

Project	Project Mode	Cost (2017 \$ in Millions)
<p>Iron Horse Trail Connection to the north side of Willow Pass Road near I-680</p> <p>Install ADA-compliant ramp connection from Iron Horse Trail to the north side of Willow Pass Road near I-680</p> <p>Sponsor: CCTA / Concord</p>	Bike/Ped	\$1.0
<p>Widen Alhambra Avenue, Franklin Canyon to Alhambra Valley Road Widen from two lanes to four lanes with bike lanes and sidewalks.</p> <p>Sponsor: Martinez</p>	Freeway/Roadway	\$13.6
<p>Widen Ygnacio Valley Road-Kirker Pass Road, Cowell to Michigan Widen Ygnacio Valley Road from Michigan Blvd to Cowell Road from 4 lanes to 6 lanes and implement Complete Streets improvements</p> <p>Sponsor: Concord</p>	Freeway/Roadway	\$19.0
<p>SR-4/I-680 HOV Connection & Ramps</p> <p>Construct HOV connection between SR-4 HOV and I-680 HOV lanes. Westbound SR-4 to southbound I-680 and northbound I-680 to eastbound SR-4. Project includes ramps to/from SR-4 to I-680.</p> <p>Sponsor: CCTA / TRANSPAC</p>	Freeway/Roadway	\$103.5
<p>I-680/SR-4 Interchange Improvements: Phase 4</p> <p>Construct southbound I-680 to eastbound State Route 4 connector</p> <p>Sponsor: CCTA / TRANSPAC</p>	Freeway/Roadway	\$66.5
<p>I-680/SR-4 Interchange Improvements: Phase 5</p> <p>Construct westbound SR-4 to northbound I-680 connector</p> <p>Sponsor: CCTA / TRANSPAC</p>	Freeway/Roadway	\$52.1
<p>Complete Streets Improvements on Pleasant Hill Rd, Taylor to Gregory</p> <p>Construct complete street enhancements along Pleasant Hill Road between Taylor Boulevard and Gregory Lane, including ADA curb ramps, sidewalk repair, bike lanes, signal replacement/upgrade, LED street lighting, pavement grinding / overlay, and landscaping.</p> <p>Sponsor: Pleasant Hill</p>	Freeway/Roadway	\$6.7
<p>Complete Streets Improvements on Contra Costa Blvd, Harriet to Viking</p> <p>Construct complete street enhancements along Contra Costa Boulevard between Harriet Drive and Viking Drive, including sidewalk, ADA curb ramps, bike lanes, signal replacement (at Taylor Boulevard), intersection geometry modification (at Taylor Boulevard), new signal installation, LED street lighting, pavement grind/overlay, and landscaping.</p> <p>Sponsor: Pleasant Hill</p>	Freeway/Roadway	\$5.9
<p>Construct Court Street Overcrossing</p> <p>Construct Court Street Overcrossing over RR tracks in Martinez</p> <p>Sponsor: Martinez</p>	Freeway/Roadway	\$4.7
<p>SR-4 Operational Improvements - Initial Phases</p> <p>State Route 4 Operational Improvements - Eastbound: (a) Extend a lane from the lane drop at Port Chicago Interchange to the Willow Pass Rd off-ramp and end as a mandatory exit lane. (b) Construct a new general purpose lane between the Willow Pass Rd off-ramp and the Willow Pass Rd on-ramp. The new general purpose lane would eliminate the mandatory exit at Willow Pass Rd off-ramp</p>	Freeway/Roadway	\$147.0

Table 1.2-4: Long-Range Transportation Investment Project List

Project	Project Mode	Cost (2017 \$ in Millions)
<p>from (a) and connect to the existing auxiliary lane between Willow Pass Rd on-ramp & San Marco Blvd off ramp. Construct a second exit lane at the EB SR4 off-ramp to San Marco Blvd to accommodate existing and future peak hour traffic volumes. (c) Construct auxiliary lane from the San Marco Blvd loop on ramp to the existing deceleration lane at Bailey Rd off-ramp. (d) Construct an auxiliary lane between the Port Chicago Highway on-ramp and the Willow Pass Road off-ramp.</p> <p>Westbound: Construct a lane from Willow Pass Rd on-ramp connecting to the existing added lane, east of the Port Chicago Highway off-ramp and a second exit lane at Port Chicago Highway off-ramp. Modify one of the mandatory exit lanes to SR242 to an optional exit lane, allowing three lanes exit to SR242 and three lanes to continue on WB SR4.</p> <p>Sponsor: CCTA / TRANSPAC</p>	Freeway/ Roadway	\$146.2
<p>SR-4 Operational Improvements - Remaining Phases</p> <p>SR4 Operational Improvements - Eastbound: In between the SR242 off- ramp to the Port Chicago Highway off-ramp, construct a lane, extending the general-purpose lane from the I-680 on-ramp to Port Chicago Highway off-ramp. Construct an auxiliary lane between the Willow Pass Road on-ramp and the San Marco Blvd off-ramp, and a general-purpose lane from San Marco Blvd off-ramp to San Marco Blvd on-ramp. Westbound: (a) Construct a general-purpose lane between the Willow Pass Rd off-ramp and Willow Pass Rd on-ramp. The construction of this general-purpose lane in combination of the westbound improvements done in the financially constrained list and the existing auxiliary lane between San Marco Blvd diagonal on-ramp and Willow Pass Road off- ramp would result in a new general-purpose lane between the San Marco Blvd diagonal on-ramp and SR4 242 off-ramp. Construct a lane from Willow Pass Rd on-ramp to the second exit lane to Port Chicago Highway, providing an auxiliary lane between the Willow Pass Road on- ramp and the Port Chicago Highway off-ramp. (b) Construct an auxiliary lane between San Marco Blvd diagonal on-ramp to Willow Pass Road off- ramp. Construct an additional lane, extending the existing acceleration lane at Bailey Road on ramp to the existing auxiliary lane between San Marco Blvd. diagonal on-ramp and Willow Pass Road off-ramp.</p> <p>Sponsor: CCTA / TRANSPAC</p>	Freeway/ Roadway	25.3
<p>Kirker Pass Road Southbound Truck Climbing Lane</p> <p>Add a southbound truck-climbing lane from Nortonville Rd to a point beyond the crest of Kirker Pass. Project will include a 12-foot dedicated truck climbing lane and a Class II bike lane with 8-foot paved shoulders</p> <p>Sponsor: County</p>	Freeway/ Roadway	\$18.7
<p>Widen Willow Pass Road, Lynwood Drive to SR-4</p> <p>Widen Willow Pass Road from Lynwood Drive to State Route 4 from 2 lanes to 4 lanes and implement Complete Streets improvements</p> <p>Sponsor: Concord</p>	Freeway/ Roadway	\$7.4
<p>Concord Boulevard Complete Streets, Kirker Pass Road to Ayers Road</p> <p>Widen Concord Boulevard from Kirker Pass Road to Ayers Road and implement Complete Streets improvements</p> <p>Sponsor: Concord</p>	Freeway/ Roadway	

Table 1.2-4: Long-Range Transportation Investment Project List

Project	Project Mode	Cost (2017 \$ in Millions)
<p>Galindo Corridor Multi-modal Improvements Widen southbound Galindo Street from Concord Boulevard to Clayton Road to reconfigure travel lanes and signal design/operations from Harrison Street to Laguna Street for more efficient vehicle/pedestrian flows, and install bike lanes from Clayton Road to Laguna Street Sponsor: Concord</p>	Freeway/ Roadway	\$4.3
<p>Widen Farm Bureau Road, Walnut Avenue to Clayton Road Widen Farm Bureau Road from Walnut Avenue to Clayton Road and implement Complete Streets improvements Sponsor: Concord</p>	Freeway/ Roadway	\$4.3
<p>Downtown Concord Streetscape Improvements on Oak, Grant and Salvio Streets Complete Streets Upgrades on Oak Street, Grant Street & Salvio Street near downtown Concord BART station Sponsor: Concord</p>	Freeway/ Roadway	\$5.7
<p>Widen Newell Avenue Bridge Newell Avenue Bridge widening over San Ramon Creek to add bike lanes and turning lanes Sponsor: Walnut Creek</p>	Freeway/ Roadway	\$3.2
<p>South Main Street Bridge Replacement S. Main Street Bridge replacement and widening over Las Trampas Creek for wider sidewalks Sponsor: Walnut Creek</p>	Freeway/ Roadway	\$5.3
<p>Gregory Lane Complete Street Gregory Lane Complete Street Enhancements between Pleasant Hill Road and Contra Costa Boulevard. Sponsor: Pleasant Hill</p>	Freeway/ Roadway	\$11.7
<p>I-680 NB Carpool Lane Completion thru 680/24 and Operational Improvements between N. Main and Treat Blvd Sponsor: CCTA / Walnut Creek</p>	Freeway/ Roadway	\$84.0
<p>Interchange Improvements at 680/Concord Blvd/Contra Costa Blvd Sponsor: CCTA / Pleasant Hill</p>	Freeway/ Roadway	\$20.8
<p>Express Bus Services Double existing services and add new services along I-680 from Concord, Martinez. Additional service TBD after assessment of needs Sponsor: CCTA / TRANSPAC / SWAT</p>	Transit	\$64.0
<p>Martinez Ferry Terminal Construct ferry terminal for service between Martinez and San Francisco. Sponsor: Martinez</p>	Transit	\$16.2
<p>Increase bus service frequency to BART stations Sponsor: County Connection</p>	Transit	\$40.2

Table 1.2-4: Long-Range Transportation Investment Project List

Project	Project Mode	Cost (2017 \$ in Millions)
TRANSPLAN		
<p>John Muir Parkway - Phase I, Ventura to Foothill Extend John Muir Parkway approx. 2000 ft. with 2 lanes, median island and street lights. Sponsor: Brentwood</p>	Freeway/ Roadway	\$4.4
<p>San Jose Avenue Extension - Phase II Extend San Jose Ave approx. 2300 feet as 2-lane roadway with sidewalks and bike lanes. Sponsor: Brentwood</p>	Freeway/ Roadway	\$2.2
<p>Widen Heidorn Ranch Road Add 2 lanes to existing 2-lane Heidorn Ranch Road from EBMUD aqueduct to the future Sand Creek Road extension, including bike lanes and sidewalks. Sponsor: Brentwood</p>	Freeway/ Roadway	\$8.1
<p>Construct State Route 239 from Brentwood to Tracy (TriLink) Construct 4-lane freeway from SR-4 just south of Balfour Road to I-580/I-205 Interchange west of Tracy. Add new interchanges at Marsh Creek Road, Walnut Blvd, and at the new Airport Connector. Includes interchange improvements at the existing I-580/I-205 interchange to connect proposed SR-239 to eastbound I-205 and both directions of I-580. Sponsor: CCTA</p>	Freeway/ Roadway	\$728.0
<p>SR-239: Airport Connector Replace/upgrade existing Armstrong Road. Add new road segments west of Armstrong Road to Vasco Road and east of Armstrong Road to Byron Highway. Part of the SR-239 Project Study Report (PSR-PDS). Sponsor: CCTA</p>	Freeway/ Roadway	\$74.4
<p>SR-239: South Link/Byron Highway Upgrade existing Byron Highway to a 4 lane arterial with provisions for transit. Replace at-grade crossings with grade-separated crossings, and tie in to proposed I-205/Lammers Road interchange in Tracy. Sponsor: CCTA</p>	Freeway/ Roadway	\$180.0
<p>Widen Brentwood Boulevard, Havenwood Way to Sunset Road Widen the original 2-lane roadway to a 4-lane roadway from Havenwood Way to Sunset Road and upgrade bridge over Marsh Creek. Sponsor: Brentwood</p>	Freeway/ Roadway	\$6.5
<p>Widen Brentwood Boulevard, Chestnut to Fir Widen Brentwood Boulevard from two to four lanes. Sponsor: Brentwood</p>	Freeway/ Roadway	\$4.8
<p>Widen SR-4, Marsh Creek Road to San Joaquin Widen State Route 4 as continuous 4-lane arterial from Marsh Creek Road to San Joaquin County line Sponsor: County</p>	Freeway/ Roadway	\$112.0

Table 1.2-4: Long-Range Transportation Investment Project List

Project	Project Mode	Cost (2017 \$ in Millions)
<p>Sand Creek Road Extension - West of Bypass</p> <p>Extend Sand Creek Road approximately 2200 feet from SR-4 to city limit. Has 4 lane roadway with median island, sidewalk, bike lanes, 2 new traffic signals and pedestrian bridge over Sand Creek.</p> <p>Sponsor: Brentwood</p>	Freeway/ Roadway	\$6.1
<p>Viera Avenue Realignment and Grade Separation</p> <p>Construct new collector street for access to the Hillcrest eBART station and transit oriented development area in Antioch, including grade separation over the UPRR tracks.</p> <p>Sponsor: Antioch</p>	Freeway/ Roadway	\$20.0
<p>Slatten Ranch Road extension (Phase II)</p> <p>Widen roadway from 2 lanes to 4 lanes with bike lanes, median & sidewalks from stub at eBART station to Laurel Rd, and construct 4 lane roadway including bike lanes, sidewalks, and median from Laurel Rd to existing southern terminus of Slatten Ranch Road.</p> <p>Sponsor: Antioch</p>	Freeway/ Roadway	\$58.8
<p>Sand Creek Road Extension - West</p> <p>Construct 4-lane divided arterial as extension west from new interchange on State Route 4. Project will be funded by developer contributions.</p> <p>Sponsor: Antioch</p>	Freeway/ Roadway	\$34.7
<p>Extend John Muir Parkway Phase 2 - Foothill Drive to Briones Valley Road</p> <p>Extend John Muir Parkway from Foothill Drive to Briones Valley Road including two 12-ft lanes, 16-ft median and landscaping.</p> <p>Sponsor: Brentwood</p>	Freeway/ Roadway	\$7.5
<p>Widen SR-4, Laurel to Sand Creek</p> <p>Widen SR4 from 4 to 6 lanes from Laurel Road to Sand Creek Road</p> <p>Sponsor: SR4 Bypass Authority</p>	Freeway/ Roadway	\$51.0
<p>Hillcrest Avenue Extension: Prewett Ranch Rd to Sand Creek</p> <p>Construct new 4 lane divided arterial from Prewitt Ranch Rd to Sand Creek</p> <p>Sponsor: Antioch</p>	Freeway/ Roadway	\$37.0
<p>Slatten Ranch Road - Phase I</p> <p>Construct 2-lane roadway from stub at Hillcrest eBart station to Laurel Road.</p> <p>Sponsor: Antioch</p>	Freeway/ Roadway	\$18.7
<p>Widen SR-4, Sand Creek Rd to Walnut Blvd</p> <p>Widen SR-4 (Sand Creek Rd - Balfour Rd) to 6 lanes and Segment 3 (Balfour Rd - Walnut Blvd) to 4 lanes</p> <p>Sponsor:</p>	Freeway/ Roadway	\$122.0
<p>Byron Highway Improvements</p> <p>Byron Highway shoulder widenings and railroad grade separation</p> <p>Sponsor: County</p>	Freeway/ Roadway	\$21.5

Table 1.2-4: Long-Range Transportation Investment Project List

Project	Project Mode	Cost (2017 \$ in Millions)
<p>Bridal Gate Dr. Improvements</p> <p>Construct new 4-lane roadway with sidewalk, bike lanes and a bridge over Sand Creek.</p> <p>Sponsor: Brentwood</p>	Freeway/ Roadway	\$2.9
<p>West Cypress Road Bridge Replacement over Contra Costa Canal</p> <p>Replace a structurally deficient bridge on West Cypress Road with a bridge that has standard lane widths, capacity, bike lanes, and pedestrian facilities.</p> <p>Sponsor: Oakley</p>	Freeway/ Roadway	\$2.3
<p>Widen O'Hara Avenue, Brownstone Road to Laurel Road</p> <p>Add a lane in the NB direction to O'Hara Avenue, construct sidewalks, medians with landscaping and street lights.</p> <p>Sponsor: Oakley</p>	Freeway/ Roadway	\$13.0
<p>Rose Avenue/Laurel Road Intersection Improvements</p> <p>Reconstruct the intersection, addition of travel lanes, construction of new traffic signal, and utility relocation.</p> <p>Sponsor: Oakley</p>	Freeway/ Roadway	\$2.3
<p>L Street Pathway to Transit</p> <p>Widen L Street to 4 lanes with bike lanes, sidewalk, security lighting and bus stops</p> <p>Sponsor: Antioch</p>	Freeway/ Roadway	\$9.6
<p>Widen Deer Valley Road, Sand Creek Rd to Chadbourne Rd</p> <p>Widening Deer Valley Road to 45 feet with shoulders</p> <p>Sponsor: Antioch</p>	Freeway/ Roadway	\$40.0
<p>East County Rail Extension (eBART), Phase 2</p> <p>eBART Phase 2: Extend BART 5 miles using DMU technology from Hillcrest Avenue to Brentwood.</p> <p>Sponsor: CCTA</p>	Transit	\$342.0
<p>eBART Shuttle Service</p> <p>Hillcrest eBART Shuttle (capital and operations, infrastructure)</p> <p>Sponsor: Antioch</p>	Transit	\$4
<p>Antioch Ferry Landside Improvements</p> <p>Ferry Landside Improvements, parking garage, terminal bldg, warf improvements'</p> <p>Sponsor: Antioch</p>	Transit	\$21.6
<p>Antioch Ferry Service</p> <p>Purchase Ferry Vessels (3) for Ferry Service from Antioch</p> <p>Sponsor: Antioch</p>	Transit	\$42.8
WCCTAC		
<p>Ohlone Greenway Improvements</p> <p>Implement crossing, wayfinding, signing, lighting, safety and security, and landscaping improvements along Ohlone Greenway</p> <p>Sponsor: El Cerrito</p>	Bike/Ped	\$2.9

Table 1.2-4: Long-Range Transportation Investment Project List

Project	Project Mode	Cost (2017 \$ in Millions)
<p>Macdonald Ave Streetscape</p> <p>Provide street enhancements and streetscape to encourage bicycle and pedestrian use</p> <p>Sponsor: Richmond</p>	Bike/Ped	\$19.0
<p>Richmond Bicycle and Pedestrian Projects</p> <p>Design and construct pedestrian and bike facilities as identified as near term/high priority projects in the Richmond Bicycle Plan and Pedestrian Master Plan.</p> <p>Sponsor: Richmond</p>	Bike/Ped	\$23.9
<p>Wildcat Creek Trail Construction</p> <p>Extend existing trail, including construction of paved pedestrian and bicycle path along the north bank of Wildcat Creek between Church Lane and Vale Road.</p> <p>Sponsor: San Pablo</p>	Bike/Ped	\$4.1
<p>Multimodal Streetscape Improvements, San Pablo Ave, Pinole Valley Rd., Appian Way</p> <p>Sponsor: Pinole</p>	Bike/Ped	\$5.5
<p>Bike/Ped improvements on San Pablo Avenue in West County</p> <p>Construct bicycle- and pedestrian-friendly improvements along San Pablo Avenue from El Cerrito to Crockett to support transit-oriented development.</p> <p>Sponsor: WCCTAC</p>	Bike/Ped	\$6.7
<p>San Pablo Avenue Pedestrian Overcrossing at Sycamore Avenue</p> <p>Sponsor: Hercules</p>	Bike/Ped	\$3.5
<p>Willow Avenue Sidewalk</p> <p>Install Pedestrian Sidewalk on Willow Avenue from Palm Avenue to the Hercules Transit Center</p> <p>Sponsor: Hercules</p>	Bike/Ped	\$0.4
<p>Fred Jackson Way First Mile/Last Mile Connection</p> <p>Construct ADA compliant pedestrian path from Grove to Brookside Drive.</p> <p>Sponsor: County</p>	Bike/Ped	\$4.9
<p>El Cerrito Active Transportation Plan Improvements</p> <p>Active Transportation Plan Improvements (Bicycle & Ped) thru 2035</p> <p>Sponsor: El Cerrito</p>	Bike/Ped	\$34.7
<p>El Cerrito Citywide Accessibility Improvements</p> <p>Implement street accessibility improvements citywide as indicated in the City's ADA Transition Plan.</p> <p>Sponsor: El Cerrito</p>	Bike/Ped	\$6.3
<p>Richmond Parkway Bike Facility and Bay Trail Crossing at Wildcat Creek Study</p> <p>Fund study to identify feasibility of bike facilities on Richmond Parkway and for improving Bay Trail crossing at Wildcat Creek.</p> <p>Sponsor: WCCTAC</p>	Bike/Ped	\$0.5
<p>Complete Bay Trail, Richmond Greenway and Ohlone Greenway</p> <p>Sponsor: WCCTAC</p>	Bike/Ped	\$41.7

Table 1.2-4: Long-Range Transportation Investment Project List

Project	Project Mode	Cost (2017 \$ in Millions)
<p>Sidewalk Installations at Miscellaneous Locations in Hercules</p> <p>Install Sidewalk on Sycamore Ave from Creekside Center Drive to Willow Avenue, San Pablo Avenue from John Muir Parkway to Sycamore Avenue, and on Palm Avenue from Willow to Sycamore</p> <p>Sponsor: Hercules</p>	Bike/Ped	\$3.0
<p>The Yellow Brick Road in Richmond's Iron Triangle</p> <p>Final design and construction of a comprehensive set of pedestrian and bicycle improvements as shown in the community-driven "Yellow Brick Road" plan</p> <p>Sponsor: Richmond</p>	Bike/Ped	\$18.7
<p>I-80/SR4: new I-80 EB off-ramp at Sycamore</p> <p>Re-engineer Freeway Ramps at I-80/SR4: new I-80 EB off-ramp at Sycamore</p> <p>Sponsor: Hercules</p>	Freeway/Roadway	\$13.8
<p>SR-4 West: Phase 2 (Full Freeway)</p> <p>Upgrade State Route 4 to full freeway from I-80 to Cummings Skyway (Phase 2)</p> <p>Sponsor: CCTA</p>	Freeway/Roadway	\$68.7
<p>Cummings Skyway Truck Climbing Lane Extension</p> <p>Extend truck climbing lane on eastbound Cummings Skyway to allow faster moving vehicles to safely pass slow moving trucks climbing existing 10% grade</p> <p>Sponsor: County</p>	Freeway/Roadway	\$16.9
<p>North Richmond Truck Route</p> <p>Extend North Richmond truck route from Market Avenue to Parr Boulevard, including 2 lanes, shoulders, and sidewalk on west side</p> <p>Sponsor: County</p>	Freeway/Roadway	\$20.8
<p>Atlas Road Bridge</p> <p>Construct a grade separation at Atlas Road across the Union Pacific railroad right-of-way near Giant Highway to provide access to the Point Pinole Regional Shoreline. The bridge will provide both vehicular and a separated pedestrian-bicycle trail connection to the shoreline.</p> <p>Sponsor: Richmond</p>	Freeway/Roadway	\$36.7
<p>I-80/SR-4 Interchange Improvements - New Eastbound Willow Avenue Ramps</p> <p>Construct new SR4 eastbound on and off ramps at Willow north of Palm Avenue to eliminate hook ramps to willow on I-80 interchange to SR4 for safety enhancement and better service to the Hercules Transit Center</p> <p>Sponsor: Hercules</p>	Freeway/Roadway	\$25.4
<p>I-80 CSMP Improvements</p> <p>Construct improvements listed in the I-80 CSMP</p> <p>Sponsor: WCCTAC / Caltrans</p>	Freeway/Roadway	\$34.2
<p>San Pablo Avenue Complete Streets, Rivers to Lowell</p> <p>Construct complete streets improvements from River Street in San Pablo to Lowell Avenue in Richmond. Includes bike, pedestrian and transit improvements.</p> <p>Sponsor: San Pablo</p>	Freeway/Roadway	\$13.1

Table 1.2-4: Long-Range Transportation Investment Project List

Project	Project Mode	Cost (2017 \$ in Millions)
<p>San Pablo Avenue Complete Streets Construct bicycle and pedestrian improvements along San Pablo Avenue between Rivers Street and Hilltop Drive Sponsor: San Pablo / Richmond</p>	Freeway/ Roadway	\$7.1
<p>Rumrill Boulevard Corridor Complete Streets, Sanford to San Pablo Avenue Construct Complete Streets Plan on Rumrill from Sanford to San Pablo Avenue Sponsor: San Pablo</p>	Freeway/ Roadway	\$11.7
<p>South Shoreline Connectivity Improvements South Shoreline Area Connectivity Improvements, including roadway and interchange reconfiguration, rail improvements, and freeway crossings Sponsor: Richmond</p>	Freeway/ Roadway	\$16.0
<p>Complete Streets in West County Implement Complete Streets projects in West County Sponsor: WCCTAC</p>	Freeway/ Roadway	\$11.5
<p>San Pablo Avenue Cycle Track, Bicycle and Pedestrian Improvements Implement Complete Streets improvements including directional Cycle Track and other bicycle, pedestrian and transit improvements in El Cerrito Sponsor: El Cerrito</p>	Freeway/ Roadway	\$7.8
<p>Appian Way Complete Streets Project Improve pedestrian and bike safety along Appian Way and create transportation corridor for all users. Sponsor: County</p>	Freeway/ Roadway	\$22.2
<p>San Pablo Avenue Complete Streets Project Construct bike and pedestrian improvements from Rodeo to Crockett by reducing roadway from 4 lanes to 2 lanes. Sponsor: County</p>	Freeway/ Roadway	\$13.0
<p>I-80/SR4: Replace SR4 WB to I-80 WB ramp I-80/SR4 Ramp Improvements including SR4 WB to I-80 WB ramp replacement Sponsor: Hercules</p>	Freeway/ Roadway	\$23.0
<p>Multimodal Intelligent Transportation System/Signal Improvements System and signal improvements including but not limited to, signal interconnects, adaptive signal timing, addition of signal phases, and transit signal priority, in support of Richmond's complete streets policy. Sponsor: Richmond</p>	Freeway/ Roadway	\$8.4
<p>San Pablo Avenue Complete Street, Rivers Street to Lowell Avenue Construct bicycle/pedestrian and transit improvements Sponsor: WCCTAC / San Pablo</p>	Freeway/ Roadway	\$11.4
<p>San Pablo Avenue Intersection Realignment at 23rd Street and Road 20 Sponsor: San Pablo</p>	Freeway/ Roadway	\$4.9
<p>Replace San Pablo Avenue Bridge over San Pablo Creek Sponsor: San Pablo</p>	Freeway/ Roadway	\$8.8

Table 1.2-4: Long-Range Transportation Investment Project List

Project	Project Mode	Cost (2017 \$ in Millions)
Giant Highway Bridge Rehab at San Pablo Creek Sponsor: San Pablo	Freeway/ Roadway	\$1.4
Pitt Way Extension Construct new collector roadway along Pitt Way from San Pablo Dam Road to Hillcrest Road Sponsor: County	Freeway/ Roadway	\$5.3
Implementation of CCTA's SRTS Assessment Sponsor: WCCTAC	SR2S	\$289.8
West County Bus Storage and Maintenance Facility New West County Bus Storage and Maintenance Facility Phase I: Planning, remediation, land acquisition, and environmental for the Relocation of D3 bus facility and redevelopment of existing site as transit oriented development. Site acquisition, site prep, site planning, design Sponsor: AC Transit / Richmond	Transit	\$28.1
Ferry Capital Improvements in West County Purchase ferry for service between Hercules and San Francisco Sponsor: WETA	Transit	\$52.9
Del Norte Area Transit-Oriented Development (TOD) Transportation Improvements - Phase 2 Construction of multimodal and parking improvements within half mile of El Cerrito del Norte station Sponsor: El Cerrito	Transit	\$22.4
Construct Richmond CyberTran Sponsor: Richmond	Transit	\$33.8
West County High Capacity Transit Investment Study Implementation - Phase 2 Implement the recommended improvements from the West County High Capacity Transit Investment Study Sponsor: WCCTAC	Transit	\$366.1
West County High Capacity Transit Investment Study Implementation - Phase 1 Sponsor: WCCTAC	Transit	\$13.6
Construct new satellite WestCAT maintenance facility (includes land purchase) Construct additional facility to house and maintain vehicles within Western Contra Costa County Sponsor: WestCAT	Transit	\$9.4
Technology Upgrades for AC Transit Additional projected technology upgrades including off-board fare payment, upgrades to computer storage and scheduling system, and electronic fare media usage Sponsor: AC Transit	Transit	\$2.8
El Cerrito Del Norte Modernization - Phase 1 Sponsor: BART	Transit	\$21.7

Table 1.2-4: Long-Range Transportation Investment Project List

Project	Project Mode	Cost (2017 \$ in Millions)
<p>Bus shelters and transit stop improvements Design and construct bus shelters and other transit stop safety and comfort improvements, including lighting and landscaping improvements Sponsor: Richmond</p>	Transit	\$3.7
<p>East Bay Paratransit Service Sponsor: AC Transit</p>	Transit	\$4.6
<p>New and expanded park-n-ride lots Develop new and expanded park-n-ride lots at key locations. Sponsor: WCCTAC</p>	Transit	\$27.5
<p>New Technologies for reducing Single Occupancy Vehicles Install new technologies to reduce SOV and increase existing capacity. TDM Capital Infrastructure” which will include improvements such as: a) Park and Ride real time changeable signage; b) Other technology enhancements for ridesharing and transit Sponsor: WCCTAC</p>	Transit	\$18.4
<p>West County Bus Storage and Maintenance Facility Phase 2 New West County Bus Storage and Maintenance Facility Phase 2 Sponsor: AC Transit / Richmond</p>	Transit	\$55.3
<p>San Pablo-Macdonald Transit Corridor Improvements Sponsor: AC Transit</p>	Transit	\$226.8
<p>Projects TOTAL</p>		\$6,447

Relationship to Other Plans and Programs

This chapter discusses the relationship of the proposed 2017 CTP to other local, State, and federal plans, programs, and policies. A brief description of each of these plans and programs and their relationship to the 2017 CTP is presented below.

Local Plans and Programs

Regional Transportation Planning Committees and Action Plans for Routes of Regional Significance

In preparing this 2017 CTP, the CCTA relied on “Action Plans” prepared by RTPCs that represent each of several sub-areas of the County. These RTPCs include the West Contra Costa Transportation Advisory Committee (WCCTAC); the Transportation Partnership and Cooperation Committee in Central County (TRANSPAC); the Regional Transportation Planning Committee for East County (TRANSPLAN); and the Southwest Area Transportation Committee (SWAT), which includes both the Lamorinda and Tri-Valley (Danville-San Ramon) areas. A fifth subarea group, the Tri-Valley Transportation Council (TVTC) overlaps SWAT. It includes Danville and San Ramon, plus the Alameda County cities of Dublin, Livermore, Pleasanton, and portions of unincorporated Alameda County.

The RTPCs are comprised of elected and appointed representatives from each jurisdiction within that region, and officials from transit agencies and planning commissions also serve on some of the RTPCs, either as voting or ex-officio members. Each RTPC is assisted by a Technical Advisory Committee (TAC) made up of planners, civil engineers from those jurisdictions.

The CCTA has built upon the most recent Action Plans in developing the 2017 CTP, and has incorporated the projects and other actions outlined in those Action Plans into the 2017 CTP’s CTPL. The 2017 CTPL incorporates all of the five Actions Plans for Routes of Regional Significance, and to the extent feasible and subject to consensus among the RTPCs, the individual projects listed in the CTPL reflect those contained in the proposed Action Plan updates. The CTPL is a database of planned, in-progress and proposed transportation projects throughout Contra Costa that assists the CCTA’s various planning and funding efforts. The CTPL is meant to be a “living document” in that it is updated as new information becomes available.

County Plans and Programs

Congestion Management Program

Proposition 111, passed in 1990, requires each urbanized county in the State to adopt a CMP and update it every other year. The CMP for Contra Costa County was last updated in 2013. The CMP must include traffic level of service standards, multi-modal performance measures to evaluate the current and future system, a seven-year capital improvement program, a program to analyze the impacts of land use decisions, and a trip reduction and travel demand element. Projects included in the seven-year CMP are submitted to MTC for inclusion in the RTP and Regional Transportation Improvement Program (RTIP; see below).

There are many similarities between the Measure C and J GMP and the CMP, such as quantitative measures of effectiveness for a network of transportation facilities and land use analysis. This is in part because the State Legislature used the Contra Costa GMP as a model in developing the CMP legislation. There are, however, differences between the two:

- The GMP focuses on Routes of Regional Significance of which the CMP network is a subset, and uses flexible MTSOs rather than the stricter LOS standards required by the CMP legislation.
- The CTP serves as the master, all-inclusive long-range transportation planning document for Contra Costa, including projects of the CMP as well as other long-range and un-funded projects proposed in the Regional Action Plans and included in the CCTA's CTPL.

Countywide Bicycle and Pedestrian Plan

Contra Costa's Countywide Bicycle and Pedestrian Plan (CBPP) of 2009 grew out of the CCTA's 2000 update to the CTP. The CBPP establishes goals, describes existing conditions, prioritizes bike corridors and pedestrian improvements, and outlines implementation tasks. The CBPP underwent a technical update in 2013. This update primarily focused on the mapping sections of the CBPP. A major update is currently underway, and slated for completion in 2018. The analysis of and recommendations for pedestrian and bicycle facilities found in the CBPP guided the selection of projects for inclusion in the 2017 CTP update.

Express Bus Study

The 2016 Draft Contra Costa Express Bus Study Update assesses service needs and emerging trends in the county. The express bus recommendations are design to complement BART service with intercommunity routes along corridors not served by rail. There is growing support for express bus systems as the public is resistant to congested highways yet in need of alternative means of transportation.

Ferry Service Study

The 2014 Financial Feasibility of Contra Costa Ferry Service examined the financial feasibility of four direct ferry services lines from Richmond, Hercules, Martinez, and Antioch. The study found that

only the proposed service route from Richmond could operate under the existing Water Emergency Transportation Authority ferry service formula without further funding from the State or other sources.

Bay Area Regional Plans and Programs

CTP Guidelines

In preparing the CTP, the CCTA has followed MTC's CTP Guidelines that MTC adopted in September 2014 through Resolution 2120. MTC's CTP Guidelines apply to all CTPs initiated after October 1, 2014. MTC's CTP Guidelines affirm the close relationship between the CTP and the RTP (discussed below). MTC's CTP Guidelines recognize the need for some local flexibility. To encourage consistency between the CTP and regional, State, and federal priorities, the CTP Guidelines encourage CTPs to be performance-driven with clear, transparent metrics.

Plan Bay Area

California SB 375 went into effect in 2009 to help achieve the goal of reducing GHG emissions to levels established by the State and mandated under AB 32. The primary purpose of SB 375 is to integrate land-use and transportation planning to help lower GHG emissions through the development of an SCS. The SCS is a combined land use and transportation plan that provides a blueprint for accommodating the region's population and job growth over the long-term while lowering GHG emissions from cars and light trucks. All RTPs updated after 2009 are required to include an SCS. *Plan Bay Area* is the name for MTC's most recent update to the RTP, which contains the region's first SCS. *Plan Bay Area* was adopted in 2013 and addresses transportation planning through the year 2040. *Plan Bay Area* achieves the GHG reduction goals established through SB 375. Those goals included a seven percent reduction in per capita GHG emissions from transportation sources by 2020 and a 15 percent reduction by 2035.

The 2017 CTP carries forward *Plan Bay Area's* strategic approach to maintain the transportation system and accommodate new growth in the region. For example:

- The 2017 CTP reflects *Plan Bay Area's* focus on mobility for all travel modes and for all types of users.
- *Plan Bay Area* envisioned that implementation details would be taken up in partnership with transportation planning agencies and local jurisdictions. As such, the 2017 CTP addresses how elements included in *Plan Bay Area* fit into the CCTA's vision for Contra Costa.
- Additionally the analysis in this EIR assumes the realization of the land development pattern proposed in *Plan Bay Area* for purposes of evaluating future cumulative impacts.

Regional Transportation Plan / Regional Transportation Improvement Program

One important source of funding for Contra Costa's transportation projects and programs comes through the RTP for the nine-county Bay Area. As the designated Metropolitan Planning

Organization for the Bay Area, MTC is responsible for preparing the long-range RTP for the Bay Area, defined as a nine counties bordering the bay, including Contra Costa.

State and federal law requires MTC to prepare and update a RTP. Similar to the CTP, the RTP is a long-range plan of at least 20 years into the future that specifies the strategies and investments to maintain, manage, and improve the region's transportation network, including bicycle and pedestrian facilities, local streets and roads, public transit systems, and highways. CTPs must "consider" the most recently adopted RTP, and the CTPs form the basis for the next RTP. The most recent RTP, *Plan Bay Area*, was adopted in 2013. This RTP was the first RTP to be adopted in the Bay Area under SB 375.

The RTIP is a 7-year program, and since the RTP is a 20- to 30-year plan, not all projects in the RTP are included in the RTIP. Any transportation project receiving federal or State transportation funds must be included in the RTP and RTIP.

The Contra Costa transportation projects included in the 2013 RTP/*Plan Bay Area* were submitted by CCTA for consideration by MTC, and these projects were a financially constrained subset of the CTPL that was analyzed in the CCTA's 2009 CTP. CCTA's project submittal list to MTC for the draft 2017 RTP (*Plan Bay Area 2040*) initially included those projects that could be funded through "Measure X", which was an additional sales tax measure that was brought before the voters of Contra Costa in November 2016. Measure X did not pass in the November election, and MTC requested that CCTA scale back its project list to match the tighter financial constraints associated with not having the additional sales tax revenues for Contra Costa. Consequently, the project list for the draft 2017 RTP submittal was virtually identical to the project list included in the 2013 RTP (*Plan Bay Area*) with two notable additions: 1) the connector road between Byron Highway and Vasco Road in East County; and 2) a new transit station in Brentwood. Projects included in the 2017 CTP similarly provide a comprehensive list of 10 and 20-year priorities for consideration by MTC for funding under future RTPs.

Sustainable Communities Strategy

With the passage of California's Sustainable Communities and Climate Protection Act (SB 375) in 2008, an SCS must be developed as part of the RTP. It must outline an integrated transportation and land use plan that can be implemented within the expected financial constraints over the next 25 years, accommodate projected population growth, and reduce greenhouse gas emissions.

Priority Development Areas, Communities of Concern, and CARE Communities

Plan Bay Area focuses investments on maintaining the Bay Area's transportation system, and this focus is carried forward into the strategies of the CTP. In addition, the approach to distribution of land use as utilized by *Plan Bay Area* combines the usage of PDAs and transit priority projects to meet the goals of the State and the needs of the growing population and jobs in the Bay Area. PDAs are intended to encourage development near high-quality transit as a key transportation investment of *Plan Bay Area*. Most areas that are eligible for transit priority projects are within PDAs or within close proximity to transit, many of which are located on main transit corridors or near transit in Contra Costa. In addition, as part of *Plan Bay Area*, Priority Conservation Areas were also strategically identified to protect natural resources.

As part of the *Plan Bay Area* planning process, a detailed equity analysis study was conducted to evaluate the transportation and land use planning in relation to environmental justice and equity policy priorities. It identified Communities of Concern, communities that have “multiple overlapping potential disadvantage factors” or concentrations of both low-income and minority populations, throughout the Bay Area. Twenty percent of the Bay Area’s population resides in Communities of Concern. In maintaining the transportation system in Contra Costa, it is essential to provide equitable transportation opportunities to the populations in these communities along with the rest of the population, as the majority of these communities are located in the urban core of the Bay Area.

In addition, the Bay Area Air Quality Management District initiated the Community Air Risk Evaluation (CARE) program in 2004, which aimed to evaluate and reduce health risks associated with exposure to outdoor toxic air contaminants and fine particulate matter in the Bay Area. The program examines and characterizes potential risks associated with toxic air contaminants and fine particulate matter from stationary and mobile sources, and develops and implements mitigation measures to achieve cleaner air, with a focus on priority communities (CARE communities).

State Plans and Programs

State Transportation Improvement Program

The RTIP is developed by the MTC and is subsequently incorporated into a larger State Transportation Improvement Program (STIP). The STIP is the main process for short-term programming and funding of transportation projects in California. The STIP is developed and adopted by the California Transportation Commission. Inclusion in the STIP is essential for much federal and State funding of individual transportation projects.

Federal Plans and Programs

FAST Act/MAP-21

Many, if not most of the projects and programs in the 2017 CTP will rely on some level of federal funding. The primary source of federal funds is MAP-21 and its successor programs. MAP-21 was signed into law in July 2012, replacing the previous Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users as the federal transportation bill. MAP-21 introduces performance measures into the federal transportation policy framework, consolidates or eliminates funding programs, and distributes a much larger share of funds by formula.

Fixing America’s Surface Transportation (FAST) Act was signed into law in December 2015 and the Federal Highway Administration is currently finalizing rules for implementation. The FAST Act authorizes \$305 billion through fiscal year 2020 for highways, highway and motor vehicle safety, public transportation, rail, and research and technology programs, and provides a dedicated source of federal dollars for freight projects for the first time. The FAST Act expands the scope of consideration of the metropolitan planning process to include consideration of intercity transportation (including intercity buses, intercity bus facilities, and commuter vanpool providers);

improving transportation system resiliency and reliability; reducing (or mitigating) the stormwater impacts of surface transportation; and enhancing travel and tourism. In addition, it requires strategies to reduce the vulnerability of existing transportation infrastructure to natural disasters.

Under the FAST Act/MAP-21, the U.S. Department of Transportation requires that metropolitan planning organizations, such as MTC, prepare long-range regional transportation plans (RTPs) and update them every four years if they are in areas designated as “nonattainment” or “maintenance” for federal air quality standards. Key federal requirements for long-range plans include the following:

- RTPs must be developed through an open and inclusive process that ensures public input;
- RTPs must be developed for a period of not less than 20 years into the future, and reflect the most recent assumptions for population, travel, land use, congestion, employment, and economic activity;
- RTPs must have a financially constrained element, transportation revenue assumptions must be reasonable, and the long range financial estimate must take into account construction-related inflation costs;
- RTPs must include a description of the performance measures and performance targets used in assessing the performance of the transportation system;
- RTPs must include a system performance report evaluating the condition and performance of the system with respect to performance targets adopted by the state that detail progress over time;
- RTPs may include multiple scenarios for consideration and evaluation relative to the state performance targets as well as locally developed measures;
- RTPs must conform to the applicable State Implementation Plan for ozone and other pollutants for which an area is not in attainment; and
- RTPs must consider planning factors and strategies in the local context.

Federal Clean Air Act and California Clean Air Act

Both the federal Clean Air Act and the California Clean Air Act set standards for air quality. National air quality standards were established in 1970 by the federal act and amended in 1990, while the California Clean Air Act set standards in 1988. For most pollutants, California standards are more stringent. Both acts impose requirements on the MTC for ensuring that projects and programs conform to the intent of regionally developed air quality plans. To the extent projects and programs in the 2017 CTP are incorporated in the MTC’s RTP, these provisions may affect which projects ultimately get implemented. Both acts also require timely implementation of certain actions (Transportation Control Measures or TCMs) to improve air quality. Many of the programs and projects in the 2017 CTP are, in fact, TCMs. Measure J does not explicitly include air quality requirements for the Growth Management Program, although the State CMP legislation does. The projects and programs in the 2017 CTP include a number of federal and State TCMs. The 2015 CMP outlines the relationship between the CMP, other CCTA activities, and the federal and State TCMs (see Appendix F of the CCTA 2015 CMP).