

Robert Taylor, Chair  
Brentwood  
City Council

Doug Hardcastle, Vice-  
Chair  
Oakley  
City Council

Salvatore Evola  
Pittsburg  
City Council

Mary N. Piepho  
Contra Costa County  
Board of Supervisors

Tony Tiscareno  
Antioch  
City Council

Kerry Motts  
Antioch  
Planning Commission

Joseph Weber  
Brentwood  
Planning Commission

Duane Steele  
Contra Costa  
Planning Commission

Kevin Romick  
Oakley  
Planning Commission

James Coniglio  
Pittsburg  
Planning Commission

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# TRANSPLAN Committee Meeting

Thursday, January 14, 2016 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

We will provide reasonable accommodations for persons with disabilities to participate in TRANSPLAN meetings if they contact staff at least 48 hours before the meeting. Please contact Jamar Stamps at 925-674-7832 or jamar.stamps@dcd.cccounty.us

## AGENDA

*Items may be taken out of order based on the business of the day and preferences of the Committee.*

- 1. OPEN** the meeting.
- 2. ACCEPT** public comment on items not listed on agenda.

### Consent Items (see attachments where noted [♦])

- 3. ADOPT** Minutes from 12/10/15 TRANSPLAN Meetings ♦ Page 2
- 4. ACCEPT** Correspondence ♦ Page 6
- 5. ACCEPT** Status Report on Major Projects ♦ Page 10
- 6. ACCEPT** Calendar of Events ♦ Page 17
- 7. ACCEPT** Environmental Register ♦ Page 19

### End of Consent Items

### Open the Public Meeting

**8. RECEIVE** presentation from the Contra Costa Transportation Authority (“CCTA”) on revised approach for development of a potential Transportation Expenditure Plan (“TEP”). (Information) ♦ Page 21

**9. ADJOURN** to next meeting on Thursday, February 11, 2016 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

**ITEM 3**  
**12/10/15 TRANSPLAN COMMITTEE MEETING MINUTES**

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

MINUTES

December 10, 2015

The regular meeting of the TRANSPLAN Committee was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Robert (Bob) Taylor at 6:30 P.M.

**ROLL CALL / CALL TO ORDER**

PRESENT: James Coniglio (Pittsburg), Kerry Motts (Antioch), Mary N. Piepho (Contra Costa County Board of Supervisors), Kevin Romick (Oakley), Tony Tiscareno (Antioch), Doug Hardcastle (Vice Chair, Oakley) and Robert (Bob) Taylor (Chair, Brentwood)

ABSENT: Salvatore (Sal) Evola (Pittsburg), Duane Steele (Contra Costa Planning Commission), and Joe Weber (Brentwood)

STAFF: Jamar Stamps, TRANSPLAN Transportation Planner

**PUBLIC COMMENTS**

There were no comments from the public.

**CONSENT ITEMS**

On motion by Mary Piepho, seconded by Kevin Romick, TRANSPLAN Committee members adopted the Consent Calendar, as follows:

3. Adopted Minutes from the November 12, 2015 TRANSPLAN Meeting
4. Accepted Correspondence
5. Accepted Status Report on Major Projects
6. Accepted Calendar of Events
7. Accepted Environmental Register

The motion carried by the following vote:

Ayes: Coniglio, Hardcastle, Motts, Piepho, Romick, Tiscareno, Taylor  
Noes: None  
Abstain: None  
Absent: Evola, Steele, Weber

## APPOINT TRANSPLAN REPRESENTATIVE TO THE CONTRA COSTA TRANSPORTATION AUTHORITY (“CCTA”) BOARD

Jamar Stamps, Transportation Planner, advised that the CCTA Board was comprised of eleven elected officials who had been appointed from each of the Regional Transportation Planning Committees (RTPCs), the County Board of Supervisors, and the Conference of Mayors, for odd and even year terms of two years each. Chair Taylor currently held the term expiring on January 31, 2016, and Sal Evola was the current alternate to that position.

Mr. Stamps quoted the provisions of the CCTA Administrative Code to explain that members of the CCTA Board must be elected officials; each representative must have a designated alternate and could have a designated second alternate; and only elected officials could vote to select a representative to the CCTA Board. Noting that Planning Commissioners were excluded from the vote, and since the City of Oakley did not have a Planning Commission and an Oakley Councilmember served in that position on the TRANSPLAN Committee, that Councilmember would be excluded from voting as well.

On motion by Mary Piepho, seconded by Tony Tiscareno to appoint **Robert (Bob) Taylor** as the TRANSPLAN Committee’s Representative to the Contra Costa Transportation Authority Board of Directors, and **Salvatore (Sal) Evola** as the alternate for the term February 1, 2016 through January 31, 2018. The motion carried by the following vote:

Ayes: Hardcastle, Piepho, Tiscareno, Taylor  
Noes: None  
Abstain: None  
Absent: Evola

## ELECT CHAIR AND VICE CHAIR FOR 2016

Mr. Stamps advised that the TRANSPLAN Committee elected its officers on a rotational basis at the beginning of each calendar year. Elections of Chair and Vice Chair were done in two separate motions. Both must be elected officials. He provided the historical rotation of the TRANSPLAN Committee and advised that following the approved rotation, the next Chair would be the representative from the City of Oakley, and the next Vice Chair would be the representative from the County Board of Supervisors.

### Chair

On motion by Kevin Romick to nominate Doug Hardcastle as Chair of the TRANSPLAN Committee. The nomination was seconded by Chair Taylor. There were no other nominations. The nominations were closed. **Doug Hardcastle** was elected to serve as Chair of the TRANSPLAN Committee for 2016, by the following vote:

Ayes: Coniglio, Hardcastle, Motts, Piepho, Romick, Tiscareno, Taylor  
Noes: None  
Abstain: None  
Absent: Evola, Steele, Weber

#### Vice Chair

On motion by Kevin Romick to nominate Mary Piepho as Vice Chair of the TRANSPLAN Committee. The nomination was seconded by Chair Taylor. There were no other nominations. The nominations were closed. **Mary Piepho** was elected to serve as Vice Chair of the TRANSPLAN Committee for 2016, by the following vote:

Ayes: Coniglio, Hardcastle, Motts, Piepho, Romick, Tiscareno, Taylor  
Noes: None  
Abstain: None  
Absent: Evola, Steele, Weber

#### ADJOURNMENT

Chair Taylor adjourned the meeting of the TRANSPLAN Committee at 6:35 P.M. to Thursday, January 14, 2016 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith  
Minutes Clerk

**ITEM 4  
CORRESPONDENCE**



COMMISSIONERS

Julie Pierce,  
Chair

Dave Hudson,  
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

David Durant

Federal Glover

Karen Mitchoff

Kevin Romick

Don Tatzin

Robert Taylor

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# MEMORANDUM

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To: Anita Tucci-Smith, TRANSPAC  
Lisa Bobadilla, SWAT  
Jamar Stamps, TRANSPLAN, TVTC  
John Nemeth, WCCTAC  
Ellen Clark, LPMC  
*Randell H. Iwasaki*  
From: Randell H. Iwasaki, Executive Director  
Date: December 17, 2015  
Re: Items of Interest for Circulation to the Regional Transportation Planning Committees (RTPCs)

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At its December 16, 2015 meeting, the Authority discussed the following items which may be of interest to the Regional Transportation Planning Committees:

- 1. Status Report on the 2016 Countywide Transportation Plan (CTP).** The previous schedule for the 2016 CTP involved releasing the Draft Subsequent Environmental Impact Report (dSEIR) and draft CTP in January 2016, and considering the final SEIR and Project in May of 2016. The dSEIR was to include the analysis of a draft Transportation Expenditure Plan (TEP), previously scheduled for release in November 2015, and an evaluation of the Action Plans for Routes of Regional Significance based upon performance standards that include Level of Service (LOS). *The Authority discussed two issues affecting the schedule: 1) SB 743 (Steinberg 2013), which – through anticipated implementing regulations – will prohibit the use of LOS or vehicle delay as a threshold of significance for traffic impacts in an EIR, and 2) the delay of the Draft TEP, which affects the dSEIR schedule. Following a discussion, the Authority approved staff’s recommendation to delay publication of the dSEIR and draft CTP beyond January 2016 to allow additional time for development of the draft TEP and possible revisions to the Action Plans in response to SB 743.*
- 2. Development of a Potential Transportation Expenditure Plan (TEP). Approve revised Stakeholder Engagement and TEP Development Timeline.** In response

Randell H. Iwasaki,  
Executive Director

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to the direction received at the November 18, 2015 Authority meeting, staff and the Gray - Bowen - Scott consulting team have developed a revised approach and schedule to develop a potential TEP. Elements of the proposed revised approach and schedule include focused discussions and study sessions regarding TEP issues at regular and special meetings of the Authority Board, and a revised strategy to engage the Expenditure Plan Advisory Committee (EPAC) in its role to develop TEP recommendations. *The Authority approved the revised approach and timeline and agreed to schedule special TEP meetings of the Authority on the 1<sup>st</sup> Wednesday of each month at 6:30 p.m. or immediately following the Planning Committee meeting, whichever is later, beginning on January 6, 2016. See the attached revised Meeting Schedule. (Attachment)*

- 3. Adoption of Proposed 2015 Congestion Management Program (CMP) Update for Contra Costa.** As the Congestion Management Agency (CMA) for Contra Costa, the Authority must prepare a Congestion Management Program (CMP) and update it every other year. State law requires that the Authority adopt the CMP update at a noticed public hearing and submit it to MTC. For the 2015 CMP update, this action by the Authority will be taken through the adoption of Resolution 15-59-G. *Following a public hearing, the Authority approved Resolution 15-59-G adopting the Final 2015 CMP update and authorized staff to make non-substantive edits as needed to finalize the document and forward it to MTC.*
- 4. Status Report on I-680 and I-80 High-Capacity Transit Investment Studies.** To support the development of a new Transportation Expenditure Plan (TEP), the Authority is participating in two major studies to evaluate potential transit and congestion relief projects along the I-680 and the I-80 corridors. *Planning and consultant staff provided a full report on the I-680 study, which was recently completed. The I-80 study is still underway. The Authority accepted the report.*





**COMMISSIONERS:** Julie Pierce, Chair    Dave Hudson, Vice Chair    Janet Abelson    Newell Arnerich    Tom Butt  
David Durant    Federal Glover    Karen Mitchoff    Kevin Romick    Don Tatzin    Robert Taylor

## MEETING SCHEDULE

Meetings are held in CCTA's Board Room (Suite 110) unless otherwise noted.  
2999 Oak Road, Suite 100, Walnut Creek, CA 94597

<b>Full Authority Board (CCTA)</b>	January 20, 2016
<b>Third Wednesday of the month</b>	February 17, 2016
<b>at 6:00 PM</b>	March 16, 2016
<b>Special Full Authority Board (TEP)</b>	January 6, 2016 * NEW
<b>First Wednesday of the month</b>	February 3, 2016 *NEW
<b>At 6:30 PM (or immediately after PC Mtg.)</b>	March 2, 2016 *NEW
<b>Administration &amp; Projects Committee (APC)</b>	January 7, 2016
<b>First Thursday of the month</b>	February 4, 2016
<b>at 8:30 AM</b>	March 3, 2016
<b>Planning Committee (PC)</b>	January 6, 2016
<b>First Wednesday of the month</b>	February 3, 2016
<b>at 6:00 PM</b>	March 2, 2016
<b>Citizens Advisory Committee (CAC)</b>	January 27, 2016
<b>Fourth Wednesday of the month (generally)</b>	February 24, 2016
<b>at 6:00 PM</b>	March 23, 2016
<b>Technical Coordinating Committee (TCC)</b>	January 21, 2016
<b>Third Thursday of the month</b>	February 18, 2016
<b>at 2:30 PM</b>	March 17, 2016
<b>Paratransit Coordinating Council (PCC)</b>	January 25, 2016 ** Note Date
<b>Third Monday of every other month</b>	February – No Meeting
<b>at 2:30 PM</b>	March 21, 2016
<b>Countywide Bicycle &amp; Pedestrian Advisory Committee (CBPAC)</b>	January 25, 2016
<b>Fourth Monday of every other month</b>	February – No Meeting
<b>at 11:00 AM (generally)</b>	March 28, 2016

\* NEW: Special Authority Meetings at 6:30 p.m. or immediately following the PC Meeting

\*\* Please note special PCC Meeting date, due to the MLK Holiday.

**ITEM 5**  
**STATUS REPORT ON MAJOR PROJECTS**

# TRANSPLAN: Major East County Transportation Projects

- State Route 4 Widening • State Route 4 Bypass
- State Route 239 • eBART

## Monthly Status Report: January 2016

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Information updated from previous report is in *underlined italics*.

### STATE ROUTE 4 WIDENING

#### A. SR4 Widening: Railroad Avenue to Loveridge Road No Changes From Last Month

**Lead Agency:** CCTA

**Project Description:** The project widened the existing highway from two to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately  $\frac{3}{4}$  mile west of Loveridge Road and provided a median for future transit.

**Current Project Phase:** Highway Landscaping – Plant Establishment Period - Complete.

**Project Status:** Landscaping of the freeway mainline started in December 2009 and was completed in June 2010. A three-year plant establishment and maintenance period is currently in progress as required by the Cooperative Agreement with Caltrans, was complete on June 24, 2013. Caltrans has accepted the project and will take over the maintenance responsibilities. The CCTA Board accepted the completed construction contract, approved the final contractor progress payment, approved the release of the retention funds to the contractor, and authorized staff to close construction Contract No. 241 at its September 18, 2013 meeting.

**Issues/Areas of Concern:** None.

#### B. SR4 Widening: Loveridge Road to Somersville Road

**Lead Agency:** CCTA

**Project Description:** The project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) between Loveridge Road and Somersville Road. The project provides a median for future mass transit. The environmental document also addresses future widening to SR 160.

**Current Project Phase:** Close-out

**Project Status:** *Caltrans accepted the contract on June 30, 2014. The construction contract is now closed with no outstanding claims. Caltrans approved \$0.79 million (out of \$3.5 million) in submitted exceptions to its Proposed Final Estimate (PFE). Remaining exceptions were rejected. The District Director's Determination of Claims letter was issued on June 24, 2015 and the Final Estimate was processed on June 25, 2015. The 90-day period to submit an arbitration request for unresolved claims*

*expired on September 25, 2015. Right of Way close-out activities continue and additional Right of Way engineering work will be needed.*

**Issues/Areas of Concern:** *None.*

### **C. SR4 Widening: Somersville Road to SR 160**

**Lead Agency:** CCTA

**Project Description:** This project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) from Somersville Road to Hillcrest Avenue and then six lanes to SR 160, including a wide median for transit. The project also includes the reconstruction of the Somersville Road Interchange, Contra Loma/L Street Interchange, G Street Overcrossing, Lone Tree Way/A Street Interchange, Cavallo Undercrossing and the Hillcrest Avenue Interchange.

**Current Project Phase:** Construction.

**Project Status:** The project is divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3A) A Street Interchange and Cavallo Undercrossing and 3B) Hillcrest Avenue to Route 160.

**Segment 1:** Somersville Interchange

*Segment was open to traffic in December 2013.*

**Segment 1 construction is 100% complete.**

**Segment 2:** Contra Loma Blvd. to A St./Lone Tree Way

*Construction began in March 2012 and is anticipated to be complete in February 2016.*

*Segment 2 construction is 94% complete through October 2015. New freeway lanes were opened between Somersville Road and Lone Tree Way in November 2015.*

**Segment 3A:** A Street Interchange and Cavallo Undercrossing

*Construction began in August 2012 and is anticipated to be complete in Spring 2016.*

*Segment 3A construction is 94% complete through October 2015.*

**Segment 3B:** Hillcrest Avenue to SR160

*Construction began in March 2013 and is anticipated to be complete in Spring 2016.*

*Segment 3B construction is 79% complete through October 2015.*

**Issues/Areas of Concern:**

*Adverse weather (wind) affecting jointed plain concrete pavement construction continues to impact progress. Additionally, a potential delay due to nesting birds is a concern. Authority staff, Caltrans, and BART continue to identify/implement steps to ensure the eBART median is constructed on time to meet agreed dates to turn over to BART. Due to the drought emergency, the Landscaping project has been put on hold. Also, use of reclaimed water has been implemented for dust control and compaction.*

#### **D. SR4 Bypass: SR4/SR160 Connector Ramps**

**Project Fund Source:** Bridge Toll Funds

**Lead Agency:** CCTA

**Project Description:** Complete the two missing movements between SR4 Bypass and State Route 160, specifically the westbound SR4 Bypass to northbound SR160 ramp and the southbound SR160 to eastbound SR4 Bypass ramp.

**Current Phase:** Construction is ongoing and is expected to be complete in March 2016.

**Project Status:** *Completion date is now delayed to March 2016 (from January 2016) due to issue with asphalt supplier. The combination of a Time Impact Analysis (TIA) prepared by the Contractor and the acceleration of a work contract change order resulted in some time savings on the schedule.*

**Issues/Areas of Concern:** *The Contractor's asphalt supplier has been unable to pass the required sample testing per the contract specifications. This construction activity is on the critical path and will delay the project several weeks. Staff and the Contractor are working to accelerate other items on the critical path to minimize delaying the opening.*

#### **E. East County Rail Extension (eBART)**

**CCTA Fund Source:** Measure C and J

**Lead Agency:** BART/CCTA

eBART Construction Contact: Mark Dana: [mdana@bart.gov](mailto:mdana@bart.gov)

**Project Description:** Implement rail transit improvements in the State Route 4 corridor from the Pittsburg Bay Point station in the west to a station in Antioch in the vicinity of Hillcrest in the east.

**Current Project Phase:** Construction.

**Project Status:** *The project is in the construction phase and is being completed under multiple contracts managed by BART. The overall construction of the transfer platform (Contract 110) in the median is complete. The Hillcrest parking lot, maintenance shop building (shell) and improvements to Slatten Ranch Road (Contract 120) are complete. Contract 130, consisting of stations and maintenance facility finishes, track work and systems is underway.*

*Contractor is continuing to lay tracks in the median near the Pittsburg Bay Point Station heading east. Work on the fueling station and train washing facility is ongoing.*

**Issues/Areas of Concern:** *Coordination between BART and CCTA is ongoing because the construction is directly north and adjacent to the SR 4 Segment 3B construction area. A master integrated schedule has been developed for the eBART and SR 4 construction contracts and is updated and reviewed on a regular basis. Schedule slippage of SR 4 contracts will impact the completion date.*

**F. SR4 Operational Improvements: I-680 to Bailey Road (6006)**

**CCTA Fund Source:** Measure J

**Lead Agency:** City of Concord

**Project Description:** The project will evaluate various operational improvements along SR4 between I-680 and Bailey Road, including the addition of mixed flow lanes, high occupancy vehicle (HOV) lanes and auxiliary lanes.

**Current Project Phase:** *Preliminary Studies/Planning*

**Project Status:** *Project initiation studies started in October 2014 to identify project improvements and a phasing plan.*

*The Project Study Report-Project Development Support (PSR-PDS) was submitted to Caltrans in October 2015 and the consultant team is currently responding to comments. Schedule for completion of the PSR has slipped. An amendment to Mark Thomas contract 391 was approved in October 2015.*

**Issues/Areas of Concern:** None.

## STATE ROUTE 4 BYPASS PROJECT

**G. SR4 Bypass: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1**  
**No Changes From Last Month**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

**Project Description:** Widen the State Route 4 Bypass from 2 to 4 lanes (2 in each direction) from Laurel Road to Sand Creek Road, and construct the Sand Creek Interchange. The interchange will have diamond ramps in all quadrants with the exception of the southwest quadrant.

**Current Phase:** Construction.

**Project Status:** Traffic has been staged to the final alignment for both the EB and WB directions.

Punchlist and change order work is continuing with installation of miscellaneous drainage, permanent erosion control, electrical, Lone Tree Way hardscape and landscaping, and conform grading to the adjacent development.

Construction is approximately 98% complete through February 2015.

**Issues/Areas of Concern:** None.

#### **H. SR4 Bypass: Balfour Road Interchange – Phase 1 (5005)**

**CCTA Fund Source:** East Contra Costa Regional Fee and Finance Authority (ECCRFFA)

**Lead Agency:** CCTA

**Project Description:** The Phase 1 project will include a new SR4 bridge crossing over Balfour Road, providing one southbound and one northbound lane for SR4; northbound and southbound SR4 loop on-ramps, servicing both westbound and eastbound Balfour Road traffic; and northbound and southbound SR4 diagonal off-ramps.

**Current Phase:** Design.

**Project Status:** *The final design is nearing completion. Right of Way acquisition is underway by the SR 4 Bypass Authority. A Longitudinal Utility Exception Request from Caltrans for the Contra Costa Water District to leave a 90-inch water line in place within the project limits was approved on February 5, 2015, saving taxpayers an estimated \$18 million. The PG&E transmission towers have been relocated. Construction bid advertisement is scheduled for Spring 2016.*

*Final design plans were revised to address fuel line facility relocation and Right of Way changes and resubmitted to Caltrans in November 2015. Work on PG&E joint trench shoofly continues. An additional \$8 million in ECCRFFA funds were approved on November 12, 2015. TRANSPLAN recommended programming an additional \$9 million in Measure J funds from East County Corridor Reserve.*

**Issues/Areas of Concern:** *The utility relocation schedule provides limited schedule contingency. The construction bid will include workarounds to minimize delay risk.*

#### **I. SR4 Bypass: Mokelumne Trail Bike/Pedestrian Overcrossing (portion of Project 5002)**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

**Project Description:** Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at SR4. The overcrossing will include a multi-span bridge with columns in the SR4 median. Bridge approaches will be constructed on earthen embankments. The path width is assumed to be 12 feet wide. This project is required as a condition of approval under the SR-4 Bypass project.

**Current Phase:** Design.

**Project Status:** *Aesthetic treatments requested by the City of Brentwood, would have required additional and complex discussion with Caltrans. The City decided to drop the request.*

**Issues/Areas of Concern:** *Right of Way and construction funding for the project has not been identified yet. Project costs may escalate as schedule is impacted by funding shortfall. The NEPA clearance, if needed, may be problematic. BART announced that the recommended new station location for a future eBART extension should be at a location adjacent to the point of contact. The impacts of this decision will need to be considered.*

## **STATE ROUTE 239 (BRENTWOOD-TRACY EXPRESSWAY) PHASE 1 - PLANNING**

Staff Contact: Martin Engelmann, (925) 256-4729, [mre@ccta.net](mailto:mre@ccta.net)

### **March 2015 Update – No Changes From Last Month**

**Study Status:** Current project activities include model development, compilation of mapping data/conceptual alignments, development of staff and policy advisory groups, Project Visioning/Strategy-Scenario Development, and preparation of the Draft Feasibility Study.

**Administration:** Responsibility for the State Route 239 Study the associated federal funding was transferred from Contra Costa County to the Contra Costa Transportation Authority in January 2012.

### **eBART Next Segment Study**

*eBART Next Segment Study Contact: Ellen Smith: [esmith1@bart.gov](mailto:esmith1@bart.gov)*

The Next Segment Study is a pre-feasibility evaluation of the Bypass and Mococo alignments beyond Hillcrest Avenue, and review of six possible future station site opportunities. Station sites being evaluated on the Bypass alignment are: Laurel Road, Lone Tree Way, Mokelumne Trail crossing of SR4, Sand Creek Road, Balfour, and a location near Marsh Creek Road and the Bypass serving Byron and Discovery Bay. The Next Segment Study will be completed in early 2013.

Staff will provide updates as needed.

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**ITEM 6  
CALENDAR OF EVENTS**

**Calendar of Upcoming Events\***

<b>2015</b>	<b>Location</b>	<b>Event</b>
2015/2016	East County	State Route 160/Highway 4 Direct Connector Ramps Ribbon Cutting
2015/2016	East County	Planning for Integrated Corridor Management (ICM) program on Highway 4
Spring 2016	Brentwood	SR-4/Balfour Interchange Groundbreaking
Spring 2016	Antioch/Oakley	OPEN: SR-4 Segments 3A & 3B

Development Alliance Calendar of Events, submissions from interested parties, etc. If you have suggestions please forward to Jamar Stamps at [jamar.stamps@dcd.cccounty.us](mailto:jamar.stamps@dcd.cccounty.us)

**ITEM 7**  
**ENVIRONMENTAL REGISTER**

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
City of Pittsburg	APN073-121-001					
City of Pittsburg	APNs: 089-010-010 089-020-009; - 011; -014; -015	Notice of Public Hearing and Avail. of FEIR	Montreux Residential Subdivision Contact: Kristin Pollot, Project Planner (925) 252-6941 <a href="mailto:kpollot@ci.pittsburg.ca.us">kpollot@ci.pittsburg.ca.us</a>	Rezoning ("Hillside Planned Development" to Single Family Residential/6k sq. ft. lots), annexation and subdivision of 148.3 acres into 351 SFR lots	8/17/15 (meeting date)	No Comments
City of Pittsburg	APN096-100-034	Notice of Preparation	WesPac Pittsburg Infrastructure Project Contact: Kristin Pollot, Project Planner (925) 252-6941 <a href="mailto:kpollot@ci.pittsburg.ca.us">kpollot@ci.pittsburg.ca.us</a>	Modernization and reactivation of existing fuel storage and distribution systems	7/31/15	No Comments
City of Oakley	APN032-050-003	Notice of Public Hearing	Dal Porto South Subdivision Contact: Ken Streelo, Senior Planner <a href="mailto:strelo@ci.oakley.ca.us">strelo@ci.oakley.ca.us</a>	Vesting tentative map w/ approx. 403 residential lots (183 acres)	7/14/15 (hearing date)	No Comments
City of Oakley	APN033-240-004	Notice of Public Hearing	Retail and Self-Storage Contact: Joshua McMurray, Planning Manager <a href="mailto:mcmurray@ci.oakley.ca.us">mcmurray@ci.oakley.ca.us</a>	Use Permit and Design Review for a new retail (5,120 sq. ft.) and self-storage (approx. 97,000 sq. ft.) project.	6/9/15 (hearing date)	No Comments
City of Pittsburg	APN089-010-016	Notice of Intent (mitigated neg. declaration)	The Reserve at Woodland Hills Contact: Jordan Davis, Associate Planner (925) 252-4015	General Plan Amendment: Business Commercial to Medium Density Residential Rezoning: Office Commercial to Medium Density Residential Design Review: Existing office building conversion into 18 apartment units	6/12/15  6/9/15 (hearing date)	No Comments
City of Pittsburg	APN073-200-013	Notice of Public Hearing	Mt. Diablo Resource Recovery Park Contact: Kristin Pollot, Project Planner (925) 252-6941 <a href="mailto:kpollot@ci.pittsburg.ca.us">kpollot@ci.pittsburg.ca.us</a>	Use permit for expansion of Mt. Diablo Recycling Facility and design review for new 18,000 square foot building/maintenance facility	5/26/15 (hearing date)	No Comments

**ITEM 8  
TRANSPORTATION EXPENDITURE PLAN**

# **TRANSPLAN COMMITTEE**

## **EAST COUNTY TRANSPORTATION PLANNING**

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County  
30 Muir Road, Martinez, CA 94553

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**TO:** TRANSPLAN Committee

**FROM:** TRANSPLAN TAC

**DATE:** January 14, 2016

**SUBJECT: Revised Transportation Expenditure Plan ("TEP") Process**

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### **BACKGROUND**

In 2015, the Contra Costa Transportation Authority (“CCTA”) engaged the Regional Transportation Planning Committees (“RTPCs”) to begin developing draft transportation expenditure plans (“TEP”) for a possible sales tax measure extension. TRANSPLAN developed and approved a proposed list of capital projects and programs in East County which was submitted to CCTA on July 9, 2015. The TRANSPLAN Technical Advisory Committee (“TAC”) used polling results from a survey conducted by CCTA in March 2014 to determine which projects and programs resonate well with East County voters. CCTA also formed the Expenditure Plan Advisory Committee (“EPAC”), comprised of a vast array of stakeholder groups, to provide input on a potential TEP. Unfortunately, the EPAC was not able to develop a proposed TEP within the parameters of the original process.

At its December 16, 2015 meeting, the CCTA Board approved a revised approach for development of a TEP which includes special meetings of the CCTA Board, a revised strategy to re-engage the EPAC, and continuing engagement with the RTPCs, cities and the County, other stakeholders and members of the public. The goal for the RTPCs in the revised process is to consider new polling information from November 2014, and a document developed by the EPAC titled “A Community Vision for a New Transportation Tax” (“Community Vision”) to inform the TEP process, policies and investment goals. The EPAC’s Community Vision document focuses on 8 priority areas: Incentivizing Sustainable, Equitable Development, Local/Regional Transit, Growth Management, Global Warming Solutions, Good Local Jobs, Complete Streets, Regional Trail Network, and Accountability and Public Benefits. The document provides more detail on ways to develop policies for each of these priority areas.

The TRANSPLAN TAC will meet to discuss the new information, as well as any direction from the January 14, 2016 TRANSPLAN Committee meeting. The TAC does not intend to re-open the draft East County TEP approved in July 2015. However, the TAC may return to the Committee with recommendations for proposed goals and/or policies based on the information provided.

### **RECOMMENDATION**

RECEIVE presentation from the Contra Costa Transportation Authority (“CCTA”) on revised approach for development of a potential Transportation Expenditure Plan (“TEP”).

att: Draft East County TEP, 7/9/15  
TRANSPLAN Committee Telephone Town Hall Summary Memo  
“A Community Vision for a New Transportation Tax” – EPAC, 2016

**East County Measure J Capital Projects (Existing and Proposed) (YOE \$ x 1,000)**

<b>BART - East County Extension</b>	<b>Measure J Total</b>	<b>Funding Shortfall</b>	<b>New Proj/Prog Cost</b>	<b>Notes</b>
2001 eBART	\$137,702			
2002 Pittsburg Center Station	\$2,904		\$0	
<b>NEW eBART (Antioch to Brentwood)</b>			<b>\$80,000</b>	(\$300mil est)
<b>Subtotal</b>	<b>\$140,606</b>		<b>\$80,000</b>	
<b>State Route 4 Widening</b>				
3001 Sommersville Rd to SR160	\$94,105			
<b>NEW SR4 Operational Improvements</b>			<b>\$30,000</b>	
3003 Loveridge Rd to Somersville Rd	\$30,720		\$0	
<b>Subtotal</b>	<b>\$124,825</b>		<b>\$30,000</b>	
<b>East County Corridors</b>				
5002 SR4: Widen to 4 Lanes - Laurel to Sandcreek	\$4,269			
5003 SR4: Sand Creek Int - Phase 1	\$13,647			
5005 SR4: Balfour Rd Int - Phase 1	\$38,000	\$13,000		
5006 Vasco Rd Safety Improvements - Phase 1	\$647			
5010 SR4: Segments 1 and 3	\$25,001			
5011 East County Reserve	\$19,645			
<b>NEW Vasco Rd Improvements</b>			<b>\$40,000</b>	
<b>NEW SR239 - Brentwood to Tracy Expressway</b>			<b>\$120,000</b>	
<b>Subtotal</b>	<b>\$101,209</b>	<b>\$13,000</b>	<b>\$160,000</b>	
<b>BART Parking/Access/Other Improvements</b>				
10004 East County	\$2,000		\$10,000	
<b>Subtotal</b>	<b>\$2,000</b>		<b>\$10,000</b>	
<b>BART Safety and System Reliability</b>				
10004 East County	\$2,000		\$10,000	
<b>Subtotal</b>	<b>\$2,000</b>		<b>\$10,000</b>	

<b>Major Streets: Traffic Flow, Safety, Capacity Improv.</b>			
24025 Major Streets in East County	\$19,400	\$20,000	
<b>Subtotal</b>	<b>\$19,400</b>	<b>\$20,000</b>	
<b>Total Projects</b>		<b>\$310,000</b>	47%
<b>Measure J Programs (Existing and Proposed)</b>			
Local Streets Maint. & Improv.		\$198,227	30.00%
TLC		\$16,519	2.50%
Ped/Bike		\$9,911	1.50%
Bus Service		\$33,038	5.00%
Transp. For Seniors/Ppl with Disabilities		\$46,914	7.10%
Express Bus		\$13,876	2.10%
Commute Alternatives		\$6,608	1.00%
NEW Safe Transp. For Children/"Street Smarts"		\$8,259	1.25%
Subregional Transp. Needs		\$10,110	1.53%
NEW Ferry Service in East County		\$6,608	1.00%
<b>Total Programs</b>	<b>\$0</b>	<b>\$350,069</b>	53%
<b>Grand Total</b>	<b>\$388,040</b>	<b>\$660,069</b>	
Projected 25-year Measure Revenue (TRANSPLAN)		\$660,756	
Remaining Projected Revenue		\$687	





## TRANSPLAN Committee Telephone Town Hall Memo

Prepared for

Contra Costa Transportation Authority

November 10, 2015

### Recruitment & Attendance

For recruitment of participants in the TRANSPLAN Committee telephone town hall, we reached out to 20,247 residents in the eastern region of Contra Costa County. A total of 769 residents confirmed they would attend the town hall and 324 residents said they might attend the town hall. Our recruitment calls took place over a five-day period, from Saturday, October 24 to Wednesday, October 28. We've documented recruitment calls for the TRANSPLAN telephone town hall in the table below:

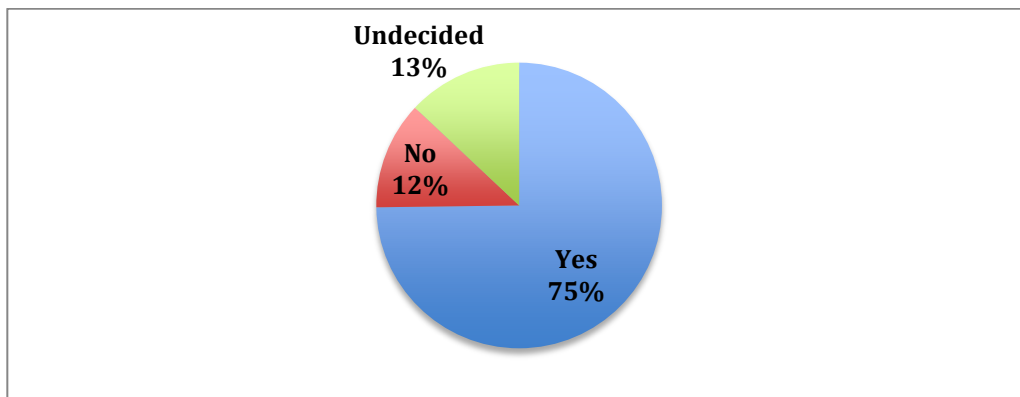
RSVP Response	10/24/15	10/25/15	10/26/15	10/27/15	10/28/15	Total
Yes	251	168	147	113	90	769
Maybe	122	107	37	39	19	324

The CCTA TRANSPLAN telephone town hall drew a total of 1,300 attendees. The call's peak attendance was 429 and 19 attendees contributed to the discussion by asking questions to CCTA board members and staff.

### Survey Responses

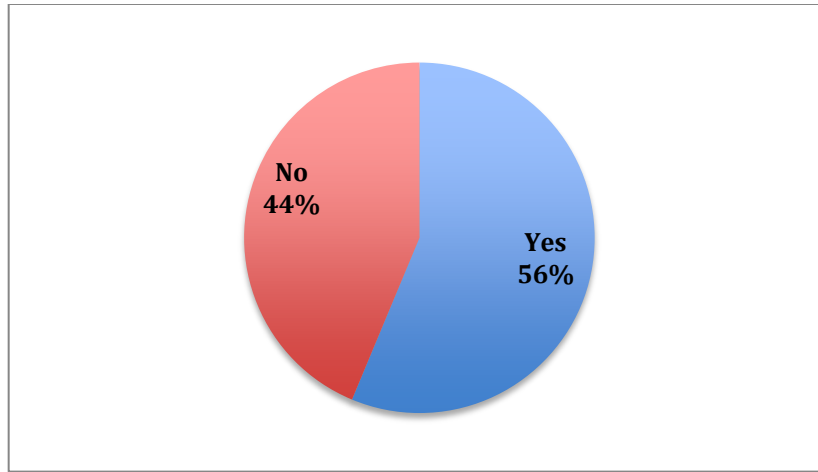
#### Do you feel that transportation or traffic congestion is a top concern for you as a Contra Costa resident?

The first survey question asked in the TRANSPLAN telephone town hall drew a total of 123 votes. A majority, or 75%, of the attendees who participated in the survey indicated that they felt the issue was a top concern. We've documented the attendees' responses in the graph below:



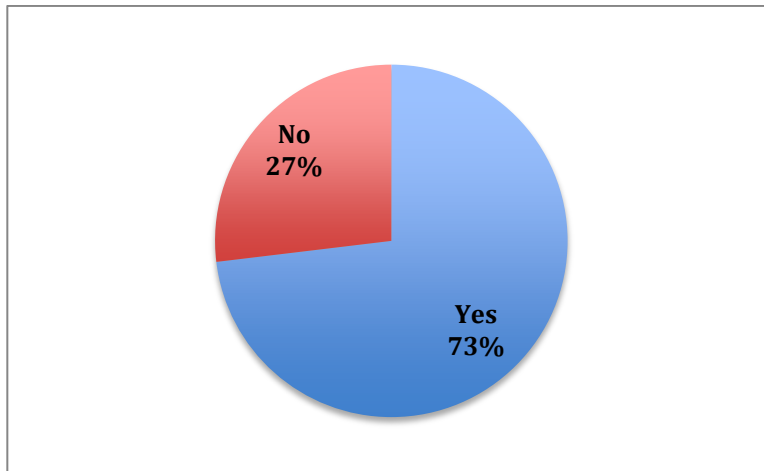
#### Do you think we should invest in more sidewalks, bike lanes, and trails?

The second survey question drew a total of 183 votes. A majority of the respondents, or 56%, expressed support for increased investments in sidewalks, bike lanes and trails. We've detailed the responses in the following graph:



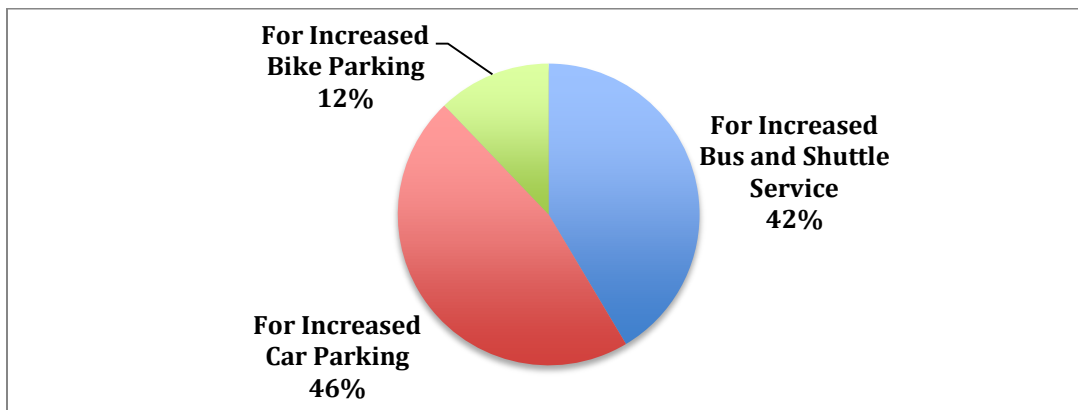
**Do you think it's a good idea to include funding for technology in the plan?**

The third survey question drew a total of 197 responses. A majority of the participants in the survey, indicated they believed it was a good idea to include funding for technology in the plan:



**Would you prefer that the Contra Costa Transportation Authority fund increased bus and shuttle service to BART stations during peak commute hours, increase parking at BART stations or add more bike parking at stations?**

The fourth survey question drew a total of 181 votes. A majority of the attendees who participated in the survey indicated that they were in favor of increased car parking. We've documented the attendees' responses in the graph below:



## **A Community Vision for a New Transportation Sales Tax**

*Prepared by a growing coalition of environmental, labor, transportation, housing, social justice, faith, civic, and other public interest groups representing Contra Costa voters.*

[January 5, 2016]

The Contra Costa Transportation Authority (CCTA) is expected to seek voter approval for a new ½ cent transportation sales tax in 2016. If approved, this measure could raise more than \$2 billion dollars over 30 years. Experience shows that a plan will only pass if it is developed with an extensive public process that draws the nearly full and unanimous support of the community.

A revised draft Countywide Transportation Plan and revised draft Environmental Impact Report have yet to be completed. Decision-makers, residents, and organizations need to see these documents to appropriately plan for future transportation investments. Without this planning, the process to achieve consensus on a variety of vision and policy goals will be considerably more difficult.

We see the following as the major planning issues facing Contra Costa County:

- Ever-increasing traffic, the direct result of land use decisions and induced demand.
- A pressing demand for new homes and jobs within our cities and towns where residents and employees of all incomes have access to safe and convenient transit, walking, and biking networks, reducing single-occupant driving and greenhouse gas emissions.
- The need to dramatically increase funding for transit and enhance the existing transit system for peak performance.
- Growing threats to our natural and agricultural lands, requiring stronger protections and investments.
- An economic imperative to create quality jobs closer to home.

Much has changed since Contra Costa County last passed a transportation measure. When past funding measures were approved in 1998 and 2004, Contra Costa County did not face state mandated reductions in greenhouse gas emissions from transportation. The intersection between land use, transportation, conservation, social equity, health, and economic prosperity was less well understood. Voters today expect more than business as usual or incremental change. Any funding measure must be transformational. We must prioritize plans and investments that change the current dynamic and stay accountable to the public.

To achieve a transformative plan, we share the following vision:

### **Vision for Contra Costa County:**

Any new investments in Contra Costa County's transportation system should be transformational, advancing the County's ongoing transition to a place where all residents have a variety of transportation choices to meet their daily needs. New funds should provide an alternative to traffic congestion, protect the climate, and improve mobility by creating a more balanced, multimodal system that supports transit, walking, and biking as primary modes of transportation. These investments should promote equitable, sustainable development that is well served by transit, create quality local jobs, and protect the agricultural and natural lands that make our region so special.

**Incentivizing Sustainable, Equitable Development:** Contra Costa should incentivize infill development for people of all incomes near transit - with a priority for affordable housing - and protect existing residents from displacement. Affordable housing near transit is widely known as a highly effective climate protection strategy, promotes increased transit ridership and should be additionally incentivized in all communities. Sales tax revenue and related grant programs that provide funding for cities to build Transit Oriented Development (TOD) must be conditioned on a demonstrated track record of building affordable housing, having locally appropriate anti-displacement policies in place and planning for affordable housing within the specific TOD development. All transportation investments should be made based on strong performance standards to achieve livable, walkable, and affordable communities. These thriving communities will also attract quality jobs located closer to Contra Costa residents.

**Local and Regional Transit:** Contra Costa should connect people with a transit system that is well maintained, achieves 15-minute headway or better, closes gaps in bus service, manages mobility, and ensures affordable, accessible, and efficient service for all passengers. Investments should be made to increase public transit ridership and provide service at levels that working people and their families can rely upon for daily transportation needs.

**Growth management:** Contra Costa should lead the region with a bold growth management program that enhances our Urban Limit Lines and protects and invests in our natural and agricultural lands. Policies and programs, such as the Growth Management Program, must be treated as seriously as large infrastructure projects; in the long run they can meet our collective goals far more cheaply.

**Global Warming Solutions:** Contra Costa should take leadership to exceed the State of California's mandated reductions for vehicle miles traveled (VMT) and greenhouse gas emissions (GHGs). To do so, it should prioritize maintenance of the existing transportation system, including BART; create healthy, sustainable, walkable transit-oriented communities for all; and accelerate the transition to electric vehicles.

**Good Local Jobs:** The jobs that infrastructure projects and operations investments create should strengthen the local economy and improve the living standards for those who build, maintain and operate the system and provide opportunities for family-supporting jobs and career-enhancing skills for the working people and children of the entire county.

**Complete Streets:** Contra Costa's roads should provide choices for all people, ensuring that all communities have complete streets that reduce congestion by giving families and commuters safe and attractive options for all modes of transportation.

**Regional Trail Network:** Contra Costa should expand on its very popular walking and biking trails to create a fully connected, regional trail system that integrates transit centers and downtowns, neighborhoods, and the county's great open space network.

**Accountability and Public Benefits:** The projects funded by the revenues of this sales tax should be developed with the input of the communities the project is designed to serve, contain provisions for accountability and transparency to public institutions, including recapture provisions if public goals aren't being met, and ensure that any unexpected additional sales tax revenues will benefit the public through investment in voter-approved programs funded by this tax measure.

Endorsements List:

Seth Adams, Save Mount Diablo

Bob Allen, Urban Habitat

Rome Aloise, President of Teamsters Joint Council 7

John Arantes, Service Employees International Union, Local 1021

Judy Barrientos, President Amalgamated Transit Union 1605

Cheryl Brown, AFSCME Council 57

Gloria Bruce, East Bay Housing Organizations

Dave Campbell, Bike East Bay

Joel Devalcourt, Greenbelt Alliance

Sean Dougan, East Bay Regional Park District

Chris Finn, President Amalgamated Transit Union 1555

Peter Finn, Secretary-Treasurer of Teamsters 856

Amie Fishman, Non-Profit Housing Association of Northern California

Nati Flores, Monument Impact

Peter Lydon, TRANSDEF

Richard Marcantonio, Public Advocates

Steve Older, Area Director Machinists Union

Joël Ramos, TransForm

Kristin Tennesen, Bike Walnut Creek

Debbie Toth, Rehabilitation Services of Northern California

Robbie Ann White, President AFSCME 2700

Yvonne Williams, President Amalgamated Transit Union 192

Kenji Yamada, Bike Concord

## Transformative Policies for a New Transportation Sales Tax

[January 5, 2016]

### Incentivizing Sustainable and Equitable Development:

**1. Establish a new competitive fund, similar to the OneBayArea Grant (OBAG) Program** to reward jurisdictions that have a strong track record of affordable housing development and have adopted policies that encourage sustainable, equitable development with safe and convenient walkable access to transit. Funding should be directed to locally-nominated Priority Development Areas and be dedicated to transportation projects that help catalyze sustainable, equitable development. Distribute funds from this program using a formula similar to the OBAG county funding distribution formula.

**2. All jurisdictions must maintain a state-approved Housing Element**, file a Housing Element Annual Progress Report (APR) with the California Department of Housing and Community Development (HCD), and hold an annual public informational hearing at the time of filing to receive transportation funds.

**3. New transit projects must demonstrate existing or planned transit-supportive housing densities** within a half-mile of station areas, consistent with MTC's Resolution 3434 of 2005.<sup>1</sup>

**4. Establish a program to address anti-displacement** that provides funding for protections of existing residents and new affordable housing near transit stations.

**5. Allocate Return to Source funds to local jurisdictions using the same distribution formula that MTC uses to allocate OBAG funds to counties**—based on population, past housing production, and future housing needs (RHNA) with weighting for affordable housing. Give priority to jurisdictions with particularly strong track records of affordable housing production.

### Local and Regional Transit:

**1. Develop and fund a coordinated, countywide, accessible transportation and smart mobility management system to improve efficiency and options for riders of all abilities** with the goal of increasing access to jobs, medical care, services, and more. Automobiles and fixed route services have enjoyed substantial investment, attention, funding and development for decades, this effort would start to bring accessible services up to that standard.

**2. Create affordable and accessible transit options**, such as extending West County's student bus pass program throughout Contra Costa County.

**3. Invest in fix-it-first strategies and facilities** to ensure a well-maintained and fully operational regional transit system that expands on opportunities for high quality service and maintenance jobs.

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<sup>1</sup> [http://www.mtc.ca.gov/planning/rtep/pdf/April\\_Commission\\_3434.pdf#page=14](http://www.mtc.ca.gov/planning/rtep/pdf/April_Commission_3434.pdf#page=14)

**4. Ensure that Contra Costa closes gaps in bus service** so that working people across the county can access jobs, housing, and services, such as extending bus service from West County to Martinez.

**5. Provide funding to achieve 15-minute headway frequencies and adequate hours of operation** on key routes and within PDAs.

**6. Invest in walkable transit connections**—sidewalks, paths, and other pedestrian facilities—to close gaps in the pedestrian infrastructure and make it easy and quick to access transit.

### **Growth Management:**

**1. Enhance our Urban Limit Lines (ULLs):** To prevent sprawl development, we must eliminate the loophole in Contra Costa County's Urban Limit Lines that allows 30-acre expansions without a public vote. And we must refine our existing ULL policies by defining key terms such as "urban" and "rural," clarifying which services must comply with our urban limit lines (water, sewer, etc.), and preventing subdivisions outside the lines.

**2. Prohibit sprawl-inducing projects:** These include, among others, the James Donlon Extension, Camino Tassajara Expansion, and Highway 239 alignments. Projects that are listed as poor performers in MTC's Regional Transportation Plan as well as those identified by CCTA's forthcoming performance-based project assessment will not be eligible for sales tax revenue or bond funding.

**3. Ensure agricultural protections:** All jurisdictions with agricultural land within their planning area, including rangelands, must adopt an Agricultural Protection Ordinance, which mitigates for the conversion and cumulative impacts on those lands, to receive return to source funding.

- a) This mitigation can overlap with other mitigation such as endangered species mitigation but must be at least 1:1.
- b) Funds may be used for ongoing management of mitigation areas.

**4. Establish new Growth Management Program standards:** To reduce vehicle miles traveled (VMT), greenhouse gas emissions (GHG), and impacts on wildlife habitats and agricultural lands, while increasing carbon sequestration, all jurisdictions must have the following policies in place to receive return to source funding:

- a) Hillside development ordinance
- b) Ridgeline protection ordinance
- c) Open space system with major ridgelines defined
- d) Protection of wildlife corridors
- e) Plan to conserve buffers around open space and agriculture
- f) Prohibitions on culverting blueline creeks for anything more than road crossings in the shortest length possible
- g) No development of major subdivisions, urban development, or urban services allowed in non-urban Priority Conservation Areas

### **Global Warming Solutions:**

**1. The TEP shall meet or exceed the following two greenhouse gas (GHG) emissions targets:**

- a) By 2020, a reduction in GHG emissions per capita of 7%

- b) By 2035, a reduction in GHG emissions per capita of 15%.<sup>2</sup>

**2. Reduce GHGs by supporting Priority Development Areas (PDAs) with enhanced transit:** Incentivize housing at all income levels within the PDAs and provide high levels of transit service to make sustainable transportation choices available for residents across the income spectrum. Augment these investments by fostering the diffusion of electric, rather than fossil fuel, vehicles.

**3. Mitigation of GHG pollution:** The TEP will prioritize projects and programs that reduce VMT and GHGs. If transportation projects or programs increase greenhouse gas emissions, they must fully mitigate those emissions by protecting carbon-sequestering natural or agricultural lands. Mitigation strategies must also address localized air pollution impacts, particularly for low-income communities and other vulnerable populations, including children and seniors.

### **Environmental Mitigation:**

**1. The TEP shall dedicate a significant amount of funding to an Advanced Mitigation Program** to enhance the effectiveness of transportation-related environmental mitigation activities. This program will bundle and strategically deploy mitigation funds to proactively conserve important natural and agricultural lands and leverage other conservation investments.

- a) Funds may be used for ongoing management of mitigation areas.
- b) Funding levels shall be based on the maximum number of qualifying TEP projects for environmental mitigation.

### **Good Local Jobs:**

**1. Projects and programs funded by the TEP must meet wage and benefit standards** that ensure local family-supporting jobs. Major transportation projects must include Project Labor Agreements.

**2. Create and monitor employment performance criteria, including the following:**

- a) Local hire programs
- b) Apprenticeship programs approved by state
- c) Helmets to Hardhats Veteran hiring programs
- d) Annual monitoring:
  - i. Demographic information such as race and ethnicity, gender, age, disability status, income range, zip code or census tract, resident of an area of concentrated poverty, veteran status, criminal justice history
  - ii. Number of positions (direct, indirect)
  - iii. Job type (full-time, part-time, permanent, short-term, contract or civil service, newly created or continuation of existing jobs)
  - iv. Training opportunities and occupational ladder

### **Complete Streets:**

**1. Create a distinct Complete Streets Program category:**

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<sup>2</sup> [http://www.arb.ca.gov/cc/sb375/final\\_targets.pdf](http://www.arb.ca.gov/cc/sb375/final_targets.pdf); <http://www.arb.ca.gov/cc/sb375/sb375.htm>



The goal of this program is to make major streets efficient and safe for all anticipated users, and thereby maximize investments to move more people along currently congested streets and in the process give commuters more transportation choices.

- a) This program is separate from the trails category that functions to fill gaps in the bikeway network. It is also separate from other transit operations and local streets and roads repaving funding.
- b) The program will fund, among other things, projects to restripe roadways for all users and major repaving projects that create multi-modal transportation infrastructure.

**2. Eligible Complete Streets Program projects include:**

- a) Road diets for improved safety and increased access for all users
- b) New protected bikeways on major streets
- c) Pedestrian and children safety improvements
- d) Transit operation improvements and associated facility improvements
- e) Smart parking management
- f) ADA access and projects to relieve paratransit demands
- g) As part of the above, truck loading, signal upgrades and repaving
- h) Any other project designed to give commuters attractive options to leave their car at home and find a better way
- i) Ongoing maintenance of Complete Streets projects

**Regional Trail Network:**

**1. Dedicate funding for the regional trail network**, including paved trail gap closure projects, countywide crossing-safety improvements, grade-separated crossings, and maintenance funds for existing and future paved trail facilities.

**2. The highest priority trails for funding are:**

- a) San Francisco Bay Trail
- b) Iron Horse Trail
- c) Contra Costa Canal Trail
- d) Delta De Anza Trail
- e) Marsh Creek Trail, including the newly proposed section between Round Valley Regional Preserve and Clayton
- f) Great California Delta Trail
- g) Mokelumne Coast to Crest Trail
- h) Richmond Greenway

**3. Conforming to current Measure J requirements, dedicate one-third of regional trail funding to the East Bay Regional Park District.** Allocate the remaining two-thirds competitively among the four sub-regions.

**Accountability and Public Benefits:**

**1. Ensure that all funds are delivered in a timely fashion as approved by voters to benefit Contra Costa County.**

**2. Provide annual reviews** of all project and program performance to ensure that voters know how and where their tax dollars are being spent.

**3. An Independent Advisory Committee should review all CCTA tax measures and provide periodic progress reports to the public. The advisory committee should include a range of non-profit organizations and other stakeholders.**

**4. Ensure contract accountability with the following:**

- a) Increased citizen input in the subsidy award process
- b) Inclusion of job, environmental, and social equity standards
- c) Clawback or recapture provisions if commitments not met