

# TRANSPLAN Technical Advisory Committee

30 Muir Road, Martinez, CA 94553

Participating entities: Cities of Antioch, Brentwood, Oakley and Pittsburg • Contra Costa County  
Tri Delta Transit • 511 Contra Costa • Contra Costa Transportation Authority (CCTA) • Caltrans District 4 • BART  
TRANSPLAN • State Route 4 Bypass Authority • East Contra Costa Regional Fee & Financing Authority (ECCRFFA)

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**Meeting Location:**  
**Antioch City Hall, 3rd Floor Conference Room**  
**Tuesday, January 19, 2016, 1:30 to 3:30 p.m.**

## AGENDA

*NOTE: The Technical Advisory Committee (TAC) agenda/packet is only distributed digitally, **no paper copies will be sent**. If you need a printed copy please contact TRANSPLAN staff.*

### **Action/Discussion Items (see attachments where noted [♦])**

**1:30 Item 1: Transportation Expenditure Plan (“TEP”):** *The TAC will discuss the Contra Costa Transportation Authority (“CCTA”) revised approach for development of a potential Transportation Expenditure Plan (“TEP”). ♦ Page 2*

**3:30 Item 2: Adjourn to Tuesday, February 16, 2016 at 1:30 p.m.**

*The Technical Advisory Committee meets on the third Tuesday afternoon of each month, starting at 1:30 p.m. in the third floor conference room of the Antioch City Hall building. The Technical Advisory Committee serves the TRANSPLAN Committee, the East Contra Costa Regional Fee & Financing Authority, and the State Route 4 Bypass Authority.*

*Persons needing a disability-related accommodation should contact Jamar Stamps, TRANSPLAN staff person, at least 48 hours prior to the starting time of the meeting. Mr. Stamps can be reached at (925) 674-7832 or at [jamar.stamps@dcd.cccounty.us](mailto:jamar.stamps@dcd.cccounty.us).*

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**ITEM 2  
TRANSPORTATION EXPENDITURE PLAN**

**Contra Costa Transportation Authority STAFF REPORT**

Meeting Date: January 6, 2016

<b>Subject</b>	<b>Presentation and Discussion of "A Community Vision for a New Transportation Tax" Prepared by a Growing Coalition of Environmental, Labor, Transportation, Housing, Social Justice, Faith, Civic and other Public Interest Groups</b>
<b>Summary of Issues</b>	A growing coalition of environmental, labor, transportation, housing, social justice, faith, civic, and other public interest groups have collaborated to prepare Attachment A, "A Community Vision for a New Transportation Tax" ("Community Vision"). Several members of the Expenditure Plan Advisory Committee (EPAC) and other stakeholders have contributed to and endorsed the "Community Vision" document. The "Community Vision" is intended to inform the Transportation Expenditure Plan (TEP) process regarding a proposed set of policies and investments for the Authority to consider as it develops a potential TEP. Joel Devalcourt, East Bay Regional Representative for the Greenbelt Alliance, will make a presentation of the "Community Vision" on behalf of the coalition. Kristin Connelly, Executive Director of the East Bay Leadership Council, will also provide comments on the "Community Vision" document. Upon conclusion of stakeholder and public comment, Ben Strumwasser of Circlepoint will facilitate a discussion of the "Community Vision" document among the presenters and members of the Authority Board.
<b>Recommendations</b>	N/A - Information Only
<b>Financial Implications</b>	N/A
<b>Options</b>	N/A
<b>Attachments</b>	A. "A Community Vision for a New Transportation Tax" Prepared by a Growing Coalition of Environmental, Labor, Transportation, Housing, Social Justice, Faith, Civic and other Public Interest Groups.

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**Changes from  
Committee**

N/A

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A growing coalition of environmental, labor, transportation, housing, social justice, faith, civic, and other public interest groups have collaborated to prepare the "A Community Vision for a New Transportation Tax" ("Community Vision") document. The "Community Vision" document is included as Attachment A to this staff report. The second page of the "Community Vision" document includes the list of individuals and organizations that currently endorse the document. Other individuals and organizations have contributed to the document, but have either asked not to be named or are waiting for formal approval to be listed as an endorser. The list of identified endorsers includes several members of the Expenditure Plan Advisory Committee (EPAC) as well as other stakeholders interested in the TEP process.

The "Community Vision" document is intended to inform the Transportation Expenditure Plan (TEP) process regarding a proposed set of policies and investments for the Authority to consider as it develops a potential TEP. The endorsers propose that new funds from a potential TEP 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, and that the 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.

The "Community Vision" document contains a vision and related policy options for a variety of topics including growth management, local jobs, complete streets, global warming, in-fill development, transit, trails, and public accountability. Staff and our consulting team intend to use the "Community Vision" document as a framework for discussion among the EPAC (individual members, sub-groups and the full EPAC) to facilitate a recommendation on a proposed TEP by the EPAC. The document currently has been reviewed by a small number of individuals outside the coalition group, and reflects initial comments from those individuals and Authority staff and consultant team. As an initial proposal, Authority Board members and readers of this staff report should not assume endorsement of the "Community Vision" document or any of its specific policy options by individuals or organizations not listed as endorsers to the "Community Vision" document. Future versions will likely identify some of the currently unnamed endorsers and may include additional endorsers if the documented is edited to include additional policy topics or to reflect revised policy options for the topics currently

listed. All parties are committed to work towards consensus and to identify alternative policy recommendations where consensus cannot be achieved.

Joel Devalcourt, East Bay Regional Representative for the Greenbelt Alliance, will make a presentation of the "Community Vision" document on behalf of the coalition. Kristin Connelly, Executive Director of the East Bay Leadership Council, will provide comments on the "Community Vision" document and additional considerations from the perspective of her organization and other business interests. Upon conclusion of the presentation and public comment, Ben Strumwasser of Circlepoint will facilitate a discussion of the "Community Vision" document among the presenters and members of the Authority Board. The intent of the discussion is to introduce the policy topics contained in the "Community Vision" document and to inform on the policy options proposed by the endorsers of the document. Future Authority meetings will include more detailed discussions on individual policy topics and the identification of consensus positions, where achieved, and the alternative policy recommendations where consensus has not been achieved.

**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:

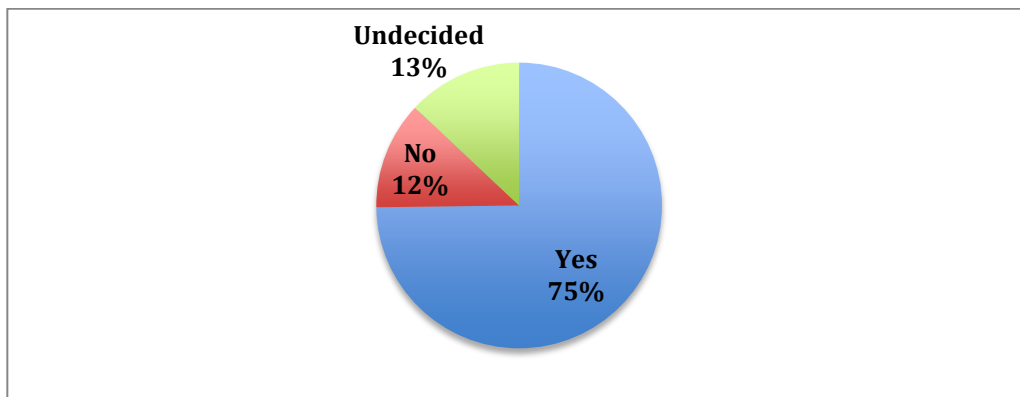
RSVP Response	10/24/15	10/25/15	10/26/15	10/27/15	10/28/15	Total
Yes	251	168	147	113	90	769
Maybe	122	107	37	39	19	324

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?

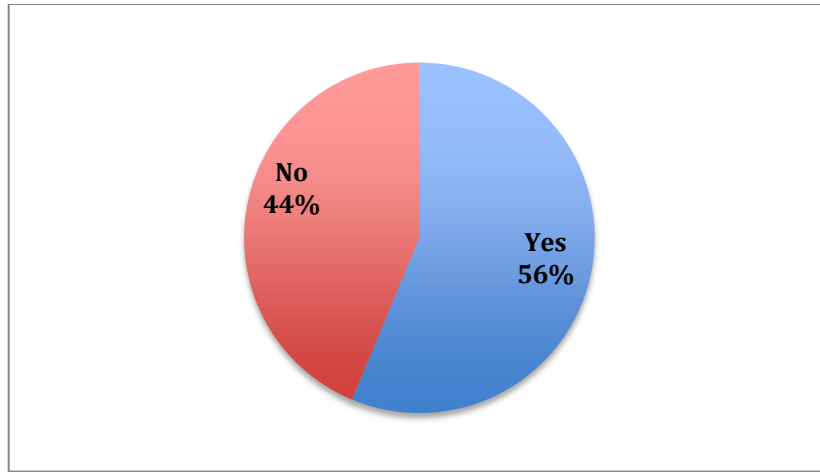
The first survey question asked in the TRANSPLAN telephone town hall drew a total of 123 votes. A majority, or 75%, of the attendees who participated in the survey indicated that they felt the issue was a top concern. We've documented the attendees' responses in the graph below:



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

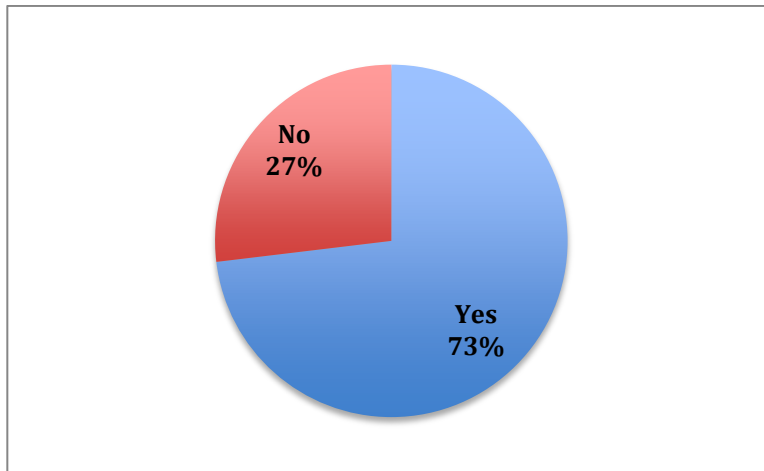
The second survey question drew a total of 183 votes. A majority of the respondents, or 56%, expressed support for increased investments in sidewalks, bike lanes and trails. We've detailed the responses in the following graph:





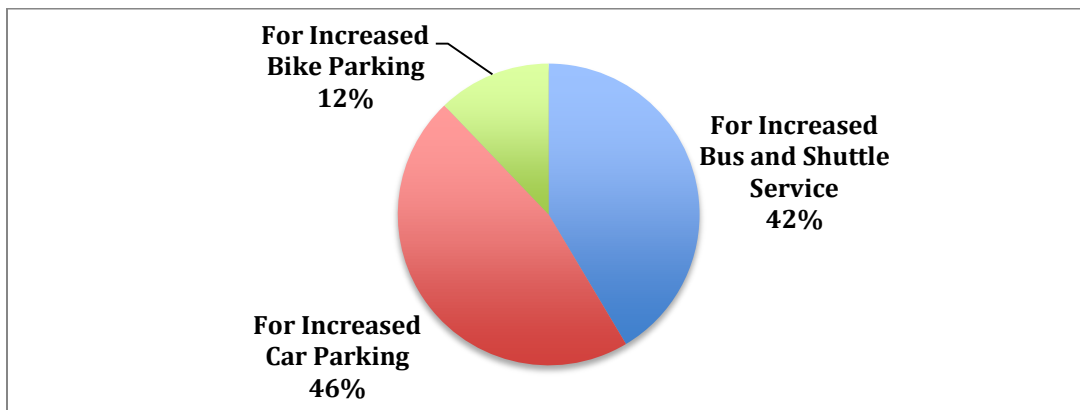
**Do you think it's a good idea to include funding for technology in the plan?**

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 Tennessen, 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