

**TRANSPAC**  
**Transportation Partnership and Cooperation**  
**Meeting Notice and Agenda**  
**THURSDAY, APRIL 14, 2016**

**AMENDED AGENDA**

**9:00 A.M. to 11:00 A.M.**

Pleasant Hill City Hall – Community Room  
100 Gregory Lane, Pleasant Hill

TRANSPAC reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion, or other indication that action will be taken is included on the agenda or attachments thereto.

1. **CONVENE MEETING / PLEDGE OF ALLEGIANCE / SELF-INTRODUCTIONS**
2. **PUBLIC COMMENT:** At this time, the public is welcome to address TRANSPAC on any item not on this agenda. Please complete a speaker card and hand it to a member of the staff. Please begin by stating your name and address and indicate whether you are speaking for yourself or an organization. Please keep your comments brief. In fairness to others, please avoid repeating comments.

<b>ACTION ITEMS</b>
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3. **CONSENT AGENDA**
  - a. **Approve March 24, 2016 Special Meeting Minutes**

**ACTION: Approve minutes and/or as revised/determined.**

**Attachment:** March 24, 2016 Minutes

**END CONSENT AGENDA**

4. **ELECTION OF CHAIR AND VICE CHAIR**
5. **BART PRESENTATIONS AND REQUEST.** The Concord BART Plaza Redesign Project (Measure J Project No. 10001-05) and Pleasant Hill Parking Structure Elevator Renovation Project (New Project) were presented to the TRANSPAC TAC at its special meeting on April 6, 2016. The TAC supported both proposals and recommended the reprogramming of funds, as requested.

- a. **Concord BART Plaza Redesign Project (Measure J Project No. 10001-05).** The 2016 Measure J Strategic Plan includes \$4.5 million in Measure J funding for the Concord BART Plaza Redesign Project. The project will redesign and improve the public plaza and station pathways at the Concord BART Station to improve the pedestrian experience, enhance the connection between the station and the City’s Central Business District, add sustainability features, improve bicycle access, and improve overall safety. BART staff will provide a status update on the project. *(Nikki Foletta, Principal Planner, BART – Information)*
  
- b. **Pleasant Hill Parking Structure Elevator Renovation Project (New Project).** BART is seeking TRANSPAC concurrence to reprogram \$600,000 from Transit Oriented Development Supporting Improvements at Central Contra Costa BART Stations (Measure J Project No. 10001-02) to a new project titled Pleasant Hill Parking Structure Elevator Renovation Project (New Project No. 10001-07). The Pleasant Hill parking structure elevators #66, 67, 68, and 69, are all currently out of service and have been problematic for the last several years. Maintenance has undertaken numerous repair efforts but have not been able to achieve adequate reliability. In order to return these elevators to reliable service, BART is proposing a design-build contract to renovate and modernize them. This project would improve access to the Pleasant Hill BART Station and would improve vertical circulation within the parking structure. *(Nikki Foletta, Principal Planner, BART - Action)*

**ACTION: Reprogram \$600,000 from Transit Oriented Development Supporting Improvements at Central Contra Costa BART Stations (Measure J Project No. 10001-02) to a new project titled Pleasant Hill Parking Structure Elevator Renovation Project (New Project No. 10001-07).**

**Attachment:** Letter dated March 17, 2016 from BART regarding the request for Measure J BART Parking and Access Funds for the Concord BART Plaza Redesign Project. A handout will be available at the meeting for the Pleasant Hill Parking Structure Elevator Renovation Project.

- 6. **UPDATE ON THE TRANSPORTATION EXPENDITURE PLAN (TEP).** The TRANSPAC Board continued its discussion of the TEP from its special meeting on March 24, 2016, with a focus on the *Community Development Incentive Transportation Grant Program* category, performance measures, Growth Management Program, and performance standards for other projects or other funding categories; and to evaluate the descriptions of the funding categories and discuss where the \$5 million it wanted to commit to the *Bus and Non-Rail Transit Enhancements* would come from.

**ACTION: As determined.**

**Attachment:** The latest version of the TEP will be sent electronically, when available.

<b>INFORMATIONAL ITEMS</b>
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- 7. **511 CONTRA COSTA REPORTS**

**ACTION: Accept report(s) and/or as determined.**

**Attachment:** None

8. **TRANSPAC CCTA REPRESENTATIVE REPORTS:** Reports on March and April 2016 CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and the CCTA Board meeting (Members Pierce and Durant).
9. **CCTA EXECUTIVE DIRECTOR'S REPORTS REGARDING AUTHORITY ACTIONS/DISCUSSION ITEMS**

Attachment: CCTA Executive Director Randell H. Iwasaki's Report dated March 16, 2016.

10. **ITEMS APPROVED BY THE AUTHORITY FOR CIRCULATION TO THE REGIONAL TRANSPORTATION PLANNING COMMITTEES (RTPCs) AND RELATED ITEMS OF INTEREST**

Attachment: Letter to RTPCs from Randell H. Iwasaki dated March 23, 2016 for the March 16, 2016 Board Meeting.

11. **TAC ORAL REPORTS BY JURISDICTION:** Reports from Concord, Clayton, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County, if available.

- TRANSPAC Status Letter dated March 11, 2016
- TRANSPLAN – No Report
- SWAT – Summary Letter dated April 5, 2016
- WCCTAC – No Report
  
- County Connection – **Fixed Route and LINK reports** may be downloaded at: <http://cccta.org/public-meetings/agendas/os-March - 2016>
- **CCTA Project Status Report** may be downloaded at: <http://transpac.us/wp-content/uploads/2008/08/CCTA-Project-Status-Report.pdf>
- The **CCTA Board special meeting** agenda for the April 6, 2016 meeting may be downloaded at:  
[http://ccta.granicus.com/GeneratedAgendaViewer.php?view\\_id=1&clip\\_id=233](http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&clip_id=233)
- The **CCTA Administration & Projects Committee (APC)** agenda for the March 16, 2016 meeting may be downloaded at: (<http://us7.campaign-archive2.com/?u=da082ef52bc2b59f993a15a89&id=ebd4da378b&e=165eabfa65>)
- The **CCTA Planning Committee (PC)** agenda for the April 6, 2016 meeting may be downloaded at:  
[http://ccta.granicus.com/GeneratedAgendaViewer.php?view\\_id=1&clip\\_id=232](http://ccta.granicus.com/GeneratedAgendaViewer.php?view_id=1&clip_id=232)

12. **AGENCY AND COMMITTEE REPORTS, IF AVAILABLE**

13. **FOR THE GOOD OF THE ORDER**

14. **ADJOURN / NEXT MEETING**

**The next meeting is scheduled for May 12, 2016 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.**

## ***TRANSPAC Special Meeting Summary Minutes***

**MEETING DATE:** March 24, 2016

**MEMBERS PRESENT:** Loella Haskew, Walnut Creek (Chair); David Durant, Pleasant Hill, CCTA Representative; Julie Pierce, Clayton, CCTA Representative; and Ron Leone, Concord

**PLANNING COMMISSIONERS PRESENT:** Carlyn Obringer, Concord; Bob Pickett, Walnut Creek; and Diana Vavrek, Pleasant Hill

**STAFF PRESENT:** Corinne Dutra-Roberts, 511 Contra Costa; Nikki Foletta, BART; Deidre Heitman, BART; Eric Hu, Pleasant Hill; Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; and Tim Tucker, Martinez

**GUESTS/PRESENTERS:** Hisham Noeimi, Engineering Manager, Contra Costa Transportation Authority (CCTA)

**MINUTES PREPARED BY:** Anita Tucci-Smith

### **1. Convene Meeting/Pledge of Allegiance/Self Introductions**

The meeting was convened at 9:19 A.M. by Chair Loella Haskew, who led the Pledge of Allegiance; and self-introductions followed.

### **2. Public Comment**

There were no comments from the public.

### **CONSENT AGENDA**

### **3. Approve March 10, 2016 Minutes**

**On motion by Director Pierce, seconded by Director Durant to adopt the Consent Calendar, as submitted. The motion carried by the following vote:**

**Ayes:** Durant, Leone, Pickett, Pierce, Vavrek, Haskew  
**Noes:** None  
**Abstain:** None  
**Absent:** Bruzzone, Mitchoff, Obringer, Ross

### **END OF CONSENT AGENDA**

**4. Update on the Transportation Expenditure Plan (TEP).** Continued discussion of the TEP from the March 10, 2016 TRANSPAC meeting prior to submitting a recommendation to the Contra Costa Transportation Authority Board, which expected to make a decision on a Final TEP by March 29, 2016. (*Hisham Noeimi, CCTA*)

Hisham Noeimi, Engineering Manager, CCTA, reported that since the last TRANSPAC meeting there had been Special CCTA Board meetings on March 16 and March 23. At the March 16 meeting, the agenda included input from the four RTPCs including TRANSPAC, a discussion of the proposed development of a Citizen Oversight Committee, and a complete streets policy in the measure. Two other items on that agenda had been forwarded to the March 23 meeting; the performance evaluation of the TEP alternatives as well as a brief discussion of “Version 2.0.” While he had copies of that version, he did not distribute them because they would become obsolete on March 25 when “Version 2.1” would be released for the March 29 Special Board meeting. After that meeting, an official draft was expected to be issued by the CCTA Board. He explained that some open issues remained including a succinct preface to the TEP and the BART category where the description was still being discussed.

Mr. Noeimi advised that the new version would reflect what had been submitted by the RTPCs. He distributed a modified table of funding categories and allocations submitted for discussion, and explained that the table would be reflected in Version 2.1, and the funding category descriptions had been modified. With respect to the Urban Limit Line (ULL) 30-acre exemption, an issue the advocates had viewed as a loophole, there was a proposal that in order to approve changes to the ULL a majority of Boardmembers or City Council members would be required to change it, plus one of the findings in the County’s Measure L would have to be made. In addition, if seeking a 30-acre exemption, the acreage could not be contiguous unless the exemption requested did not add up to 30 acres. Every city would be allowed an exemption once every five years except the County, which could do it three times, although the County had limited that to one per region with boundaries set by the RTPC. He explained that the agricultural issue also remained open although that did not affect every RTPC. He added that a Citizen Oversight Committee had also been discussed with respect to composition, and the language in the now-called *Community Development Incentive (CDI) Transportation Grant Program* could change along with the dollar amounts.

In response to Director Leone with respect to the ULL and whether there had been any consideration with respect to the size of cities, Director Durant stated there was no intent for any city to have more than one opportunity due to size. He referred to a collection of people who viewed giving those kinds of defined limits as sort of a limitation that might cause a rush to pursue ULL adjustments. Currently there were no limits and having some limits was better than none. He suggested they were moving toward a scenario where no one would be fully happy.

Director Leone did not believe Concord had any issues with the ULL.

Mr. Noeimi explained that there were some cities such as Pittsburg and San Ramon where any changes to the ULL required a vote of the people given their voter approved measure. In Pittsburg, for instance, tweaking the language in the measure would require a vote of the electorate.

Director Durant stated that some of the advocates wanted to use the Pittsburg structure as the model for other ULLs. He noted that rather than a loophole, the exemption process was actually a carefully crafted compromise as part of the Measure J process.

Director Pierce explained that even the County had only used the exemption once since put into place.

Director Durant referenced the discussions about having performance measures met before the allocation of funding, and the identification of the performance measures was also an issue that would likely not be resolved as part of this process.

Director Pierce added there had been discussions and agreement with respect to basic return-to-source, now at 23 percent, where the existing checklist would be modified slightly to include a line to identify when last reporting out on housing element progress. She referred to the State of California Housing and Community Development (HCD) required annual report towards meeting housing goals, to include a copy of information related to that issue. One of the other things that was generally agreed upon was the inclusion on the annual return-to-source checklist of a copy of the annual Capital Improvement Program (CIP) and staff reports on annual street maintenance and paving projects, including cost breakdown and how Measure J funds had been used over the last year, and if using any general fund monies, what had been used for transportation for some accountability as to how Measure J funds had been used. She suggested that was an easy thing to do.

Director Pierce explained that another question was the appropriate requirement to meet CDI. The goal was to make it more meaningful than the Transportation for Livable Communities (TLC) funding since the advocate/stakeholder community did not seem to think that TLC money had been meaningful or transformational, and they wanted that money to be available only to those jurisdictions that were doing meaningful infill to help infrastructure serve those infill projects.

Director Leone commented that he had been misunderstood by the bicycle coalition when he had spoken at the CCTA meeting last week with respect to complete streets in that in Concord complete streets had already been embedded in Concord's General Plan. While he supported complete streets, his concerns related to the checklist and a potential duplication of effort, the timing of requirements prior to and during construction, and potentially requiring additional staff work on top of what currently had to be done. He also had a major concern with the proposed I-680 Express Lane because of the way it had been proposed which would eliminate the ability of Concord residents to access the I-680 Express Lane until getting past Walnut Creek. He wanted the entrance to be either extended or moved, and he suggested there was no reason why it could not be opened up for a longer period of time to make it easier to get across and avoid weaving. He sought support from the CCTA level.

Director Pierce suggested that because the SR-242 entrance from downtown Concord was situated between Willow Pass Road and Monument Boulevard onto SR-242 south to I-680, the option to get into the Express Lane quicker would be to access I-680 directly at Willow Pass Road or Concord Avenue. The Caltrans standard was one mile for the weave to move across the lanes of traffic, and while an exception had been allowed at the Monument Boulevard on-ramp between the SR-242 split, it had been a problem since and Caltrans had indicated it would not allow the exception again. The option then would be to get onto I-680 directly as opposed to SR-242 to avoid the weaving.

Director Leone asked why the entrance onto the Express Lane could not be extended, and Director Pierce suggested that there was not a mile to be able to do so.

Director Durant described the situation as an engineering problem requiring an engineering solution and not a political problem, and suggested there should be a discussion of all involved. He noted that Concord residents had two access points. The challenge he saw was that Concord wanted the access point to be at the place where it was the most dangerous and would exacerbate that most dangerous situation, which would have to be worked out to avoid creating a safety problem.

Director Leone commented that without drawings it was difficult to discuss and he would appreciate the CCTA helping with some visuals to explain some of those restrictions.

Ray Kuzbari explained that it was difficult to press people to change the way they accessed the freeway, such as taking SR-242 first to Clayton Road. Given a ramp improvement project at Clayton Road, he stated the Caltrans requirement was exacerbating the problem. He understood the engineering aspect but suggested it was a bit more than that and the need for access and difficulty in forcing people to the Express Lane represented a tremendous challenge. He added that the on-ramp at Clayton Road/SR-242 was heavily utilized and would be utilized more with the second on-ramp, and the situation involved considerations beyond engineering.

Director Durant agreed that while it was difficult to change patterns, the easiest way to incentivize behavior was to show a benefit to a change in behavior. He asked Mr. Kuzbari to enlighten him on the other issues.

Mr. Noeimi advised that he would provide maps to clarify the situation at the next meeting.

Mr. Kuzbari requested that the whole concept of the buffer at the proposed location be evaluated carefully because of the concern for taking that access away from Concord residents.

On the discussion, it was noted that the enforcement of HOV lanes would be through a number of means, either physically by the CHP or using infrared that could actually identify the number of people in a car.

Chair Haskew pointed out the importance of buses, particularly given the recent BART situation where bus service had been required but was not being recognized. She recommended a greater allocation to the bus system to recognize that importance. She did not want to give up what was now called the *Regional Choice/Subregional Transportation Priorities* category but recommended that each category be reduced somewhat to allow a greater allocation to buses.

Director Durant commented that most of the research was showing declining bus usage Bay Area wide specifically and California generally. As such, he had a concern taking money from other programs and committing it specifically for buses without the clarity and specificity of a well-defined plan for how to make bus service more efficient and more effective. He suggested one way to increase utilization was to make buses free, which had tripled usage. If making more bus passes available through Contra Costa 511 or those types of things he suggested that would drive utilization.

Carlyn Obringer referenced the redevelopment of the Concord Naval Weapons Station (CNWS) and a plan to employ Bus Rapid Transit, which she understood would be operated by County Connection. She asked if that funding would potentially help in that regard and whether it had been discussed.

Mr. Noeimi explained that it was wide open, the description was flexible, it was up to County Connection, and it had not been excluded.

Director Pierce reported that the subject had been discussed and the Executive Director of the CCCTA (County Connection) had recommended keeping the category open and flexible given that the face of bus transportation would dramatically change in the future. She noted that the Executive Director had suggested that buses in neighborhoods would change to smaller shuttle buses that would potentially be operated by non-profits and on-call autonomous vehicles moving people to bus routes, and he had advocated leaving the category as open as possible. He had agreed with the category now called *Bus and Non-Rail Transit Enhancements* without listing buses to keep it as open as possible in the future. He had also emphasized that there were cheaper ways to get much more service to the constituency than running bus systems and had suggested the money would go a lot further if changing the way service was provided.

Chair Haskew agreed with the need to put more money in that category.

Director Durant suggested if \$2 million was taken out of the *Community Development Incentive Transportation Grant Program* category it would be consistent with the amounts allocated by the other regions, although he questioned what would be offered with that additional funding.

Jeremy Lochirco stated that he managed the free shuttles in the City of Walnut Creek and did not know if Measure J currently paid for any operational costs. He explained that Walnut Creek had funded farebox recovery, conducted a two-year pilot on Route 5 that was hugely successful, partnered with the Shadelands Shuttle with property owners at Shadelands, and did that for free. He explained the way people traveled had shifted over time, partly due to the fact that the shuttle was free and partly because people had adjusted their habits of travel. While they were fortunate to have the pilot program, without the funding to do that they would not be able to talk about enhanced service or the potential for a 300 percent increase. He referred to the Monument Shuttle service in the City of Concord and noted the request for some Measure J funding. He advocated for a category of money to provide cities with the opportunity to conduct a pilot program or change the way people traveled, which had helped Walnut Creek meet its transit objectives. When asked, he stated that \$55,000 per year was the original cost but given the success of the program the cost was now \$150,000. While the program had been successful, with success came increased costs.

Director Pierce stated that was a great case study and questioned what other categories would be able to qualify for that type of function. She suggested the CDI fund on the subregional basis might be possible if finding a way to cut the transportation impacts of infill development, which would not be so much a concrete and asphalt type of situation but using the existing infrastructure more efficiently to benefit the subregion.



Director Pierce suggested the *Regional Choice/Subregional Transportation Priorities* category could be used that way, to use funds as a pilot, and some money could even be moved from the *Local Streets Maintenance and Improvements* category back into *Regional Choice* to allow work on a subregional basis collaboratively.

Director Pierce commented that there had been no discussion of a school bus program in Central County, which had schools along major routes, while there had been very successful school bus programs in the Lamorinda and Danville areas, with a \$1.64 cost per ride. She suggested the *Safe Transportation for Children* category could be considered, or using *Regional Choice* funds, although her concern was that there was little left in that category. She added that the concept of busing school kids or busing commuters could be done more efficiently on a regional basis and interregional programs could even be discussed. If there was a regularly timed shuttle from East County to Walnut Creek, it would make sense to consider for Park & Ride, and while prior discussions had wanted to consider church parking lots the issue of liability had been a concern at that time. She recommended taking another look and noted the vehicle miles traveled (VMTs) were not decreasing, delays were increasing, and people would not give up commuting from home to where the jobs were located. Given the need to get people where they needed to be, the use of buses should be considered and there should be a way to enhance the use of the system, such as teaching children how to use buses.

Chair Haskew emphasized the need to address the current problems and suggested strengthening what currently existed and building it up to be as good as could be and as adaptable as possible to what it needed to serve.

Director Durant was intrigued by the concept but challenged by where the funds could be taken. He suggested the funds could be taken from *Local Streets Maintenance and Improvements* to *Regional Choice*, to be used for something such as what had been discussed. He would be pleased to use some funds to be able to provide free bus service and find ways to make the bus system more efficient and more effective, but he suggested that most people could not get from here to there using bus service. Even for the smaller trips, bus service was difficult. If dedicating those funds to invest in some combination of pilot programs and bus passes to enhance bus ridership, he was supportive of taking funds from *Local Streets Maintenance and Improvements*.

Director Leone supported moving funds from the *Community Development Incentive Transportation Grant Program* or *Regional Choice* categories to allow regions the flexibility to decide if that was how they wanted to use the money. He suggested the idea proposed was good but was concerned allocating more money to County Connection and letting it choose what it wanted to do with the money as opposed to earmarking those funds for inventive ideas. He suggested that when a large pot of money was allocated the use of those funds might not match the intent and he would rather have the funds be in a category to allow the use as intended.

When asked by Bob Pickett if she had identified the amount of money she wanted to move to *Bus and Non-Rail Transit Enhancements*, Chair Haskew commented that she had considered \$3 million.

Director Pierce wanted to change the sub description under *Bus and Non-Rail Transit Enhancements* to include innovative ideas and use that funding along with funding in Measure J to do something different, and while she anticipated some pushback, suggested there was a need to determine how else it could be done to allow more to be done differently over the next five years. She suggested control might be retained if keeping it in *Regional Choice*, and suggested potentially taking out \$5 million from *Regional Choice*.

Director Leone supported language to be able to use the funds either way; *Bus and Non-Rail Transit Enhancements* or *Regional Choice*.

Director Durant recommended allocating the funds that were available whatever category it was placed, although he suggested the issue was that it had to come out of the *Local Streets Maintenance and Improvements* category. Without a commitment for how the funds would be used, he supported removing \$4 to \$5 million from that fund given the size of that category and dedicating it to drive bus use and bus utilization. Using the Walnut Creek example of \$150,000, he suggested the pot of money could be used for those kinds of things. He recommended placement either in *Regional Choice* with an identification of the program or in *Bus and Non-Rail Transit Enhancements* with a line item to identify that it would be dedicated to the program. Each community could then choose how it wanted the money to be used to enhance bus service.

Director Leone supported the flexibility and the proposal as presented.

Corinne Dutra-Roberts advised that 511 Contra Costa met with East County and Central County schools on a weekly basis and reported that the principals and parents all asked for school buses, although she cautioned that in Central County, the Mt. Diablo Unified School District (MDUSD) was huge, and to provide school bus service for the entire MDUSD would require the entire budget. She suggested that the Walnut Creek School District might be able to use the funds but the larger districts could be left out.

Director Pierce commented that the funds could be leveraged for other grants or transportation programs, such as the Transportation Fund for Clean Air, and recommend leaving it open to potentially partner with County Connection to operate a program and use some money from *Regional Choice* to augment it. She explained there would be a need to be in sync with the County Connection Board and innovative ideas would have to be considered.

Diana Vavrek referred to the large allocation to buses and the fact that few rode buses, suggesting that from a public perception the number was difficult to defend and it should be broken out to show some move to innovation to help garner support for the measure.

Director Durant commented that there was a fundamental misunderstanding of the *Bus and Non-Rail Transit Enhancements* category, which had threatened the measure because without “bus” in the category West County would not support it.

Chair Haskew recognized the support of the concept for innovative bus-like movements and a willingness to move money to encourage bus representatives to recognize the opportunity. She supported a reduction of the *Local Streets Maintenance and Improvements* category to allow that to occur.

As a defender of return-to-source, Mr. Kuzbari explained that *Local Streets Maintenance and Improvements* also paid for physical improvements to make transit more convenient and safer. While there were other programs to improve and enhance the operations of transit, return-to-source allowed the physical improvements to improve transit. He did not support a deduction of anything from return-to-source at this point, noted that the current Measure J allowed 26.8 percent return-to-source, and urged the Board not to reduce the allocation since that would mean the loss of projects to improve the safety of transit access.

Director Durant suggested there were other categories that could be used for that type of access that he did not feel was necessarily being taken away but being made more competitive.

Director Pierce commented that *Local Streets Maintenance and Improvements* would be changed in the process and be reduced for Central County.

Eric Hu emphasized that the majority of jurisdictions' maintenance funds would come out of *Local Streets Maintenance and Improvements* in that all the other programs were enhancements for programs and projects. The *Local Streets* category was the only one to be used specifically for maintenance. He emphasized the need that maintenance costs keep pace.

Director Leone agreed and commented that while it looked as if it was a large chunk of money, it was still not enough and the City of Concord had to bond to repair its streets. He did not support a reduction of the *Local Streets Maintenance and Improvements* category.

Mr. Lochirco explained that the funds in that category were paid directly to County Connection, and the difference between what had been discussed and the way it had been written was that County Connection was not the innovator, the City of Walnut Creek was. If not changing the language in that line item to allow the City to be the recipient of potential monies it could not initiate an innovative pilot program.

Director Pierce recommended a modified description of the *Bus and Non-Rail Transit Enhancements* category to determine how to use some of the existing money to be more innovative and where the use of part of the money had to be in consultation with the subregion for innovative programs, although Director Durant disagreed and suggested that was not necessary.

On motion by Director Durant, seconded by Director Pierce to move \$5 million from *Additional Local Streets Maintenance and Improvements* for Central County into *Regional Choice/Subregional Transportation Priorities* into a new category to identify the \$5 million for locally funded *Bus and Non-Rail Transit Enhancements* to enhance bus ridership to reduce VMT, congestion, and single-occupant usage, a subregional transportation priority, to be documented in the transmittal letter. There was no vote on the motion.

On the question, Mr. Kuzbari offered an alternative to consider removing the \$5 million from *Pedestrian, Bicycle and Trail Facilities* and the *Community Development Incentive Transportation Grant Program*.

Chair Haskew did not support that alternative and lobbied for a simple decision to put the funds aside and retain the flexibility and freedom if reallocated.

Director Leone supported the basic concept but could not support where it was coming from, but as an alternative asked if there could be less than a \$5 million reduction such as taking \$2.5 million from *Local Streets Maintenance and Improvements* and \$2.5 million from *Major Streets and Complete Streets Project Grants*.

Mr. Noeimi reminded the Board that it had until May when the CCTA Board adopted the Transportation Expenditure Plan.

Director Pierce explained that the next meeting was the last opportunity to resolve the issues.

On other unresolved issues, Chair Haskew supported no more than 9 or 11 members of a Citizen Oversight Committee and commented that the ULL was not an issue in Central County.

For the next meeting, the Board agreed to discuss the *Community Development Incentive Transportation Grant Program* category, performance measures, Growth Management Program, performance standards for other projects or other funding categories, schedule time to evaluate the descriptions of funding categories, and discuss where the \$5 million would come from.

## **5. Adjournment**

The meeting was adjourned at 11:24 A.M. The next meeting of the Board is a regular meeting on April 14, 2016 at 9:00 A.M. in the City of Pleasant Hill Community Room, unless otherwise determined.



**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

300 Lakeside Drive, P.O. Box 12688  
Oakland, CA 94604-2688  
(510) 464-6000

2016

March 17, 2016

Tom Radulovich  
PRESIDENT

Gail Murray  
VICE PRESIDENT

Grace Crunican  
GENERAL MANAGER

Anita Tucci-Smith

TRANSPAC

2300 Contra Costa Boulevard, Suite 110  
Pleasant Hill, CA 94523

Dear Ms. Tucci-Smith:

DIRECTORS

Gail Murray  
1ST DISTRICT

Joel Keller  
2ND DISTRICT

Rebecca Saltzman  
3RD DISTRICT

Robert Raburn, Ph.D.  
4TH DISTRICT

John McPartland  
5TH DISTRICT

Thomas M. Blalock, P.E.  
6TH DISTRICT

Zakhary Mallett, MCP  
7TH DISTRICT

Nicholas Josefowitz  
8TH DISTRICT

Tom Radulovich  
9TH DISTRICT

The San Francisco Bay Area Rapid Transit (BART) District requests the appropriation of \$4.5 million in Measure J BART Parking and Access funds for the Concord BART Plaza Redesign Project.

As described in the Measure J Strategic Plan, the Concord BART Plaza Redesign Project (Project # 10001-05) will redesign and improve the public plaza and station pathways at the Concord BART Station to improve the pedestrian experience, enhance the connection between the station and the City's Central Business District, add sustainability features, improve bicycle access and improve overall safety. This project will provide a more comfortable, safe and inviting environment for BART customers and encourage access to the station by pedestrians and cyclists. The total cost for the project is estimated at \$6.5 million.

We appreciate you bringing this request forward to the TRANSPAC Board for review and consideration at their next meeting. We appreciate the Board's consideration in this matter and hope they will grant approval for appropriation of these funds. Please do not hesitate to contact me at (510) 874-7346 if you have any questions or concerns.

Sincerely,

Nikki Foletta  
Principal Planner

## Concord BART Plaza Redesign Project

### **Scope:**

This project will redesign and reorient the public plaza to better connect to the City's downtown area, add landscaping and upgrade lighting, provide pigeon mitigation, improve several critical pathways and crosswalks from the surrounding streets to the station faregates, add sustainability features such as storm water treatments, and add decorative elements to reinforce the station's identity with the City of Concord.

### **Schedule:**

Preliminary planning studies and design are complete. Construction is expected to begin in Summer/Fall 2016. The project schedule is summarized in the following table:

<i>Planning and Design</i>	<i>Completed 2015/2016</i>
Advertise Construction Contract	May 2016
Construction Begins	Summer/Fall 2016
Financial Close-Out Complete	Summer 2017

### **Budget:**

The total cost for the project is estimated at \$6,500,000. \$500,000 has been spent for planning and design work, with \$6,000,000 remaining to be spent for construction. The funding sources are summarized in the following table:

<b>Source</b>	<b>Design</b>	<b>Construction</b>
Prop 1B (Lifeline)	\$400,000	
Prop 1B (BART)		\$1,500,000
BART Operating Measure J	\$100,000	\$4,500,000
<b>TOTAL</b>	<b>\$500,000</b>	<b>\$6,000,000</b>



# Concord BART Plaza Redesign Project

The goal of this project is to redesign the exterior public spaces surrounding the Concord BART Station entrance for a more place specific design that improves the safety and livability of the station, improves the multimodal access of the station, and creates better connections to the surrounding downtown and neighborhoods. The areas to be considered include the existing plaza and pedestrian paseo west of the station, the intermodal area, the station entrance and ticket vending area, the pedestrian connection to the east of the entrance, and strategic pedestrian improvements for the surrounding parking areas. A future bike station is also in the works and will be coordinated with this project.

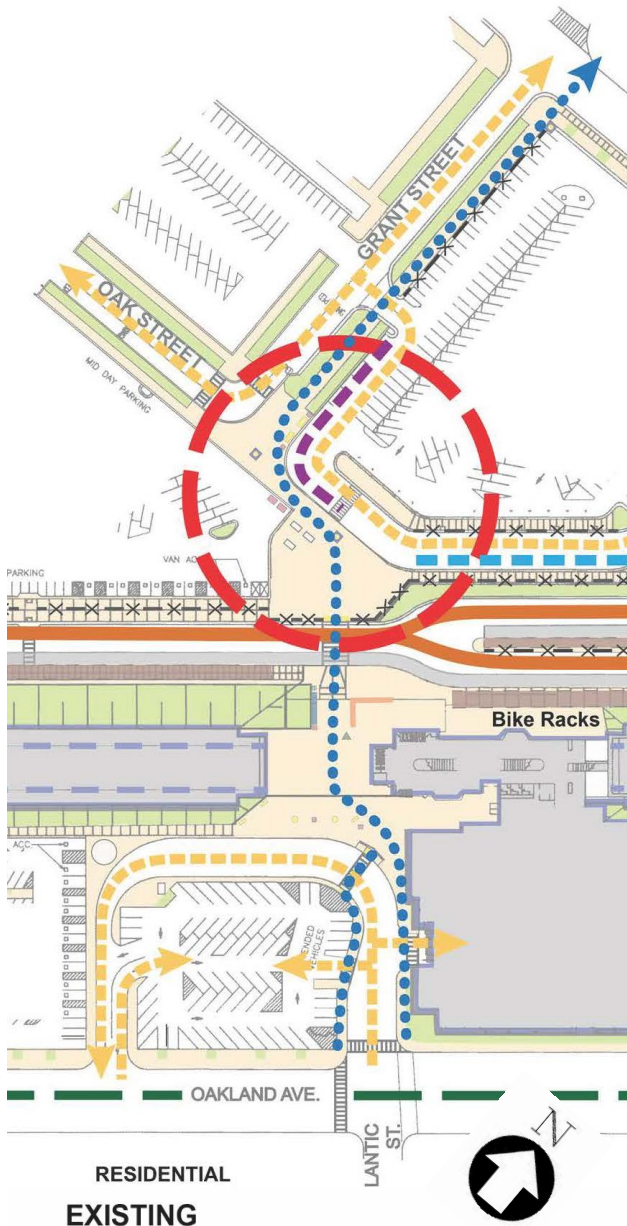
## Project Components:

- Modify and reconstruct of east and west parking areas or plazas including new raised crosswalks
- Other site improvements include new benches, trash receptacles, lighted bollards, non-lighted bollards, decomposed granite, custom site signage, pavers, concrete, site retaining walls, decorative crosswalks and custom banners
- Demolition of wind screen & canopy, and one bus shelter
- Wayside upgrades
- Modify and provide new lighting at plaza
- Relocate taxi pickup and drop off areas
- Provide electrical infrastructure for the future bike station
- Provide new lighting with banners and custom banner arms
- Provide planting and irrigation
- Relocate kiss-n-ride drop off area
- Improvement of bike path striping
- Addition of new wayfinding signage including but not limited to station identity signage above station agent toll booth
- Modify east and west parking lots

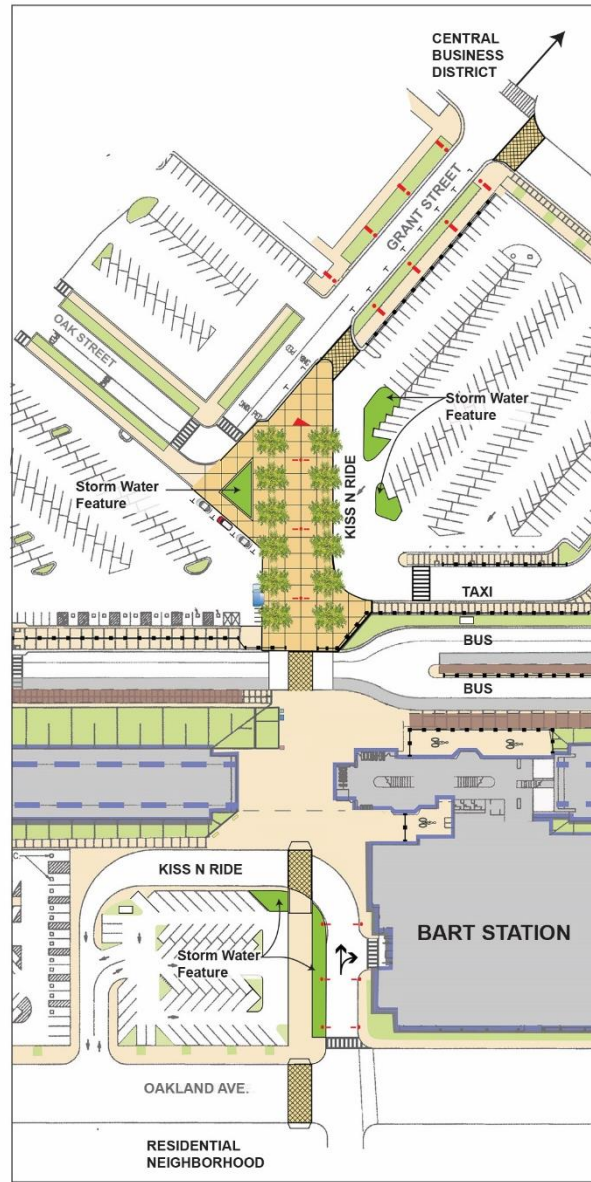
## Existing Conditions







**RESIDENTIAL  
EXISTING**



**PROPOSED**



**Class II Bike Lanes**



## **EXECUTIVE DIRECTOR'S REPORT**

### **March 16, 2016**

#### **CNRS Center for the Sociologie of Innovation: February 12, 2016**

Linsey Willis, Jack Hall, and I met with researcher Brice Laurent from the Mines ParisTech and Research Director at the French Ministry of Ecology, Energy, Sustainable Development and the Sea and Steve Bernardin and five students. They requested a meeting to discuss how we planned, programmed and delivered transportation improvement projects and programs. They were also interested in our innovation projects.

#### **Gabe Nelson: February 12, 2016**

I was interviewed by Gabe Nelson from Automotive News. He wanted to know the status of our testing program at GoMentum Station.

#### **Bang the Table: February 16, 2016**

Irene Ortega, Linsey Willis and I met with Bang the Table CEO Matt Crozier. I met Matt at the 2016 Government Transformation Forum. We were speakers at the event. During my speech, I mentioned our recent success in engaging our citizens in Contra Costa. His company uses a software package with the websites to engage citizens. We exchanged ideas and may have more meetings to discuss a partnership.

#### **Contra Costa Tax Payers Association: February 16, 2016**

Ross Chittenden, Linsey Willis and I met with Jack Weir, Mike McGill and Jim Pezzaglia to discuss the current status of Measure J and the current draft of the transportation expenditure plan. We had a comprehensive discussion about both the current Measure J and the proposed Measure.

#### **PMA Meeting: February 17, 2016**

Hisham Noeimi and I met with the members of the PMA group to summarize the results of discussions regarding the portion of the proposed measure that the cities and county would be eligible for in the potential new measure. There were a lot of questions about the information that Hisham and I provided them. Hisham and I were asked to leave the room while the PMA group discussed the information.

#### **Holly O'Dell: February 18, 2016**

I was interviewed by Holly O'Dell about the Autonomous Vehicles and Connected Vehicles infrastructure. This was a very technical interview for IHS Engineering360.

#### **I-80 San Pablo Dam Road Interchange Partnering Meeting: February 19, 2016**

Brosamer & Wall hired Mr. Larry Bonine to be our partnering consultant on the I-80 San Pablo Dam Road Interchange project. Mr. Bonine used to be the Director of Arizona Department of Transportation. Representatives from the contractor, subcontractor, Hanna Group and CCTA met to review the various issues associated with the project. Although the contract schedule indicates that we will finish the project in early summer of 2017, we are reviewing every issue to determine if we can accelerate the completion of the project.

**Assembly Member Bonilla Staff:** February 19, 2016

Linsey Willis and I had a teleconference with the Assembly Member's staff to review the GoMentum Station Program and the Shared Autonomous Vehicle pilot project. We also discussed AB 1592. This is the Assembly Member's proposed legislation that will exempt GoMentum Station and Bishop Ranch from the current legislation that requires autonomous vehicles to have a brake pedal, steering wheel, and operator.

**Ken Clement:** February 22, 2016

Ken Clement works for Forrester Research. Forrester Research is an independent technology and market research company that provides advice on existing and potential impact of technology to its clients and the public. Ken was in the audience at the 2016 Government Transformation Forum. He requested a meeting with us after I finished speaking.

**BART/ACTC/SFCTA/MTC/CCTA Meeting:** February 22, 2016

Ross Chittenden and I met with staff from the other agencies to review the proposal to fund 306 additional BART cars. BART's replacement program of their aging cars is underway. Their next phase will be an upgrade to their train control system. Once complete, they will be able to move more trains on the existing system. An additional 306 cars will ensure maximizing the existing system with 10-car trains. Contra Costa County's proposed share is \$300 million which matches the proposed shares for San Francisco County Transportation Authority and Alameda County Transportation Commission.

**California Air Resources Board (CARB) Meeting:** February 23, 2016

Arya Rohani (Stantec) and Jack Hall met with staff from California Energy Commission, Caltrans, CARB, and Go-Biz to discuss the status of our Sustainable Freight Action Plan and Pilot Project Submittal. I participated with Habib Shamskhov by telephone. CCTA was asked to use our ITS partners to develop a proposal. We were checking on the status. We were informed that they plan to combine the various proposals into the Governor's Sustainable Freight plan. They don't have any funding to pay for any of the projects at this time.

**METRANS Advisory Board Meeting:** February 24, 2016

I attended the meeting at the USC Campus. Staff reviewed the current status of the University Transportation Center (UTC) at USC/CSU Long Beach called METRANS. The focus of their research is freight and modeling. With the passage of the FAST Act, the round of UTC applications is going to be released. Much of the discussion was centered around which level of UTC METRANS should apply. Currently, they are a Tier 1 UTC. The other two levels are higher with more competition. They are National and Regional UTCs.

**Expenditure Plan Advisory Committee meeting:** February 25, 2016

CCTA staff along with our consultants met with the EPAC for the ninth time. There was a lot of discussion regarding a draft Transportation Expenditure Plan.

**Priscilla Imboden:** February 26, 2016

Priscilla Imboden is a reporter for Swiss Radio situated in San Francisco. She was working on a story about autonomous vehicles. She interviewed Mercedes Benz officials and staff from the Hyundai research center. She wanted to learn about the testing program at GoMentum Station. She also asked a lot of questions about what we thought would happen after deployment of Autonomous Vehicles with respect to congestions, business models, etc. The web address is:

<http://www.srf.ch/play/radio/popupaudioplayer?id=f27d4f36-9a2d-4441-baee-3075b9f86967>

**SR 4/SR 160 Ribbon Cutting Ceremony:** February 29, 2016

CCTA held a ribbon cutting ceremony to mark the opening of the long awaited interchange completion project. The project was funded from \$50 million of BATA toll funds. We were able to save about \$1 million and during the ceremony we gave Steve Heminger a ceremonial check to commemorate the savings. There were a number of speakers.

**Express Lane Executive Steering Committee:** March 1, 2016

Ross Chittenden and I participated in an Express Lane ESC meeting via telephone. We were given the current status of the various express lane projects in the Bay Area. The striping plans for the new lanes were reviewed. Customers that want to use the new Express Lane on I-580 in Alameda County will need to get a new Flex Transponder. You can call the customer service department and they will send you a new transponder.

**GoMentum Station Tour:** March 1, 2016

Jack Hall and I met with California DMV Director Jean Shiomoto, Deputy Directors Brian Soublet and Bernard Soriano, and Chief Stephanie Dougherty. Luis Quinonez joined the meeting. We gave them a briefing on our program including the EasyMile pilot. We visited GoMentum Station and gave a tour of the proving grounds. After the tour, we traveled to Bishop Ranch. Alex Mehran gave them a briefing of the history of Bishop Ranch and then we took a tour of the business park. This was designed to show them the planned route to demonstrate the EasyMile Shared Autonomous Vehicles within Bishop Ranch.

**Bishop Ranch Forum:** March 2, 2016

Martin Engelmann, Linsey Willis, Jack Hall and I were invited to attend the Bishop Ranch Forum. The keynote speaker was John Williams. He is the President & CEO of the San Francisco Federal Reserve Bank.

**Tom Klein:** March 3, 2016

Jack Hall and I talked to Tom Klein from TriMeta. He is an investor in various technology companies. He was referred to us by Gregory Curtin. Gregory is the CEO of Civic Resources Group. He was one of the speakers at the 2016 Government Transformation Forum. They are interested in investing in GoMentum Station.

**League of California Cities - Planning Commissioners Academy:** March 4, 2016

I put together an autonomous vehicle panel for the Self Help Counties meeting a few years ago. The panel has been invited to SANDAG's board retreat, the CTC VMT Subcommittee, and the City of Carlsbad. After the presentation in Carlsbad, Jeff Segall, City of Carlsbad Planning Commissioner invited us to present at the League of California Cities – Planning Commissioners Academy in San Ramon. Our panel consisted of Paul Godsmark from the Canadian Autonomous Vehicle Centre of Excellence, Stephanie Dougherty from the California Department of Motor Vehicles, Toshi Muramatsu from Nissan and Jack Hall representing Dr. Rob Bertini from Cal Poly. The response was unbelievable. The room was packed. There was a line of a dozen or so people waiting to ask questions. A planning commissioner said that they have been working on an update of their general plan and don't have AV technology in their plan. He didn't realize AV technology was so close to being deployed.

**Expenditure Plan Advisory Committee meeting:** March 3, 2016

CCTA staff along with our consultants met with the EPAC for the tenth time. There was a lot of discussion regarding a draft Transportation Expenditure Plan.

**Senator Stephen Glazer:** March 3, 2016

Commissioner Amy Worth, Commissioner Don Tatzin, and I met with the Senator and his staff to review the progress on the potential transportation sales tax measure.

**Don Marks:** March 4, 2016

Martin Engelmann, Brad Beck, Matt Kelley, and I met with Dan Marks from Management Partners to provide our input to the potential merger of ABAG and MTC. Commissioner Julie Pierce sat in as an observer.

**UC Davis Graduate School of Management:** March 4, 2016

Jim Wunderman invited me to speak about leadership at a graduate class he teaches at the UC Davis San Ramon Campus. I gave a very similar speech to the leadership speech that I have given at the Transportation Research Board's Annual Meeting. The speech was about 45 minutes with about 30 minutes of questions. The best comment I heard was they couldn't believe we were a public sector agency.

**Assembly Bill 1592 meetings :** March 8, 2016

Assembly Member Bonilla and her staff arranged a series of meetings in Sacramento that Linsey Willis and I attended to discuss AB 1592, the autonomous vehicle bill the Authority is sponsoring with Assembly Member Bonilla. We met with KP Public Affairs (representing Google) and staff from TechNet, which is an organization that promotes the growth of technology-led innovation. We also met with Michael Martinez with the Governor's office, Randy Chinn of the Senate Committee on Transportation and Housing, Justin Behrens of the Assembly Transportation Committee, and Alexandra Salgado with the President Pro Tempore of the Senate Kevin De Leon's office.



CONTRA COSTA  
transportation  
authority

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Karen Mitchoff

Julie Pierce

Kevin Romick

Robert Taylor


Randell H. Iwasaki,  
Executive Director

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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

From:   
Randell H. Iwasaki, Executive Director

Date: March 23, 2016

Re: Item of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

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At its March 16, 2016 meeting, the Authority discussed the following item, which may be of interest to the Regional Transportation Planning Committees:

- 1. Adopt the 2016 Measure J Strategic Plan.** The Authority approved Resolution 16-05-P which adopted the *2016 Measure J Strategic Plan*. A draft of the Plan was presented at the February Authority meeting. The Plan reflects revised financial assumptions, anticipated project schedules, and input from the Regional Transportation Planning Committees (RTPCs) on priorities. *The authority approved Resolution No. 16-05-P, which adopted the 2016 Measure J Strategic Plan. The final draft of the 2016 Measure J Strategic Plan is available at [http://ccta.granicus.com/MetaViewer.php?view\\_id=1&clip\\_id=222&meta\\_id=18957](http://ccta.granicus.com/MetaViewer.php?view_id=1&clip_id=222&meta_id=18957). The final report will be available at [www.ccta.net](http://www.ccta.net) in early April.*

2999 Oak Road  
Suite 100  
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PHONE: 925.256.4700  
FAX: 925.256.4701  
[www.ccta.net](http://www.ccta.net)

# TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
2300 Contra Costa Boulevard, Suite 110  
Pleasant Hill, CA 94523  
(925) 969-0841

March 11, 2016

Randell H. Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Re: Status Letter for TRANSPAC Meeting –March 10, 2016

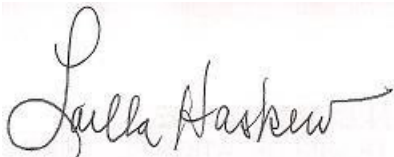
Dear Mr. Iwasaki:

At its meeting on March 10, 2016, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received an update from Hisham Noeimi, Engineering Manager, CCTA and Bill Gray, Gray-Bowen-Scott on the Transportation Expenditure Plan (TEP); considered a recommendation from the TRANSPAC TAC and approved the recommendation with modifications, which will be presented in detail to the CCTA Board; and scheduled a special meeting on March 24, 2016 to allow another opportunity to discuss the TEP.
2. Recommended CCTA Board approval to program \$250,000 in Measure J funds from the BART Station, Access and Parking category for the EasyMile Pilot Project, subject to the identity of project distributions and on the condition that the rollout be in Central County first.
3. Reappointed David Favello as the TRANSPAC Citizen Representative to the Countywide Bicycle & Pedestrian Advisory Committee (CBPAC).
4. Approved the TRANSPAC 2015-2016 Budget

TRANSPAC hopes that this information is useful to you.

Sincerely,



Loella Haskew  
TRANSPAC Chair

cc: TRANSPAC Representatives; TRANSPAC TAC and staff  
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)  
Jamar I. Stamps, TRANSPLAN; Robert Taylor, Chair, TRANSPLAN  
Lisa Bobadilla, SWAT; Don Tatzin, Chair, SWAT  
John Nemeth, WCCTAC; Janet Abelson, Chair, WCCTAC  
Danice Rosenbohm, CCTA  
June Catalano, Diane Miguel (City of Pleasant Hill)



# SWAT

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

April 5, 2016

Randell H. Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

**RE: SWAT Meeting Summary Report for April 4, 2016 Comments on Draft  
Transportation Expenditure Plan ("TEP") Version 2.2 (4/1/16)**

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met on Monday, April 4, 2016 and received an update from Contra Costa Transportation Authority ("Authority") staff on the Draft Transportation Sales Tax Expenditure Plan ("TEP"), Version 2.2 (4/1/16).

SWAT appreciates the opportunity to provide input and acknowledges that the plan represents a tremendous amount of hard work and collaboration. SWAT also wishes to express its gratitude and appreciation to Authority staff for attending SWAT TAC and SWAT meetings over last several months in assisting the sub-region through this process.

To date, SWAT has held a series of meetings in which the Draft TEP has been the focus of discussion. At the April 4, 2016 meeting the TEP v.2.2 funding category allocations and description language were discussed in detail. SWAT is forwarding the following comments and recommendations for the Authority's consideration:

**Funding Category 1: Local Streets Maintenance and Improvements**

1. In the SWAT letter dated March 29, 2016, SWAT raised the following questions: It is unclear why the category description language "...*consistent with the current Measure J Program*" has been deleted from the category description. SWAT recommends retaining the deleted language.

The response from CCTA is that the new measure's reporting requirements may not be consistent with current Measure J reporting, audit and GMP requirements. SWAT understands that this topic will be discussed at a future board meeting; therefore SWAT offers the following comment:

The current GMP compliance checklist requires cities/towns to demonstrate "maintenance of effort" (MoE), SWAT requests clarification on whether or not the MoE funding will be exclusively limited to transportation funding sources.



**Funding Category 2: Major Streets and Complete Streets/Traffic Signal Synchronization Grant Program**

2. To reiterate comments submitted in its May 29, 2016 letter to CCTA, SWAT continues to advocate that specific reference to “*separated bike lanes*” be amended as follows *Projects may include but are not limited to installation of bike and pedestrian facilities, such as separated bike lanes,....*”

**Funding Category 3: BART Capacity, Access and Parking Improvements**

3. SWAT appreciates the amount of time and effort to develop consensus on BART Capacity, Access and Parking Improvement category. SWAT will continue to advocate that absent a regional funding commitment with San Francisco, Alameda, and MTC to purchase additional BART cars, Contra Costa should not solely fund this purchase. SWAT continues to express concern with this category and submits the following items for clarification:
  - a. When the new measure is passed AND the agreement is in place; what is the anticipated timeframe to allocate funds to BART?
  - b. Language in the measure must be clear and concise as to how the funds will be used by BART; AND if the agreement to purchase new cars is not achieved, clearly define how the funds will be allocated?
  - c. Under the alternate funding plan, SWAT recommends that these funds be proportionately allocated to all of the other funding categories consistent with currently recommended (RTPC) allocation proposals.
4. It is recommended that category description language be **amended** that references use of funds are to be inclusive of “*infrastructure improvements to facilitate Transit Oriented Development, such as, at or near BART stations...*”. Funds for this program should be designated for improving access to BART and BART infrastructure improvements only.

**Funding Category 11: Advance Mitigation Program**

5. SWAT looks forward to reviewing revised policy language and will submit additional comments when appropriate.

**Funding Category 17: Community Development Incentive (CDI) Grant Program**

6. To reiterate SWAT comments submitted in its May 16 and May 29 letters to the Authority, it is recommended that the category description language be revised to provide clarity and re-affirm that allocations will be apportioned sub-regionally.

7. To ensure that all jurisdictions are eligible to compete for funding in this category, it is recommended that language referencing “*transit supported community centers*” be deleted (modify the corresponding excerpt as follows):

*“Within each sub-region, funds will be allocated on a competitive basis to transportation projects or programs that promote economic development, job creation and/or housing that is accessible to transit. ~~within established (or planned) transit supportive community centers.”~~*

### **East Bay Leadership Council, Bay Area Council and Building Industry Association (BIA) Draft Transportation Expenditure Plan Comments**

With respect to the proposal submitted by the East Bay Leadership Council, Bay Area Council and Building Industry Association (BIA) in its letter to CCTA dated April 1, 2016 SWAT submits the following comments:

#### **Funding Category 1 – Local Streets Maintenance and Improvements**

SWAT unanimously opposes the reduction of Local Streets Maintenance and Improvements from 23% to 18 %. Given the current and projected declines in gas tax revenues, funding Local Streets and Roads at a minimum of 23% is required just to offset the declining revenues.

#### **Funding Category 7 – Improve traffic flow & implement high capacity transit in the I-680 corridor & SR 24**

SWAT appreciates the proposed allocation of \$230M; however this comes at the expense of several critical funding categories and therefore is not supported.

#### **Funding Category 17 – Community Investment Grant Program**

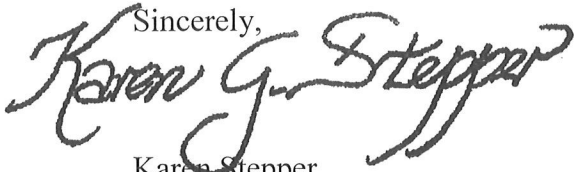
SWAT opposes the elimination of funding for this program. Rather, SWAT embraces this program category with the intent to incentivize local cities/towns to enhance mobility options that encourage economic development, jobs, and housing.

#### **Funding Category 20 – Regional Transportation Priorities**

SWAT opposes the elimination of funding for the program. As stated in its letter dated March 29, 2016, SWAT will continue to articulate that the program category remain flexible to support sub-regional transportation needs and to continue the countywide commute alternative programs.

Thank you again for the opportunity to provide input and for considering SWAT's comments and recommendations. Please contact SWAT Admin staff, Lisa Bobadilla at (925) 973-2651 or email at [lbobadilla@sanramon.ca.gov](mailto:lbobadilla@sanramon.ca.gov), if you should have any questions.

Sincerely,

A handwritten signature in black ink that reads "Karen J. Stepper". The signature is written in a cursive, flowing style.

Karen Stepper  
Chair

Cc: Ross Chittenden, CCTA; Hisham Noeimi, CCTA; SWAT; SWAT TAC;  
Anita Tucci-Smith, TRANSPAC; John Nemeth, WCCTAC; Jamar Stamps,  
TRANSPLAN