

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, OCTOBER 26, 2017

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

in the LARGE COMMUNITY ROOM at City of Pleasant Hill City Hall
100 GREGORY LANE
PLEASANT HILL

1. Minutes of the September 28, 2017 Meeting

ACTION RECOMMENDATION: Approve Minutes

Attachment: TAC minutes from the September 28, 2017 meeting.

- 2. Measure J Line 20a Funds Program for FY 2018/2019 and FY 2019/2020.** The Measure J Expenditure Plan includes a program, 15: Transportation for Seniors & People With Disabilities. The name generally self-describes the activities that the program funds. There is an additional program in Measure J, 20a: Additional Transportation Services for Seniors and People & Disabilities, which provides the TRANSPAC area an additional 0.5% for these types of services. TRANSPAC is responsible for recommendations on how the Line item 20a funds are to be used. TRANSPAC last issued a call for projects process and approved a program of projects in 2016 for the FY 2016/2017 and FY 2017/2018 period. TRANSPAC TAC is requested to review a program structure to identify a Measure J Program 20a Program for the upcoming two-year period (2018/2019 and 2019/2020.) The assumption is the Measure J Line 20a funds are expected to generate about \$860,000 over the programming period. The funds are ultimately distributed by the Contra Costa Transportation Authority (CCTA) and all project sponsors will be required to meet the requirements of the CCTA Fund Reimbursement Agreement.

ACTION RECOMMENDATION: Review and comment on the proposed program criteria, schedule, and fund estimate.

Attachments: Measure J Line 20a Program Fund Balance; Line 20a Proposed Programming Criteria; Line 20a Proposed Programming Schedule; and Measure J Transportation Sales Tax Expenditure Plan Programs 15 and 20a.

- 3. 2017/2018 Workplan Plan/Study Project Scope.** The TRANSPAC Board approved the FY 2017/2018 Budget and Workplan that includes \$220,000 of funding for a plan/study with the purpose of supporting future project development in Central Contra Costa County.

The TRANSPAC Board has requested that the TRANSPAC TAC provide a recommendation for a scope of a study/plan to pursue. Through discussion at the July TAC meeting, proposals to be considered include: 1) Feasibility study to provide information to support further improvements to gaps in the bicycle and pedestrian network focusing on the east west connections across I-680 (and including connections to the Iron Horse Trail). Candidate locations to consider include Monument Boulevard, Willow Pass Road, Concord Avenue, and the area around the I680/SR4 Interchange (and including a connection to the Pacheco Transit Hub Park and Ride Facility). The routes that could be addressed would have to be prioritized, as an analysis of all the segments above would likely require additional funds. 2) Feasibility study of specific projects that will improve bicycle and pedestrian access for projects within an approximately ½ mile radius of BART stations, rail stations and major transit stops. Examples that were cited at the prior TAC meeting included a path to connect Pleasant Hill BART and Bancroft, and connections to the east of the North Concord BART station (connection to TRANSPLAN Subregion). The specific projects that could be addressed would have to be prioritized, as an analysis of all potential projects within this category would require additional funds. One of the key factors with the proposed funding is that these funds are a one-time opportunity that could be used to provide the background and foundation to support future funding requests in Central County. It should also be noted that the funding available is not enough to fund all the options discussed above. The proposal is envisioned to ultimately detail the plan/study concept and consider a scope, cost, and delivery strategy. The TAC is requested to review the above candidates and recommend a project scope to be funded with the proposed funding. Regarding topics previously discussed: 1) BART Curbside Access - BART continuously reviews and studies station access and how to facilitate and prioritize the various travel modes that access the BART station and staff proposes to continue to monitor ongoing BART efforts, studies, and policy revisions as the modes that people use to access BART stations continue to evolve. 2) Electric Vehicle Infrastructure - CCTA and 511 Contra Costa have an Electric Vehicle Charging Program underway that includes multiple components including mini grants for charging stations, a review of existing charging infrastructure, and review of new and upcoming scenarios for electric vehicle charging, and staff proposes to continue to monitor this ongoing effort. Additional information will be available at the meeting.

ACTION RECOMMENDATION: Review and recommend a project scope to be funded with the proposed funding.

Attachments: None

4. **Proposed Changes to the Road Mileage Methodology Affecting Measure J Local Street Maintenance and Improvement Fund Allocations.** Measure J 18 percent Local Street Maintenance and Improvement (LSM) funds (also referred to as “return-to-source” funds) are allocated annually to each jurisdiction based on a 50/50 population/road miles formula, and subject to compliance with the Growth Management Program (GMP). The CCTA uses Department of Finance reports for population, and California Department of Transportation (Caltrans) reports for road miles.

From time-to-time, these reports are updated and incorporated in the Measure J allocation formula. A new federally required mileage reporting system recently adopted by Caltrans dramatically changes road mileage assignments, and if applied would result in significant fund allocation changes when compared to the current allocation formula. CCTA staff is recommending that funds continue to be allocated using existing reports until the significant changes in the new mileage system are assessed and approved by TCC, as well as defining the reasons for the reporting variances. CCTA staff is also proposing to work with the TCC to develop a strategy for future LSM allocations. This item is scheduled to be discussed at the October 19, 2017 TCC meeting.

Attachment: October 19, 2017 CCTA Technical Coordinating Committee Staff Report - Discussion of Proposed Changes to Road Mileage Methodology Affecting Measure J Local Street Maintenance and Improvement Fund Allocations

5. **TRANSPAC TAC November Meeting.** Staff proposes to hold the next TRANSPAC TAC meeting on Thursday, November 30, 2017. The standard meeting date would occur on the Thanksgiving holiday. In years past, the TAC has also met the week prior to the Thanksgiving holiday.
6. **TRANSPAC Committee Appointments.** TRANSPAC has a position on the CCTA Countywide Bicycle and Pedestrian Advisory Committee that will reach the end of the two-year term in December.
7. **Grant Funding Opportunities.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities.

Attachment(s):

- CCTA Local Agency Funding Opportunities Summary – Updated 7/19/17
- CCTA Local Agency Funding Opportunities Summary – Updated 6/5/17 available at: http://ccta.granicus.com/MetaViewer.php?view_id=1&event_id=651&meta_id=29404
- Charge! is a grant program that helps offset a portion of the cost of purchasing and installing new publicly available charging stations at qualifying facilities within the BAAQMD's jurisdiction.

This grant program is funded by the BAAQMD's Transportation Fund for Clean Air (TFCA). The deadline for receiving applications for Charge! has been extended to November 3, 2017. Applications may be submitted online after attending at least one of the pre-application workshops. Additional information available at:

<http://www.baaqmd.gov/grant-funding/businesses-and-fleets/charge>

8. **Committee Updates:**

- a. **Technical Coordinating Committee (TCC):** The next meeting is scheduled for October 19, 2017.

- b. Countywide Bicycle & Pedestrian Advisory Committee (CBPAC): There is no meeting in October.
- c. Paratransit Coordinating Council (PCC): There is no meeting in October.

9. Future Agenda Items:

- **The Contra Costa Transportation Authority's Meeting Schedule** for October 2017 to January 2018 may be downloaded at:
http://ccta.granicus.com/MetaViewer.php?view_id=1&event_id=761&meta_id=32388

10. Next Meeting: TBD (See Agenda Item 5)

TRANSPAC Technical Advisory Commission (TAC) Meeting Summary Minutes

MEETING DATE: September 28, 2017

MEMBERS PRESENT: Scott D. Alman, Clayton; Nikki Foletta, BART; Ruby Horta, County Connection; Eric Hu, Pleasant Hill; Abhishek Parikh, Concord; Robert Sarmiento, Contra Costa County; and Tim Tucker, Martinez

STAFF: Matt Todd, TRANSPAC Managing Director; and Anita Tucci-Smith, TRANSPAC Clerk

GUESTS/PRESENTERS: Brad Beck, Senior Transportation Planner, Contra Costa Transportation Authority (CCTA); Patrick Gilster, Fehr & Peers; Stephanie Hu, Associate Engineer, CCTA; Carol Levine, Spokemore Consulting; Meghan Mitman, Fehr & Peers; and Hisham Noeimi, Engineering Manager, CCTA

MINUTES PREPARED BY: Anita Tucci-Smith

The meeting convened at 9:05 A.M.

1. Review/Revise Accept/Minutes of the July 27, 2017 Meeting

By consensus, the TAC accepted the minutes of the July 27, 2017 meeting, as presented.

- 2. Amendment to the City of Clayton Major Streets Program Measure J Grant (CCTA #24032).** The City of Clayton has an existing Measure J Major Streets Program grant (CCTA #24032) through the Contra Costa Transportation Authority (CCTA) for \$1,224,000 (by formula) that was used to fund Clayton Major Streets Improvements and which funded the Clayton 2016 Arterial Rehabilitation Project. That project has been completed and the City fully reimbursed for those project costs. There are remaining unexpended funds in the Measure J grant of \$375,000. Under the terms of the grant agreement, Clayton can redirect the grant savings to a similar transportation project. The City is proposing to redirect the remaining funds into the Pine Hollow Road – Upgrade (City CIP Project No. 10379) project. The additional scope is proposed to be detailed as Phase 2 of the CCTA Clayton Major Streets Improvements project. Upon TRANSPAC approval, the CCTA will need to approve the amendment through the CCTA Measure J Strategic Plan.

The item was continued to later in the agenda pending the arrival of the City of Clayton’s representative.

3. **Amendment to Measure J Grant Funding to the City of Martinez Alhambra Creek Bridge and Ferry Street Improvements Project (CCTA #24031).** The City of Martinez has an existing Measure J Program grant through the Contra Costa Transportation Authority (CCTA) that includes \$6,811,000 for the Alhambra Creek Bridge and Ferry Street Improvements (CCTA #24031) (all project phases). The City of Martinez has been working on the Martinez Intermodal Project for over 20 years with the construction of an overflow parking lot and access bridge from Berrellesa Street completed under past contracts. The City of Martinez advertised the construction contract for the Martinez Intermodal Facility, Phase 3 Pedestrian Bridge, Ferry Street Enhancements and related Trail Improvements project. The low bid received was \$6,150,676, compared to an Engineer's Estimate of \$3,333,774, resulting in a funding shortfall for the project. The City desires to award the contract to the low bidder. In 2016, the City of Martinez transferred \$3,629,184 of Measure J grant funds from Alhambra Creek Bridge and Ferry Street Improvements (CCTA #24031) to the Pacheco Boulevard Realignment and Widening project (CCTA #24003) based on the projected cost of the Phase 3 project. With the contract advertised and bids received, the City is requesting an amendment to the Measure J programming to return the \$3,629,184 of Measure J grant funds previously released from the Alhambra Creek Bridge and Ferry Street Improvements (CCTA #24031) project that will allow the City of Martinez to award the contract. In the event all the Measure J funds are not fully expended on the Alhambra Creek Bridge and Ferry Street Improvements (CCTA #24031) project, the City of Martinez proposes to return unexpended funds to the Pacheco Boulevard Realignment and Widening project (CCTA #24003), about \$800,000 under current assumptions. Contra Costa County, the sponsor of the Pacheco Boulevard Realignment and Widening project (CCTA #24003), supports the proposed amendment request. The Pacheco Boulevard Realignment and Widening project (CCTA #24003) has a funding shortfall for construction phase funding in excess of the proposed amendment request. Upon TRANSPAC approval, the CCTA will need to approve the amendment through the CCTA Measure J Strategic Plan.

Mr. Todd presented the staff report, noted the multi-phase project had been ongoing for many years, the latest phase had been advertised, bids were high, and money that had been given back to the CCTA for another project was being requested to allow the low bid to be accepted.

Tim Tucker stated that the project was a joint project, and noted that the Pacheco Boulevard Realignment and Widening project still had a sizeable shortfall.

With the bid almost double the original estimate, Eric Hu asked why the price had jumped, to which Mr. Tucker noted that the City Engineer had done the estimate about six months before the bids had been opened, and the estimate focused more on historical bids than escalated future costs when the estimate had been developed. The project was a difficult one, the two bidders had been close to each other, and it had been determined that the bids received were fair. Pre-qualifications had been conducted about a year ago.

The TAC approved the City of Martinez request to amend \$3,629,184 of Measure J grant funds from the Pacheco Boulevard Realignment and Widening project (CCTA #24003) to the Alhambra Creek Bridge and Ferry Street Improvements (CCTA #24031).

- 4. Measure J Strategic Plan Amendment for the Innovate 680 Project.** The Contra Costa Transportation Authority (CCTA) is requesting TRANSPAC concurrence to reprogram \$23.045 million from the I-680 Corridor Reserve – Central County (Project 8006) to Innovate 680 (New Project 8009). Innovate 680 is a program of projects that promotes an integrated approach to redefining mobility and addressing the increasing mobility challenges in the I-680 corridor through seven key strategies that range from completing the HOV lanes to deploying a suite of technologies to improve traffic flow. CCTA will also be seeking SWAT concurrence to reprogram \$16.703 million from I-680 Corridor Reserve- Southwest County (Project 8007) and \$0.3 million from I-680 Bollinger Canyon Operational Analysis (Project 8008) to Innovate 680. The combined Measure J funding of approximately \$40.048 million will be used to begin project development on the seven strategies and leverage other fund sources. CCTA staff will provide an update on the status of the project. Upon TRANSPAC approval, the CCTA will need to approve the amendment through the CCTA Measure J Strategic Plan.

Mr. Todd stated the CCTA had multiple studies on the I-680 corridor over the last few years and proposed improvements had been packaged for a program for I-680. TRANSPAC was being asked to take some of the funds identified in the Measure J Reserve for the I-680/HOV Lane Corridor and apply it to the project. He explained that there was about \$23 million in the Reserve from Central County in the Measure J capital project.

Hisham Noeimi presented the vision for I-680 and noted that over the last several months he had gotten feedback and input and planned to have a Technical Advisory Commission (TAC) and a Policy Advisory Commission (PAC) moving forward. As background, he explained that 80 percent of trips on I-680 in the northbound direction ended up in Contra Costa County, 47 percent started in Contra Costa County, and 53 percent were from outside Contra Costa County, with only 13 percent actual intratrips to the County that did not start or end in the County. On SR24, almost 100 percent of the trips ended with destinations in Contra Costa County. Given the constraints involved, he explained that doing nothing would mean that by 2020 there would be an extra hour of delay. Over the past several years, several capital improvements had been accomplished for I-680 with auxiliary lanes completed through Danville and San Ramon, express lanes to open soon between Walnut Creek and San Ramon, and southbound express lanes between the Benicia Bridge and Walnut Creek expected to open by 2020.

While more pavement would not solve the congestion on the freeway, the goal with I-680 would be to maximize the corridor with technology to help solve the congestion issues and improve the corridor. With that, the focus would be more on mode shift, shared mobility in the corridor, technology and the like, and potentially using shoulders for buses during congested hours.

Mr. Noeimi presented seven strategies to improve the corridor by cooling corridor “hot spots,” completing HOV/express lanes, increasing bus service efficiency, innovative operational strategies, preparing the corridor for the future (first mile and last mile connections), and transportation demand management. He described what had been proposed under each strategy to accomplish the goal of reducing congestion, and noted some of the innovative strategies being considered to address the problems of capacity issues and maximize throughput in the corridor using next generation technology.

Based on studies that had been completed, Mr. Noeimi stated that doing those strategies would save 50 minutes in single occupancy travel time and 19 minutes in HOV travel time, anticipated by using buses on shoulders which could save 13 minutes in travel time. In moving forward, he proposed combining the strategies into four projects; the first to be an advanced technology project, bus-on-shoulder project, HOV/express lane gap closure, and transit improvements. In terms of schedule, near, medium and long-term goals had been established to address those projects. The hope was that by 2025, progress would have been made to alleviate the hot spots in the corridor.

To be able to proceed, Mr. Noeimi asked the TAC to amend the Strategic Plan for the project. He reported that SWAT had approved moving \$17 million from its reserve in the I-680 Corridor to the project and he asked to move the remaining \$23 million in the Reserve in the I-680 Corridor to allow \$40 million for project development and as a match for federal and state funding sources. He described the funding opportunities available to kick-start the beginning of the projects and noted there had been commitments from the private sector. Money dedicated to the I-680 corridor would allow leveraging for additional funds.

Mr. Noeimi responded to comments from TAC members and explained what the funding had originally been set aside to do. The TRANSPAC share had never been programmed while the SWAT funds had been committed to a direct access ramp that was no longer a project and was now available for programming. He explained that the I-680 corridor had been the fifth worse corridor a few years ago but was now No. 8 on the Metropolitan Transportation Commission’s Most Congested List. He emphasized that the funding was to get the projects vetted and to leverage funds through the various funding sources. A Project Study Report (PSR) would be required before environmental work could be done. He also clarified for Mr. Parikh that CCTA staff had met with the previous Concord City Engineer, who was familiar with the project.

Mr. Todd clarified the TAC’s role to recommend to the TRANSPAC Board, which would make a recommendation to the CCTA Board to amend the Strategic Plan.

Eric Hu referred to the funding opportunities and requested moving forward to start the discussion of contributions from other areas in the County since the proposal would also benefit East County. Mr. Noeimi explained that Measure J was restricted with respect to categories and the eligibility of what funding could be used for.

Mr. Noeimi clarified that there was money from the Tri Valley Transportation Council (TVTC), which was money collected in both Contra Costa and Alameda counties for I-680 Transit Corridor Improvements, which would continue. He also clarified that the private sector contributions were for in-kind services.

On motion by Eric Hu, seconded by Abhishek Parikh to approve the CCTA Measure J Strategic Plan amendment request to reprogram \$23.045 million from the I-680 Corridor Reserve- Central County (Project 8006) to Innovate 680 (New Project 8009). The motion was adopted by unanimous vote of the members present, unless otherwise noted.

The TAC returned to Item 2 at this time.

- 2. Amendment to the City of Clayton Major Streets Program Measure J Grant (CCTA #24032).** The City of Clayton has an existing Measure J Major Streets Program grant (CCTA #24032) through the Contra Costa Transportation Authority (CCTA) for \$1,224,000 (by formula) that was used to fund Clayton Major Streets Improvements and which funded the Clayton 2016 Arterial Rehabilitation Project. That project has been completed and the City fully reimbursed for those project costs. There are remaining unexpended funds in the Measure J grant of \$375,000. Under the terms of the grant agreement, Clayton can redirect the grant savings to a similar transportation project. The City is proposing to redirect the remaining funds into the Pine Hollow Road – Upgrade (City CIP Project No. 10379) project. The additional scope is proposed to be detailed as Phase 2 of the CCTA Clayton Major Streets Improvements project. Upon TRANSPAC approval, the CCTA will need to approve the amendment through the CCTA Measure J Strategic Plan.

Mr. Todd presented the item and noted that the City of Clayton proposed to roll the remaining \$375,000 in funds to a project scope similar to the original.

Scott Alman explained that the City of Clayton had been successful with Phase 1 and would like to do similar improvements on another entry into the City at Pine Hollow Road, which had seen an increase in use by locals and cut through traffic. The project would close a gap between some of the residential areas and a local school by improving a sidewalk to give access to the school.

Mr. Todd stated that the item would be recommended to the TRANSPAC Board which would make a recommendation to the CCTA at its October 18 Board meeting.

On motion by Tim Tucker, seconded by Robert Sarmiento to approve the City of Clayton Measure J Major Streets Program grant amendment request to include the Pine Hollow Road – Upgrade project scope as Phase 2 of the project. The motion was adopted by unanimous vote of the members present, unless otherwise noted.

- 5. MTC Congested Corridors Report.** The Metropolitan Transportation Commission (MTC) has released its yearly analysis of Bay Area freeway congestion, with new data showing congestion-related delays during weekday commute periods climbing 9 percent.

This marks the fourth consecutive year that weekday congestion around the MTC region has reached a new high, and reflects an increase of more than 80 percent increase delay registered since the recession year of 2010.

Mr. Todd advised that Rankings 8, 9 and 10 on MTC's Congested Corridors Report were in the TRANSPAC area.

Mr. Noeimi commented that MTC had noted the fact that having 8, 9 and 10 on the congested list might be a bad thing, although it might also mean that funding would be dedicated to address those projects.

6. 2018 Meeting Schedule

Mr. Todd noted that every TRANSPAC Board and TRANSPAC TAC meeting used to have an alternate date although he suggested that was not necessary. He also suggested that for the TAC, rather than not meeting in August as the Board did not, it might be better for the TAC to not meet at the end of July to keep the two weeks between the TAC and Board meetings. He recommended the same for the January dark month; rather than meet in December, he suggested the TAC meet in January to be able to roll into the next meeting of the Board in February. There was TAC consensus to move the schedule on to the Board for approval.

7. TRANSPAC Committee Appointments. TRANSPAC has a position on the CCTA Countywide Bicycle and Pedestrian Advisory Committee that will reach the end of the two-year term in December. TRANSPAC also has an alternate position on the CCTA Technical Coordinating Committee (TCC) that is open.

Mr. Todd spoke to the need to make committee appointments to the CBPAC for a citizen representative, and to make a TAC member appointment to the TCC.

Abhishek Parikh expressed an interest to replace Ray Kuzbari as the Alternate on the TCC.

On motion by Eric Hu, seconded by Robert Sarmiento to recommend TRANSPAC Board approval of Abhishek Parikh as the TRANSPAC Alternate to the Technical Coordinating Committee for the term April 1, 2017 to March 31, 2019. The motion was adopted by unanimous vote of the members present, unless otherwise noted.

8. Update to the Contra Costa Countywide Bicycle and Pedestrian Plan – Contra Costa Countywide Bicycle and Pedestrian Plan Strategic Options. The Contra Costa Transportation Authority (CCTA) has released a Countywide Objectives & Plan Update Strategic White Paper. The white paper identifies potential new strategies and approaches that the CCTA could incorporate into the update to the Contra Costa Countywide Bicycle and Pedestrian Plan (CBPP). These strategies and approaches reflect recent trends in bicycle and pedestrian planning and new policies and best practices developed since the 2009 adoption of the last CBPP update.

The Strategic Options White Paper organizes these new strategies in bicycle and pedestrian planning and potential areas of focus for the CBPP update, within the following categories: Collaborate, Prioritize, Innovate, Improve, Involve, and Track. The material attached to the agenda presented the specific strategies that fall under each category, which are also described in more detail in the full white paper (see document attached by Internet link). CCTA is requesting feedback from the Technical Advisory Committees of the four Regional Transportation Planning Committees (RTPC TAC) on the strategies presented in the paper to help frame the CBPP update contents and goals. Based on input from the RTPC TACs and other stakeholders, CCTA will identify strategies to be proposed in the draft update to the CBPP. CCTA staff to present this item.

Brad Beck introduced consultants from Fehr & Peers and Spokemore Consulting to present the item.

Patrick Gilster, Fehr & Peers, described the process developing the Bicycle and Pedestrian Plan and considerations in all ways that the plan could be updated to represent Best Practices and updates since the last plan. He described the efforts to determine what residents would like to see incorporated into the plan and reported that in November there would be an on-line town hall event oriented towards the general public to get the public's input, in the next month a website titled keepcontracostamoving.net would be set up where comments could be presented, and in 2018 the actual CBPP update would be drafted. The on-line town hall would be the larger final public outreach and be recorded to allow people to interact afterwards.

Mr. Gilster identified the Contra Costa Countywide Bicycle and Pedestrian Plan (CBPP) White Paper which had identified new strategies and approaches that the CCTA could incorporate into the update of the CBPP, which approaches reflected recent trends in bicycle and pedestrian planning and new policies and Best Practices developed since the adoption of the last CBPP update. The White Paper organized the new strategies in bicycle and pedestrian planning and potential areas of focus for the CBPP update within specified categories identified as Collaborate, Prioritize, Innovate, Improve, Involve and Track.

Mr. Gilster explained that they had created a menu to allow comments, would have a list of comments for each RTPC per category to recommend solutions, and would be evaluating the relevancy of each strategy with an order of importance of low, medium, or high. He emphasized that projects identified at the city or regional level that should be addressed such as regional connectors addressing critical barriers should be on the list.

TAC members started the review of each category and the strategies under each category and offered direction, as follows:

- Major arterials across freeways were a concern and connections needed to be provided, particularly across I-680/SR4, along with gaps around the major transit centers within a half mile and a mile to address the barriers to connections.

- Improve the connections between the Walnut Creek BART station and the Iron Horse Trails, with further improvements around schools.
- Need to focus on a regional backbone.
- Questioned the updated plan to the CBPP network from the previous plan.
- Many regional routes in the County did not have Class II bicycle lanes, particularly given the problems with the inability to widen roads to carve out a bike lane.
- Compliance with Complete Streets would need to rebalance the needs of providing roads for cars with the need to provide for other modes of transportation.
- Suggested a tool box of options to address curbside issues, such as TNC loading at BART stations.
- Recommended a tier system of projects, priorities, and built-in flexibility to address those things that would change, and include data collection and performance measures.

Given that there was insufficient time to review all the suggested strategies and to rank them, the TAC was asked to review the material and provide comments to Mr. Beck after the meeting.

Mr. Gilster advised that the consultants would be meeting with the RTPCs and going back to the Countywide Bicycle & Pedestrian Advisory Committee (CBPAC) to identify what had been learned and to present priorities of what would be included in the plan update.

- 9. Grant Funding Opportunities.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities.

Material had been included in the TAC packets to identify the current grant funding opportunities.

10. Committee Updates

There were no Committee updates.

11. Future Agenda Items:

There were no future agenda items.

12. Adjournment

The meeting adjourned at 11:33 A.M. to the next meeting scheduled for Thursday, October 26, 2017.

Measure J Line 20a Program

Summary		Program Funding	Allocation	AVAILABLE	Cumulative
FY 2008-09 available	actual	\$ 70,430		\$ 70,430	\$ 70,430
FY 2009-10 available	actual	\$ 307,636		\$ 307,636	\$ 378,066
FY 2010-11 available	actual	\$ 325,301		\$ 325,301	\$ 703,367
Allocation Reso 11-02-G			\$ (65,144)	\$ (65,144)	\$ 638,223
FY 2011-12 available	actual	\$ 343,641		\$ 343,641	\$ 981,864
FY 2012-13 available	actual	\$ 373,989		\$ 373,989	\$ 1,355,853
Allocation Reso 12-57-G			\$ (356,943)	\$ (356,943)	\$ 998,910
FY 2013-14 available	actual	\$ 379,493		\$ 379,493	\$ 1,378,403
Allocation Reso 13-34-G			\$ (160,138)	\$ (160,138)	\$ 1,218,265
Allocation Reso 13-39-G			\$ (249,943)	\$ (249,943)	\$ 968,322
FY 2014-15 available	actual	\$ 397,273		\$ 397,273	\$ 1,365,595
Allocation Reso 14-37-G			\$ (249,943)	\$ (249,943)	\$ 1,115,652
FY 2015-16 Revenue	actual	\$ 417,339		\$ 417,339	\$ 1,532,991
Allocation Reso 15-34-G			\$ (49,000)	\$ (49,000)	\$ 1,483,991
Allocation Reso 15-44-G			\$ (292,943)	\$ (292,943)	\$ 1,191,048
FY 2016-17 Revenue	est	\$ 424,360		\$ 424,360	\$ 1,615,408
Allocation Reso 16-48-G			\$ (725,106)	\$ (725,106)	\$ 890,302
2017-18 Revenue	proj	\$ 432,500		\$ 432,500	\$ 1,322,802
July 2017 Programming Monument Shuttle			\$ (250,000)		\$ 1,072,802
Projection of 2018-19 Revenue		\$ 430,000			\$ 1,502,802
Projection of 2019-20 Revenue		\$ 430,000			\$ 1,932,802

Measure J Line 20a

Additional Transportation Services for Seniors and People with Disabilities

Proposed Programming Criteria

(FY 2018/2019 / FY 2019/2020 Program)

- Eligibility
 - Support of transportation services and related capital expenditures for seniors and people with disabilities provided by TRANSPAC jurisdictions,
 - Transportation services and projects must directly benefit seniors and disabled residents of Central Contra Costa (Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Unincorporated Central Contra Costa County).
 - Funds must be spent in a manner consistent with the Contra Costa Transportation Authority's Measure J Program 15 Transportation for Seniors & People With Disabilities
 - The TRANSPAC area is in central Contra Costa County and includes the jurisdictions of Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and the unincorporated area of Central County.
 - TRANSPAC jurisdictions, public non-profit and private non-profit transportation service agencies, duly designated by the State of California and operating in TRANSPAC area in Central Contra Costa
- 2 Year Period - FY 2018 / 2019 and FY 2019 / 2020
- Applicants are required to submit a complete application package, by the application due date, requesting funds to be considered
- Evaluation Criteria
 - Proposed service fills an identified gap in transportation/transit.
 - Proposed service can or will replace trips that would otherwise rely on County Connection LINK Americans with Disabilities Act paratransit service.
 - Does the proposal include any service coordination efforts with other accessible or fixed route transit operations, use of mobility management services, etc.
 - For new service, the forecasted cost per trip relative to LINK Paratransit should be provided. For continuing 20a programs the estimated past cost savings should be provided.
 - Is the service currently being funded by the 20a program (Attach latest annual report).
 - Demonstration of the capacity and/or commitment to continue service beyond the grant period. Other sources of funding are secured or proposed.
- Fund Estimate
 - Assume \$860,000 in funding available
 - The FY 2016 / 2017 and FY 2017/18 period program included \$725,000 of projects / programs
- Funds will be distributed by the CCTA and all fund recipients will be required to meet all CCTA funding requirements, including project reporting requirements

Proposed Measure J Line 20a Programming Schedule

November 2017	TRANSPAC Board Initiate Review of the Upcoming Program
December 2017	TRANSPAC Board Approve Program Guidelines / Estimate / Schedule Release Request for Applications
January 2018	Applications Due to TRANSPAC
April 2018	TRANSPAC Board Review Draft Program
May 2018	TRANSPAC Board Approve Final Program

Measure J Line 20a FY 2016/2017 / FY 2017/2018 Program

City of Walnut Creek	Senior Bus Operations	\$137,000
Senior Helpline Services / Mobility Matters	Volunteer Driver Program	\$190,000
Golden Rain Foundation (Rossmoor)	Bus Operations	\$125,766
John Muir Medical Foundation (Caring Hands)	Volunteer Driver Program	\$100,000
Rehabilitation Services of Northern California Choices in Aging	Bus Operations	\$ 90,000
Contra Costa ARC	Van Operations	\$ 82,340
TOTAL		\$725,106

15 *Transportation for Seniors & People With Disabilities*..... 5% (\$100 million)

Transportation for Seniors & People With Disabilities or “Paratransit” services can be broadly divided into two categories: (1) services required to be provided by transit operators under the Americans with Disabilities Act (ADA) to people with disabilities; and (2) services not required by law but desired by community interests, either for those with disabilities beyond the requirements of the ADA (for example, extra hours of service or greater geographic coverage), or for non-ADA seniors.

All current recipients of Measure C funds will continue to receive their FY 2008–09 share of the “base” Measure C allocation to continue existing programs if desired, subject to Authority confirmation that services are consistent with the relevant policies and procedures adopted by the Authority. Revenue growth above the base allocations will be utilized to expand paratransit services and providers eligible to receive these funds.

Paratransit funding will be increased from the current 2.97% to 3.5% of annual sales tax revenues for the first year of the new program, FY 2009–10. Thereafter, the percentage of annual sales tax revenues will increase by 0.10 % each year, to 5.9% in 2034 (based on a 25-year program). In 2003 dollars, this averages to 4.7% over the life of the program, which has been rounded to 5% to provide some flexibility and an opportunity to maintain a small reserve to offset the potential impact of economic cycles. The distribution of funding will be as follows:

- West County paratransit program allocations will start at 1.225% of annual sales tax revenues in FY 2009–10, and grow by 0.035% of annual revenues each year thereafter to 2.065% of annual revenues in FY 2033–34. (An additional increment of 0.65% of annual revenues is available for West County under its subregional program category.) In addition to the current providers, paratransit service provided by AC Transit and BART (East Bay Paratransit Consortium) in West County is an eligible recipient of program funds.
- Central County paratransit program allocations will start at 0.875% of annual sales tax revenues in FY 2009–10 and grow by 0.025% of annual revenues each year thereafter to 1.475% of annual revenues in FY 2033–34. (An additional increment of 0.5% of annual revenues is available for Central County under its subregional program category.)
- Southwest County paratransit program allocations will start at 0.595% of annual sales tax revenues in FY 2009–10 and grow by 0.017% of annual revenues each year thereafter to 1.003% of annual revenues in FY 2033–34.

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- East County paratransit program allocations will start at 0.805% of annual sales tax revenues, and increase by 0.023% of annual revenues thereafter to 1.357% of annual revenues in FY 2033–34.

Transportation for Seniors & People with Disabilities funds shall be available for (a) managing the program, (b) retention of a mobility manager, (c) coordination with non-profit services, (d) establishment and/or maintenance of a comprehensive paratransit technology implementation plan, and (e) facilitation of countywide travel and integration with fixed route and BART specifically, as deemed feasible.

Additional funding to address non-ADA services, or increased demand beyond that anticipated, can be drawn from the “Subregional Transportation Needs Funds” category, based on the recommendations of individual subregions and a demonstration of the financial viability and stability of the programs proposed by prospective operator(s).

16 Express Bus..... 4.3% (\$86 million)

Provide express bus service and Bus Rapid Transit (BRT) service to transport commuters to and from residential areas, park & ride lots, BART stations/transit centers and key employment centers. Funds may be used for bus purchases, service operations and/or construction/management/operation of park & ride lots and other bus transit facilities. Reserves shall be accumulated for periodic replacement of vehicles consistent with standard replacement policies.

17 Commute Alternatives 1% (\$20 million)

This program will provide and promote alternatives to commuting in single occupant vehicles, including carpools, vanpools and transit.

Eligible types of projects may include but are not limited to: parking facilities, carpooling, vanpooling, transit, bicycle and pedestrian facilities (including sidewalks, lockers, racks, etc.), Guaranteed Ride Home, congestion mitigation programs, SchoolPool, and clean fuel vehicle projects. Program and project recommendations shall be made by each subregion for consideration and funding by the Authority.

18 Congestion Management, Transportation Planning, Facilities and Services..... 3% (\$60 million)

Implementation of the Authority’s GMP and countywide transportation planning program; the estimated incremental costs of performing the Congestion Management Agency (CMA) function currently billed to local jurisdictions; costs for programming federal and state funds; project monitoring; and the facilities and services needed to support the Authority and CMA functions.

Subregional Projects and Programs

The objective of the Subregional Projects and Programs category is to recognize the diversity of the county by allowing each subregion to propose projects and programs critical to addressing its local transportation needs. There are four subregions within Contra Costa: Central, West, Southwest and East County, each represented by a Regional Transportation Planning Committee (RTPC). Central County (the TRANSPAC subregion) includes Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and the unincorporated portions of Central County. West County (the WCCTAC subregion) includes El Cerrito, Hercules, Pinole, Richmond, San Pablo and the unincorporated portions of West County. Southwest County (the SWAT subregion) includes Danville, Lafayette, Moraga, Orinda, San Ramon and the unincorporated portions of Southwest County. East County (the TRANSPLAN subregion) includes Antioch, Brentwood, Oakley, Pittsburg and the unincorporated portions of East County.

Each subregion has identified specific projects and programs which include: school bus programs, safe routes to school activities, pedestrian and bicycle facilities, incremental transit services over the base program, incremental transportation services for seniors and people with disabilities over the base program, incremental local street and roads maintenance using the population and road-miles formula, major streets traffic flow, safety, and capacity improvements, and ferry services.

With respect to the Additional Bus Service Enhancements and Additional Transportation Services for Seniors and People with Disabilities Programs, the Authority will allocate funds on an annual basis. The relevant RTPC, in cooperation with the Authority, will establish subregional guidelines so that the additional revenues will fund additional service in Contra Costa. The guidelines may require reporting requirements and provisions such as maintenance of effort, operational efficiencies including greater coordination promoting and developing a seamless service, a specified minimum allowable farebox return on sales tax extension funded services, and reserves for capital replacement, etc. The relevant RTPC will determine if the operators meet the guidelines for allocation of the funds.

For an allocation to be made by the Authority for a subregional project and program, it must be included in the Authority's Strategic Plan.

CENTRAL COUNTY (TRANSPAC)

19a Additional Bus Service Enhancements..... 1.2% (\$24 million)

Funds will be used to enhance bus service in Central County, with services to be jointly identified by TRANSPAC and County Connection.

In years when revenues have declined from the previous year, funds may be used for enhanced, existing, additional and/or modified bus service; in years when funding allows for growth in service levels, these funds would be used

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for bus service enhancements; and if County Connection's funding levels are restored to 2008 levels, these funds shall be used to enhance bus service. TRANSPAC will determine if the use of funds by County Connection or other operators meets these guidelines for the allocation of these funds.

20a Additional Transportation Services for Seniors and People & Disabilities..... 0.5% (\$10 million)

Funds will be used to supplement the services provided by the countywide transportation program for seniors & people with disabilities and may include provision of transit services to programs and activities. Funds shall be allocated annually as a percentage of total sales tax revenues, and are in addition to funds provided under the base program as described above.

In years when revenues have declined from the previous year, funds may be used for supplemental, existing, additional or modified service for seniors and people with disabilities; in years where funding allows for growth in service levels, these funds would be used for service enhancements for seniors and people with disabilities; and if funding levels are restored to 2008 levels, these funds shall be used to enhance services for seniors and people with disabilities. TRANSPAC will determine if the use of funds proposed by operators meets these guidelines for the allocation of these funds.

21a Safe Transportation for Children..... 0.5% (\$10 million)

TRANSPAC will identify specific projects which may include the SchoolPool and Transit Incentive Programs, pedestrian and bicycle facilities, sidewalk construction and signage, and other projects and activities to provide transportation to schools.

23a Additional Local Streets Maintenance and Improvements..... 1% (\$20 million)

These funds will be used to supplement the annual allocation of the 18% "Local Streets Maintenance & Improvements" program funds for jurisdictions in Central County. Allocations will be made to jurisdictions in TRANSPAC on an annual basis in June of each fiscal year for that ending fiscal year, without regard to compliance with the GMP. Each Jurisdiction shall receive an allocation using a formula of 50% based on population and 50% based on road miles.

24a Major Streets: Traffic Flow, Safety and Capacity Improvements..... 2.4% (\$48 million)

Improvements to major thoroughfares including but not limited to installation of bike facilities, traffic signals, widening, traffic calming and pedestrian safety improvements, shoulders, sidewalks, curbs and gutters, bus transit facility enhancements such as bus turnouts and passenger amenities, etc.

Technical Coordinating Committee **STAFF REPORT**

Meeting Date: October 19, 2017

Subject	Discussion of Proposed Changes to Road Mileage Methodology Affecting Measure J Local Street Maintenance and Improvement Fund Allocations
Summary of Issues	Measure J 18 percent Local Street Maintenance and Improvement (LSM) funds (also referred to as “return-to-source” funds) are allocated annually to each jurisdiction based on a 50/50 population/road miles formula, and subject to compliance with the Growth Management Program (GMP). The Authority uses Department of Finance reports for population, and California Department of Transportation (Caltrans) reports for road miles. From time-to-time, these reports are updated and incorporated in the Measure J allocation formula. A new Federally-required mileage reporting system recently adopted by Caltrans dramatically changes road mileage assignments, and if applied would result in significant fund allocation changes when compared to the current allocation formula.
Recommendations	Staff recommends that funds continue to be allocated using existing reports until the significant changes in the new mileage system are assessed and approved by TCC.
Financial Implications	Changes in road mileage will result in changes to the Measure J 18 percent LSM allocations.
Options	<ol style="list-style-type: none"> 1. Accept new 2015 mileage allocation. 2. Continue to use 2014 (existing) mileage allocation until changes in the new allocation method are fully evaluated and understood.
Attachments	<ol style="list-style-type: none"> A. Caltrans 2015 Maintained Miles Report B. Caltrans 2014 Maintained Miles Report C. Comparison between LSM Allocations using 2014 and 2015 mileage reports

Changes from Committee	
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Background

Measure J GMP 18 percent LSM funds are annually allocated to each jurisdiction subject to compliance with the GMP. The allocation formula is based 50 percent on population, and 50 percent on road mileage. The Authority relies on Department of Finance (DOF) data for population, and Caltrans' tables of maintained miles from its annual Public Road Data reports. From time-to-time, the Authority updates the allocations to local jurisdictions as new data from the State becomes available.

Historically, Caltrans has relied on locally-reported road mileage reports to prepare and submit to the Federal Highway Administration's (FHWA) Highway Performance Monitoring System (HPMS). This arrangement is evolving as new federal requirements begin to kick in. In 2012, FHWA began requiring all State Department of Transportations (DOTs) to use a linear-referencing system (LRS) to report their HPMS road data, which required Caltrans to recalibrate its entire public road database. This change in the way the roadway segments are measured and reported has resulted in significant differences to the total mileage for each jurisdiction from previous mileage reports, and if applied, would significantly change LSM fund allocations.

The HPMS is a federally mandated inventory system and planning tool, designed to assess the nation's highway system. HPMS was created in 1978 by FHWA as a continuing, sample-based monitoring program that requires annual data reporting by state DOTs, who collect detailed roadway data through a monitoring program and from local agencies who manage those facilities. Caltrans provides this information to the California State Legislature and FHWA to ensure the connectivity, integrity, continuity, and functionality of the highway system and of the California Road System (CRS) and to secure transportation funding for California's highways.

Change in Methodology

In 2014, a Linear Referencing System (LRS), which links the HPMS attributes to geospatial data for all public roads, was created to meet FHWA's All Road Network of Linear Referenced Data (ARNOLD) requirement. The reported mileage in the road mileage report is based on this LRS network. During the process of crosschecking the LRS ownership (public vs. private roads) and mileage data against data from local agencies, it was found that the LRS tallied substantially more mileage. As a result, the maintained mileage has increased by 12 percent – from 174,855

miles in the 2014 report to 195,834 miles in 2015. Caltrans will continue to partner with local, federal, and other state agencies to verify the private/public ownership of roadway segments and to improve the quality of the LRS network and transportation data.

For Contra Costa, the new measurement system added 563 maintained road miles between the 2014 and 2015 reports (see Attachments A and B). Every jurisdiction, under the new methodology, has either gained or lost road miles. Attachment C shows the differences in LSM allocations between the two reports.

Moving Forward

Staff recommends using the 2014 road miles report to complete the current cycle of Measure J LSM funding, as FY 2016-17 off-year payments are currently due to some jurisdictions, with all jurisdictions receiving their off-year payments in the next year. For future allocations, staff recommends working with Caltrans HPMS staff to explain the reasons for the significant differences in mileage. This would include establishing an ad-hoc working group of the TCC to address the road mileage issue and develop a strategy for future LSM allocations. One option for the working group is to examine how Caltrans reported private road mileage; since Measure J LSM funds go to public roads; private roads should not be included in the formula.

Measure J GMP LSM Schedule

December 2017	Updated GMP Compliance Checklist to Authority for approval
January 2018	CY 2016 & 2017 GMP Compliance Checklist Released
April 1, 2018	CY 2016 & 2017 GMP Compliance Checklist submittal window opens
June 2018	Caltrans releases 2016 maintained road mileage report
July 2018	Final FY 2017-18 Measure J LSM allocations determined
June 30, 2019	CY 2016 & 2017 GMP Compliance Checklist submittal window closes
July 2019	Final FY 2018-19 Measure J LSM allocations determined

Table 6

**2015 Maintained Miles & Daily Vehicle Miles of Travel
Estimates by Jurisdiction**

		MAINTAINED MILES			DAILY VEHICLE MILES OF TRAVEL [1,000]		
COUNTY	JURISDICTION	RURAL	URBANIZED	TOTAL	RURAL	URBANIZED	TOTAL
CONTRA COSTA							
Cities:	ANTIOCH		309.35	309.35		667.65	667.65
	BRENTWOOD	0.01	164.27	164.29	0.00	376.15	376.15
	CLAYTON		47.40	47.40		116.59	116.59
	CONCORD		340.57	340.57		1,416.43	1,416.43
	DANVILLE TOWN		180.86	180.86		427.97	427.97
	EL CERRITO		72.58	72.58		130.00	130.00
	HERCULES		63.05	63.05		63.21	63.21
	LAFAYETTE		135.46	135.46		269.81	269.81
	MARTINEZ		137.78	137.78		350.10	350.10
	MORAGA TOWN	0.14	66.24	66.38	0.00	127.22	127.22
	OAKLEY		108.65	108.65		132.41	132.41
	ORINDA		118.60	118.60		219.24	219.24
	PINOLE		57.22	57.22		125.67	125.67
	PITTSBURG		165.03	165.03		440.20	440.20
	PLEASANT HILL		112.75	112.75		357.83	357.83
	RICHMOND		293.03	293.03		859.96	859.96
	SAN PABLO		51.12	51.12		227.45	227.45
	SAN RAMON		228.04	228.04		654.02	654.02
	WALNUT CREEK		211.89	211.89		1,034.70	1,034.70
Other:	CONTRA COSTA COUNTY	203.52	758.11	961.63	804.23	1,613.04	2,417.27
	STATE HIGHWAYS	5.57	105.74	111.31	93.63	12,993.98	13,087.62
	STATE PARK SERVICE	2.73	9.02	11.75	0.03	2.71	2.74
	BUREAU OF INDIAN AFFAIRS		0.03	0.03		0.01	0.01
	NATIONAL PARK SERVICE		1.04	1.04		0.31	0.31
	U.S. NAVY/MARINES	4.00	9.00	13.00	0.04	2.71	2.75
CONTRA COSTA TOTAL		215.96	3,746.85	3,962.81	897.93	22,609.38	23,507.31

Table 6

**2014 Maintained Miles & DVMT
Estimates by Jurisdiction**

		MAINTAINED MILES			DVMT [1,000]		
COUNTY	JURISDICTION	RURAL	URBANIZED	TOTAL	RURAL	URBANIZED	TOTAL
CONTRA COSTA							
Cities:	ANTIOCH	10.19	217.85	228.04	3.61	689.34	692.95
	BRENTWOOD	3.32	209.51	212.83	1.48	408.51	409.99
	CLAYTON		40.50	40.50		74.94	74.94
	CONCORD	5.72	325.10	330.82	2.02	1,182.02	1,184.04
	DANVILLE	1.05	142.17	143.22	0.37	446.19	446.56
	EL CERRITO		75.08	75.08		155.97	155.97
	HERCULES		58.48	58.48		147.90	147.90
	LAFAYETTE		90.30	90.30		237.51	237.51
	MARTINEZ		109.26	109.26		348.78	348.78
	MORAGA	1.63	55.05	56.68	0.58	199.32	199.90
	OAKLEY	3.50	111.46	114.96	1.24	143.53	144.77
	ORINDA	0.35	92.36	92.71	0.12	269.98	270.10
	PINOLE		52.96	52.96		171.24	171.24
	PITTSBURG	0.36	139.36	139.72	0.13	445.60	445.73
	PLEASANT HILL		123.96	123.96		606.37	606.37
	RICHMOND		266.61	266.61		977.24	977.24
	SAN PABLO		47.13	47.13		203.86	203.86
	SAN RAMON	2.31	144.06	146.37	1.97	493.44	495.42
	WALNUT CREEK		196.35	196.35		1,178.87	1,178.87
Other:	CONTRA COSTA COUNTY	322.63	337.22	659.84	649.49	1,086.38	1,735.87
	NATIONAL PARK SERVICE	1.06		1.06	0.07		0.07
	STATE HIGHWAYS	5.11	106.83	111.93	57.28	12,598.55	12,655.83
	STATE PARK SERVICE	61.99	12.85	74.84	5.58	21.72	27.30
	U.S. ARMY		25.44	25.44		16.41	16.41
CONTRA COSTA TOTAL		419.21	2,979.88	3,399.09	723.95	22,103.69	22,827.63

**Measure J - FY 2016-17 Distribution of 18% and 2.09% Funds to Local Jurisdictions for Street Maintenance
Comparison of Allocations Using 2014 vs. 2015 Road Miles**

	Total LSM 18% Allocation Using 2014 Road Miles	Total LSM 18% Allocation Using 2015 Road Miles	Total LSM 18% Allocation Increase/ Decrease
Antioch	\$ 1,244,330	\$ 1,306,144	\$ 61,814
Brentwood	\$ 901,704	\$ 742,807	\$ (158,897)
Clayton	\$ 250,599	\$ 248,455	\$ (2,144)
Concord	\$ 1,541,746	\$ 1,443,064	\$ (98,682)
County	\$ 2,493,002	\$ 2,787,660	\$ 294,658
Danville	\$ 652,756	\$ 668,206	\$ 15,450
El Cerrito	\$ 400,712	\$ 370,111	\$ (30,601)
Hercules	\$ 372,296	\$ 359,809	\$ (12,487)
Lafayette	\$ 436,027	\$ 483,070	\$ 47,043
Martinez	\$ 548,467	\$ 559,922	\$ 11,455
Moraga	\$ 315,936	\$ 313,006	\$ (2,930)
Oakley	\$ 581,079	\$ 529,907	\$ (51,172)
Orinda	\$ 404,561	\$ 417,115	\$ 12,554
Pinole	\$ 321,597	\$ 310,502	\$ (11,095)
Pittsburg	\$ 800,092	\$ 795,304	\$ (4,788)
Pleasant Hill	\$ 561,660	\$ 498,814	\$ (62,846)
Richmond	\$ 1,310,599	\$ 1,263,390	\$ (47,209)
San Pablo	\$ 379,994	\$ 370,464	\$ (9,530)
San Ramon	\$ 876,710	\$ 967,712	\$ 91,002
Walnut Creek	\$ 925,231	\$ 883,636	\$ (41,595)
Total	\$ 15,319,098	\$ 15,319,098	\$ -

Jurisdictions	Total LSM 2.09% Allocation Using 2014 Road Miles	Total LSM 2.09% Allocation Using 2015 Road Miles	Total LSM 2.09% Allocation Increase/ Decrease
Clayton	\$31,448	\$31,840	(\$392)
Concord	\$303,025	\$289,064	\$13,961
County **	\$152,816	\$177,079	(\$24,263)
County **	\$84,208	\$96,808	(\$12,600)
County **	\$82,503	\$84,824	(\$2,321)
Danville	\$95,050	\$90,356	\$4,694
El Cerrito	\$50,859	\$46,387	\$4,472
Hercules	\$45,709	\$44,325	\$1,384
Lafayette	\$57,676	\$60,004	(\$2,328)
Martinez	\$94,039	\$98,745	(\$4,706)
Moraga	\$37,108	\$33,968	\$3,140
Orinda	\$51,916	\$49,237	\$2,679
Pinole	\$37,393	\$36,179	\$1,214
Pleasant Hill	\$96,407	\$85,702	\$10,705
Richmond	\$203,458	\$198,946	\$4,512
San Pablo	\$46,532	\$45,515	\$1,017
San Ramon	\$135,368	\$141,231	(\$5,863)
Walnut Creek	\$173,203	\$168,508	\$4,695
Total	\$1,778,718	\$1,778,718	\$0