

Emily Owen

From: Brian Swanson [REDACTED]
Sent: Wednesday, April 2, 2025 1:14 PM
To: Emily Owen; Jaclyn Reyes; Tarien Grover
Cc: gjury@contracosta.courts.ca.gov; citycouncil@sanramon.ca.gov; PlanningCommission@sanramon.ca.gov; Roner Carl; Jamar.Stamps; bholt@ebparks.org; abockelman@bayareametro.gov; Singa Krute; koberg@bayareametro.gov; kanderson@bayareametro.gov; Matthew.Yosgott@catc.ca.gov; Michael.Depta@amtrak.com; jima@capitolcorridor.org; priscillak@capitolcorridor.org; info@capitolcorridor.org; smortensen@sjrrc.com; ksheridan@valleylinkrail.com; Caltrans.d4@dot.ca.gov; transportation.planning.inquiries@dot.ca.gov; stephanie.alward@dot.ca.gov; lisa.buglewicz@dot.ca.gov; christina.prosperi@dot.ca.gov; candace.andersen@bos.cccounty.us; jen.quallick@bos.cccounty.us; senator.grayson@senate.ca.gov; michael.sponsler@sen.ca.gov; senator.mcnerney@senate.ca.gov; baleriano.reyes@sen.ca.gov; Senator.Wiener@Senate.ca.gov; jeff.sparks@sen.ca.gov; senator.arreguin@senate.ca.gov; brendan.hughes@sen.ca.gov; ariana.casanova@sen.ca.gov; assemblymember.bauer-kahan@assembly.ca.gov; michelle.henry@asm.ca.gov; DeSaulnier Congressman Mark; sarah.jackson@mail.house.gov; janessa.oriol@mail.house.gov; robert@bikeeastbay.org; matt@bikesiliconvalley.org; jared@calbike.org; adina@seamlessbayarea.org; zackdg@transformca.org; ltolkoff@spur.org; friends@sportsbasement.com
Subject: Public Comment: General - non-agenda related - Administration and Projects Committee (APC) *AND* Planning Committee Meetings - April 3, 2025

[EXTERNAL EMAIL] This message was sent from outside the company. Please do not click links or attachments unless you recognize the sender and know the content is safe.

Administration and Projects Committee and Planning Committee Members:

These comments must be visible and easily accessible (limiting the number of mouse clicks to access) to all interested parties and the public in HTML (hyperlink integrity and functioning judiciously maintained and/or updated, as needed) and in PDF format.

These comments pertain to the lack of transparency, public outreach, and information by CCTA, Contra Costa County, and the City of San Ramon's efforts as they relate to the Bollinger Canyon Road (BCR) Iron Horse Trail (IHT) Overcrossing, the City of San Ramon Bike Master Plan Update, and the secondary pathway along the IHT between BCR and Crow Canyon Road. They also include concerns regarding the recent changes CCTA staff have made to "How to Submit Public Comments" instructions in the meeting announcement messages sent to subscribers.

My trust in San Francisco Bay Area transportation agencies and the City where I currently reside and have most of my life continues to erode at a breakneck speed, at an intensity over the past three and a half years, which is beyond compare. The lack of transparency, public outreach, and information has been pervasive and deliberative. Given that multiple City of San Ramon representatives are members of numerous CCTA committees, subcommittees, or other associated advisory groups, coordination between the City of San Ramon and CCTA should be adequate, in which both agencies set examples of good government. Given the joint or overlapping of roles, this coordination should not be aspirational

but must perpetually exist until the shared responsibilities no longer exist. My comments below are not associated with any explicitly listed April 3, 2025, meetings agenda item.

The BCR IHT Overcrossing is under construction, and City of San Ramon residents, visitors, and interested parties must have access to the historical planning documents. However, I can no longer find many of the most crucial historical planning studies related to the BCR IHT Overcrossing on the City of San Ramon's website, which mostly now only provides construction status updates. (See [Iron Horse Trail Overcrossing at Bollinger Canyon Road - City of San Ramon](#).) Specifically, the most essential document missing is a report summarizing the more than two-year public outreach effort to identify the community's preferred overcrossing design, which documented a community consensus. There has been no City Council resolution regarding removing this design consensus document and others.

Even though the City of San Ramon's Transportation Services Division led the preparation of this report summarizing the over two-year-long public outreach design consensus and it was previously publically accessible on the Internet, the San Ramon City Council, the City's Public Works Department, the CCTA, and the MTC (both of whom each provided \$10+ million in funding) all ignored the findings of this report. The City Council and Public Works Department labeled the public consensus effort preliminary. Then, the City Council and Public Works Department (with no Planning Commission involvement) conducted a separate expedited design approval process. The only notice of an extremely short-duration accessible voluntary electronic survey for residents to "select a preferred overcrossing design" was distributed in the City's weekly News & Info newsletter, even though the City Council had already predetermined the overcrossing's design. No in-person meetings or public discussion of the approved separate City Council and Public Works design ever occurred. This approach to the preferred design of the BCR IHT Overcrossing, when most of the funding came from outside the City of San Ramon, from CCTA and MTC, was manipulated and did not adequately consider the public consensus on the design of the overcrossing. The San Ramon City Council and the Public Works Department should not have dismissed the public consensus as preliminary.

Similarly, the City of San Ramon's website does not contain current information regarding the Bike Master Plan Update. Only the consultant-produced and hosted initial effort kickoff webpage, created almost a year ago, exists and has not been updated since (see [San Ramon Bike Master Plan Update | F&P Social Pinpoint](#)).

Further, the City of San Ramon's Bike Plan Update Subcommittee comprises members of the City of San Ramon's Transportation Advisory Committee, a public body. As such, all Bike Plan Update Subcommittee Meetings must adhere to Public Records and Brown Act requirements, including a meeting agenda, an agenda packet, minutes, and actions voted on and/or approved. No Bike Master Plan Update Subcommittee meeting information exists on the City of San Ramon website.

I have already informed the City of San Ramon Transportation Division Manager (February 16, 2025, regarding the missing BCR IHT Overcrossing documents and Bike Master Plan Update information), City Clerk, and City Council (both only the Bike Master Plan Update on February 26, 2025) of my lack transparency and public outreach and information concerns. The City Clerk and City Council never responded, and the Transportation Division Manager only referred me to the lacking City website and the consultant-hosted kickoff website for the Bike Master Plan Update.

Also, while I am still trying to obtain more formal details because I only recently learned of this via word of mouth, and nothing is easily found on the Internet or physically posted publically, Contra Costa

County has initiated the design through a consultant, of a secondary IHT pathway between BCR and Crow Canyon Road. This secondary pathway will separate pedestrians from bikes, e-bikes, and scooters (wheeled and power-assisted modes). Again, the issue is the lack of transparency and public outreach and information. I am told the Regional Water Quality Control Board requires the construction of a stormwater runoff facility to address the increase in impervious surface or runoff from the new pathway, so it seems a discretionary approval or amendment, not only for construction, is required, which triggers the need for review under the California Environmental Quality Act (CEQA) (and potentially the National Environmental Policy Act, or NEPA).

The San Ramon Valley Iron Horse Trail Bicycle Pedestrian Corridor Concept Plan - June 2009 ([2009 Corridor Concept Plan.pdf](#)), the San Ramon Iron Horse Trail Overcrossing Project Initial Study/Mitigated Negative Declaration - August 2017 ([Microsoft Word - San Ramon IHT Public Review IS 08.28.17.docx](#)), nor the Final California Environmental Quality Act (CEQA) Addendum - August 2019 ([Final CEQA Addendum.pdf](#)) specifically discuss this second pathway. Given the age of the above documents, the characterization of current conditions would be highly questionable, especially given the construction of the BCR IHT Overcrossing. Even without a current certified environmental compliance document covering this secondary pathway, which I can not easily find, CEQA (and NEPA) are designed to prevent project segmentation, especially for extended linear infrastructure, and specifically require the consideration of "connected actions" and cumulative impacts.

Finally, the "How to Submit Public Comments" instructions in the CCTA meeting announcement messages sent to subscribers have changed significantly, beginning with the March 28, 2025, 3:32 pm delivery of the Planning Committee Meeting Agenda (these instruction revisions did not exist in the earlier same day delivered Administration and Project Committee meeting notice). Previously, instructions implied that CCTA would post comments submitted to the CCTA meetings archive at any time. These policies and procedures are reinforced and repeated in the public service announcement segment streamed before all CCTA meetings. However, the revised instructions now state, "but only if received before the start of the meeting."

I recognize that public agencies must maintain respectful decorum at public meetings, and the public comment process, written or verbal, is not intended to allow for live, real-time interactive dialogue. However, given the lack of transparency, public outreach, and information, as detailed above, something needs to change dramatically. Still, if distorted, highly subjective representations are made during the presentation and discussion of a meeting agenda item, commentators who previously made public comments should be allowed to respond to this subjectivity and distortion.

Also, other San Francisco Bay Area agencies and jurisdictions require public body approval (or resolution) before changing public meeting policies and procedures. Staff can't simply change them ad hoc.

I also first asked for an updated roster for the Technical Coordinating Committee on Friday, March 21, 2025, at 11:20 am, and then again, along with CCTA's entire written public meeting policies and procedures, beyond what accompanies a meeting announcement and provided as a public service announcement stream before meetings, along with updated rosters for all CCTA Advisory Committees on Friday, March 28, 2025, at 11:01 am, as many of the existing rosters don't identify the specific member or display expired service terms. I am again asking for the documents detailed above that I first asked for last month.

Thank you,

Brian Swanson, AICP
San Ramon, California

If CCTA administrative staff will try to redact my email address before posting these comments publicly, please make sure the effort is complete. A complete effort usually means not only "blacking out my email in the address header" but also just below, where CCTA's email system notes it does not often receive messages from my email address (just above the "[External Email]" warning).

On Fri, Mar 28, 2025 at 8:45 AM Contra Costa Transportation Authority <info@ccta.net> wrote:

Contra Costa Transportation Authority
Meeting Update

[View this email in your browser](#)



Greetings,

The Administration and Projects Committee (APC) meeting agenda for the meeting on **April 3, 2025 at 8:30 AM** is now available at [ccta.net](https://www.ccta.net).

The APC meeting will be accessible in-person, via telephone, and live-streaming to all members of the public. For participation, please refer to the below Teleconferencing Special Notice, which can also be located on the agenda.

To observe the meeting by audiocast live stream, please use the link to the Public Meetings webpage on CCTA's website at <https://www.ccta.net/public-meetings/>.

To observe the meeting by teleconference, please click the link at the noticed meeting time: <https://ccta-net.zoom.us/j/85802264305?pwd=ZWbursfbV5O76v7hZOovI29n8NB21t.1> and use Passcode 429449.

Instructions on how to join a teleconference are available at <https://support.zoom.us/hc/en-us/articles/201362193%0a-Joining-a-Meeting>.

To observe the meeting by phone, please call 1 (669) 900 9128 at the noticed meeting time, then enter the Webinar ID: 858 0226 4305 #. When asked for a participant id or code, press #.

Instructions on how to join a meeting by phone are available at <https://support.zoom.us/hc/en-us/articles/201362663%0a-Joining-a-meeting-by-phone>.

How to Submit Public Comments:

1. Members of the public may submit written public comments by emailing eowen@ccta.net with the Agenda item number identified in the subject line of the email. For example: "Public Comment - Not on the Agenda" or "Public Comment - Agenda Item #". All written comments should be 350 words max, which corresponds to approximately 3 minutes of speaking time.

2. To comment by video conference, click the "Raise Your Hand" button to request to speak when the Public Comment period is opened on an Agenda item. You will then be unmuted when it is your turn to make your comments for up to 3 minutes. After the allotted time, you will then be re-muted. Instructions for how to "Raise Your Hand" are available at <https://support.zoom.us/hc/en-us/articles/205566129-Raising-your-hand-in-webinars-and-meetings>.

3. To comment by phone, you will be prompted to "Raise Your Hand" by pressing "*9" to request to speak when the public comment is opened on an Agenda item. You will then be unmuted when it is your turn to make your comments for up to 3 minutes. After the allotted time, you will then be re-muted.

4. To comment in-person, please complete a Public Speaker card and hand it to the Clerk.

CCTA cannot guarantee that the public's access to Zoom via phone or other device or the live-stream via YouTube will be uninterrupted, and technical difficulties may occur from time to time. Unless required by the Brown Act, the meeting will continue in-person despite technical difficulties for participants using the Zoom or YouTube option.

Thank you.

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