



SPECIAL TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

DATE & TIME: MONDAY, February 28, 2022 • 3:00 PM – 4:30 PM

REMOTE ACCESS: <https://us02web.zoom.us/j/7321058840?pwd=c1dMVjJydl-BoYk0yYWVlVZVImWHZ4Zz09>

MEETING ID#: 732 105 8840

PASSWORD (if requested): WCCTAC2020

Remote Participation Only

As a result of the COVID-19 public health emergency, including the County Health Officer and Governor’s directives, **there will be no physical location for the TAC Meeting.** TAC members will attend via teleconference and members of the public are invited to attend the meeting and **participate remotely.**

Pursuant to the Governor’s Executive Order N-29-20, TAC members: Yvetteh Ortiz, Mike Roberts, Denee Evans, Alan Panganiban, Rob Thompson, Nathan Landau, Jamar Stamps, Misha Kaur, and Ricki Wells may be attending this meeting via teleconference, as may WCCTAC Alternate TAC Members. Any votes conducted during the teleconferencing session will be conducted by roll call.

The public may observe and address the WCCTAC TAC in the following ways:

Phone Participation

Dial one of the following numbers, enter the participant PIN followed by # to confirm:

+1 669 900 6833

Meeting ID: 732 105 8840

Password: 066620

Public Comment

Members of the public may address the TAC during the initial public comment portion of the meeting or during the comment period for agenda items.

Participants may use the chat function on Zoom or physically raise their hands to indicate if they wish to speak on a particular item.

Written Comment (accepted until the start of the meeting, unless otherwise noted on the meeting agenda). Public comments received by 5:00 p.m. on the weekday evening before the TAC meeting date will be provided to the WCCTAC TAC and heard before TAC action. Comments may be submitted by email to lgreenblat@wcctac.org

El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

Comments may also be submitted via e-mail to lgreenblat@wcctac.org at any time prior to closure of the public comment portion of the item(s) under consideration. All written comments will be included in the record.

Reading of Public Comments: WCCTAC staff will read aloud email comments received during the meeting that include the subject line "FOR THE RECORD" as well as the item number for comment, provided that the reading shall not exceed three (3) minutes, or such other time as the TAC may provide.

1. CALL TO ORDER and MEMBER ROLL CALL

Estimated Time: 3:00 PM, (5 minutes)*

2. PUBLIC COMMENT

Estimated Time: 3:05 PM, (5 minutes)*

The public is welcome to address the TAC on any item that is not listed on the agenda. Please fill out a speaker card and hand it to staff. Please limit your comments to 3 minutes. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The WCCTAC TAC may direct staff to investigate and/or schedule certain matters for consideration at a future TAC meeting.

3. SPECIAL AGENDA ITEMS

A. West County Action Plan and Countywide Transportation Plan Updates

Description: PlaceWorks, on behalf of CCTA, will continue to present and facilitate development of a draft West County Action Plan Update. The consultant will briefly review the existing goals and regional routes in the current WCCTAC Action Plan, and then lead a discussion of existing and proposed Regional Transportation Objectives. The attachments include:

1. Memo of the Menu of Regional Transportation Objectives (RTOs)
2. Memo of Working Draft Goals for the West County Action Plan and Action Plan Update
3. February 10, 2022, PowerPoint Presentation to the WCCTAC TAC
4. Draft Maps of Bicycle and Pedestrian Facilities; Regional Transit Routes and Routes of Regional Significance available for download at: <https://placeworks.sharefile.com/d-s2257780822c44012b584d5d9f2bcebf2>

Recommendation: Provide feedback on the draft materials.

Attachment: Yes:

Presenter/Lead Staff: David Early and Toshina Wilson,

PlaceWorks Estimated Time: 3:10 PM, (75 minutes)*

* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time.

4. STANDING ITEMS

A. Staff and TAC Member Announcements

Description: TAC members or WCCTAC staff can make general comments or announcements.

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTAC Staff and TAC Members

Estimated Time:* **4:25 PM** (5 minutes)

5. ADJOURNMENT

Description / Recommendation: Adjourn to the next regularly scheduled meeting of the TAC on Thursday, March 10, 2022. (The next regular meeting of the WCCTAC Board is Friday, February 25, 2022.).

Estimated Time:* **4:30 PM**

- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC TAC meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.210.5930 prior to the meeting.
- If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.
- Handouts provided at the meeting are available upon request and may also be viewed at WCC-TAC's office.
- Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
- A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.

* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time.

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MEMORANDUM

DATE February 3, 2022

TO Regional Transportation Planning Committee TAC Members

FROM David Early and Torina Wilson, PlaceWorks
Terence Zhao and Julie Morgan, Fehr & Peers
Erin Vaca, DKS Associates
on behalf of John Hoang and Matt Kelly, CCTA

SUBJECT Menu of Regional Transportation Objectives (RTOs)

An essential element of the development of the new Action Plans will be to identify a set of “Regional Transportation Objectives” (RTOs, formerly called Multimodal Transportation Service Objectives or MTSOs) that can be used to evaluate success in achieving the goals of each Action Plan. These RTOs could also be carried forward into the Countywide Transportation Plan (CTP) to define the outcomes of that plan.

Historically, each RTPC has had latitude to select a set of MTSOs of its own choosing, and the various Action Plans have had differing MTSOs. This will still be the case, but PlaceWorks will be working with CCTA and the RTPCs to ensure that the new RTOs are as consistent as possible across the Action Plans, so as to allow the Action Plans to be as internally consistent as possible and to allow them to be combined and consolidated into the future CTP.

The new RTOs need to cover seven separate topics. They are:

- Roadways (Vehicles)
- Transit
- Bicycle and Pedestrian Travel
- Safety
- Climate Change
- Equity
- Technology

This memo presents ideas for the new RTOs by topic area. The ideas are drawn from several sources, including the MTSOs used in the currently adopted Action Plans, the Action Plan scope of work prepared by the PlaceWorks team and approved by the CCTA Authority Board, performance metrics used in Plan Bay Area 2050, the Countywide Bike/Ped Plan, the Vision Zero Plan, and work that PlaceWorks, Fehr & Peers, and DKS have done developing performance metrics in other regions.

MTSOs in the currently adopted Action Plans primarily cover roadways, and some subareas employ additional MTSOs addressing transit and climate change. In addition, some of the currently adopted

Action Plans provide guidance, but not specific metrics, addressing safety and bike/pedestrian topics. These existing MTSOs and other guidance were evaluated and considered for continued use in the updated Action Plans as RTOs.

Multiple MTSOs are not recommended for continuation for the reasons listed below:

- » Undesired outcome resulting from implementation
- » Incompatibility with local, regional, or State agency priorities
- » Infeasible to monitor given data or resource limitations
- » Indirect strategy to measure the desired outcome
- » Too much specificity or a lack of specificity in comparison to other similar MTSOs
- » Lack of influence on project implementation in the current Action Plan
- » Computationally unwieldy in travel demand model
- » Inability to forecast in a travel demand model

Some of the RTO options presented below are redundant. We propose to work with the RTPC TACs to select which ones to include in the Action Plans, with the goal that the RTOs will be consistent enough among the Action Plans that incorporation into the CTP is appropriate.

Roadway Level of Service: Freeways

EXISTING MTSOs RECOMMENDED FOR CONSIDERATION AS NEW RTOs

- Delay Index during non-peak hours and/or not peak direction.
- Peak-hour Delay Index on freeway on-ramps.

EXISTING MTSOs NOT RECOMMENDED TO BE MAINTAINED AS RTOs

- ~~Peak hour travel speed.~~
- ~~Duration of congestion.~~

Roadway Level of Service: Surface Roadways

EXISTING MTSOs RECOMMENDED FOR CONSIDERATION AS NEW RTOs

- Peak-hour intersection LOS.
- Peak-hour segment LOS.
- Peak hour, peak direction Delay Index.
- Peak hour travel speed.

EXISTING MTSOs NOT RECOMMENDED TO BE MAINTAINED AS RTOs

- ~~Maximum wait time on side streets.~~
- ~~Delay Index during non-peak hours and/or not-peak direction.~~
- ~~Frequency and cause of unplanned lane closures of any type.~~
- ~~Average stopped delay at intersection.~~
- ~~Intersection volume to capacity ratio.~~

Transit

EXISTING MTSOs RECOMMENDED FOR CONSIDERATION AS NEW RTOs

- Hourly average loading factor (ratio of passengers to seats).
- Increased transit ridership (note this is considered “guidance” and is not a designated MTSO).
- Bus riders per service hour (note this is considered “guidance” and is not a designated MTSO).
- Average weekday BART riders (note this is considered “guidance” and is not a designated MTSO).

RECOMMENDED NEW RTOs

- Proportion of residents that live within a 10-minute walk of a high-frequency transit service (defined as 20-minute headways at peak hour).
- Proportion of residents that live within a Transit Priority Area.
- Proportion of bus routes of regional significance that exhibit on-time performance (defined as no more than five minutes behind schedule).
- Ratio of transit travel time to automobile travel time along key corridors.
- Total weekday boardings on transit services within the subregion.
- Mode share of transit trips.

Bike/Pedestrian

EXISTING GUIDANCE RECOMMENDED FOR CONSIDERATION AS NEW RTOs

There are no MTSOs concerning bicycle or pedestrian facilities that are currently being monitored in any existing Action Plan. There is, however, existing guidance that mimics an MTSO, and which serve as the basis for recommended new RTOs below. Existing guidance includes:

- Monitor pedestrian and bicycle volumes at crossings.

- Monitor auto volumes at crossings.
- Monitor average trail user delay at major road crossings.
- Monitor pavement condition over the entire trail.
- Monitor frequency of pedestrian or bicyclist injury.
- Maintain an inventory of available pedestrian and bicycle facilities.
- Monitor the frequency and cause of unplanned lane closures of any type.

RECOMMENDED NEW RTOs

- Proportion of designated bike/ped routes of regional significance that have been completed.
- Proportion of designated bike/ped routes of regional significance that operate at Level of Traffic Stress 1 or 2 (i.e., good ratings for low-stress bicycle usage), or that have a low-stress bicycle facility designated on an adjacent parallel street.
- Proportion of arterial roadway Routes of Regional Significance that contain all basic Complete Streets treatments (sidewalks, crosswalks, lighting, bicycle accommodations, transit amenities if applicable).
- Mode share of bicycling and walking.

Safety

There are no true MTSOs concerning safety in any existing Action Plan. There is, however, existing guidance that mimics an MTSO, and which serve as the basis for recommended new RTOs below. Existing guidance includes:

- Monitor vehicle crash frequency.
- Monitor pedestrian or bicycle injury crash frequency.

RECOMMENDED NEW RTOs

- Number of Killed or Seriously Injured (KSI) collisions.
- Number of bike- or ped-involved collisions.

Climate Change

EXISTING MTSOs RECOMMENDED FOR CONSIDERATION AS NEW RTOs

- HOV lane utilization.
- Average vehicle occupancy.

EXISTING MTSOs NOT RECOMMENDED TO BE MAINTAINED AS RTOs

- Peak hour, peak direction HOV lane utilization.

RECOMMENDED NEW RTOs

- VMT per capita.
- Single-occupant vehicle mode share.
- Number of public EV chargers in the subregion.
- EV ownership in the subregion.
- Miles of Routes of Regional Significance estimated to be vulnerable to sea level rise.
- Percentage of vulnerable Routes of Regional Significance for which remediation plans or a mitigation approach have been created.

Equity

There are no MTSOs or guidance concerning equity in any existing Action Plans.

RECOMMENDED NEW RTOs

- Proportion of transportation investments (which could be measured as number of projects, or length of projects, or dollars spent) that occur in Equity Priority Communities (EPCs), compared to the proportion of all road miles or all population that is located in EPCs.
- Proportion of food stores, banks, and parks in EPC communities where disproportionate numbers of residents lack access to these amenities.
- Share of county's jobs that can be reached within a 20-minute walk or bike ride, a 30-minute drive, or a 45-minute transit trip, for EPC residents as compared to county residents as a whole.
- Average commute distance or time for EPC residents as compared to county residents as a whole.
- Time spent driving in congested conditions for EPC residents as compared to county residents as a whole.
- Proportion of the High Injury Network that is located in EPCs, compared to the proportion of all road miles located in EPCs.
- Proportion of collisions (could be all collisions, KSI collisions, or bike- or ped-involved collisions) that occur in EPCs, compared to the proportion of all road miles or all population that is located in EPCs.

Technology

There are no MTSOs or guidance concerning technology in any existing Action Plans.

RECOMMENDED NEW RTOs

- Use of shared vehicle TNCs.
- Number of shared scooters deployed.
- Number of shared electric bicycles deployed.
- Level of signal interconnection.
- Deployment of MaaS.

DRAFT

MEMORANDUM

DATE February 10, 2022
TO WCCTAC Technical Advisory Committee Members
FROM David Early, Principal, PlaceWorks
Torina Wilson, Associate I, PlaceWorks
SUBJECT Working Draft Goals for the West County Action Plan and Action Plan Update

This memorandum outlines the existing goals adopted as part of the West County Action Plan, along with the working draft revisions to these goals as part of the Action Plan Update. The revisions to goals cited in this memorandum reflect comments from WCCTAC TAC members during meetings with CCTA and PlaceWorks staff on December 13, 2021 and January 13, 2022. Additional comments on Action Plan goals have been received during the Action Plan Update process and are under consideration.

Existing Goals

There are ten existing goals in the West County Action Plan, as follows:

1. Provide efficient and effective local and regional transit services.
2. Expand high-capacity transit in West County.
3. Increase use of active transportation modes.
4. Complete and expand the regional trail system.
5. Implement Complete Streets enhancements identified in local plans.
6. Pursue and sponsor transportation demand management programs to reduce single-occupant vehicle travel.
7. Actively manage growth to support regional land use and transportation goals.
8. Improve the efficiency of highway and arterial operations.
9. Maintain existing transportation facilities in adequate condition to provide safe and effective service.
10. Support and improve quality of life in communities impacted by rail transport.

Proposed Revisions to Existing Goals

- Revise Goal 1 to state: “Provide geographically comprehensive, efficient, and effective local and regional transit services.”
- Rewrite Goal 6 to cover a variety of reductions in SOV use and VMT: ~~“Pursue and sponsor transportation demand management programs to reduce~~ Decrease single-occupant vehicle travel and VMT.”
- Rewrite Goal 7 to include reference to transit-oriented development, worded as: “Actively ~~manage growth to support~~ development in Priority Development Areas that includes strategies to implement transit-oriented development, regional land use and transportation goals.”
- Revise Goal 8 to refer to a holistic approach to transportation planning, including shared mobility, worded as: “Improve the efficiency of highway and arterial operations through a holistic planning approach that considers shared mobility and prioritizes non-SOV transportation.”
- Revise Goal 9 to become two goals, one focused on maintenance and one focused on safety, worded as:
 - ~~“Maintain existing transportation facilities in adequate condition to provide safe and effective service.”~~
 - ~~“Maintain existing transportation facilities in adequate condition to provide~~ Ensure a safe and equitable transportation system for all modes of travel ~~effective service.”~~
- Revise Goal 10 to include other transportation activity, worded as: “Support and improve quality of life in communities impacted by rail transport, heavy truck activity, and other high noise and pollution-generating transportation.”

New Goals

New goals will need to be added to all RTPC Action Plans to reflect revisions to the Measure J Growth Management Program. These revisions include adding goals related to safety, climate change, and equity. Additionally, the WCCTAC, along with CCTA staff and other RTPC TAC members, have expressed a desire to increase language and policy direction related to transportation innovation and new technology. Therefore, we propose the following additional goals for the West County Action Plan:

- Minimize the impacts of the transportation system on the climate.
- Ensure the transportation system is resilient in the face of climate change.
- Continue the process of innovation and the development and implementation of new technologies and programs in transportation.

- Support equitable mobility for all income groups, racial and ethnic groups, and all ages and abilities across all modes of transportation.

Summary of Working Draft Goals

With the changes described above, the new West County Action Plan would have a total of 15 goals, as follows:

1. Provide geographically comprehensive, efficient, and effective local and regional transit services.
2. Expand high-capacity transit in West County.
3. Increase use of active transportation modes.
4. Complete and expand the regional trail system.
5. Implement Complete Streets enhancements identified in local plans.
6. Decrease single-occupant vehicle travel and VMT.
7. Actively support development in Priority Development Areas that includes strategies to implement transit-oriented development.
8. Improve the efficiency of highway and arterial operations through a holistic planning approach that considers shared mobility and prioritizes non-SOV transportation.
9. Maintain existing transportation facilities in adequate condition.
10. Ensure a safe and equitable transportation system for all modes of travel.
11. Support and improve quality of life in communities impacted by rail transport, heavy truck activity, and other high noise and pollution-generating transportation sources.
12. Minimize transportation impacts on the climate.
13. Ensure the transportation system is resilient in the face of climate change.
14. Continue the process of innovation and the development and implementation of new technologies and programs in transportation.
15. Support equitable mobility for all income groups, racial and ethnic groups, and all ages and abilities across all modes of transportation.

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Action Plan and Countywide Transportation Plan Update WCCTAC -- TAC Meeting 3

David Early
Senior Advisor
PlaceWorks

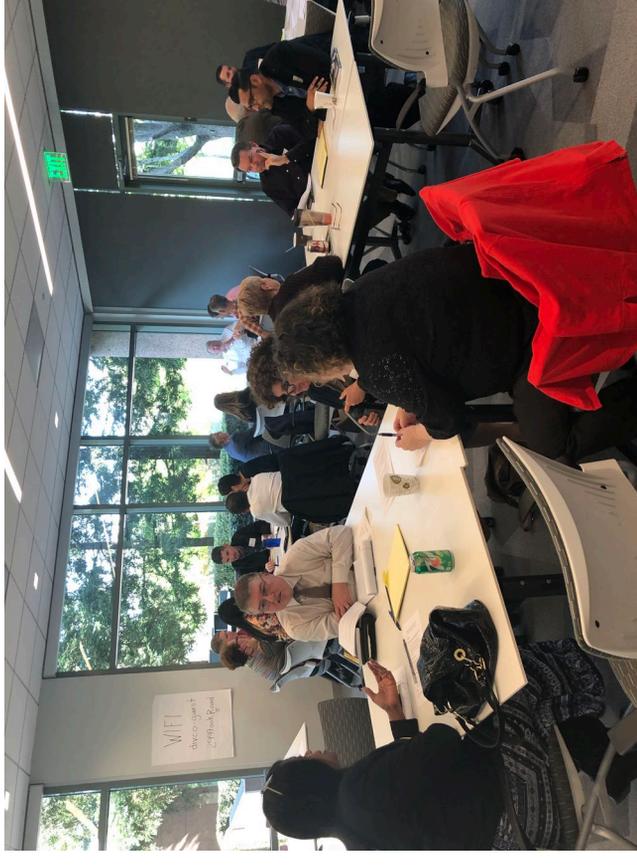
February 10, 2022



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Agenda

- Recap Working Draft Goals and Routes of Regional Significance Maps
- Existing MTSOs and Recommended RTOs
 - ▶ Roadways
 - ▶ Transit
 - ▶ Bike/Pedestrian
 - ▶ Safety
 - ▶ Climate Change
 - ▶ Equity
 - ▶ Technology
- Next Steps

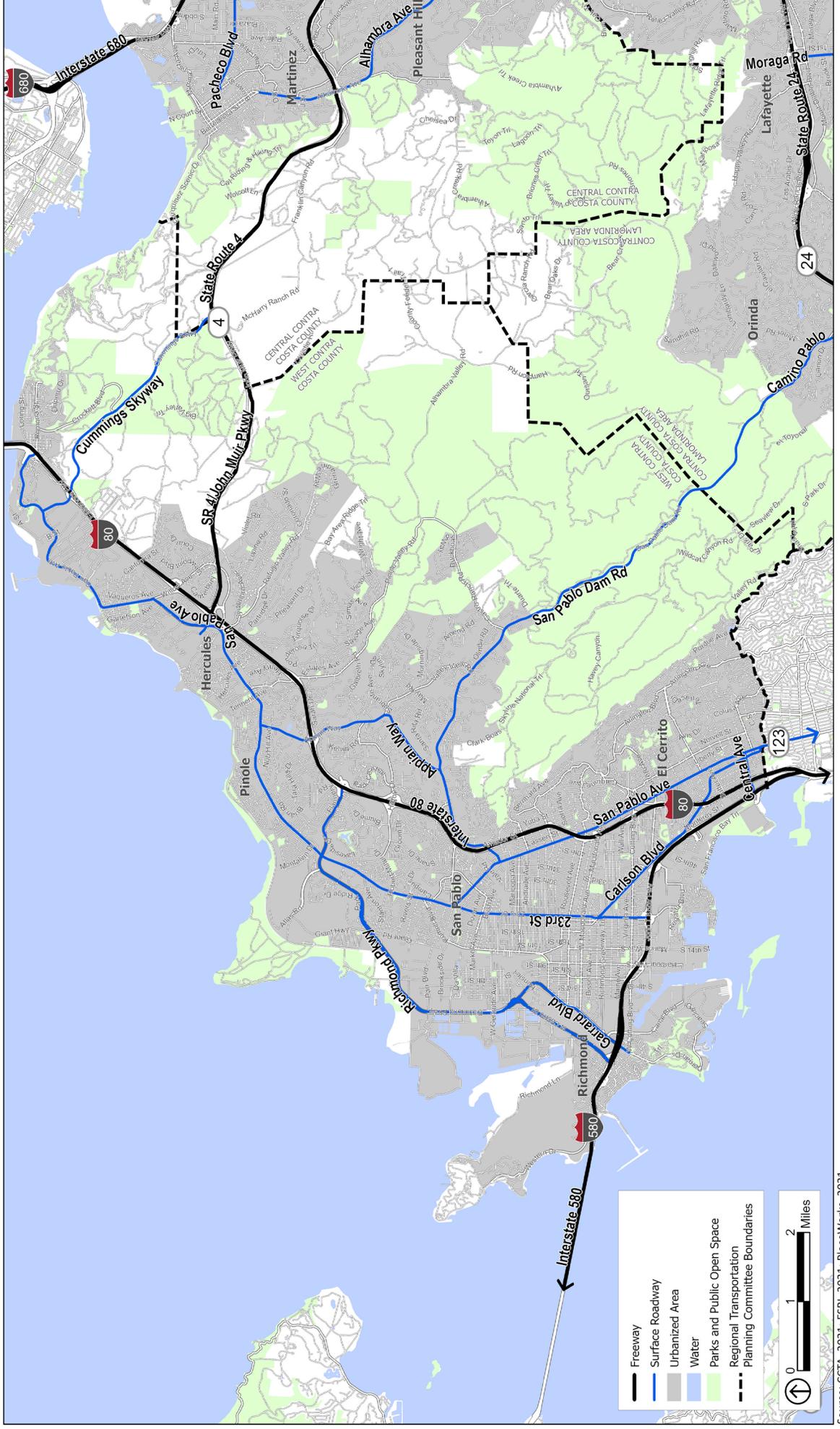


Agenda Item #1: Recap of Working Draft Goals and Regional Routes

Working Draft Goals

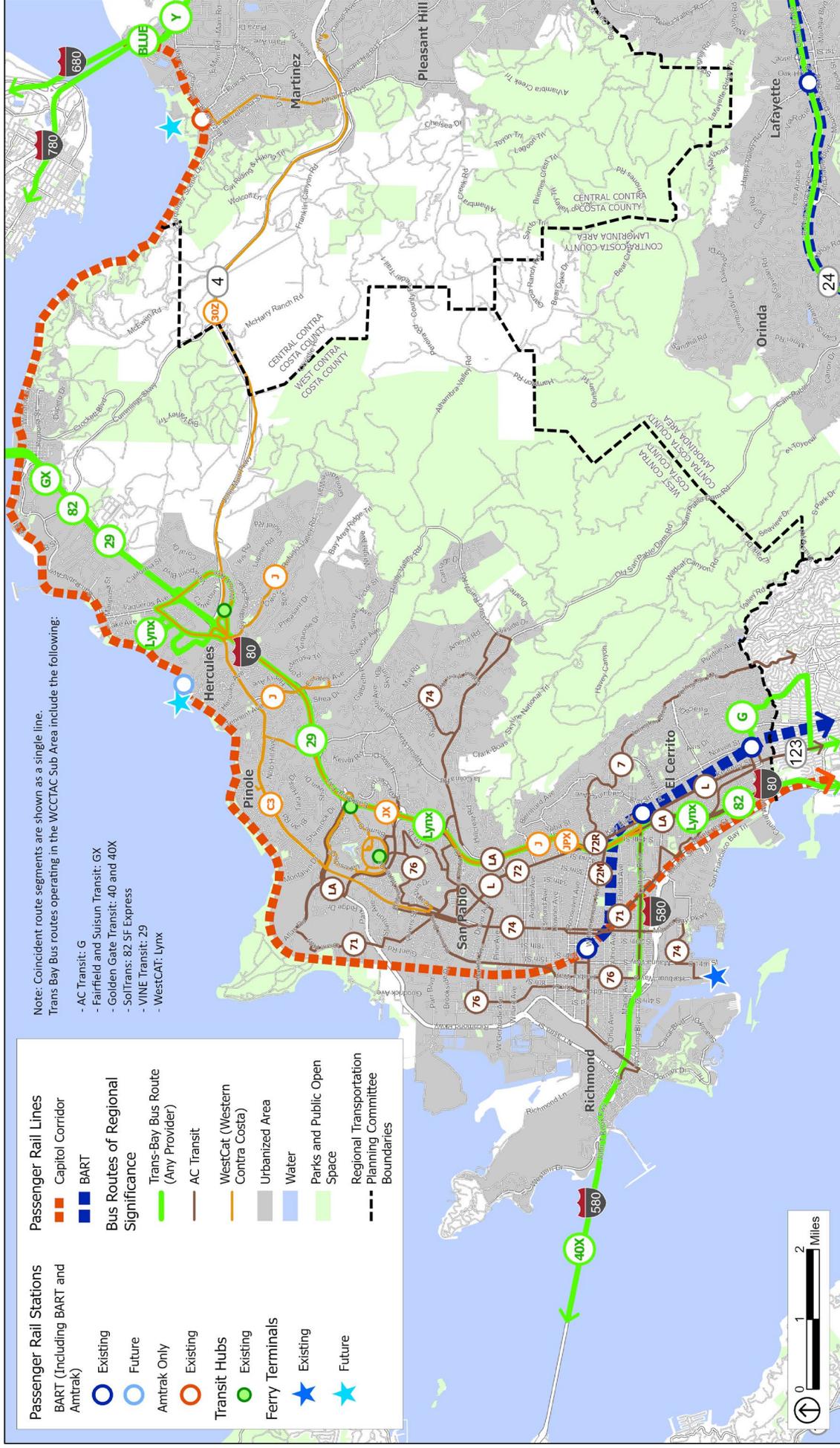
- Provide geographically comprehensive, efficient, and effective local and regional transit services.
- Expand high-capacity transit in West County.
- Complete and expand the regional trail system.
- Implement Complete Streets enhancements identified in local plans.
- Decrease single-occupant vehicle travel and VMT.
- Actively support development in Priority Development Areas that includes strategies to implement transit-oriented development.
- Improve the efficiency of highway and arterial operations through a holistic planning approach that considers shared mobility and prioritizes non-SOV transportation.
- Maintain existing transportation facilities in adequate condition.
- Ensure a safe and low stress transportation system for all modes of travel.
- Support and improve quality of life in communities impacted by rail transport, heavy truck activity, and other high noise and pollution-generating transportation sources.
- Minimize transportation impacts on the climate.
- Ensure the transportation system is resilient in the face of climate change.
- Continue the process of innovation and the development and implementation of new technologies and programs in transportation.
- Support equitable mobility for all income groups, racial and ethnic groups, and all ages and abilities across all modes of transportation.

Roadway Routes



Source: CCTA, 2021; ESRI, 2021; PlaceWorks, 2021.

Transit Routes



Agenda Item #2: Existing MTSOs and Recommended RTOs

Existing MTSOs and Recommended RTOs

- Today:
 - ▶ Review existing MTSOs and potential new RTOs:
 - ▶ Freeway
 - ▶ Surface Roadway
 - ▶ Transit
 - ▶ Bike/Pedestrian
 - ▶ Safety
 - ▶ Climate Change
 - ▶ Equity
 - ▶ Technology
- Next steps:
 - ▶ Modeling (where appropriate)
 - ▶ Draft list of Actions
 - ▶ Determine existing level for each metric
 - ▶ Propose and agree on future standards



Freeway MTSOs (WCCTAC)

Recommended for continuation as RTO:

- Freeway Delay Index on freeway on-ramps during the AM or PM peak period.
- HOV lane utilization (*recommended to become a climate change RTO*).

Additional Potential RTOs:

- Freeway Delay Index during non-peak hours and/or not peak direction.

Surface Roadway MTSOs (WCCTAC)

Recommended for continuation as RTO:

- LOS D or better at all signalized intersections, except at intersections with San Pablo Avenue and San Pablo Dam Road, where LOS E is acceptable

Additional Potential RTOs:

- Peak-hour segment LOS.
- Peak hour, peak direction Delay Index.
- Peak hour travel speed.

Transit MTSOs (Existing in Other Subareas)

Existing MTSO	Sub Areas	Regional Route(s)
Hourly average loading factor on BART of 1.5 or less	Lamorinda	Approaching Lafayette Station westbound and Orinda Station eastbound during each and every hour of service
Existing Guidance	Sub Areas	Regional Route(s)
Increased transit ridership	Tri-Valley	All Regional Routes in local jurisdictions with adopted LOS standards in downtown areas
Bus riders per service hour.	East County	On fixed-route buses during an hour of scheduled bus service when persons may board with a fare or pass
Average weekday BART riders.	East County	Between Bay Point and North Concord Stations.

Transit RTOs -- Potential Additions

- Proportion of residents that live within a 10-minute walk of a high-frequency transit service (defined as 20-minute headways at peak hour)
- Proportion of residents that live within a Transit Priority Area
- Proportion of bus routes of regional significance that exhibit on-time performance (defined as no more than five minutes behind schedule)
- Ratio of transit travel time to automobile travel time along key corridors
- Total weekday boardings on transit services within the subregion
- Mode share of transit trips



Bike/Pedestrian Facilities Guidance

No actual MTSOs exist. Guidance is below (only Tri-Valley and Lamorinda).

Existing Guidance	Sub Areas	Regional Route(s)
Monitor pedestrian and bicycle volumes at crossings	Tri-Valley, Lamorinda	Iron Horse Trail, Lafayette-Moraga Regional Trail
Monitor auto volumes at crossings	Tri-Valley, Lamorinda	Iron Horse Trail, Lafayette-Moraga Regional Trail
Monitor average trail user delay at major road crossings	Tri-Valley, Lamorinda	Iron Horse Trail, Lafayette-Moraga Regional Trail
Monitor pavement condition over the entire trail	Tri-Valley, Lamorinda	Iron Horse Trail, Lafayette-Moraga Regional Trail
Maintain an inventory of available pedestrian and bicycle facilities	Tri-Valley, Lamorinda	Iron Horse Trail, Lafayette-Moraga Regional Trail, Camino Pablo/San Pablo Dam Road

Bike/Pedestrian RTOs (for consideration)

- Proportion of designated bike/ped routes of regional significance that have been completed
- Proportion of designated bike/ped routes of regional significance that operate at Level of Traffic Stress 1 or 2 (i.e., good ratings for low-stress bicycle usage), or that have a low-stress bicycle facility designated on an adjacent parallel street
- Proportion of arterial roadway Routes of Regional Significance that contain all basic Complete Streets treatments (sidewalks, crosswalks, lighting, bicycle accommodations, transit amenities if applicable)
- Mode share of bicycling and walking



Safety Guidance

No actual MTSOs exist. Guidance is below (only Tri-Valley and Lamorinda).

Existing Guidance	Sub Areas	Regional Route(s)
Monitor vehicle crash frequency	Tri-Valley, Lamorinda	Pleasant Hill Road, Camino Pablo/San Pablo Dam Road, Moraga Way, Moraga Road, and Mount Diablo Boulevard
Monitor pedestrian or bicycle injury crash frequency	Tri-Valley, Lamorinda	Iron Horse Trail, Lafayette-Moraga Regional Trail, Pleasant Hill Road, Camino Pablo/San Pablo Dam Road, Moraga Way, Moraga Road, and Mount Diablo Boulevard

Safety RTOs (for consideration)

- Number of Killed or Seriously Injured (KSI) collisions
- Number of bike- or pedestrian-involved collisions



Existing Climate Change MTSOs

Existing MTSO	Specific MTSO	Sub Areas	Regional Route(s)
Average vehicle occupancy	Increase Average Vehicle Ridership by 10% from 1.1 to 1.2	Tri-Valley	I-580, I-680
	Increase the average vehicle occupancy on to at least 1.3 during the peak commute hours	Lamorinda	Pleasant Hill Road/Taylor Boulevard, Camino Pablo/San Pablo Dam Road
HOV lane utilization	HOV lane usage increased by 10% over 2013 levels	West County	I-80
	HOV lane utilization should exceed 600 vehicles per lane in the peak direction during the peak hour	East County	Freeways

Bold = recommended for continuation

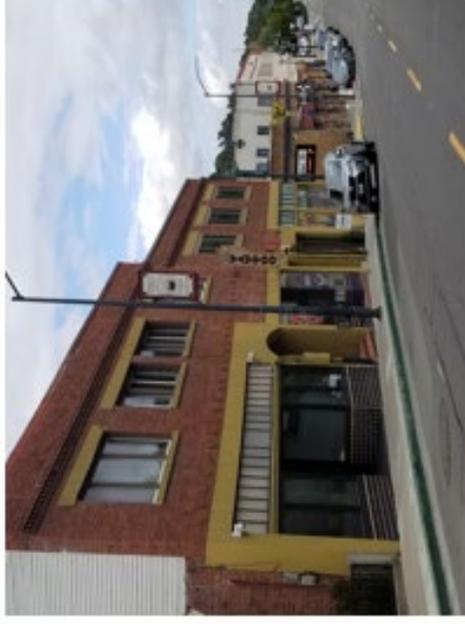
Climate Change RTOs -- Potential Additions

- VMT per capita Single-occupant vehicle mode share
- Single-occupant vehicle mode share
- Number of public EV chargers in the subregion
- EV ownership in the subregion
- Miles of Routes of Regional Significance estimated to be vulnerable to sea level rise
- Percentage of vulnerable Routes of Regional Significance for which remediation plans or a mitigation approach have been created



Equity RTOs (for consideration)

- No existing MTSOs or guidance
- Recommended RTOs (more on next slide):
 - ▶ Proportion of transportation investments (which could be measured as number of projects, or length of projects, or dollars spent) that occur in EPCs, compared to the proportion of all road miles or all population that is located in EPCs.
 - ▶ Proportion of food stores, banks, and parks in EPC communities where disproportionate numbers of residents lack access to vehicles.
 - ▶ Share of county's jobs that can be reached within a 20-minute walk or bike ride, a 30-minute drive, or a 45-minute transit trip, for EPC residents as compared to county residents as a whole.



Equity RTOs (for consideration)

- ▶ Average commute distance or time for EPC residents as compared to county residents as a whole
- ▶ Time spent driving in congested conditions for EPC residents as compared to county residents as a whole
- ▶ Proportion of the High Injury Network that is located in EPCs, compared to the proportion of all road miles located in EPCs
- ▶ Proportion of collisions (could be all KSI collisions, or all bike- or ped-involved collisions) that occur in EPCs, compared to the proportion of all road miles or all population that is located in EPCs



Technology RTOs (for consideration)

- No existing Technology MTSOs.
- Recommended technology RTOs:
 - ▶ Use of shared vehicle TNCs
 - ▶ Number of shared scooters deployed
 - ▶ Number of shared electric bicycles deployed
 - ▶ Level of signal interconnection
 - ▶ Deployment of MaaS



Agenda Item #3: Next Steps

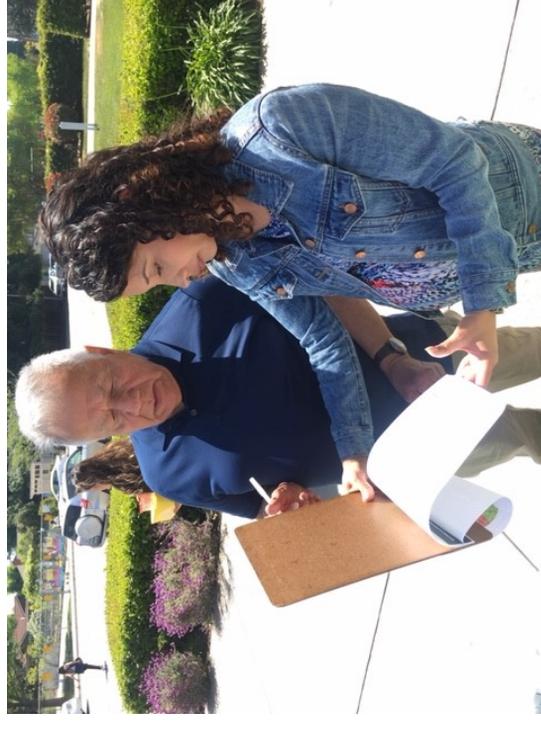
Next Steps

- Future TAC Meetings
 - ▶ April 2022: Round 4 TAC Meeting to review modeling results and recommended Actions.
 - ▶ Summer 2022: TACs review Draft and Final Action Plan
- Future Policy Board Meetings
 - ▶ Possible update to Policy Board.
 - ▶ May/June 2022: Policy Boards review Action Plan components.
 - ▶ Late summer 2022: Policy Boards adopt Action Plans.
 - ▶ Fall 2022: Authority Board adopt Action Plans.



Next Steps

- Public outreach expected to begin March 5th:
 - ▶ Project webpage
 - ▶ 11 Public Workshops and 21 Pop-Ups
 - ▶ Two rounds of five separate workshops (one for each planning area).
 - ▶ One extra workshop for Lamorinda area.
 - ▶ New Community Advisory Group
 - ▶ Two Stakeholder Workshops



Action Plan and Countywide Transportation Plan Update WCCTAC -- TAC Meeting 3

David Early
Senior Advisor
PlaceWorks

February 10, 2022



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