

MEETING NOTICE AND AGENDA

DATE & TIME: March 25, 2022 • 8:00 AM – 10:00 AM

REMOTE ACCESS:

<https://us02web.zoom.us/j/7321058840?pwd=c1dMVjJyd1BoYk0yYWVlZWVlWHZ4Zz09>

MEETING ID#: 732 105 8840

PASSWORD (if requested): WCCTAC2020

Shelter-In-Place Order and Teleconference

The Contra Costa County Health Officer issued an order directing residents to **shelter in place**, due to COVID-19. The order limits activity, travel, and business functions to only those that are essential.

Remote Participation Only

As a result of the COVID-19 public health emergency, including the County Health Officer and Governor’s directives for everyone to shelter in place, **there will be no physical location for the Board Meeting**. Board 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, Board members: Chris Kelley, Norma Martinez-Rubin, Rita Xavier, Tom Butt, Demnlus Johnson, Eduardo Martinez, Paul Fadelli, John Gioia, Jovanka Beckles, Maureen Powers, and Rebecca Saltzman may be attending this meeting via teleconference, as may WCCTAC Alternate Board Members. Any votes conducted during the teleconferencing session will be conducted by roll call.

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

Remote Viewing/Listening

Webinar:

To observe the meeting by video conference, utilizing the Zoom platform, please click on this link (same link as shown above) to join the webinar at the noticed meeting time:
<https://us02web.zoom.us/j/7321058840?pwd=c1dMVjJyd1BoYk0yYWVlZWVlWHZ4Zz09>

Phone:

Dial the following number, enter the participant PIN followed by # to confirm:

+1 669 900 6833

Meeting ID: 732 105 8840

Password: 066620

El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

Public Comment via Teleconference

Members of the public may address the Board 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 evening before the Board meeting date will be provided to the WCCTAC Board and heard before Board action. Comments may be submitted by email to vjenkins@wcctac.org.

Comments may also be submitted via e-mail to vjenkins@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 Board may provide.

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1. **Call to Order and Board Member Roll Call.** (*Demnlus Johnson III – Chair*)
 2. **Public Comment.** The public is welcome to address the Board on any item that is not listed on the agenda.

CONSENT CALENDAR

3. **Minutes of February 25, 2022 Board Meeting.** (*Attachment; Recommended Action: Approve*).
4. **Monthly Update on WCCTAC Activities.** (*Attachment; Information Only*).
5. **Financial Reports.** The reports show the Agency's revenues and expenses for February 2022. (*Attachment; Information Only*).
6. **Payment of Invoices over \$10,000.** None (*No Attachment; Information Only*).
7. **AB 361 Resolution to Continue Teleconferenced Meetings.** AB 361 allows the Board to continue meeting virtually during a State of Emergency upon the Board making certain findings that meeting in person would present imminent risks to the health or safety as attendees. Resolution No 22-05 provides the necessary findings for the Board of Directors and TAC to continue meeting virtually. (*Attachment; Recommended Action: Adopt Resolution 22-05*)

8. **FY 22-23 Annual STMP Fee Adjustment.** The STMP Master Cooperative Agreement, among all participating agencies, specifies an automatic annual adjustment to the fees to account for construction-related inflation. The agreement specifies that the fee adjustment is based on the Engineering News Record's February San Francisco Bay Area Construction Cost Index that covers the prior twelve months. This year that rate was 9.8%. *(Attachment; Recommended Action: Information Only).*

REGULAR AGENDA ITEMS

9. **Update on San Pablo Avenue Multimodal Corridor Study – Phase 2.** In West County, Phase 2 of this study consists mostly of technical analysis. Previously, the Board gave input on options to study further. The consultant is now returning with their initial findings and will review next steps, including the evaluation phase and a brief overview of Alameda County's work. *(Leah Greenblat-WCCTAC staff and Adam Dankberg-Kimley-Horn; Attachments; Recommended Action: Receive information and provide comment).*
10. **CCTA's Public Outreach for the Action Plan and Countywide Transportation Plan (CTP) Updates.** The CCTA is embarking on its public outreach component for the Action Plan and CTP Updates. This effort includes pop-up events, workshops, and an online survey. CCTA requests that Board members advertise the project webpage, online survey, and virtual workshop series to increase participation. Feedback at this point in the process is helpful for updating the West County Action Plan, and later the CTP. Further details can be found on CCTA's website: [Countywide Transportation Plan - Contra Costa Transportation Authority \(ccta.net\)](http://ccta.net) *(Torina Wilson, Placeworks; Attachments; Recommended Action: Receive and share information with other elected officials, agency staff and members of the public).*
11. **BTWD and Summer Bike Challenge.** Staff will provide a brief update on this year's plan to bring back in-person tabling events (energizer stations) for Bike to Work/Wherever Day, on May 20, as well as continuing the 511 Contra Costa program, the Summer Bike Challenge. *(Coire Reilly-WCCTAC staff; No Attachment; Recommended Action: Information Only).*

STANDING ITEMS

12. **Board and Staff Comments.**
- a. Board Member Comments, Conference/Meeting Reports (AB 1234 Requirement), and Announcements
 - b. Report from CCTA Representatives *(Directors Kelley & Butt)*
 - c. Executive Director's Report

13. General Information Items.

- a. Letter to CCTA Executive Director with February 25, 2022 Summary of Board Actions
- b. Acronym List

14. Adjourn. The next regular meeting is on April 22, 2022 @ 8:00 a.m.
The meeting will be held remotely (see next agenda for details)

- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC Board 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 WCCTAC's offices.
- 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.

**West Contra Costa Transportation Advisory Committee
Board of Directors Meeting
Meeting Minutes: February 25, 2022**

MEMBERS PRESENT: Demnlus Johnson III, Chair (Richmond); Paul Fadelli, Vice-Chair (El Cerrito); Chris Kelley (Hercules); Eduardo Martinez (Richmond); Rita Xavier (San Pablo); Tom Butt (Richmond); Jovanka Beckles (AC Transit); Norma Martinez-Rubin (Pinole); Lateefah Simon (BART)-late arrival

STAFF PRESENT: John Nemeth, Joanna Pallock, Leah Greenblat, Coire Reilly, Kris Kokotaylo (legal counsel)

ACTIONS LISTED BY: Valerie Jenkins

Meeting Called to Order: 8:00am

Public Comment: David Campbell, of Bike East Bay, expressed a desire for signal upgrades on arterials to consider the needs of bicyclists and pedestrians (including the incorporation of bike signals). He noted that this would improve safety at intersections and questioned why these types of improvements have not been deployed previously. He argued that signal upgrades for bicyclists and pedestrians should be a key part of the OBAG 3 funding program for Smart Signals.

CONSENT CALENDAR:

Motion by *Director Beckles*; seconded by *Director Kelley*.

Yes- **D. Johnson III, C. Kelley, R. Xavier, P. Fadelli, J. Gioia, T. Butt, M. Powers, E. Martinez, J. Beckles, N. Martinez-Rubin**

No- none

Abstention- none

Motion passed unanimously.

Item #3. *Approved:* Minutes of January 28, 2022 Board Meeting.

Item #4. *Received:* Monthly Update on WCCTAC Activities.

Item #5. *Received:* Financial Reports for January 2022.

Item #6. *Received:* no invoices over \$10K to report

Item #7. *Adopted Resolution 22-04:* AB 361 Resolution to Continue Teleconferenced Meetings.

Item #8. *Approved:* Ad Hoc Subcommittee to review the performance of the Executive Director consisting of *Chair Johnson, Vice-Chair Fadelli, and Director Kelley*.

Motion passed unanimously

REGULAR AGENDA ITEMS

ITEM/DISCUSSION	ACTION
<p>Item #9 One Bay Area Grant Cycle 3 (OBAG 3) Program: Policy Framework for Contra Costa County</p>	<p>Information Only John Hoang, of CCTA staff, provided an overview of the proposed framework for OBAG 3 in Contra Costa County. He explained that the CCTA was proposing that grants be made in two categories: Active Transportation & Safety and Smart Signals. Board members made comments and requested that WCCTAC staff prepare a letter with their comments for the CCTA.</p>
<p>Item #10 Accessible Transportation Strategic Plan (ATSP) and New Measure X Funding</p>	<p>Information Only John Cunningham, of Contra Costa County staff, provided an update on the Accessible Transportation Strategic Plan (ATSP). He reviewed its findings, explained that Measure X funding would be available, and discussed the role of the ATSP Task Force in the implementation of Plan findings. He noted that the services contemplated in the ATSP would likely be rolled out gradually, starting with information services (one call – one click) and later adding a reservation and referral system.</p>
<p>Item #11 West County Travel Training Program</p>	<p>Joanna Pallock, of WCCTAC staff, provided an overview of the Travel Training program and staff’s recommendation that the program be restarted in May and run through October 2022. She mentioned that the program would be at another crossroads in October and would require additional funding and possibly staffing adjustments after that time. Staff noted that they would return in July 2022 to provide the Board an update and options going forward.</p> <p>Motion by Director Simon to authorize staff to restart the Travel Training program, and continue the program for the period proposed by staff, as well as, consider ways to continue the program beyond that period; seconded by Director Xavier;</p>

	<p>Yes-D. Johnson III, C. Kelley, R. Xavier, P. Fadelli, J. Gioia, T. Butt, M. Powers, E. Martinez, J. Beckles, N. Martinez-Rubin</p> <p>No- None</p> <p>Abstention- None</p> <p>Motion passed unanimously</p>
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Meeting Adjourned: **9:48 am**

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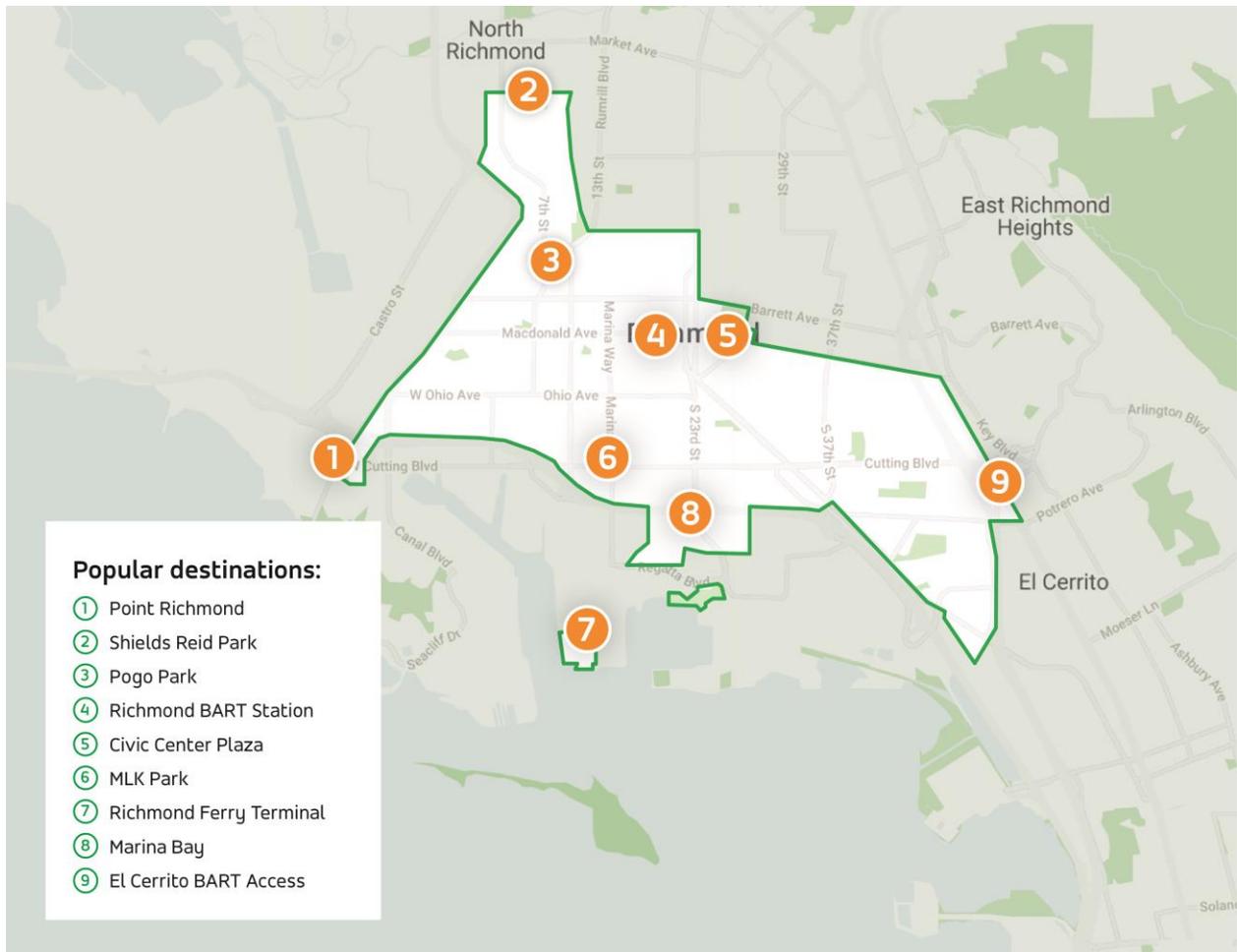
TO: WCCTAC Board

DATE: March 25, 2022

FR: John Nemeth, Executive Director

RE: Monthly Update on WCCTAC Activities

City of Richmond’s NEW Electric Shuttle: Richmond Moves



In April 2022, the City of Richmond will launch a new electric Shuttle service that will pick up and drop off participants at various community locations, including the Civic Center, local parks, BART Stations and the Ferry Terminal. The above map shows the shuttle’s service area. Participants book trips using their phones. Each trip costs \$2 and is free for seniors over 60 and students ages 13 to 18.

WCCTAC staff plan to attend the public launch event. The details for this event are as follows:

When: Wednesday, April 20th, 11:30 am to 1 pm

Where: 450 Civic Center Plaza

For more information contact Richmond Transportation at (510) 621-1718

Action Plan / Countywide Transportation Plan Outreach Popping Up



The Contra Costa Transportation Authority (CCTA) is updating its Countywide Transportation Plan (CTP) and its accompanying Action Plans for each sub-region. To gather community feedback, the CCTA is sponsoring both pop-up events and virtual Town Hall sessions in each of the county’s subareas.

Upcoming local activities in West County include a pop-up event on Tuesday, March 22, 4-6 p.m. at the Del Norte BART Station and a West County-focused virtual Town Hall on Thursday, March 31, 6-7:30 p.m.

The following link provides more information, including how to register for one of the online Town Hall events: <https://ccta.net/planning/countywide-transportation-plan/> CCTA's consultant, Placeworks, will provide the Board with an overview of its Action Plan / CTP outreach process in West County at WCCTAC’s upcoming March 25, 2022 Board Meeting.

Update on the City of Richmond Paratransit Program – Post Oct 2021 Board meeting

In October 2021, the Board received a presentation from the City of Richmond on its R-Transit program. The Board asked several detailed questions, including one involving data, and asked WCCTAC staff to follow-up on obtaining answers and bringing the information back. In early November 2021, WCCTAC staff sent a message to the City of Richmond outlining the specific

information requests of the WCCTAC Board. WCCTAC has received responses stating that the City is working on this request, but has not yet received the information.

Each year, local paratransit programs in West County receive an annual allocation from two program categories in Measure J: Program 15 and Program 20b. The FY23 allocation is coming up soon. WCCTAC staff would like to receive answers to the WCCTAC Board's questions prior to preparing a staff to the Board recommending allocation of annual 20b funds. CCTA directly allocates a larger portion of funds, under Program 15, and its staff is also seeking answers to the WCCTAC Board's questions.

El Cerrito Del Norte TOD Complete Streets Improvement Project

The City of El Cerrito is currently in the detailed design phase (PS&E) for its Del Norte TOD Complete Streets Improvement project. The project aims to implement a range of improvements along, and near, San Pablo Avenue between Potrero Avenue and Knott Avenue (which is just north of Cutting Boulevard). These include: bicycle and pedestrian enhancements, traffic calming, streetscape improvements, intersection changes, and traffic signal optimization. The project is supported by multiple funding sources, including nearly \$1.2M in WCCTAC STMP funds.

Since the project could have implications for transit operations, the City and its consultant, Anchor Engineering, have been meeting with bus operators who serve the El Cerrito Del Norte BART Station. WCCTAC staff will participate in an upcoming meeting between the City, consultant and operators, to: stay informed about the project details, understand implications for the San Pablo Avenue Multimodal Corridor Study, and assist in finding design solutions that can work for both the City and bus operators.

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General Ledger Monthly Budget Report

User: DelenaL
 Printed: 3/15/2022 8:02:22 AM
 Period 08 - 08
 Fiscal Year 2022



Account Number	Description	Adopted	Budget Adjustments	Adjusted	YTD Actual	Variance Encumbered	Available	% Avail
7700	WCCTAC Operations							
770-7700-41000	Salary	538,707.00	0.00	538,707.00	243,550.35	295,156.65	295,156.65	54.79
770-7700-41200	PERS Retirement	0.00	0.00	0.00	72,075.82	-72,075.82	-72,075.82	0.00
770-7700-41310	Medical Insurance	0.00	0.00	0.00	43,439.67	-43,439.67	-43,439.67	0.00
770-7700-41311	Retiree Healthcare	0.00	0.00	0.00	1,362.19	-1,362.19	-1,362.19	0.00
770-7700-41400	Dental	0.00	0.00	0.00	2,680.18	-2,680.18	-2,680.18	0.00
770-7700-41500	Flexible Spending Account	0.00	0.00	0.00	4,045.00	-4,045.00	-4,045.00	0.00
770-7700-41800	LTD Insurance	0.00	0.00	0.00	2,530.22	-2,530.22	-2,530.22	0.00
770-7700-41900	Medicare	0.00	0.00	0.00	3,523.45	-3,523.45	-3,523.45	0.00
770-7700-41901	Other Insurances	0.00	0.00	0.00	6,897.68	-6,897.68	-6,897.68	0.00
770-7700-41904	Life Insurance	0.00	0.00	0.00	839.78	-839.78	-839.78	0.00
770-7700-41911	Liability Insurance	5,175.00	0.00	5,175.00	0.00	5,175.00	5,175.00	100.00
770-7700-43500	Salary and Benefits	543,882.00	0.00	543,882.00	380,944.34	162,937.66	162,937.66	29.96
770-7700-43501	Office Supplies	4,800.00	0.00	4,800.00	2,811.31	1,988.69	1,988.69	41.43
770-7700-43520	Postage	1,500.00	0.00	1,500.00	903.46	596.54	596.54	39.77
770-7700-43600	Copies/Printing/Shipping/Xerox	3,800.00	0.00	3,800.00	1,358.47	2,441.53	2,441.53	64.25
770-7700-43900	Professional Services	59,085.00	0.00	59,085.00	43,681.59	15,403.41	15,403.41	26.07
770-7700-44000	Rent/Building	23,025.00	0.00	23,025.00	14,163.34	8,861.66	8,861.66	38.49
770-7700-44320	Special Department Expenses	10,000.00	0.00	10,000.00	1,522.49	8,477.51	8,477.51	84.78
	Travel/Training Staff	4,800.00	0.00	4,800.00	0.00	4,800.00	4,800.00	100.00
	Service and Supplies	107,010.00	0.00	107,010.00	64,440.66	42,569.34	42,569.34	39.78
	Expense	650,892.00	0.00	650,892.00	445,385.00	205,507.00	205,507.00	31.57
7700	WCCTAC Operations	650,892.00	0.00	650,892.00	445,385.00	205,507.00	205,507.00	31.57
7720	WCCTAC TDM							
772-7720-41000	Salary	317,825.00	0.00	317,825.00	121,596.72	196,228.28	196,228.28	61.74
772-7720-41200	PERS Retirement	0.00	0.00	0.00	49,562.62	-49,562.62	-49,562.62	0.00
772-7720-41310	Medical Insurance	0.00	0.00	0.00	23,266.24	-23,266.24	-23,266.24	0.00
772-7720-41400	Dental Insurance	0.00	0.00	0.00	1,411.93	-1,411.93	-1,411.93	0.00
772-7720-41800	LTD Insurance	0.00	0.00	0.00	877.02	-877.02	-877.02	0.00
772-7720-41900	Medicare	0.00	0.00	0.00	1,753.80	-1,753.80	-1,753.80	0.00
772-7720-41901	Other Insurances	0.00	0.00	0.00	6,897.68	-6,897.68	-6,897.68	0.00
772-7720-41904	Life Insurance	0.00	0.00	0.00	210.64	-210.64	-210.64	0.00
772-7720-41911	Liability Insurance	5,175.00	0.00	5,175.00	0.00	5,175.00	5,175.00	100.00
	Salary and Benefits	323,000.00	0.00	323,000.00	205,576.65	117,423.35	117,423.35	36.35
772-7720-43300	Memberships/Subscriptions	200.00	0.00	200.00	1,512.50	-1,312.50	-1,312.50	-656.25

Account Number	Description	Adopted	Budget Adjustments	Adjusted	YTD Actual	Variance	Encumbered	Available	% Avail
772-7720-43500	Office Supplies	5,000.00	0.00	5,000.00	796.05	4,203.95	0.00	4,203.95	84.08
772-7720-43501	TDM Postage	0.00	0.00	0.00	770.70	-770.70	0.00	-770.70	0.00
772-7720-43502	TDM Postage	1,100.00	0.00	1,100.00	0.00	1,100.00	0.00	1,100.00	100.00
772-7720-43520	CopiesPrintingShippingXerox	18,900.00	0.00	18,900.00	1,684.06	17,215.94	0.00	17,215.94	91.09
772-7720-43600	Professional Services	71,900.00	0.00	71,900.00	55,935.70	15,964.30	0.00	15,964.30	22.20
772-7720-43900	RentBuilding	23,025.00	0.00	23,025.00	14,163.26	8,861.74	0.00	8,861.74	38.49
772-7720-44000	Special Department Expenses	117,939.00	59,976.00	177,915.00	147,691.38	30,223.62	30,600.00	-376.38	-0.21
772-7720-44320	TravelTraining Staff	1,000.00	0.00	1,000.00	0.00	1,000.00	0.00	1,000.00	100.00
	Service and Supplies	239,064.00	59,976.00	299,040.00	222,553.65	76,486.35	30,600.00	45,886.35	15.34
	Expense	562,064.00	59,976.00	622,040.00	428,130.30	193,909.70	30,600.00	163,309.70	26.25
7720	WCCTAC TDM	562,064.00	59,976.00	622,040.00	428,130.30	193,909.70	30,600.00	163,309.70	26.25
7730	STMP								
773-7730-41000	Salary	65,000.00	0.00	65,000.00	0.00	65,000.00	0.00	65,000.00	100.00
	Salary and Benefits	65,000.00	0.00	65,000.00	0.00	65,000.00	0.00	65,000.00	100.00
773-7730-44000	Special Department Expense	6,950,000.00	0.00	6,950,000.00	0.00	6,950,000.00	0.00	6,950,000.00	100.00
	Service and Supplies	6,950,000.00	0.00	6,950,000.00	0.00	6,950,000.00	0.00	6,950,000.00	100.00
	Expense	7,015,000.00	0.00	7,015,000.00	0.00	7,015,000.00	0.00	7,015,000.00	100.00
7730	STMP	7,015,000.00	0.00	7,015,000.00	0.00	7,015,000.00	0.00	7,015,000.00	100.00
7740	WCCTAC Special Projects								
774-7740-44000	Special Department Expense	230,000.00	0.00	230,000.00	60,000.00	170,000.00	0.00	170,000.00	73.91
	Service and Supplies	230,000.00	0.00	230,000.00	60,000.00	170,000.00	0.00	170,000.00	73.91
	Expense	230,000.00	0.00	230,000.00	60,000.00	170,000.00	0.00	170,000.00	73.91
7740	WCCTAC Special Projects	230,000.00	0.00	230,000.00	60,000.00	170,000.00	0.00	170,000.00	73.91
Expense Total		8,457,956.00	0.00	8,517,932.00	933,515.30	7,584,416.70	30,600.00	7,553,816.70	88.6813

General Ledger Monthly Budget Report



User: DelenaL
 Printed: 3/15/2022 8:00:39 AM
 Period 08 - 08
 Fiscal Year 2022

Account Number	Description	Adopted	Budget Adjustments	Adjusted	YTD Actual	Variance	Encumbered	Available	% Avail
0000	Non Departmental								
773-0000-34315	El Cerrito STMP Fees	0.00	0.00	0.00	-86,978.13	86,978.13	0.00	86,978.13	0.00
773-0000-34320	Hercules STMP Fees	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
773-0000-34330	Richmond STMP Fees	0.00	0.00	0.00	-443,288.96	443,288.96	0.00	443,288.96	0.00
773-0000-34335	San Pablo STMP Fees	0.00	0.00	0.00	-131,058.84	131,058.84	0.00	131,058.84	0.00
	Licenses and Permits	0.00	0.00	0.00	-661,325.93	661,325.93	0.00	661,325.93	0.00
770-0000-36102	Interest	0.00	0.00	0.00	-11.39	11.39	0.00	11.39	0.00
773-0000-36102	Interest	0.00	0.00	0.00	-3,228.90	3,228.90	0.00	3,228.90	0.00
	Use of Property and Money	0.00	0.00	0.00	-3,240.29	3,240.29	0.00	3,240.29	0.00
770-0000-34010	STMP Administration	0.00	0.00	0.00	-24,509.20	24,509.20	0.00	24,509.20	0.00
770-0000-34111	Member Contributions	0.00	0.00	0.00	-482,080.00	482,080.00	0.00	482,080.00	0.00
770-0000-39906	Other Revenue	0.00	0.00	0.00	-15,506.51	15,506.51	0.00	15,506.51	0.00
772-0000-39906	Other Revenue	0.00	0.00	0.00	-267,226.70	267,226.70	0.00	267,226.70	0.00
773-0000-34010	STMP Administration	0.00	0.00	0.00	24,509.20	-24,509.20	0.00	-24,509.20	0.00
774-0000-39906	Other Revenue	0.00	0.00	0.00	-60,000.00	60,000.00	0.00	60,000.00	0.00
	Miscellaneous Revenue	0.00	0.00	0.00	-824,813.21	824,813.21	0.00	824,813.21	0.00
0000	Revenue	0.00	0.00	0.00	-1,489,379.43	1,489,379.43	0.00	1,489,379.43	0.00
7700	Non Departmental								
770-7700-34111	WCCTAC Operations	-531,744.00	0.00	-531,744.00	0.00	-531,744.00	0.00	-531,744.00	100.00
	Member Contributions	-531,744.00	0.00	-531,744.00	0.00	-531,744.00	0.00	-531,744.00	100.00
	Intergovernmental	-86,649.00	0.00	-86,649.00	0.00	-86,649.00	0.00	-86,649.00	100.00
770-7700-39906	Other Revenue	-86,649.00	0.00	-86,649.00	0.00	-86,649.00	0.00	-86,649.00	100.00
	Miscellaneous Revenue	-86,649.00	0.00	-86,649.00	0.00	-86,649.00	0.00	-86,649.00	100.00
7700	Revenue	-618,393.00	0.00	-618,393.00	0.00	-618,393.00	0.00	-618,393.00	100.00
7720	WCCTAC Operations	-618,393.00	0.00	-618,393.00	0.00	-618,393.00	0.00	-618,393.00	100.00
	WCCTAC TDM	-618,393.00	0.00	-618,393.00	0.00	-618,393.00	0.00	-618,393.00	100.00
772-7720-33403	Grants	-562,064.00	0.00	-562,064.00	0.00	-562,064.00	0.00	-562,064.00	100.00
	Grants	-562,064.00	0.00	-562,064.00	0.00	-562,064.00	0.00	-562,064.00	100.00
	Revenue	-562,064.00	0.00	-562,064.00	0.00	-562,064.00	0.00	-562,064.00	100.00
7720	WCCTAC TDM	-562,064.00	0.00	-562,064.00	0.00	-562,064.00	0.00	-562,064.00	100.00
7730	STMP								
773-7730-34310	County STMP Fees	-100,000.00	0.00	-100,000.00	0.00	-100,000.00	0.00	-100,000.00	100.00
773-7730-34320	Hercules STMP Fees	-446,300.00	0.00	-446,300.00	0.00	-446,300.00	0.00	-446,300.00	100.00
773-7730-34330	Richmond STMP Fees	-100,000.00	0.00	-100,000.00	0.00	-100,000.00	0.00	-100,000.00	100.00

Account Number Description	Adopted	Budget Adjustments	Adjusted	YTD Actual	Variance Encumbered	Available	% Avail
773-7730-34335	-700,000.00	0.00	-700,000.00	0.00	-700,000.00	-700,000.00	100.00
San Pablo STMP Fees Licenses and Permits	-1,346,300.00	0.00	-1,346,300.00	0.00	-1,346,300.00	-1,346,300.00	100.00
773-7730-34315	-246,697.00	0.00	-246,697.00	0.00	-246,697.00	-246,697.00	100.00
El Cerrito STMP Fees	-20,000.00	0.00	-20,000.00	0.00	-20,000.00	-20,000.00	100.00
773-7730-34325	-266,697.00	0.00	-266,697.00	0.00	-266,697.00	-266,697.00	100.00
Pinole STMP Fees Grants	-20,000.00	0.00	-20,000.00	0.00	-20,000.00	-20,000.00	100.00
773-7730-36102	-20,000.00	0.00	-20,000.00	0.00	-20,000.00	-20,000.00	100.00
Interest - LAIF Use of Property and Money	-20,000.00	0.00	-20,000.00	0.00	-20,000.00	-20,000.00	100.00
7730	-1,632,997.00	0.00	-1,632,997.00	0.00	-1,632,997.00	-1,632,997.00	100.00
7740	-1,632,997.00	0.00	-1,632,997.00	0.00	-1,632,997.00	-1,632,997.00	100.00
WCCTAC Special							
774-7740-39906	-230,000.00	0.00	-230,000.00	0.00	-230,000.00	-230,000.00	100.00
Projects Other Revenue	-230,000.00	0.00	-230,000.00	0.00	-230,000.00	-230,000.00	100.00
Miscellaneous Revenue	-230,000.00	0.00	-230,000.00	0.00	-230,000.00	-230,000.00	100.00
7740	-230,000.00	0.00	-230,000.00	0.00	-230,000.00	-230,000.00	100.00
WCCTAC Special							
Projects							
Expense Total	0.00	0.00	0.00	0.00	0.00	0.00	0

**WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE
RESOLUTION NO. 22-05**

**RESOLUTION FINDING THAT THERE IS A PROCLAIMED STATE OF
EMERGENCY; FINDING THAT MEETING IN PERSON WOULD PRESENT
IMMINENT RISKS TO THE HEALTH OR SAFETY OF ATTENDEES AS A
RESULT OF THE STATE OF EMERGENCY; AND AUTHORIZING REMOTE
TELECONFERENCED MEETINGS OF THE LEGISLATIVE BODIES OF THE
WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE FOR
THE 30 DAY PERIOD BEGINNING MARCH 25, 2022 PURSUANT TO AB 361**

WHEREAS, the West Contra Costa Transportation Advisory Committee ("WCCTAC") is a joint exercise of powers authority formed pursuant to Government Code Section 6500, et. seq. by and between the City of El Cerrito, the City of Hercules, the City of Pinole, the City of Richmond, the City of San Pablo, Contra Costa County, Alameda-Contra Costa Transit District ("AC Transit"), San Francisco Bay Area Rapid Transit ("BART"), and West Contra Costa Transit Authority ("WestCAT"); and

WHEREAS, all WCCTAC meetings are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch WCCTAC's legislative bodies conduct their business; and

WHEREAS, on March 4, 2020, Governor Newsom declared a State of Emergency to make additional resources available, formalize emergency actions already underway across multiple state agencies and departments, and help the State prepare for a broader spread of the novel coronavirus disease 2019 ("COVID-19"); and

WHEREAS, On March 17, 2020, in response to the COVID-19 pandemic, Governor Newsom issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act in order to allow local legislative bodies to conduct meetings telephonically or by other means; and

WHEREAS, as a result of Executive Order N-29-20, staff set up virtual meetings for all WCCTAC Board meetings and meetings of all WCCTAC legislative bodies; and

WHEREAS, on June 11, 2021, Governor Newsom issued Executive Order N-08-21, which, effective September 30, 2021, ends the provisions of Executive Order N-29-20 that allows local legislative bodies to conduct meetings telephonically or by other means; and

WHEREAS, on September 16, 2021, Governor Newsom signed AB 361 (2021) which allows for local legislative bodies and advisory bodies to continue to conduct meetings via teleconferencing under specified conditions and includes a requirement that the WCCTAC Board make specified findings. AB 361 (2021) took effect immediately; and

WHEREAS, on October 22, 2021, the WCCTAC Board of Directors made the continued finding that the presence of COVID-19 and the increase of cases due to the Delta variant would present imminent risks to the health or safety of attendees at WCCTAC Board meetings and meetings of WCCTAC's other legislative bodies, including the Board and staff, should the Board hold and permit in person meetings; and

WHEREAS, on November 17, 2021, the WCCTAC Board of Directors continued this finding; and

WHEREAS, on December 10, 2021, the WCCTAC Board of Directors continued this finding; and

WHEREAS, on January 7, 2022, the WCCTAC Board of Directors continued this finding; and

WHEREAS, on January 28, 2022, the WCCTAC Board of Directors continued this finding; and

WHEREAS, on February 25, 2022, the WCCTAC Board of Directors continued this finding; and

WHEREAS, AB 361 (2021) requires that the Governor declare a State of Emergency pursuant to Government Code section 8625; and

WHEREAS, AB 361 (2021) further requires that state or local officials have imposed or recommended measures to promote social distancing, or, requires that the legislative body determines that meeting in person would present imminent risks to the health and safety of attendees; and

WHEREAS, such conditions now exist in WCCTAC's jurisdiction, specifically, Governor Newsom has declared a State of Emergency due to COVID-19; and

WHEREAS, since issuing Executive Order N-08-21, the highly contagious Delta and Omicron variants of COVID-19 have emerged, causing an increase in COVID-19 cases throughout the State and Contra Costa County; and

WHEREAS, the Centers for Disease Control and Prevention ("CDC") continues to recommend physical distancing of at least 6 feet from others outside of the household and the Contra Costa County Health Officer strongly recommends online meetings and distancing; and

WHEREAS, the highly contagious Omicron variant has resulted in the greatest nationwide infection rate since the beginning of the COVID-19 pandemic; and

WHEREAS, because of the rise in cases due to the Delta and Omicron variants of COVID-19, the WCCTAC Board of Directors are concerned about the health and safety of all

individuals who intend to attend WCCTAC Board meetings and meetings of WCCTAC's other legislative bodies; and

WHEREAS, the WCCTAC Board of Directors hereby finds that the presence of COVID-19 and the increase of cases due to the Delta and Omicron variants would present imminent risks to the health or safety of attendees, including the legislative bodies and staff, should WCCTAC's legislative bodies hold in person meetings; and

WHEREAS, WCCTAC shall ensure that its meetings comply with the provisions required by AB 361 (2021) for holding teleconferenced meetings.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the West Contra Costa Transportation Advisory Committee as follows:

1. The above recitals are true and correct, and incorporated into this Resolution.
2. In compliance with AB 361 (2021), and in order to continue to conduct teleconference meetings without complying with the usual teleconference meeting requirements of the Brown Act, the WCCTAC Board of Directors makes the following findings:
 - a) The WCCTAC Board of Directors has considered the circumstances of the state of emergency; and
 - b) The state of emergency, as declared by the Governor, continues to directly impact the ability of the WCCTAC Board of Directors and WCCTAC's legislative bodies, as well as staff and members of the public, from meeting safely in person; and
 - c) The CDC continues to recommend physical distancing of at least six feet due to COVID-19 and the Contra Costa County Health Officer strongly recommends online meetings and distancing. As a result of the presence of COVID-19 and the increase of cases due to the Delta and Omicron variants, meeting in person would present imminent risks to the health or safety of attendees, the legislative bodies and staff.
3. The WCCTAC Board of Directors and WCCTAC's legislative bodies may continue to meet remotely in compliance with AB 361, in order to better ensure the health and safety of the public.
4. The WCCTAC Board of Directors will revisit the need to conduct meetings remotely within 30 days of the adoption of this resolution.

AYES:

NOES:

ABSTAIN:

ABSENT:

By: _____
Demnlus Johnson III, Chair

Attest:

John Nemeth, Executive Director

Approved as to Form:

Kristopher J. Kokotaylo, General Counsel

5079407.1

TO: WCCTAC Board

MEETING DATE: March 25, 2022

FR: Leah Greenblat, Transportation Planning Manager

RE: **FY 22-23 Annual STMP Fee Adjustment**

REQUESTED ACTION

Information only.

BACKGROUND AND DISCUSSION

The 2019 STMP Update became effective on July 1, 2019. The Master Cooperative Agreement, signed by all partner agencies, specifies an automatic annual fee adjustment so that the fees keep up with construction related inflation. The agreement specifies that the fee adjustment is based on the Engineering News Record’s February San Francisco Bay Area Construction Cost Index that covers the prior twelve months. This year that rate was 9.8%. (By comparison, if the March 2022 rate was used, the adjustment would be 15.1%.) WCCTAC staff is in the process of notifying partner agencies of this impending annual fee adjustment, which becomes effective July 1, 2022.

Given the current state of inflation, this year’s fee increase is relatively high. In the last two years, since the 2019 STMP Update, the annual fees increases were 2.4% and 5.6%. It should be noted that Engineering New Record’s Bay Area Construction Cost Index is a tool commonly used by jurisdictions to make annual fee adjustments. The implementation of a different fee increase would require all six member jurisdictions to amend the Master Cooperative Agreement and related ordinances.

The FY 21-22 and FY 22-23 STMP fees are shown below.

FY 21-22 STMP Fee Rate			FY 22-23 STMP Fee Rate		
Type of Fee	STMP Fee per Unit	STMP Fee per Square ft.	Type of Fee	STMP Fee per Unit	STMP Fee per Square ft.
Single Family	\$ 5,881		Single Family	\$ 6,458	
Multi Family	\$ 2,897		Multi Family	\$ 3,181	
Senior Housing	\$ 1,588		Senior Housing	\$ 1,744	
Hotel (per room)	\$ 3,764		Hotel (per room)	\$ 4,133	
Storage Facility		\$ 0.82	Storage Facility		\$ 0.90
Retail / Service		\$ 7.13	Retail / Service		\$ 7.82
Industrial		\$ 6.01	Industrial		\$ 6.60
Office		\$ 9.43	Office		\$ 10.35
Other (per AM pk hr trip)	\$ 7,948		Other (per AM pk hr trip)	\$ 8,727	

The STMP Quarterly Reporting form for FY 22-23 is included as an attachment. Local agency staff should begin using this version to report STMP fees after July 1, 2022.

ATTACHMENT

A. FY 2022-2023 STMP Quarterly Reporting Form

**West County Subregional Transportation Mitigation Program (STMP) Developer Fees
 JURISDICTIONS' QUARTERLY TRANSMITTAL REPORT FORM for FY 2022-23**

Jurisdictions are required to submit this completed form to WCCTAC no later than 30 days following the close of each calendar quarter; whether or not there are fees to submit, continuing through the life of the Master Cooperative Agreement.

Check Appropriate Box:

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FY Q1 July-Sept 31-Oct	FY Q2 Oct-Dec 30-Jan	FY Q3 Jan-Mar 30-Apr	FY Q4 Apr-June 31-Jul	

Fiscal Year: _____
Reporting Period: _____

All sections of the report must be completed.
 Attach check, payable to WCCTAC, to this report.
 Submit check and completed transmittal report to:

Fee Submittal Due Date: _____
Jurisdiction's Name: _____
Contact Name: _____
Contact Email: _____

No development to report this period. OR **Notes:**
 Insert below the # of Units or # of Sq. Ft. to calculate the amnt. of fee collected
 List each project or project component separately. Add rows as needed.

Type of Fee	Project Address	Development Name	STMP Fee per Unit	STMP Fee per Square ft.	Total # Units or Sq. Ft.	STMP \$ Collected
Single Family			\$ 6,458			\$ -
Multi Family			\$ 3,181			\$ -
Senior Housing			\$ 1,744			\$ -
Hotel (per room)			\$ 4,133			\$ -
Storage Facility			\$ 0.90			\$ -
Retail / Service			\$ 7.82			\$ -
Industrial			\$ 6.60			\$ -
Office			\$ 10.35			\$ -
Other (per AM pk hr trip)			\$ 8,727			\$ -
TOTAL FEES COLLECTED:						\$ -

This should be the amount of your check to WCCTAC. 

If a jurisdiction is collecting STMP fees for a development application at a rate different than what is currently in effect, provide on the following page the name and address of each development and which reason applies:

- A. The development project is subject to a development agreement executed on _____;
- B. The development submitted a vesting tentative map that was approved on _____;
- C. Other (explain legal basis for development not paying current adopted rates; n.b., a development application submitted in a prior year alone is an insufficient explanation) _____.

During the reporting period, has your agency granted:

- 1. STMP Fee Credits to any development? Yes No
- 2. STMP Fee Waivers/Exemptions to any development? Yes No

If yes to either of the above, please respond to the questions on the next page.

If STMP Credits were granted, for each development complete the questions below:

- 1. What is the name and address of the development project receiving the credit?
- 2. What was the dollar value of the credit?
- 3. Which of the 20 STMP Projects was the credit used for?
- 4. What elements of the STMP project were completed with the credited funds?

If Waivers/Exemptions of STMP Fees were granted, for each development, complete the questions below:

- 1. Were all other local fees waived/exempted for the development project? Yes No
- 2. Briefly explain why the development project's STMP fee was waived/exempted?

Respond to Different Fee Rates/Credit and Waiver/Exemption Questions here:

TO: WCCTAC Board

MEETING DATE: March 25, 2022

FR: Leah Greenblat, Project Manager

RE: **Update on San Pablo Avenue Multimodal Corridor Study – Phase 2**

REQUESTED ACTION

Receive information and provide comments.

BACKGROUND AND DISCUSSION

Working jointly with the CCTA and Alameda County Transportation Commission (ACTC), WCCTAC completed Phase 1 of the San Pablo Avenue Multimodal Corridor Study in 2019. In Phase 1, the study undertook analysis and community engagement to try to establish a long-term vision for the corridor from downtown Oakland to Hilltop in Richmond. Following multiple check-ins throughout Phase 1, at its meeting on September 27, 2019, the WCCTAC Board reviewed next steps and agreed to use \$150,000 of Measure J, 28b funds for Phase 2 which would be matched by \$300,000 from the CCTA to undertake a second phase of the study. By September 2020, the three agencies were able to authorize signing a funding agreement which the WCCTAC Board did when it adopted Resolution No. 20-05.

In West County, Phase 2 consists of the advancement of design concepts, including additional cross-section designs. It also includes refinement of transit and traffic analyses from Phase 1, along with analyses of benefits and impacts.

In Alameda County, the Phase 2 work involves implementation of very near-term safety improvements and a transit and bicycle pilot project. ACTC prepared a project factsheet and a Summary of Upcoming Actions which are included as attachments. The West County portion of Phase 2 began in January 2021 and is scheduled to conclude in Summer 2022. ACTC's portion of the work may require several years to complete.

Throughout Phase 2 in West County, the consultant team has worked with the WCCTAC TAC and local jurisdiction staff to collect and verify information to be used for the analysis. The consultant team has met with the TAC on several occasions to identify seven representative segments, along the corridor, which reflect the varying widths of the roadway. The TAC also reviewed potential cross-sections (which represent different options for the road) that could be quantitatively analyzed during later stages of this study. The number of potential cross-sections is numerous, but the study's budget required selecting a limited number of alternatives to study further. The consultant facilitated a process for narrowing down

possible alternatives for more detailed analysis that fit within the study's budget. That process culminated with direction from the WCCTAC Board in June 2021 on the segments and cross-sections to be analyzed further. Since then, the consultant has continued to work with the TAC and collect data for the analysis of key issues and trade-offs.

Attached to this staff report is the presentation that consultant Adam Dankberg, of Kimley-Horn, will deliver at the WCCTAC Board meeting. Staff recommends that Board members review the material prior to the presentation. It contains some of the preliminary findings on transit speed, causes of delay, bus stop spacing, and design considerations associated with Bus Rapid Transit (BRT). While much of this work is focused on transit operations, it is performed under an umbrella assumption that any future improvements would include safety improvements to the pedestrian and bicycle network.

Presently, traffic modeling is underway which will provide further information for the evaluation phase of this work. At a May meeting, those results will be presented to the WCCTAC Board with the intent of sharing the information further in June and July with the City Councils of El Cerrito, Richmond, and San Pablo and the AC Transit Board of Directors. When receipt of feedback from those jurisdictions is complete, WCCTAC staff will return to the WCCTAC Board to consider next steps.

It is important to note that potential changes to San Pablo Avenue are currently conceptual. There is no defined project yet and no funding for implementation has been secured.

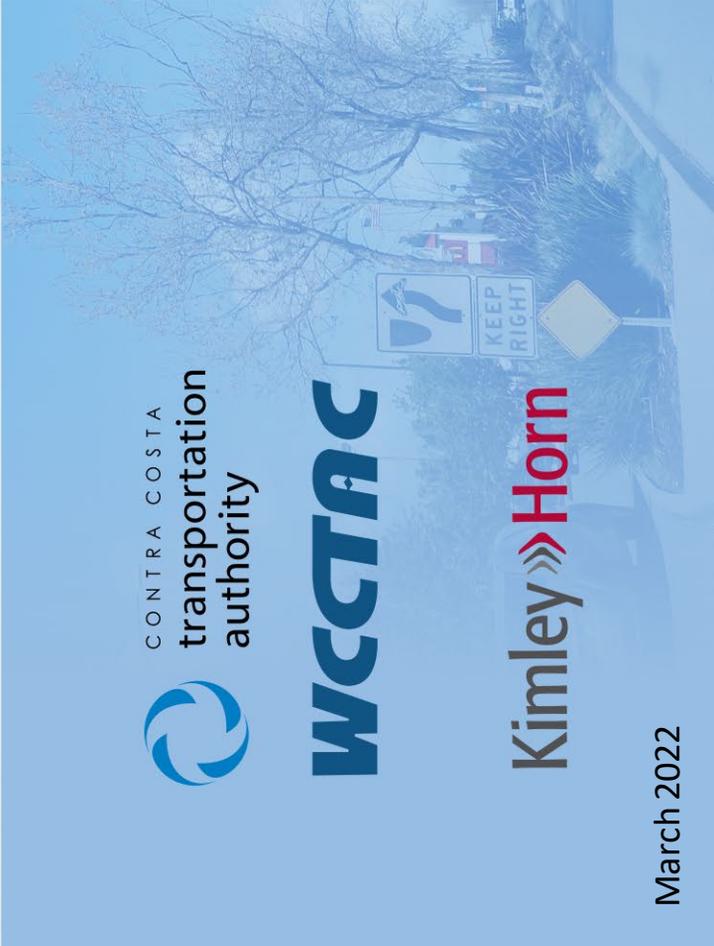
ATTACHMENTS:

- A. March 25, 2022, San Pablo Ave. Multimodal Corridor Study Phase 2 presentation to the WCCTAC Board of Directors
- B. Alameda County Transportation Commission project fact sheet for San Pablo Ave. Multimodal Corridor Study Phase 2
- C. Alameda County Transportation Commission Summary of Upcoming Actions

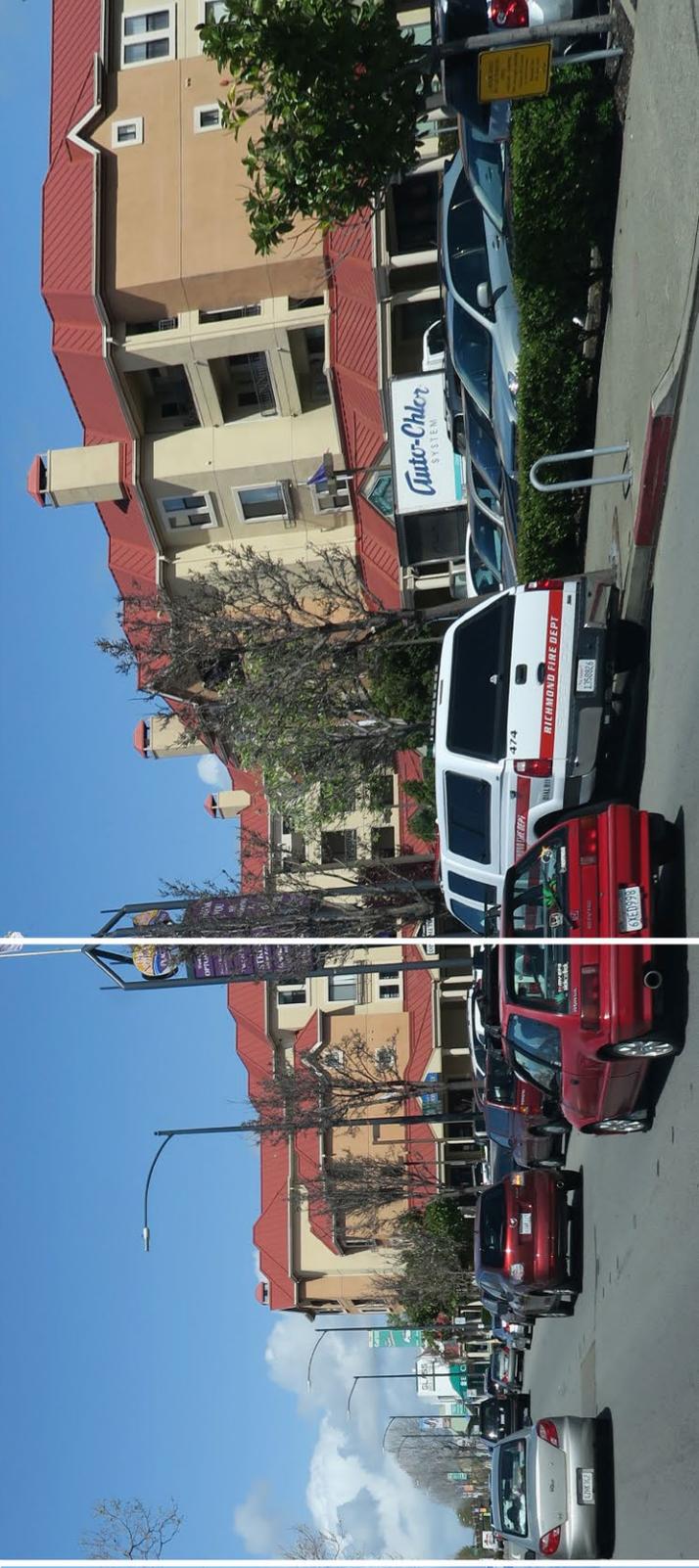


SAN PABLO AVENUE MULTIMODAL CORRIDOR STUDY PHASE 2

WCCTAC Board Presentation



March 2022





Agenda



Presentation Goal: Provide project update, discuss recent project findings, and prepare for upcoming evaluation summary

Topics:

- Project Background and Need
- Existing Conditions and Future Transit Performance
- Project Alternatives Development Process
- Center-running and Side-running Alternatives and Station Placement
- Transit Service Assumptions and Analysis
- Next Steps and Key Discussion Questions



Project Background - Phase 1

- Started in Fall 2017 and concluded in Fall 2019
- Effort led by Alameda CTC with financial support and involvement by WCCTAC and CCTA
- Study area extended from downtown Oakland to Hilltop Mall





Project Background - Phase 1 Outreach in Contra Costa County

Round 1 (Fall 2017-Summer 2018)

-  515 map-based survey engagements (3 languages)
-  Merchant loading survey
-  Focus group meetings
 - Bus-riders and seniors & people with disabilities

Feedback Received:

- Approximately half of respondents supported concepts that included a dedicated bus lane
- About one-third supported keeping existing conditions
- About one-third supported concepts that provided a dedicated bike lane
- Strong emphasis on crossing improvements and improved safety for pedestrians and cyclists

Round 2 (Spring 2019)

-  597 online & 51 intercept surveys
-  3 Pop-up events
-  Community meeting
-  Focus group meetings
 - Bus-riders, seniors & people with disabilities, bicyclists

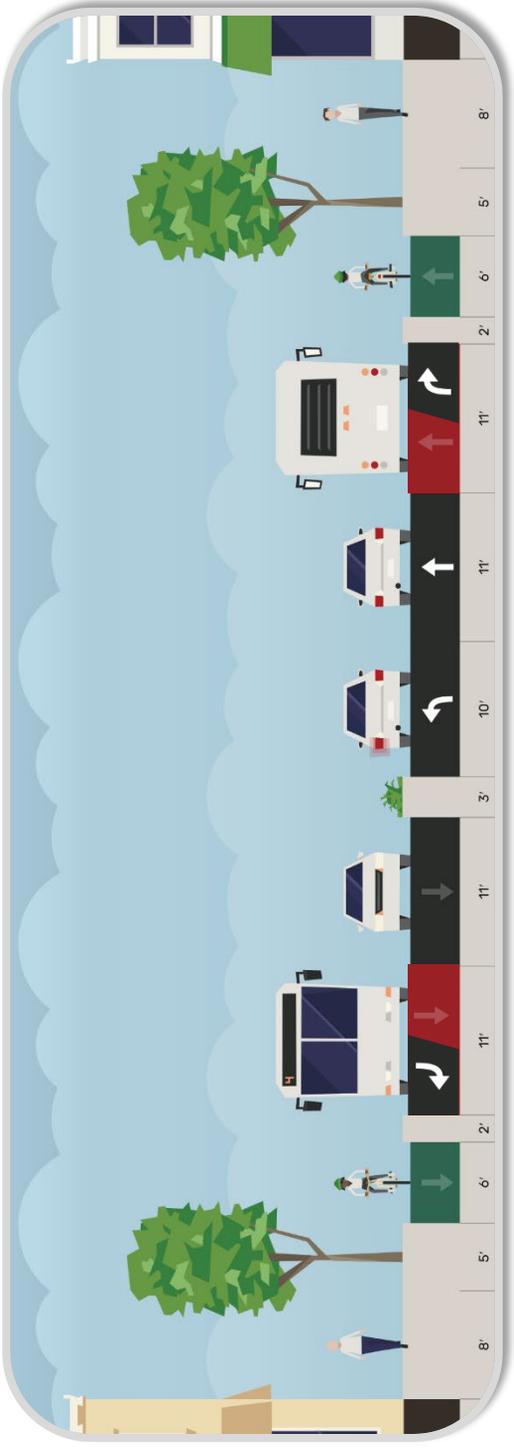


Project Background - Phase 2 in Alameda County

Near-Term Design Concept



- One traffic lane, side-running bus lane, protected bike lane, parking and loading will be moved to side streets
- Accomplish project priorities
 - Dedicated space for bike and transit
- Reflect community preferences
- Follow design constraints
 - Within ROW and curb-to-curb widths and accommodates design vehicles





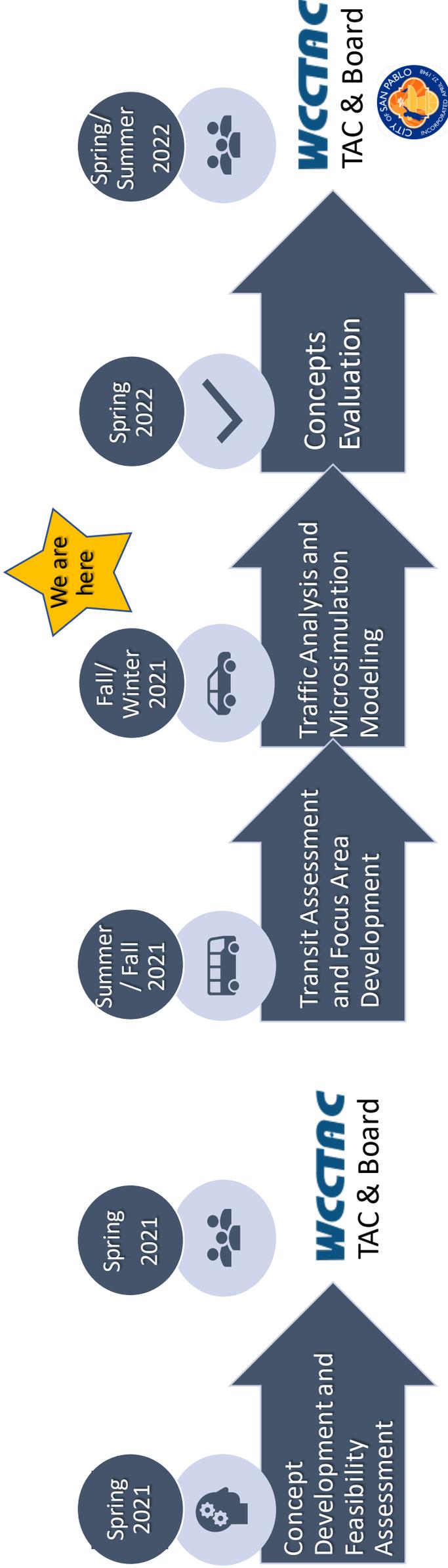
Project Background - Phase 2 in Contra Costa County

- Extends through three cities
- Includes seven agency partners
- Adjacent to two BART stations





Project Background - Phase 2 Project Process





Project Need - Transit

Service on 72-series routes every 6.7 minutes south of Macdonald Ave

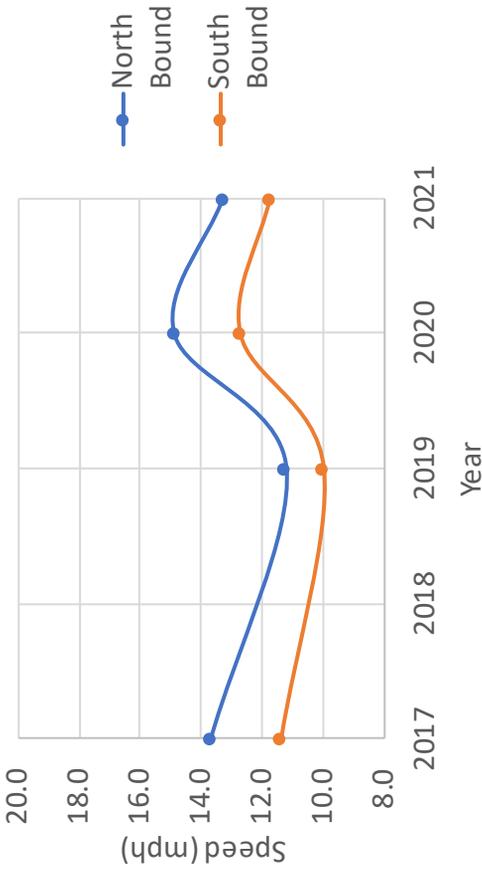
5 of top 10 ridership stops on Phase 1 corridor are in Contra Costa County, including the top 2 (El Cerrito del Norte, Contra Costa College)

- Approximately 12,500 riders per day on the Phase 1 corridor (2018)

4 of the 7 slowest bus travel speed segments on Phase 1 corridor are in Contra Costa County

- In both peak periods, both local and Rapid buses spend more time delayed due to congestion than their free flow travel time and dwell combined
- Bus is currently about 30% slower than auto and speeds have consistently been degrading

Line 72 - Transit Speed no Dwell - All Day



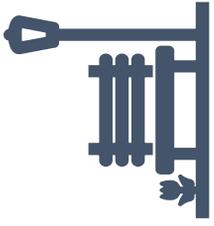
Line 72R - Transit Speed no Dwell - All Day



Data represents Contra Costa County segments within study area
Data Source: AC Transit



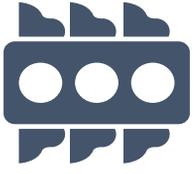
Project Need - Bicycle and Pedestrian



Very narrow sidewalks in northern portion of corridor (7 feet or less, including street trees)



Existing parallel network significantly degrades north of Barrett Avenue (Richmond)



Pedestrian volumes are very high (more than 50 per leg in the peak hour) at several intersections



High level of traffic stress (Level 4) for bicyclists



Long gaps (up to ¼ mile) in select locations between protected pedestrian crossings of San Pablo Avenue



Project Need - Auto



Highest peak-hour/peak-direction volumes of anywhere on corridor north of Rumrill Blvd in San Pablo (approx. 2,100). Most segments in Contra Costa County are between 1,200 and 1,500 cars per direction in the peak hour, somewhat higher than in Alameda County (which peaks at around 1,300)



Largest potential market for shift from auto to bus identified as between Alameda-Contra Costa County line and El Cerrito-Richmond border based on trip characteristics, such as trip length and proximity of origins and destinations to corridor

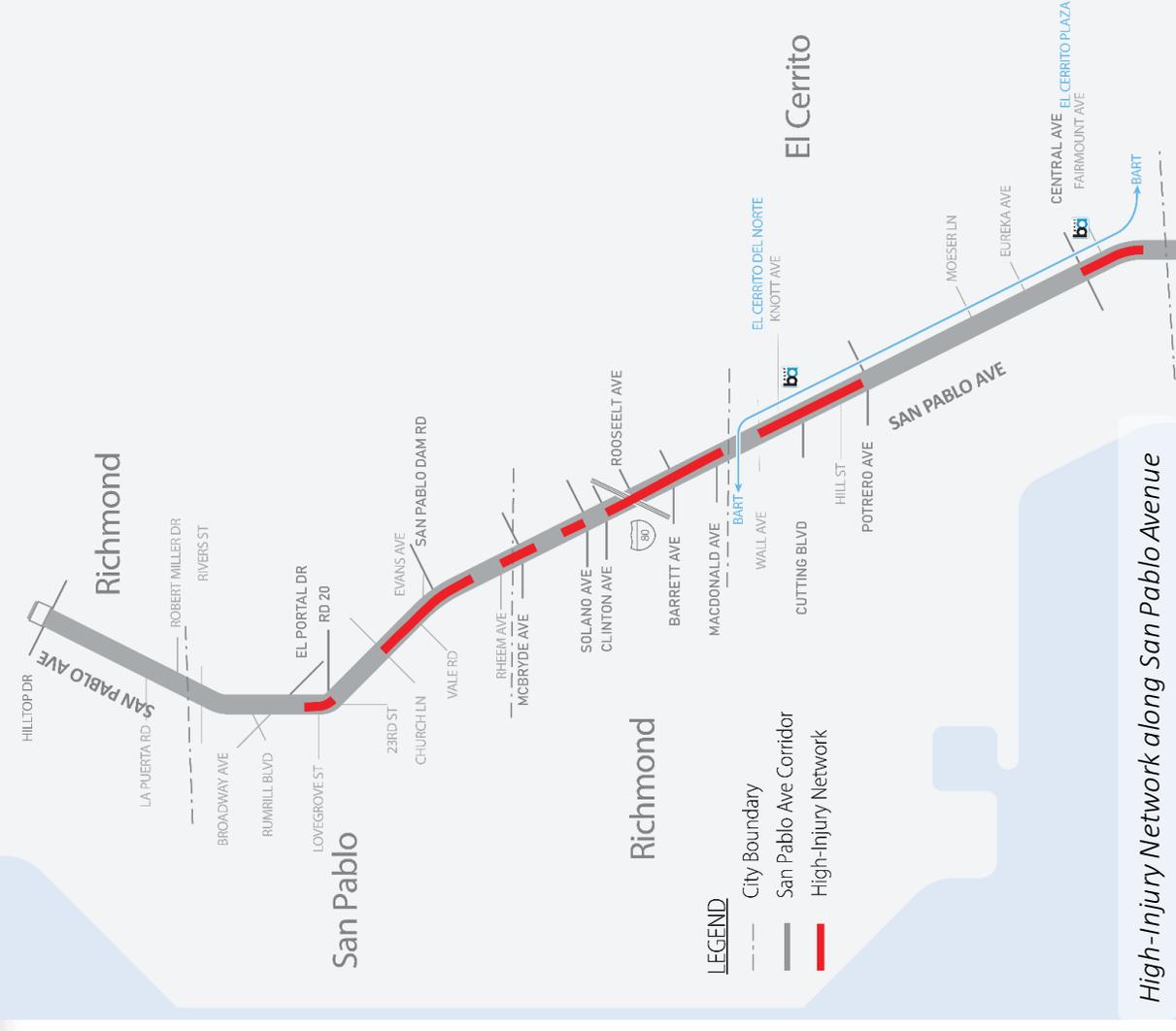


Highest volume and proportion of pass-through trips occurs between El Cerrito-Richmond border and Road 20. For the corridor as a whole, 1/3 of auto trips are just passing through



Existing Conditions – High Injury Locations

- 225 collisions resulting in injury or fatality between 2015 and 2019 within study area
 - 293 total injuries or fatalities
 - Pedestrians: 2 fatalities, 46 injuries (1 additional fatality in 2020)
 - Cyclists: 25 injuries
- Pedestrians hit while in crosswalk for 54% of pedestrian injury collisions

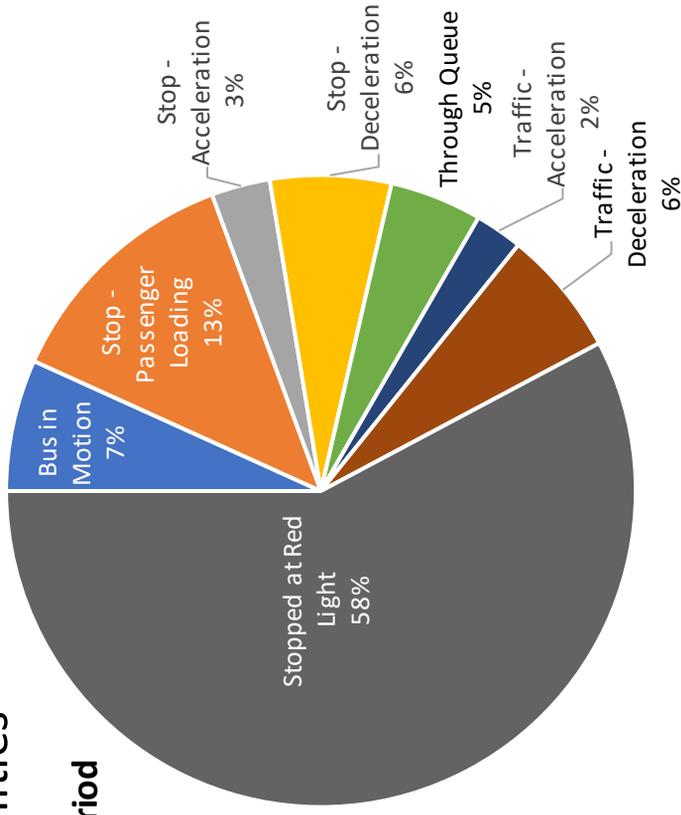




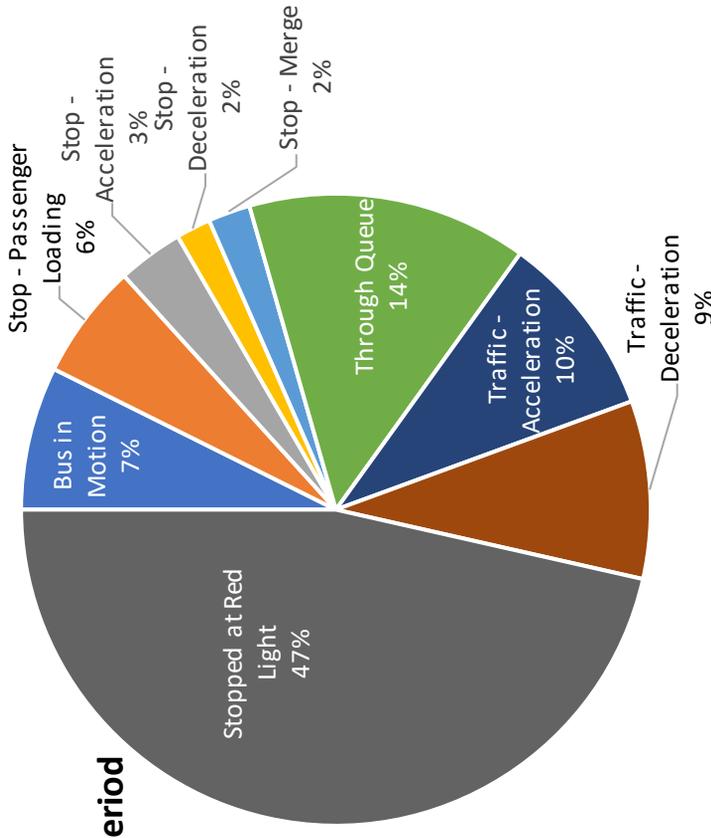
Existing Conditions - Speed & Delay Summary

- Performed data analysis and field observations at 8 locations with low bus speeds to identify causes of bus delay
- Traffic delay and congestion was responsible for more than 70% (AM) and 80% (PM) of total travel time
- Identifies significant opportunity to improve transit speed and reliability with dedicated transit facilities

AM Peak Period



PM Peak Period





Projected Future 2035 Transit Performance

- Congestion and delay within the corridor will increase in future
 - Forecast 69% increase in network-wide PM traffic delay between 2017 and 2035
 - Forecast 51% increase in northbound travel time for Route 72R between 2017 and 2035
 - 12 additional minutes of travel time
 - Without transit priority improvements, will require more operating funds to operate the same service
- Will reduce overall mobility and access to economic opportunity

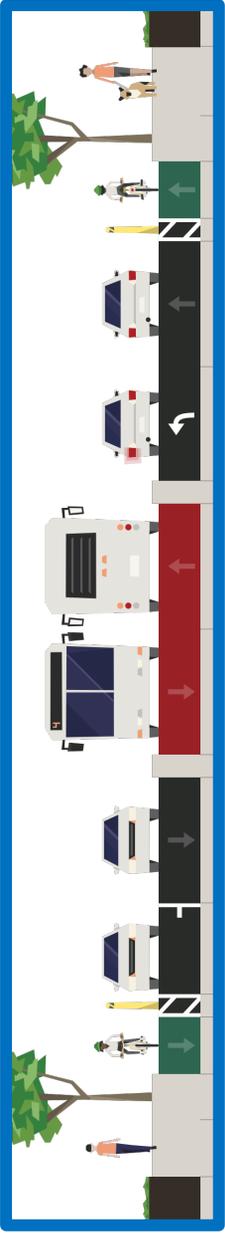




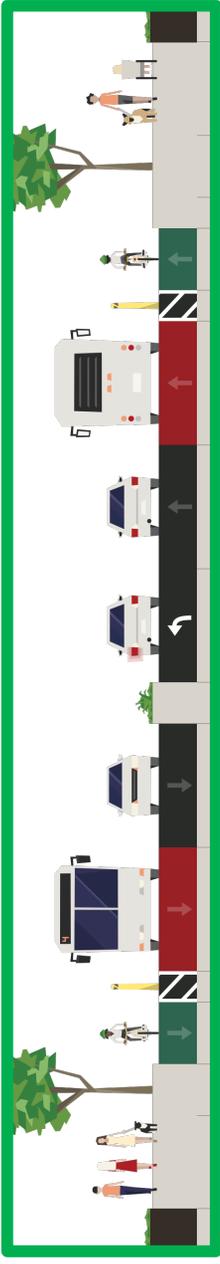
Project Alternatives Development Process - Range of Alternatives

- Started with identification of cross-section options (at least 5 per corridor segment) within existing curb-to-curb width
- Examined re-allocation of roadway space between bus, bike, auto, parking, and median
- Presented to TAC and Board in Spring 2021

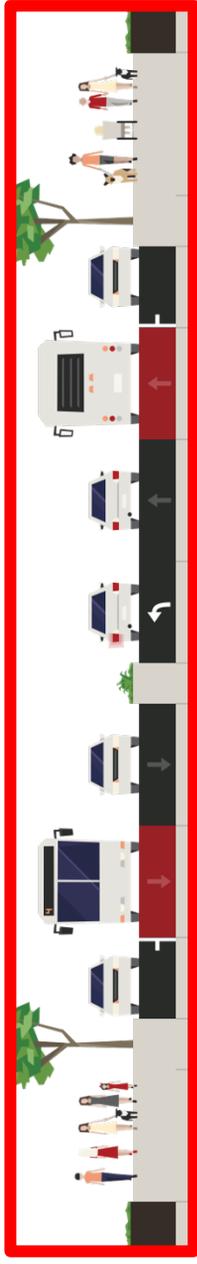
Center-running Transit Lane



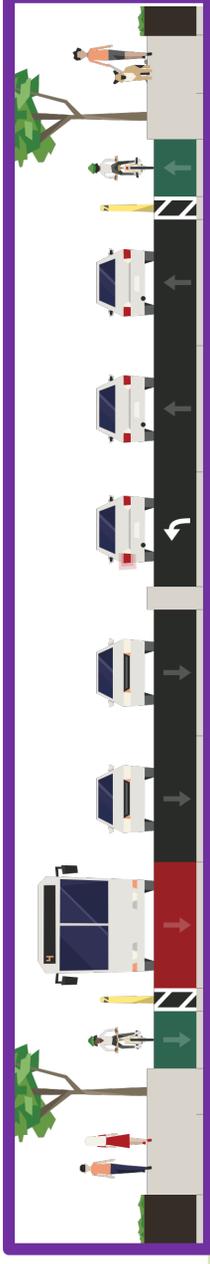
Side-running Transit Lane with Protected Bike Lanes



Side-running Transit Lane with Parking

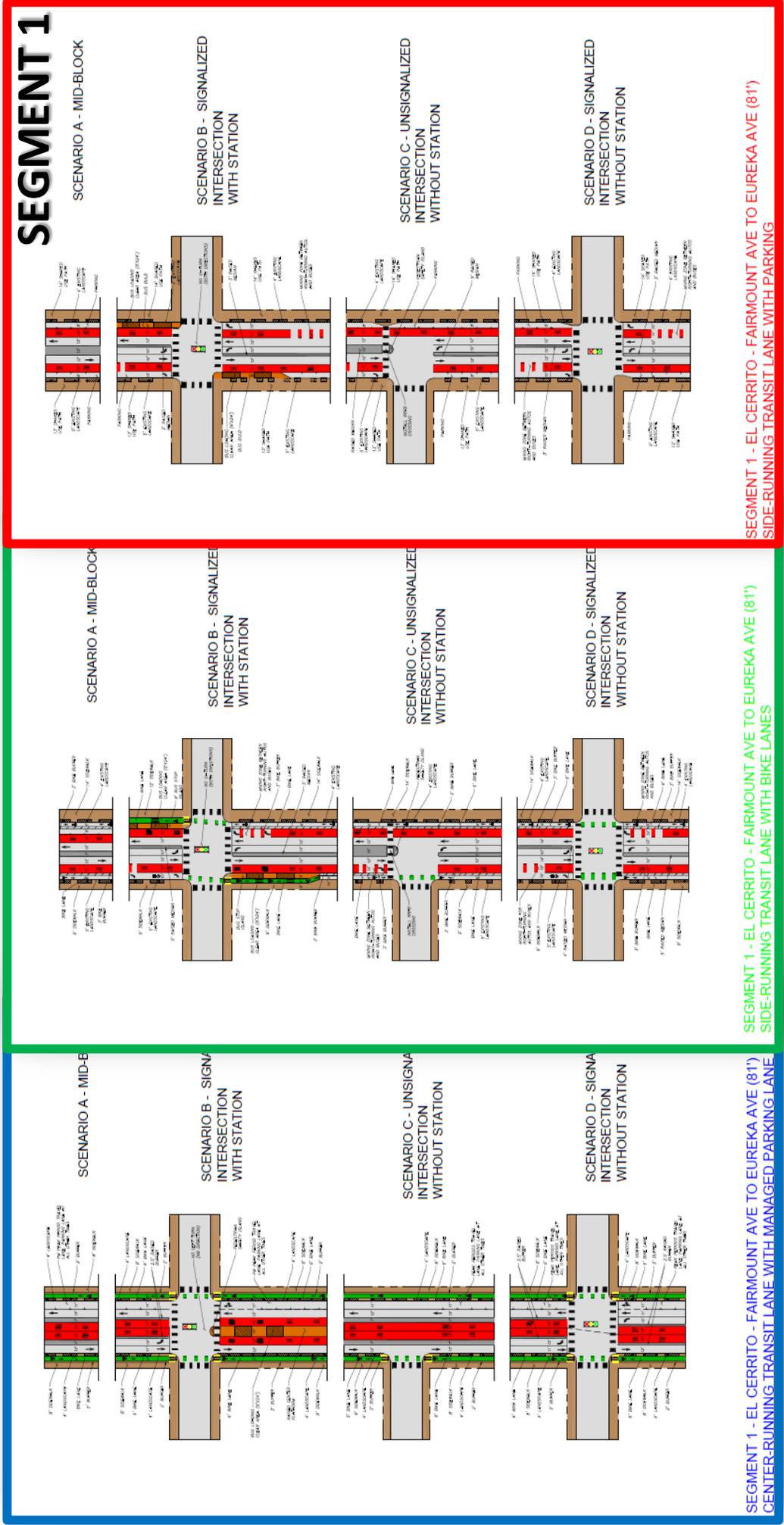


Limited Transit Improvements With Bike Lanes





Project Alternatives Development Process – Prototypes by Segment



SEGMENT 1 - EL CERRITO - FAIRMOUNT AVE TO EUREKA AVE (81')
CENTER-RUNNING TRANSIT LANE WITH MANAGED PARKING LANE

SEGMENT 1 - EL CERRITO - FAIRMOUNT AVE TO EUREKA AVE (81')
SIDE-RUNNING TRANSIT LANE WITH BIKE LANES

SEGMENT 1 - EL CERRITO - FAIRMOUNT AVE TO EUREKA AVE (81')
SIDE-RUNNING TRANSIT LANE WITH PARKING



San Pablo Avenue Alternatives

Selected for Microsimulation Modeling

Segment	Selection A	Selection B	Other Alternatives
1. El Cerrito Fairmount Ave to Eureka Ave (81')			
2. El Cerrito Schmidt Ln to Potrero Ave (83')			
3. El Cerrito/ Richmond Wall Ave to I-80 (80')			
4. Richmond Solano Ave to Rheem Ave (76')			
5. San Pablo Vale Rd to Road 20 (70')			
6. San Pablo Lovegrove St to Rumrill Blvd (83')			
7. San Pablo/ Richmond Lake St to Rivers St (86')			



Center-running Alternative Considerations



Transit

- Eliminate conflicts with drop-offs, deliveries, parking maneuvers, and right-turning movements, providing greatest benefit to transit travel time
- Easier to provide effective signal timing/transit signal priority to optimize transit reliability
- Challenges to allow use of lanes by non-BRT buses
- Stations in middle of roadway may be a less desirable waiting environment

Bicycle/Pedestrian

- No modifications or reduction in pedestrian realm needed at stations to accommodate bikes

Auto/Parking

- Opportunity with auto/parking managed lane in El Cerrito to retain peak period capacity in one direction
- Left-turn prohibited for one or both movements from San Pablo Ave at stations due to lack of space
- Eliminates unsignalized left-turn movements, requiring additional traffic signals and/or limitations to community access

Implementation

- Generally higher cost and more difficult to construct with limited opportunities for phased implementation



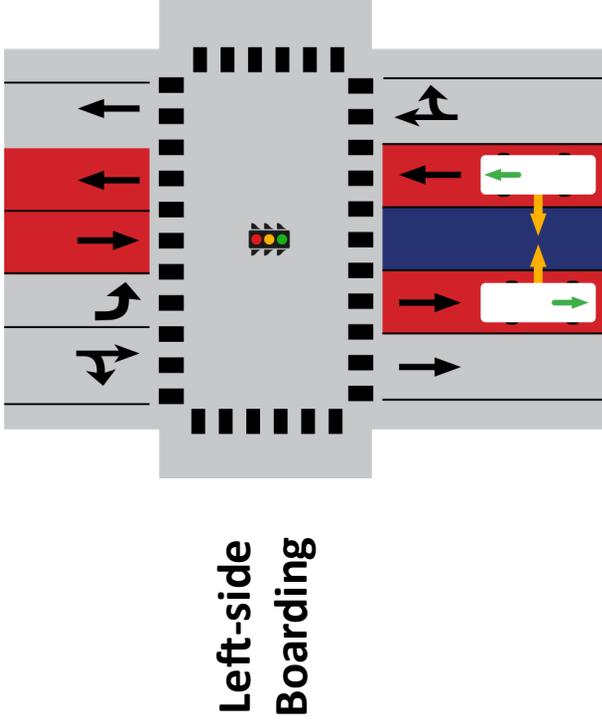


Center-Running BRT Station Placement

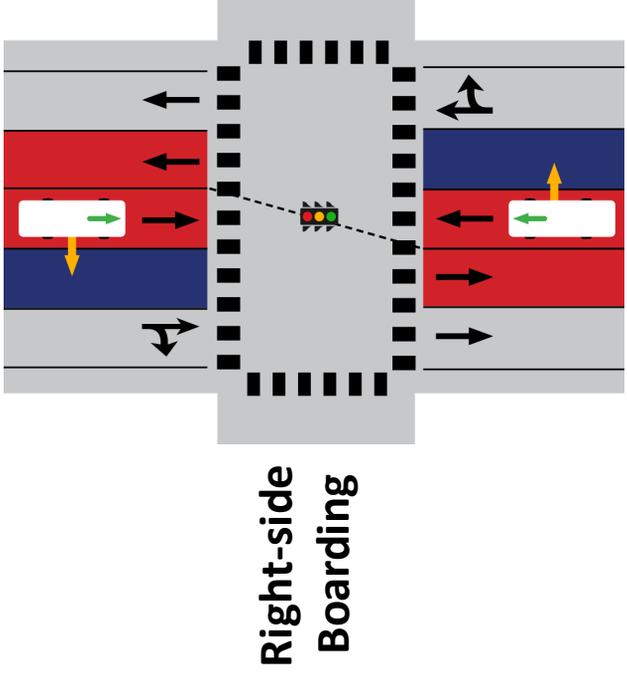
- BRT stations are placed in the median and accessed via crosswalks at existing or new signals
- No mixing of buses and bikes required at stations
- Station configuration option



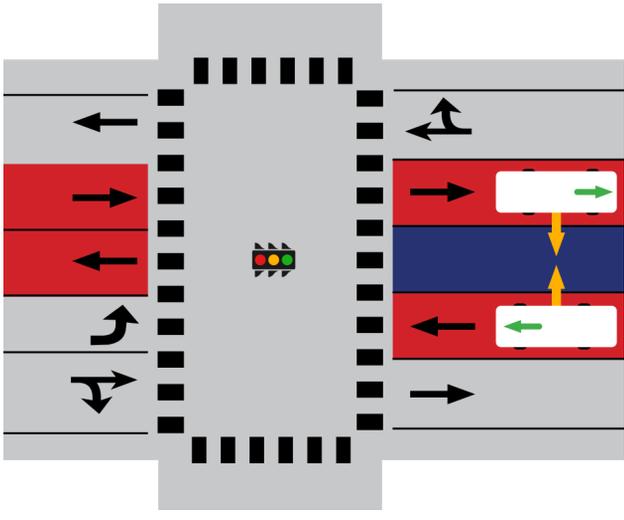
Image Source: Google



Left-side Boarding



Right-side Boarding



Contra-flow Bus Service



Side-running Alternative Considerations

Transit

- Reduces queue delay for buses at traffic signals, improving transit travel time and reliability
- Conflicts with drop-offs, deliveries, parking maneuvers, and right-turning movements limit benefits of transit lane
- Conflicts with driveways may constrain station placement
- Greater flexibility in use of bus lane by other bus routes
- Lanes are prone to encroachment from autos



Bicycle/Pedestrian

- Further separates pedestrians and cyclists from auto traffic

Auto/Parking

- May provide greater flexibility to retain loading areas in certain locations with shared bus/bike lane; however, to detriment of both bus and bike facility quality
- No turn restrictions needed at stations or unsignalized intersections



Implementation

- Easier to implement in the near-term with striping modifications and potentially at lower cost

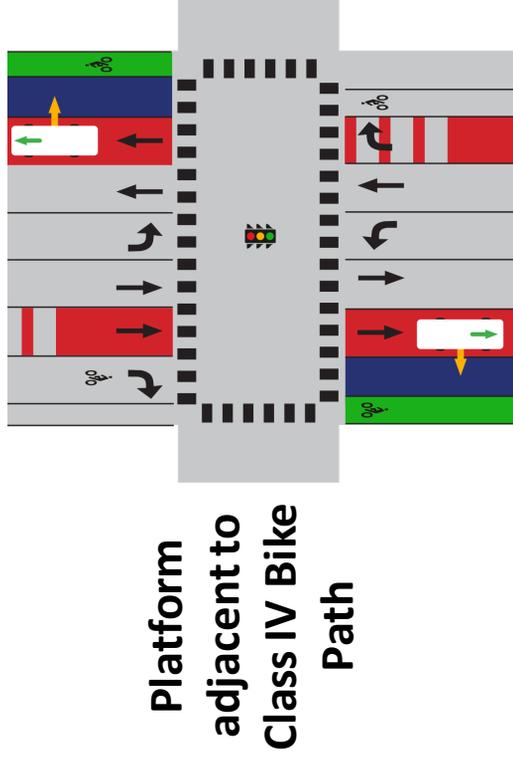
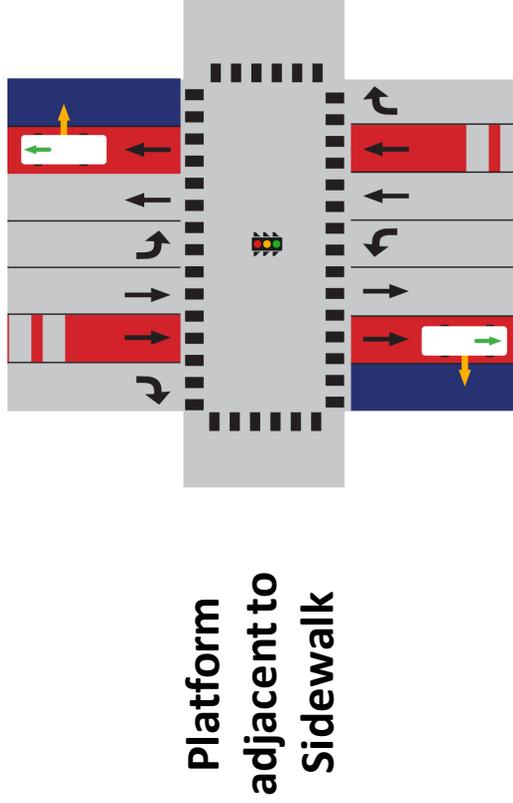


Side-running BRT Station Placement

- BRT stations are placed on bus islands or bus bulbs depending on presence of a bike lane
- Curbside BRT stations can be used by other local routes on the corridor
- Additional bus stops may be required for local or school routes



Image Source: Kimley-Horn





Transit Service Assumptions

- Route 72 series consolidated into a BRT with a headway of less than 7 minutes
- Existing Rapid (1/2 mile) and Local (1/6 mile) stop spacing converted into a “Hybrid” spacing every 1/3 mile
- Allows for improved transit frequency, travel time, and reliability
- Avoids conflicts between buses within bus lanes
- Trade-off is longer walk for some transit users



Image Source: Google



Transit Service Analysis - Bus Stop Spacing Summary

- Identified potential BRT Stations, ideally spaced every 1/3 mile (1,760 ft)
 - Stops placed at key transfer points, near major activity centers, and at high ridership locations
- Stop placement to be refined in subsequent phases based on community input and further analysis of key destinations and geometric constraints
- Summary of changes
 - 73% increase in number of stops with high frequency service
 - 31%-49% decrease in number of local stops with elimination of local route

	Existing	Center-Running	Side-Running
Number of Rapid/BRT Stops	11 NB/11 SB	19 NB/19 SB	19 NB/19 SB
Number of Stops with Local Service	35 NB/35 SB	20 NB/18 SB	23 NB/24 SB
Average Rapid/BRT Spacing	3,100'	1,900'	1,800'
Average Local Stop Spacing	1,000'	N/A*	N/A*

*Local stops would only be placed in segments with existing local bus service (Lines 7, 74, 76, and school routes)



Transit Service Analysis - Station Access Impacts Summary

	Center-Running	Side-Running
Percentage of Passengers with No Change to Stop	65%	62%
Percentage of Passengers More Service at Existing Local Stop	1%	10%
Percentage of Passengers with Relocated Stop (moved <100')	<1%	1%
Percentage of Passengers whose Existing Stop is Removed	33%	27%
<i>Average Additional Walk Distance to Hybrid BRT Stop (weighted by ridership)</i>	160'	95'



Next Steps – Current Project Phase

- VISSIM Micro-simulation Analysis of Build Alternatives
 - Transit travel time and reliability
 - Auto travel time and delay
 - Auto diversion
- Evaluation Summary
 - Summarize project need
 - Identify trade-offs between alternatives by segment
 - Transit – travel time, reliability, bus stop access, ridership potential, and other BRT benefits
 - Bicycle and pedestrian – safety and connectivity
 - Autos – diversion, delays, safety, and effects on parking
 - Magnitude of improvement costs
 - Construction impacts
 - Implementation considerations



Next Steps – Upcoming Meetings

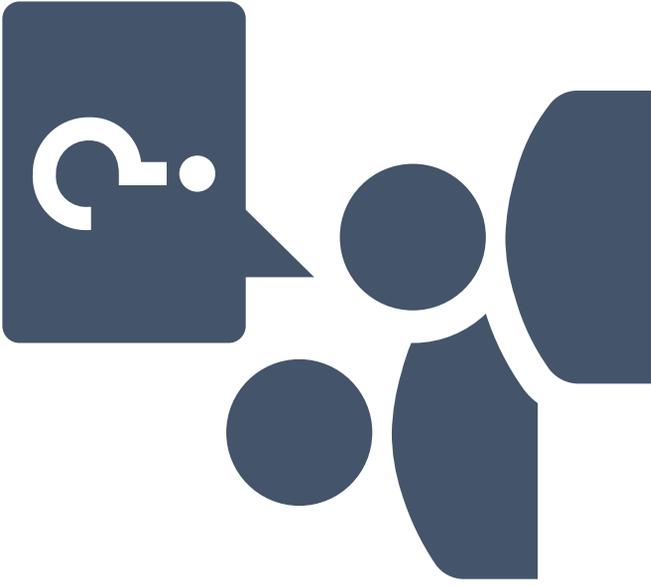
Agency	Meeting Date
WCCTAC TAC	Thurs. April 14 (tentative)
WCCTAC TAC	Thurs. May 12
WCCTAC Board	Fri. May (TBD)
San Pablo Council	Mon. June 6
El Cerrito Council	Tues. June 7
Richmond Council	Tues. June 28
AC Transit Board	Wed. June 22 (tentative)





Key Discussion Questions

- Are there particular trade-off considerations that should be emphasized as part of the evaluation summary presentation?
- Are these concepts, in which bikes, peds and transit are given higher priority, consistent with your jurisdiction's vision for SPA?
- To help prepare for the upcoming meetings in your jurisdictions, what are the concerns or issues we want to be aware of?
- Broadly, what tradeoffs are jurisdictions willing to make to encourage transit use along the corridor?



San Pablo Avenue Corridor Project

PROJECT OVERVIEW - SPRING 2022



Project Overview

What is the San Pablo Avenue Corridor Project?

The project will implement improvements to make San Pablo Ave function better and be safer for people who walk, bike, drive and take the bus.

Why are changes needed to San Pablo Avenue?

San Pablo Ave is one of the streets with the most injuries and collisions in all of Alameda County. Three quarters of collisions with pedestrians happen in crosswalks and speeding is one of the largest causes of collisions. **There is an urgent need to make the street safer for everyone.**

San Pablo Ave also carries some of the highest bus ridership in Alameda County, but buses are often slow and unreliable due to traffic congestion. **To support current riders along with planned growth along the corridor, it is critical to make the bus faster, more reliable, and more competitive with driving.**

For More Information or to Get Involved:

- Visit our project website at: www.alamedactc.org/sanpablo
- For questions on the project, to request a presentation to your community group, or to be added to the project email list and learn about upcoming opportunities to provide input, please contact sanpabloave@alamedactc.org.

If you need this information in a different format, please call (510) 208-7400 or email contact@alamedactc.org

如果您需要其他格式的信息，請致電 (510) 208-7400 或發送電子郵件至 contact@alamedactc.org

Si necesita esta información en un formato diferente, llame al (510) 208-7400 o envíe un email a contact@alamedactc.org

Expected Project Schedule

Stakeholder engagement	Winter 2021-22
Design decision	Spring 2022
Design	2022-23
Construction ¹	2024-25

1. Construction schedule depends on funding availability.

Project Limits



San Pablo Avenue Corridor Project

PROJECT OVERVIEW - SPRING 2022



Phase 1 - Background

Between 2017 and 2020, Phase 1 of this Project conducted analysis and community engagement to establish a long-term vision for the corridor. A wide variety of configurations were considered for San Pablo Ave. However, given the limited right-of-way, each alternative required tough trade-offs.

During public engagement, participants expressed strong support for making walking safer and buses more reliable. There was also widespread support for safer bike facilities on San Pablo Ave and/or on nearby bike routes. The greatest support for significant changes to San Pablo Ave was in Oakland and Emeryville, especially for a bus lane to make buses faster and more reliable. Community members, elected officials and partner agencies agreed that addressing safety with improvements for bus and bike riders is an important first step for the San Pablo Ave Corridor Project.

Longer-Term Improvements

What about San Pablo Avenue in Contra Costa County?

Contra Costa County is continuing to plan for improvements along San Pablo Ave through the cities of El Cerrito, San Pablo and Richmond. To learn more about the project in Contra Costa, email lgreenblat@wcctac.org.

What's in store for San Pablo Avenue in the medium to long-term?

Once the near-term safety, bus, and bike improvements are implemented, they will be subject to a robust evaluation that includes seeking public feedback. The findings of that evaluation will help inform future improvements to the corridor.

Phase 2 - Near-Term Improvements

What improvements are coming to San Pablo Avenue?

Near-term safety and transit improvements are planned for construction as quickly as possible.



Existing Conditions on San Pablo Avenue

Near-Term Safety Enhancements

In Oakland, Emeryville, Berkeley, and Albany, enhancements will include more high-visibility and signalized crosswalks, improved bike crossings, upgraded lighting at bus stops and at crosswalks, and accessibility upgrades to serve people with disabilities.

Near-Term Bus/Bike Improvements: Oakland, Emeryville & South Berkeley

In this segment, designs for side-running bus lanes on San Pablo Ave are advancing with consideration of protected bike lanes. The process includes robust stakeholder engagement to discuss the conversion of the curbside lane to a bike lane and understand the viability of alternative loading and parking options.

Near-Term Bus/Bike Improvements: Berkeley & Albany

In-lane Rapid bus stops with curb bulb-outs will reduce delays and improve reliability for the bus. Bike routes parallel to San Pablo Ave will be improved, including traffic circles and other traffic-calming measures, enhanced crossings of major streets, and upgraded signage. Dedicated bus lanes and/or bike lanes on San Pablo Ave may be considered in the future.

San Pablo Avenue Corridor Project

NEAR-TERM SAFETY ENHANCEMENTS



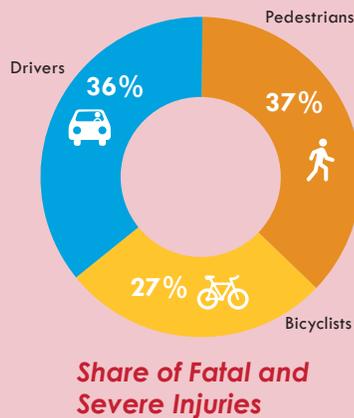
Overview

Communities along San Pablo Ave have said that improving safety, especially for pedestrians, is the most urgent priority for the corridor. San Pablo Ave is one of the streets with the most injuries and collisions in all of Alameda County.

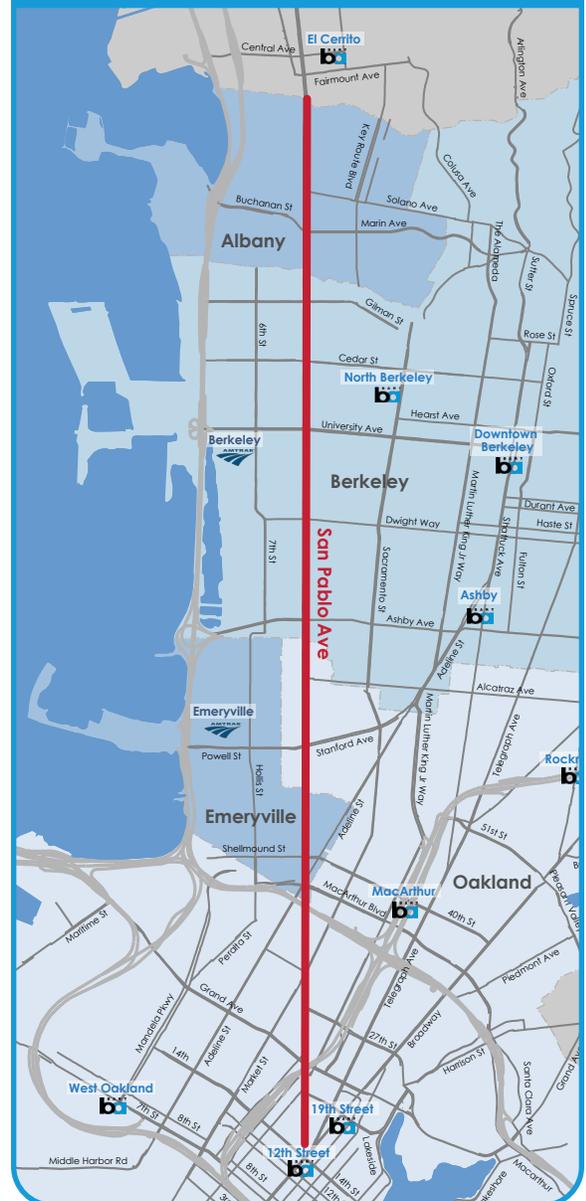
In Oakland, Emeryville, Berkeley and Albany, safety enhancements will include more high-visibility and signalized crosswalks, improved bike crossings, upgraded lighting at bus stops and at crosswalks, and accessibility upgrades for those with disabilities.

Collisions

While people walking and biking along San Pablo Avenue constitute less than 10% of those traveling on the corridor, they are victims of 64% of fatalities and severe injuries. Most of these collisions occur within 100 feet of an intersection, and speeding is a common cause. To make San Pablo Ave safer, proposed improvements focus on intersections and reducing auto speeds.



Project Limits



For More Information or to Get Involved:

- Visit our project website: www.alamedactc.org/sanpablo
- For questions on the project, to request a presentation to your community group, or to be added to the project email list and learn about upcoming opportunities to provide input, contact sanpabloave@alamedactc.org

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San Pablo Avenue Corridor Project

NEAR-TERM SAFETY ENHANCEMENTS



Safety Treatments



Rectangular Rapid Flashing Beacons are flashing lights that warn drivers when pedestrians are in the crosswalk.



Pedestrian Hybrid Beacons are traffic signals that pedestrians or bicyclists activate to require vehicles to stop.



Pedestrian and Bus Stop Lighting improves the visibility and comfort for pedestrians walking along and crossing the street, or at a bus stop.



Bulb-Outs/Curb Extensions bring the curb into the street to shorten crossing distances and increase visibility for pedestrians and vehicles.



Pedestrian Refuges provide space in the center median for pedestrians to wait to safely cross the second half of the street.



Image: NACTO

High Visibility Crosswalks are pavement markings that are more visible to drivers and therefore allow for safer street crossings for pedestrians.

San Pablo Avenue Corridor Project

Upcoming Action



Dear San Pablo Avenue stakeholders,

You have expressed interest in updates regarding the San Pablo Avenue Corridor Project (Project). The Project aims to improve safety for all users, transit efficiency, and placemaking along the corridor. This email provides an update on a recommended near-term project concept and upcoming actions for the Project. More information and full background on the Project is available on the website:

www.alamedactc.org/sanpablo.

Project Background

In 2020, Alameda County Transportation Commission (Alameda CTC) completed a long-term visioning phase for the future of San Pablo Avenue (San Pablo) in partnership with West Contra Costa Transportation Committee, Contra Costa Transportation Authority, cities, AC Transit, and Caltrans. Phase 1 showed clear needs for improvement along the corridor, in particular:

- **Safety:** San Pablo has one of the highest incidents of injury collisions in Alameda County.
- **Transit Speed and Reliability:** San Pablo is one of the highest-ridership bus corridors in the East Bay, however buses are often slow and unreliable because they are stuck in traffic.
- **Economic Vitality and Growth:** San Pablo serves as a main commercial street for many diverse communities. The street needs to support a strong local economy and accommodate growth.

Based on Phase 1 planning and public engagement, Alameda CTC is advancing near-term improvements along the corridor through Oakland, Emeryville, Berkeley, and Albany in the next 3-5 years, depending on funding availability. Contra Costa County is working to refine a long-term vision for the corridor in the cities of El Cerrito, San Pablo and Richmond (for more on the Contra Costa project, you can email SPA-Multimodal-Study@wcctac.org).

Near-Term Project in Alameda County

The near-term project concept includes:

- **Pedestrian and bicycle crossing improvements** in Oakland, Emeryville, Berkeley, and Albany to reduce injuries and collisions.
- **Bulbouts at Rapid bus stops** to allow Rapid buses to stop in the lane to pick up and drop off passengers in Berkeley and Albany (north of Ashby Avenue).
- **Targeted safety improvements to well-used bike routes** parallel to San Pablo in Berkeley and Albany (like 9th Street and Kains Avenue).
- **Bus lanes and bike lanes on San Pablo** in Oakland, Emeryville, and South Berkeley where support was greatest for major changes to the street and where parallel bike facilities are poor (bus lanes to Ashby Avenue and bike lanes to Russell Street/Heinz Avenue).

These near-term improvements are projected to improve bus speeds and bus reliability; create safer, more comfortable bicycling facilities along the corridor; and improve safety for all roadway users.

Upcoming Actions

Staff has evaluated conceptual designs, assessed project impacts and benefits, and conducted focus groups and door-to-door storefront outreach in Oakland and Emeryville to discuss parking and loading needs and solutions. **In March, staff will request Commission approval of the above project concept.** Securing consensus on a project concept in spring 2022 is critical to enabling Alameda CTC to submit funding applications, and advance the preliminary engineering, Caltrans approvals, and environmental process this summer.

For more project information, visit www.alamedactc.org/sanpablo. If you have questions or would like to be on our email list, contact sanpabloave@alamedactc.org.

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CONNECT CONTRA COSTA

Planning for Tomorrow's Transportation

Do you travel in Contra Costa County?

Please join the Contra Costa Transportation Authority as we update important transportation plans in your area!

Do you have ideas about what transportation should look like now and in the future?



We want to hear from you!

In-person Pop-Up Events between March 5 and March 29, 2022

Virtual Workshops in March and April

Come tell us how you get around, what barriers you face, and how our transportation system can be more connected, safe, equitable, and resilient to climate change.



Learn more about our plans, get involved, and share your thoughts at:

ccta.net/ctp or by scanning the QR code.



CONTRA COSTA
transportation
authority



..... CONECTA CONTRA COSTA

Planificación para el transporte del mañana

¿Viajas en el Condado de Contra Costa?

¡Únase a la Autoridad de Transporte de Contra Costa mientras actualizamos importantes planes de transporte en su área!

¿Tiene ideas sobre cómo debería ser el transporte ahora y en el futuro?



¡Queremos saber de ti!

Eventos "pop-ups" en persona entre el 5 de marzo y el 29 de marzo de 2022

Talleres virtuales en marzo y abril

Venga a decirnos cómo se mueve, qué barreras enfrenta y cómo nuestro sistema de transporte puede estar más conectado, seguro, equitativo y resistente al cambio climático.



Obtenga más información sobre nuestros planes, participe y comparta sus pensamientos en:

ccta.net/ctp o escaneando el código QR.



CONTRA COSTA
transportation
authority



El Cerrito

Hercules

Pinole

March 10, 2022

Mr. Tim Haile, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: February 2022 WCCTAC Board Meeting Summary

Dear Tim:

The WCCTAC Board, at its meeting on February 25, 2022, took the following actions that may be of interest to CCTA:

1. Adopted Resolution 22-04 AB 361 Resolution to Continue Teleconferenced Meetings.
2. Approved: Ad Hoc Subcommittee to review the performance of the WCCTAC Executive Director consisting of Chair Johnson, Vice-Chair Fadelli, and Director Kelley.
3. Authorized WCCTAC Staff to restart the Travel Training program in May 2022.

If you have any questions, feel free to contact me.

Sincerely,

A handwritten signature in blue ink that reads "John Nemeth".

John Nemeth
Executive Director

cc: Tarien Grover, CCTA

Richmond

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

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ACRONYM LIST. Below are acronyms frequently utilized in WCCTAC communications.

ABAG: Association of Bay Area Governments
ACTC: Alameda County Transportation Commission
ADA: Americans with Disabilities Act
APC: Administration and Projects Committee (CCTA)
ATP: Active Transportation Program
AV: Autonomous Vehicle
BAAQMD: Bay Area Air Quality Management District
BATA: Bay Area Toll Authority
BCDC: Bay Conservation and Development Commission
Caltrans: California Department of Transportation
CBTP: Community Based Transportation Plan
CCTA: Contra Costa Transportation Authority
CEQA: California Environmental Quality Act
CIL: Center for Independent Living
CMAAs: Congestion Management Agencies
CMAQ: Congestion Management and Air Quality
CMIA: Corridor Mobility Improvement Account (Prop 1B bond fund)
CMP: Congestion Management Program
CSMP: Corridor System Management Plan
CTC: California Transportation Commission
CTP: Contra Costa Countywide Comprehensive Transportation Plan
CTPL: Comprehensive Transportation Project List
DEIR: Draft Environmental Impact Report
EBRPD: East Bay Regional Park District
EIR: Environmental Impact Report
EIS: Environmental Impact Statement
EVP: Emergency Vehicle Preemption (traffic signals)
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
FY: Fiscal Year
HOV: High Occupancy Vehicle Lane
ICM: Integrated Corridor Mobility
ITC or RITC: Hercules Intermodal Transit Center
ITS: Intelligent Transportations System
LOS: Level of Service (traffic)
MOU: Memorandum of Understanding
MPO: Metropolitan Planning Organization
MTC: Metropolitan Transportation Commission
MTSO: Multi-Modal Transportation Service Objective

NEPA: National Environmental Policy Act
O&M: Operations and Maintenance
OBAG: One Bay Area Grant
PAC: Policy Advisory Committee
PASS: Program for Arterial System Synchronization
PBTF: Pedestrian, Bicycle and Trail Facilities
PC: Planning Committee (CCTA)
PCC: Paratransit Coordinating Committee (CCTA)
PDA: Priority Development Areas
PSR: Project Study Report (Caltrans)
RHNA: Regional Housing Needs Allocation (ABAG)
RPTC: Richmond Parkway Transit Center
RTIP: Regional Transportation Improvement Program
RTP: Regional Transportation Plan
RTPC: Regional Transportation Planning Committee
SCS: Sustainable Communities Strategy
SHPO: State Historic and Preservation Office
SOV: Single Occupant Vehicle
STA: State Transit Assistance
STIP: State Transportation Improvement Program
STMP: Subregional Transportation Mitigation Plan
SWAT: Regional Transportation Planning Committee for Southwest County
TAC: Technical Advisory Committee
TCC: Technical Coordinating Committee (CCTA)
TDA: Transit Development Act funds
TDM: Transportation Demand Management
TFCA: Transportation Fund for Clean Air
TEP: Transportation Expenditure Plan
TLC: Transportation for Livable Communities
TOD: Transit Oriented Development
TRANSPAC: Regional Transportation Planning Committee for Central County
TRANSPLAN: Regional Transportation Planning Committee for East County
TSP: Transit Signal Priority (traffic signals and buses)
VMT: Vehicle Miles Traveled
WCCTAC: West County Costa Transportation Advisory Committee
WETA: Water Emergency Transportation Authority