

MEETING NOTICE AND AGENDA

DATE & TIME: July 22, 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 Lateefah Simon 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 June 24, 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 June 2022. (*Attachment; Information only*).
6. **Payment of Invoices over \$10,000.** \$14,000 for Clipper Cards for the TDM Try Transit Program (*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 22-13 provides the necessary findings for the Board of Directors and TAC to continue meeting virtually. (*Attachment; Recommended Action: Adopt Resolution 22-13*).

8. **Salary Schedule Update.** The WCCTAC Board, at its June meeting, authorized staff to add two salary steps to two of WCCTAC's positions, following an in-house compensation review. The attached Resolution formalizes the change to the salary schedule. *(Attachment; Recommended Action: Adopt Resolution 22-14).*
9. **STMP Funding Agreement with the East Bay Regional Park District (EBRPD) for the Pinole Point to Point Wilson Bay Trail Gap Closure Project.** At its May 28, 2021 meeting, the WCCTAC Board allocated Sub-regional Transportation Mitigation Program (STMP) funding to seven projects, including \$500,000 to the EBRPD for the Pinole Point to Point Wilson Bay Trail Gap Closure Project. The cooperative funding agreement with the EBRPD is attached, included as an exhibit to Resolution 22-15. The agreement formalizes the Board's allocation and allows the project sponsor to receive funds. *(Attachments, Recommended Action: Adopt Resolution No. 22-15, authorizing the Executive Director to execute a Cooperative Funding Agreement with the EBRPD).*
10. **Fiscal Year 2022-23 Measure J 20b Funds for Additional Transportation Services for Seniors and People with Disabilities.** WCCTAC allocates Measure J 20b funds, *Additional Transportation for Seniors and People with Disabilities*, to five West County paratransit operators each year to supplement Program 15 funds provided by CCTA. In Fiscal Year 2023, the estimated total funding is \$715,000. Staff is recommending allocation of FY 23 20b funds to four of five paratransit operators. The attached staff report provides additional details. *(Attachment, Recommend Action: Approve FY 23 Measure J 20b allocations to El Cerrito, San Pablo, WestCAT, and the East Bay Paratransit Consortium).*
11. **TFCA Funds for the El Cerrito Del Norte Complete Streets Improvement Program.** Staff and the WCCTAC TAC recommend the use of \$185,000 in Air District TFCA funds for bicycle path improvements as part of the El Cerrito Del Norte Complete Streets Improvement Project *(Attachment; Recommended Action: Approve staff recommendation).*

REGULAR AGENDA ITEMS

12. **Measure J Program 21b - Low-income Student Bus Pass Program.** The Measure J 21b program funds offer a free bus pass for low-income, qualified, high-school students using either WestCAT or AC Transit service to get to and from school. The program was impacted by the pandemic which has led to reduced demand. The WCCTAC Board is being asked to approve the CCTA allocation of 21b funds in the amount of \$2,362,823, as well as to consider adjusting program guidelines to allow qualified middle school students access to this program. *(Joanna Pallock, WCCTAC Staff and Marin Trujillo, WCCUSD staff; Attachments; Recommended Action: 1) Receive an update on the program; 2) Approve the two-year, CCTA allocation of Measure 21b funds; and 3) Amend program guidelines to allow eligible middle school students to participate in the program going forward).*

13. **West County Action Plan Update.** Contra Costa Transportation Authority (CCTA) staff and its consultants will present the working draft components of the West County Action Plan update. These have been discussed and developed with the WCCTAC TAC since the fall of 2021. The components include: Definitions, an Outline, Goals, Corridors and Routes of Regional Significance Maps, Regional Transportation Objectives (RTOs), Actions, and an Outreach Summary. Information regarding these components is included in the packet. The feedback provided by the WCCTAC Board will help to shape the official Draft Action Plan, which will be available for a review later this year. *(Torina Wilson, Placeworks; Recommended Action: Provide feedback on the draft components).*
14. **State Route 4 Corridor Vision Project.** Contra Costa Transportation Authority (CCTA) staff and its consultant will provide an update on the State Route 4 Corridor Vision Project. *(John Hoang, Planning Director – CCTA and Sasha Dansky, Principal/Vice-President - Mark Thomas); Recommended Action: Information only).*

STANDING ITEMS

15. **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
16. **General Information Items.**
 - a. Letter to CCTA Executive Director with June 24, 2022 Summary of Board Actions
 - b. Acronym List

CLOSED SESSION

17. **Public Employee Performance Evaluation**
(Pursuant to Gov. Code § 54957)
Title: Executive Director
18. **Conference with Labor Negotiators**
(Pursuant to Gov. Code § 54957.6)
Agency representative(s): Chair Johnson, Vice-Chair Fadelli, and Director Kelly.
Unrepresented employee: Executive Director, John Nemeth

RETURN TO OPEN SESSION

19. Report out from Closed Session

19. Adjourn. Next regular meeting is: September 23, 2022 @ 8:00 a.m. in the El Cerrito City Hall Council Chambers, located at 10890 San Pablo Avenue, El Cerrito

- 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: June 24, 2022**

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

STAFF PRESENT: John Nemeth, Joanna Pallock, Valerie Jenkins, Leah Greenblat, Kris Kokotaylo (Legal Counsel)

ACTIONS LISTED BY: Valerie Jenkins

Meeting Called to Order: 8:00 am

Public Comment: None

CONSENT CALENDAR

Motion by **Director Martinez-Rubin**; seconded by **Director Simon**, to approve Consent Calendar.

Yes- D. Johnson III, P. Fadelli, N. Martinez-Rubin, R. Xavier, C. Kelley, C. Peeples, M. Powers, J. Beckles, T. Butt, L. Simon

No- None

Abstentions- None

Motion passed unanimously

Item #3. *Approved* minutes of May 27, 2022, Board Meeting.

Item #4. *Received* monthly update on WCCTAC activities.

Item #5. *Received* financial reports for May 2022.

Item #6. *Received* reporting of payment of invoices over \$10,000 (None).

Item #7. *Adopted* Resolution 22-08 to continue tele-conferenced meetings under AB361.

Item #8. *Approved* FY23 Measure J 19b allocations for AC Transit and WestCAT.

Item #9. *Adopted* Resolution 22-09 to use a purchase order to buy AC Transit bus passes for the TDM Pass2Class program.

Item #10. *Adopted* Resolution 22-10 to authorize the Executive Director, or designee, to execute all Restricted Grant Agreements and any amendments with Caltrans, relating to a Richmond Parkway study grant.

Item #11. *Adopted Resolution 22-11 relating to* WCCTAC's Fiscal Year 2023 Work Program, Budget, and Dues.

REGULAR AGENDA ITEMS

ITEM/DISCUSSION	ACTION
<p>Item #12 Developer Request to Reclassify STMP Fee Land Use Category for Project at 6055 Giant Road, Richmond, CA</p>	<p>Leah Greenblat, WCCTAC Staff, shared background information about an appeal of STMP fees in Richmond for a project at 6065 Giant Road. She noted that the developer requested that a warehouse be categorized as “other” rather than as “industrial”. She also noted that WCCTAC staff supported the City of Richmond staff’s original designation.</p> <p>Steve Arthur, Ridgeline Property Group, spoke in favor on changing the land use designation.</p> <p>Motion by Director Butt, 2nd by Director Beckles; to deny the request to reclassify the STMP Fee Land Use Category for the project at 6055 Giant Road, Richmond, CA.</p> <p>Yes- D. Johnson III, P. Fadelli, N. Martinez-Rubin, R. Xavier, C. Kelley, C. Peeples, M. Powers, J. Beckles, T. Butt, L. Simon No- None Abstention- None Motion passed</p>
<p>Item #13 Updated Salary Schedule for FY 2023</p>	<p>John Nemeth, WCCTAC Executive Director, presented an updated salary schedule for WCCTAC employees that would reflect a cost-of-living increase of 3.5%, that would go into effect for FY2023.</p> <p>Motion by Director Kelley; seconded by Director Xavier, to update the WCCTAC salary schedule to reflect a 3.5% cost of living adjustment for FY 2023.</p> <p>Yes- D. Johnson III, P. Fadelli, N. Martinez-Rubin, R. Xavier, C. Kelley, C. Peeples, M. Powers, J. Beckles, T. Butt, L. Simon No- None Abstention- None Motion passed unanimously</p>

<p>Item #14 WCCTAC Compensation Review</p>	<p>John Nemeth, WCCTAC Executive Director, shared information from an in-house compensation review. He explained that WCCTAC’s overall compensation was comparable to peer agencies for three positions. He noted, however, that two positions could be better aligned with peers if two additional salary steps were added to both positions.</p> <p>Motion by Director Martinez; seconded by Director Xavier, to Direct staff to return with formal changes to the WCCTAC salary structure for two positions, the TDM Program Manager and the Transportation Manager positions.</p> <p>Yes- D. Johnson III, P. Fadelli, N. Martinez-Rubin, R. Xavier, C. Kelley, C. Peeples, M. Powers, J. Beckles, T. Butt, L. Simon No- None Abstention- None Motion passed unanimously</p>
<p>Item #15 WCCTAC Board Meeting Format</p>	<p>Discussion Only</p> <p>John Nemeth, WCCTAC Executive Director, sought board input on the format (virtual, physical and/or hybrid) of meetings for the remainder of the calendar year and in 2023. The Board’s direction was to continue virtual meetings for the remainder of the calendar year and consider the format of 2023 meetings in December.</p>
<p>Item #16 TDM Program Update</p>	<p>Information Only</p> <p>Coire Reilly, WCCTAC Staff, provided an update on the TDM program’s current work in West County, as well as a look ahead for FY 2023.</p>

Meeting Adjourned: 9:48am

TO: WCCTAC Board

DATE: July 22, 2022

FR: John Nemeth, Executive Director

RE: Monthly Update on WCCTAC Activities

Travel Training Program Outings



WCCTAC's staff has been meeting with member cities and senior housing groups to set up both online and in-person trainings on how to use local bus service, ADA paratransit, and city paratransit programs. Trips to take seniors on outings are beginning this month and include: a trip from El Cerrito, Richmond, San Pablo, and Pinole on Lynx, the Richmond Ferry, and paratransit to the SF Transit Center. Further outings are anticipated in August in September, barring impacts from Covid-19.

Staff is preparing to bring the WCCTAC Board a program update in September and will provide options for continuing efforts in the remainder of the fiscal year.

San Pablo Ave Multi-modal Corridor Study, Phase 2 Presentations

Following a presentation to the WCCTAC Board in May, WCCTAC staff and the study's consultant have begun a round of outreach to elected officials and members of the public. At the end of June, WCCTAC staff presented the current study findings to the Richmond City Council. Subsequently, Richmond and AC Transit staff invited WCCTAC to attend their Interagency Liaison Committee (ILC) between the two Richmond City Council members and two AC Transit Board members to provide for additional discussion. In July, WCCTAC and its consultant will give presentations to the El Cerrito and San Pablo City Councils and the AC Transit Board of Directors. After the WCCTAC Board's August recess, staff will bring a summary of their feedback, along with options for possible next steps.

Summer Bike Challenge Events in West County



The Summer Bike Challenge finished hosting 15 in-person tabling events in West County this year, but there's still plenty to do. Registered participants will receive weekly photography challenges and be entered into raffles for \$20 gift cards. Plus, at the end of the summer, one resident of each city, within the Contra Costa County, will win an iPad for their participation. This program is fun and family-friendly and encourages people to bike around their communities to various institutions, landmarks, parks, libraries, and other locations. Those interested can register for the challenge here: <https://511contracosta.org/SBC/>

Pass2Class Application Now Open for the 2022 School Year



Pass2Class applications are now open. 511 Contra Costa's annual program provides 2 months of free bus passes (in West County, either AC Transit or WestCAT), at the beginning of the school year to encourage students to take transit to school. All student, grades 1 through 12, are eligible. Past evaluations have shown Pass2Class to be effective in encouraging students to try taking the bus, and most (over 90%) sticking with it for the entire school year. Parents can apply for up to 2 students per household here: www.pass2class.org

Potential Modifications to the STMP Administrative Guidelines

WCCTAC staff has been responding to recent inquiries from participating jurisdictions' staff about certain details of the the Subregional Transportation Mitigation Program (STMP). WCCTAC staff will be suggesting, to the TAC, the incorporation of some clarifications to the STMP Administrative Guidelines to provide assistance on selecting the appropriate land use categories when calculating the fee. This additional guidance will also be helpful to applicants so they have a clearer understanding of the STMP program's intentions. Per the STMP ordinance, once the TAC reviews and the WCCTAC Executive Director authorizes edits, any forthcoming revisions will be distributed to the participating jurisdictions staff for implementation.

General Ledger Monthly Budget Report



User: DelenaL
 Printed: 7/13/2022 8:13:58 AM
 Period 12 - 12
 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
773-0000-34325	Pinole STMP Fees	0.00	0.00	0.00	-290,133.00	290,133.00	0.00	290,133.00	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	-136,406.34	136,406.34	0.00	136,406.34	0.00
	Licenses and Permits	0.00	0.00	0.00	-956,806.43	956,806.43	0.00	956,806.43	0.00
770-0000-36102	Interest	0.00	0.00	0.00	-52.04	52.04	0.00	52.04	0.00
773-0000-36102	Interest	0.00	0.00	0.00	-5,721.97	5,721.97	0.00	5,721.97	0.00
	Use of Property and Money	0.00	0.00	0.00	-5,774.01	5,774.01	0.00	5,774.01	0.00
770-0000-34010	STMP Administration	0.00	0.00	0.00	-38,272.25	38,272.25	0.00	38,272.25	0.00
770-0000-34111	Member Contributions	0.00	0.00	0.00	-531,744.00	531,744.00	0.00	531,744.00	0.00
770-0000-39906	Other Revenue	0.00	0.00	0.00	-51,888.23	51,888.23	0.00	51,888.23	0.00
772-0000-39906	Other Revenue	0.00	0.00	0.00	-536,326.41	536,326.41	0.00	536,326.41	0.00
773-0000-34010	STMP Administration	0.00	0.00	0.00	38,272.25	-38,272.25	0.00	-38,272.25	0.00
774-0000-39906	Other Revenue	0.00	0.00	0.00	-60,065.83	60,065.83	0.00	60,065.83	0.00
	Miscellaneous Revenue	0.00	0.00	0.00	-1,180,024.47	1,180,024.47	0.00	1,180,024.47	0.00
0000	Revenue	0.00	0.00	0.00	-2,142,604.91	2,142,604.91	0.00	2,142,604.91	0.00
7700	Non Departmental								
	WCCTAC Operations								
770-7700-34111	Member Contributions	-531,744.00	0.00	-531,744.00	0.00	-531,744.00	0.00	-531,744.00	100.00
	Intergovernmental	-531,744.00	0.00	-531,744.00	0.00	-531,744.00	0.00	-531,744.00	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
	Revenue	-618,393.00	0.00	-618,393.00	0.00	-618,393.00	0.00	-618,393.00	100.00
7700	WCCTAC Operations	-618,393.00	0.00	-618,393.00	0.00	-618,393.00	0.00	-618,393.00	100.00
7720	WCCTAC TDM								
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

Account Number Description	Adopted	Budget Adjustments	Adjusted	YTD Actual	Variance Encumbered	Available	% Avail
773-7730-34330	-100,000.00	0.00	-100,000.00	0.00	-100,000.00	-100,000.00	100.00
773-7730-34335	-700,000.00	0.00	-700,000.00	0.00	-700,000.00	-700,000.00	100.00
773-7730-34315	-1,346,300.00	0.00	-1,346,300.00	0.00	-1,346,300.00	-1,346,300.00	100.00
773-7730-34325	-246,697.00	0.00	-246,697.00	0.00	-246,697.00	-246,697.00	100.00
773-7730-36102	-20,000.00	0.00	-20,000.00	0.00	-20,000.00	-20,000.00	100.00
	-266,697.00	0.00	-266,697.00	0.00	-266,697.00	-266,697.00	100.00
	-20,000.00	0.00	-20,000.00	0.00	-20,000.00	-20,000.00	100.00
	-20,000.00	0.00	-20,000.00	0.00	-20,000.00	-20,000.00	100.00
	-1,632,997.00	0.00	-1,632,997.00	0.00	-1,632,997.00	-1,632,997.00	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							
774-7740-39906	-230,000.00	0.00	-230,000.00	0.00	-230,000.00	-230,000.00	100.00
	-230,000.00	0.00	-230,000.00	0.00	-230,000.00	-230,000.00	100.00
	-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
Expense Total	0.00	0.00	0.00	0.00	0.00	0.00	0

General Ledger Monthly Budget Report

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 Period 12 - 12
 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	395,498.53	143,208.47	143,208.47	26.58
770-7700-41200	PERS Retirement	0.00	0.00	0.00	91,881.70	-91,881.70	-91,881.70	0.00
770-7700-41310	Medical Insurance	0.00	0.00	0.00	73,834.87	-73,834.87	-73,834.87	0.00
770-7700-41311	Retiree Healthcare	0.00	0.00	0.00	1,712.65	-1,712.65	-1,712.65	0.00
770-7700-41400	Dental	0.00	0.00	0.00	4,526.46	-4,526.46	-4,526.46	0.00
770-7700-41500	Flexible Spending Account	0.00	0.00	0.00	294.45	-294.45	-294.45	0.00
770-7700-41800	LTD Insurance	0.00	0.00	0.00	4,433.53	-4,433.53	-4,433.53	0.00
770-7700-41900	Medicare	0.00	0.00	0.00	5,716.66	-5,716.66	-5,716.66	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	1,547.83	-1,547.83	-1,547.83	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
770-7700-41912	Unemployment Insurance	0.00	0.00	0.00	595.00	-595.00	-595.00	0.00
	Salary and Benefits	543,882.00	0.00	543,882.00	586,939.36	-43,057.36	-43,057.36	-7.92
770-7700-43500	Office Supplies	4,800.00	0.00	4,800.00	3,875.94	924.06	924.06	19.25
770-7700-43501	Postage	1,500.00	0.00	1,500.00	249.91	249.91	249.91	16.66
770-7700-43520	Copies/Printing/Shipping/Xerox	3,800.00	0.00	3,800.00	2,314.52	1,485.48	1,485.48	39.09
770-7700-43600	Professional Services	59,085.00	0.00	59,085.00	67,811.12	-8,726.12	-8,726.12	-14.77
770-7700-43900	Rent/Building	23,025.00	0.00	23,025.00	21,834.26	1,190.74	1,190.74	5.17
770-7700-44000	Special Department Expenses	10,000.00	0.00	10,000.00	1,522.49	8,477.51	8,477.51	84.78
770-7700-44320	Travel/Training Staff	4,800.00	0.00	4,800.00	50.00	4,750.00	4,750.00	98.96
	Service and Supplies	107,010.00	0.00	107,010.00	98,658.42	8,351.58	8,351.58	7.80
7700	Expense	650,892.00	0.00	650,892.00	685,597.78	-34,705.78	-34,705.78	-5.33
7720	WCCTAC Operations	650,892.00	0.00	650,892.00	685,597.78	-34,705.78	-34,705.78	-5.33
772-7720-41000	Salary	317,825.00	0.00	317,825.00	194,554.78	123,270.22	123,270.22	38.79
772-7720-41200	PERS Retirement	0.00	0.00	0.00	62,018.81	-62,018.81	-62,018.81	0.00
772-7720-41310	Medical Insurance	0.00	0.00	0.00	39,851.69	-39,851.69	-39,851.69	0.00
772-7720-41400	Dental Insurance	0.00	0.00	0.00	2,384.55	-2,384.55	-2,384.55	0.00
772-7720-41800	LTD Insurance	0.00	0.00	0.00	1,524.56	-1,524.56	-1,524.56	0.00
772-7720-41900	Medicare	0.00	0.00	0.00	2,810.46	-2,810.46	-2,810.46	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	382.25	-382.25	-382.25	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	310,424.78	12,575.22	12,575.22	3.89

Account Number	Description	Adopted	Budget Adjustments	Adjusted	YTD Actual	Variance	Encumbered	Available	% Avail
772-7720-43300	MembershipsSubscriptions	200.00	0.00	200.00	1,725.00	-1,525.00	0.00	-1,525.00	-762.50
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	712.82	-712.82	0.00	-712.82	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	2,830.87	16,069.13	0.00	16,069.13	85.02
772-7720-43600	Professional Services	71,900.00	0.00	71,900.00	89,078.93	-17,178.93	0.00	-17,178.93	-23.89
772-7720-43900	RentBuilding	23,025.00	0.00	23,025.00	21,834.15	1,190.85	0.00	1,190.85	5.17
772-7720-44000	Special Department Expenses	117,939.00	59,976.00	177,915.00	174,078.07	3,836.93	30,600.00	-26,763.07	-15.04
772-7720-44320	TravelTraining Staff	1,000.00	0.00	1,000.00	723.96	276.04	0.00	276.04	27.60
	Service and Supplies	239,064.00	59,976.00	299,040.00	291,779.85	7,260.15	30,600.00	-23,339.85	-7.80
	Expense	562,064.00	59,976.00	622,040.00	602,204.63	19,835.37	30,600.00	-10,764.63	-1.73
7720	WCCTAC TDM	562,064.00	59,976.00	622,040.00	602,204.63	19,835.37	30,600.00	-10,764.63	-1.73
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	101,295.70	6,848,704.30	0.00	6,848,704.30	98.54
	Service and Supplies	6,950,000.00	0.00	6,950,000.00	101,295.70	6,848,704.30	0.00	6,848,704.30	98.54
	Expense	7,015,000.00	0.00	7,015,000.00	101,295.70	6,913,704.30	0.00	6,913,704.30	98.56
7730	STMP	7,015,000.00	0.00	7,015,000.00	101,295.70	6,913,704.30	0.00	6,913,704.30	98.56
7740	WCCTAC Special Projects								
774-7740-43500	Office Supplies	0.00	0.00	0.00	65.83	-65.83	0.00	-65.83	0.00
774-7740-43600	Professional Services	0.00	0.00	0.00	203.00	-203.00	0.00	-203.00	0.00
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	60,268.83	169,731.17	0.00	169,731.17	73.80
	Expense	230,000.00	0.00	230,000.00	60,268.83	169,731.17	0.00	169,731.17	73.80
7740	WCCTAC Special Projects	230,000.00	0.00	230,000.00	60,268.83	169,731.17	0.00	169,731.17	73.80
Expense Total		8,457,956.00	0.00	8,517,932.00	1,449,366.94	7,068,565.06	30,600.00	7,037,965.06	82.6253

**WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE
RESOLUTION NO. 22-13**

**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 JULY 22, 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, the WCCTAC Board of Directors continued this finding as well as a number of other findings on multiple occasions through June 24, 2022; 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 and sub-variants have 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 Omicron variant and sub-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 Omicron variant and sub-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 it's 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, Chair

Attest:

John Nemeth, Executive Director

Approved as to Form:

Kristopher J. Kokotaylo, General Counsel

5106286.2

**WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE
RESOLUTION NO. 22-14**

**APPROVING AN AMENDMENT TO THE WEST CONTRA COSTA
TRANSPORTATION ADVISORY COMMITTEE'S SALARY SCHEDULE TO ADD
TWO ADDITIONAL STEPS AT THE TOP LEVEL FOR THE TRANSPORTATION
PLANNING MANAGER AND TDM PROGRAM MANAGER POSITIONS IN
CONFORMANCE WITH CALIFORNIA CODE OF REGULATIONS, TITLE 2,
SECTION 570.5**

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, the WCCTAC Personnel Policies Manual notes that WCCTAC may undertake compensation studies periodically to ensure comparable pay; and

WHEREAS, WCCTAC has not conducted a recent, staff-wide, compensation review; and

WHEREAS, WCCTAC staff conducted an in-house compensation review after consultation with the WCCTAC Board Chair in 2021; and

WHEREAS, the review found that total compensation for two WCCTAC positions was notably below comparable peer positions; and

WHEREAS, these two positions are the Transportation Planning Manager and the TDM Program Manager; and

WHEREAS, WCCTAC would like these positions to have competitive compensation for retention and potential future recruitment; and

WHEREAS, WCCTAC staff recommended at the June WCCTAC Board Meeting that two steps (of 5%) be added to the top of the range for these two positions and the WCCTAC Board of Directors unanimously concurred with staff's recommendation; and

WHEREAS, the WCCTAC Board of Directors finds that the addition of the two steps to these two positions is proper and in the best interests of WCCTAC.

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

1. Does hereby approve an amendment to WCCTAC's Salary Schedule to include two additional steps (of 5%) to the top range of the Transportation Planning Manager and TDM Program Manager positions, effective 7/22/22, as attached in Exhibit A.

2. Does hereby authorize the Executive Director to take all actions necessary to effectuate the intent of this Resolution including any necessary revisions to WCCTAC documents and any other necessary actions.

AYES:

NOES:

ABSTAIN:

ABSENT:

By: _____
Demnlus Johnson, Chair

Attest:

John Nemeth, Executive Director

Approved as to Form:

Kristopher J. Kokotaylo, General Counsel

WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE

Monthly Salary Schedule

Fiscal Year 2022-2023

JOB CLASS	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7
Executive Director	13068	13720	14406	15128	15882	16677	17512
Transportation Planning Manager	8878	9322	9787	10277	10792	11332	11898
Project Manager	8878	9322	9787	10277	10792		
TDM Program Manager	7583	7962	8361	8780	9218	9679	10163
Administrative Assistant	5328	5617	5903	6190	6477		
Travel Training Coordinator (temp, part-time)	\$35-\$50 per hour						

**WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE
RESOLUTION NO. 22-15**

**AUTHORIZING AN ALLOCATION OF SUBREGIONAL
TRANSPORTATION MITIGATION PROGRAM (STMP) FUNDS FROM WCCTAC
TO THE EAST BAY REGIONAL PARK DISTRICT AND AUTHORIZING THE
WCCTAC EXECUTIVE DIRECTOR TO EXECUTE A COOPERATIVE FUNDING
AGREEMENT FOR THE PINOLE POINT TO POINT WILSON BAY TRAIL GAP
CLOSURE IN A FORM APPROVED BY GENERAL COUNSEL**

WHEREAS, the Board of Directors of WCCTAC is authorized to allocate STMP funds; and

WHEREAS, the East Bay Regional Park District (EBRPD) has provided information to the WCCTAC staff, WCCTAC Technical Advisory Committee (TAC), and WCCTAC Board about the need for these funds as outlined below; and

WHEREAS, the 2019 Update of the Subregional Transportation Mitigation Program's Nexus Study included as Project 4: Bay Trail Gap Closure Improvements; and

WHEREAS, the Subregional Transportation Mitigation Program explicitly allows for funding for the Pinole Point to Point Wilson Bay Trail Gap Closure Project (the Project); and

WHEREAS, on May 28, 2021, the Board of Directors of WCCTAC approved an allocation of five hundred thousand dollars (\$500,000) in STMP funds to the EBRPD for the Project; and

WHEREAS, WCCTAC staff and EBRPD staff have prepared a Cooperative Funding Agreement to account for this allocation of STMP funds to EBRPD;

WHEREAS, the EBRPD plans to sign the Cooperative Funding Agreement in the near-future; and

WHEREAS, the Board of Directors of WCCTAC desires to approve the Cooperative Funding Agreement.

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

1. Does hereby authorize the allocation of STMP funds to the EBRPD in the amount of five hundred thousand dollars (\$500,000) in STMP funds to partially fund the Project pursuant to the terms of the Cooperative Agreement attached hereto and incorporated herein by reference as Exhibit A.

2. The Executive Director is hereby authorized and directed, on behalf of the Board of Directors of the West Contra Costa Transportation Advisory Committee, to execute the

Cooperative Agreement on behalf of the West Contra Costa Transportation Advisory Committee, in a form approved by the General Counsel.

3. The Executive Director is authorized to make all approvals and take all actions necessary or appropriate to carry out and implement the terms of the Cooperative Funding Agreement and to administer the West Contra Costa Transportation Advisory Committee's obligations, responsibilities and duties to be performed under the Cooperative Funding Agreement.

The foregoing Resolution was adopted by the WCCTAC Board at a regular meeting on July 22, 2022 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

By: _____
Demnlus Johnson III, Chair

Attest:

John Nemeth, Executive Director

Approved as to Form:

Kristopher J. Kokotaylo, General Counsel

3203330.1

EXHIBIT A

COOPERATIVE FUNDING AGREEMENT BETWEEN WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE AND EAST BAY REGIONAL PARK DISTRICT FOR THE Bay Trail Gap Closure-Pinole Point to Point Wilson Project

This AGREEMENT is made and entered into as of 7/22/2022, (the “Effective Date”) by and between the West Contra Costa Transportation Advisory Committee (“WCCTAC”), a Joint Exercise of Powers Agency organized pursuant to California Government Code Section 6500, *et seq.*, among the cities of El Cerrito, Hercules, Pinole, Richmond, and San Pablo, the County of Contra Costa, and the transit agencies AC Transit, San Francisco Bay Area Rapid Transit District (“BART”), and Western Contra Costa Transit Authority, with offices located at 6333 Potrero Avenue, Suite 100, El Cerrito, CA 94530, and East Bay Regional Park District (EBRPD), a special district established pursuant to California Public Resources Code Section 5500 *et seq.* .

WCCTAC and EBRPD (“Agency”) shall sometimes be referred to collectively herein as the “Parties” and individually as a “Party.”

RECITALS

WHEREAS, the members of WCCTAC signed a Master Cooperative Agreement pertaining to the 2019 Subregional Transportation Mitigation Fee Program Update (“2019 STMP”) in West Contra Costa County, including a list of twenty specific projects and the STMP funding commitments to those projects; and

WHEREAS, Agency’s Bay Trail Gap Closure Project: Pinole Point to Point Wilson (“Project”), as further described in the Scope of Work, attached as Exhibit A, which is incorporated herein, is one of the twenty projects identified in the 2019 STMP; and

WHEREAS, plans, studies, and cost estimates for Agency’s Project are eligible uses for the STMP funds; and

WHEREAS, at its May 28, 2021 meeting, the WCCTAC Board of Directors approved an appropriation of five hundred thousand dollars (\$500,000) in STMP funds to Agency towards the Project.

Now, therefore, the Parties hereby agree as follows:

SECTION 1 SCOPE OF WORK

- 1.1 Scope of Work.** Subject to the terms and conditions set forth in this Agreement, Agency shall perform or cause to perform the work described in the scope of work attached as Exhibit A, and incorporated herein (the “Scope of Work”), at the time and place and in the manner specified therein. In the event of a conflict in or inconsistency between the terms of this Agreement and Exhibit A, the Agreement shall prevail.

- 1.2 **Term of Services.** The term of this Agreement shall begin on the Effective Date and shall end on the third anniversary of the Effective Date, and Agency shall complete the work described in Exhibit A on or before that date, unless the term of the Agreement is otherwise terminated or extended.
- 1.3 **Standard of Performance.** Agency shall perform or cause to be performed all services required in Exhibit A according to the standards observed by a competent practitioner of the profession in which Agency’s consultants or contractors are engaged.
- 1.4 **Assignment of Personnel.** Agency shall retain only competent personnel to perform the Project to this Agreement.
- 1.5 **Time is of the Essence.** Time is of the essence. Agency shall devote such time to the performance of the Project pursuant to this Agreement as may be reasonably necessary to timely finish the Scope of Work.
- 1.6 **Public Works and Department of Industrial Relations Requirements.** Because the Project and Scope of Work described in Exhibit A may include “work performed during the design and preconstruction phases of construction including, but not limited to, inspection and land surveying work,” the Project may constitute a public works within the definition of Section 1720(a)(1) of the California Labor Code. In accordance with California Labor Code Section 1773.2, WCCTAC notifies Agency that this Project may be subject to the general prevailing wages in the locality in which the services described in Exhibit A are to be performed. Agency shall, as applicable, cause to be paid prevailing wages for each craft or type of work needed to be as published by the State of California Department of Industrial Relations, Division of Labor Statistics and Research, a copy of which Agency shall make available on request by contractors and consultants. The Agency, its consultants and contractors engaged in the performance of the Scope of Work described in Exhibit A shall pay, as applicable and if required by law, no less than these rates to all persons engaged in performance of the services described in Exhibit A. Agency will, as applicable, comply with all relevant provisions of the Labor Code applicable to public works, including enforcement of the contractor registration requirements of the California State Department of Industrial Relations.

SECTION 2 FUNDING OBLIGATIONS

- 2.1 **Funding.** In accordance with the WCCTAC Master Cooperative Agreement pertaining to the 2019 STMP, WCCTAC hereby agrees to fund Agency’s Project in a sum not to exceed five hundred thousand dollars, (\$500,000) notwithstanding any contrary indications that may be contained in Agency or any third-party proposal for services to be performed and reimbursable costs incurred under this Agreement. In the event of a conflict between this Agreement and Agency’s Scope of Work, attached as Exhibit A, regarding the amount of compensation, the Agreement shall prevail.

The payments specified herein shall be the only payments from WCCTAC to Agency pursuant to this Agreement. Agency shall submit all invoices to WCCTAC in the

manner specified herein. Agency shall not bill WCCTAC for duplicate services performed by more than one person.

WCCTAC and Agency acknowledge and agree that funding paid by WCCTAC to Agency under this Agreement is based upon Agency's estimated costs of funding Agency's Project, including salaries and benefits of employees, consultants, and contractors of Agency. WCCTAC has no responsibility for such contributions beyond the amount set forth under this Agreement.

- 2.2 Invoices.** Agency shall submit invoices, not more often than once a month during the term of this Agreement, based on the cost it incurs for services performed and reimbursable costs incurred prior to the invoice date. Invoices shall contain the following information:
- a. Serial identifications of progress bills, i.e., Progress Bill No. 1 for the first invoice, etc.;
 - b. The beginning and ending dates of the billing period;
 - c. A task summary containing the original contract amount, the amount of prior billings, the total due this period, the balance available under the Agreement, and the percentage of completion;
- 2.3 Monthly Payment.** WCCTAC shall make monthly payments, based on invoices received, for services satisfactorily performed, and for authorized reimbursable costs incurred. WCCTAC shall have 60 days from the receipt of an invoice that complies with all of the requirements above to pay Agency.
- 2.4 Total Payment.** In no event shall Agency submit any invoice for an amount in excess of the maximum amount of compensation provided in Section 2.1, above, either for a task or for the entire Agreement, unless the Agreement is modified in writing prior to the submission of such an invoice by a properly executed change order or amendment.
- 2.5 Reimbursable Expenses.** In no event shall expenses be advanced by WCCTAC to the Agency. Reimbursable expenses are included in the total amount of compensation provided under this Agreement that shall not be exceeded.
- 2.6 Payment of Taxes.** Agency and its contractors and consultants are solely responsible for the payment of employment taxes incurred under this Agreement and any similar federal or state taxes.
- 2.7 Payment upon Termination.** In the event that WCCTAC or Agency terminates this Agreement pursuant to Section 3.4, WCCTAC shall compensate the Agency for all outstanding costs and reimbursable expenses incurred for work satisfactorily completed as of the date of written notice of termination. Agency shall maintain adequate logs and timesheets to verify costs incurred to that date.

- 2.8 Funding Request.** Agency shall submit the request for funds for specific components of the Project, detailing project scope, schedule, and proposed funding plan, at least four (4) months in advance of the initial anticipated cash flow need or reimbursement; to submit subsequent requests at least two (2) months in advance of anticipated need; and to apply any funds received under this Agreement to the Project consistent with the terms and conditions of an approved funding appropriation.
- 2.9 Progress Reports.** Progress reports shall be submitted along with the funding request in Section 2.9. Agency shall submit progress reports in a form satisfactory to WCCTAC based on the cost for services performed.
- 2.10 Records Keeping.** All reports, studies, plans, data, maps, models, charts, studies, surveys, photographs, memoranda, plans, studies, specifications, records, files, or any other documents or materials, in electronic or any other form, that Agency prepares or obtains pursuant to this Agreement and that relate to the matters covered hereunder shall be made available to WCCTAC at WCCTAC's request.
- 2.11 Agency Financial Records.** Agency shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services or expenditures and disbursements charged to WCCTAC under this Agreement for a minimum of 3 years, or for any longer period required by law, from the date of final payment to the Agency to this Agreement.
- 2.12 Inspection and Audit of Records.** Any records or documents that Sections 2.11 and 2.12 of this Agreement requires Agency to maintain shall be made available for inspection, audit, and/or copying at any time during regular business hours, upon oral or written request by WCCTAC. Under California Government Code Section 8546.7, if the amount of public funds expended under this Agreement exceeds \$10,000.00, the Agreement shall be subject to the examination and audit of the State Auditor, at the request of WCCTAC or as part of any audit of WCCTAC, for a period of 3 years after final payment under the Agreement.

SECTION 3 GENERAL PROVISIONS

- 3.1 Funding Limitations and Contingencies.** If, in response to the Request for Proposal(s), it appears that Project costs including contingency, will exceed the funding set forth in Section 2.1, the Parties agree that they shall meet to revise the Project scope to meet available funding. Funding is contingent upon WCCTAC receiving a fully executed Agreement from Agency.
- 3.2 Acceptance.** Upon completion of the Project, Agency shall submit a report documenting that the Project is substantially complete. Agency shall be responsible for filing the appropriate notice of completion for the Project and shall provide a copy to WCCTAC for its records.

- 3.3 Alternative Dispute Resolution.** All disputes that arise in connection with interpretation or performance of the Agreement shall first attempted to be resolved informally by the Parties. If not resolved, prior to instituting legal action, the Parties agree to participate in mediation with a mediator jointly selected by the Parties. If the dispute is not resolved by mediation, then the Parties will retain any and all remedies that they otherwise would have at law or equity.
- 3.4 Termination.** This Agreement shall be subject to termination as follows:
- a. Either Party may terminate this Agreement at any time for cause pursuant to a power created by the Agreement or by law, other than for breach, by giving written notice of termination to either Party, which notice shall specify both the cause and the effective date of termination. Notice of termination under this provision shall be given at least ninety (90) days before the effective date of such termination. All obligations that are still executory will be discharged but any right based upon prior breach or performance shall survive.
 - b. This Agreement may be terminated by a Party for breach of any obligation, covenant, or condition by the other Party, upon notice to the breaching Party. With respect to any breach that is reasonably capable of being cured, the breaching Party shall have thirty (30) days from the date of the notice to initiate steps to cure. If the breaching Party diligently pursues cure, such Party shall be allowed a reasonable time to cure, not to exceed sixty (60) days from the date of the initial notice, unless a further extension is granted by the non-breaching Party. On termination, the non-breaching Party retains the same rights as a Party exercising its right to terminate under the provisions of Section 3.4, except that the non-breaching Party also retains any remedy for breach of the whole contract or any unperformed balance.
 - c. By mutual consent of both Parties, this Agreement may be terminated at any time.
 - d. This Agreement may be terminated by WCCTAC if funding for Agency's Project is no longer available by operation of law.
 - e. In no event shall the Parties terminate this Agreement if such termination would conflict with, cause a default under, or otherwise violate the terms or conditions of any revenue bonds.
- 3.5 Indemnity.** Agency shall defend, indemnify and hold harmless WCCTAC, its governing board, member agencies, officers, employees, and agents from and against any and all liability, loss, damage, claims, expenses, and costs (including without limitation, reasonable attorney's fees and costs and fees of litigation) (collectively, "Liability") of every nature arising out of or in connection with Agency's performance of any work under this Agreement, except such Liability caused by the sole negligence or willful misconduct of WCCTAC. With respect to any claims brought against Agency by a third party, Agency waives any and all rights of any type to express or implied indemnity by WCCTAC.

3.6 Notices. All notices (including requests, demands, approvals or other communications) under this Agreement shall be in writing. Notice shall be sufficiently given for all purposes as follows:

- a. When delivered by first class mail, postage prepaid, notice shall be deemed delivered three (3) business days after deposit in the United States Mail.
- b. When mailed by certified mail with return receipt requested, notice is effective upon receipt if delivery is confirmed by a return receipt.
- c. When delivered by overnight delivery by a nationally recognized overnight courier, notice shall be deemed delivered one (1) business day after deposit with that courier.
- d. When personally delivered to the recipient, notice shall be deemed delivered on the date personally delivered.
- e. The place for delivery of all notices under this Agreement shall be as follows:

If to WCCTAC:

John Nemeth, Executive Director
West Contra Costa Transportation Advisory Committee
6333 Potrero Avenue, Suite 100
El Cerrito, CA 94530

with a Copy to:

Kristopher J. Kokotaylo, Legal Counsel
Meyers Nave
1999 Harrison Street, 9th Floor
Oakland, CA 94612

If to Agency:

Sabrina Landreth, General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
P.O. Box 5381
Oakland, CA 94605-0381

with a Copy to:

Lynne Bourgault, Assistant General Manager & General Counsel
East Bay Regional Park District
2950 Peralta Oaks Court
P.O. Box 5381
Oakland, CA 94605-0381

- 3.7 Additional Acts and Documents.** Each Party agrees to do all such things and take all such actions, and to make, execute, and deliver such other documents and instruments, as shall be reasonably requested to carry out the provisions, intent, and purpose of this Agreement.
- 3.8 Integration.** This Agreement represents the entire agreement of the Parties with respect to the subject matter. No representations, warranties, inducement, or oral agreements have been made by any of the Parties except as expressly set forth in this Agreement.
- 3.9 Governing Law.** The laws of the State of California shall govern this Agreement. Agency and any consultants and contractors shall comply with all laws, including, but not limited, all statutes, regulations, local ordinances, and decisional authority, applicable to the Scope of Work hereunder.
- 3.10 Amendment.** This Agreement may not be changed, modified, or rescinded except by the written approval, and any attempt of oral modification of this Agreement shall be void and of no effect.
- 3.11 Independent Contractor.** Agency and WCCTAC render their services under this Agreement as independent contractors. None of the agents or employees of either shall be agents or employees of the other.
- 3.12 Assignment.** This Agreement may not be assigned, transferred, hypothecated, or pledged by any Party without the express written consent of the other Party.
- 3.13 Successors and Assigns.** This Agreement shall be binding upon the successors, assignees, or transferees of WCCTAC or Agency as the case may be. This provision shall not be constructed as an authorization to assign, transfer, hypothecate, or pledge this Agreement other than as provided above.
- 3.14 Severability.** Should any part of this Agreement be determined to be unenforceable, invalid, or beyond the authority of either Party to enter into or carry out, such determination shall not affect the validity of the remainder of this Agreement, which shall continue in full force and effect, so long as the remainder, absent the excised portion, can be reasonably interpreted to give effect to the intentions of the parties.
- 3.15 Jurisdiction and Venue.** In the event that either party brings any action against the other under this Agreement, the parties agree that trial of such action shall be vested exclusively in the state courts of California in the County of Contra Costa or in the United States District Court for the Northern District of California.
- 3.16 Attorney's Fees.** If a party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provision of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees in addition to any other relief to which that party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.

3.17 No Implied Waiver of Breach. The waiver of any breach of a specific provision of this Agreement does not constitute a waiver of any other breach of that term or any other term of this Agreement.

3.18 Counterparts. This Agreement may be executed in counterparts.

IN WITNESS WHEREOF, the parties have caused this Agreement to be duly executed and attested by their respective officers, duly authorized so to act, as of the date set forth in the first paragraph of this Agreement.

**SAN FRANCISCO BAY AREA
RAPID TRANSIT DISTRICT**

**West Contra Costa Transportation
Advisory Committee**

Sabrina Landreth, General Manager

John Nemeth, Executive Director

Approved as to Form:

Approved as to Form:

Lynne Bourgault, Legal Counsel

Kristopher Kokotaylo, Legal Counsel

3852446.1

EXHIBIT A

SCOPE OF WORK

Agency's Project will make various improvements to complete a gap in the Bay Trail from the Pinole Point to Point Wilson. Agency agrees to use the funds that are the subject of this Agreement towards the following Project activities:

1. To act as the lead agency and take responsibility for evaluating prospective consultants and contractors retained by Agency and subsequent award of work consistent with this Agreement.
2. To act as the lead agency and retain, as appropriate, consulting services consistent with this Agreement.
3. To be responsible for providing management of consultant and contractor activities, including responsibility for scheduling, budgeting, and oversight of the services, consistent with the scope of the Project.
4. To advance or complete all or a portion of the following STMP project funding category:
Category 4: Bay Trail Gap Closure Improvements.
5. To use the STMP funds *to close the final gap in the San Francisco Bay Trail creating 30 miles of continuous trail from Lone Tree Point in Rodeo to Oakland and Treasure Island, connecting two previously funded TIGER II projects.*
6. To produce or complete *the final plans, specifications, and estimates and permitting of a .9-mile paved Class I multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond, CA to Point Wilson in Contra Costa County, CA.*
7. To complete the over-all Project based on the following initial schedule for the Project:

<i>Plans, Specifications, and Estimate (PSE) Start:</i>	<i>September 2023</i>
<i>Procurement & Construction Start:</i>	<i>March 2025</i>
<i>Construction Complete:</i>	<i>March 2026</i>
<i>Opening to Public:</i>	<i>June 2026</i>
8. To complete the STMP-funded portion of the Project based on the estimated completion date of December 2024.

TO: WCCTAC Board

DATE: July 22, 2022

FR: Joanna Pallock, Program Manager

RE: Fiscal Year 2022-23 Measure J 20b Funds for Additional Transportation Services for Seniors and People with Disabilities

REQUESTED ACTION

Approve the annual allocation of Measure J Program 20b funds in the amount of \$715,000 to four of five West County paratransit operators for services to supplement those funds provided under the Measure J Countywide Program 15.

BACKGROUND AND DISCUSSION

Measure J Program 20b, *Additional Transportation for Seniors and People with Disabilities*, provides funding to the five West County paratransit operators (East Bay Paratransit Consortium, El Cerrito, San Pablo, Richmond, and WestCAT) for services to supplement those provided under the Countywide Measure J Program 15. The programming and allocation of Program 15 funds is handled by CCTA, while WCCTAC approves Program 20b funds. To partly cover the administrative cost of overseeing and coordinating these programs, WCCTAC staff is proposing to use \$16,000 of these funds in FY23. The details of the allocation are found on the attached chart.

Typically, CCTA and WCCTAC request claim forms from operators containing program information, although this requirement was suspended during the pandemic. This year, CCTA and WCCTAC staff requested that operators provide more detailed claim forms with explanations of how programs are performing and how operators plan to use Measure J funds in the upcoming year. Staff also requested samples of outreach materials, and descriptions of outreach efforts to inform residents about these services.

WCCTAC staff is requesting that the Board allocate funds to four of the five operators. The countywide Paratransit Coordinating Committee's (PCC) Claim Review Subcommittee typically reviews claim forms prior to WCCTAC and CCTA approval. In July, they recommended approval of Measure J 15 and 20b allocations to four of five operators, but did not review Richmond's claim form, pending the need for additional information. WCCTAC staff is also seeking follow-up information to both claim form questions and previous questions.

ATTACHMENTS:

A: Program 20b FY23 Allocation Chart

ATTACHMENT A

PROGRAM: 20b - West County Additional Transportation Services for Seniors and People With Disabilities		FY 2023	
Sales Tax Revenue Estimate		\$110,000,000	
	%	Year	
Program Revenue Estimate	0.65%		\$715,000
Program Management - WCCTAC			\$ (16,000)
Available for Allocation to Operators (Programmed by WCCTAC)			\$699,000

Agency	Coop #	100% Amount	90% Amount	Allocation Adjustment from FY 2020-21	TOTAL ALLOCATION
City of Richmond	60.00.07	\$305,866	\$275,280	\$34,858	\$340,724
City of El Cerrito	60.00.06	\$52,193	\$46,974	\$5,948	\$58,141
City of San Pablo	60.00.08	\$93,164	\$83,847	\$10,617	\$103,781
WestCAT	60.00.04	\$106,633	\$95,970	\$12,152	\$118,785
EBPC				\$0	
BART	60.00.01	\$43,755	\$39,379	\$4,986	\$48,741
AC Transit	60.00.02	\$97,390	\$87,651	\$11,099	\$108,489
Total Allocation to Operators		\$699,000	\$629,100	\$79,660	\$778,660
Total Allocation to WCCTAC (Program Management)					\$16,000

TO: WCCTAC TAC

MEETING DATE: July 22, 2022

FR: Coire Reilly, TDM Program Manager

RE: TFCA Funds for the El Cerrito Del Norte Complete Streets Improvement Project

REQUESTED ACTION

Approve the use of \$185,000 in Air District Transportation Funds for Clear Air (TFCA) for the El Cerrito Del Norte Complete Streets Improvement Project, as unanimously recommended by the WCCTAC TAC.

BACKGROUND

Given changes to the timing of the grant funding cycle for the 511 Contra Costa TDM Program, CCTA will receive a larger allocation of TFCA funds in FY23 than usual. This means that West County will also have more TFCA funds available for TDM. Staff has discussed, with CCTA staff, the WCCTAC Board, and the WCCTAC TAC, the possibility of using surplus TFCA funds for a bicycle-oriented capital project in West County.

At the June WCCTAC TAC meeting, staff proposed using up to \$250,000 in TFCA funds for a capital project and solicited project ideas. In total, staff received five ideas, two from the city of Richmond and one each from Pinole, El Cerrito, and Contra Costa County. To screen projects, staff requested information needed to determine if the projects met the Air District's cost effectiveness criteria. Staff requested project lengths, bicycle facility class types, and average daily traffic counts of routes, which are inputs to the cost-effectiveness calculator spreadsheet.

The only project to pass this screening was El Cerrito's project. Additionally, the only way the project could pass the Air District's minimum threshold was if less funds (\$185,000) were provided than the City of El Cerrito requested (\$200,000). At the July WCCTAC TAC meeting, staff recommended that \$185,000 of the TFCA carryover funds be used to support the El Cerrito Del Norte TOD Complete Streets Improvement Project. El Cerrito staff supported this recommendation. The TAC also unanimously agreed to forward this recommendation to the WCCTAC Board.

Overall, the project will improve access, safety, and comfort for bicyclists, pedestrians, transit users, and motorists to support transit-oriented development (TOD) in the San Pablo Ave Uptown area and connections to Del Norte BART Station. These TFCA funds, specifically, will be used to improve bicycle connections within the project, including class 4 and class 2 bicycle connections between the BART Station, Ohlone Greenway, and surrounding roads.

TO: WCCTAC Board

DATE: July 22, 2022

FR: Joanna Pallock, Program Manager

RE: **Measure J Program 21b - Low-income Student Bus Pass Program.**

REQUESTED ACTION

Staff is requesting the following: 1) Receive a general update on the program from West Contra Costa Unified School District staff; 2) Approve the two-year, CCTA allocation of Measure 21b funds in the amount of \$2,362,823; and 3) Amend program guidelines to allow eligible *middle school* students to participate in the program going forward.

Background

Measure J Program 21b provides funds to low-income (free and reduced lunch qualified) high school students in West Contra Costa for transportation to school. Since 2009, when the program began, the West Contra Costa Unified School District (WCCUSD) has administered the distribution of monthly bus passes to eligible and interested high school students in its District. This process requires school administrative work and a small share of funds from Program 21b are used to reimburse the WCCUSD for this work. WCCTAC also uses a small portion of the funds each year for its overall program administration.

Funds for FY 23 and FY 24 have been allocated by CCTA in the amount of \$2,362,823. This two-year budget would be available from Fall 2022 to Fall 2024. The attached chart provides some detail on how the money would be used. The primary expense of the program is the purchase of bus passes, although future demand is very likely to be lower than 25,000 passes per year shown in the chart, which would equal 2,500 passes per month for a ten-month school year.

The program originally anticipated that about 2,100 passes would be needed per month to satisfy demand. Since 2009, there has only been one year (FY15-16) when the funding allocation was challenged by demand for passes, requiring a wait list. Prior to the Covid-19 pandemic, in the FY19-20 school year, there were about 1,900 passes distributed per month. The program had a hiatus in the FY20-21 school year given that schooling was remote. In the recent FY21-22 school year, the program returned, although demand for passes was only about 1,000 participants per month. The lower than anticipated pass demand of the last couple of years has led to a program reserve of \$731,471.

Proposed Program Changes to Begin in the Upcoming School Year 2022-23

Given reserves, and expectations that demand for passes may continue to fall below pre-pandemic levels, the WCCUSD is recommending a change to eligibility guidelines to allow middle school participation.

To evaluate the feasibility and sustainability of this change, staff conducted an analysis. The current participation rate for eligible high school students is just under 25%. The total number of free and reduced lunch middle school students in the WCCUSD is 2,975. If the same participation rate for high school students holds for middle school students, about 725 participants would be added, for a total of about 1,725 participants in the District. The Low-Income Student Bus Pass program can sustain about 2,100 participants per month over the life of Measure J. As such, there is some “cushion” to accommodate potentially higher, future participation rates.

There are other variables that could affect the program finances over time including: trends in Measure J sales tax revenue, bus pass prices, total school enrollment figures, and the total number of free and reduced lunch students. WCCTAC staff can work closely with the WCCUSD to track data in the FY22-23 and provide another update to the WCCTAC Board on the status of the program at the conclusion of the school year.

MEMORANDUM

DATE July 15, 2022
TO WCCTAC Policy Board Members
FROM John Hoang and Matt Kelly, CCTA
David Early and Torina Wilson, PlaceWorks
Erin Vaca, DKS Associates
Julie Morgan and Terence Zhao, Fehr and Peers
SUBJECT West County Action Plan Working Draft Components Memorandum

The West Contra Costa Transportation Advisory Committee (WCCTAC) Technical Advisory Committee (TAC) began updating the West County Action Plan in the fall of 2021 with assistance from the Contra Costa Transportation Authority (CCTA) and technical consultants PlaceWorks, DKS, and Fehr and Peers. This update process precedes the update of the CCTA Countywide Transportation Plan (CTP) which will begin later this year. CCTA and the Regional Transportation Planning Committees (RTPCs) are beginning the CTP process with the Action Plan updates which will “roll-up” into the CTP. This bottoms-up approach will ensure that the needs and interests of the local jurisdictions, elected representatives, and the public are addressed in detail.

This memorandum lists the various components that will make up the West County Action Plan and includes working draft content for several of the components. The working draft content has been drafted over the past year with assistance from the WCCTAC TAC and with general comment from the WCCTAC Policy Board. The project team has met with these groups several times over the past year to discuss and review the content.

The working draft components of this memorandum include:

- Proposed Action Plan definitions
- Proposed Action Plan outline
- Proposed Action Plan goals
- Proposed Corridor and Routes of Regional Significance (RRS) maps
- Proposed Action Plan Regional Transportation Objectives (RTOs) and RTOs considered by not recommended
- Proposed Action Plan actions
- Public outreach summary

The project team requests that the WCCTAC Policy Board review the materials within this memorandum which we will discuss at the July 22nd Policy Board meeting. Comments at the meeting are welcome and comments via email are encouraged. The project team will ask for comments again when the Draft West County Action Plan is ready for review in the fall.

Proposed Action Plan Definitions

- **Goal:** A goal is a statement that describes in general terms a condition or quality of service desired that is in line with the policies. For example, a common goal from past Action Plans was to “provide and encourage the use of alternatives to the single-occupant auto.” This goal would be in line with a policy that calls for “an efficient transportation system.”
- **Policy:** The policies of an Action Plan help guide its overall direction. Decisions regarding investments, program development, and development approvals are based on these policies.
- **Action:** Actions are the specific programs or projects that are recommended for implementation to meet the RTOs set forth in the Action Plan. The responsibility of carrying out the actions may fall to an individual local jurisdiction, to the Regional Committee as a whole, to CCTA, or to another agency such as Caltrans. All actions are either Projects or Programs (defined below) and shall be organized as such in each Action Plan.
- **Project:** Projects are Actions that involve the development, structural modification, or redevelopment of infrastructure, commercial uses, industrial uses, residential uses, or other properties. Projects may include clearing or land grading, improvements to existing structures, construction activities, and other activities requiring public agency issuance of a construction permit.
- **Program:** Programs are Actions that do not involve construction and instead involve education, research, funding or other non-construction activities and are carried out in response to adopted policy to achieve a specific goal or objective.
- **Route of Regional Significance:** Routes of Regional Significance are roadways, transit routes or facilities, and bike or pedestrian routes or facilities that connect two or more subareas of Contra Costa, cross County boundaries, carry significant through traffic, and/or provide access to a regional center, a regional highway or a transit facility. These routes provide vital connections that support economic and recreational activities throughout the County. These are also routes for which the subregion wants to share regional responsibility with neighboring jurisdictions.
- **Regional Transportation Objective (RTO):** RTOs are specific, quantifiable objectives that describe a desired level of performance for a component of the transportation system. They were previously referred to as Multimodal Transportation Service Objectives (MTSOs) but have been renamed because they cover more topics than individual modes, and because not all of them refer to service levels. An RTO consists of a Metric and a Standard.
- **Metric:** The unit of measurement by which an RTO is measured, such as “Level of Service,” “Delay” or “Vehicle Miles Traveled per Capita.”
- **Standard:** The level or increment of a metric that is required by an RTO. For example, the Standard for Level of Service might be “D,” and the Standard for VMT per Capita might be “20 trips per person per day.”

Proposed Action Plan Outline

The outline below reflects all components of the West County Action Plan and how they are broken down. This outline includes new topics included in each subregional Action Plan, including dedicated chapters for active and public transportation and for non-modal topics safety, equity, climate change, and technology.

1. Introduction
 - a. The Measure J Transportation and Growth Management Program
 - b. Action Plan Purpose and how the Action Plans will influence the CTP
 - c. Routes of Regional Significance: Definition and Usage in this Action Plan
 - d. Action Plan Chapters
 - e. Definition of Terms
2. Current Conditions, Trends, and Travel Patterns
 - a. Population and Employment Conditions and Forecasts
 - b. Commute Patterns and Traffic Forecasts
 - i. Roadways
 1. Traffic Volumes and Conditions
 2. VMT
 3. Traffic Speed and Delay
 4. Recently Completed and On-Going Actions
 - ii. Transit
 1. Existing Facilities
 2. Service Levels
 3. Recently Completed and On-Going Actions
 - iii. Bike and Pedestrian Facilities
 1. Existing Facilities
 2. Recently Completed and On-Going Actions
 - c. Safety Trends and Forecasts
 - d. Climate Change and GHG Trends and Forecasts
 - e. Equity Concerns
 - f. Conclusions from Existing Transportation Conditions
3. Action Plan Vision and Goals
 - a. Overall Vision
 - i. Holistic approach
 - ii. Shared mobility
 - iii. Technology and innovation
 - b. Roadway Goals
 - c. Transit Goals
 - d. Bike and Pedestrian Goals
 - e. Safety Goals
 - f. Climate Change Goals
 - g. Equity Goals

- h. Technology Goals
- 4. Roadways
 - a. Policies
 - i. Gateway Constraints Policies (in some subareas)
 - b. RTOs
 - c. Actions Needed to Achieve RTOs (projects or programs)
 - d. Preliminary Analysis Results of Actions
- 5. Transit
 - a. Policies
 - b. RTOs
 - c. Actions Needed to Achieve RTOs (projects or programs)
 - d. Preliminary Analysis Results of Actions
- 6. Bike and Pedestrian
 - a. Policies
 - b. RTOs
 - c. Actions Needed to Achieve RTOs
 - d. Preliminary Analysis Results of Actions
- 7. Safety
 - a. Policies
 - b. RTOs
 - c. Actions Needed to Achieve RTOs (projects or programs)
 - d. Preliminary Analysis Results of Actions
- 8. Climate Change
 - a. Policies
 - b. RTOs
 - c. Actions Needed to Achieve RTOs (projects or programs)
 - d. Preliminary Analysis Results of Actions
- 9. Equity
 - a. Policies
 - b. RTOs
 - c. Actions Needed to Achieve RTOs (projects or programs)
 - d. Preliminary Analysis Results of Actions
- 10. Technology
 - a. Policies
 - b. RTOs
 - c. Actions Needed to Achieve RTOs (projects or programs)
 - d. Preliminary Analysis Results of Actions
- 11. Financial Outlook/Financial Plan [*note: final outline of this section TBD.*]
 - a. Overview
 - b. Sub-Regional Transportation Impact Fee (*This may not be a section that applies to all subareas, and may look different in each subregion depending on existing funding structure*)

- c. Shared Facilities
 - d. Subregional Transportation Mitigation Program (STMP) *(This may not be a section that applies to all subareas)*
 - e. Local Traffic Fees in Subarea Jurisdictions
12. Procedures for Notification, Review, and Monitoring /Plan Implementation, Monitoring, and Review
- a. Role of Sub-Area Transportation Committees (TVTC, LPMC, TRANSPLAN, TRANSPAC, WCCTAC)
 - b. Circulation of Environmental Documents
 - c. Review of General Plan Amendments
 - d. Schedule for Action Plan Review (to include information on how to amend an Action Plan)
 - e. Implications for Compliance with the Measure J Growth Management Program (GMP)
 - f. Regional Traffic Management and Conflict Resolution

Appendix A: RTO Values for Observed and Forecasted Conditions

Appendix B: Summary of Actions (by Route or similar)

Appendix C: RTO Calculation and Values

Proposed Action Plan Goals

The working draft goals listed below include revisions to existing West County goals and proposed new goals to address new Action Plan topics. These revisions reflect comments from WCCTAC TAC members during meetings with CCTA and PlaceWorks staff on December 13, 2021 and January 13, 2022, along with various email comments received from TAC members. Edits to existing goals are shown in ~~strikethrough~~ and double underline. New goals are in double underline.

- Provide geographically comprehensive, efficient, and effective local and regional transit services.
- Expand high-capacity transit in West County.
- Increase use of active transportation modes.
- Complete and expand the regional trail system.
- Support active transportation modes through the creation and improvement of bicycle and pedestrian facilities. ~~Implement Complete Streets enhancements identified in local plans.~~
- Decrease single-occupant vehicle travel and VMT. ~~Pursue and sponsor transportation demand management programs to reduce single-occupant vehicle travel.~~
- Actively support development in Priority Development Areas that includes strategies to implement transit-oriented development. ~~Actively manage growth to support regional land use and transportation goals.~~
- Improve the efficiency of highway and arterial operations through a holistic planning approach that considers shared mobility and prioritizes non-SOV transportation. ~~Improve the efficiency of highway and arterial operations.~~

- ~~Maintain existing transportation facilities in adequate condition to provide safe and effective service.~~
- 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 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.

Proposed Corridor and Routes of Regional Significance (RRS) Maps

An ongoing component of the Action Plan updates is revising the existing Routes of Regional Significance (RRS) to create new maps that show multi-modal RRS in Contra Costa County and the Alameda County portion of the Tri-Valley area.

RRS's are transportation facilities that meet certain qualifying criteria (described in detail in the "Proposed Action Plan Definitions" section above) and were nominated by local staff. The maps will help CCTA, local jurisdictions, and the general public know which roadway, transit, and active transportation facilities are important to the region, and will serve as the basis for monitoring and maintenance by CCTA and the RTPCs.

After extensive discussions with RTPC TACs and various community stakeholders, the project team created a series of maps that show RRS's both as a multimodal network of travel corridors, and for individual modes. These maps are described below.

CORRIDOR MAPS

PlaceWorks has created multimodal RRS "Corridor Maps" that show five different transportation modes (bus, rail, bike, freeway, and surface roadways) on a single map. The maps are intended to illustrate the multimodal nature of the transportation network, and to also show that multiple facilities exist in any given generalized transportation corridor.

There are a total of six Corridor Maps: one countywide and one for each RTPC subregion. The countywide and West County Corridor Maps are enclosed as Figure 1 and Figure 2 within this memorandum for review.

These maps show the location, generalized routing, and modes of each corridor. They are not intended to be exact, but rather to show travel corridors of the multimodal transportation network, as dictated by the subregion's geography and Bay coastline. There are several critical notes to these Corridor Maps:

- The Corridor Maps show desired future conditions, meaning some facilities and routes shown are planned but not yet constructed.
- The corridors shown on the maps are highly generalized to show multimodal conditions where they exist or may someday exist, and therefore include multiple facilities and routes within one corridor.

MODE SPECIFIC RRS MAPS

In addition to the Corridor Maps, each Action Plan will include three mode-specific maps that will illustrate mode specific RRS and may be tied to specific Regional Transportation Objectives (RTOs).¹ Readers of each Action Plan will be able to refer to these maps for a detailed depiction of existing and desired facilities. The draft West County mode specific RRS maps are shown in Figure 3, Figure 4, and Figure 5. Descriptions of these maps are included below.

- **Key Existing Transit Facilities.** Each Action Plan will include a map showing key transit routes that has been developed in conjunction with the TACs and local transit providers.
- **Low Stress Bike Network.** The Action Plans will contain one or more RTOs to move towards completion of CCTA's already-designated Low Stress Bike Network (LSBN) described in the 2018 Countywide Bicycle and Pedestrian Plan. Therefore, the Action Plans will include a map showing completed and yet-to-be-completed facilities on the LSBN.
- **Vehicular Routes.** One or more maps in each Action Plan will show locations of key freeway and roadway segments and intersections that are to be monitored and maintained as part of the Action Plan process.

¹ Some RTOs will include special maps beyond the mode specific RRS maps, which are shown in Attachment 2 of this memorandum.

FIGURE 1. COUNTYWIDE CORRIDOR MAP

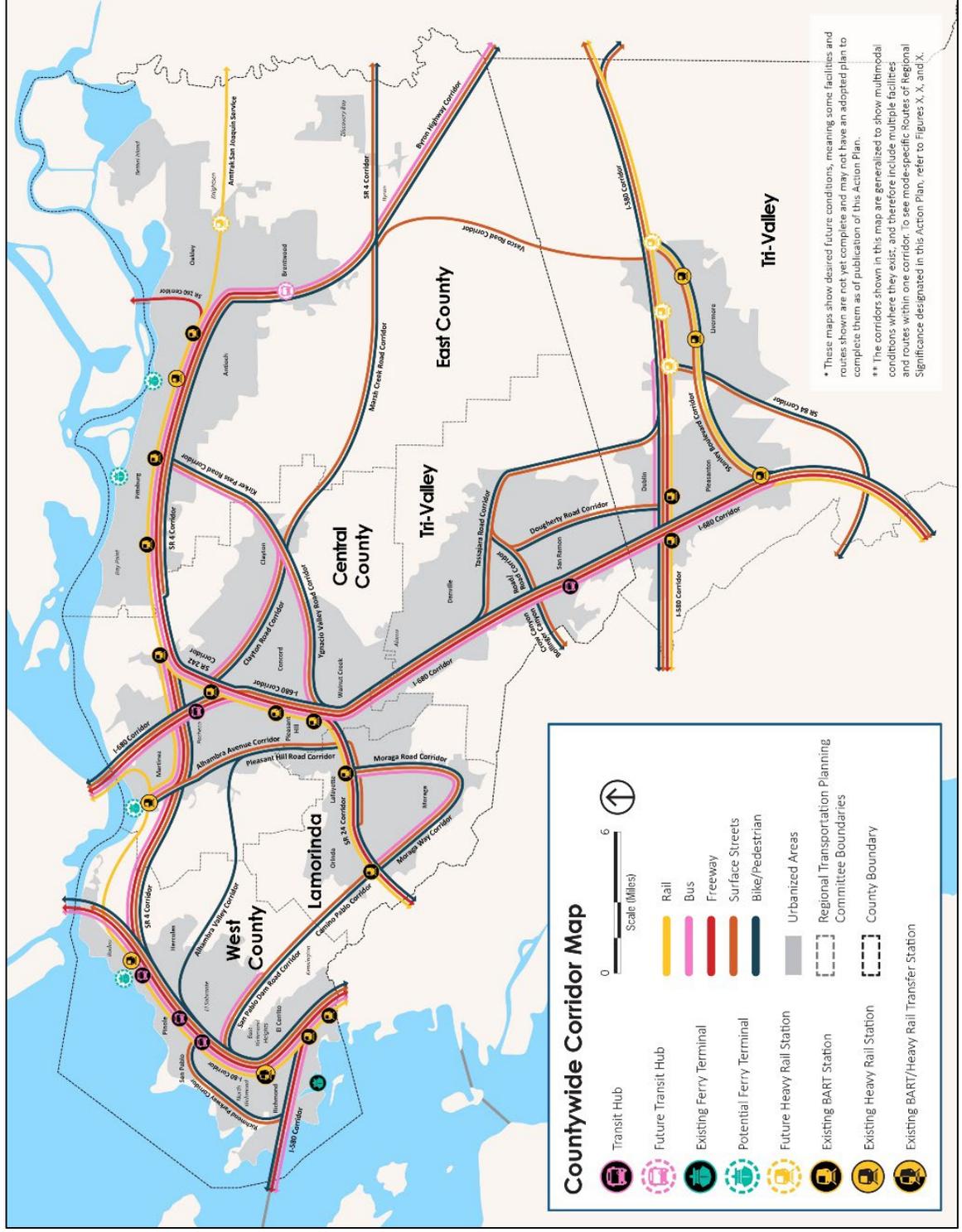


FIGURE 2. WEST COUNTY CORRIDOR MAP

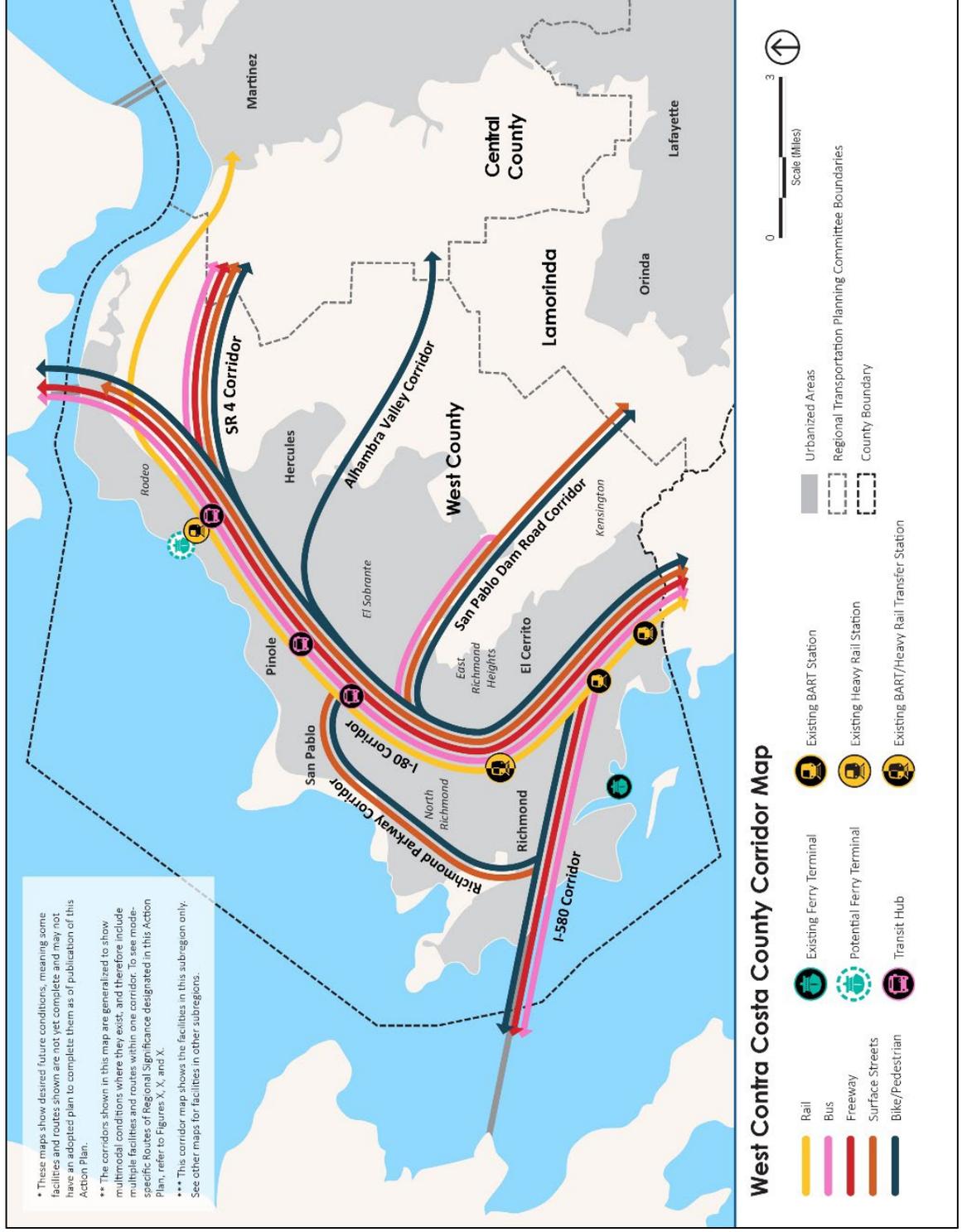
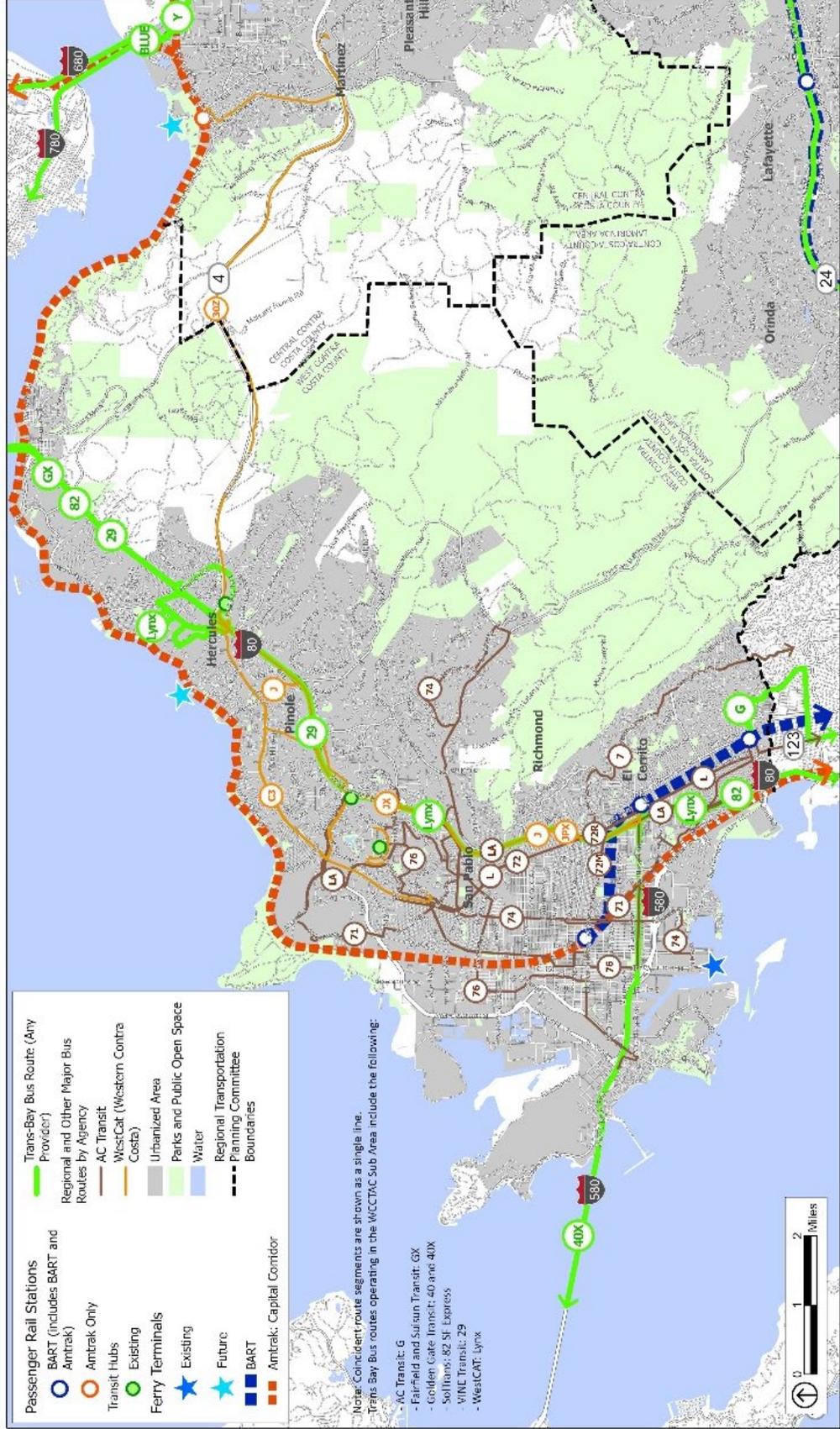
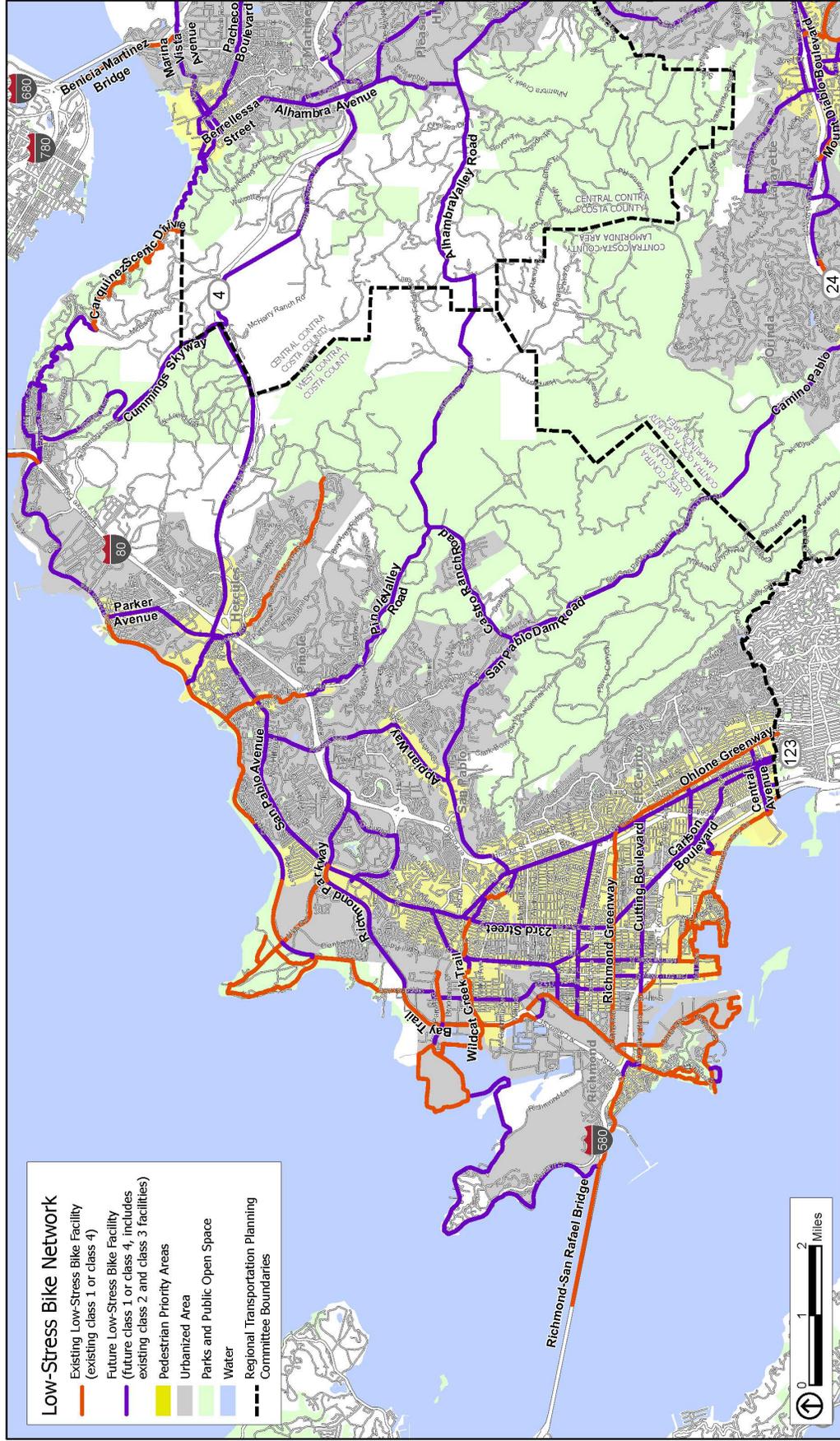


FIGURE 3. WEST COUNTY TRANSIT FACILITIES AND RRS MAP



WORKING DRAFT — WEST CONTRA COSTA COUNTY TRANSIT FACILITIES AND ROUTES OF REGIONAL SIGNIFICANCE

FIGURE 4. WEST COUNTY LOW STRESS BIKE NETWORK RRS MAP



Source: ABAG/MTC, 2021; CCTA, 2021; ESRI, 2021; PlaceWorks, 2021.

FIGURE 5. WEST COUNTY ROADWAY RRS MAP



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

WORKING DRAFT — WEST CONTRA COSTA COUNTY ROADWAY ROUTES OF REGIONAL SIGNIFICANCE

Proposed Regional Transportation Objectives (RTOs) and RTOs Considered but not Recommended

As described in the “Proposed Action Plan Definitions” section of this memorandum, RTOs are specific, quantifiable objectives that describe a desired level of performance for a component of the transportation system. They were previously referred to as Multimodal Transportation Service Objectives (MTSOs) but have been renamed because the Action Plan RTOs will cover more topics than individual modes, and because not all of them refer to service levels. An RTO consists of a Metric and a Standard which are further defined in the “Proposed Action Plan Definitions” section above.

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. In this round of Action Plan preparation, each RTPC continues to have the authority to craft its own RTOs. However, PlaceWorks is working with CCTA and the RTPCs to ensure that the new RTOs are as consistent as possible across the Action Plans to ensure they are largely internally consistent and to ultimately be combined and consolidated into the future CTP. The project team met with the WCCTAC TAC on February 28, 2022, to discuss a long list of potential RTOs that the project team could consider for modeling and analysis. After this meeting, the project team took TAC feedback and narrowed down the list of RTOs to 29 that we felt were able to be modeled and could result in quantifiable and attainable RTOs. Throughout the process of modeling, 8 of these RTOs did not yield significant enough results, or resulted in modeling issues, and are not recommended for the Action Plans.

The project team moved forward in modeling and analyzing the 21 RTOs that could be adequately modeled and presented those RTOs to the WCCTAC TAC on July 14, 2022. These 21 preliminary RTOs, and their relevant chapter topics are listed below along with the 8 RTOs that were considered but not recommended to move forward in any Action Plan. Table 1 lists each RTO along with its metric, definition, existing target, and proposed targets. Detailed memos describing each RTO are included as attachments to this memorandum. Attachment 1 provides an RTO Methodology Memorandum, and Attachment 2 includes an RTO Analysis Memorandum. Attachments 1 and 2 were presented to WCCTAC on July 14, 2022, and detail the methodology, analysis results, and proposed targets for each RTO listed below.

PROPOSED RTOs

- Freeway RTOs
 - Peak-hour delay index on select freeway segments.
 - Buffer index on select freeway segments.
- Surface Roadway RTOs
 - Peak-hour Level of Service (LOS) at selected intersections in urban areas.
 - Peak-hour segment LOS on selected two-lane roadways outside of urban areas.
- Transit RTOs
 - Mode share of transit trips.
 - Ratio of travel time for transit as compared to automobile travel time for select trips.
- Bicycle and Pedestrian RTOs
 - Mode share of bicycling and walking.

- Proportion of the countywide low-stress bike network (LSBN) that has been completed.
- Number of locations where the LSBN makes an unprotected crossing over a heavily traveled vehicle route.
- Safety RTOs
 - Number of Killed or Seriously Injured (KSI) collisions.
 - Number of bike- or pedestrian-involved collisions.
 - Number of bike- or pedestrian-involved collisions within 500 feet of a school.
- Equity RTOs
 - Proportion of KSI and bike- or pedestrian-involved collisions that occur in Equity Priority Communities (EPCs), compared to the county as a whole.
 - Share of county jobs that can be reached by EPC residents within a 30-minute drive, as compared to county residents as a whole.
 - Share of county jobs that can be reached by EPC residents within a 45-minute transit trip, as compared to county residents as a whole.
 - Proportion of EPC acres that are not within a quarter-mile buffer of a transit stop served by high-quality transit.
- Climate Change RTOs
 - Single-occupant vehicle mode share.
 - Vehicle miles traveled (VMT) per capita.
 - Transportation greenhouse gas (GHG) emissions per capita.
 - Zero-emission vehicle ownership in the subregion.
- Technology RTOs
 - Level of signal interconnection.

RTOS CONSIDERED BUT NOT RECOMMENDED

RTOs that were considered but are not recommended for inclusion in the Action Plans are listed below. The reasoning behind these decisions is described in detail in Attachment 1.

- Wait time for paratransit
- Speed reduction
- Use of shared (pooled) Transportation Network Companies (TNCs)
- Number of shared scooters, shared bicycles, and public autonomous shared vehicles that are deployed
- Pavement condition on the countywide low-stress bike network
- Average commute time for low-income residents as compared to county residents as a whole
- Miles of Routes of Regional Significance (RRS) estimated to be vulnerable to sea-level rise.
- Percentage of vulnerable RRS for which remediation plans or a mitigation approach have been created.

TABLE 1. RTOS FOR WEST COUNTY SUBREGION

Facility Type or Planning Focus	Metric	Definition	Existing Target	Proposed 2027 Target	Proposed 2050 Target
	Freeway Delay Index	Travel time ratio for congestion vs. free-flow conditions	Delay index: I-580 – 2.5 or less I-80 – 3.0 or less SR-4 – 2.0 or less	Delay index: I-580 – 2.5 or less I-80 – 3.0 or less SR-4 – 2.0 or less	Delay index: I-580 – 2.5 or less I-80 – 3.0 or less SR-4 – 2.0 or less
	Freeway Buffer Index	Proportion of added travel time between the 95 th percentile and the average	Buffer index: 0.5	Buffer index: 0.5	Buffer index: 0.5
Roadways	Intersection Level of Service (LOS)	Average control delay during peak hours	LOS D LOS E on San Pablo Avenue and San Pablo Dam Road	LOS D in all areas except for downtowns, key school sites, and freeway ramps; LOS E at freeway ramps; no LOS standards for downtowns, key school sites, or Transit Priority Areas (TPAs)	LOS D in all areas except for downtowns, key school sites, and freeway ramps; LOS E at freeway ramps; no LOS standards for downtowns, key school sites, or TPAs
		Average speed during peak hours	None	LOS D (40-45 miles per hour (mph))	LOS D (40-45 mph)
Transit	Transit Mode Share	Proportion of daily person trips using transit	None	21% commute trips	40% of commute trips
	Travel Time Ratio	Ratio of peak commute period travel time on transit to drive alone auto travel time for key corridors	None	Transit time ≤ auto travel time	Transit time ≤ auto travel time
Active Transportation	Bicycle Mode Share	Proportion of daily person trips made by bicycle	None	6% all trips 2.5% commute trips	12% all trips 5% for commute trips,
	Low Stress Bike Network (LSBN)	Proportion of the LSBN that is complete	None	47%	100%
	LSBN Crossings	Number of locations the LSBN crosses a roadway and is considered to be unprotected	None	None	None
Safety	KSI Collisions	Number of crashes resulting in fatality or injury	None	None	None
	Bike-Ped Collisions	Number of KSI crashes involving a bicyclist or pedestrian	None	Zero fatality and severe injury crashes	
	Bike-Ped Collisions near Schools	Number of bicycle or pedestrian involved KSI collisions occurring within 500 feet of schools	None		

Facility Type or Planning Focus	Metric	Definition	Existing Target	Proposed 2027 Target	Proposed 2050 Target
Equity	KSI Collisions in EPCs	Proportion of KSI collisions that occur in EPCs	None	Zero fatality and severe injury crashes	
	Job Share Accessible by driving in EPCs	Share of jobs accessible by EPCs residents with a 30-minute drive	None	75%	80%
	Job Share Accessible by transit in EPCs	Share of jobs accessible by EPCs residents with a 45-minute transit trip	None	31%	39%
	High Quality Transit Access in EPCs	Number of people in EPCs not within a quarter-mile distance of a transit stop served by high quality transit	None	30%	100%
	Single-Occupant Vehicle (SOV) Mode Share	Proportion of daily person trips made by single occupant vehicle	None	50%	40%
Climate Change	Greenhouse Gas (GHG) Emissions per Capita	Tons of CO ₂ emissions	None	15 lbs per capita	Zero transportation related
	Electric Vehicle Ownership	Number of battery electric vehicles owned by subregion residents	None	50% market penetration	100% market penetration
	VMT per capita	Home-based vehicle miles traveled per capita	None	22.7 VMT	21 VMT
Technology	Level of Signal Interconnection	Number of connected signals	None	54	54

Proposed Action Plan Actions

The project team worked on a revised list of actions for each subregion to ensure that each Action Plan would include actions appropriate to achieve the RTOs. A list of proposed actions for the West County Action Plan was presented to the WCCTAC TAC on July 14, 2022. This list of actions is included in this memorandum as Table 2. The revisions proposed in Table 2 reflect consolidation and/or wordsmithing of existing actions, removing of actions which are now complete, and the introduction of new actions. Proposed new actions come from several sources, including:

- Actions recommended by the project team based on best management practices or similar projects, that are necessary to achieving the performance targets established under the RTOs.
- Actions to address topics requested by WCCTAC TAC members or through other subregional TAC members that are also applicable to the West County subregion.

The middle column of Table 1 lists the existing West County Action Plan text and includes strikethrough and underline edits to show revisions proposed by the project team. Column B includes notes on why the edit has been made while the first column assigns each revised action with an action number that will be used in the Draft West County Action Plan.

TABLE 2 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
<i>Freeways</i>		
Freeways-1	Complete the reconstruction of the I-80/San Pablo Dam Road interchange. <u>Complete necessary operational improvements (i.e. protected turn lanes, synchronized signal timing, and auxiliary lanes, among others) at select intersections or roadway segments, while ensuring that the improvements are balanced against the objectives and actions set forth elsewhere in this Action Plan.</u>	Replaced with a general capacity improvement action
Freeways-2	Support implementation, operations and maintenance of the I-80 Integrated Corridor Mobility project. (21) <u>Support transit priority improvements in the West County service area and continue to work with Caltrans on refinement and monitoring of the ICM program.</u>	Revised per TAC comments
	Enhance State Route 4 to a full freeway between I-80 and Cummings Skyway, including adding a connection between westbound I-80 and eastbound SR 4. (22)	Removed because this is included under general operational improvements that could occur under the new action above
Freeways-3	<u>Reconstruct part or all of the SR-4 and I-80 interchange to improve transit access to the Hercules</u>	Added based on TAC comment

TABLE 2

RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
	<u>Transit Center and work with local jurisdictions to identify any other ramp reconfiguring projects.</u>	
	Implement recommendations of the State Route 4 Integrated Corridor Analysis.	Removed due to TAC comment
	Complete the improvements associated with the I-80/Central Avenue interchange. (26)	Removed because this is included under general operational improvements that could occur under the new action above
Freeways-4	Implement the recommended actions in the I-80 Corridor System Management Plan (CSMP). (43)	Kept as is
Freeways-5	Support broad <u>Continue to expand</u> coordination between Contra Costa and neighboring counties (including Alameda, Solano, and Marin) to reduce single-occupant vehicle travel along the I-80 corridor. (46)	Revised to be more actionable
Freeways-6	Complete a West County goods movement study, focused on ensuring efficient movement of goods while reducing impacts (environmental, health, quality of life) on West County residents (29). Work with CCTA to complete a Countywide Goods <u>Movement Plan that promotes greater use of technology for communications and scheduling, funding for equipment upgrades for air quality improvements with cleaner technology, and an advocacy platform for goods movement and guidance for local jurisdictions.</u>	Added using language drafted for all action plans
Freeways-7	<u>Improve the operational efficiency of freeways and arterial streets through effective corridor management strategies, such as ramp metering, traffic operations systems, Intelligent Transportation Systems (ITS) improvements, HOV/HOT lane and bypass lanes, among others, to support a cohesive transportation system for all modes.</u>	Added using language drafted for all action plans
Freeways-8	<u>Work with CCTA, Caltrans, California Highway Patrol, and local jurisdictions to continue studying the feasibility of bus on shoulder pilot and long-term programs, which may include examining legislation that should change.</u>	Added using language drafted for all action plans

TABLE 2 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
Freeways-9	<u>Work with CCTA, Caltrans, and California Highway Patrol to track HOV/HOT and Fastrak lane violators.</u>	Added using language drafted for all action plans
Freeways-10	<u>Work with CCTA and local jurisdictions to discourage diversion from freeways and cut through travel on surface roadways by developing traffic management programs, increasing trip capacity on freeways, completing freeway operational improvements, implementing traffic calming measures on surface roadways, and exploring surface roadway redesign to support active and public transportation modes.</u>	Added using language drafted for all action plans
Freeways-11	Implement <u>Study techniques to support the establishment, operation, and maintenance of existing and additional public or private park and ride facilities at appropriate locations, including shared-use agreements at activity centers with underutilized parking spaces.</u>	Added using language drafted for all action plans
Freeways-12	<u>Conduct a study to develop a seamless HOV/HOT/Express Lane on West County freeways.</u>	Added using language drafted for all action plans
<i>Surface Roadways</i>		
Surface Roadways- 1	Maintain pavement management systems and schedules, and continue to seek additional funding for local roadway maintenance. (28)	Kept as is
Surface Roadways-2	Implement the recommendations of the specific plans along 23rd Street. (44)	Kept as is
Surface Roadways-3	Work with WCCTAC, local jurisdictions and CCTA to seek funding to implement recommendations of the North Richmond Truck Route Study (or other mutually agreed upon implementation measures), to improve connectivity to designated truck routes, discourage non-local heavy truck traffic on local streets, and improve public health and safety in West County communities. (25)	Kept as is
Surface Roadways-4	Explore options to extend the truck climbing lane on Cummings Skyway, and to implement a Class II bike lane on Cummings Skyway between San Pablo Avenue and Franklin Canyon Road. (24)	Kept as is
Surface Roadways-5	Participate in San Pablo Avenue Multimodal Corridor Project. <u>Implement any Board approved recommendations from the San Pablo Avenue Multimodal Corridor Study.</u>	Revised per TAC comments

TABLE 2 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
Surface Roadways-6	<u>Develop subregional corridor management plans to provide adequate roadway capacity for local and subregional travel while also including both public transit and active transportation modes and nonmodal transportation issues such as equity, climate change, safety, and technology.</u>	Added using language drafted for all action plans
<i>Transit</i>		
Transit-1	Work with local transit providers and regional funding agencies to identify funding for and provide bus oriented improvements, including operations and maintenance, supporting infrastructure for bus service in West County, and better bus stop amenities along local routes, and to improve headways and expand bus service along important corridors in West County. <u>Work with local transit providers and regional funding agencies to identify funding for bus oriented improvements, including operations and maintenance, supporting infrastructure for bus service in West County, and better bus stop amenities along local routes, and to improve headways and expand bus service along important corridors in West County.</u>	Revised per TAC comments
Transit-2	Pursue plans, programs, and projects that implement transit-oriented development with pedestrian/bicycle access in urban areas the designated Pedestrian-Bicycle Transit (PBT) zones using design principles that support local bus services and pedestrian/bicycle access. <u>Pursue plans, programs, and projects that implement transit-oriented development with pedestrian/bicycle access in urban areas the designated Pedestrian-Bicycle Transit (PBT) zones using design principles that support local bus services and pedestrian/bicycle access.</u>	Revised per TAC comments
Transit-3	Work with CCTA to develop new or expanded park n-ride lots mobility hubs along major activity centers and along freeways and other important roadway corridors and work with partners to address issues related to ownership and oversight of operations and maintenance, corridors and at major activity centers. <u>Work with CCTA to develop new or expanded park n-ride lots mobility hubs along major activity centers and along freeways and other important roadway corridors and work with partners to address issues related to ownership and oversight of operations and maintenance, corridors and at major activity centers.</u>	Revised per TAC comments
Transit-4	Partner Work with the Water Emergency Transportation Authority, CCTA, and other partners to ensure success of Richmond Ferry Service. MTC to plan and fund ferry service in West County. <u>Partner Work with the Water Emergency Transportation Authority, CCTA, and other partners to ensure success of Richmond Ferry Service. MTC to plan and fund ferry service in West County.</u>	Revised per TAC comments
Transit-5	Participate in studies regarding passenger rail improvements in West County, such as expansion of service on the Capital Corridor or San Joaquin Corridor. Work with passenger rail operators in countywide and regional efforts to implement passenger rail improvements in West County, such as expansion of service on the Capital Corridor or San Joaquin Corridor and planning for LINK 21. <u>Participate in studies regarding passenger rail improvements in West County, such as expansion of service on the Capital Corridor or San Joaquin Corridor. Work with passenger rail operators in countywide and regional efforts to implement passenger rail improvements in West County, such as expansion of service on the Capital Corridor or San Joaquin Corridor and planning for LINK 21.</u>	Revised per TAC comments
Transit-6	Support Pursue projects and programs that improve the passenger experience, upgrade systems, modernize stations, and expand the capacity of BART stations in West County. <u>Pursue projects and programs that improve the passenger experience, upgrade systems, modernize stations, and expand the capacity of BART stations in West County.</u>	Revised per TAC comments

TABLE 2 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
Transit-7	Improve the reliability, <u>efficiency, and travel time</u> and efficiency of bus service along San Pablo Avenue. (34)	Revised per TAC comments
Transit-8	Continue to evaluate long term solutions to congestion around the El Cerrito del Norte BART station, with particular attention to methods that could improve local and regional transit and auto access to the station, along with improving multimodal access and circulation for transit-oriented development and businesses in the area. <u>Work with CCTA and local jurisdictions to improve circulation near and multimodal access near the del Norte BART station.</u>	Revised per TAC comments
	Participate in a study of high occupancy transit options in the I-80 corridor in West County.	Removed because it is too vague and would be completed elsewhere in the proposed actions
Transit-9	Enhance transportation services for mobility impaired West County residents, through improved coordination of existing services and consideration of expanded services. (47)	Revised using language drafted for all action plans
	<u>Implement the recommendations of the Contra Costa Accessible Transportation Strategic Plan, including the establishment of a new Coordinating Entity and establishing a new, ongoing, dedicated funding stream.</u>	
	Support the coordination of transit services across all areas of Contra Costa to improve connectivity and access. (48)	Removed because coordination of transit service is covered in action below
Transit-10	Implement the Express Bus recommendations from the West County High Capacity Transit Study (50) <u>Complete a feasibility study to explore feasibility of a Regional Express Bus Program and expansion and enhancement of Bus Rapid Transit, along SR-24 and other key roadways.</u>	Revised because WCCTAC has already completed this
	Implement the San Pablo/Macdonald Avenues Bus Rapid Transit recommendations from the West County High Capacity Transit Study	Removed per TAC comment
	Implement the 23rd Street Bus Rapid Transit recommendations from the West County High Capacity Transit Study	Removed per TAC comment

TABLE 2 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
Transit-11	<u>Complete the West Contra Costa Transportation Investment Study, including evaluation of transit opportunities, roadway improvements, and other projects. Implement the recommendations of the West County High Capacity Transit Study.</u>	Revised per TAC comment
Transit-12	<u>Plan and implement enhanced railroad crossings to improve pedestrian and bicycle access and to reduce noise and quality-of-life impacts throughout West County; enhancements may involve implementing quiet zones, grade separations, train-traffic signal preemption systems, or other measures (19).</u>	Revised per TAC comment
Transit-13	<u>Complete the implementation of the Hercules Intermodal Station. Support Work with the City of Hercules to ensure the success of the Regional Intermodal Transportation Center (RITC)</u>	Revised per TAC comments
Transit-14	<u>Work with local jurisdictions in reviewing and considering options for improving curb management and bus and truck loading on public streets.</u>	Added using language drafted for all action plans
Transit-15	<u>Participate in any current or future studies regarding rail options for the West County area and continue exploring development of new rail stations.</u>	Added using language drafted for all action plans
Transit-16	<u>Work with CCTA, local jurisdictions, and local public transit operators to:</u> <ul style="list-style-type: none"> <u>- Link transit service within the West County subregion, more directly to communities outside the West County subregion, between BART stations, and between adjacent counties.</u> <u>- Standardize operations, regional mapping, and wayfinding.</u> <u>- Implement traffic signal management and bus prioritization technology on regionally significant transit routes to improve bus speed and reliability.</u> 	Added using language drafted for all action plans
Transit-17	<u>Evaluate systemwide bus stop improvements, including making it safer and easier for people to access transit stations and ensuring that transit is safe and attractive.</u>	Added using language drafted for all action plans
Transit-18	<u>Provide educational awareness of public transportation options through outreach, education, and advertising, particularly in local schools.</u>	
Transit-19	<u>Work with CCTA and local transit operators to explore financial incentives and reduced fares for public transportation, including a feasibility study to explore</u>	Added using language drafted for all action plans

TABLE 2 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
	<u>a subregional or countywide Universal Basic Mobility program.</u>	
Transit-20	<u>Work with CCTA and MTC to promote Safe Routes to Transit projects and programs, and submit applications for funding for construction of local Safe Routes To Transit projects and programs.</u>	Added using language drafted for all action plans
Transit-21	<u>Evaluate systemwide bus stop improvements, including making it safer and easier for people to access transit stations and ensuring that transit is safe and attractive.</u>	Added using language drafted for all action plans
<i>Bike/Ped</i>		
Bike/Ped-1	Continue to update and implement local and regional bicycle and pedestrian plans, and support the preparation of bicycle and pedestrian plans in those communities where they do not currently exist. (9) <u>Work with local jurisdictions in adopting and updating their bicycle and pedestrian plans to expand and/or improve their facilities to ensure a seamless active transportation network that provides a positive user experience.</u>	Replaced with language drafted for all action plans
	Consider bicycle and pedestrian needs in all neighborhood and roadway planning and design efforts, particularly within Priority Development Areas.	Removed per TAC comment
	Require new development projects to provide bike racks, lockers and other secure bike parking options at appropriate locations, and seek funding to provide bike parking at key activity centers throughout West County. (14)	Kept as is
	Support and fund programs, such as the Street Smarts Program, to increase the level of public education about bicycle safety and to reduce injuries due to pedestrian or bicycle collisions.	Removed per TAC comment
	Participate in planning studies for the Bay Trail extension along I-580, from Castro Street to the Richmond-San Rafael Bridge.	Removed per TAC comment
Bike/Ped-2	Improve pedestrian and bicycle access <u>and safety</u> through freeway interchange areas.	Revised per TAC comment
Bike/Ped-3	Conduct <u>feasibility study along Richmond Parkway to decrease development impacts, balance truck traffic with automobiles, and overall a-bicycle and pedestrian route improvements to close gaps, improve safety, and connectivity to the new Richmond San Rafael</u>	Revised per TAC comment

TABLE 2 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
Bike/Ped-4	<p>Bridge eastbound Bay Trail extension, feasibility study along Richmond Parkway, and work to improve the Bay Trail crossing at Wildcat Creek and close other trail gaps along the Parkway.</p> <p>Complete gaps in the Countywide Low Stress Bike Network. Close gaps in the regional trail and bicycle route systems, and develop local bike route links to the Bay Trail and Richmond and Ohlone Greenways to facilitate longer distance bicycle travel through West County and to neighboring regions. (27)</p>	Revised using language drafted for all action plans
Bike/Ped-5	<p>Develop local bike route links to the Bay Trail and Richmond and Ohlone Greenways to facilitate longer distance bicycle travel through West County and to neighboring regions. (27)</p>	Action split from action above to be its own
Bike/Ped-6	<p>Implement the recommendations of the Complete Streets plans that affect San Pablo Avenue. (35)</p> <p><u>Develop a program to provide funds for implementation of Complete Streets policies of the local jurisdictions</u></p>	Replaced using language drafted for all action plans
Bike/Ped-7	<p>Implement the San Pablo Avenue Complete Streets/Bay Trail project between Rodeo and Crockett. (36)</p> <p>Implement the recommendations of the Appian Way Alternatives Analysis and Complete Streets Study. (37)</p> <p>Support completion of the Wildcat Creek Trail, including the Bay Ridge Trail to Ridge Trail connector.</p>	<p>Removed because this would be included under implementation of bike/ped plans</p> <p>Kept as is</p> <p>Removed because part is complete and the Bay Ridge Trail portion is now listed under the gap closure action above</p>
Bike/Ped-8	<p>Implement the findings of Participate in the countywide Safe Routes to School needs assessment, and use the results of that effort to identify and seek funding for bicycle and pedestrian improvements in West County school areas.</p>	Revised per TAC comments
Bike/Ped-9	<p>Support and participate in the efforts of Contra Costa Health Services in providing Safe Routes to School education and encouragement programs in area schools. Work with CCTA, Contra Costa Health Services, and Street Smarts Diablo Region to facilitate</p>	Replaced with language drafted for all action plans

TABLE 2 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
	<u>a countywide coordinated approach to Safe Routes to Schools programs, and to identify continual funding streams to encourage students, employees, and residents at K-12 schools, technical schools, and college sites to use non-vehicle modes to get to school.</u>	
Bike/Ped-10	<u>Develop a program to provide educational awareness of active transportation options and safety through outreach, education, and advertising.</u>	Added using language drafted for all action plans
Bike/Ped-11	<u>Continue the program to reduce the cost of bicycles, pedal-assist bicycles, and electric bicycles for Contra Costa residents.</u>	Added using language drafted for all action plans
Bike/Ped-12	<u>Work with CCTA and other regional agencies to develop a method of tracking the Pavement Condition Index (PCI) of bicycle facilities on the low-stress bike network, and implement rehabilitation improvements where needed.</u>	Added using language drafted for all action plans
Bike/Ped-13	<u>Complete bicycle and pedestrian crossing improvements at the following intersections:</u> <u>- Atlas Road and Giant Highway</u> <u>- Richmond Greenway crossing at Harbor Way South</u> <u>- Richmond Parkway and West Barret Avenue</u> <u>- Richmond Parkway and West Macdonald Avenue</u> <u>- Richmond Parkway and Goodrick Avenue</u> <u>- Ohlone Greenway at Manila Avenue</u> <u>- Ohlone Greenway at Moeser Lane</u> <u>- Ohlone Greenway at Potrero Avenue</u> <u>- Wildcat Creek Trail at Fred Jackson Way</u> <u>- Richmond Parkway at San Pablo Avenue</u> <u>- Richmond Parkway at Atlas Road</u> <u>- Pinole Creek bike facility at Tennant Avenue</u> <u>-Pinole Valley Creek at San Pablo Avenue</u>	Added using language drafted for all action plans and added semi-protected intersections that the RTO Analysis Memo suggests are to be improved by 2027
<i>Safety</i>		
Safety-1	<u>Work with regional and local agencies to increase the level of public education about bicycle safety and to reduce injuries due to pedestrian or bicycle collisions.</u>	Added using language drafted for all action plans
Safety-2	<u>Develop a program to coordinate the collection and analysis of safety data, identify areas of concern, and propose safety-related improvements and user awareness so as to support state and federal safety programs and performance measures.</u>	Added using language drafted for all action plans

TABLE 2 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
Safety-3	<u>Work with Caltrans to prepare an incident management plan for West County freeways.</u>	Added using language drafted for all action plans
Safety-4	<u>Work with CCTA to implement the Countywide Vision Zero Framework.</u>	Added using language drafted for all action plans
Safety-5	<u>Conduct a study to identify all safety-related transportation improvements needed within 500 feet of schools.</u>	Added using language drafted for all action plans
Safety-6	<u>Work with CCTA, MTC, and East Bay Regional Parks to study and avoid the impacts safety of electric bicycles on local trails and streets, so as to eventually allow electric bicycles on all local trail facilities.</u>	Added using language drafted for all action plans
<i>Equity</i>		
Equity-2	<u>Increase the number of express bus service to regional job centers inside and outside of the subregion.</u>	Added using language drafted for all action plans
Equity-2	<u>Conduct a study to identify strategies to increase low-income resident access to transit hubs, jobs, and areas with goods and services (for example, in West County, the study could explore enhancing existing transit hubs, constructing new transit hubs, and first/last mile solutions).</u>	Added using language drafted for all action plans
Equity-3	<u>Increase express bus service to regional job centers, particularly those with low-income workers, inside and outside of the subregion.</u>	Added using language drafted for all action plans
Equity-4	<u>Increase access to car sharing services for low-income residents and support financial incentives for using them.</u>	Added using language drafted for all action plans
Equity-5	<u>Increase high frequency transit lines and stops in EPC areas.</u>	Added using language drafted for all action plans
<i>Climate Change</i>		
Climate Change-1	<u>Support the WCCTAC TDM program in promoting commute methods and modes that reduce single-occupant vehicle travel at peak times.</u> <u>Work with 511 Contra Costa to expand Transportation Demand Management (TDM) programs, adopt local TDM plans, and conduct regular monitoring and reporting for program effectiveness.</u>	Revised using language drafted for all action plans

TABLE 2 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
Climate Change-2	<u>Continue to implement a program to support deployment of high-quality, fast and diverse electrical vehicle chargers in the subregion.</u>	Added using language drafted for all action plans
Climate Change-3	<u>Continue to promote electric vehicle ownership by offering financial incentives and providing educational programs and demonstrations.</u>	Added using language drafted for all action plans
Climate Change-4	<u>Work with regional agencies, local employers and schools to increase tele-work, compress work weeks, alternative work location, and flex schedules, and provide pre-tax employer transportation benefit programs.</u>	Added using language drafted for all action plans
Climate Change-5	<u>Work with local transit agencies, regional policymakers, and private entities to promote pooled regional ridesharing services.</u>	Added using language drafted for all action plans
Climate Change-6	<u>Coordinate with impacted jurisdictions, property owners, and other applicable agencies that own or maintain Routes of Regional Significance that would be impacted by sea level rise, to coordinate and plan for inundation mitigation.</u>	Added using language drafted for all action plans
Climate Change-7	<u>Encourage regional agencies and local jurisdictions to refer to the Adapting to Rising Tides Adaptation Roadmap when planning for sea level rise.</u>	Added using language drafted for all action plans
<i>Technology</i>		
	Investigate and support opportunities for using new technologies to reduce single-occupant vehicle travel and to use existing system capacity more efficiently; examples may include real-time ridesharing programs, online traveler information systems, smart highways, connected vehicles, and other technologies. (32)	Removed because this general and covered by several actions
	Implement the recommendations of the WCCTAC Transit Enhancements and Wayfinding Study, which identifies specific local access improvements to the West County BART stations and intermodal transfer centers. (41)	Remove because wayfinding is covered in the general transit improvements action above
Technology-1	Support the investigation and development of innovative transportation-related technologies that <u>reduce emissions</u>, could improve air quality and public health; examples include fueling/charging stations for alternative fuel vehicles, new cleaner bus technology, software applications to facilitate ride-sharing, and many other opportunities.	Revised per TAC comment

TABLE 2 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
Technology-2	<u>Upgrade the signal system along certain Routes of Regional Significance, including the 54 signals identified for interconnection.</u>	Added using language drafted for all action plans
Technology-3	<u>Conduct a study of the feasibility of a pilot Dynamic Personal Micro Transit System or Automated Driving System somewhere in the West County area.</u>	Added using language drafted for all action plans
Technology-4	<u>Work with local transit agencies, regional policymakers, and private entities to promote pooled regional ridesharing services.</u>	Added using language drafted for all action plans
Technology-5	<u>Coordinate with CCTA and local jurisdictions to identify solutions to the Intelligent Transportation System (ITS) communications needs during the development and implementation of a Regional ITS Communications Plan and/or regional communications infrastructure, including expanding fiber to link all traffic signals and bolster communications for signals, etc.</u>	Added using language drafted for all action plans
Technology-6	<u>Work with CCTA, micromobility operators, and local jurisdictions to create a subregional model ordinance and model RFP to deploy micromobility systems, built off industry best management practices.</u>	Added using language drafted for all action plans
<i>Funding</i>		
Funding-1	<u>Explore ways to increase revenue. Seek new sources of funding to maintain roads, transit facilities, trails, and all associated transportation infrastructure.</u>	Revised per TAC comment
Funding-2	<u>Support and implement the West County Subregional Transportation Mitigation Program, which generates funds to support specific capital improvements throughout West County. (33) Continue to participate and periodically update the West County Subregional Transportation Mitigation Program to ensure it will produce sufficient funds in light of current and anticipated growth rates and construction costs.</u>	Revised
<i>Misc.</i>		
	<u>Comply with the CCTA Growth Management Program through monitoring of new development proposals and General Plan amendments, and allowing for collaboration and comment from other jurisdictions. (30)</u>	Removed due to the nature and requirements of the Action Plan
	<u>Implement the recommendations of the Downtown El Sobrante Study. (38)</u>	Removed

TABLE 2 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
	Participate in studies and implement the plans related to the Lawrence Berkeley National Lab Second Campus.	Removed
	Implement Pinole San Pablo Avenue Bridge Replacement over BNSF Railroad – Complete Street (53)	Removed
	Encourage development of plans, programs and projects that support transit-oriented development within all Priority Development Areas.	Removed because this is policy direction instead of an action

Public Outreach Summary

The final component of this memorandum is Attachment 3, Public Outreach Summary. This document outlines the first round of public outreach conducted by CCTA and PlaceWorks during March and April 2022. Outreach was conducted to the general Contra Costa community and the Alameda County portion of the Tri-Valley area. Input from this outreach was incorporated into development of the Plan actions.

Next Steps

The contents of this memorandum will be summarized in a PowerPoint presentation for the July 22, 2022 WCCTAC Policy Board meeting. Comments on the components can be received before, during, or after the meeting. Comments on the components will be incorporated into the Draft West County Action Plan which will be ready for review in the fall.

**ATTACHMENT 1:
RTO ANALYSIS MEMORANDUM**

MEMORANDUM

DATE July 7, 2022; Revised July 14, 2022
TO John Hoang and Matt Kelly, CCTA
FROM David Early and Torina Wilson, PlaceWorks
Erin Vaca, DKS Associates
SUBJECT Regional Transportation Objectives Analysis Memorandum

The Action Plan planning process will incorporate performance metrics known as Regional Transportation Objectives (RTOs) that address transportation modes such as driving, transit, and bicycle and pedestrian travel, along with nonmodal topics of safety, equity, climate change, and technology. This memorandum presents the initial results of modeling and data collection for each of these RTOs for the West County subregion, and it presents performance targets for each RTO based on the modeling and data collection results.

This memorandum was compiled and authored by PlaceWorks. DKS conducted the modeling and wrote most of the text regarding the roadway, mode share, collision, and climate change RTOs. PlaceWorks prepared the content for the remaining RTOs.

The RTOs and proposed performance targets are summarized in Table 1.

Information about the methods used to calculate this data is contained in the RTO Methodology Memorandum dated July 7, 2022.

TABLE 1. REGIONAL TRANSPORTATION OBJECTIVES FOR WEST COUNTY SUBREGION

Facility Type or Planning Focus	Metric	Definition	Existing Target	Proposed 2027 Target	Proposed 2050 Target
Roadways	Freeway Delay Index	Travel time ratio for congestion vs. free-flow conditions	Delay index: I-580 – 2.5 or less I-80 – 3.0 or less SR-4 – 2.0 or less Buffer index: 0.5	Delay index: I-580 – 2.5 or less I-80 – 3.0 or less SR-4 – 2.0 or less Buffer index: 0.5	Delay index: I-580 – 2.5 or less I-80 – 3.0 or less SR-4 – 2.0 or less Buffer index: 0.5
	Freeway Buffer Index	Proportion of added travel time between the 95 th percentile and the average	LOS D	LOS D in all areas except for downtowns, key school sites, and freeway ramps;	LOS D in all areas except for downtowns, key school sites, and freeway ramps;
Roadways	Intersection Level of Service (LOS)	Average control delay during peak hours	LOS E on San Pablo Avenue and San Pablo Dam Road	LOS E at freeway ramps; no LOS standards for downtowns, key school sites, or Transit Priority Areas (TPAs)	LOS E at freeway ramps; no LOS standards for downtowns, key school sites, or TPAs
	Roadway Segment LOS outside of urban areas	Average speed during peak hours	None	LOS D (40-45 miles per hour (mph))	LOS D (40-45 mph)
Transit	Transit Mode Share	Proportion of daily person trips using transit	None	21% commute trips	40% of commute trips
	Travel Time Ratio	Ratio of peak commute period travel time on transit to drive alone auto travel time for key corridors	None	Transit time ≤ auto travel time	Transit time ≤ auto travel time
Active Transportation	Bicycle Mode Share	Proportion of daily person trips made by bicycle	None	6% all trips 2.5% commute trips	12% all trips 5% for commute trips,
	Low Stress Bike Network (LSBN)	Proportion of the LSBN that is complete	None	47%	100%
Safety	LSBN Crossings	Number of locations the LSBN crosses a roadway and is considered to be unprotected	None	None	None
	KSI Collisions	Number of crashes resulting in fatality or injury	None	None	None
Equity	Bike-Ped Collisions	Number of KSI crashes involving a bicyclist or pedestrian	None	Zero fatality and severe injury crashes	Zero fatality and severe injury crashes
	Bike-Ped Collisions near Schools	Number of bicycle or pedestrian involved KSI collisions occurring within 500 feet of schools	None	None	None
Equity	KSI Collisions in EPCs	Proportion of KSI collisions that occur in EPCs	None	Zero fatality and severe injury crashes	Zero fatality and severe injury crashes

Facility Type or Planning Focus	Metric	Definition	Existing Target	Proposed 2027 Target	Proposed 2050 Target
	Job Share Accessible by driving in EPCs	Share of jobs accessible by EPCs residents with a 30-minute drive	None	68%	80%
	Job Share Accessible by transit in EPCs	Share of jobs accessible by EPCs residents with a 45-minute transit trip	None	31%	39%
	High Quality Transit Access in EPCs	Number of people in EPCs not within a quarter-mile distance of a transit stop served by high quality transit	None	30%	100%
	Single-Occupant Vehicle (SOV) Mode Share	Proportion of daily person trips made by single occupant vehicle	None	50%	40%
	Greenhouse Gas (GHG) Emissions per Capita	Tons of CO ₂ emissions	None	15 lbs per capita	Zero transportation related
Climate Change	Electric Vehicle Ownership	Number of battery electric vehicles owned by subregion residents	None	50% market penetration	100% market penetration
	VMT per capita	Home-based vehicle miles traveled per capita	None	22.7 VMT	21 VMT
Technology	Level of Signal Interconnection	Number of connected signals	None	54	54

Mode Share RTOs

Mode share is considered in RTOs regarding the transit, bike/pedestrian, and climate change topics. Since mode share is relevant to three separate topics, information on it is presented in this section. Specific RTOs for each mode are contained in the sections below.

REPORTED CURRENT COMMUTE MODE SHARE

The American Community Survey (ACS) estimates published by the Census Bureau reports the number of work trips by mode. An estimated mode share based on this data is shown in Table 2 and shows the commute mode share for Contra Costa County and the West County subregion. As shown in Table 2, about 79 percent of the work trips in Contra Costa County are made by automobile either driving alone or by carpool, while 78 percent are made by automobile in the West County subregion, with a higher share accounted for by carpooling.

TABLE 2. MEANS OF TRANSPORTATION TO WORK IN CONTRA COSTA COUNTY AND THE WEST COUNTY SUBREGION (2019)

Mode	Contra Costa County			West County Subregion		
	Estimate	Margin of Error	Percentage Mode Share	Estimate	Margin of Error	Percentage Mode Share
Total:	544,376	±3,447		133,436	±3,074	
Car, truck, or van - drove alone	367,467	±3,409	68%	85,367	± 2,435	64%
Car, truck, or van - carpoled	62,385	±2,486	11%	18,606	±1,123	14%
Public transportation (excluding taxicab)	59,068	±1,981	11%	17,726	± 1,011	13%
Taxicab, motorcycle, bicycle, walked, or other means	19,344	±2,462	4%	4,556	± 641	3%
Worked from home	36,112	±1,310	7%	7,179	±607	5%

Source: American Community Survey 5-Year Estimates, Table B08301.

MODELED COMMUTE MODE SHARE

Mode shares for the home-based work trip purpose have been calculated based on the residence location (Table 3) or the work location (Table 4). These tables report mode shares for both West County and Contra Costa County as a whole. The modeling results show that most work trips by West County residents are made by automobile, specifically driving alone. West County's transit mode share for work trips is higher than the County's, reflecting the availability of Bay Area Rapid Transit (BART) service. Bicycling and walking account for a very small portion of commute trips made by West County residents (note that the bicycle mode share only reflects those trips made by bicycle from beginning to end and does not count access trips to and from transit stops).

Commuters to jobs within West County predominantly use the automobile modes to get to work, specifically driving alone. Transit, bicycling, and walking account for very small shares of this market. Commute mode shares are predicted to remain much the same by 2050, with a moderate increase in the transit mode share.

TABLE 3. MODELED HOME-BASED JOURNEY-TO-WORK MODE SHARE – WEST COUNTY RESIDENTS

	Planning Area		West County	
	2019	2050 Baseline	2019	2050 Baseline
Drive Alone Auto	73%	73%	63%	62%
Carpool	14%	13%	14%	16%
Transit	11%	12%	21%	20%
Bike	0.4%	0.5%	0.3%	0.7%
Walk	1.3%	1.4%	1.4%	2%

Source: CCTA travel demand model and DKS Associates.

Note: Mode shares calculated with home-based work person trip ends at the production (home location) zone. Totals may not add due to rounding.

TABLE 4. MODELED HOME-BASED JOURNEY-TO-WORK MODE SHARE – JOBS LOCATED IN WEST COUNTY

	Planning Area		West County	
	2019	2050 Baseline	2019	2050 Baseline
Drive Alone Auto	83%	81%	78%	72%
Carpool	12%	12%	14%	16%
Transit	2%	3%	5%	8%
Bike	0.6%	0.7%	0.4%	0.9%
Walk	2%	2%	3%	3%

Source: CCTA travel demand model and DKS Associates.

Note: Mode shares calculated with home-based work person trip ends at the attraction (work location) zone. Totals may not add due to rounding.

MODE SHARE FOR ALL TRIP PURPOSES

Table 5 reports the mode share calculated for all trip purposes included in the CCTA travel demand model – home-based work, home-based shopping, home-based social/recreation, non-home-based, home-based grade school, home-based high school, and home-based college. The modeling results show that most trips are currently made by automobile, with transit and active transportation modes accounting for less than 14 percent of all trips, respectively.

By 2050, the mode shares are expected to remain similar to existing conditions, with a moderate increase in drive alone, decrease in transit share, and a moderate increase in the walk mode share.

TABLE 5. MODE SHARE FOR ALL TRIPS— WEST COUNTY SUBREGION RESIDENTS

	Planning Area		West County	
	2019	2050 Baseline	2019	2050 Baseline
Drive Alone Auto	63%	62%	58.9%	62%
Carpool	27%	27%	27.5%	26%
Transit	3%	4%	7.1%	5%
Bike	1%	1%	0.6%	0.5%
Walk	6%	6%	6.0%	7%

Source: CCTA travel demand model and DKS Associates.

Note: Totals may not add due to rounding.

Freeway RTOs

Freeway Routes of Regional Significance (RRS) in the West County subregion include:

- Interstate 580 from I-80 to the Marin County Line;
- Interstate 80 from the Carquinez Bridge to the Solano County Line; and
- State Route 4 from I-80 to Cummings Skyway.

PEAK-HOUR DELAY INDEX ON SELECT FREEWAY SEGMENTS

The delay index is a measure of delay experienced by motorists on a roadway segment during a peak commute hour in a single direction. The delay index is calculated by measuring the time it takes to travel a segment of road during peak-period congested conditions and comparing it to the time it takes to travel the same segment during uncongested, free-flow conditions. The delay index may also be calculated as the ratio of congested speed to uncongested speed, given that the distance is fixed on any given corridor.

Baseline observed and modeled results for freeway delay index on the freeway RRS are shown in Table 6. As shown, freeway corridors with especially high levels of delay (greater than 1.5 delay index) include I-80 (westbound in the morning and eastbound in the afternoon) and I-580, where the delay index is greater than 3.0 in the westbound direction in the morning.

The existing West County Action Plan set delay index standards for the freeways as follows:

- I-580 – 2.5 or less
- I-80 – 3.0 or less
- SR-4 – 2.0 or less

The current performance of these freeway corridors falls within these performance targets except for I-580 in the a.m. westbound direction, which is currently operating with a delay index over 3.0. Based on current performance and the future modeled performance, it is proposed that the previous delay index standards be maintained.

BUFFER INDEX ON SELECT FREEWAY SEGMENTS

The buffer index represents the extra buffer time (or time cushion) that most travelers add to their average travel time when planning trips to ensure on-time arrival. This extra time is added to account for any unexpected delay. The buffer index is expressed as a percentage and its value increases as reliability gets worse. For example, a buffer index of 40 percent means that, for a 20-minute average travel time, a traveler should budget an additional 8 minutes (20 minutes × 40 percent = 8 minutes) to ensure on-time arrival most of the time. In this example, the 8 extra minutes is called the buffer time. The buffer index is computed as the difference between the 95th percentile travel time and average travel time, divided by the average travel time.

Baseline observed and modeled results are shown in Table 6. The observed buffer index for existing conditions and peak direction of travel ranges from 0.04 to 0.35, reflecting a high degree of travel time variability in some of the corridors. In particular, the I-580 morning a.m. operations seem especially variable.

The existing West County Action Plan does not have a buffer index performance target set for any RRS. The proposed performance target for the buffer index is 0.50, which means that the extra travel time that must be considered for travelers would be no more than half of the average travel time over the corridor. This target appears attainable for most of the RRS corridors based on current performance.

TABLE 6. FREEWAY RTOS

Route of Regional Significance	2019 Observed			2050 Baseline Modeled	
	Avg Speed (MPH) ^a	Delay Index	Buffer Index	Avg Speed (MPH) ^a	Delay Index
Interstate 580					
Eastbound – a.m.	50.9	1.28	0.44	73.2	0.89
Eastbound – p.m.	58.8	1.10	0.09	59.8	1.09
Westbound – a.m.	19.8	3.28	0.85	34.7	1.87
Westbound – p.m.	60.6	1.07	0.08	58.8	1.11
Interstate 80					
Eastbound – a.m.	60.8	1.07	0.04	61.7	1.05
Eastbound – p.m.	28.8	2.26	0.51	39.1	1.66
Westbound – a.m.	38.2	1.70	0.45	42.8	1.52
Westbound – p.m.	61.5	1.06	0.17	62.5	1.04
State Route 4					
Eastbound – a.m.	56.6	1.15	0.11	57.8	1.12
Eastbound – p.m.	59.3	1.10	0.15	59.4	1.09
Westbound – a.m.	60	1.08	0.12	62.7	1.04
Westbound – p.m.	63	1.03	0.09	64.6	1.01

Notes: a) Average speed over corridor as a whole.

Surface Roadway RTOs

PEAK-HOUR LOS AT SELECTED INTERSECTIONS IN URBAN AREAS

This RTO will be applied to signalized intersections along the defined arterial RRS. Signalized Intersection LOS is a delay-based qualitative measure of traffic conditions at a signalized intersection. LOS is expressed in ratings from “A” through “F,” with “A” meaning that all traffic clears the intersection in every cycle and “F” meaning that drivers must wait through multiple cycles to clear the intersection. Signalized intersection LOS is determined based on intersection turning movement counts (also called turning/traffic volumes), intersection geometry, and signal timing data. The CCTA Technical Procedures specify that methods documented in the latest edition of the *Highway Capacity Manual* be used to measure signalized intersection LOS.¹ The relationship between average control delay and LOS is shown in Table 7. The key arterial intersections that are analyzed for LOS will be available in Table 8 by the time of the Round 4 meeting.

The existing West County Action Plan incorporates a LOS D standard for signalized intersection delay with a LOS E standard applying to San Pablo Avenue and San Pablo Dam Road. It further specifies that improvements necessary to bring intersections up to standard shall be evaluated for their impact on bicyclists and pedestrians in areas around transit stations.

Congestion in downtown areas often results from economically- and socially-positive increased activity, so it is considered acceptable. Congestion at freeway ramps is often unavoidable since large numbers of trips are concentrated in areas where motorists get onto freeways. Therefore, the proposed performance targets for signalized intersection LOS for the West County subregion is as follows:

- LOS D in all areas except downtowns, at key schools, and freeway ramps.
- LOS E at freeway ramps.
- No LOS standard for downtowns, key schools, or TPAs.

TABLE 7. INTERSECTION LOS DEFINITIONS

Control Delay (Seconds/Vehicle)	LOS
≤10	A
>10-20	B
>20-35	C
>35-55	D
>55-80	E
>80	F

Source: *Highway Capacity Manual*, 6th Edition, Exhibit 19-8

¹ The *Highway Capacity Manual* 7th Edition was published by the Transportation Research Board in January 2022.

TABLE 8. SIGNALIZED INTERSECTION PEAK-HOUR LOS [DATA IN PROGRESS AND IS FORTHCOMING]

Intersection	2019 A.M.		2019 P.M.		2050 A.M.		2050 P.M.	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
23rd St & Rheem Ave								
23rd St & Barrett Ave								
23rd St & Garvin Ave								
23rd St & Bissell Ave								
23rd St & Ohio Ave								
Appian Way & San Pablo Ave								
Appian Way & San Pablo Dam Rd								
Appian Way & Tara Hills Dr/Canyon Dr								
Appian Way & WB I-80 ramps								
Appian Way & EB I-80 ramps								
Appian Way & Manor Rd								
Appian Way & La Paloma Rd								
Appian Way & Sobrante Ave								
Bayview Ave & Carlson Blvd								
Blume Dr/Ramps & Richmond Pkwy								
Carlson Blvd & Cutting Blvd								
Carlson Blvd & Central Ave								
Carlson Blvd & I-80 WB Ramps								
Carlson Blvd & NB I-80 Ramps								
Carlson Blvd & Broadway								
Castro Ranch Rd & San Pablo Dam Rd								
Castro St & I-580 EB Ramps								
Castro St & I-580 WB Ramps								
Cummings Skyway & Crockett Blvd								
Cutting Blvd & 23rd St-Marina Bay Pkwy								

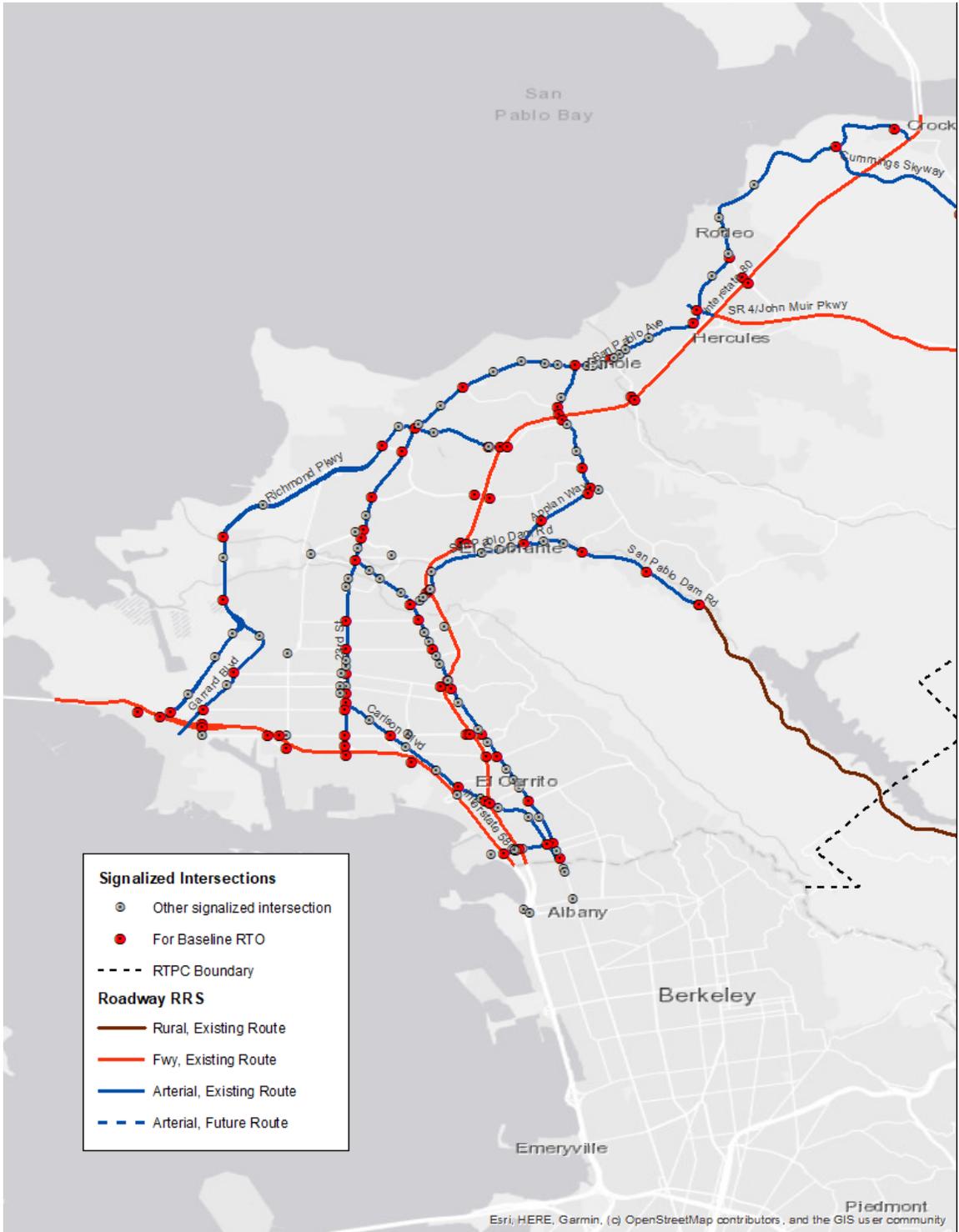
Intersection	2019 A.M.		2019 P.M.		2050 A.M.		2050 P.M.	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Cutting Blvd & WB I-80 off ramp								
EB I-80 Ramps & San Pablo Dam Rd								
EB I-80 Ramps & El Portal Dr								
El Portal Dr & I-80 WB off ramp								
El Portal Dr & EB I-80 Ramps								
I580 EB Off Ramp & Cutting Blvd								
I580 EB On Ramp & Harbour Way								
I580 EB Ramps & Marine St								
I580 EB Ramps & Marina Pkwy								
I580 EB Ramps & Regatta Blvd								
I580 WB Ramps & Central Ave								
I580 WB Ramps & Marina Pkwy								
I-80 EB off-Ramp & San Pablo Dam Rd								
I-80 EB Ramps & Pinole Valley Rd								
I-80 EB Ramps & Fitzgerald Dr								
I-80 EB Ramps & Hilltop Dr								
I-80 On/Off Ramps & Cutting Blvd								
I-80 On/Off Ramps & Potrero Ave								
I-80 Ramps & Willow Ave								
I-80 Ramps & Richmond Pkwy/Fitzgerald Dr								
I-80 WB Off Ramp & Willow Ave								
I-80 WB Off Ramp & Cutting Blvd								
I-80 WB Ramps & Pinole Valley Rd								
I-80 WB Ramps & Hilltop Dr								
NB I-80 Ramps & Central Ave								
Richmond Pkwy & Gertrude Ave								
Richmond Pkwy & Parr Blvd								

Intersection	2019 A.M.		2019 P.M.		2050 A.M.		2050 P.M.	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Richmond Pkwy & Barrett Ave								
Richmond Pkwy & I-580 WB Ramps								
Richmond Pkwy & I-580 EB Ramps								
Richmond Pkwy & Ohio Ave								
Richmond Pkwy & Hilltop Dr								
San Pablo Ave & John Muir Pkwy								
San Pablo Ave & Hilltop Dr								
San Pablo Ave & College Ln								
San Pablo Ave & BRdway Ave/El Portal Dr								
San Pablo Ave & Rd 20								
San Pablo Ave & San Pablo Dam Rd								
San Pablo Ave & Barrett Ave								
San Pablo Ave & Cutting Blvd								
San Pablo Ave & Central Ave								
San Pablo Ave & Cummings Skyway								
San Pablo Ave & Sycamore Ave								
San Pablo Ave & Tennant Ave								
San Pablo Ave & Richmond Pkwy								
San Pablo Ave & Robert H Miller Dr								
San Pablo Ave & Portrero Ave								
San Pablo Ave & Carlson Blvd								
San Pablo Ave & Tara Hills								
San Pablo Ave & Garvin Ave								
San Pablo Ave & Moeser Ln								
San Pablo Ave & Rheem Ave								
San Pablo Ave & NB I-80 Ramps								
San Pablo Ave-Parker Ave & Willow Ave								

Intersection	2019 A.M.		2019 P.M.		2050 A.M.		2050 P.M.	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
San Pablo Dam Rd & WB I-80 on-off ramps								
San Pablo Dam Rd & Castro Ranch Rd								
San Pablo Dam Rd & May Rd								
San Pablo Dam Rd & Valley View Rd								
I-80 WB Ramps & Barrett Ave								
I-80 WB Ramps & Central Ave								
Valley View Rd & Appian Way								

Notes: Delay is average control delay reported in seconds. Cells that are bolded indicate performance below target.

FIGURE 1. SIGNALIZED INTERSECTIONS AND ROADWAY RRS - WEST COUNTY



PEAK-HOUR SEGMENT LOS ON SELECTED TWO-LANE ROADWAYS OUTSIDE OF URBAN AREAS

Roadway segment LOS is a measure of traffic efficiency and smoothness of flow along roadway segments that are not constrained by a nearby traffic signal. This has been calculated in accordance with the methods specified in the 2010 *Highway Capacity Manual* using average speed for Class I highways (Class I highways are two-lane facilities in largely rural areas that motorists expect to traverse at relatively high speed).

For the West County subregion, this metric is applied only to San Pablo Dam Road from Castro Ranch Road to Bear Creek Road.

The segment LOS is related to average speed, as shown in Table 9. Table 10 lists the two-lane roadway corridors analyzed for the West County subregion and reports the existing and forecasted LOS. The observed average speed for existing conditions varies between 41 and 49 mph, corresponding to LOS C and D. The modeled average speeds for 2050 are very similar to the observed 2019 average speeds.

The existing West County Action Plan does not have an adopted LOS threshold for any two-lane rural roadways. The recommended performance target for this metric is LOS D on San Pablo Dam Road, which appears to be achievable through 2050, which corresponds to an average speed across the corridor of 40-45 mph.

TABLE 9. LOS FOR TWO-LANE ROADWAYS

LOS	Average Speed (MPH)
A	>55
B	>50-55
C	>45-50
D	>40-45
E	≤40

Source: *Highway Capacity Manual* 2010, Exhibit 15-3.

TABLE 10. ROADWAY CORRIDOR LOS FOR TWO-WAY ROADWAYS OUTSIDE URBAN AREAS

Route of Regional Significance	Time of Day	Direction	2019		2050	
			Avg Speed (MPH)	LOS	Avg Speed (MPH)	LOS
San Pablo Dam Rd	A.M.	EB	41.6	D	41.6	D
San Pablo Dam Rd	P.M.	EB	49.4	C	49.5	C
San Pablo Dam Rd	A.M.	WB	47.3	C	47.3	C
San Pablo Dam Rd	P.M.	WB	46.3	C	46.9	C

Source: Inrix Roadway Analytics, CCTA Travel Demand Model

Transit RTOs

MODE SHARE OF TRANSIT TRIPS

As shown in Table 3 in the first section of this memo (“Mode Share RTOs”), 21 percent of West County residents commute to work using transit, compared to 12 percent of residents in the CCTA Planning Area (Contra Costa County plus the Tri-Valley portion of Alameda County, herein referred to as the “Planning Area”). Table 3 and Table 4 illustrate that the model output predicts that this number will decrease to 20 percent of home-based work mode share based on residence location and increase to 8 percent based on job location. Meanwhile, the model predicts that around 5 percent of all trips (not strictly commute trips) will be taken by transit by 2050.

The existing West County Action Plan does not have an adopted transit mode share target. The COVID-19 pandemic has greatly reduced transit trips, so the proposed performance target for transit mode share in the West County subregion is to return to pre-pandemic levels of 21 percent of home-based work trips by 2027. We also propose a target is to double the level of home-based work transit trips to 40 percent by 2050. This is an ambitious goal, but one that will be needed to meet goals to minimize VMT, transportation related GHG emissions and congestion.

RATIO OF TRAVEL TIME FOR TRANSIT AS COMPARED TO AUTOMOBILE TRAVEL TIME FOR SELECT TRIPS

This metric compares the peak period transit travel time on select corridors to the equivalent single occupant vehicle travel time in the peak commute direction. The key corridor(s) monitored for the West County subregion along with the comparative travel times are shown in Table 11.

The proposed performance target is that transit travel time should be less than or equal to auto time, when measured from transit station to transit station. As shown in Table 11, travel by BART is not currently quicker than driving between the Pleasant Hill BART station and the Richmond BART station but is expected to be by 2050 in the morning eastbound and afternoon westbound directions. Between the Hercules Transit Center and Salesforce Transit Center in San Francisco, transit via the Lynx route compares favorably to driving in the morning westbound and afternoon eastbound directions. By 2050, these advantages will become more pronounced.

TABLE 11. TRAVEL TIME RATIO FOR AUTOS VS TRANSIT ON KEY CORRIDORS

Corridor	Median Drive Time (Minutes) ^a	Scheduled Transit Time (Minutes) ^b	2050 Drive Alone ^c	Transit/Drive Alone Time	
				Existing	2050
NORTH RICHMOND BART AND CONTRA COSTA CENTER (PLEASANT HILL BART STATION)					
Morning – Westbound	31.56	46.00	40.07	1.46	1.15
Morning – Eastbound	31.73	46.00	64.77	1.45	0.71
Afternoon- Westbound	28.89	46.00	58.50	1.59	0.79
Afternoon- Eastbound	36.43	46.00	46.18	1.26	1.00

HERCULES TRANSIT CENTER AND SALESFORCE TRANSIT CENTER IN SAN FRANCISCO					
Morning – Westbound	47.55	38.00	116.07	0.80	0.33
Morning – Eastbound	23.93	58.00	33.41	2.42	1.74
Afternoon- Westbound	31.64	55.00	38.79	1.74	1.42
Afternoon- Eastbound	48.38	50.00	130.42	1.03	0.38

Notes:

a) Range of average driving time for Tuesdays – Thursdays for April 2019 from Inrix Roadway Analytics;

b) From published schedules

c) CCTA travel demand model congested time skims for a.m. and p.m. peak periods

Bike/Pedestrian RTOs

MODE SHARE OF BICYCLING AND WALKING

As shown in Table 3 in the first section of this memo (“Mode Share RTOs”), less than 2 percent of West County residents commute to work through active transportation such as biking or walking. Table 3 and Table 4 illustrate that these shares will increase to over 2 percent of home-based work trips based on residence location as well as job location. As shown in Table 5, the model predicts that about 6 percent of all trips (not strictly commute trips) would be by walking or biking in 2019 and 7 percent in 2050.

The existing West County Action Plan does not have an adopted biking or walking mode share target. The proposed performance target for biking and walking mode share in the West County subregion is to double the combined mode share for all trips for bikes and walking to 12 percent by 2050. Because biking and walking modes are important to CCTA and their member jurisdictions, the proposed performance target for 2027 is half of the 2050 target, at six percent. Further, the project team proposes the West County Action Plan include biking and walking mode share performance targets for commute trips in addition to all trips. The proposed biking and walking performance targets for commute trips are 2.5 percent by 2027 and 5 percent by 2050. These are ambitious goals but will be needed to meet goals to minimize VMT, transportation related GHG emissions and congestion.

PROPORTION OF THE COUNTYWIDE LOW STRESS BIKE NETWORK THAT HAS BEEN COMPLETED

The Low Stress Bike Network (LSBN) is a component of the CCTA Countywide Bicycle and Pedestrian Plan (CBPP) adopted in 2018. The CBPP introduced a new way of evaluating a facility’s Level of Traffic Stress, in which roadways are evaluated on several factors, including, but not limited to the speed and number of vehicles and presence and width of bicycle facilities. Facilities are given a rating from one (least stressful) to four (most stressful) to evaluate the stress a bike rider will experience. The goal of the 2018 CBPP is to ensure the LSBN is complete and rated either Level of Traffic Stress 1 (most children can feel safe riding on these facilities) or Level of Traffic Stress 2 (The “interested but concerned” adult population will feel safe riding on these facilities). Ultimately, construction of the entire LSBN would result in an increase in bike/pedestrian mode share and a reduction in KSI collisions.

The status of the entire West County portion of the LSBN is shown in Figure 2. If the entire LSBN in the West County subregion were completed, it would result in 163.3 miles of Class I and Class IV facilities.

Table 12 shows that 34 percent of West County’s LSBN is already completed. A further 15 percent of low stress facilities are incomplete yet have an adopted plan to complete the facility. There are projects

proposing improvements that would not result in low-stress facilities on an additional 13 percent of the LSBN while one additional percent is designated as “under study”. A total of 37 percent of the total LSBN miles are incomplete and do not have a plan to complete them or to study them further.

We suggest that the region aim to achieve 100 percent completion of the LSBN by 2050. We also propose an interim target of 47 percent (77.4 miles) completion by 2027. This is the sum of existing completed facilities (34 percent) and 150 percent of the already proposed low-stress additions to the network. This would require completion of the low-stress projects that already have an adopted plan.

TABLE 12. PROPORTION OF THE WEST COUNTY SUBREGION LSBN THAT IS COMPLETE

Status of Facility	Miles	Percentage
Existing Low Stress Facility	54.9	34%
Desired Low Stress Facility with Low Stress Project Proposed	24.7	15%
Desired Low Stress Facility with Non-Low Stress Project Proposed	21.4	13%
Desired Low Stress Facility with Project Under Study	1.7	1%
Desired Low Stress Facility without any Project Proposed or Under Study	60.6	37%

DRAFT

NUMBER OF LOCATIONS WHERE THE LOW STRESS BIKE NETWORK MAKES AN UNPROTECTED CROSSING OF A HEAVILY TRAVELED VEHICLE ROUTE

For this RTO, PlaceWorks created an ArcGIS point data set, shown in Figure 3, that identifies each location where the existing LSBN crosses a heavily-traveled vehicle route and is considered:

- **Fully protected** by grade separation or a signalized intersection with cyclist protections.
- **Semi-protected** at an at-grade crossing with a beacon system, or with a signal but without cyclist protections.
- **Unprotected** at an at-grade crossing which includes none of the improvements listed above.

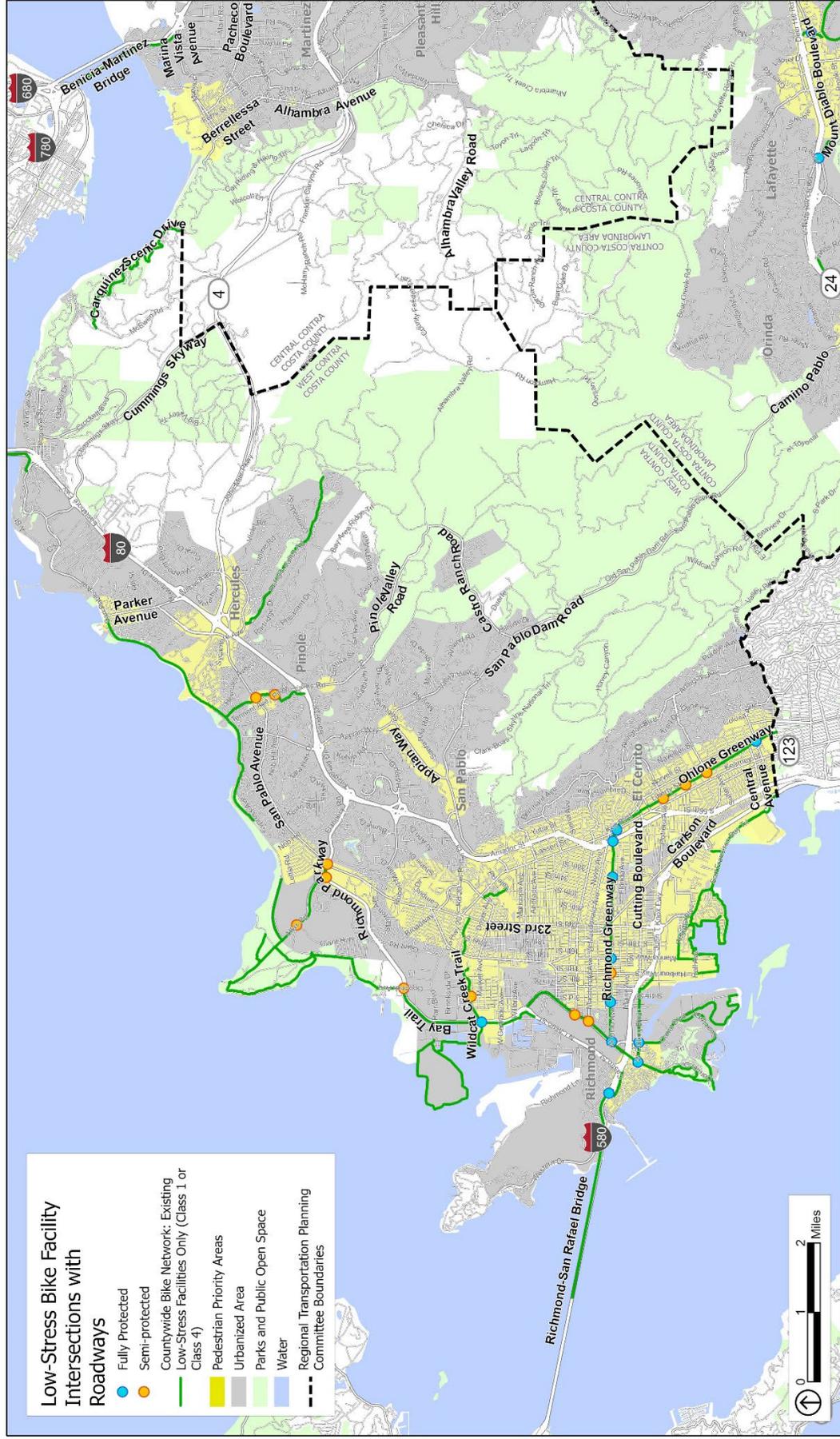
As illustrated in Figure 3, there are no study intersections in the West County subregion that are currently unprotected. There are 12 existing intersections that are already fully protected and 13 that are semi-protected. The semi-protected intersections are:

- Atlas Road and Giant Highway
- Richmond Greenway crossing at Harbor Way South
- Richmond Parkway and West Barret Avenue
- Richmond Parkway and West Macdonald Avenue
- Richmond Parkway and Goodrick Avenue
- Ohlone Greenway at Manila Avenue
- Ohlone Greenway at Moeser Lane
- Ohlone Greenway at Potrero Avenue
- Wildcat Creek Trail at Fred Jackson Way
- Richmond Parkway at San Pablo Avenue
- Richmond Parkway at Atlas Road
- Pinole Creek bike facility at Tennant Avenue
- Pinole Valley Creek at San Pablo Avenue

We propose that the Action Plan set a target to modify these 13 semi-protected intersections to become fully protected by 2027.

As the LSBN is completed over time, new locations where the LSBN crosses a heavily traveled vehicle route will be added. Local jurisdictions should install full intersection protections for cyclists and pedestrians at these locations.

FIGURE 1. TYPES OF CROSSINGS AT INTERSECTIONS OF THE LSBN AND A HEAVILY TRAVELED ROADWAY



Source: ABAG/MTC, 2021; CCTA, 2021; ESRI, 2021; PlaceWorks, 2021.

WORKING DRAFT — WEST COUNTY LOW-STRESS BIKE NETWORK AND SIGNIFICANT ROADWAY INTERSECTIONS

Safety RTOs

The RTOs presented in this section are based on the injury and fatality crashes reported by the Transportation Injury Mapping System (TIMS).² TIMS crash records represent cleaned and geocoded data compiled by the Statewide Integrated Traffic Records System (SWITRS) maintained by the California Highway Patrol. The statistics reflect the most recent five years available data (January 1, 2016, through December 31, 2020).

CCTA has published the *Vision Zero & Systemic Transportation Safety “How To” Policy and Implementation Guide* and encourages local jurisdictions to adopt and implement Vision Zero Action plans. In addition, an objective found in the Contra Costa Countywide Bicycle and Pedestrian Plan is to, “Reduce the rate of pedestrian and bicycle fatalities and injuries per capita.”

In alignment with the Vision Zero philosophy, the proposed performance target is zero fatalities and severe injuries for each of the below safety RTOs.

NUMBER OF KILLED OR SERIOUSLY INJURED (KSI) COLLISIONS

This RTO tracks the number of bicycle or pedestrian involved KSI crashes from the TIMS data set. The crash locations are depicted in Figure 4. Table 13 summarizes the crashes by type and Table 14 summarizes the crashes by severity.

During the analysis timeframe, there were almost 5,000 severe injury or fatality crashes throughout West County. The most common types of crash were rear-end and broadside collisions. These collisions resulted in over 100 fatalities and over 400 severe injuries.

NUMBER OF BIKE- OR PEDESTRIAN-INVOLVED COLLISIONS

The crash locations for the West County subregion are depicted in Figure 5 and summarized by severity in Table 14. During this timeframe, there were 686 bicycle or pedestrian involved crashes, accounting for about 14 percent of all crashes. Forty-two of the bicycle or pedestrian crashes resulted in fatalities and 120 resulted in severe injury.

NUMBER OF BIKE- OR PEDESTRIAN-INVOLVED COLLISIONS WITHIN 500 FEET OF A SCHOOL

This RTO tracks the number of bicycle- or pedestrian-involved KSI crashes that occur within 500 feet of school campuses. These crash locations are also depicted in Figure 5. A total of 79 crashes occurred near school campuses, 25 of which involved collision with a pedestrian and 54 with a bicyclist and resulting in three fatalities.

² Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2022

FIGURE 4. FATALITY AND INJURY COLLISIONS (2016-2020)

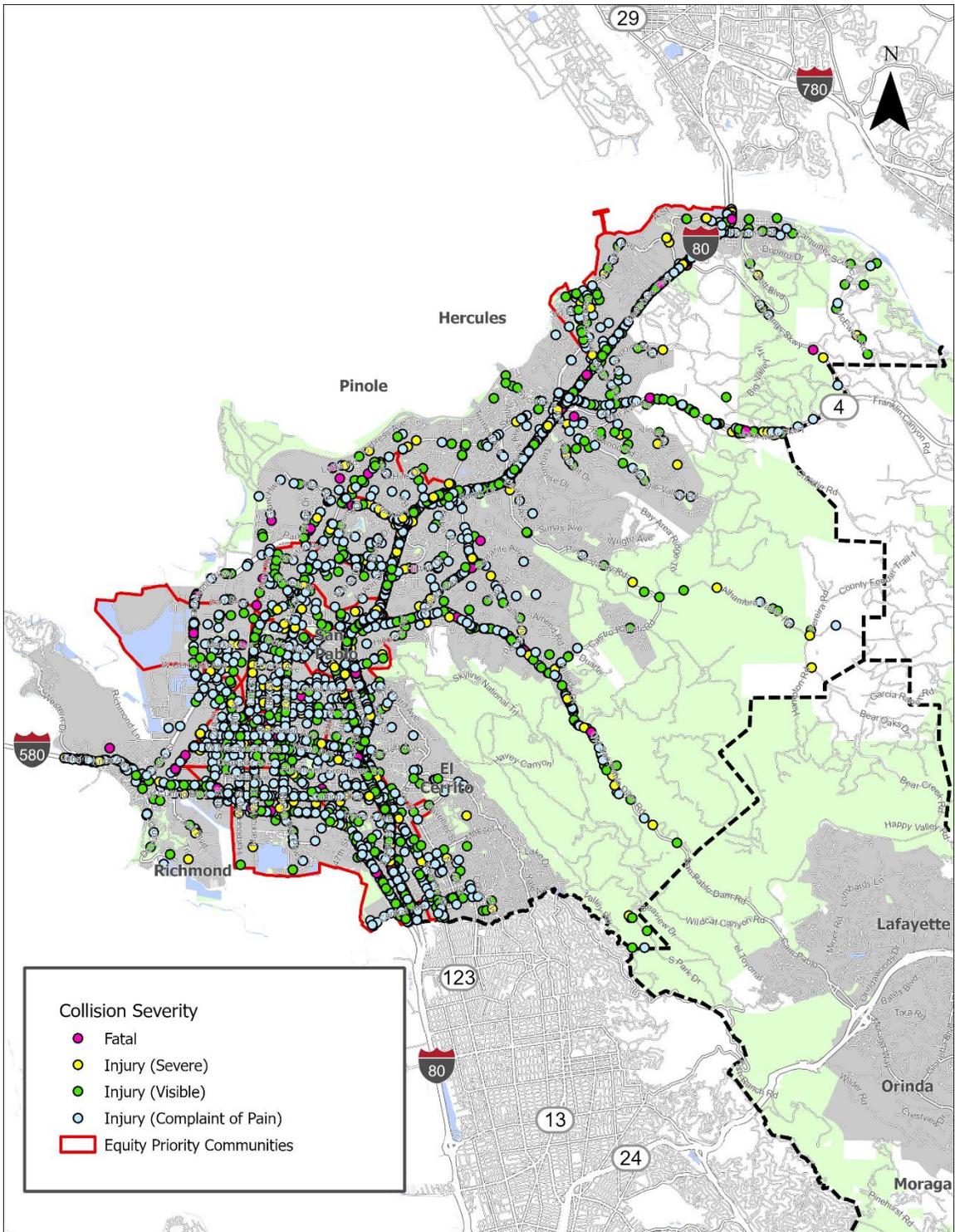


TABLE 13. INJURY AND FATALITY COLLISION BY CRASH TYPE - WEST COUNTY SUBREGION FROM JANUARY 1, 2016, THROUGH DECEMBER 31, 2020

Crash Type	Number of Crashes
Not Stated	94
Head-on	293
Sideswipe	638
Rear-End	1,483
Broadside	1,165
Hit Object	660
Overturned	157
Vehicle/Pedestrian	412
Other	61
Total	4,963

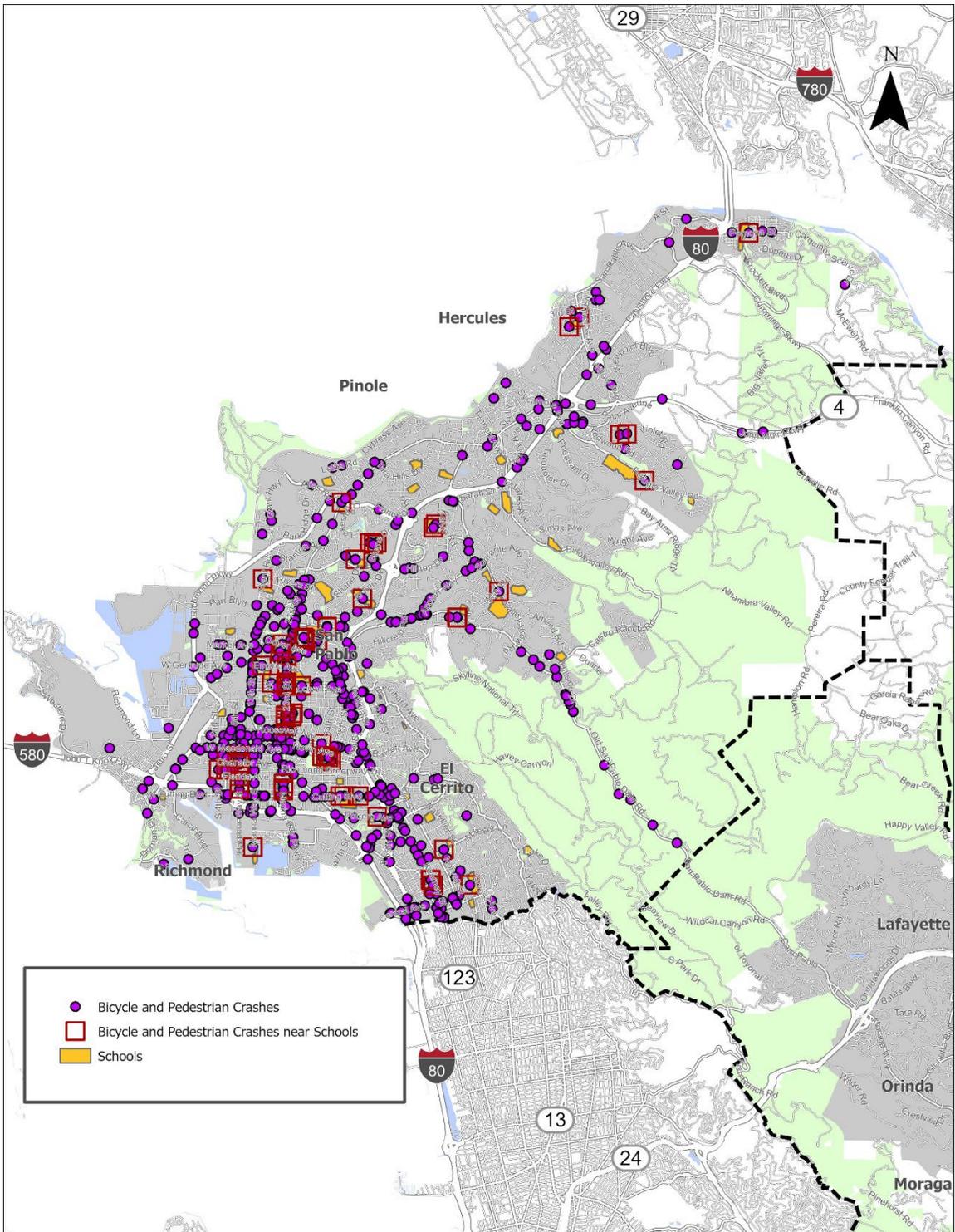
Source: Transportation Injury Mapping System and DKS Associates

TABLE 14. NUMBER OF CRASHES BY SEVERITY - WEST COUNTY SUBREGION FROM JANUARY 1, 2016, THROUGH DECEMBER 31, 2020

Severity	Number of Total Crashes	Bike and Ped Crashes
Fatal	101	42
Injury (Severe)	408	120
Injury (Other Visible)	1,299	229
Injury (Complaint of Pain)	3,155	295
Total	4,963	686

Source: Transportation Injury Mapping System and DKS Associates

FIGURE 5. BICYCLE- AND PEDESTRIAN-INVOLVED CRASHES INCLUDING WITHIN 500 FEET OF SCHOOLS



Equity RTOs

PROPORTION OF KSI AND BIKE- OR PED-INVOLVED COLLISIONS THAT OCCUR IN EPCS

This metric tracks the proportion of all collisions that occur within EPCs. Of the 4,963 crashes summarized under Safety RTOs, 2,673 or almost 54 percent occurred within West County EPCs.

SHARE OF COUNTY JOBS THAT CAN BE REACHED BY EPC RESIDENTS WITH A 30-MINUTE DRIVE, AS COMPARED TO COUNTY RESIDENTS AS A WHOLE

This metric compares the proportion of Contra Costa County jobs reachable within a 30-minute peak period drive from each TAZ in the subregion compared to the proportion of County jobs reachable from all TAZs within subregion EPCs. The number of jobs corresponds to those used in the travel demand model inputs. As shown in Table 15 below, while 75 percent of County jobs are reachable from the West County subregion, only 66 percent of County jobs are reachable from within the EPCs. By 2050, the share of County jobs reachable from the West County region is forecasted to increase to 80 percent while the EPC share rises to 70 percent.

The proposed performance target for this RTO is that the share of accessible jobs from within the EPCs should be equivalent to that of the subregion as a whole by 2050, at 80 percent. This implies that the EPC accessibility for West County should rise to 68 percent by 2027.

TABLE 15. SHARE OF COUNTY JOBS ACCESSIBLE WITHIN A 30 MINUTE DRIVE

GEOGRAPHY	JOBS 2019	PERCENT REACHABLE 2019	COUNT TAZs 2019	JOBS 2050	PERCENT REACHABLE 2050	COUNT TAZs 2019
Contra Costa County	404,286	100%	1,493	530,467	100%	1,493
West County	303,926	75%	949	426,998	80%	980
West County EPCs	265,364	66%	821	370,876	70%	845

SHARE OF COUNTY JOBS THAT CAN BE REACHED BY EPC RESIDENTS WITH A 45-MINUTE TRANSIT TRIP, AS COMPARED TO COUNTY RESIDENTS AS A WHOLE

This metric compares the proportion of Contra Costa County jobs reachable within a 45-minute peak period transit trip from each TAZ in the subregion compared to the proportion of County jobs reachable from all TAZs within subregion EPCs. The number of jobs corresponds to those used in the travel demand model inputs. As shown in Table 16 below, only 31 percent of County jobs are reachable from the West County subregion, and only 28 percent of County jobs are reachable from within the West County EPCs. By 2050, transit accessibility shares rise for both the West County subregion and its EPCs to 39 and 35 percent, respectively.

The proposed performance target for this RTO is that the share of accessible jobs from within the EPCs should be equivalent to that of the subregion as a whole by 2050 at 31 percent. This implies that the EPC accessibility for West County should rise to 31% by 2027.

TABLE 16. SHARE OF COUNTY JOBS ACCESSIBLE WITHIN A 45 MINUTE TRANSIT TRIP

GEOGRAPHY	JOBS 2019	PERCENT REACHABLE 2019	COUNT TAZs 2019	JOBS 2050	PERCENT REACHABLE 2050	COUNT TAZs 2019
Contra Costa County	404,491	100%	1,495	530,616	100%	1,495
West County	126,700	31%	708	206,393	39%	695
West County EPCs	112,737	28%	680	187,194	35%	664

PROPORTION OF EPC ACRES THAT ARE NOT WITHIN A QUARTER-MILE DISTANCE OF A TRANSIT STOP SERVED BY HIGH QUALITY TRANSIT

As shown on Figure 6, there is a significant portion of EPC areas in West County that are not within a quarter mile of high frequency bus stops with 15-minute headways or less, or within a half-mile of rail or ferry terminals. Table 17 indicates that only 19 percent of EPC acreage is within the high-quality transit buffer.

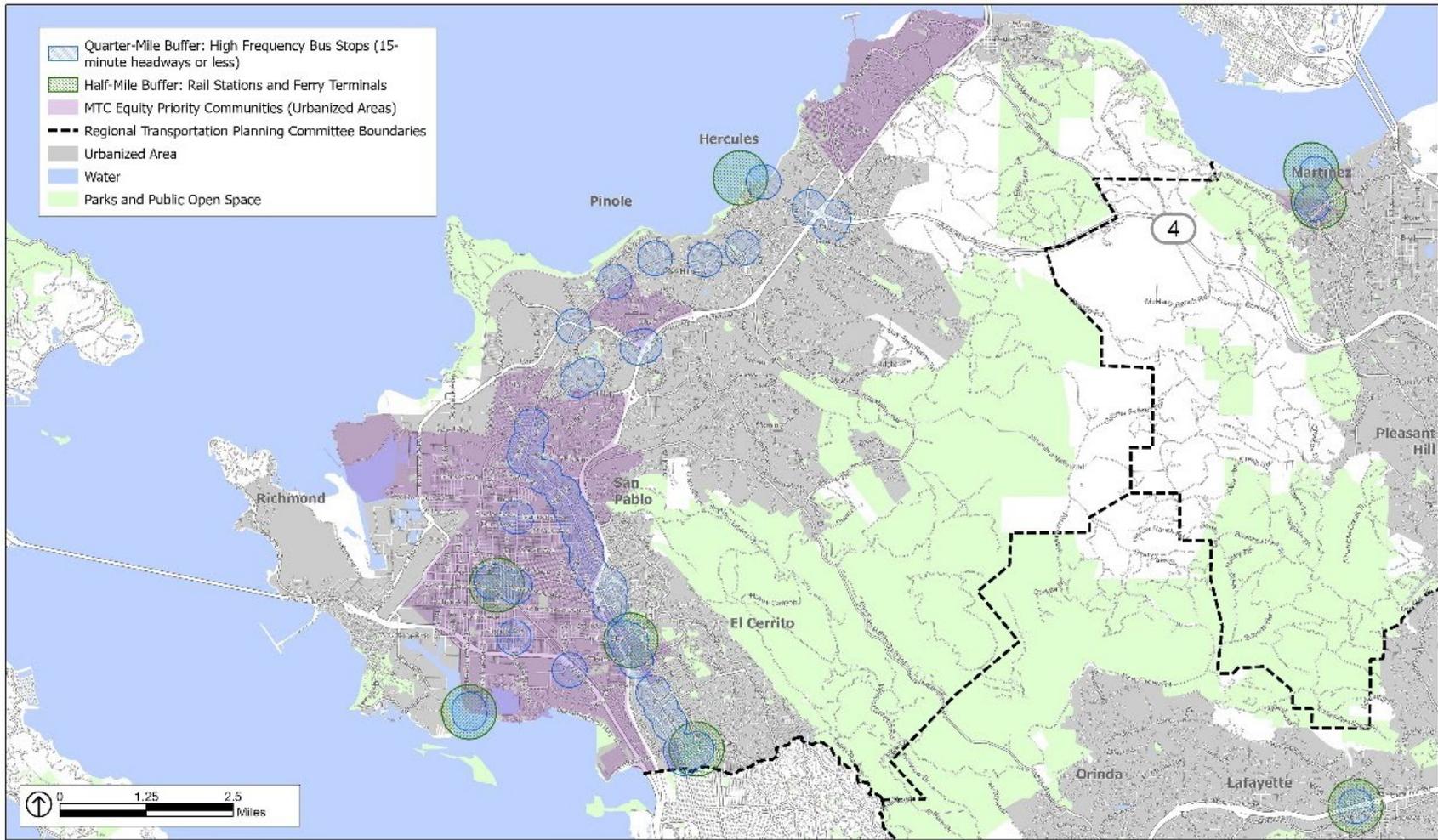
We suggest that the region should aim to achieve 100% of EPC acres within a quarter mile of high-quality transit by 2050. We know that this is an ambitious goal, especially in cases where EPC acreage includes industrial areas. However, this goal will help the subregion and CCTA meet broad transit goals and increase access in areas considered to be EPCs.

We also propose an interim target of 30% completion by 2027 (a roughly 50% increase over the current condition).

TABLE 17. WEST COUNTY EPC ACRES IN RELATION TO HIGH-QUALITY TRANSIT

	Acres	Proportion of Total Acres
Within high-quality transit buffer	2,132.2	19%
Not within high-quality transit buffer	8,983.6	81%
Total EPC acres in West County	11,115.8	100%

FIGURE 6. WEST COUNTY EPCs AND HIGH-QUALITY TRANSIT



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

EQUITY PRIORITY COMMUNITIES AND HIGH-QUALITY TRANSIT: WEST CONTRA COSTA COUNTY

Climate Change RTOs

SINGLE-OCCUPANT VEHICLE MODE SHARE

As shown in Table 2 in the first section of this memo (“Mode Share RTOs”), 64 percent of total West County work trips were taken by driving alone, compared to 68 percent of total Contra Costa County residents. Table 3 and Table 4 illustrate that the model output predicts that this number will decrease to 62 percent of home base work mode share based on residence location and 72 percent based on job location BY 2050. Meanwhile, the model predicts that 62 percent of all trips made by West County residents (not strictly commute trips) will be taken by driving alone by 2050.

The proposed performance target for single-occupant vehicle work commute mode share in the West County subregion is 50 percent for home-based work trips, in 2027 and 40 percent in 2050. These numbers have been derived by reducing future single-occupant vehicle mode share by the targeted increases in transit, bike and walk trip mode share, and by also assuming an increase in carpooling (multiple-occupant vehicle) mode share to 15 percent.

VEHICLE MILES TRAVELED PER CAPITA

The Action Plans will consider total VMT for County and subregion residents.

The 2020 VMT study conducted for CCTA by Fehr & Peers found that 2018 VMT per service population in the West County subregion was 23.5, and that the same number for Contra Costa County was 30.3 VMT per service population.

The California Air Resources Board’s (CARB’s) document entitled *2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals* published in January 2019³ states that California needs to reduce daily per capita total VMT to 21 to achieve carbon-neutrality, which is the State’s goal for 2045.

Based on this finding, we propose that the Action Plan contain a goal for 2050 to reduce VMT per capita to 21 VMT per service population in the West County area. Using a straight-line projection for reductions from 2018 until 2045, this would mean a reduction of four percent to 22.7 VMT per capita by 2027.

TABLE 18. VMT PER SERVICE POPULATION

	2018	2050
West County	23.5	22.7
Contra Costa County	30.3	28.2

Source: Fehr and Peers, 2020; DKS and CCTA Travel Demand Model, 2022

³ Available at https://ww2.arb.ca.gov/sites/default/files/2019-01/2017_sp_vmt_reductions_jan19.pdf

TRANSPORTATION GREENHOUSE GAS EMISSIONS PER CAPITA

This metric reflects the total daily VMT occurring on roadways within the planning area, including commercial vehicle trips and through traffic but does not include estimates of VMT occurring outside the travel demand model boundaries. The EMFAC emissions model has been used to translate this total daily roadway VMT into GHG emissions (specifically, CO₂)⁴. The emissions outputs also reflect assumptions about the future vehicle fleet.

The proposed target for this metric is zero tons of transportation related emissions by 2050 or about a 1/3 reduction in GHG per capita by 2027. With the currently estimated 23 pounds of GHG per capita, this translates to a 2027 target of about 15 pounds per capita. Although transportation related CO₂ emissions are projected to fall by 2050, more work is needed to reach the target of zero.

TABLE 19. AVERAGE DAILY TRANSPORTATION RELATED GHG PER CAPITA

	2019			2050		
	POPULATION	CO ₂ EMISSIONS (TONS)	CO ₂ EMISSIONS PER CAPITA (LBS)	POPULATION	CO ₂ EMISSIONS (TONS)	CO ₂ EMISSIONS PER CAPITA (LBS)
West County	268,649	3,038	22.62	309,913	1,927	12.43
Contra Costa County	1,148,922	13,734	23.91	1,457,615	8,737	11.99

Source: DKS Associates, EMFAC 2021, CCTA Travel Demand Model.

ZERO-EMISSION VEHICLE OWNERSHIP IN THE SUBREGION

This RTO tracks the number of battery electric vehicles “on the road,” with the goal of increasing total electric vehicle (EV) penetration. Data as of April 2021, which is the most recent report date, are shown in Table 20 for West County as well as all of Contra Costa County for comparison. West County currently has 4,258 EVs, as compared to 21,609 in the county overall.

Under a rule proposed by CARB, 35 percent of new passenger vehicles sold in the state must be powered by batteries or hydrogen by 2026, and 100 percent 2035.⁵ Currently, 12.4 percent of new vehicles sold in California are ZEV and ZEVs make up about 4 percent of the light duty vehicle fleet in Contra Costa County.

By executive order, California has set a target of one million ZEVs on the road by 2025 and five million ZEVs by 2030⁶. Since West County accounts for less than 1 percent of the state’s population, this suggests that the subregion should have about 6,800 EVs by 2025 and 34,000 EVs by 2030. A straight-line extrapolation of this number through 2050 suggests about 162,000 EVs in West County by 2050.

⁴ [California Air Resources Board, EMFAC 2021 v1.0.2 Scenario Analysis.](#)

⁵ California Air Resources Board. Advanced Clean Cars II.

⁶ Executive Order B-16-2012 and Executive order B-48-18.

With all the above factors in mind, we propose a target 100 percent of the fleet, contrasted to the estimated existing EV fleet penetration of about 2 percent. The estimated number of light duty vehicles currently based in West County is about 211,000.

TABLE 20. ELECTRIC VEHICLES BY SUBREGION AS OF APRIL 2021

Area	Battery Electric Vehicles
Central County	4,879
East County	2,926
Lamorinda	3,141
Tri-Valley	15,262
West County	4,258
Total Subregion	30,466
Contra Costa County	21,609

Source: California Energy Commission (2022). California Energy Commission Zero Emission Vehicle and Infrastructure Statistics. Data last updated April 2022. Retrieved June 29, 2022 from <http://www.energy.ca.gov/zevstats>.

Note: Correspondence of zip codes to RTPC boundaries is approximate.

Technology RTO

LEVEL OF ETHERNET-BASED SIGNAL INTERCONNECTION

Interconnected signal systems are those that communicate with other signals or systems. Signal interconnection helps in establishing a connection between the traffic signals and the central system, which enables remote access to the signals from the local agency locations or the Traffic Management or Operations Center. These interconnections allow signal timings to be adjusted remotely, during regular day-to-day operations, during major incidents, and during special events. Interconnection also enables cross-jurisdiction communications, coordination, and data exchange to respond to varying traffic conditions.

CCTA is currently working with West County’s jurisdictions to interconnect a total of 54 signals in El Cerrito, Hercules, Pinole, Richmond, and San Pablo, using funding to come primarily from the Metropolitan Transportation Commission’s (MTC’s) OBAG3 program. Since this effort is already underway, the target for this RTO is the completion of all 54 signal improvements by 2027. There is no additional target for 2050, since there are no plans for a further interconnection program.

**ATTACHMENT 2:
ACTIONS MEMORANDUM**

MEMORANDUM

DATE July 7, 2022; Revised July 14, 2022

TO John Hoang and Matt Kelly, CCTA

FROM David Early and Torina Wilson, PlaceWorks
Erin Vaca, DKS Associates
Julie Morgan and Terence Zhao, Fehr & Peers

SUBJECT West County Subregion Actions Memorandum

This Memorandum lists the existing West County Action Plan actions and proposes revisions to those actions as part of the Action Plan update. These actions will reinforce the Regional Transportation Objectives (RTOs) set, and described in further detail, in the RTO Methodology and RTO Analysis Memorandums submitted as part of the Round 4 TAC meeting materials and dated July 7, 2022.

The revisions proposed in Table 1 reflect consolidation and/or wordsmithing of existing actions, removing of actions which are now complete, and the introduction of new actions. Proposed new actions come from several sources, including:

- Actions recommended by the project team based on best management practices or similar projects, that are necessary to achieving the performance targets established under the RTOs.
- Actions to introduce topics that would have been RTOs but the project team decided not to pursue. These RTOs considered but not recommended are discussed in detail at the end of the RTO Methodology Memorandum dated July 7, 2022.
- Actions to address topics requested by WCCTAC TAC members or through other subregional TAC members that are also applicable to the West County subregion.

The middle column of Table 1 lists the existing West County Action Plan text and includes strikethrough and underline edits to show revisions proposed by the project team. Column B includes notes on why the edit has been made while the first column assigns each revised action with an action number that will be used in the Draft Action Plan. TAC members can make comments on these revisions at the Round 4 TAC meeting or through email before or after the meeting.

TABLE 1 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
<i>Freeways</i>		
Freeways-1	Complete the reconstruction of the I-80/San Pablo Dam Road interchange. Complete necessary operational improvements (i.e. <u>protected turn lanes, synchronized signal timing, and auxiliary lanes, among others</u>) at select intersections or roadway segments, while <u>ensuring that the improvements are balanced against the objectives and actions set forth elsewhere in this Action Plan.</u>	Replaced with a general capacity improvement action
Freeways-2	Support implementation, operations and maintenance of the I-80 Integrated Corridor Mobility project. (21) <u>Support transit priority improvements in the West County service area and continue to work with Caltrans on refinement and monitoring of the ICM program.</u>	Revised per TAC comments
Freeways-3	Enhance State Route 4 to a full freeway between I-80 and Cummings Skyway, including adding a connection between westbound I-80 and eastbound SR 4. (22)	Removed because this is included under general operational improvements that could occur under the new action above
Freeways-3	<u>Reconstruct part or all of the SR-4 and I-80 interchange to improve transit access to the Hercules Transit Center and work with local jurisdictions to identify any other ramp reconfiguring projects.</u>	Added based on TAC comment
	Implement recommendations of the State Route 4 Integrated Corridor Analysis.	Removed due to TAC comment
	Complete the improvements associated with the I-80/Central Avenue interchange. (26)	Removed because this is included under general operational improvements that could occur under the new action above
Freeways-4	Implement the recommended actions in the I-80 Corridor System Management Plan (CSMP). (43)	Kept as is
Freeways-5	Support broad-<u>Continue to expand</u> coordination between Contra Costa and neighboring counties (including Alameda, Solano, and Marin) to reduce single-occupant vehicle travel along the I-80 corridor. (46)	Revised to be more actionable
Freeways-6	Complete a West County goods movement study, focused on ensuring efficient movement of goods while reducing impacts (environmental, health, quality of life) on West County residents (29). Work with CCTA to complete a Countywide Goods Movement Plan that promotes greater use of technology for communications and scheduling, funding for equipment upgrades for air quality improvements with cleaner technology, and an advocacy platform for goods movement and guidance for local jurisdictions.	Added using language drafted for all action plans
Freeways-7	<u>Improve the operational efficiency of freeways and arterial streets through effective corridor management strategies, such as ramp metering, traffic operations systems, Intelligent Transportation Systems</u>	Added using language drafted for all action plans

TABLE 1 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
	<u>(ITS) improvements, HOV/HOT lane and bypass lanes, among others, to support a cohesive transportation system for all modes.</u>	
Freeways-8	<u>Work with CCTA, Caltrans, California Highway Patrol, and local jurisdictions to continue studying the feasibility of bus on shoulder pilot and long-term programs, which may include examining legislation that should change.</u>	Added using language drafted for all action plans
Freeways-9	<u>Work with CCTA, Caltrans, and California Highway Patrol to track HOV/HOT and Fastrak lane violators.</u>	Added using language drafted for all action plans
Freeways-10	<u>Work with CCTA and local jurisdictions to discourage diversion from freeways and cut through travel on surface roadways by developing traffic management programs, increasing trip capacity on freeways, completing freeway operational improvements, implementing traffic calming measures on surface roadways, and exploring surface roadway redesign to support active and public transportation modes.</u>	Added using language drafted for all action plans
Freeways-11	<u>Implement Study techniques to support the establishment, operation, and maintenance of existing and additional public or private park and ride facilities at appropriate locations, including shared-use agreements at activity centers with underutilized parking spaces.</u>	Added using language drafted for all action plans
Freeways-12	<u>Conduct a study to develop a seamless HOV/HOT/Express Lane on West County freeways.</u>	Added using language drafted for all action plans
<i>Surface Roadways</i>		
Surface Roadways- 1	Maintain pavement management systems and schedules, and continue to seek additional funding for local roadway maintenance. (28)	Kept as is
Surface Roadways-2	Implement the recommendations of the specific plans along 23rd Street. (44)	Kept as is
Surface Roadways-3	Work with WCCTAC, local jurisdictions and CCTA to seek funding to implement recommendations of the North Richmond Truck Route Study (or other mutually agreed upon implementation measures), to improve connectivity to designated truck routes, discourage non-local heavy truck traffic on local streets, and improve public health and safety in West County communities. (25)	Kept as is
Surface Roadways-4	Explore options to extend the truck climbing lane on Cummings Skyway, and to implement a Class II bike lane on Cummings Skyway between San Pablo Avenue and Franklin Canyon Road. (24)	Kept as is
Surface Roadways-5	<u>Participate in San Pablo Avenue Multimodal Corridor Project. Implement any Board approved recommendations from the San Pablo Avenue Multimodal Corridor Study.</u>	Revised per TAC comments
Surface Roadways-6	<u>Develop subregional corridor management plans to provide adequate roadway capacity for local and subregional travel while also including both public transit and active transportation modes and nonmodal</u>	Added using language drafted for all action plans

TABLE 1 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
	<u>transportation issues such as equity, climate change, safety, and technology.</u>	
<i>Transit</i>		
Transit-1	Work with local transit providers and regional funding agencies to identify funding for and provide bus oriented improvements, including operations and maintenance, supporting infrastructure for bus service in West County, and better bus stop amenities along local routes, and to improve headways and expand bus service along important corridors in West County.	Revised per TAC comments
Transit-2	<u>Pursue plans, programs, and projects that implement transit-oriented development with pedestrian/bicycle access in urban areas the designated Pedestrian-Bicycle Transit (PBT) zones using design principles that support local bus services and pedestrian/bicycle access.</u>	Revised per TAC comments
Transit-3	Work with CCTA to develop new or expanded park n ride lots <u>mobility hubs along major activity centers and along freeways and other important roadway corridors and work with partners to address issues related to ownership and oversight of operations and maintenance corridors and at major activity centers.</u>	Revised per TAC comments
Transit-4	<u>Partner Work with the Water Emergency Transportation Authority, CCTA, and other partners to ensure success of Richmond Ferry Service, MTC to plan and fund ferry service in West County.</u>	Revised per TAC comments
Transit-5	Participate in studies regarding passenger rail improvements in West County, such as expansion of service on the Capital Corridor or San Joaquin Corridor. Work with passenger rail operators in countywide and regional efforts to implement passenger rail improvements in West County, such as expansion of service on the Capital Corridor or San Joaquin Corridor and planning for LINK 21.	Revised per TAC comments
Transit-6	Support Pursue projects and programs that improve the passenger experience, upgrade systems, <u>modernize stations</u> , and expand the capacity of BART stations in West County.	Revised per TAC comments
Transit-7	Improve the reliability, <u>efficiency, and travel time</u> and efficiency of bus service along San Pablo Avenue. (34)	Revised per TAC comments
Transit-8	Continue to evaluate long term solutions to congestion around the El Cerrito del Norte BART station, with particular attention to methods that could improve local and regional transit and auto access to the station, along with improving multimodal access and circulation for transit-oriented development and businesses in the area. Work with CCTA and local jurisdictions to improve circulation near and multimodal access near the del Norte BART station.	Revised per TAC comments
	Participate in a study of high-occupancy transit options in the I-80 corridor in West County.	Removed because it is too vague and would be completed elsewhere in the proposed actions
Transit-9	Enhance transportation services for mobility impaired West County residents, through improved coordination of existing services and	Revised using language drafted for all action plans

TABLE 1 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
	consideration of expanded services. (47)	
	<u>Implement the recommendations of the Contra Costa Accessible Transportation Strategic Plan, including the establishment of a new Coordinating Entity and establishing a new, ongoing, dedicated funding stream.</u>	
	Support the coordination of transit services across all areas of Contra Costa to improve connectivity and access. (48)	Removed because coordination of transit service is covered in action below
Transit-10	<u>Implement the Express Bus recommendations from the West County High Capacity Transit Study (50) Complete a feasibility study to explore feasibility of a Regional Express Bus Program and expansion and enhancement of Bus Rapid Transit, along SR-24 and other key roadways.</u>	Revised because WCCTAC has already completed this
	Implement the San Pablo/Macdonald Avenues Bus Rapid Transit recommendations from the West County High Capacity Transit Study	Removed per TAC comment
	Implement the 23rd Street Bus Rapid Transit recommendations from the West County High Capacity Transit Study	Removed per TAC comment
Transit-11	<u>Complete the West Contra Costa Transportation Investment Study, including evaluation of transit opportunities, roadway improvements, and other projects. Implement the recommendations of the West County High Capacity Transit Study.</u>	Revised per TAC comment
Transit-12	<u>Plan and implement enhanced railroad crossings to improve pedestrian and bicycle access and to reduce noise and quality-of-life impacts throughout West County; enhancements may involve implementing quiet zones, grade separations, train-traffic signal preemption systems, or other measures (19).</u>	Revised per TAC comment
Transit-13	Complete the implementation of the Hercules Intermodal Station. Support Work with the City of Hercules to ensure the success of the Regional Intermodal Transportation Center (RITC)	Revised per TAC comments
Transit-14	<u>Work with local jurisdictions in reviewing and considering options for improving curb management and bus and truck loading on public streets.</u>	Added using language drafted for all action plans
Transit-15	<u>Participate in any current or future studies regarding rail options for the West County area and continue exploring development of new rail stations.</u>	Added using language drafted for all action plans
Transit-16	<u>Work with CCTA, local jurisdictions, and local public transit operators to:</u> <u>- Link transit service within the West County subregion, more directly to communities outside the West County subregion, between BART stations, and between adjacent counties.</u> <u>- Standardize operations, regional mapping, and wayfinding.</u> <u>- Implement traffic signal management and bus prioritization technology on regionally significant transit routes to improve bus speed and reliability.</u>	Added using language drafted for all action plans

TABLE 1 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
Transit-17	<u>Evaluate systemwide bus stop improvements, including making it safer and easier for people to access transit stations and ensuring that transit is safe and attractive.</u>	Added using language drafted for all action plans
Transit-18	<u>Provide educational awareness of public transportation options through outreach, education, and advertising, particularly in local schools.</u>	
Transit-19	<u>Work with CCTA and local transit operators to explore financial incentives and reduced fares for public transportation, including a feasibility study to explore a subregional or countywide Universal Basic Mobility program.</u>	Added using language drafted for all action plans
Transit-20	<u>Work with CCTA and MTC to promote Safe Routes to Transit projects and programs, and submit applications for funding for construction of local Safe Routes To Transit projects and programs.</u>	Added using language drafted for all action plans
Transit-21	<u>Evaluate systemwide bus stop improvements, including making it safer and easier for people to access transit stations and ensuring that transit is safe and attractive.</u>	Added using language drafted for all action plans
<i>Bike/Ped</i>		
Bike/Ped-1	<u>Continue to update and implement local and regional bicycle and pedestrian plans, and support the preparation of bicycle and pedestrian plans in those communities where they do not currently exist. (9)-<u>Work with local jurisdictions in adopting and updating their bicycle and pedestrian plans to expand and/or improve their facilities to ensure a seamless active transportation network that provides a positive user experience.</u></u>	Replaced with language drafted for all action plans
	Consider bicycle and pedestrian needs in all neighborhood and roadway planning and design efforts, particularly within Priority Development Areas.	Removed per TAC comment
	Require new development projects to provide bike racks, lockers and other secure bike parking options at appropriate locations, and seek funding to provide bike parking at key activity centers throughout West County. (14)	Kept as is
	Support and fund programs, such as the Street Smarts Program, to increase the level of public education about bicycle safety and to reduce injuries due to pedestrian or bicycle collisions.	Removed per TAC comment
	Participate in planning studies for the Bay Trail extension along I 580, from Castro Street to the Richmond San Rafael Bridge.	Removed per TAC comment
Bike/Ped-2	Improve pedestrian and bicycle access <u>and safety</u> through freeway interchange areas.	Revised per TAC comment
Bike/Ped-3	Conduct <u>feasibility study along Richmond Parkway to decrease development impacts, balance truck traffic with automobiles, and overall a-bicycle and pedestrian route improvements to close gaps, improve safety, and connectivity to the new Richmond San Rafael Bridge eastbound Bay Trail extension. feasibility study along Richmond Parkway, and work to improve the Bay Trail crossing at Wildcat Creek and close other trail gaps along the Parkway.</u>	Revised per TAC comment

TABLE 1 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
Bike/Ped-4	Complete gaps in the Countywide Low Stress Bike Network. Close gaps in the regional trail and bicycle route systems, and develop local bike route links to the Bay Trail and Richmond and Ohlone Greenways to facilitate longer distance bicycle travel through West County and to neighboring regions. (27)	Revised using language drafted for all action plans
Bike/Ped-5	Develop local bike route links to the Bay Trail and Richmond and Ohlone Greenways to facilitate longer-distance bicycle travel through West County and to neighboring regions. (27)	Action split from action above to be its own
Bike/Ped-6	Implement the recommendations of the Complete Streets plans that affect San Pablo Avenue. (35) Develop a program to provide funds for implementation of Complete Streets policies of the local jurisdictions Implement the San Pablo Avenue Complete Streets/Bay Trail project between Rodeo and Crockett. (36)	Replaced using language drafted for all action plans
Bike/Ped-7	Implement the recommendations of the Appian Way Alternatives Analysis and Complete Streets Study. (37) Support completion of the Wildcat Creek Trail, including the Bay Ridge Trail to Ridge Trail connector.	Kept as is Removed because part is complete and the Bay Ridge Trail portion is now listed under the gap closure action above
Bike/Ped-8	Implement the findings of Participate in the countywide Safe Routes to School needs assessment, and use the results of that effort to identify and seek funding for bicycle and pedestrian improvements in West County school areas.	Revised per TAC comments
Bike/Ped-9	Support and participate in the efforts of Contra Costa Health Services in providing Safe Routes to School education and encouragement programs in area schools. Work with CCTA, Contra Costa Health Services, and Street Smarts Diablo Region to facilitate a countywide coordinated approach to Safe Routes to Schools programs, and to identify continual funding streams to encourage students, employees, and residents at K-12 schools, technical schools, and college sites to use non-vehicle modes to get to school.	Replaced with language drafted for all action plans
Bike/Ped-10	Develop a program to provide educational awareness of active transportation options and safety through outreach, education, and advertising.	Added using language drafted for all action plans
Bike/Ped-11	Continue the program to reduce the cost of bicycles, pedal-assist bicycles, and electric bicycles for Contra Costa residents.	Added using language drafted for all action plans
Bike/Ped-12	Work with CCTA and other regional agencies to develop a method of tracking the Pavement Condition Index (PCI) of bicycle facilities on the low-stress bike network, and implement rehabilitation improvements where needed.	Added using language drafted for all action plans

TABLE 1 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
Bike/Ped-13	<u>Complete bicycle and pedestrian crossing improvements at the following intersections:</u> - <u>Atlas Road and Giant Highway</u> - <u>Richmond Greenway crossing at Harbor Way South</u> - <u>Richmond Parkway and West Barret Avenue</u> - <u>Richmond Parkway and West Macdonald Avenue</u> - <u>Richmond Parkway and Goodrick Avenue</u> - <u>Ohlone Greenway at Manila Avenue</u> - <u>Ohlone Greenway at Moeser Lane</u> - <u>Ohlone Greenway at Potrero Avenue</u> - <u>Wildcat Creek Trail at Fred Jackson Way</u> - <u>Richmond Parkway at San Pablo Avenue</u> - <u>Richmond Parkway at Atlas Road</u> - <u>Pinole Creek bike facility at Tennant Avenue</u> - <u>Pinole Valley Creek at San Pablo Avenue</u>	Added using language drafted for all action plans and added semi-protected intersections that the RTO Analysis Memo suggests are to be improved by 2027
<i>Safety</i>		
Safety-1	<u>Work with regional and local agencies to increase the level of public education about bicycle safety and to reduce injuries due to pedestrian or bicycle collisions.</u>	Added using language drafted for all action plans
Safety-2	<u>Develop a program to coordinate the collection and analysis of safety data, identify areas of concern, and propose safety-related improvements and user awareness so as to support state and federal safety programs and performance measures.</u>	Added using language drafted for all action plans
Safety-3	<u>Work with Caltrans to prepare an incident management plan for West County freeways.</u>	Added using language drafted for all action plans
Safety-4	<u>Work with CCTA to implement the Countywide Vision Zero Framework.</u>	Added using language drafted for all action plans
Safety-5	<u>Conduct a study to identify all safety-related transportation improvements needed within 500 feet of schools.</u>	Added using language drafted for all action plans
Safety-6	<u>Work with CCTA, MTC, and East Bay Regional Parks to study and avoid the impacts safety of electric bicycles on local trails and streets, so as to eventually allow electric bicycles on all local trail facilities.</u>	Added using language drafted for all action plans
<i>Equity</i>		
Equity-2	<u>Increase the number of express bus service to regional job centers inside and outside of the subregion.</u>	Added using language drafted for all action plans
Equity-2	<u>Conduct a study to identify strategies to increase low-income resident access to transit hubs, jobs, and areas with goods and services (for example, in West County, the study could explore enhancing existing transit hubs, constructing new transit hubs, and first/last mile solutions).</u>	Added using language drafted for all action plans
Equity-3	<u>Increase express bus service to regional job centers, particularly those with low-income workers, inside and outside of the subregion.</u>	Added using language drafted for all action plans
Equity-4	<u>Increase access to car sharing services for low-income residents and support financial incentives for using them.</u>	Added using language drafted for all action plans

TABLE 1 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
Equity-5	<u>Increase high frequency transit lines and stops in EPC areas.</u>	Added using language drafted for all action plans
<i>Climate Change</i>		
Climate Change-1	<u>Support the WCCTAC TDM program in promoting commute methods and modes that reduce single occupant vehicle travel at peak times. Work with 511 Contra Costa to expand Transportation Demand Management (TDM) programs, adopt local TDM plans, and conduct regular monitoring and reporting for program effectiveness.</u>	Revised using language drafted for all action plans
Climate Change-2	<u>Continue to implement a program to support deployment of high-quality, fast and diverse electrical vehicle chargers in the subregion.</u>	Added using language drafted for all action plans
Climate Change-3	<u>Continue to promote electric vehicle ownership by offering financial incentives and providing educational programs and demonstrations.</u>	Added using language drafted for all action plans
Climate Change-4	<u>Work with regional agencies, local employers and schools to increase tele-work, compress work weeks, alternative work location, and flex schedules, and provide pre-tax employer transportation benefit programs.</u>	Added using language drafted for all action plans
Climate Change-5	<u>Work with local transit agencies, regional policymakers, and private entities to promote pooled regional ridesharing services.</u>	Added using language drafted for all action plans
Climate Change-6	<u>Coordinate with impacted jurisdictions, property owners, and other applicable agencies that own or maintain Routes of Regional Significance that would be impacted by sea level rise, to coordinate and plan for inundation mitigation.</u>	Added using language drafted for all action plans
Climate Change-7	<u>Encourage regional agencies and local jurisdictions to refer to the Adapting to Rising Tides Adaptation Roadmap when planning for sea level rise.</u>	Added using language drafted for all action plans
<i>Technology</i>		
	Investigate and support opportunities for using new technologies to reduce single-occupant vehicle travel and to use existing system capacity more efficiently; examples may include real-time ridesharing programs, online traveler information systems, smart highways, connected vehicles, and other technologies. (32)	Removed because this general and covered by several actions
	Implement the recommendations of the WCCTAC Transit Enhancements and Wayfinding Study, which identifies specific local access improvements to the West County BART stations and intermodal transfer centers. (41)	Remove because wayfinding is covered in the general transit improvements action above
Technology-1	Support the investigation and development of innovative transportation-related technologies that <u>reduce emissions, could improve air quality and public health; examples include fueling/charging stations for alternative fuel vehicles, new cleaner bus technology, software applications to facilitate ride-sharing, and many other opportunities.</u>	Revised per TAC comment
Technology-2	<u>Upgrade the signal system along certain Routes of Regional Significance, including the 54 signals identified for interconnection.</u>	Added using language drafted for all action plans

TABLE 1 RECOMMENDED REVISIONS TO THE WEST COUNTY ACTION PLAN ACTIONS

New Action Number	Proposed Action Language Revisions	Notes
Technology-3	<u>Conduct a study of the feasibility of a pilot Dynamic Personal Micro Transit System or Automated Driving System somewhere in the West County area.</u>	Added using language drafted for all action plans
Technology-4	<u>Work with local transit agencies, regional policymakers, and private entities to promote pooled regional ridesharing services.</u>	Added using language drafted for all action plans
Technology-5	<u>Coordinate with CCTA and local jurisdictions to identify solutions to the Intelligent Transportation System (ITS) communications needs during the development and implementation of a Regional ITS Communications Plan and/or regional communications infrastructure, including expanding fiber to link all traffic signals and bolster communications for signals, etc.</u>	Added using language drafted for all action plans
Technology-6	<u>Work with CCTA, micromobility operators, and local jurisdictions to create a subregional model ordinance and model RFP to deploy micromobility systems, built off industry best management practices.</u>	Added using language drafted for all action plans
<i>Funding</i>		
Funding-1	Explore ways to increase revenue <u>Seek new sources of funding to maintain roads, transit facilities, trails, and all associated transportation infrastructure.</u>	Revised per TAC comment
Funding-2	Support and implement the West County Subregional Transportation Mitigation Program, which generates funds to support specific capital improvements throughout West County. (33) <u>Continue to participate and periodically update the West County Subregional Transportation Mitigation Program to ensure it will produce sufficient funds in light of current and anticipated growth rates and construction costs.</u>	Revised
<i>Misc.</i>		
	Comply with the CCTA Growth Management Program through monitoring of new development proposals and General Plan amendments, and allowing for collaboration and comment from other jurisdictions. (30)	Removed due to the nature and requirements of the Action Plan
	Implement the recommendations of the Downtown El Sobrante Study. (38)	Removed
	Participate in studies and implement the plans related to the Lawrence Berkeley National Lab Second Campus.	Removed
	Implement Pinole San Pablo Avenue Bridge Replacement over BNSF Railroad — Complete Street (53)	Removed
	Encourage development of plans, programs and projects that support transit-oriented development within all Priority Development Areas.	Removed because this is policy direction instead of an action

**ATTACHMENT 3:
ROUND 1 OUTREACH SUMMARY**



CONNECT CONTRA COSTA

Planning for Tomorrow's Transportation



Outreach Summary

Action Plan and Countywide Transportation Plan Updates March - May 2022



CONTRA COSTA
transportation
authority

Prepared by:

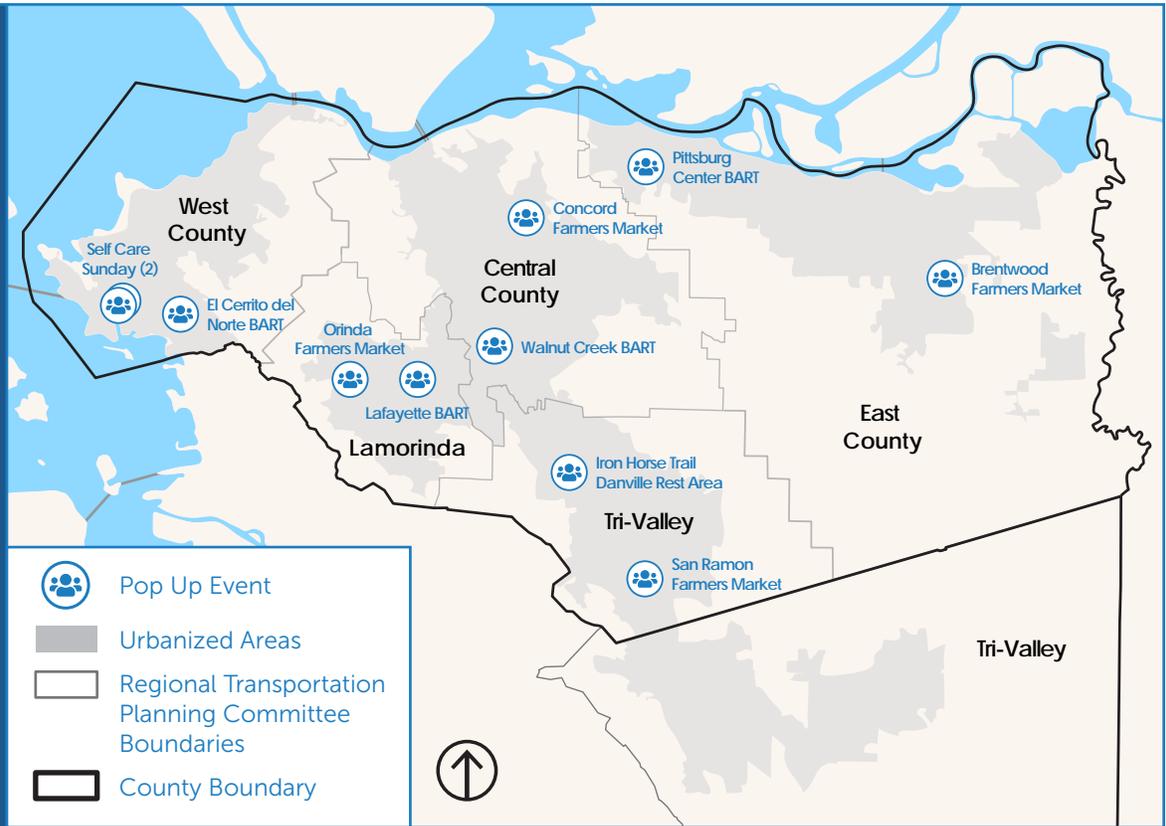


PLACEWORKS
13-73

Introduction

This document outlines the first round of public outreach conducted by the Contra Costa Transportation Authority (CCTA) and its consultants between March and April 2022 for the Action Plan and Countywide Transportation Plan Updates. Outreach was conducted to the general Contra Costa Community and the Alameda County portion of the Tri Valley area. Feedback was collected both in-person and virtually to provide for a variety of feedback channels:

- **11 In-Person Pop Up Events**
- **5 Virtual Workshops**
- **Online Community Forum Survey**
- **421 Project Flyers Distributed!**



Each CCTA subregion had two in-person pop up events and one virtual workshop, except for the West County subregion where a repeated pop up was conducted due to a last-minute rain cancellation. The online community forum survey was available countywide for all residents.



TRI-VALLEY AREA: San Ramon Farmers Market

Saturday, March 5th 2022 from 9:00 am to 1:00 pm
6000 Bollinger Canyon Road
San Ramon

In-person pop up events included interactive poster boards, surveys, and project flyers while the virtual workshops included a PowerPoint presentation and group discussion. Regardless of the event, participants were asked the same set of questions (*though additional feedback was welcomed and encouraged*):

- **What do you think transportation should look like in the future?**
- **What can we do to help you with your transportation needs?**
- **What is your bright idea for improving transportation in the County?**

A total of 704 comments were collected through this outreach effort. 151 of these comments were made on the online community forum survey, the remaining 553 comments were collected during the pop-up and workshop events.



151
People
Commented
Online

553 People
Commented
In Person



13-74



Demographic Breakdown



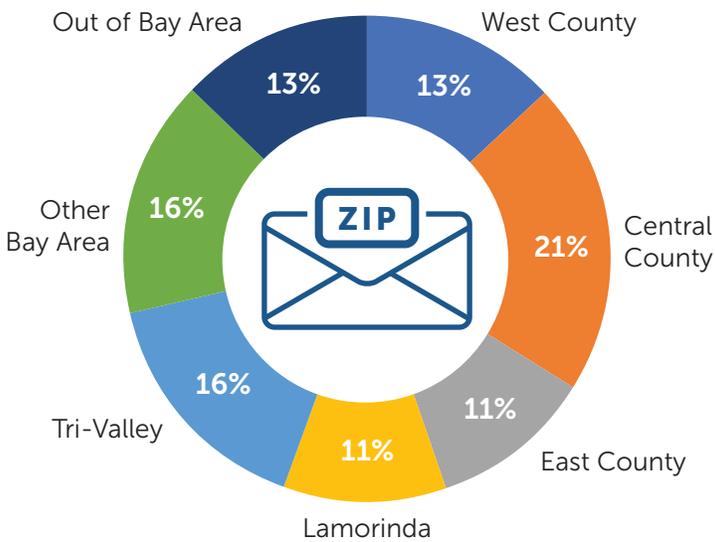
The project team collected optional demographic information on the written surveys at the pop-up events, during registration for the virtual workshops, and on the online community forum survey. Note that not all respondents chose to share demographic information. Percentages shown on this page indicate the percentage of responses in each category, not demographics of all respondents.



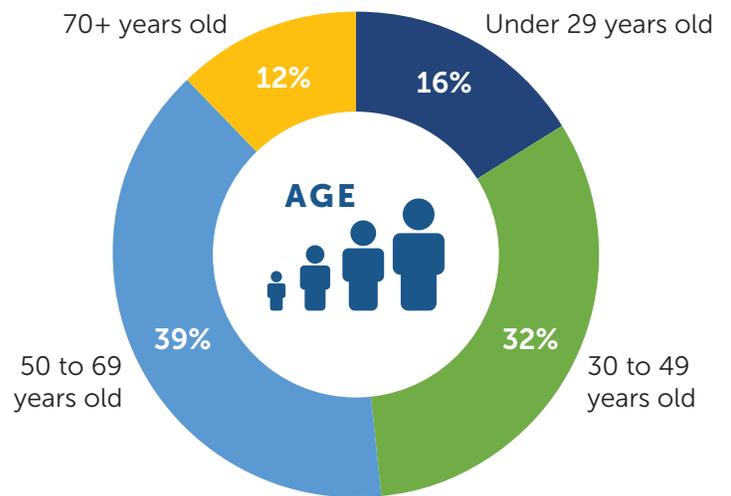
WEST COUNTY: El Cerrito del Norte BART

Tuesday, March 22nd
2022 from 4:00 pm
to 6:00 pm
6400 Cutting Blvd,
El Cerrito

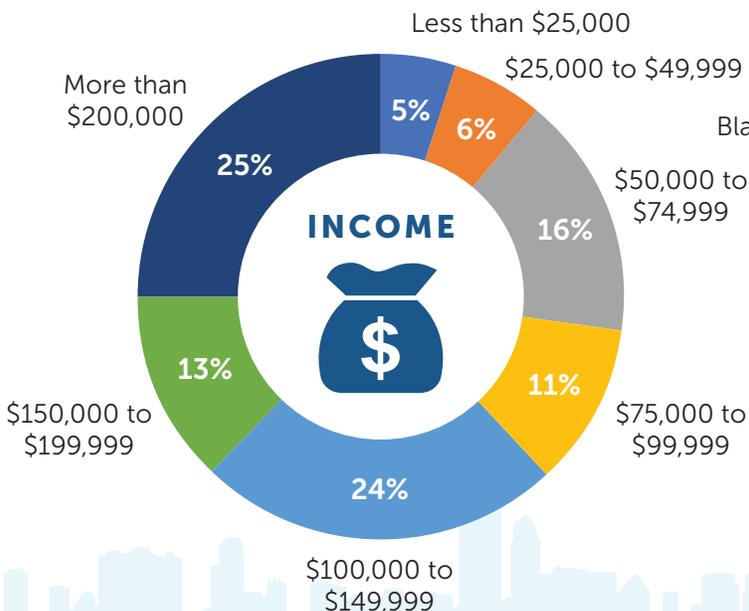
Zip Code - 38 Responses



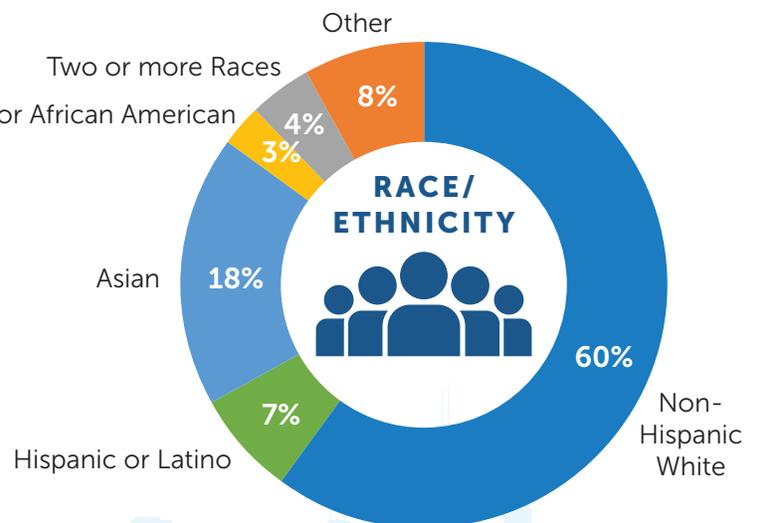
Age - 74 Responses



Household Income - 63 Responses



Race/ Ethnicity - 73 Responses



* 0% American Indian or Alaska Native
** 0% Native Hawaiian or Pacific Islander



Of the 704 total comments, 470 of them were general comments about countywide transportation and not focused on improvements in a specific subregion. The most commented words include:



This list of comments includes frequently mentioned topics and ideas but is not an exhaustive list of general comments. Comments are not listed in order of priority.

- Increase walkability and explore pedestrian-only areas
- Increase bikeability, number of bike lanes, and their convenience and safety
- Ensure bicyclists and pedestrians feel safe
- Conduct safety presentations for pedestrians, cyclists, and drivers
- Bike and scooter share
- Improve last mile connections to public transit
- Bus express lanes or bus-only lanes on freeways and arterials
- Public transit improvements to frequency, hours of service, reliability, and cleanliness
- Ensure public transportation is accessible for all socioeconomic groups
- Improve paratransit and other accessible transportation options and solutions
- Safety improvements on BART and buses
- Improved parking options at major transit stations
- Plan for regional connections throughout the county and beyond
- Electrify the transportation system (public and private) and improve infrastructure
- Explore autonomous vehicles
- Decrease number of potholes on freeways and major roadways
- Decrease traffic congestion
- Improve the timing of traffic lights



EAST COUNTY: Brentwood Farmers Market

Saturday, March 26th 2022
from 8:00 am to 12:00 pm
Oak Street and 1st Street,
Brentwood



CENTRAL COUNTY: Concord Farmers Market

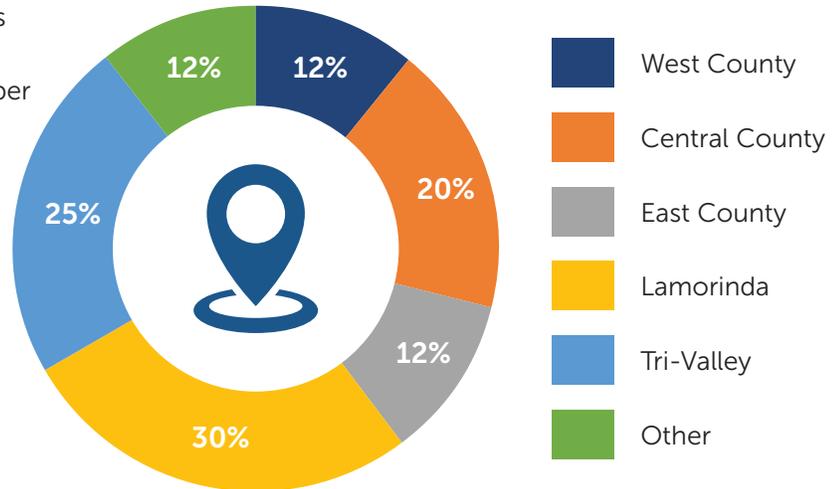
Tuesday, March 8th 2022
from 10:00 am to 2:00 pm
Todos Santos Plaza at 2175
Willow Pass Road,
Concord



Specific Comments

The graph to the right indicates the percent of comments that were collected by subregion, with some subregions more eager to comment than others. Note that the number of comments by subregion does not reflect the number of people engaged with, but rather the number of comments since many participants chose to provide more than one comment.

Of the 704 comments collected, 234 of them were comments made to indicate transportation improvements in a specific subregion. The most frequently mentioned topics and ideas are listed in the following pages. Note that this list is not exhaustive and are not listed in order of priority.



West County

Incorporated Jurisdictions:

Hercules, Pinole, San Pablo, Richmond, El Cerrito

Feedback regarding West County focused on safe and adequate roadways, transit improvements, bike and pedestrian improvements and safety of all modes. There was little mention of technology, climate change, and equity.

- Desire for well-maintained, continuous, protected/safe/calm bike facilities that cross cities, especially connecting to waterfront destinations and regional routes, with safe and easy freeway crossings
- Need for traffic calming techniques
- Improve transit access for those with mobility needs
- Give bus priority on arterial routes between Alameda County and Contra Costa County
- Provide timed/coordinated service between BART, Amtrak, and various bus agencies to serve long-distance and regional travel
- Ensure public transportation is safe, comfortable, and efficient
- Increase frequency of BART
- Improve streetlight issues throughout Richmond, replace traffic lights, fix potholes and paving issue areas
- Many comments mentioning improvements to specific roadways, including: San Pablo Ave, Cutting Blvd, Central Ave, Canal Blvd, and 15th Street

Central County

Incorporated Jurisdictions:

Martinez, Concord, Pleasant Hill, Walnut Creek, Clayton

Feedback regarding Central County focused on transit improvements, bike and pedestrian sidewalk and intercity access, need for traffic calming, and equity in the transportation system. Few comments are made regarding climate change and technology.

- Address active and public transportation barriers for those with mobility needs, including ADA accessible bike and pedestrian facilities, taxi service with wheelchair access, and extended service hours
- Increase traffic calming techniques along busy roadways
- Desire for safe bike and pedestrian connections across the subregion, particularly when crossing roadways and train tracks
- Provide continuous sidewalks and bike lanes and install lighting for safe travel in the dark
- Provide protected bike lanes to schools
- Improve traffic light cycles and remove unprotected left turns
- Reduce neighborhood cut-through traffic
- Connect trail networks to transit hubs
- Encourage public transit ridership again

East County

Incorporated Jurisdictions:

Pittsburg, Antioch, Brentwood, Oakley

Feedback regarding East County focused on improvements to and extension of the BART system.

- More frequent BART service and extension to Brentwood
- Increased BART connections and access, including parking, carpooling, or commuter buses from outlying communities
- Deploy High-Occupancy Vehicle (HOV) commuter buses to job centers and BART stations
- Increase off-street bikeways and connections to BART and railroads
- Increase first and last mile connections from residential areas to public transportation
- Increase lighting and shade on trails
- Ensure adequate ADA accessibility on all modes
- Reduce frequency of automobile speeding

Tri-Valley

Incorporated Jurisdictions:

Danville, San Ramon, Dublin, Pleasanton, Livermore

Feedback regarding the Tri Valley area focused on I-580/I-680 corridor connections, bike and pedestrian improvements, general equity, and general safety concerns. Climate change was not a specific concern mentioned.

- Increase traffic calming techniques, especially near schools
- Improve crossings of bike and pedestrian facilities with roadways
- Deploy bike and scooter share programs
- Improve bike and pedestrian facilities, especially with better lighting and restroom facilities
- Increase bus service to schools and other major facilities
- Expand BART service through the Tri Valley area
- Examine the success of HOV and toll lanes on I-680

Lamorinda

Incorporated Jurisdictions:

Lafayette, Moraga, Orinda

Feedback regarding the Lamorinda area included safe routes to schools, BART access, transportation electrification, and roadway speeding. Little mention of equity concerns or climate change were given.

- Increase traffic calming solutions around schools and improve general Safe Routes to Schools techniques
- Increase controlled crossings of major roads
- Explore first and last mile connections to BART
- Improve bike and pedestrian facilities with traffic lights and bike activation of traffic signals
- Expand County Connection service to middle and high school students
- Explore small bus options
- Explore feasibility of autonomous vehicles
- Reduce frequency of automobile speeding



LAMORINDA: Orinda Farmers Market

Saturday, March 12th 2022 from 9:00 am to 1:00 pm
Orinda Village at 14 Orinda Way, Orinda



TRI-VALLEY: Iron Horse Trail Danville Rest Area

Sunday, March 6th 2022 from 9:00 am to 12:00 pm



El Cerrito

Hercules

Pinole

June 24, 2022

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

RE: June 2022 WCCTAC Board Meeting Summary

Dear Tim:

The WCCTAC Board, at its meeting on June 24, 2022, took the following actions that may be of interest to CCTA:

1. Adopted Resolution 22-08 to Continue Teleconferenced Meetings under AB361.
2. Approved FY23 Measure J 19b allocations for AC Transit and WestCAT.
3. Adopted Resolution 22-09, to use a purchase order to buy AC Transit bus passes for the TDM Pass2Clas program.
4. Adopted Resolution 22-10 to authorize WCCTAC Executive Director, or designee, to execute all Restricted Grant Agreements and any amendments with Caltrans as part of a transportation planning grant for the Richmond Parkway Environmental Justice and Regional Mobility Study.
5. Adopted Resolution 22-11 for WCCTAC's Fiscal Year 2023 Work Program, Budget, and Dues.
6. Denied the request by a developer-applicant to reclassify the STMP Fee Land Use Category for a project at 6055 Giant Road in Richmond.
7. Adopted Resolution 22-12, WCCTAC's updated salary schedule for FY 2023 that reflects a cost-of-living adjustment.
8. Authorized WCCTAC's Executive to Director to return to Board with formal changes to the WCCTAC salary structure for the WCCTAC TDM Program Manager and the WCCTAC Planning Manager positions.

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

Sincerely,

A handwritten signature in blue ink that reads "John Nemeth". The signature is written in a cursive, flowing style.

John Nemeth
Executive Director

cc: Tarienne Grover, CCTA

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