

El Cerrito

TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

Hercules

DATE & TIME: Thursday, May 11, 2023 • 9:00 AM – 11:00 AM

LOCATION: WCCTAC Offices • 6333 Potrero Ave. at San Pablo Avenue, El Cerrito, CA 94530

TRANSIT OPTIONS: Accessible by AC Transit #72, #72R, #72M & El Cerrito del Norte BART Station

Pinole

1. **CALL TO ORDER and MEMBER ROLL CALL**

Estimated Time:* 9:00 AM, (5 minutes)

2. **PUBLIC COMMENT**

Estimated Time:* 9:05 AM, (5 minutes)

Richmond

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

San Pablo

3. **CONSENT CALENDAR**

Estimated Time:* 9:10 AM, (5 minutes)

A. Minutes from April 13, 2023, meeting

Recommendation: Approve as presented

Attachment: Yes

Contra Costa
County

4. **REGULAR AGENDA ITEMS**

A. WCCTAC FY24 Draft Work Program

Description: Each year, staff provides the TAC with a draft of the work program for the upcoming fiscal year and solicits feedback. The draft work program, along with the draft budget and proposed dues, will be presented to the WCCTAC Board at the May meeting. Following the Board's review, these will all be provided to each member agency for review and comment. The work program, budget and dues will then be brought back to the WCCTAC Board in June for final approval.

AC Transit

BART

Recommendation: Provide feedback as needed.

Attachments: Yes

Presenter/Lead Staff: John Nemeth, WCCTAC Staff

WestCAT

Estimated Time:* 9:15 AM, (20 minutes)

B. CTP Task Force – West County Representatives

Description: CCTA is starting the development of a new Contra Costa Countywide Transportation Plan (CTP), which was last updated in 2017. It is requesting that the WCCTAC TAC nominate one member (or their designee) to serve on the CTP Task Force, in addition to the RTPC manager. Transit agencies will be represented by members from the Bus Transit Coordinating Committee. Staff expects the CTP effort to begin in June 2023, with completion in early 2025. Commitments from Task Force members include: attending 5-7 two-hour meetings of the Task Force during the study period, reviewing materials and providing comments.

Recommendation: Choose a representative to the CTP Task Force

Attachments: No

Presenter/Lead Staff: John Nemeth, WCCTAC Staff

Estimated Time:* **9:35 AM**, (10 minutes)

C. STMP Call for Projects – Continued from Previous Meeting

Description: The WCCTAC Board authorized a \$5.3M STMP Call for Projects and directed WCCTAC staff to answer TAC questions, review the scoring criteria, and develop a schedule. The TAC had a discussion on the STMP Call for Projects at its April 13, 2023 meeting and wished to continue that conversation at its May 11, 2023 meeting.

Recommendation: Develop a schedule and initial scoring criteria for the STMP Call for Projects.

Attachments: Yes

Presenter/Lead Staff: John Nemeth, WCCTAC Staff

Estimated Time:* **9:45 AM**, (40 minutes)

5. STANDING ITEMS

A. Technical Coordinating Committee (TCC) Report

Description: TCC representatives will report on the last TCC meeting.

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTAC's TCC Representatives & WCCTAC Staff

Estimated Time:* **10:25 AM** (5 minutes)

B. Staff and TAC Member Announcements

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

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTAC Staff and TAC Members

Estimated Time:* **10:30 AM** (5 minutes)

6. **ADJOURNMENT**

Description / Recommendation: Adjourn to the next regular meeting of the TAC on Thursday, May 11, 2023. The next meeting of the WCCTAC Board is Friday, May 26, 2023.

Estimated Time:* **10:35 AM**

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

El Cerrito

WCCTAC TAC Meeting Action Minutes

Hercules

MEETING DATE: April 13, 2023

Pinole

MEMBERS PRESENT: Jamar Stamps, Contra Costa County; Allan Panganiban, San Pablo; Nathan Landau, AC Transit; Mike Roberts, Hercules; Denee Evans, Richmond; Lori Reese Brown, Richmond; Yvetteh Ortiz, El Cerrito, Sanjay Mishra, Pinole;

Richmond

GUESTS: Bill Pinkham (CCTA Bike/Ped, RBPAC), Sonia Bustamante, Supervisor John Gioia’s office; Robert Armijo, Richmond Public Works

San Pablo

STAFF PRESENT: Coire Reilly, Leah Greenblat, Joanna Pallock

ACTIONS LISTED BY: WCCTAC Staff

Contra Costa
County

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Call to Order	The meeting was called to order at 9:02 AM
2.	Public Comment	None.
3.	Consent Calendar: A. Minutes from January 12, 2022, Meeting. B. Annual STMP Fee Adjustment	Jamar Stamps moved, and Mike Roberts seconded, and the TAC approved the Consent Calendar with Sanjay Mishra abstaining

AC Transit

BART

Regular Agenda Items

WestCAT

4A.	TCC Report and Appointments	Ms. Ortiz and Ms. Greenblat’s TAC appointments are expiring. Ms. Ortiz stated she did not want to serve again. The TAC nominated Leah Greenblat to serve another term and to replace Ms. Ortiz with Richmond’s new Deputy Public Works Director, Robert Armijo.
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ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
		Allan Panganiban previously volunteered to serve on the STIP review committee representing West County. Sanjay Mishra offered to serve on this Review Committee as well. Nathan Landau moved, and Jamar Stamps seconded, and the TAC unanimously agreed to appoint Mr. Mishra as the second West County representative on the STMP review committee.
4B.	Staff and Member Announcements	None
Standing Items:		
5A.	STMP Cycle 2 Call for Projects	The TAC discussed the parameters and timing for the release of \$5.3 million in STMP funds. It concluded that the item should be brought back to the TAC in May for further consideration.
5B.	I-80 Design Alternatives Assessment Meeting Follow-up	Staff member Leah Greenblat gave an overview of the recent MTC I-80 Design Alternatives Assessment meeting. The final recommendations are on page 48 of the presentation included in the TAC packet. This will be brought before the WCCTAC Board at the end of April and staff are encouraged to review the study before then with their WCCTAC Board representatives.
5C	Bike to Work Day and Summer Bike Challenge	Coire Reilly, WCCTAC staff, presented an overview of efforts for the 2023 BTWD event on May 18, including details about host energizer stations. He also discussed plans for the annual summer bike challenge.
6.	Adjournment	The meeting adjourned at 10:27 AM.

**WCCTAC
FISCAL YEAR 2023-24
DRAFT WORK PROGRAM**

WCCTAC's activities may be grouped into the following five major areas: Planning and Programming (General Operations), Special Projects, Transportation Demand Management (TDM), Sub-regional Transportation Mitigation Fee Program (STMP), and Office Administration.

Planning and Programming (General Operations)

This program area relates to WCCTAC's function as the Regional Transportation Planning Committee (RTPC) for West Contra Costa County under Measure J. It also includes transportation planning efforts resulting from the agency's Joint Powers Agency function. Activities in this program area are mainly funded with annual member agency contributions and, to a smaller extent, Measure J dollars.

MEASURE J PROGRAMMING

1. Program and administer West County's Measure J projects and programs, including:
 - a. Low Income Student Bus Pass Program (Measure J 21b)
 - b. Additional Bus Transit Enhancements (Measure J 19b)
 - c. Transportation for Seniors and People with Disabilities (Measure J 15b, 20b)
 - d. Sub-regional needs (Measure J 28b)

COUNTY-WIDE AND REGIONAL PLANNING AND FUNDING

2. Work with CCTA on the development of the Countywide Transportation Plan.
3. Monitor Action Plan compliance by reviewing certain proposed projects, General Plans or Amendments, and work to advance goals, objectives and actions contained in the West County Action Plan.
4. Partner with CCTA on the development of training sessions to assist local jurisdictional staff with Growth Management Program checklist compliance.
5. Participate in regional, countywide, sub-regional, and local efforts related to planning, funding, and delivery of priority capital projects in West County.
6. Monitor the Link21 effort to improve and coordinate the regional rail network in Northern California and provide input as needed.
7. Participate in follow-up activities related to the countywide Accessible Transportation Strategic Plan.
8. Assist local jurisdictions in the implementation of a low stress bike network in West County through the identification of funding opportunities.

I-80 and I-580 CORRIDORS

9. Monitor and participate, if possible, in MTC's Bus on Shoulder Study and advocate for its implementation on I-80, consistent with the recommendations in WCCTAC's West County Express Bus Implementation Plan.
10. Monitor the progress of recommendations in MTC's I-80 Design Alternatives Assessment and keep the WCCTAC TAC and Board informed.
11. Work with MTC, Caltrans, and other agencies to promote capital improvements that may benefit transit in West County.
12. Work with Hercules, CCTA, and CCJPA on securing funding for the Hercules Hub, formerly known as the Regional Intermodal Transportation Center, in Hercules.
13. Work with CCTA to identify funding or address other project development needs for key projects such as the San Pablo Dam Rd interchange or Central Ave. phase 2.
14. Provide updates to the WCCTAC Board on I-80 corridor issues as needed.
15. Continue participating in the I-580 Open Road Tolling and HOV project led by MTC.

SUB-REGIONAL ACTIVITIES

16. Seek funding to advance and implement the projects recommended in Phase 2 of the San Pablo Avenue Multimodal Corridor Study with CCTA and ACTC and local jurisdictions.
17. Continue advancement of recommendations of: the West County High-Capacity Transit Study, the West Contra Costa County Express Bus Implementation Plan and the San Pablo Avenue Multimodal Corridor Study, Phase 2.
18. Based on the 2015 Cooperative Agreement, participate with WETA, CCTA and Richmond on annual review of the Richmond ferry's ridership, marketing, fare policy, access issues, and capital needs.
19. Monitor plans for transit-oriented development and supporting access improvements at both El Cerrito BART Stations and work with BART and El Cerrito.

GRANTS

20. Monitor grant opportunities, inform member agencies, assist with grant applications, provide letters of support, and facilitate prioritization of West County candidate projects for grants. Some examples of grant opportunities include State Transportation Improvement Program (STIP) for complete street projects, Active Transportation Program (ATP) grants for pedestrian and bicycle improvements, Program for Arterial System Synchronization (PASS) for adjusting signal timing, as well as federal 5310

grants for senior and disabled transportation.

21. Consider the potential for an on-call consultant that could assist WCCTAC staff in the development of complex grant applications.
22. Take the lead in applying for grants for planning and implementation of multi-jurisdictional improvements, in partnership with member agencies.

FORMAL BODIES

23. Manage or participate in meetings of the: WCCTAC Board, WCCTAC TAC, , CCTA Board, CCTA Countywide Bicycle and Pedestrian Advisory Committee (CBPAC), CCTA Administration and Projects Committee (APC), CCTA Paratransit Coordinating Committee (PCC), the Active Transportation Specific Plan (ATSP) Task Force, the West County Mobility Management Group, the West County Senior Coalition, CCTA Technical Coordinating Committee (TCC), CCTA Growth Management Task Force, and the Caltrans District 4 Pedestrian Advisory Committee.

Special Projects

As a Joint Powers Agency, WCCTAC may apply for and receive various grants that advance the transportation goals of West Contra Costa. WCCTAC can also serve as a lead for certain studies or projects using other agency contributions. In the upcoming fiscal year, WCCTAC will:

1. Manage the Travel Training Program funded by Measure J 28b. This will involve teaching groups and individuals to use fixed route transit (BART, buses, ferry), ADA and non-ADA paratransit, and other mobility services.
2. Manage the on-going development of the draft Richmond Parkway Transportation Plan, formerly known as the Richmond Parkway Environmental Justice and Regional Mobility Plan.

Transportation Demand Management (TDM)

This program promotes transportation alternatives to the single occupant vehicle by encouraging walking, bicycling, transit, carpooling, and vanpooling, and is coordinated with the larger countywide 511 Contra Costa Program. It is funded on a reimbursement basis by Measure J and grants from the Air District. In the upcoming fiscal year, the TDM program will:

1. Manage the Employer-Based Trip Reduction Program, which includes: employer outreach and programs, tabling at community events, transit incentives, funding for bike racks and lockers, funding for EV charging stations.
2. Manage the West County "Pass2Class" program that provides free transit passes to students at the beginning of the school year.

3. Manage the Commuter Benefit program, which includes the countywide programs Guaranteed Ride Home, Try Transit, Take 10, and Secure Your Cycle Programs.
4. Co-lead Bike to Wherever Days 2024 with other regional partners.
5. Support Local Agency Climate Action plans and efforts that aim to improve access to bicycling, pedestrian facilities, transit, and emerging mobility technology such as a shared bicycles and cars, electric bicycles, scooters, and autonomous vehicles.
6. Continue to implement strategy to encourage telework/work from home policies and flexible work hour policies with Contra Costa Employers.
7. Continue to coordinate micro-mobility (scooters, bike rental) planning and implementations around the West County Region, in close partnership with the cities and county.
8. Assist in the promotion of the new City of Richmond e-shuttle service that allows students and seniors to ride for free.
9. Implement bicycle and pedestrian improvements at Del Norte BART station, using repurposed Air District funds
10. Implement the Summer Youth Pass program, which provides discounted bus passes for youth during summer months.
11. Implement and promote annual community walking and biking programs, Winter Walk Challenge and Summer Bike Challenge.

Sub-regional Transportation Mitigation Fee Program (STMP)

WCCTAC acts as the trustee for the development impact fees collected by the West County cities and the unincorporated areas of the County. An updated program went into effect on July 1, 2019. Under the updated program, STMP funds are to be used for twenty pre-identified, regionally-benefitting capital projects. In the upcoming fiscal year, WCCTAC will:

1. Collect, administer, and track funds and reporting forms.
2. Provide monitoring reports on revenue collected and status of local reporting.
3. Develop funding agreements with project sponsors for any Board-approved funding allocations.
4. Manager a call for projects based on Board direction, and allocate funds to eligible, Board-approved projects.

5. Respond to inquiries from local agencies and members of the public.
6. Review and process appeal and exemption requests.
7. Monitor and update, as needed, the expiration dates of existing STMP funding agreements.
8. Begin the required five-year review and update of the 2019 STMP and its nexus study. Modify spreadsheet system to ease program administration and improve monitoring.

Administration

In the upcoming fiscal year, staff will:

1. Maintain, update, and expand content on the WCCTAC website including Zoom videos of board meetings.
2. Continually evaluate work and meeting practices, post Covid.
3. Continue digitizing WCCTAC records including funding agreements, resolutions, and Board and TAC meeting packets.
4. Develop a remote work policy.
5. Explore office options and/or prepare for lease renewal.
6. Update the Joint Powers Agreement

TO: WCCTAC TAC **MEETING DATE:** May 11, 2023

FR: John Nemeth, Executive Director

RE: **STMP Call for Projects – Refinement**

REQUESTED ACTION

Provide feedback to WCCTAC staff on the design of the STMP Call for Projects, including its parameters, schedule, and evaluation criteria.

BACKGROUND AND DISCUSSION

On March 24, 2023, the WCCTAC Board approved the Cycle 2 Call for Projects for the 2019 STMP Update. It authorized staff to make \$5,300,000 available, leaving remaining funds for other commitments. The Board also endorsed staff’s recommendation to work with the WCCTAC TAC to refine the details of the Call for Projects before releasing it officially.

At its April 13, 2023 meeting, the TAC met to discuss the details of the Call for Projects. It requested new schedule options from WCCTAC staff and discussed the criteria that could be used by WCCTAC staff to provide an initial project ranking.

Number of Applications and Maximum Award

In Cycle 1, the TAC decided that there should be a maximum of two applications allowed per sponsor. Additionally, in Cycle 1, the TAC set the maximum grant request at 50% of the total funds available which, in this cycle, would mean a maximum request of \$2.65M. The TAC will need to determine if each of these two parameters should still apply in Cycle 2 or be changed.

Schedule Options

Staff is also seeking the TAC’s input on the funding application due date and overall schedule. The table below provides three options. The TAC can embrace one of these options or make modifications.

	Option 1	Option 2	Option 3
Applications Due	June 28, 2023	Aug 30, 2023	Sept 27, 2023
WCCTAC Staff Evaluation	June 28 – July 7	Aug 30 -Sept 8	Sept 27-Oct 6
TAC Recommendation	July 13, 2023	Sept 14, 2023	Oct 12, 2023
Board Decision	July 28, 2023	Sept 22, 2023	Oct 27, 2023

Evaluation Criteria Background

Once applications are submitted to WCCTAC, staff will score each proposal using criteria established by the TAC. The scores will allow staff to create an initial project ranking. The rankings do not determine the TAC's recommendation but provide a starting point for a TAC discussion. The TAC review of funding applications will aim to develop a consensus recommendation for the WCCTAC Board.

Staff is seeking the TAC's guidance on the evaluation criteria to use for scoring in Cycle 2. In Cycle 1, the TAC had five criteria and a maximum of 30 points that could be awarded to each project. These criteria are described in more detail below. Additionally, the TAC could include criteria that were used in the 2006 STMP Program. Those are described further down in this report. The TAC can recommend that WCCTAC staff use some, or all, these criteria from Cycle 1 and from previous funding rounds. The TAC could also modify these criteria, create completely new criteria, or adjust the amount of points assigned to the criteria.

Cycle 1 Scoring Criteria

Scoring Criteria for Cycle 1 2019 STMP Update Call for Projects:	
Criteria	Max. Points
Readiness to spend STMP dollars. <i>(earlier spending scores higher).</i>	10
Readiness to construct. <i>(projects closer to construction score higher).</i>	5
Share of the funding gap. <i>(STMP fully closing a gap scores higher than partially closing a gap).</i>	5
Serves a disadvantaged community.	5
Improves subregional alternative mode network.	5

Readiness to Spend STMP Funds (10 points)

With this criterion, nearer term spending scores better than longer term spending. In Cycle 1, the projects that could spend STMP funds within the next six months received 10 points. One less point was awarded for each additional six months in the future that a project could spend funds.

Readiness to Construct (5 points)

In Cycle 1, WCCTAC staff assigned points for this criterion based on when construction was anticipated to start. For projects where construction was expected to start within a year, five points were awarded. One less point was awarded for each additional year in the future that construction would begin. If there was no known start date, or the applicant did not provide an estimate, staff assigned one point.

Share of the Funding Gap (5 points)

Points were assigned for this criterion based on how much the STMP funding request closed a funding gap to implement a project or phase of a project. The greater the share of the funding gap closed by the request, the higher the score. In Cycle 1, five points were awarded if the STMP funding covered 100% of the funding gap, 4 points if it closed over 75%, 3 points for closing over 50%, 2 points for closing over 25%, and 1 point for less than 25% of the gap.

Disadvantaged Community (5 points)

With this criterion, five points were awarded for projects located inside an MTC-defined Community of Concern, 4 points for projects located adjacent to a Community of Concern (at the higher tier of concern), 3 points for projects located adjacent to a Community of Concern (but not at the highest tier of concern), 2 points for a project located within a mile of a Community of Concern, and 1 point for a project local more than a mile from a Community of Concern.

Improves the Alternative Mode Network for Transit, Bicycles, or Pedestrians (5 points)

In Cycle 1, with this criterion, WCCTAC staff assigned five points for projects aimed entirely at improving the alternative mode network, 4 points for projects that mainly benefited the alternative mode network, 3 points for projects that somewhat benefited the alternative mode network, 2 points for projects that slightly benefited the alternative mode network, and 1 point for projects not related to the alternative mode network.

Previous Scoring Criteria

In the 2016 and 2018 grant rounds, for the 2006 STMP, the TAC used three scoring criteria. One was “project readiness,” like the readiness criteria used in Cycle 1. The other two criteria were: prior receipt of funds by project sponsors, and prior receipt of funds by project category. The purpose of these criteria was to ensure that funding did not always flow to the same project sponsors or the same project categories. These were not included in Cycle 1 of the 2019 STMP since the updated program had not yet allocated any funds.

Receipt of STMP Funding by Project Sponsors

For this criterion, projects were ranked by how recently project sponsors had received STMP funds. Those that have never received funds were given the most points, while the sponsors that received funds most recently were given the fewest points.

Receipt of STMP Funding by Project Category

For this criterion, the total amount of funding provided to project categories was compared with the amount of funding originally programmed to those categories in the 2005 STMP Nexus Study. The projects with the highest scores were those in categories that had not yet received any funding. The projects with the lowest scores were those in categories that had received that highest percentage of the amount originally programmed in the Nexus Study.

Discussion of Criteria at the April TAC Meeting

The TAC discussed the evaluation criteria at its April 13, 2023 meeting. There was some concern about the “Readiness to Spend” criterion from Cycle 1. Some members pointed out that it can be difficult to predict project completion dates and that this criterion could reward project sponsors that make very bold, but possibly unrealistic, predictions. The TAC also expressed concern about the “Readiness to Construct” criterion, noting that moving a project through design could be just as meaningful as beginning construction. The TAC was interested in a criterion that might reflect the STMP funding’s ability to leverage other

outside funds. Lastly, the TAC was interested in potentially using the “Receipt of STMP Funding by Project Sponsors”, which would provide an advantage to project sponsors who did not receive funds in the previous cycle.

Next Steps

WCCTAC staff plans to release the Call for Projects shortly after the May WCCTAC TAC meeting. After WCCTAC receives funding applications it will score and prepare an initial ranking and then facilitate a conversation with the TAC at a future meeting to develop a consensus funding recommendation for the WCCTAC Board. The WCCTAC Board could accept, or modify, the WCCTAC TAC’s recommendation in making STMP allocations. Following the WCCTAC Board’s allocation of STMP funds, WCCTAC staff will develop funding agreements with project sponsors.

Attachment

A: STMP Project List

STMP Projects and Estimated Costs

ID	Project	Description	Reported Cost	Year of cost estimate	Escalation Factor¹	Estimated Cost, 2018\$
Complete Streets Projects						
1	San Pablo Avenue Complete Streets Projects	a.) Construct bike and pedestrian improvements along San Pablo Avenue from Rodeo to Crockett.	\$8,200,000	2017	1.05	\$8,610,000
		b.) Construct bicycle and pedestrian improvements along San Pablo Avenue between La Puerta Road and Hilltop Drive.	\$3,000,000	2017	1.05	\$3,150,000
		c.) Construct bike, pedestrian and transit improvements along San Pablo Avenue from Rivers Street in San Pablo to Lowell Avenue in Richmond.	\$13,100,000	2017	1.05	\$13,755,000
		d.) Implement Complete Streets improvements along San Pablo Avenue including directional cycle track or buffered bike lane and other bicycle, pedestrian and transit improvements in El Cerrito.	\$7,800,000	2017	1.05	\$8,190,000
		e.) San Pablo Avenue Class I Boardwalk between John Muir Parkway and Sycamore Avenue.	\$296,400	2011	1.34	\$398,000
		f.) Complete bicycle/pedestrian connection on San Pablo Avenue over Santa Fe Railroad tracks.	\$16,000,000	2017	1.05	\$16,800,000
2	Appian Way Complete Streets Project	Provide continuous sidewalks, bike lanes, and improved bus stops along Appian Way from San Pablo Dam Road in unincorporated El Sobrante to about 900 lineal feet north of the city limit within the City of Pinole.	\$22,200,000	2017	1.05	\$23,310,000
3	San Pablo Dam Road Improvements in Downtown El Sobrante	Provide complete street improvements on San Pablo Dam Road between El Portal Drive and Castro Ranch Road.	\$6,900,000	2005	1.51	\$10,422,000

Other Bicycle and Pedestrian-Focused Improvements

4	Bay Trail Gap Closure	Improve transit access by closing three key Bay Trail gaps: along Goodrick Avenue in Richmond, between Bayfront Park and Pinole Creek in Pinole, and between Atlas Road and Cypress Avenue in unincorporated Contra Costa County.	\$11,135,000	2016	1.10	\$12,276,000
5	Ohlone Greenway Improvements	Implement crossing, wayfinding, signing, lighting, safety, access and security, and landscaping improvements along Ohlone Greenway.	\$2,900,000	2017	1.05	\$3,045,000
6	I-580/Harbour Way Interchange Pedestrian & Bicycle Access Improvements	Improve pedestrian and bicycle crossings at the I-580/Harbour Way interchange ramps.	\$386,500	2011	1.34	\$519,000
7	I-580/Marina Bay Parkway	Improve pedestrian and bicycle crossings at the I-580/Marina Bay Parkway interchange ramps	\$815,300	2011	1.34	\$1,095,000
8	Richmond Ferry to Bridge Bicycle Network Improvements	a.) Point Richmond area: from the new trail at Tewksbury & Castro to existing Bay Trail at S. Garrard & Richmond Ave.	\$1,150,000	2018	1.00	\$1,150,000
		b.) Point Richmond to Richmond Greenway: including S. Garrard Blvd and W. Ohio Ave.	\$2,950,000	2018	1.00	\$2,950,000
		c.) W. Cutting Blvd, Cutting Blvd, and Hoffman Blvd.	\$3,550,000	2018	1.00	\$3,550,000
		d.) Harbour Way South: Hoffman Blvd to Ferry Terminal.	\$1,100,000	2018	1.00	\$1,100,000
Transit and Station-Related Improvements						
9	I-80 Express Bus	Capital improvements associated with implementing Express Bus Service on I-80 from Hercules south to Berkeley, Emeryville, Oakland, and expansion to San Francisco, with intermediate stops at the Richmond Parkway Transit Center and a potential I-80/Macdonald Avenue Express Bus/BRT transit center.	\$104,003,000	2017	1.05	\$109,203,000

10	Hercules Regional Intermodal Transportation Center	Current phase of Hercules RITC is to complete construction of the new train stop for Capitol Corridor service, including parking, station platform, signage and plazas, rail improvements, bicycle and pedestrian access improvements (e.g. Bay Trail connections), etc. Future capital improvements could include preparation for ferry service.	\$51,000,000	2017	1.05	\$53,550,000
11	BART Extension	BART extension from the Richmond BART Station. Only the planning, conceptual engineering and program level environmental clearance phases of the project are included.	\$14,000,000	2017	1.05	\$14,700,000
12	San Pablo Avenue Transit Corridor Improvements	Bus Rapid Transit (BRT) on San Pablo Avenue approximating the existing 72R Rapid Bus route from downtown Oakland to the Richmond Parkway Transit Center and extending Rapid Bus from the Richmond Parkway Transit Center to the Hercules Transit Center.	\$183,000,000	2017	1.05	\$192,150,000
13	23rd Street Transit Corridor Improvements	23rd Street BRT from Richmond Ferry Terminal and UC Berkeley Richmond Field Station to Richmond BART/Capitol Corridor station, then continuing to Contra Costa College.	\$116,000,000	2017	1.05	\$121,800,000
14	West County BART Station Access, Parking & Capacity Improvements	a.) El Cerrito Plaza Station Modernization and Capacity Enhancements.	\$42,710,000	2015	1.16	\$49,442,000
		b.) El Cerrito Plaza BART Pedestrian & Bike Safety and Access Improvements.	\$1,200,000	2017	1.05	\$1,260,000
		c.) Richmond BART Pedestrian & Bike Safety and Access Improvements.	\$3,300,000	2017	1.05	\$3,465,000
		d.) Richmond Crossover Project.	\$27,000,000	2012	1.29	\$34,759,000

15	Del Norte Area TOD Public Infrastructure Improvements	Planning, engineering, environmental studies, and construction of the public transportation-related improvements related to Transit Oriented Development (TOD) in the area around the El Cerrito Del Norte BART station.	\$25,000,000	2005	1.51	\$37,761,000
Local Street and Intersection Improvements						
16	San Pablo Avenue Intersection Realignment at 23rd Street and Road 20	Realignment of skewed 5-legged intersection as part of a bridge removal project that will enhance pedestrian, bicycle and future BRT access.	\$14,400,000	2017	1.05	\$15,120,000
Freeway and Interchange Improvements						
17	I-80/San Pablo Dam Road Interchange Improvements (Phase 2)	Reconstruct the existing I-80/San Pablo Dam Road interchange (including modifications to the El Portal Drive and McBryde Avenue ramps) and provide improved pedestrian and bicycle facilities.	\$80,750,000	2017	1.05	\$84,788,000
18	I-80/Central Avenue Interchange Improvements (Phase 2)	Improve traffic operations at the I-80/Central Avenue interchange and along Central Avenue between Rydin Road and San Pablo Avenue. The project will be completed in two phases.	\$14,500,000	2017	1.05	\$15,225,000
19	I-80/Pinole Valley Road Interchange Improvements	Improve merge onto the I-80 mainline from the EB Pinole Valley Road on-ramp to address vehicles accelerating uphill after stopping at ramp meter, in addition to ramp-terminal intersection improvements.	\$10,437,000	2017	1.05	\$10,959,000
Administrative Projects						
20	Future Nexus Study Updates	Two comprehensive nexus studies and fee updates, over the 22-year planning horizon of the 2019 STMP Fee.	\$500,000	2018	1.00	\$500,000
Total Estimated Cost			\$789,283,200			\$855,002,000

Notes:

¹ Most projects have cost estimates prepared in 2011 or more recently. For those projects, the escalation factor was calculated based on the Annual Infrastructure Construction Cost Inflation Estimates (AICCIE) reported by OneSanfrancisco (onesanfrancisco.org). Two projects (projects 3 and 15) have cost estimates dating to 2005; for those projects, an index of 1.37 as specified by WCCTAC's STMP model ordinance was used to escalate the costs to 2016 dollars, and then the inflation rates for years 2016 and 2017 (reported by onesanfrancisco.org) were used to escalate the cost to 2018 dollars.