

El Cerrito

## TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

Hercules

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**DATE & TIME:** Thursday, September 14, 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

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Pinole

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

*Estimated Time\*:* 9:00 AM, (2 minutes)

2. **PUBLIC COMMENT**

*Estimated Time\*:* 9:02 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\*:* 9:07 AM, (3 minutes)

A. **Minutes from June 8, 2023, meeting**

*Recommendation:* Approve as presented

*Attachment:* Yes

Contra Costa  
County

4. **REGULAR AGENDA ITEMS**

A. **Draft 2023 Contra Costa Congestion Management Program (CMP)**

Description: CCTA staff will present the Draft 2023 CMP with a focus on the update of Comprehensive Transportation Project List (CTPL) by local sponsors to support the CMP-CIP, as well as the CTP and RTP project lists.

*Recommendation:* Receive Information

*Attachments:* Yes

*Presenter/Lead Staff:* Matt Kelley, CCTA Staff

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

AC Transit

BART

WestCAT

**B. STMP Call for Projects –TAC Funding Recommendation**

*Description:* On March 24, 2023, the WCCTAC Board authorized staff to release the second call for projects under the 2019 Subregional Transportation Mitigation Program (STMP) Update. The Board made \$5.3 million available. Funding Applications were due by August 30, 2023. WCCTAC received nine distinct applications and scored each funding proposal using criteria established by the WCCTAC TAC. The staff report contains all nine applications, along with a summary sheet. At the meeting, staff will facilitate the development of a funding recommendation.

*Recommendation:* Provide a consensus funding recommendation to the WCCTAC Board.

*Attachments:* Yes

*Presenter/Lead Staff:* John Nemeth, WCCTAC Staff

*Estimated Time\*:* **9:20 AM**, (60 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\*:* **10:20 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\*:* **10:25 AM** (5 minutes)

**6. ADJOURNMENT**

*Description / Recommendation:* Adjourn to the next regular meeting of the TAC on Thursday, October 12, 2023. The next meeting of the WCCTAC Board is Friday, September 29, 2023.

*Estimated Time\*:* **10:30 AM**

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- 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.
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- 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:** June 8, 2023

Pinole

**MEMBERS PRESENT:** Shelehia Meisner, Jarrett Mullen, Allan Panganiban, Jamar Stamps, Sanjay Mishra, Denee Evans

Richmond

**GUESTS:** Sonia Bustamante (Supervisor Gioia’s staff); Matt Kelly (CCTA staff)

**STAFF PRESENT:** John Nemeth, Coire Reilly, Joanna Pallock

**ACTIONS LISTED BY:** WCCTAC Staff

San Pablo

| ITEM | ITEM/DISCUSSION   | ACTION/SUMMARY   |
|------|---|--|
| 1.   | Call to Order   | The meeting was called to order at 9:04 AM   |
| 2.   | Public Comment  | None.  |
| 3.   | Consent Calendar:<br>A. Minutes from May 11, 2023, Meeting. | Stamps moved, Panganiban seconded; the TAC approved the Consent Calendar with a 6-0 vote; passed unanimously |

Contra Costa  
County

**Regular Agenda Items**

AC Transit

BART

WestCAT

|     |   |   |
|-----|---|---|
| 4A. | PBTF Programming Request by East Bay Regional Park District | Sean Dougin and Michael Stangl, of the East Bay Regional Park District (EBRPD). proposed to use \$500,000 in Measure J Program 13 (Pedestrian, Bicycle, and Trail Facilities) funds to rehabilitate a 1.2 mile segment of the Wildcat Creek Trail in Richmond. Measure J dedicates 1/3 of PBTF funding to the EBRPD for the development and rehabilitation of trails. TAC Member, and guests asked questions, particularly about drainage issues along the pathway. The TAC unanimously supported the EBRPD’s proposal and recommended forwarding it to the WCCTAC Board. |
|-----|---|---|

| ITEM                   | ITEM/DISCUSSION                               | ACTION/SUMMARY  |
|------------------------|---|---|
| <b>Standing Items:</b> |   |   |
| 5A.                    | Technical Coordinating Committee (TCC) Report | None.   |
| 5B.                    | Staff and TAC Member Announcements            | Alan Panganiban mentioned that grading and paving work would begin on Rumrill Avenue in later summer. |
| 6.                     | Adjournment                                   | The meeting adjourned at 10:05 AM.  |

## Planning Committee **STAFF REPORT**

**Meeting Date:** September 07, 2023

|                               |  |
|-------------------------------|--|
| <b>Subject</b>                | <b>Release of the Draft 2023 Congestion Management Program (CMP) for Contra Costa</b>  |
| <b>Summary of Issues</b>      | As the Congestion Management Agency (CMA) for Contra Costa County, the Authority is responsible for preparing and updating the CMP biennially. The Authority adopted its first CMP in 1991, making the 2023 CMP the Authority’s sixteenth update. Staff have prepared the Draft 2023 CMP for circulation, review, and comment by the Regional Transportation Planning Committees, Technical Advisory Committees, and other interested parties. Comments received will be incorporated into a Final 2023 CMP, which will be presented to the Authority Board at a publicly noticed meeting in December 2023 for adoption consideration and once approved, will be transmitted to the Metropolitan Transportation Commission (MTC) per CMP requirements. |
| <b>Recommendations</b>        | Staff seeks approval to release the Draft 2023 CMP to interested parties for review and comment.   |
| <b>Staff Contact</b>          | Matt Kelly   |
| <b>Financial Implications</b> | Projects listed in the CMP-Capital Improvement Program (CIP) are eligible for a variety of State and Federal funding programs.   |
| <b>Options</b>                | The Authority Board may wish to revise the Draft 2023 CMP.   |
| <b>Attachments</b>            | <p><b>A.</b> Draft 2023 CMP Executive Summary</p> <p><b>B.</b> Draft 2023 CMP located at <a href="http://www.ccta.net">www.ccta.net</a></p>  |
| <b>Changes from Committee</b> | N/A  |

## Background

As the designated CMA for Contra Costa County, the Authority is required to prepare a CMP and update it every other year. The Authority prepared its first CMP in 1991; the 2021 CMP comprises the sixteenth update. As with previous CMPs, the 2023 CMP focuses on updating the projects in the required seven-year CIP, demonstrating consistency with the current Regional Transportation Plan (RTP), and responding to legislative and other policy changes that have occurred over the preceding two years. Many requirements of the 2023 CMP remain unchanged since the 2021 CMP and do not require updating.

A major California legislation affecting CMP requirements, Senate Bill 743 (SB743), was passed in September 2013, which removed Level-of-Service (LOS) as a standard of significance under the California Environmental Quality Act of 1970 (CEQA). The legislation called for the Governor's Office of Planning and Research (OPR) to revise the CEQA Guidelines and provide an alternative measure for determining the impact of new development and transportation improvements. The rationale for changes to the traffic impact analysis, under CEQA, is that at in-fill locations, LOS standards primarily impact the "last in", or the latest development in a particular location, due to cumulative impacts, while earlier developments do not exceed the LOS standard. The updated draft CEQA guidelines were issued in January 2016, where OPR recommended the use of Vehicle Miles Traveled (VMT) as the new measure that would serve as the replacement for LOS. The guidelines that were adopted by the Department of Natural Resources in December 2018 became required statewide on July 1, 2020. To date, it is unknown how changes to the transportation metric in the CEQA guidelines will affect the requirement for using LOS in analyzing the CMP network. The State has yet to indicate how they will align these varying requirements.

The key changes staff anticipates being addressed in the 2023 CMP are primarily limited to technical updates and amendments related to Authority policies and practices that have changed since the 2021 CMP, and addressing MTC's 2023 CMP Guidance (February 2023), which include:

- Discussion of the relationship and consistency with the RTP – Plan Bay Area 2050+ (Chapter 1).
- Discussion of the changes to the Growth Management Program (GMP) due to the statewide implementation of SB743 (Chapter 2).

- Documentation of the Authority’s travel demand forecasting model – The Countywide Model, including the Decennial Model Update effort with Alameda County Transportation Commission (Chapter 7).

### **Required Components of the Congestion Management Program (CMP)**

The State CMP legislation (California Government Code, Section 65082(c)) requires each CMP to contain the following components:

- Traffic LOS standards that apply to a system of designated CMP routes that include at least all State highways and principal arterials.
- A performance element that includes measures to evaluate current and future multimodal system performance for the movement of people and goods.
- A seven-year CIP that maintains or improves the performance of the multimodal system for the movement of people and goods or mitigates regional transportation impacts identified in the land use evaluation program.
- A program to analyze the impacts of local land use decisions on the regional transportation system, including an estimate of the costs associated with mitigating those impacts.
- A travel demand element that promotes transportation alternatives to the single-occupant vehicle.

The CMP legislation also requires each CMA to prepare and maintain a computerized travel demand model, including a land use database. Under separate cover from the CMP, the Authority will demonstrate consistency with the regional MTC model, and its land use inputs. Also under separate cover, the Authority will publish the CMP Traffic Monitoring Report, which provides the bi-annual monitoring results of the CMP network and intersections. Comments on the Draft 2023 CMP will be due on Friday, October 31, 2023. Comments received and projects included in the CIP will be incorporated and forwarded to MTC as part of the Final 2023 CMP that will be taken to the Authority Board for consideration of adoption in December 2023.

**2023 Congestion Management Program (CMP) Update Schedule**

|                      |   |
|----------------------|---|
| March/April/May 2023 | Monitoring of CMP and Action Plan Standards (complete)                                      |
| August 2023          | Comprehensive Transportation Project List Open for Project Edits (through October 13, 2023) |
| September 2023       | Draft 2023 CMP Released for Comment   |
| October 2023         | Release of CMP Monitoring Results   |
| October 31, 2023     | Draft 2023 CMP Comments Due   |
| December 2023        | Authority Board Considers Adoption of the Final 2023 CMP                                    |

Staff seeks approval to release the Draft 2023 CMP to interested parties for review and comment.

# 2023 Congestion Management Program for Contra Costa

## Executive Summary

As the designated Congestion Management Agency (CMA) representing the jurisdictions of Contra Costa County, the Contra Costa Transportation Authority (the Authority) is responsible for preparing and adopting a Congestion Management Program (CMP) and updating it every other year. The Authority adopted the county's first CMP in October 1991. This document — the 2023 Contra Costa CMP — comprises the sixteenth biennial update.

This update, which was prepared with help from and consultation with representatives of local, regional and State agencies, transit operators and the public, responds to changes in regional transportation planning, projects, and programs made since 2021. The 2023 CMP focuses primarily on bringing the required seven-year Capital Improvement Program (CIP) up-to-date, while also responding primarily to technical changes and corrections from the 2021 CMP, including:

- **Level-of-Service Standards** – Updated to document changes in the use of LOS as a finding of significant impact in CEQA under Senate Bill 743.

- **Capital Improvement Program (CIP)** – The seven-year CIP (Appendix E) project listing has been updated with current information from project sponsors and calls-for-projects to support the Regional Transportation Plan (RTP) update and Transportation Expenditure Plan (TEP) development.

The State CMP legislation requires each CMP to contain the following components:

- **Traffic level-of-service (LOS) standards** that apply to a system of designated CMP routes that includes at least all State highways and principal arterials (Chapter 2);
- A **performance element** that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods (Chapter 3);
- A **seven-year capital improvement program (CIP)** that maintains or improves the performance of the multi-modal system for the movement of people and goods or mitigates regional transportation impacts identified in the land use evaluation program (Chapter 4 and Appendix E);
- A **program to analyze the impacts of local land use decisions** on the regional transportation system, including an estimate of the costs associated with mitigating those impacts (Chapter 5); and
- A **travel demand element** that promotes transportation alternatives to the single-occupant vehicle. (Chapter 6 and Appendix H).

The CMP legislation also requires each CMA to prepare and maintain a computerized travel demand model, including a land use database. To meet this requirement, the Authority has developed and maintains a countywide model that runs using TransCAD® software. In 2010, the Authority undertook a comprehensive update of its model inputs and processes, and in 2022 completed an update of the model with the adopted Plan Bay Area 2050 land use forecasts (*Projections 2021*) for use in the development of the the Action Plans for Routes of Regional Significance, the Countywide Transportation Plan (CTP), and other planning efforts. The status of the travel demand model is discussed further in Chapter 7 and Appendix H. Appendix H also describes the approach taken for the current CMP model update, including consistency of the Authority’s CMP model to the modeling guidelines of the Metropolitan Transportation Commission (MTC) and to the new modeling requirements of SB 375.

The Authority adopted detailed Deficiency Plan Procedures in 1996. These procedures, which are summarized in Chapter 8, are contained in a separate document.

The CMP overlaps considerably with the Contra Costa Growth Management Program (GMP) established by county voters through Measure C (1988) and Measure J

(2004). Both programs contain similar requirements and have similar structures. Under the GMP, jurisdictions that comply with the program are allocated 18 percent of total sales tax revenues to maintain or improve local streets and roads. Under the CMP, local jurisdictions that meet the CMP compliance requirements receive a portion of the gas tax revenues established in Proposition 111. In both cases, the Authority evaluates local compliance through the Measure J Checklist. While State and regional agencies do not have a role in evaluating local compliance, MTC does play an important role in the establishment of regional conformance guidelines, with an emphasis on modeling and land use data consistency.

Further background on CMP legislative requirements is contained in Appendix A and background on the components of the GMP and Measure J is described in Appendix B.

Following its adoption, the Authority will submit the 2023 CMP to MTC. As the regional transportation planning agency in the San Francisco Bay Area, MTC is required to evaluate the CMP's consistency with MTC's Regional Transportation Plan (RTP) and with the CMPs of other counties in the Bay Area. If it finds that the Contra Costa CMP is consistent with the RTP, MTC will incorporate the projects listed in the CMP's seven-year CIP into MTC's Regional Transportation Improvement Program.

## **SUMMARY OF CMP COMPONENTS AND CHANGES FROM THE 2021 CMP**

### **CHAPTER ONE: INTRODUCTION AND OVERVIEW**

Chapter 1 describes the adopted Regional Transportation Plan, Plan Bay Area (PBA) 2050, which was adopted by MTC in October 2021. Pursuant to SB 375, the 2021 RTP includes a Sustainable Communities Strategy (SCS) – which is aimed at achieving a 15% reduction in greenhouse gas (GhG) emissions from cars and light trucks by 2035. The 2023 CMP update documents consistency with the adopted 2021 RTP.

**Changes from the 2021 CMP** – The concept of CCTA opting out of the CMP process is discussed in this chapter.

### **CHAPTER TWO: LEVEL OF SERVICE STANDARDS**

Chapter 2 describes the designated CMP network of State highways and principal arterials, and the level-of-service standards that apply to that network. Consistent with the CMP legislation, the CMP network includes all State highways within Contra Costa. "Principal arterials" are also part of the CMP network. These are defined as arterials that are at least four lanes wide for a mile in length, carry at least 20,000 vehicles each day, and have been designated by the appropriate regional transportation planning committee (RTPC). Also consistent with the CMP legislation, the Authority has established a level-of-service standard of LOS E for all parts of the CMP

network except those that were already operating at worse levels of service in 1991. Due to changes in the transportation metric in CEQA subsequent to passage of SB 743 in September 2013, and implementation in July 2020, the Authority has revised the Measure J GMP to reflect the new vehicle miles traveled (VMT) metric required by CEQA.

**Changes from the 2021 CMP** – The 2023 CMP Update discusses the changes from LOS to VMT statewide under SB 743, as well as potential impacts to the CMP legislation, of which LOS is currently a required performance measure.

### **CHAPTER THREE: PERFORMANCE ELEMENT**

Chapter 3 outlines measures to evaluate the current and future performance of the multimodal system for the movement of people and goods. To build on and take advantage of the cooperative planning effort required under the Measure J GMP, the performance measures established in the CMP are taken from the Multimodal Transportation Service Objectives (MTSOs) in the 2017 update of the Action Plans for Routes of Regional Significance. These measures apply to the CMP network, all of which are also Regional Routes. Performance measures used in the 2017 CTP have also been included in the update. Changes to standards for transit performance, routing and measures of frequency by the Contra Costa transit operators made since 2021 have been incorporated.

**Changes from the 2021 CMP** – The 2023 CMP has incorporated the latest performance measures used by the Authority in various planning efforts, as well as changes to the transit measures as indicated by the County’s five transit providers. Minor updates have been made to this chapter to address changes that have occurred since 2021.

### **CHAPTER FOUR: CAPITAL IMPROVEMENT PROGRAM**

To emphasize the programming objectives of the CMP legislation, Chapter 4, the CMP CIP, contains projects that the Authority proposes for programming through the State and federal funding cycles. The CIP includes projects already programmed; those proposed for programming through MTC’s Regional Transportation Improvement Program and federal processes; Transportation Fund for Clean Air (TFCA) bicycle projects; and developer-funded projects where funding through fee programs is imminent.

**Changes from the 2021 CMP** – The Comprehensive Transportation Project List, or CTPL, is the financially unconstrained repository of projects and programs that agencies in Contra Costa and the region are interested in pursuing. The 2023 CMP

CIP outlined in this chapter and in Appendix E are derived from the projects included in the CTPL database, which has been updated as part of the update of the Countywide Transportation Plan and Transportation Expenditure Plan development processes. The CIP includes projects to be funded through several different sources. These sources include the RTIP, OBAG3, and RM3 programs, TFCA projects, and developer-funded projects where funding through fee programs is imminent as well as the Authority's own Strategic Plan. Local projects may also see an influx of funding due to passage of California's Senate Bill 1, which provides for a 12-cent increase in the state gas tax, and a vehicle license fee, with revenues being directed towards local street maintenance and transit operations. In addition, voters passed a toll bridge increase in the Bay Area ("Regional Measure 3") in 2018 in order to fund major regional projects that serve the seven toll bridge corridors. This funding has been held in litigation since 2018, but in early 2023 the funds were ruled to be made available to the eligible projects identified in RM3.

## **CHAPTER FIVE: LAND USE-TRANSPORTATION EVALUATION PROGRAM**

Chapter 5 responds to the CMP requirements to include a "program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts." For short-range analysis of land use impacts, the CMP relies on the traffic impact analysis required by the Measure J GMP. That program requires every jurisdiction to conduct a traffic impact analysis for any proposed development project, development plan, or General Plan Amendment that would generate more than 100 net new peak hour vehicle trips (RTPCs may choose to specify a lower trip threshold). This analysis must evaluate the impacts of the proposed development on the regional transportation system and estimate the cost of mitigating those impacts.

For long-range planning, the CMP includes two options: the first builds on the existing process for reviewing General Plan amendments under Measure J, as described in CCTA's Growth Management Implementation Guide, while the second focuses on the impact of a land use change on CMP LOS standards and performance measures, including affected public transit operations.

**Changes from the 2021 CMP** – Minor updates have been made to this chapter to address changes that have occurred since 2021.

## **CHAPTER SIX: TRANSPORTATION DEMAND ELEMENT**

The Travel Demand Element in Chapter 6 builds on the transportation demand management activities established through the GMP, continued under Measure J. The program requires local jurisdictions to adopt a Transportation Systems Management (TSM) Ordinance that establishes policies for participation with other jurisdictions or

resolution in efforts to achieve TSM goals, and to incorporate these TSM goals into the jurisdiction's land use review and planning process.

**Changes from the 2021 CMP** – The section has been updated to include references to Housing Protection and Surplus Lands Act requirements under OBAG and the adoption of Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) by local jurisdictions as part of the SCS. An update to the descriptions of TDM activities in Contra Costa has also been included.

## **CHAPTER SEVEN: TRANSPORTATION DEMAND MODELING**

Chapter 7 describes the Authority's travel demand model and the updates undertaken to maintain consistency with the regional model and database.

**Changes from the 2021 CMP** – This chapter has been updated to reflect changes made to the Countywide Model since 2021, including the decision to migrate to an activity-based modeling platform during the 2020 Decennial Model Update process, which includes partnering with the Alameda County Transportation Commission (Alameda CTC) to manage and fund the project.

## **CHAPTER EIGHT: DEFICIENCY PLAN PROCEDURES**

The CMP legislation requires Deficiency Plans to be prepared when a LOS standard established on the CMP network is exceeded, after calculating required exclusions. Chapter 8 describes the three basic steps in the process of deficiency planning: (1) identification of the deficiency and which jurisdictions must be involved in the plan preparation, (2) preparation of the Deficiency Plan itself, and (3) review, adoption and implementation of the Deficiency Plan.

**Changes from the 2021 CMP** – No changes to the Deficiency Planning chapter have been made.

## **CHAPTER NINE: LOCAL COMPLIANCE REQUIREMENTS**

Chapter 9 outlines how the Authority will monitor local compliance with the CMP requirements. The Authority evaluates local conformance with the CMP through its biennial monitoring of the CMP network and through local responses to the GMP Compliance Checklist. This evaluation of local conformance looks at the achievement of CMP level of service standards; steps taken to implement the recommendations of any Deficiency Plan that were incorporated into the Action Plans; and applying the Land Use-Transportation Evaluation Program as an alternative to the GMP evaluation process.

**Changes from the 2021 CMP** – No changes to this chapter were made.

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# MEMORANDUM

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To: Contra Costa Project Sponsors

cc: RTPC Managers

From: Matt Kelly, CCTA

Date: August 17, 2023

Re: Updating of the Authority's Comprehensive Transportation Project Listing (CTPL) for Development of the Seven-Year Capital Improvement Program for the 2023 Congestion Management Program (CMP-CIP), and the 2025 Countywide Transportation Plan (CTP) and 2026 Regional Transportation Plan (RTP) – 'Plan Bay Area 2050+ project lists.

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Beginning in August, CCTA will open the new CTPL project entry website for editing by local project sponsors in Contra Costa. The primary focus of this opening of the database is for project sponsors to provide updated project information and addition of new projects for potential inclusion in the 2023 CMP's 7-year CIP, the CTP long-range project list, and/or the Plan Bay Area 2050+ financially committed project list. The CIP is a State-required component of the CMP, and upon adoption, is incorporated into the Regional Transportation Improvement Program by MTC. By definition, the CIP should include any projects seeking Federal, State or local funding in the next seven years. The CTP and RTP project lists are based on a 25-year horizon, and will consider projects that may have a longer development timeline.

Because of this, it is extremely important that project sponsors verify that their projects are included in the CTPL (from which the CIP, CTP and RTP project listings are derived), and that the information found therein is current. New projects are also eligible to be added to the CTPL at this time, provided that the project has a sponsor, a complete description/location, and a cost estimate. Adding any new system capacity-

increasing projects are particularly important for the RTP project list, as they must be modeled by MTC as part of the RTP environmental analysis.

During our recent review of the CTPL, we found projects with missing fields, projects with outdated status and costs, as well as projects whose scope and schedule have changed over time. We therefore encourage project sponsors visit the online database, examine each of their projects in the database, and check the entries for completeness and accuracy, while also paying special attention to the following fields:

- **Project Cost** – Every project in the CTPL *must* have a project cost associated with it. We understand that this may be difficult to pinpoint for long-range projects, so an educated estimate is sufficient;
- **Project Description** – Each project should contain an accurate and thorough description of project components and physical location so that it can be mapped and incorporated into the Countywide Model (if model-able);
- **Project Status/Phase** – Once a project moves from design to construction, or construction to completion, these fields need to be updated. If a project is no longer being pursued by its sponsoring agency, it must be changed to ‘No Longer Supported’, or it will continue to appear in active project lists.
- **Project Funding** – When adding funding sources to a particular project, only include committed funding sources and amounts. Many sponsors have included “unidentified” as the funding source – if the funding source is not identified, it shouldn’t be listed as committed.
- **Completion Date** – In order to provide accurate escalated project costs, having an accurate completion date is very important, as well as for coding the Countywide Model to include the project in the future model network.

Instructions for obtaining access to the CTPL website are attached to this memorandum, and the deadline for editing or entering projects is Friday, October 13<sup>th</sup>. If you have any questions or need help accessing the website, please contact me at (925) 256-4730 ([mkelly@ccta.net](mailto:mkelly@ccta.net)).

**TO:** WCCTAC Board **MEETING DATE:** September 14, 2023

**FR:** John Nemeth, Executive Director

**RE:** STMP Call for Projects – Funding Recommendation

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**REQUESTED ACTION**

Develop a consensus STMP funding recommendation for the WCCTAC Board.

**BACKGROUND AND DISCUSSION**

On March 24, 2023, the WCCTAC Board approved a Cycle 2 Call for Projects for the 2019 STMP Update, making \$5,300,000 available. The Board also endorsed the staff recommendation to allow the WCCTAC TAC to refine details of the Call for Projects before releasing it. At its April 13 and May 11, 2023 meetings, the TAC discussed the Call for Projects and established that each project sponsor would be limited to a maximum of two applications and that each sponsor’s total funding request should not exceed \$1.5M. The TAC also established evaluation criteria to allow for WCCTAC staff to score the projects. The Call for Projects was formally issued by WCCTAC staff on May 12, 2023 with funding applications due by August 30, 2023.

Submittals

WCCTAC received nine funding applications, listed in the table below. The total funding request was \$9,283,000. All the applications were determined by WCCTAC staff to be eligible for funding. The amount of funding available for the El Cerrito Plaza TOD East-West Bikeway (Project 14b on the STMP Project List), however, is limited to \$239,000 per the 2019 STMP Update.

| Applicant    | Project                                  | Funding Request    |
|--------------|--|--------------------|
| BART         | El Cerrito Plaza - Access Improvements   | \$1,500,000        |
| County       | Rodeo to Crockett Bay Trail              | \$1,500,000        |
| Richmond     | I-80 / Central Ave Interchange (Phase 2) | \$1,500,000        |
| Hercules     | Regional Intermodal Transit Center       | \$1,500,000        |
| El Cerrito   | El Cerrito Plaza TOD East-West Bikeway   | \$1,278,000        |
| Pinole       | San Pablo Ave. Bridge over BNSF          | \$855,000          |
| Pinole       | Tennent Ave, Bay Trail Gap Closure       | \$645,000          |
| WCCTAC       | San Pablo Ave - Bus Only Lane Concept    | \$325,000          |
| El Cerrito   | Ohlone Greenway - Uptown District        | \$180,000          |
| <b>TOTAL</b> |  | <b>\$9,283,000</b> |

### Rankings

The WCCTAC TAC's evaluation criteria for scoring projects in this funding cycle are shown in the table below:

| <b>Scoring Criteria for Cycle 2 2019 STMP Update Call for Projects:</b> |                    |
|---|--------------------|
| <b>Criteria</b>   | <b>Max. Points</b> |
| Ability to spend STMP funds in the near term                            | 10                 |
| Value of STMP funding for advancing the project                         | 10                 |
| Serves a disadvantaged community  | 5                  |
| Improves subregional alternative mode network                           | 5                  |

Based on these TAC criteria, WCCTAC staff scored and ranked the funding applications as shown in the table below. A more detailed review of the scoring methodology is included as Attachment A.

| <b>Rank</b> | <b>Score</b> | <b>Applicant</b> | <b>Project</b>                           | <b>Maximum Potential Award</b> |
|-------------|--------------|------------------|--|--------------------------------|
| 1.          | 25           | Pinole           | Tennent Ave, Bay Trail Gap Closure       | \$645,000                      |
| 2.          | 24           | El Cerrito       | Ohlone Greenway - Uptown District        | \$180,000                      |
| 3.          | 23           | WCCTAC           | San Pablo Ave - Bus Only Lane Concept    | \$325,000                      |
| 3.          | 23           | County           | Rodeo to Crockett Bay Trail              | \$1,500,000                    |
| 3.          | 23           | El Cerrito       | El Cerrito Plaza TOD East-West Bikeway   | \$239,000                      |
| 6.          | 22           | Richmond         | I-80 / Central Ave Interchange (Phase 2) | \$1,500,000                    |
| 7.          | 19           | Hercules         | Regional Intermodal Transit Center       | \$1,500,000                    |
| 7.          | 19           | BART             | El Cerrito Plaza - Access Improvements   | \$1,500,000                    |
| 9.          | 16           | Pinole           | San Pablo Ave. Bridge over BNSF          | \$855,000                      |
|             |              | <b>TOTAL</b>     |  | <b>\$8,244,000</b>             |

### Next Steps

WCCTAC staff will facilitate the development of a consensus funding recommendation by the TAC at its September 14, 2023 meeting. WCCTAC staff will then bring the TAC's recommendation to the WCCTAC Board on September 29, 2023. Following an action by the Board, WCCTAC staff will develop funding agreements with the sponsors of funded projects.

A detailed methodology for WCCTAC staff's scoring of the proposals is attached, along with all nine funding proposals.

### Attachments

A: Scoring Methodology

B: Funding Proposals

## **Attachment A: Scoring Methodology**

The scoring for each project is shown in the table below and includes scores for each of the four criteria. A more detailed explanation follows the table.

| <b>Applicant</b> | <b>Readiness to spend STMP funds<br/>(10 points)</b> | <b>Value of STMP funding for advancing project<br/>(10 points)</b> | <b>Disadvantaged Community<br/>(5 points)</b> | <b>Improves Alt. Mode Network<br/>(5 points)</b> | <b>Total Score</b> |
|------------------|--|--|---|--|--------------------|
| Pinole           | 9  | 9  | 2   | 5  | 25                 |
| El Cerrito       | 8  | 7  | 5   | 4  | 24                 |
| WCCTAC           | 8  | 8  | 3   | 4  | 23                 |
| County           | 6  | 7  | 5   | 5  | 23                 |
| El Cerrito       | 8  | 7  | 3   | 5  | 23                 |
| Richmond         | 9  | 8  | 3   | 2  | 22                 |
| Hercules         | 6  | 6  | 2   | 5  | 19                 |
| BART             | 8  | 5  | 2   | 4  | 19                 |
| Pinole           | 6  | 5  | 2   | 3  | 16                 |

### Readiness to spend STMP funds (10 points)

For this criteria, WCCTAC staff assigned points based on the likely timing of STMP fund expenditures, using the point assignment shown below. Nearer term spending scored higher than longer term spending. When spending was expected to occur over a broad stretch of time, staff used a mid-point.

- 10 points – Funds can be spent immediately
- 9 points – Funds can be spent in early 2024
- 8 points – Funds can be spent in late 2024
- 7 points – Funds can be spent in early 2025
- 6 points – Funds can be spent in late 2025
- 5 points – Funds can be spent in early 2026
- 4 points – Funds can be spent in late 2026
- 3 points – Funds can be spent in early 2027
- 2 points – Funds can be spent in late 2027
- 1 point – Funds can be spent in 2028 or after

### Value of STMP funding for advancing the project (10 points)

This criterion is the most subjective of the four. The “value of STMP funding” can be interpreted in a variety of different ways. It could mean the STMP’s share of overall funding for a project or phase. It could mean the degree to which STMP leverages other sources of funding. It could also refer to the prospects for advancing a project in the absence of STMP funding, which requires some understanding of what other sources may or may not be

available. WCCTAC staff's scoring attempted to take all these interpretations into consideration.

10 points – Funding is essential to sustaining or completing the project

8 points – Funding is key to advancing the project or phase

6 points – Funding makes a tangible difference in advancing the project or phase

4 points – Funding provides a modest benefit to the advancement of the project

2 points – Funding makes a small difference to the advancement of the project

Serves a Disadvantaged Community (5 points)

WCCTAC staff assigned points as follows:

5 points - located entirely within an MTC-defined Equity Priority Community

4 points - mostly within an MTC-defined Equity Priority Community

3 points - partially located within an MTC-defined Equity Priority Community

2 points - located within a mile of an MTC-defined Equity Priority Community

1 point - more than one mile away from an MTC-defined Equity Priority Community

Improves the Subregional Alternative Mode Network (5 points)

WCCTAC staff assigned points as follows:

5 points - fills a critical gap in the alternative modes network

4 points - substantially improves the alternative modes network

3 points - benefits the alternative modes network

2 points - has some secondary benefits for the alternative modes network

1 point – not related to the alternative modes network



Contra Costa County  
Public Works  
Department

Brian M. Balbas, Director  
Deputy Directors  
Stephen Kowalewski, Chief  
Allison Knapp  
Warren Lai  
Carrie Ricci  
Joe Yee

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August 23, 2023

WCCTAC Board  
c/o John Nemeth and Leah Greenblat  
6333 Potrero Avenue, Suite 100  
El Cerrito, CA 94530

RE: STMP Cycle 2 Submission

Dear Mr. Nemeth and Ms. Greenblat:

Contra Costa County would like to submit the San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project (Project) for consideration onto the second call for projects under the 2019 Subregional Transportation Mitigation Program (STMP) Update. This Project appears under the "Complete Streets Projects" category of the STMP Project List as Number 1(a) – San Pablo Avenue Complete Streets Projects.

Our Project aims to improve pedestrian and bicycle infrastructure between the communities of Rodeo and Crockett by transforming San Pablo Avenue from a motorist-prioritized road to a multimodal road with a Class I shared-use path. This will close a 3.2-mile gap along the San Francisco Bay Trail, a planned 500-mile trail that encircles the Bay, and will improve multimodal connectivity between the two communities, which are both identified as Equity Priority Communities per the Metropolitan Transportation Commission. Walking and biking infrastructure is currently absent along San Pablo Avenue within the project area, so pedestrians and bicyclists are at greater risk of collisions as they are forced to share the road with motor vehicles. One such incident occurred in 2018 when a motorist collided with a bicyclist during the evening commute, resulting in a fatality for the bicyclist. To improve safety, this project will perform a road diet and reduce the number of total lanes on San Pablo Avenue from four to three. There will be two travel lanes and a third lane that transitions between a truck climbing lane, two-way left-turn lane, or striped median depending on need. The newly acquired space will become a 10-foot path with a concrete barrier constructed on top of a two to three-foot-wide buffer lane, which will serve as a physical separation and protection for non-motorized users. Additionally, a pedestrian hybrid beacon with advanced warning flashers will be installed at the A Street intersection to allow for a safer crossing between the NuStar Energy facility and the bus stop across the road.

The total cost of the Project is \$13,703,000, as shown on the enclosed detailed cost estimate, and is already partially funded through the Active Transportation Program (ATP). This Project has not received any past STMP funding but has been awarded \$10,517,000 in state ATP funds. **The amount of STMP funds requested is \$1,500,000**, and if awarded, these funds would contribute to the ATP local match requirement and fund the preliminary engineering and design phases, as well as construction costs. Local gas tax revenue will be

used to fund the remainder of the project cost. Project costs face uncertainty with such volatile escalation rates and STMP funding is essential to ensure advancing of the project. The table below summarizes the Project's current funding status and needs:

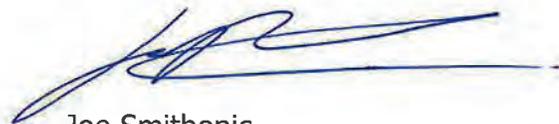
| <b>Funding Source</b> | <b>Amount</b>       |
|-----------------------|---------------------|
| ATP                   | \$10,517,000        |
| Local Gas Tax         | \$1,686,000         |
| STMP (if awarded)     | \$1,500,000         |
| <b>Total</b>          | <b>\$13,703,000</b> |

ATP funds are expected to be allocated in August 2023 to begin the design phase. The 95% plans, specifications, and estimate are scheduled for completion by October 29, 2026 with a 2027 construction season. If awarded, the STMP funds would begin to be expended in late September 2023, immediately after the expected allocation date, and through October 2027. The following table summarizes the schedule of the project milestones.

| <b>Milestone</b>   | <b>Date</b> |
|--------------------|-------------|
| CEQA Complete      | 2/24/2025   |
| NEPA Complete      | 2/24/2025   |
| PS&E Complete      | 10/29/2026  |
| Begin Construction | 4/5/2027    |
| End Construction   | 10/2/2027   |
| Open to the Public | 10/2/2027   |

We appreciate the opportunity to apply for the STMP Cycle 2 funds and thank you for your consideration of this Project. If you have any questions, please contact me by phone at (925) 313-2348 or by e-mail at Joe.Smithonic@pw.cccounty.us.

Sincerely,



Joe Smithonic  
Associate Civil Engineer  
Transportation Engineering

JV:JS:JL:sr

\\pw-data\grpdata\transeng\GRANTS\Sub-Regional Transportation Mitigation Program (STMP)\2023\STMP San Pablo Avenue Complete Streets Gap Closure Project 7-24-2023.docx

Enclosures: A - Vicinity Map  
B - Cost Estimate  
C - Project Layout  
D - Disadvantaged Communities Map  
E - Letters of Support

c: Steve Kowalewski, Administration  
Jerry Fahy, Transportation Engineering  
Jeff Valeros, Transportation Engineering



Contra Costa County  
Public Works  
Department

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# Attachment A

## Vicinity Map



San Pablo Bay



Contra Costa County  
Public Works  
Department

PROJECT VICINITY MAP - CONTRA COSTA COUNTY

**San Pablo Avenue  
Complete Street/Bay Trail Gap Closure**



Contra Costa County  
Public Works  
Department

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# Attachment B

## Cost Estimate

Project Name: San Pablo Ave Complete Streets/Bay Trail Gap Closure

Description: The San Pablo Avenue Complete Street/Bay Trail Gap Closure Project will implement a road diet and construct a Class I shared use path along the San Francisco Bay Trail.

Prepared by: Justin Lin  
Date of Estimate: 7/10/2023

Location: San Pablo Ave - Pacific Avenue to Carquinez Bridge

Assumptions: R = 5, TI = 8

Length (LF):

Revision No.:

Revision Date:

Revised by:

| No. | Description                               | Unit | Quantity | Unit Cost (2023) | Total (2023) | Escalated Unit Costs (2027) | Escalated Total (2027) |
|-----|---|------|----------|------------------|--------------|-----------------------------|------------------------|
| 1   | Install Travel Lane Striping              | LF   | 16750    | \$ 4.00          | \$ 67,000    | \$ 5.00                     | \$ 83,750              |
| 2   | Traffic Control System                    | LS   | 1        | \$ 200,000.00    | \$ 200,000   | \$ 240,612.00               | \$ 240,612             |
| 3   | Prepare Water Pollution Control Plan      | LS   | 1        | \$ 25,000.00     | \$ 25,000    | \$ 30,076.50                | \$ 30,077              |
| 4   | Remove/Grind Existing Striping            | LF   | 38750    | \$ 5.25          | \$ 203,438   | \$ 6.50                     | \$ 251,875             |
| 5   | Pavement Markings                         | EA   | 50       | \$ 930.00        | \$ 46,500    | \$ 1,119.00                 | \$ 55,950              |
| 9   | Shared Path Striping                      | LF   | 16750    | \$ 2.75          | \$ 46,063    | \$ 3.50                     | \$ 58,625              |
| 10  | Median Striping                           | LF   | 50250    | \$ 6.50          | \$ 326,625   | \$ 8.00                     | \$ 402,000             |
| 11  | Install Concrete Barrier                  | LF   | 15000    | \$ 105.00        | \$ 1,575,000 | \$ 126.50                   | \$ 1,897,500           |
| 12  | Bus Island                                | EA   | 1        | \$ 51,100.00     | \$ 51,100    | \$ 61,476.50                | \$ 61,477              |
| 13  | Install Signs                             | EA   | 20       | \$ 325.00        | \$ 6,500     | \$ 391.00                   | \$ 7,820               |
| 14  | Modify Signal                             | EA   | 1        | \$ 132,750.00    | \$ 132,750   | \$ 159,706.50               | \$ 159,707             |
| 15  | Install PHB Signal                        | EA   | 1        | \$ 260,000.00    | \$ 260,000   | \$ 312,796.00               | \$ 312,796             |
| 16  | Street Lights                             | EA   | 110      | \$ 16,640.00     | \$ 1,830,400 | \$ 20,019.00                | \$ 2,202,090           |
| 17  | Install Sidewalk                          | SF   | 16750    | \$ 44.00         | \$ 737,000   | \$ 53.00                    | \$ 887,750             |
| 18  | Install Curb and Gutter                   | LF   | 3950     | \$ 59.00         | \$ 233,050   | \$ 71.00                    | \$ 280,450             |
| 19  | Demolish/Remove Existing Pavement         | SF   | 19000    | \$ 26.50         | \$ 503,500   | \$ 32.00                    | \$ 608,000             |
| 20  | Hot Mix Asphalt - Median                  | SY   | 1150     | \$ 59.00         | \$ 67,850    | \$ 71.00                    | \$ 81,650              |
| 21  | Slurry Seal                               | SY   | 95000    | \$ 5.25          | \$ 498,750   | \$ 6.50                     | \$ 617,500             |
| 22  | Bike Lanes - Pacific to Parker - Rdway Ex | CY   | 750      | \$ 71.00         | \$ 53,250    | \$ 85.50                    | \$ 64,125              |
| 23  | Aggregate Base                            | Ton  | 1025     | \$ 41.00         | \$ 42,025    | \$ 49.50                    | \$ 50,738              |
| 24  | HMA                                       | Ton  | 202      | \$ 295.00        | \$ 59,590    | \$ 355.00                   | \$ 71,710              |
| 25  | High Visibility Xing - California Street  | EA   | 1        | \$ 23,600.00     | \$ 23,600    | \$ 28,392.00                | \$ 28,392              |
| 26  | Mobilization                              | LS   | 1        | \$ 200,000.00    | \$ 200,000   | \$ 240,612.00               | \$ 240,612             |

SOFT COSTS

|          |  | Current Cost | Escalated Cost |
|----------|--|--------------|----------------|
| PE       | Preliminary Engineering (TE)                 | \$ 127,000   | \$ 127,000     |
|          | Environmental                                | \$ 210,000   | \$ 210,000     |
|          | Design Engineering*                          | \$ 1,713,000 | \$ 1,713,000   |
| R/W      | Right-of-Way Engineering                     | \$ 75,000    | \$ 75,000      |
|          | Real Estate                                  | \$ -         | \$ -           |
|          | Right-of-Way Acquisition                     | \$ 75,000    | \$ 75,000      |
| CON      | Construction Engineering*                    | \$ 1,250,000 | \$ 1,504,000   |
|          | Environmental Monitoring and Mitigation Fees | \$ -         | \$ -           |
| SUBTOTAL |  | \$ 3,450,000 | \$ 3,704,000   |

|                      |               |                  |
|----------------------|---------------|------------------|
| Contract Cost:       | \$ 7,188,990  | \$ 8,695,204     |
| Contingency: 15%     | \$ 1,078,349  | \$ 1,304,281     |
| Total Contract Cost: | \$ 8,267,339  | \$ 9,999,485     |
| SUBTOTALS            |               | SUBTOTALS (2027) |
| PE Phase:            | \$ 2,050,000  | \$ 2,050,000     |
| R/W Phase:           | \$ 150,000    | \$ 150,000       |
| CON Phase:           | \$ 9,517,339  | \$ 11,503,485    |
| GRAND TOTAL:         | \$ 11,717,339 | \$ 13,703,485    |

\* Design Engineering is minimum 15% of contract items. (\$100,000 min.)  
\* Construction Engineering is minimum 15% of contract items. (\$20,000 min.)

ESTIMATE YEAR: 2023  
ESCALATION YEAR: 2027  
ESCALATION RATE: 20.31%

TOTAL (2027 Dollars) \$ 13,703,000



Contra Costa County  
Public Works  
Department

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# Attachment C

## Project Layout

A B C D E F G H I J K L M N O P



LINE OF LAYOUT (LOL) FOR BOTH BIKE LANES ALTERNATIVE AND SHARED USE PATH ALTERNATIVE

**KEY PLAN**

**ARUP**  
 Arup North America Ltd.  
 1100 California Street, Suite 300  
 San Francisco, CA 94109 USA  
 TEL: 415.774.2000 FAX: 415.774.2001  
 www.arup.com

|     |          |            |
|-----|----------|------------|
| NO. | REVISION | DATE       |
|     |          | 02/22/2017 |

Client: CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT

Job Title: SAN PABLO AVENUE COMPLETE STREETS STUDY

Sheet:

Key Plan:

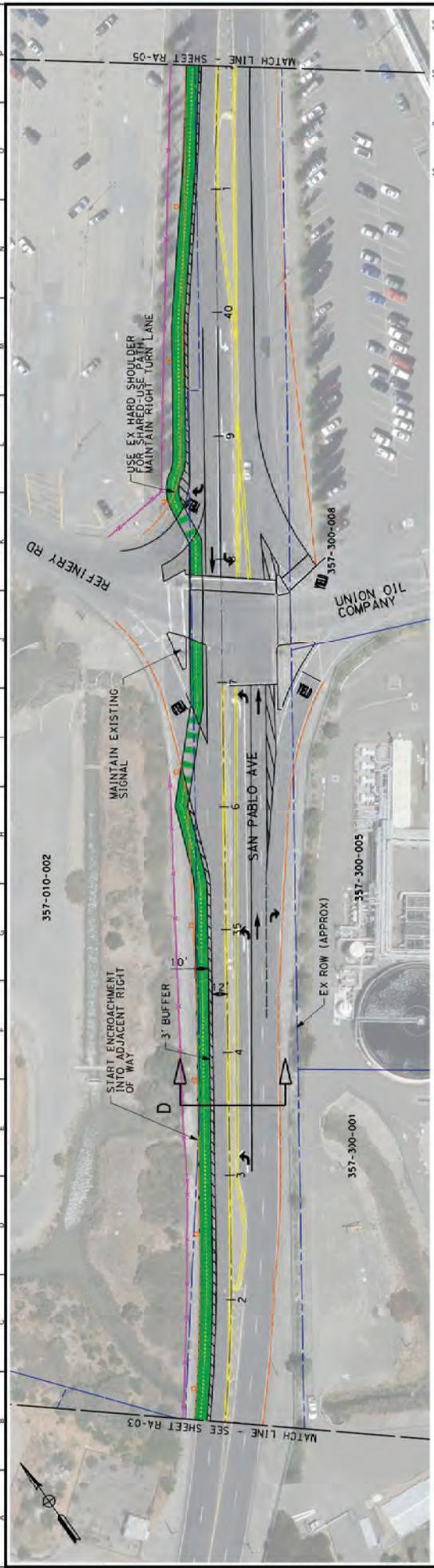
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| Project Name: DRAFT - FOR DISCUSSION ONLY | Drawn By: J. BITT  |
| Checked By: M. UHWALT                     | Scale: 1" = 500'   |
| 200 No.                                   |                    |









**LEGEND**

- EXISTING RIGHT OF WAY
- BICYCLE FACILITY
- EXISTING EDGE OF PAVEMENT
- GUARD RAIL
- CONCRETE BARRIER
- EXISTING FENCE
- PROPOSED STREET LIGHT

**ARUP**  
 Arup North America Ltd.  
 500 Pennsylvania Avenue, Suite 2000  
 Washington, DC 20004, USA  
 Tel: +1 202 637 6000  
 Fax: +1 202 637 6006  
 www.arup.com

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|-----|----------|------|
| NO. | REVISION | DATE |
|     |          |      |

Client  
 CONTRA COSTA COUNTY  
 PUBLIC WORKS DEPARTMENT

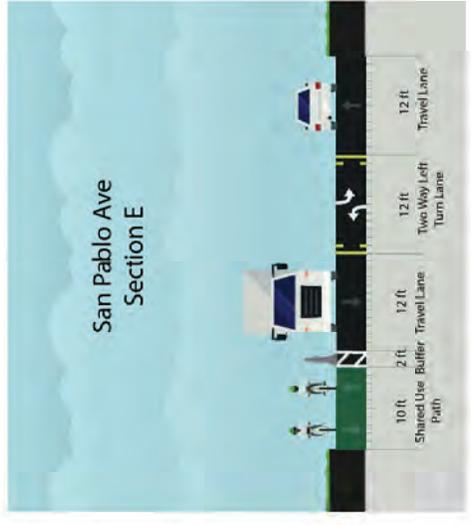
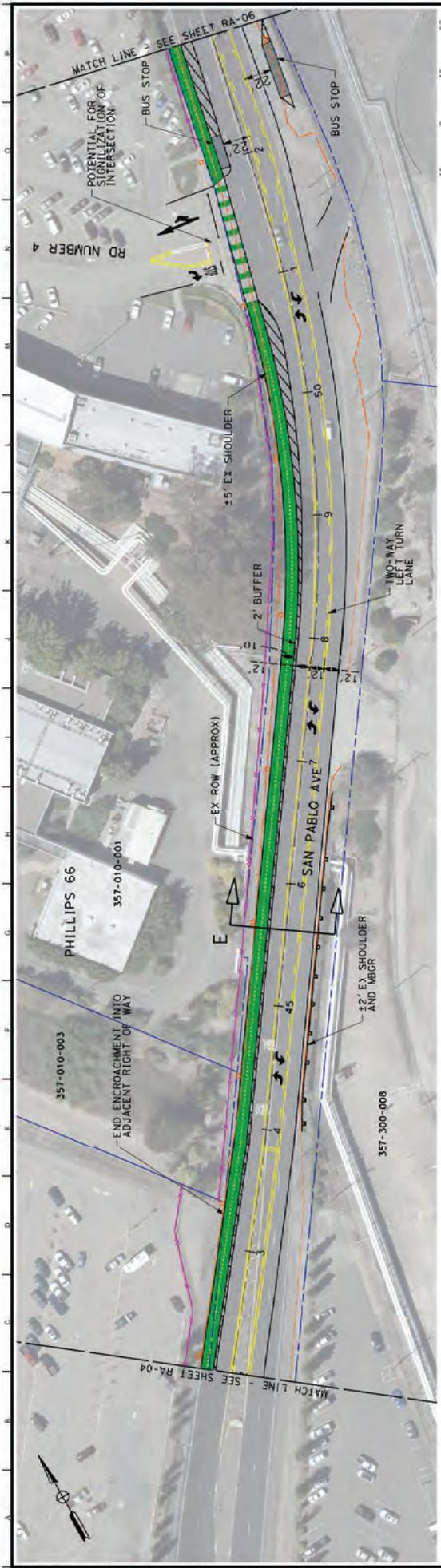
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 SAN PABLO AVENUE  
 COMPLETE STREETS STUDY

Sheet

Key Plan

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 RECOMMENDED  
 ALTERNATIVE  
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 STA 42+00.00  
 SEGMENT 4 OF 16

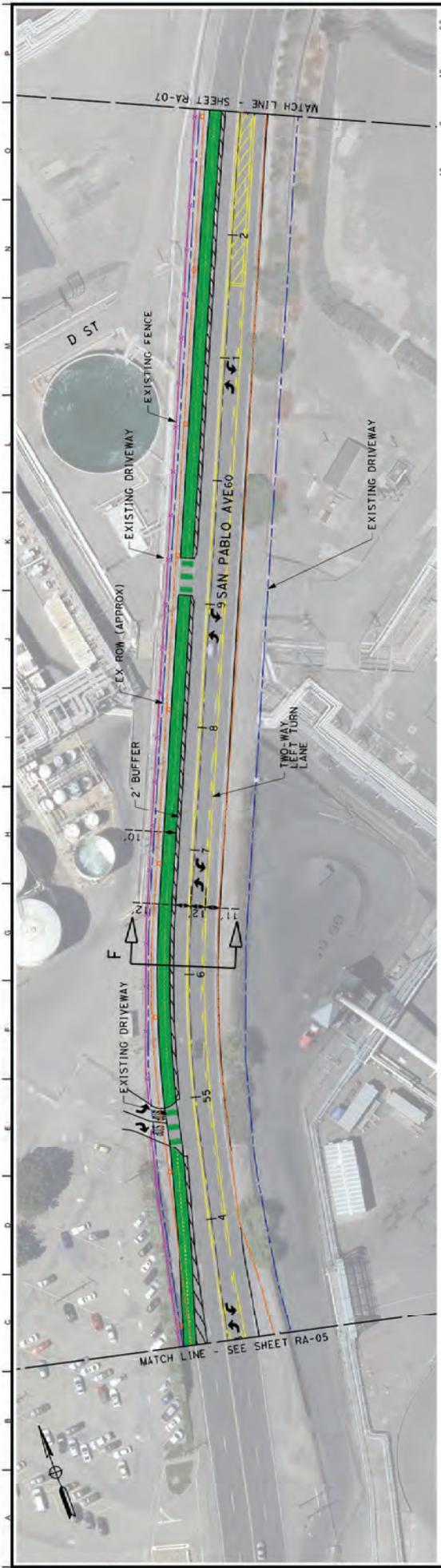
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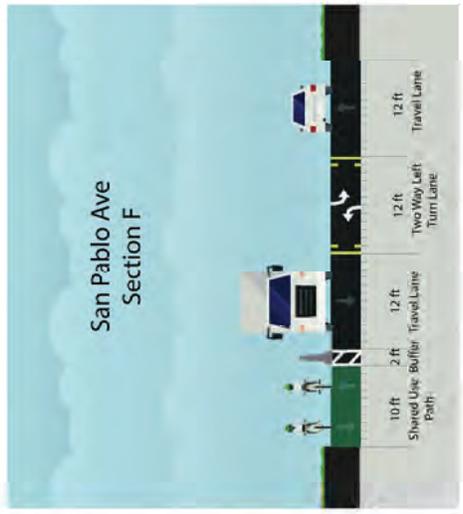
- EXISTING RIGHT OF WAY
- BICYCLE FACILITY
- EXISTING EDGE OF PAVEMENT
- GUARD RAIL
- CONCRETE BARRIER
- EXISTING FENCE
- PROPOSED STREET LIGHT

|  |   |   |  |        |           |  |   |
|--|---|---|--|--------|-----------|--|---|
| <p>Arup North America Ltd<br/>         One Pennsylvania Plaza, 29th Floor<br/>         New York, NY 10007-1708, USA<br/>         Tel: +1 212 904 4000 Fax: +1 212 904 4009<br/>         arup.com</p> | NO.   REVISION   DATE: 02/22/2017                                     | Client:<br>CONTRA COSTA COUNTY<br>PUBLIC WORKS DEPARTMENT | Job Title:<br>SAN PABLO AVENUE<br>COMPLETE STREETS STUDY | Strip: | Key Plan: | Drawing Title:<br>RECOMMENDED<br>ALTERNATIVE<br>STA 42+00.00 TO<br>STA 53+00.00<br>SEGMENT 5 OF 16 | Scale:<br>1" = 40'<br>File Name:<br>RWD-ARUP220324M.DWG<br>Drawing Date:<br>02/22/2017<br>Drawn By:<br>J. STITT<br>Checked By:<br>M. BIRWALT<br>Job No.:<br>243261<br>Drawing No.:<br>RA-05 |
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**LEGEND**

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-  BICYCLE FACILITY
-  EXISTING EDGE OF PAYEMENT
-  GUARD RAIL
-  CONCRETE BARRIER
-  EXISTING FENCE
-  PROPOSED STREET LIGHT



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| NO. | REVISION | DATE |
|     |          |      |

Client  
 CONTRA COSTA COUNTY  
 PUBLIC WORKS DEPARTMENT

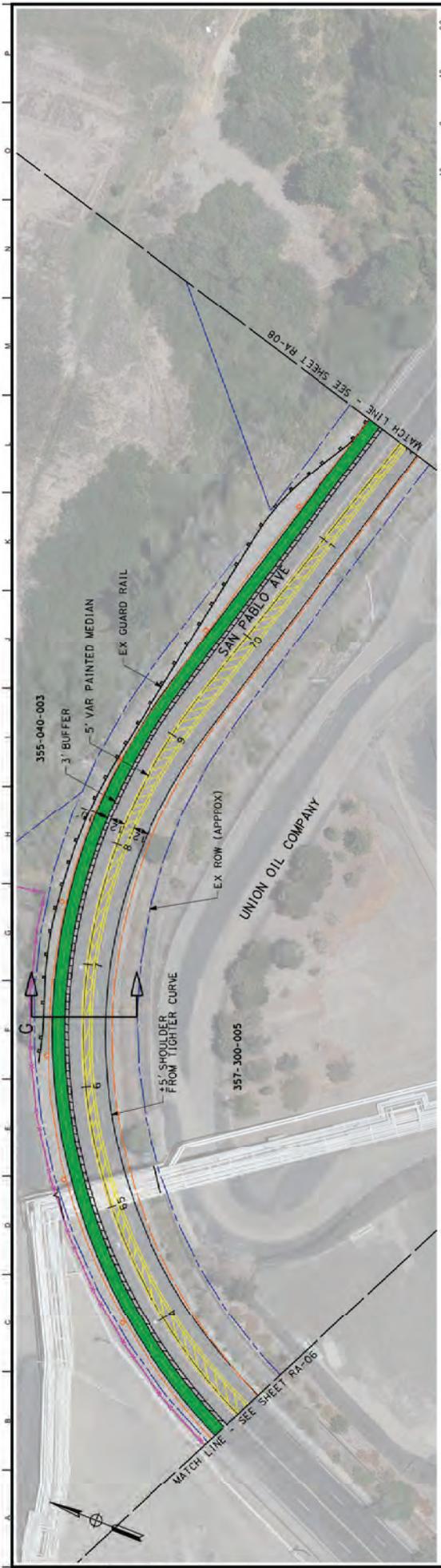
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 SAN PABLO AVENUE  
 COMPLETE STREETS STUDY

Sheet

Key Plan

Drawing Title  
 RECOMMENDED  
 ALTERNATIVE  
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 STA 63+00.00  
 SEGMENT 6 OF 16

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| Project Name | SAN PABLO AVENUE     |
| Drawn By     | J. STITT             |
| Checked By   | M. BRAWLEY           |
| Job No.      | 243261               |
| Drawing No.  | RA-06                |



**LEGEND**

|  |                           |
|--|---------------------------|
|  | EXISTING RIGHT OF WAY     |
|  | BICYCLE FACILITY          |
|  | EXISTING EDGE OF PAVEMENT |
|  | GUARD RAIL                |
|  | CONCRETE BARRIER          |
|  | EXISTING FENCE            |
|  | PROPOSED STREETLIGHT      |

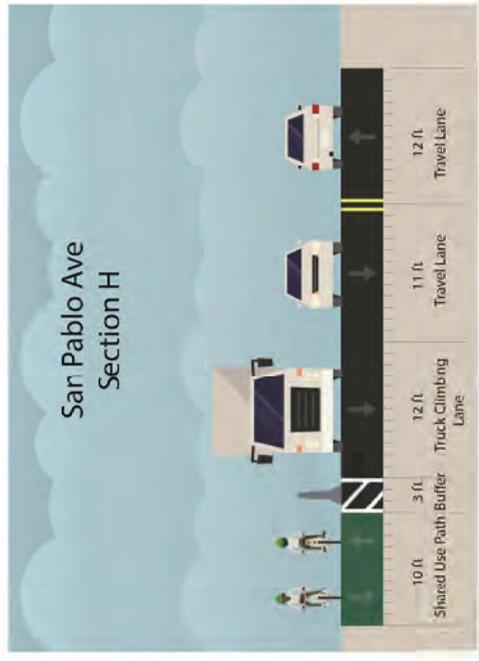
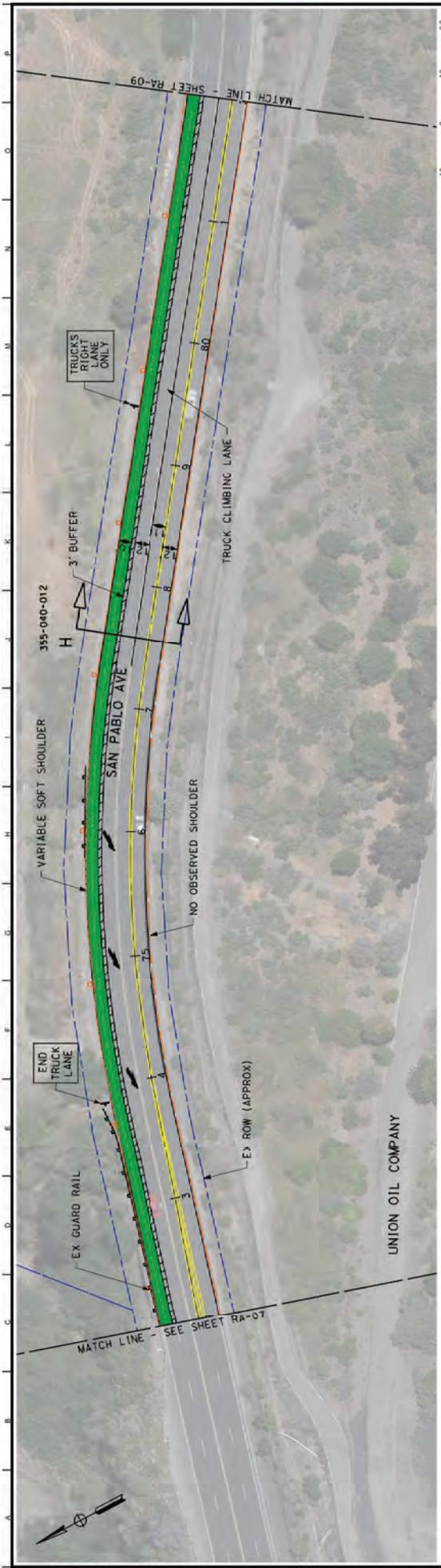
**ARUP**  
 Arup North America Ltd.  
 Suite 2000, 1100 California Street, San Francisco, CA 94109, USA  
 Tel: +1 415 774 2000 Fax: +1 415 774 2006  
 www.arup.com

|     |          |      |
|-----|----------|------|
| NO. | REVISION | DATE |
|     |          |      |

Client: CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT  
 Job Title: SAN PABLO AVENUE COMPLETE STREETS STUDY  
 Strip:      

Drawing Title: RECOMMENDED ALTERNATIVE  
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 Segment 7 OF 16

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| Project Name: DRAFT - FOR DISCUSSION ONLY |                    |                        |



**LEGEND**

- EXISTING RIGHT OF WAY
- █ BICYCLE FACILITY
- - - EXISTING EDGE OF PAVEMENT
- +— GUARD RAIL
- +— CONCRETE BARRIER
- ⊥ PROPOSED STREETLIGHT

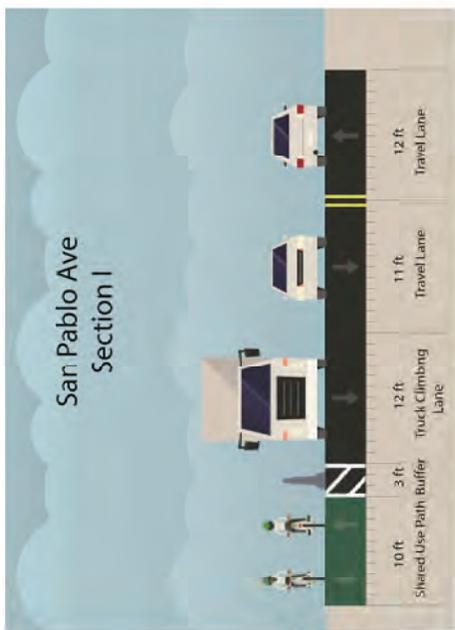
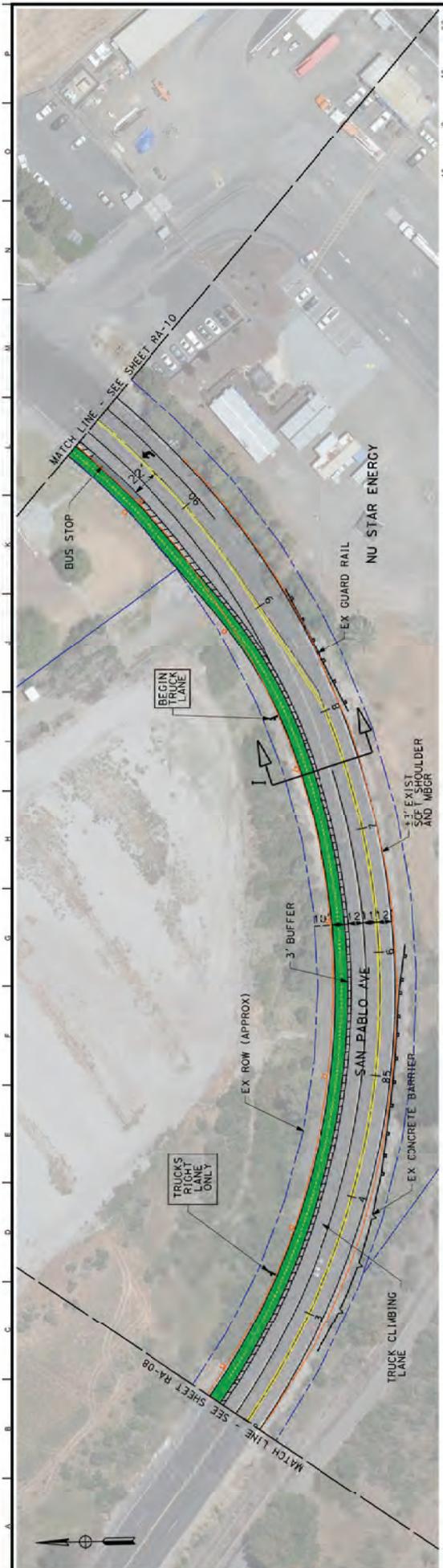


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|-----|----------|------|
| NO. | REVISION | DATE |
|     |          |      |

Client: CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT  
 Job Title: SAN PABLO AVENUE COMPLETE STREETS STUDY

Design Title: RECOMMENDED ALTERNATIVE  
 STA 72+00.00 TO STA 82+00.00  
 SEGMENT 8 OF 16

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 Drawing Date: DRAFT - FOR DISCUSSION ONLY  
 Drawn By: J. STITT  
 Checked By: M. BRAWLEY  
 Job No: 243261  
 Drawing Title: RA-08



**LEGEND**

- EXISTING RIGHT OF WAY
- BICYCLE FACILITY
- EXISTING EDGE OF PAVEMENT
- GUARD RAIL
- CONCRETE BARRIER
- PROPOSED STREETLIGHT



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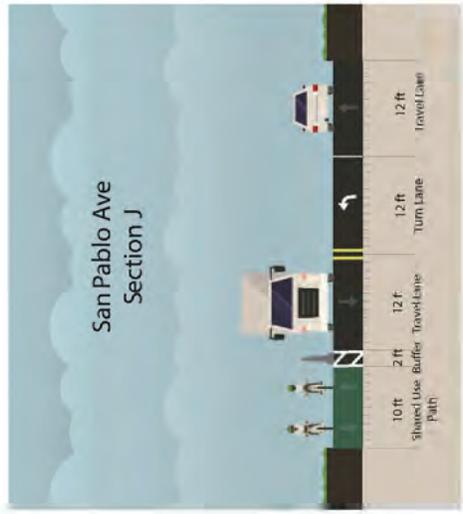
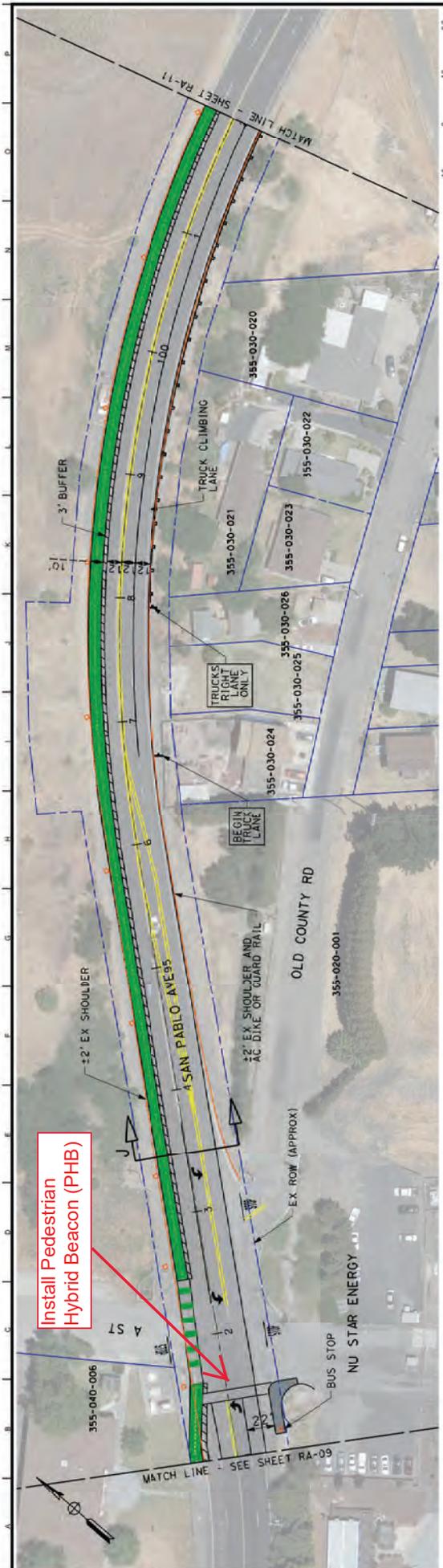
Client  
CONTRA COSTA COUNTY  
PUBLIC WORKS DEPARTMENT

Job Title  
SAN PABLO AVENUE  
COMPLETE STREETS STUDY

Sheet

Recommen-  
dation  
RECOMMENDED  
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STA 82+00.00 TO  
STA 91+00.00  
SEGMENT 9 OF 16

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| Checked By   | M. ISWALT                          |
| Sheet No.    | 243261                             |
| Project No.  | RA-09                              |



**LEGEND**

- EXISTING RIGHT OF WAY
- BICYCLE FACILITY
- EXISTING EDGE OF PAVEMENT
- GUARD RAIL
- CONCRETE BARRIER
- PROPOSED STREETLIGHT

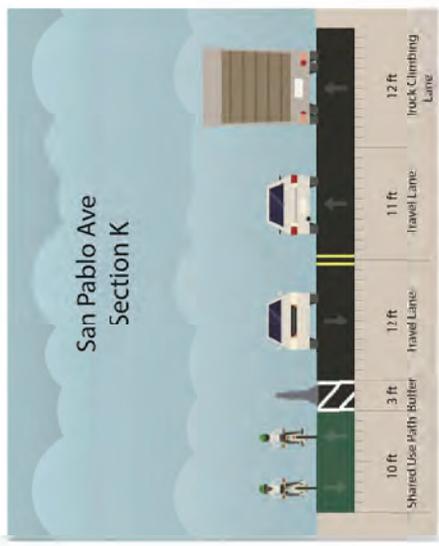
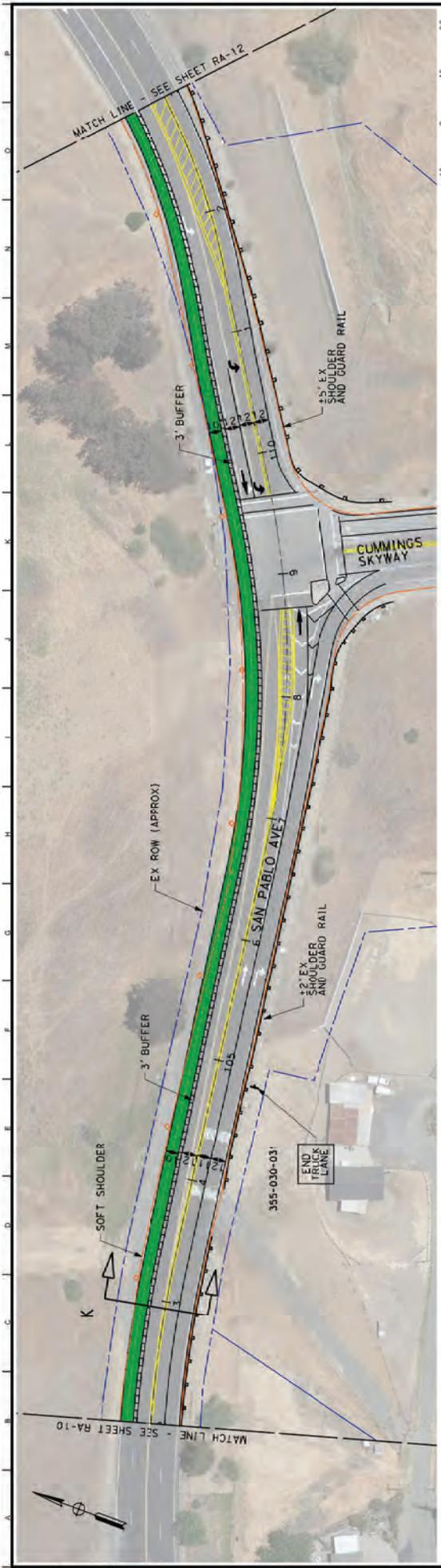
**ARUP**  
 Arup North America Ltd.  
 500 California Street, Suite 3000  
 San Francisco, CA 94104, USA  
 Tel: +1 415 774 2000 Fax: +1 415 774 2006  
 www.arup.com

|     |          |            |
|-----|----------|------------|
| NO. | REVISION | DATE       |
|     |          | 02/22/2017 |

Client: CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT

Job Title: SAN PABLO AVENUE COMPLETE STREETS STUDY

Scale: 1" = 40'  
 File Name: INFO-ARUP20170410.DWG  
 Drawing Title: RECOMMENDED ALTERNATIVE  
 Project No.: DRAFT - FOR DISCUSSION ONLY  
 STA 91+00.00 TO STA 102+00.00  
 Segment 10 OF 16  
 Drawn By: J. STITT  
 Checked By: M. BRAWLEY  
 Job No.: 243261  
 Drawing No.: RA-10



**LEGEND**

- EXISTING RIGHT OF WAY
- BICYCLE FACILITY
- EXISTING EDGE OF PAVEMENT
- GUARD RAIL
- CONCRETE BARRIER
- PROPOSED STREET LIGHT



|     |          |      |
|-----|----------|------|
| NO. | REVISION | DATE |
|     |          |      |

Client  
**CONTRA COSTA COUNTY  
 PUBLIC WORKS DEPARTMENT**

Job Title  
**SAN PABLO AVENUE  
 COMPLETE STREETS STUDY**

Project Name  
**RECOMMENDED  
 ALTERNATIVE**

Scale  
**1" = 40'**

Drawn By  
**J. STITT**

Checked By  
**M. BRAWLEY**

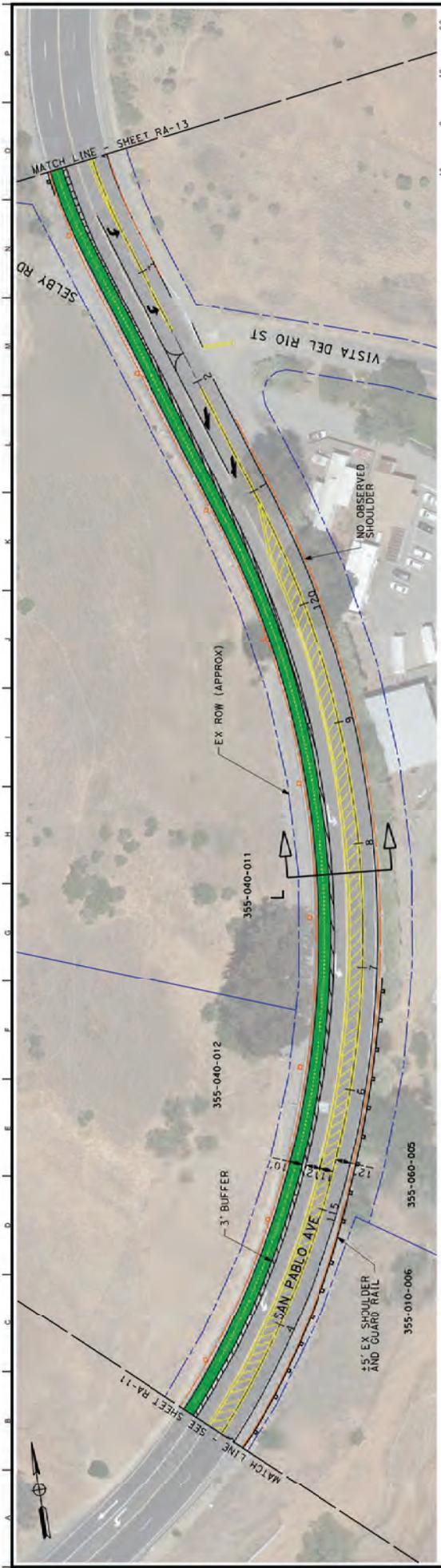
Project No.  
**243261**

Sheet No.  
**RA-11**

**Attachment D**

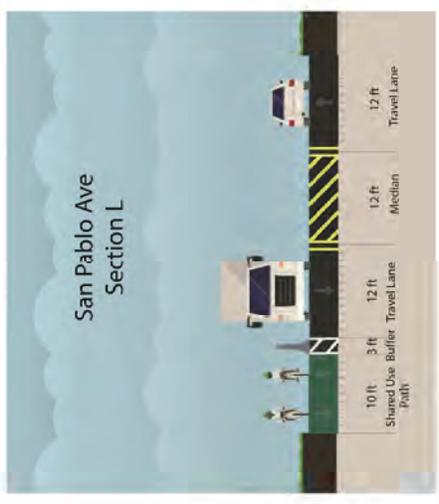
Segment 11 of 16

DRAFT - FOR DISCUSSION ONLY



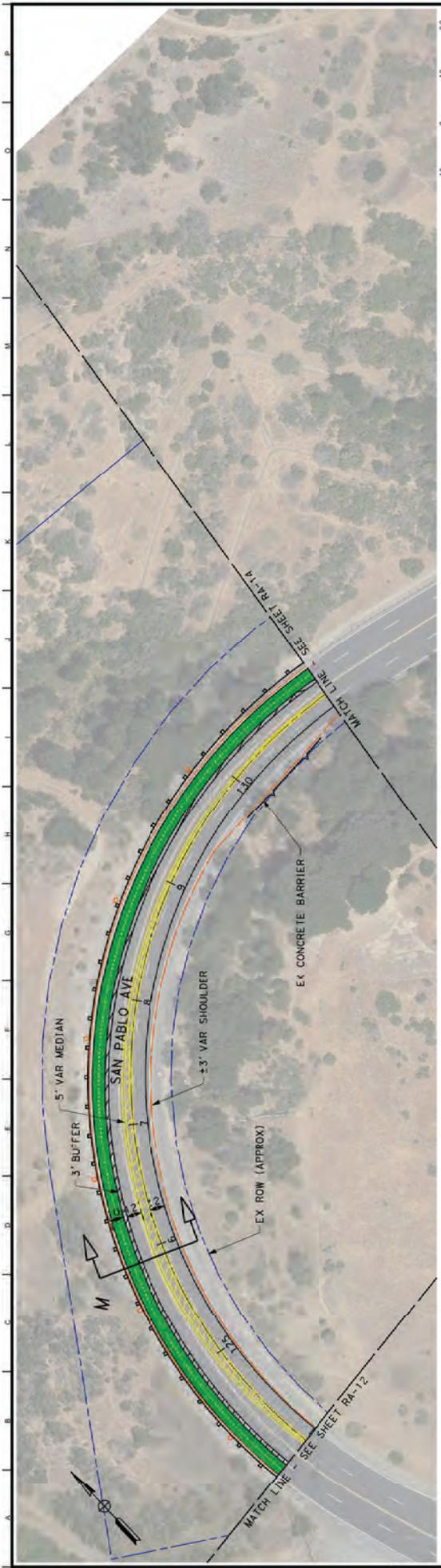
**LEGEND**

- EXISTING RIGHT OF WAY
- BICYCLE FACILITY
- EXISTING EDGE OF PAVEMENT
- GUARD RAIL
- CONCRETE BARRIER
- PROPOSED STREETLIGHT



San Pablo Ave  
Section L

|  |  |  |  |
|--|--|--|--|
| <p>Arup North America Ltd<br/>One Pennsylvania Plaza, 25th Floor<br/>New York, NY 10001-2298, USA<br/>Tel: +1 212 904 4000 Fax: +1 212 904 2000<br/>www.arup.com</p> | <p>Client: CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT</p> | <p>Job Title: SAN PABLO AVENUE COMPLETE STREETS STUDY</p>                        | <p>Scale: 1" = 40'</p> <p>File Name: INFO-ARUP202404.DWG</p> <p>Project No.: RA-12</p>   |
|  | <p>NO.   REVISION   DATE   02/22/2017</p>                  | <p>Company: SAN PABLO AVENUE COMPLETE STREETS STUDY</p> <p>Segment: 12 OF 16</p> | <p>Recommended Alternative: STA 113+00.00 TO STA 124+00.00</p> <p>Draft: FOR DISCUSSION ONLY</p> <p>Drawn By: J. STITT</p> <p>Checked By: M. BRAWLEY</p> |



- LEGEND**
- EXISTING RIGHT OF WAY
  - BICYCLE FACILITY
  - EXISTING EDGE OF PAVEMENT
  - GUARD RAIL
  - CONCRETE BARRIER
  - PROPOSED STREETLIGHT

**ARUP**  
 Arup North America Ltd.  
 One Pennsylvania Plaza  
 New York, NY 10119 USA  
 Tel: +1 212 904 4000 Fax: +1 212 904 4006  
 www.arup.com

|     |          |      |
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| NO. | REVISION | DATE |
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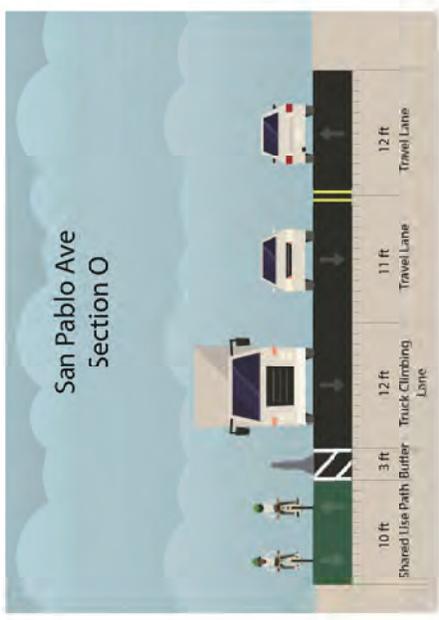
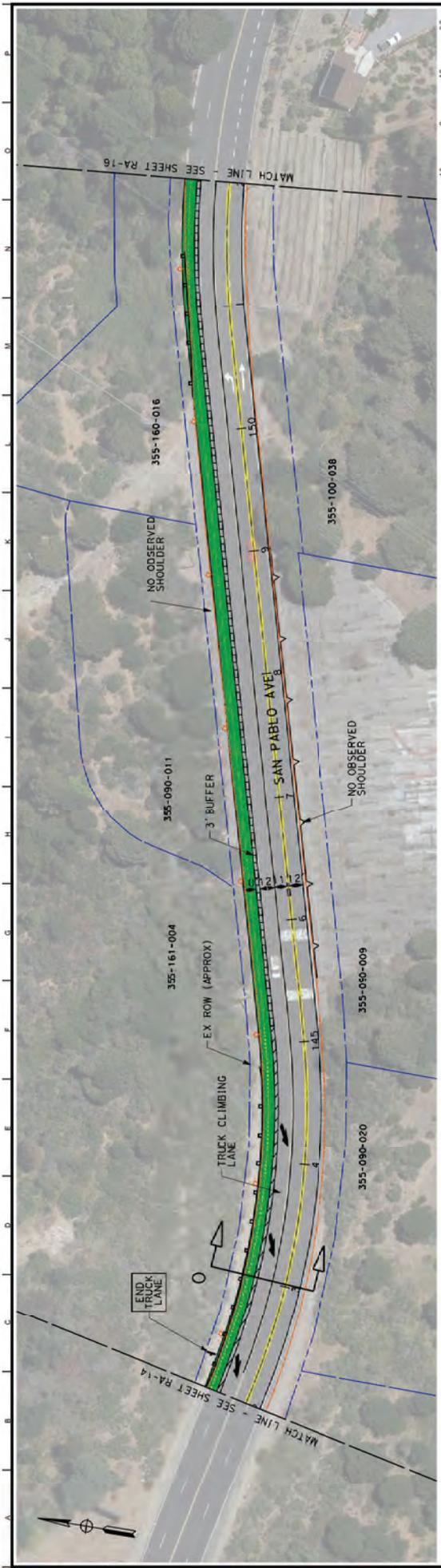
**Client**  
 CONTRA COSTA COUNTY  
 PUBLIC WORKS DEPARTMENT

**Job Title**  
 SAN PABLO AVENUE  
 COMPLETE STREETS STUDY

**Sheet**  
 SEGMENT 13 OF 16

|                                    |                                 |
|------------------------------------|---------------------------------|
| <b>Client's Title</b>              | <b>Scale</b>                    |
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| PROJECT NO.                        | Project No.: 243261             |
| <b>DRAFT - FOR DISCUSSION ONLY</b> | Drawn By: J. STITT              |
| Checked By: M. BRAWLEY             | Checked By: RA-13               |





**LEGEND**

- EXISTING RIGHT OF WAY
- BICYCLE FACILITY
- EXISTING EDGE OF PAVEMENT
- GUARD RAIL
- CONCRETE BARRIER
- PROPOSED STREETLIGHT

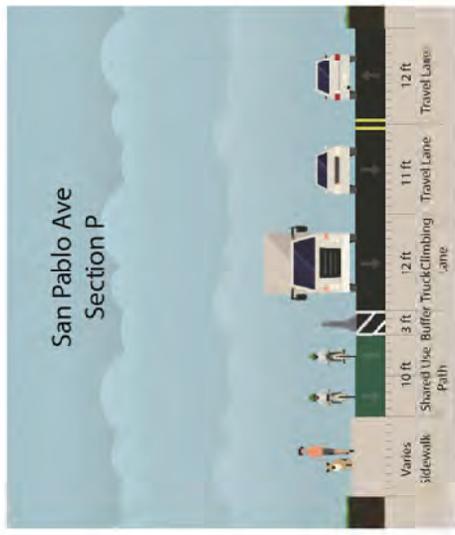
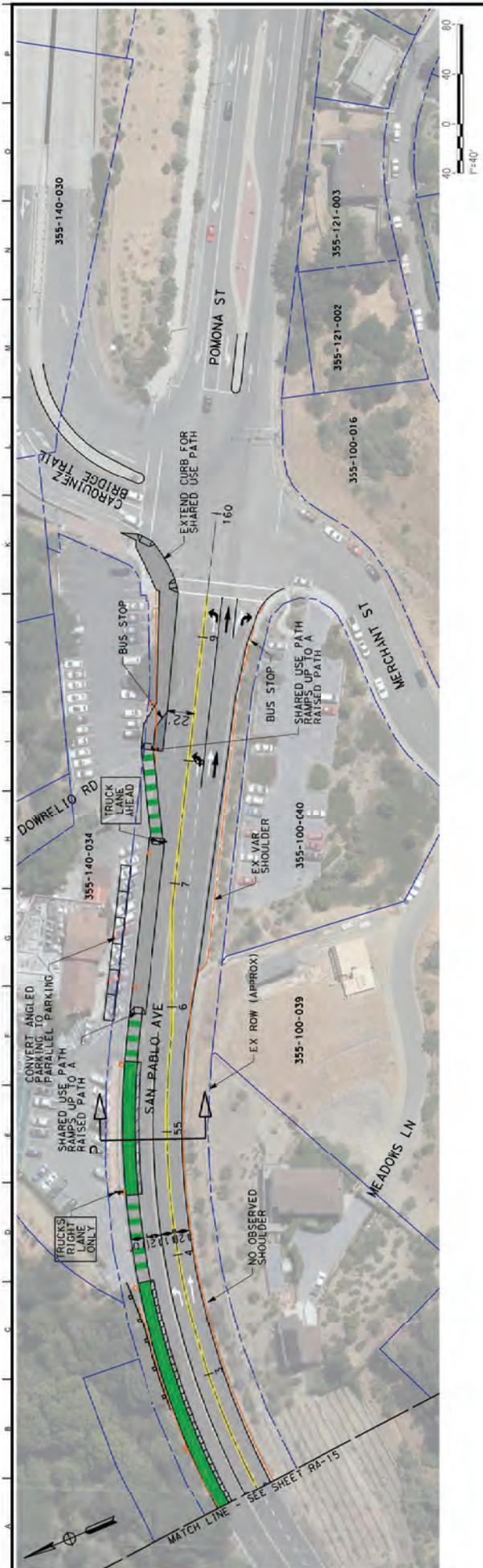


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|-----|----------|------|
| NO. | REVISION | DATE |
|     |          |      |

Client: CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT  
 Job Title: SAN PABLO AVENUE COMPLETE STREETS STUDY

Drawn By: J. STITT  
 Checked By: M. BIRNALL  
 Date: 24/3/2017

|                                    |                        |
|------------------------------------|------------------------|
| Scale: 1" = 40'                    | Drawn By: J. STITT     |
| File Name: RFO-SANPABLO-000        | Checked By: M. BIRNALL |
| Project No: 243261                 | Drawn Date: RA-15      |
| RECOMMENDED ALTERNATIVE            | SEGMENT 15 OF 16       |
| STA 142+00.00 TO STA 152+00.00     |                        |
| <b>DRAFT - FOR DISCUSSION ONLY</b> |                        |



### LEGEND

- EXISTING RIGHT OF WAY
- BICYCLE FACILITY
- EXISTING EDGE OF PAVEMENT
- GUARD RAIL
- CONCRETE BARRIER
- PROPOSED STREETLIGHT

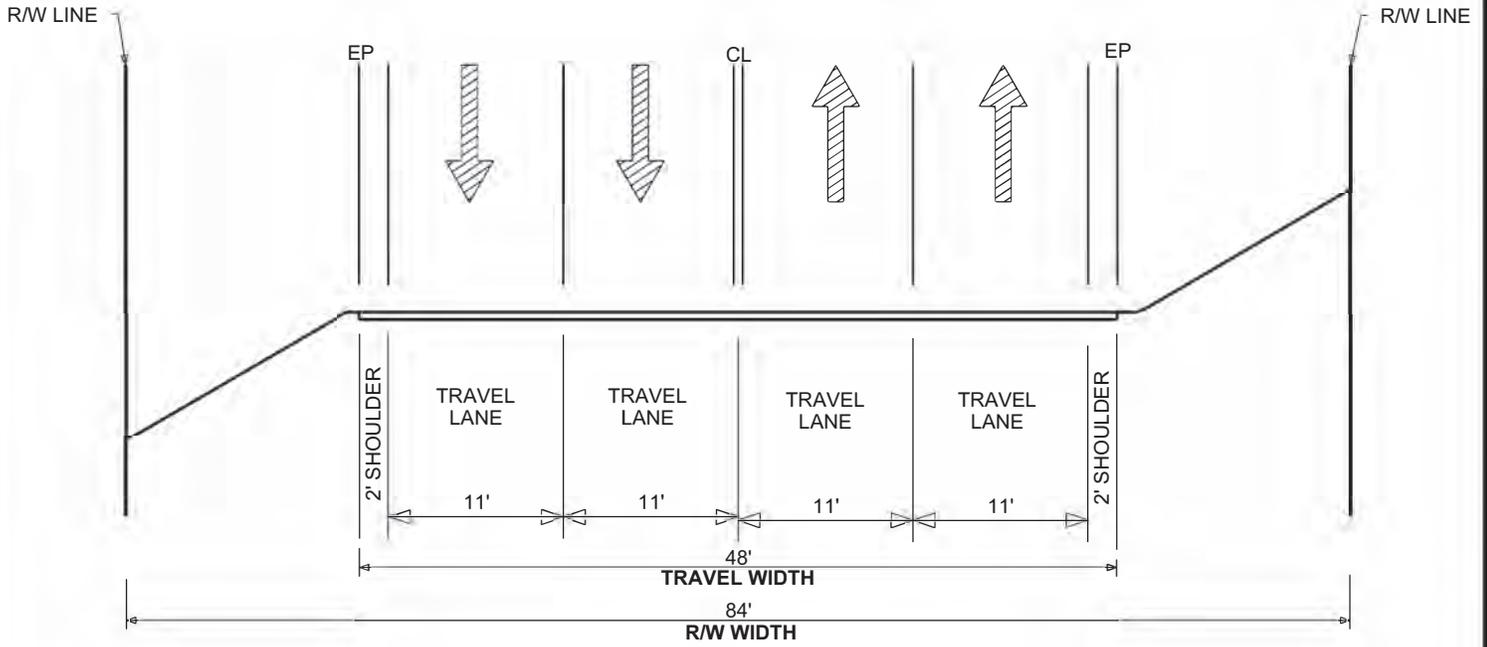


|             |  |
|-------------|--|
| Client      | CONTRA COSTA COUNTY<br>PUBLIC WORKS DEPARTMENT |
| Job Title   | SAN PABLO AVENUE<br>COMPLETE STREETS STUDY     |
| Strip       |  |
| Scale       | 1" = 40'                                       |
| File Name   | RA-16  |
| Project No. | 243261   |
| Drawn By    | J. STITT                                       |
| Checked By  | M. BIRNALL                                     |
| Scale       | 1" = 40'                                       |
| File Name   | RA-16  |
| Project No. | 243261   |
| Drawn By    | J. STITT                                       |
| Checked By  | M. BIRNALL                                     |

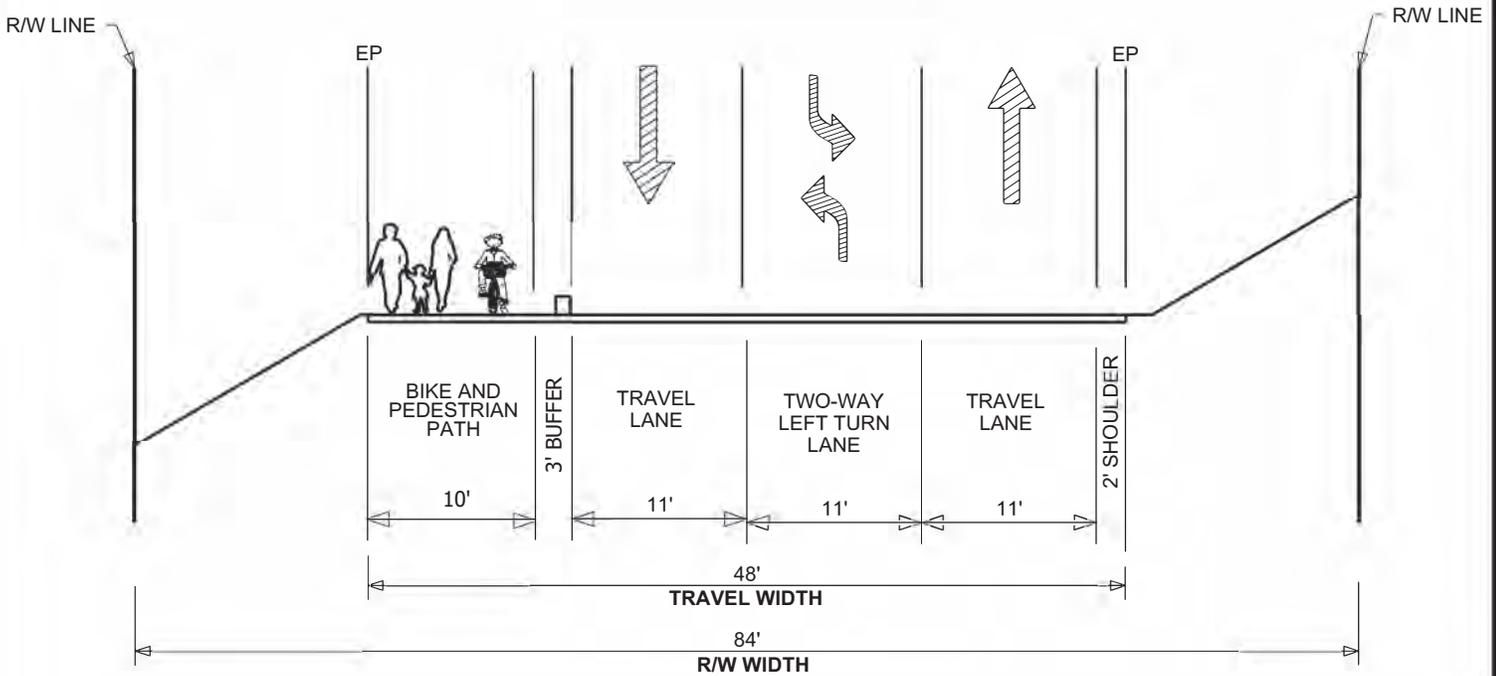
RECOMMENDED ALTERNATIVE  
STA 152+00.00 TO STA 160+00.00  
SEGMENT 16 OF 16

TIME PLOTTED =>

DATE PLOTTED =>



**EXISTING SECTION**  
**NOT TO SCALE**



**TYPICAL THREE-LANE SECTION**  
**NOT TO SCALE**



Contra Costa County  
**Public Works**  
 Department

255 GLACIER DRIVE MARTINEZ, CALIFORNIA 94553 PH: (925) 313-2000 FAX: (925) 313-2333

**CROSS SECTIONS**

**SAN PABLO AVENUE COMPLETE STREETS PROJECT**

DB: NC

CB:

DATE: JUNE 2014

SHEET 2 OF 2

FILE =>



Contra Costa County  
Public Works  
Department

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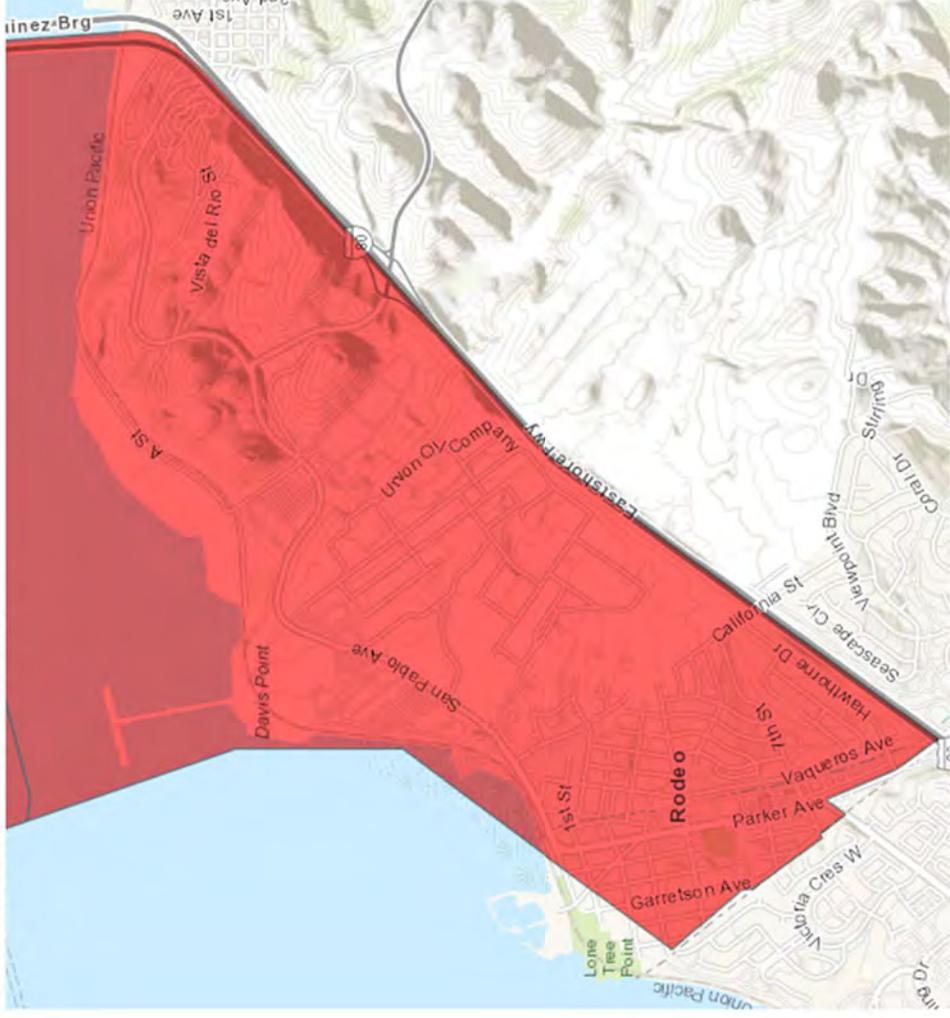
# Attachment D

## Disadvantaged Communities

### Map

# San Pablo Avenue Complete Streets Disadvantaged Communities Map

SB 535 Disadvantaged Communities 2022 (Census Tracts and Tribal Areas)





Contra Costa County  
Public Works  
Department

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# Attachment E

## Letters of Support



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Western Contra Costa  
Transit Authority

May 19, 2022

Brian Balbas, Director  
Contra Costa County Public Works Department  
255 Glacier Drive  
Martinez, CA 94553

**RE: San Pablo Avenue Complete Streets Project**

Dear Mr. Balbas:

On behalf of Western Contra Costa Transit Authority, I would like to express our continued support of the San Pablo Avenue Complete Streets Project. I understand that the purpose of the project is to incorporate bicycle and pedestrian facilities along San Pablo Avenue between Rodeo and Crockett. The project would provide for all modes of travel along the roadway and construct a portion of the San Francisco Bay Trail. All members in the region will benefit from improved bicycle and pedestrian connections in the area.

You have my support for the completion of this project. Please let me know if there is anything I can do to assist in this process.

Sincerely,

Robert Thompson  
Assistant General Manager



May 19, 2022

Jerry Fahy  
Transportation Engineering Division Manager  
Contra Costa County Public Works Department  
255 Glacier Drive  
Martinez, CA 94553

Re: San Pablo Avenue Complete Street/Bay Trail Gap Closure  
Project

Dear Mr. Fahy:

Bike East Bay is pleased to provide enthusiastic support for Contra Costa County's ATP application for the San Pablo Avenue Complete Street/Bay Trail Gap Closure Project. This project will provide a shared use path, separate from motorized vehicles, in a cost efficient manner by implementing a road diet along existing San Pablo Avenue between the unincorporated communities of Rodeo and Crockett. The stakeholders for this project have worked for several years in studying alternatives, design options, and traffic modeling. The project team has also incorporate community feedback into the project design by including additional safety measures.

There have been fatalities on this portion of San Pablo Avenue in Crockett. This project, by encouraging more people to walk and bike, would make a difference. The Board of Supervisors accepted the Feasibility Report for the proposed project and the project is also consistent with the County's Complete Street Policy and the land use policies identified in the Sustainable Community Strategies.

Implementation of this project in the context of the surrounding improvements along the Bay Trail and the completion of the Hercules Intermodal Station will result in community benefits and Healthy Lifestyle Options that extend beyond this single trail segment.

I strongly support the County's efforts to complete the Bay Trail from Rodeo to Crockett and look forward to future operation of this facility.

Sincerely,

A handwritten signature in black ink that reads "Dave Campbell".

Dave Campbell  
Advocacy Director



**FEDERAL D. GLOVER** SUPERVISOR DISTRICT V  
CONTRA COSTA COUNTY BOARD OF SUPERVISORS

Antioch (North)  
Hercules  
Martinez  
Pinole (North)  
Pittsburg  
Alhambra Valley  
Bay Point  
Briones  
Clyde  
Crockett Mt.  
View  
Pacheco Port  
Costa Reliez  
Valley  
Rodeo  
Tormey  
Vine Hill

August 26, 2020

Jerry Fahy  
Assistant Public Works Director  
Transportation Engineering  
255 Glacier Drive,  
Martinez CA 94553

**Re: Support for Costa County's ATP application for the San Pablo Avenue Complete Street/Bay Trail Gap Closure Project**

Dear Mr. Fahy:

As the Contra County Supervisor for District V, representing the communities in which the grant would be implemented, I am pleased to provide my enthusiastic support for Contra Costa County's ATP application for the San Pablo Avenue Complete Street/Bay Trail Gap Closure Project. This project will provide a shared use path, separate from motorized vehicles in a cost-efficient manner by implementing a road diet along existing San Pablo Avenue between the unincorporated communities of Rodeo and Crockett. The stakeholders for this project have worked for several years in studying alternatives, design options, and traffic modeling. The project team has also incorporated community feedback into the project design by including additional safety measures.

The Board of Supervisors accepted the Feasibility Report for the proposed project in June of this year. The project is also consistent with the County's Complete Street Policy and the land use policies identified in the Sustainable Community Strategies.

Implementation of this project in the context of the surrounding improvements along the Bay Trail and the completion of the Hercules Intermodal Station will result in community benefits and Healthy Lifestyle Options that extend beyond this single trail segment.

I strongly support the County's efforts to complete the Bay Trail from Rodeo to Crockett and look forward to future operation of this facility.

Sincerely,

Supervisor Federal D. Glover, District V

Ph: 925-608-4200  
510-942-4200  
Fx: 925-608-4209  
510-942-4210

190 East 4th Street Pittsburg, CA 94565



June 13, 2022

Mr. Austin Pato  
Staff Engineer – TE Division  
Contra Costa County Public Works Department  
255 Glacier Drive  
Martinez, CA 94553

Re: Support for San Pablo Avenue Complete Street/Bay Trail Gap Closure Project

Dear Mr. Pato,

The Bay Area Ridge Trail Council is an enthusiastic supporter of Contra Costa County Public Works Department's application for grant funding for the San Pablo Avenue Complete Street/Bay Trail Gap Closure Project. This project will provide a shared-use path for pedestrians and bicyclists to travel separately from motorized vehicles. With the inclusion of this path, pedestrians and bicyclists will be able to travel safely along San Pablo Avenue.

This path will also close a gap in the San Francisco Bay Trail and connect residents of the nearby communities to parks and open spaces via the Bay Trail. Residents will now have the means to live a healthier lifestyle as a safe and accessible pedestrian and bike path is available for them to use for commute or recreation.

The Ridge Trail overlaps with Bay Trail across the Carquinez Bridge, and this project will support safe connections and greater public access to the Ridge Trail. The Ridge Trail is a planned 550-mile regional trail linking nine counties along the Bay Area ridgelines. There are over 400 miles open today, and the trail is almost 90% complete in Contra Costa County.

Thank you for creating an active transportation infrastructure that reflects the needs of the local community and communities at the sub-regional and regional levels. We hope that funding is secured to make this project idea a reality.

Sincerely,

A handwritten signature in black ink that reads "Ryan Mack". The signature is written in a cursive, flowing style.

Ryan Mack  
Deputy Director  
ryanmack@ridgetrail.org



June 3, 2022

Brian M. Balbas, Director  
Contra Costa County  
Public Works Department  
255 Glacier Drive  
Martinez, CA 94553

**Re:** Support for Contra Costa County's Active Transportation Program Application for the San Pablo Avenue Complete Streets Project between Rodeo and Crockett

Dear Mr. Balbas:

The San Francisco Bay Trail Project is pleased to provide its enthusiastic support of Contra Costa County's San Pablo Avenue Complete Streets Project between Rodeo and Crockett. This project would provide bicycle and pedestrian facilities to complete approximately 2.5 miles of Bay Trail in Contra Costa County.

When completed, this segment of Bay Trail will be part of the continuous Bay Trail system that stretches from Alameda County through western Contra Costa County to Solano County across the Zampa Bridge. Along with several other Bay Trail projects currently under way at Point Pinole, Lone Tree Point, the Carquinez Strait, and the future Hercules Intermodal Station, this segment of Bay Trail will be an important piece of providing both a recreational opportunity and an active transportation corridor in western Contra Costa County. It will also provide a critical connection to the future Hercules Intermodal Station for the communities in western Contra Costa County. The Bay Trail is playing an increasingly prominent role as both a recreational and active transportation corridor in the Bay Area. This segment of Bay Trail is identified in Contra Costa Transportation Authority's recently updated Countywide Bicycle and Pedestrian Plan as a high priority alignment in the County network.

The Bay Trail Project strongly supports the County's efforts to provide bicycle and pedestrians facilities to complete the Bay Trail from Rodeo to Crockett and urges approval of the County's ATP application for the full amount of \$10 million. We look forward to working with the County on this and many other Bay Trail improvements.

Sincerely,

DocuSigned by:  
  
E82568021CBA4D9...

John Woodbury  
Chair, San Francisco Bay Trail Project Board of Directors

El Cerrito

Hercules

June 24, 2020

Pinole

Jerry Fahy  
Transportation Engineering Division Manager  
Contra Costa County Public Works Department  
255 Glacier Drive  
Martinez, CA 94553

**RE: San Pablo Avenue Complete Streets Project**

Richmond

Dear Mr. Fahy,

San Pablo

On behalf of the West Contra Costa Transportation Advisory Committee (WCCTAC), I would like to express my support for the County's San Pablo Avenue Complete Streets Project. I understand that the purpose of the project is to incorporate bicycle and pedestrian facilities along San Pablo Avenue between Rodeo and Crockett. The project would provide for all modes of travel along the roadway and construct a portion of the San Francisco Bay Trail. All in the region will benefit from improved bicycle and pedestrian connections in this area of Contra Costa County.

Contra Costa  
County

Please let me know if there is anything that WCCTAC can do to assist in this process

Sincerely,



AC Transit

John Nemeth  
WCCTAC Executive Director

BART

WestCAT



**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**  
 2150 Webster Street, P.O. Box 12688  
 Oakland, CA 94604-2688  
 (510) 464-6000

2023

August 25, 2023

TRANSMITTED VIA EMAIL

[inemeth@wcctac.org](mailto:inemeth@wcctac.org)

Janice Li  
 PRESIDENT

Mark Foley  
 VICE PRESIDENT

Robert Powers  
 GENERAL MANAGER

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

**DIRECTORS**

Debora Allen  
 1ST DISTRICT

Mark Foley  
 2ND DISTRICT

Rebecca Saltzman  
 3RD DISTRICT

Robert Rabum, Ph.D.  
 4TH DISTRICT

John McPartland  
 5TH DISTRICT

Elizabeth Ames  
 6TH DISTRICT

Lateefah Simon  
 7TH DISTRICT

Janice Li  
 8TH DISTRICT

Bevan Dufty  
 9TH DISTRICT

Re: San Francisco Bay Area Rapid Transit District – El Cerrito Plaza TOD Parking Garage and Access Improvements Project

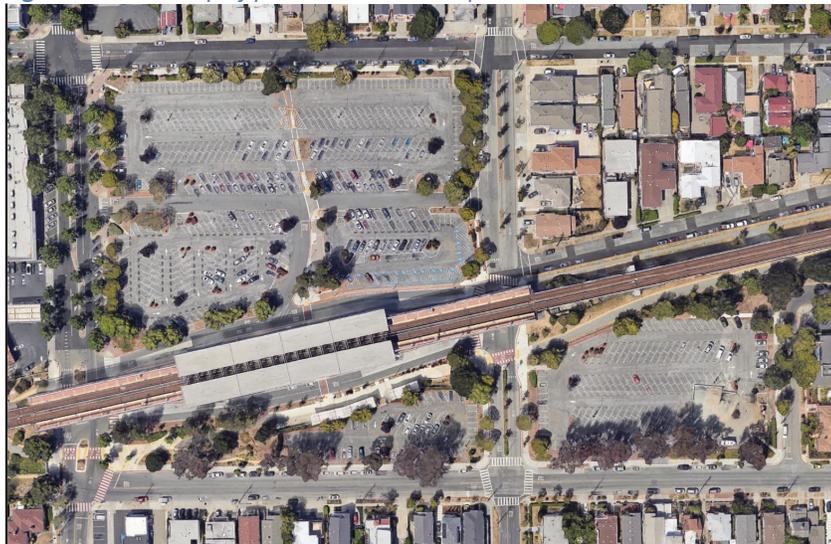
Dear Mr. Nemeth,

The San Francisco Bay Area Rapid Transit District (BART) is pleased to submit this application for \$1,500,000 in funding from the Sub-regional Transportation Mitigation Program (STMP) for the El Cerrito Plaza Transit Oriented Development (TOD) Mobility Enhancements Project. This project is identified under *Transit and Station-Related Improvements* section, project 14a of the STMP Program of Projects.

**Background:**

El Cerrito Plaza BART station parking lots have been identified as a TOD opportunity site to provide housing units, new public open space, and potentially a new public library with easy access to transit. This project will convert BART owned surface parking lots consisting of 740 individual spaces, to a single structure parking garage, an estimated 700+ unit multi-family housing complex, a designated transit/passenger loading throughway, and protected pedestrian and bicycle access improvements. Approximately half of the multi-family units will be designated for lower income residents.

**Figure 1: Aerial map of parcels to be developed**





- Transit/passenger loading improvements including:
  - Reconfiguration of the bus access road to prioritize transit connectivity by consolidating bus lanes on one side of the station with traffic calming design elements such as raised crosswalks.
  - Transit plaza with bus shelters
  - Wayfinding & digital signage
  - Additional passenger loading areas including dedicated ADA space.

**Location:**

This project will be located at BART's El Cerrito Plaza Station, 6699 Fairmount Ave. El Cerrito, California. Nestled between Central and Fairmount Avenues just blocks from the areas highly utilized CA-123, San Pablo Avenue, and a short distance from CA-80 and CA-580.

*Figure 3: Map of El Cerrito Plaza BART Station*

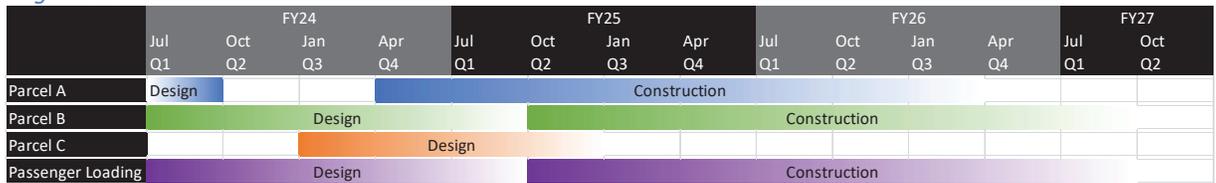


**Schedule:**

Preliminary design of the BART rider parking garage and the transit/passenger loading improvements are currently in progress with the final to be complete in FY 25 Q1.

Developer is already under contract with construction on the transit/passenger loading improvements scheduled to begin between FY25 Q2 and FY26 Q2 with completion in a year. Construction on Parcel B with the BART parking garage is scheduled between FY 25 Q3 and FY 2026 Q3. Completion is anticipated within 2 years. Start dates are contingent upon financing and approvals.

Figure 4: Timeline



**Project Readiness:**

The development application for Parcel A, residential building, has already been approved by the City of El Cerrito and construction is planned to begin in late 2024. Development Application for the remainder of the site (Parcels B, C and D) were submitted a to the City of El Cerrito in August 2023 for a streamlined ministerial approval within 180 days of submission under Assembly Bill 2923 (AB 2923).

Parcel B residential building will hold the parking garage. Detailed design work of the replacement parking garage and transit passenger loading improvements will get underway in Q3 2023 with construction scheduled to start in 2025. STMP funds will be used for this phase. Remaining parcels and bike-related improvements anticipated between 2025 and 2029.

**Budget:**

|   | Transit Passenger Loading Improvements | BART rider parking garage | TOTAL                |
|---|--|---------------------------|----------------------|
| Total Project Hard Costs                                | \$ 6,200,000                           | \$ 14,000,000             | \$ 21,500,000        |
| Soft Costs  | \$ 1,800,000                           | \$ 2,000,000              | \$ 2,500,000         |
| <b>Total Budget</b>                                     | <b>\$ 8,000,000</b>                    | <b>\$ 16,000,000</b>      | <b>\$ 24,000,000</b> |
| <i>Sources</i>  |  |                           |                      |
| TIRCP   | \$ 2,400,000                           | \$ 12,800,000             | \$ 15,200,000        |
| BART  |  | \$ 2,475,000              | \$ 2,475,000         |
| WCCTAC STMP   | \$ 1,000,000                           | \$ 500,000                | \$ 1,500,000         |
| Developer contribution (Private funds, AHSC, IIG, etc.) | \$ 3,025,000                           | \$ -                      | \$ 3,025,000         |
| State Budget  | \$ 775,000                             | \$ 225,000                | \$ 1,000,000         |
| <b>Total Sources</b>                                    | <b>\$ 8,000,000</b>                    | <b>\$ 16,000,000</b>      | <b>\$ 24,000,000</b> |

**Secured Funding:**

BART has secured \$24.2M in Transit and Intercity Rail Capital Improvement Program (TIRCP) and \$1M in state earmark funds to advance this proposed project. State earmark funds are currently in the allocation process with Caltrans and will soon be transferred to FTA for administration.

**STMP Funds Value:**

STMP funds from this request will be used to help fill the funding gap in design and construction of the parking garage and transit/passenger loading improvements. This work is already underway allowing expedited use of the funds and the Developer to stay on schedule.

**Equity:**

Transit oriented development projects are designed to serve equity communities by bringing multi-income housing options and transit services together at an affordable rate. This project, while not located in an identified equity priority community (EPC), will create approximately 350 housing units specifically for low-income families and provide them an opportunity to move out of equity areas into newly constructed affordable housing units next to transit and other life amenities.

El Cerrito Plaza station connects to rail and bus routes that serve EPC populations nearby. Particularly the Richmond stations just north of ECP and Berkeley, Oakland, and Emeryville directly south. (See Appendix 1: Equity Priority Communities Map) Downtown Berkeley, and two BART TOD stations of North Berkeley and Ashby are located either in or within a mile from a census tract containing between 41 and 80% of households below 200% of the federal poverty level. Each of these stations is also within a mile of a census tract containing between 13 and 17% disabled residents, and 21 to 65% zero- vehicle households. El Cerrito Plaza is within a mile radius of an EPC, and Downtown Berkeley, North Berkeley, and Ashby stations are in or within a mile of a High Priority Equity Community.

The El Cerrito Plaza TOD will cater to transit-dependent populations through mixed-income development allowing around 750 households to live at a transit node: high density, and residential parking maximums. Housing will include about 50% affordable units. Those with mobility challenges will benefit from the incorporation of on-street parking as well as access to the on-site garage for BART riders, which will include accessible (ADA) parking spaces, as well as paratransit enhancement to the transit center. Additionally, the bike and pedestrian access included in this TOD will be consolidated on one side of the station to minimize conflicts with buses and paratransit vehicles.

We appreciate your consideration of this request and are available to answer any questions or provide additional materials if needed.

Please do not hesitate to contact me at [shelehia.meisner@bart.gov](mailto:shelehia.meisner@bart.gov) or at 510-817-5698.

Sincerely,

*Shelehia Meisner*

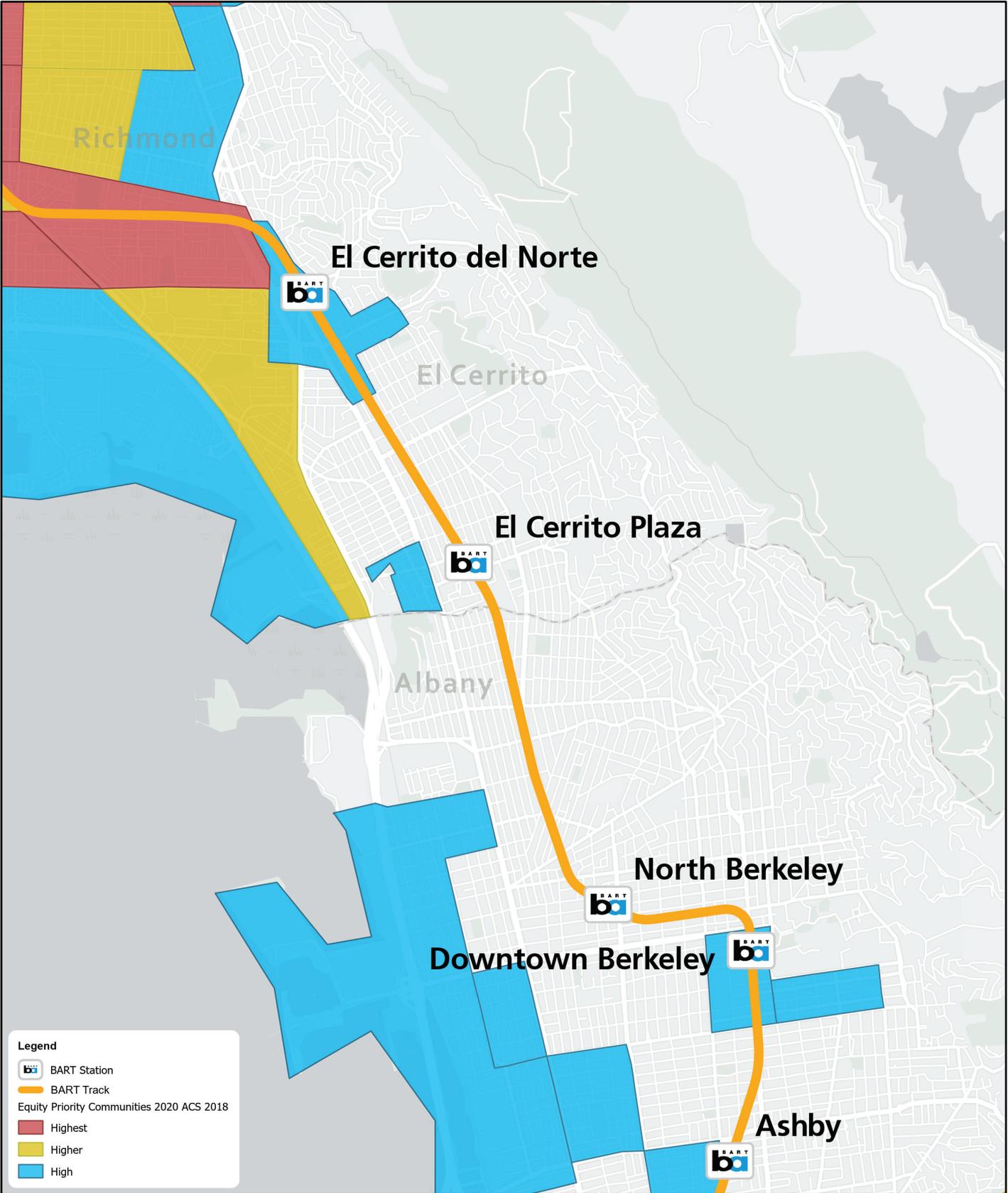
Shelehia Meisner  
Sr Grants Officer  
Funding Strategy and Advocacy



# El Cerrito Plaza Station & Equity Priority Communities

EGIS - Enterprise Geographic Information System

8/21/2023



### Legend

- BART Station
- BART Track
- Equity Priority Communities 2020 ACS 2018
  - Highest
  - Higher
  - High

### Notes:

Bay Area Rapid Transit District data as of July, 2023  
 Equity Priority Communities: MTC  
 Basemap: ESRI



0 0.5 1 Miles

Map Displayed in North American Datum of 1983  
 California State Plane, Zone III FIPS 0403, US Feet

San Francisco Bay Area Rapid Transit District

EGIS - BART Office of the CIO  
 2150 Webster St. 3rd Floor, Oakland, CA 94612



Specific improvements are as follows:

- Reconstruct the Ohlone Greenway trail from Knott Avenue to Wall Avenue
- Reconstruct and widen the Ohlone Greenway trail from Wall Avenue to Conlon Avenue
- Install concrete bulb-outs at the Knott Avenue crossing
- Install curb ramps at Wall Avenue
- Install Pedestrian scale lighting from Knott Avenue to Conlon Avenue
- Upgrade wayfinding signage from Wall Avenue to Conlon Avenue
- Upgrade Stop signs with Yield signs at Knott Avenue and Wall Avenue and pavement legends
- Enhance centerline striping on the trail from Knott Avenue to Wall Avenue
- Install shared-use crosswalk pavement markings at the parking lot crossings north of Knott Avenue and at Wall Avenue
- Construct north-south side path connecting BART Station to the grocery store, on the west side of the Greenway between Hill Street and Blake Street
- Reconstruct east-west paths to provide an accessible route between main trail and grocery store between Hill Street and Blake Street.
- Relandscape to improve sight lines and create a sense of place along both segments

Below please find the project information as requested in Cycle 2 Call for Projects for 2019 STMP Update Funds dated May 12, 2023.

#### **Project Location**

This project is located on the sections of the Ohlone Greenway from Conlon Avenue to Knott Avenue and from Hill Street to Blake Street. See Attachment 1 for the Project Location Map.

#### **Amount of Requested Funds, Use of STMP Funding, and Total Estimated Cost of Project**

The City is requesting STMP funds in the amount of \$180,000 for preliminary engineering and detailed design (Plans, Specifications & Estimates) of the project.

The total project cost for engineering, design and construction is estimated to be \$1,494,000, of which \$222,000 is for engineering and design.

#### **STMP Project Category**

The project falls under STMP Project Category 5: Ohlone Greenway Improvements.

#### **Project Schedule**

A summary schedule showing estimated start and end of the project development phases including engineering, detailed design, construction, and opening to the public is provided below. Note that the construction phase is subject to the availability of funding. Our goal is to use the 35% design to start applying for grant funds.

| Project Schedule                    | Start     | End        | STMP Funds |
|-------------------------------------|-----------|------------|------------|
| Preliminary Engineering             | 7/1/2024  | 10/31/2024 | Yes        |
| Detailed Design (including PS&E)    | 11/1/2024 | 12/31/2025 | Yes        |
| Construction (incl Bidding & Award) | 1/2/2026  | 3/31/2027  |            |
| Open to the Public                  |           | April 2027 |            |

**Current Readiness for Funding**

The City anticipates starting to expend the requested STMP funds beginning in July 2024 to begin preliminary engineering and then continue on with detailed design.

**Other Funding Sources**

The City will provide funds in the amount of \$42,000 from other local sources for the engineering and design costs, representing 18.9% of the \$222,000 cost. Additionally, funding for the construction phase includes \$260,000 from the grocery store (Safeway) developer. The funding plan is summarized below.

| Phase              | Committed Funding |                  | Requested STMP Funding | Pending Future Funding | TOTAL              | STMP % of TOTAL |
|--------------------|-------------------|------------------|------------------------|------------------------|--------------------|-----------------|
|                    | Measure J         | Safeway          |                        |                        |                    |                 |
| Engineering Design | \$42,000          | -                | \$180,000              | -                      | <b>\$222,000</b>   | 81.1%           |
| Construction       | -                 | \$260,000        | -                      | \$1,012,000            | <b>\$1,272,000</b> | N/A             |
| <b>Total</b>       | <b>\$42,000</b>   | <b>\$260,000</b> | <b>\$180,000</b>       | <b>\$1,012,000</b>     | <b>\$1,494,000</b> | <b>N/A</b>      |

**Value of STMP Funds**

The STMP funds would advance the Ohlone Greenway improvements between Conlon Avenue and Knott Avenue and between Hill Street and Blake Street by fully funding the design of the project and making it competitive for construction funding from a variety of grant programs. Conlon Avenue to Knott Avenue is the last segment of the Greenway in El Cerrito that hasn’t been improved in the last 20 years. Hill Street to Blake Street requires improvement to provide safe, accessible, and convenient access to a major grocery store and commercial center in the Uptown District

The Ohlone Greenway is a regional transportation corridor for bicyclists and pedestrians. It is centrally located within El Cerrito, so in addition to regional connectivity, it provides connections between residential neighborhoods and to retail, civic, and community destinations. In the Uptown District of the San Pablo Avenue Specific Plan Area, the Ohlone Greenway provides direct access to a Transit-Oriented Higher-Intensity Mixed Use Zone, which allows low to no automobile parking and maximum building heights that are greater than other areas of El Cerrito. The improvements outlined in this application would address the community’s safety and security needs within this segment of the Ohlone Greenway and create a more seamless experience with the rest of the Greenway north to the City of Richmond and south to El Cerrito, Albany, and Berkeley.

### **Equity**

The project is located within and directly serves an MTC designated Equity Priority Community, specifically Census Tract 3860 in El Cerrito, which is in the “high” classification. The area is shown in blue in Attachment 2.

### **Multimodal Travel**

Improving the Ohlone Greenway from Conlon Avenue to Knott Avenue and from Hill Street to Blake Street would improve alternative mode networks for pedestrians and cyclists. Widening the pathway would allow for more users to access and safely travel this section of the Greenway and improve their experience. Updating wayfinding signage on the Greenway could encourage pedestrians and bicyclists to choose active transportation options to reach their destinations and connect to the surrounding area. Knott Avenue is just a block north of the El Cerrito del Norte BART Station, and Hill Street borders the station to the south. The BART station is a major bus transfer location, so improving these sections of the Greenway could encourage transit use and multimodal options. Improving the connection between the Ohlone Greenway and the grocery store and shopping area improves access for pedestrians and bicyclists.

We look forward to full funding of the design phase of the project and continuing to work our regional partners to implement improvements to the Ohlone Greenway. Thank you for considering this project for STMP funding. If you have any questions, please contact Yvetteh Ortiz, Public Works Director/City Engineer at [yortiz@ci.el-cerrito.ca.us](mailto:yortiz@ci.el-cerrito.ca.us) or 510.215.4345.

Sincerely,



Karen Pinkos  
City Manager



Yvetteh Ortiz, P.E.  
Public Works Director/City Engineer

### **Attachment**

1. Project Location Map
2. MTC Equity Priority Communities Map

# ATTACHMENT 1: PROJECT LOCATION MAP

Page 1 of 3



# ATTACHMENT 1: PROJECT LOCATION MAP

Page 2 of 3



# ATTACHMENT 1: PROJECT LOCATION MAP





### EQUITY PRIORITY COMMUNITIES AMERICAN COMMUNITY SURVEY 2014-2018 TRACTS WITHIN URBANIZED AREA

- Equity Priority Communities
- Census Designated Urbanized Area

The Equity Priority Communities (tract geography) dataset is based upon eight demographic variables:

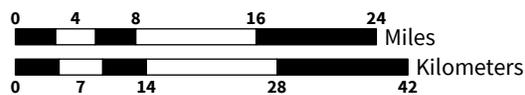
1. People of Color (70% threshold)
2. Low-Income (28% threshold)
3. Limited English Proficiency (12% threshold)
4. Seniors 75 Years and Over (8% threshold)
5. Zero-Vehicle Households (15% threshold)
6. Single Parent Families (18% threshold)
7. People with a Disability (12% threshold)
8. Rent-Burdened Households (14% threshold)

If a tract exceeds both threshold values for Low-Income and People of Color shares OR exceeds the threshold value for Low-Income AND also exceeds the threshold values for three or more variables (#3 to #8), it is an Equity Priority Community.

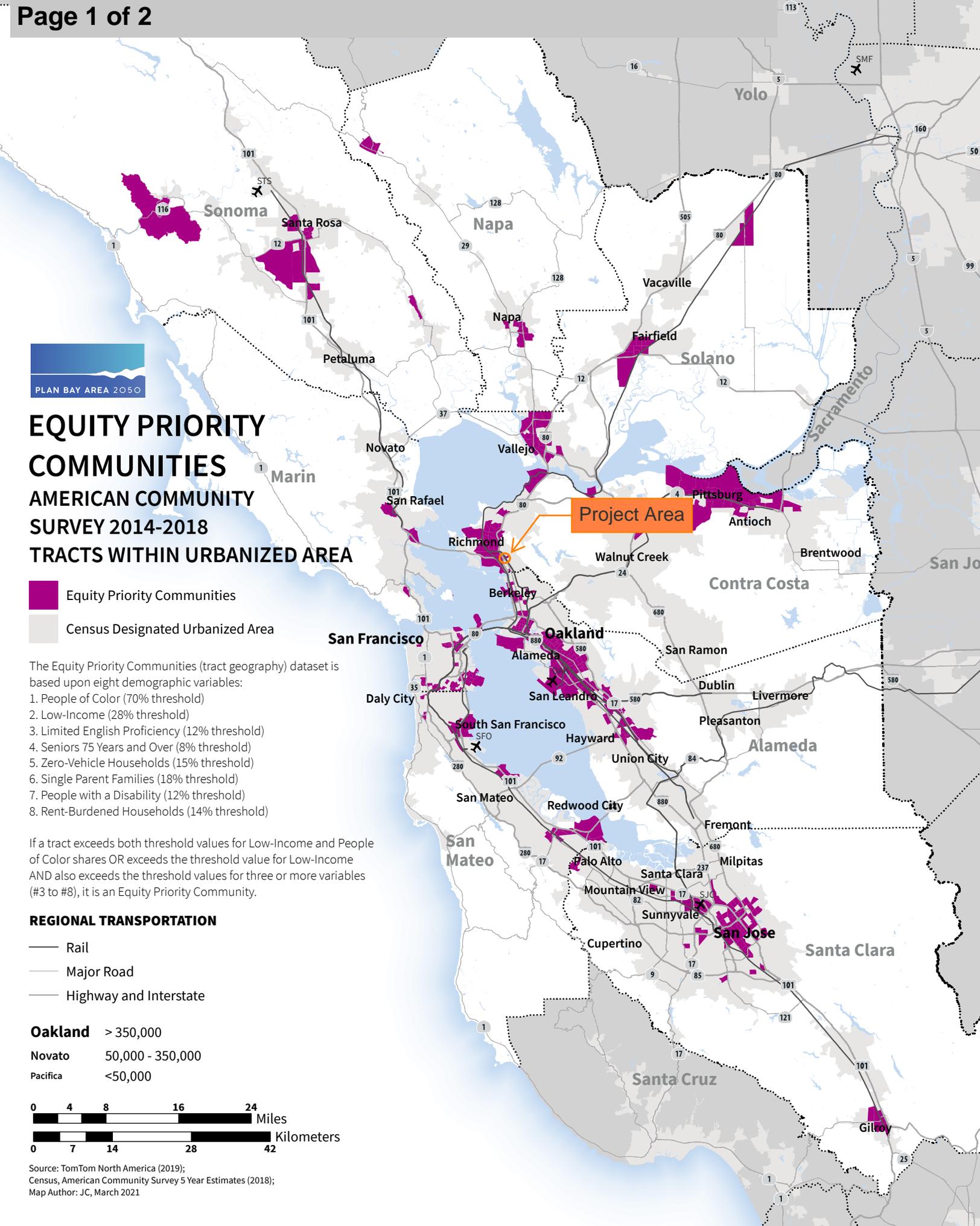
#### REGIONAL TRANSPORTATION

- Rail
- Major Road
- Highway and Interstate

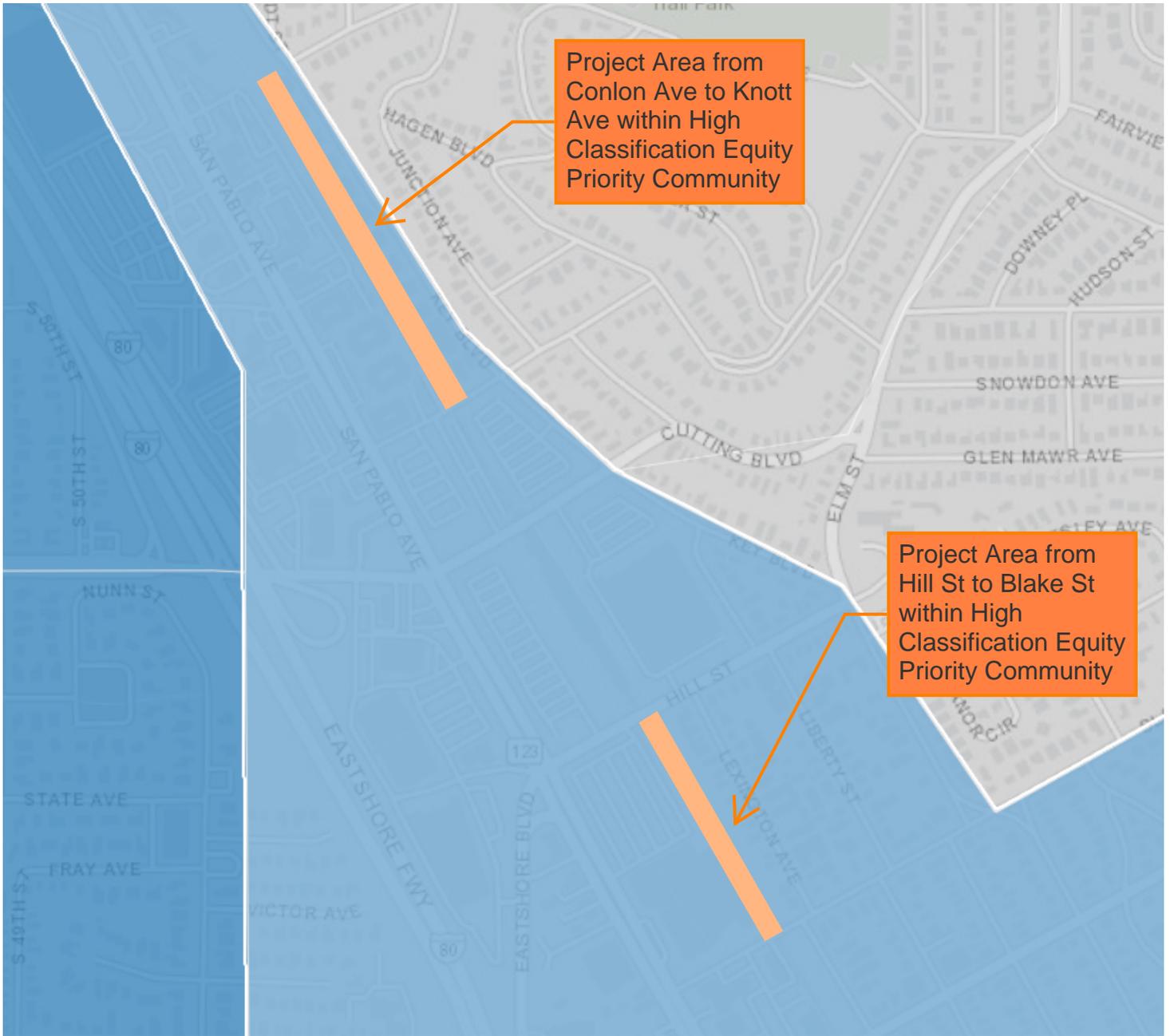
- Oakland** > 350,000
- Novato** 50,000 - 350,000
- Pacifica** <50,000



Source: TomTom North America (2019);  
Census, American Community Survey 5 Year Estimates (2018);  
Map Author: JC, March 2021



# ATTACHMENT 2: MTC EQUITY PRIORITY COMMUNITIES MAP



Source: MTC Equity Priority Communities - Plan Bay Area 2050 Web-based GIS Map



**PEDESTRIAN**

- New street lighting including crosswalk safety lighting at existing marked, uncontrolled crosswalks
- High-visibility continental striping, with access provided by directional curb ramps at all crosswalks
- Narrowed travel lanes

**PUBLIC REALM**

- New street shade trees and landscape buffers

Below please find the project information as requested in Cycle 2 Call for Projects for 2019 STMP Update Funds dated May 12, 2023.

**Project Location**

The project is located on Central Avenue between San Pablo Avenue and Carlson Boulevard, an approximately 0.3-mile long roadway segment, which connects with the Ohlone Greenway, the El Cerrito Plaza BART Station, and the existing Carlson Boulevard bicycle lanes. The Project location is shown on Attachment 1.

**Amount of Requested Funds and Total Estimated Cost of Project**

The City is requesting STMP funds in the amount of **\$1,278,000**. The estimated cost of the project is \$6,239,000 based on a recent planning-level engineering estimate completed in February 2023.

**STMP Project Category**

The project falls under STMP Project Category 14.b: El Cerrito Plaza BART Pedestrian & Bike Safety and Access Improvements.

**Use of STMP Funding**

The City is requesting to use STMP funds for engineering, detailed design, and construction to implement state-of-the practice bicycle and pedestrian facility design guidelines.

**Project Schedule**

The City is requesting to use STMP funds for the engineering design (Plans, Specifications, & Estimates), and construction phases.

| <b>Phase 1a Project Schedule</b>    | <b>Start</b> | <b>End</b> | <b>STMP Funds</b> |
|-------------------------------------|--------------|------------|-------------------|
| Planning & Conceptual Design        | 7/1/2023     | 2/29/2024  |                   |
| Engineering Design (including PS&E) | 3/1/2024     | 6/30/2025  | Yes               |
| Construction (incl Bidding & Award) | 7/1/2025     | 9/31/2026  | Yes               |
| Open to the Public                  | October 2026 |            |                   |

**Current Readiness for Funding**

The City anticipates starting to expend the requested STMP funds beginning in March 2024 to begin the engineering design phase and to maximize coordination with the El Cerrito Plaza TOD project design which is currently underway and expected to conclude in early 2025. The TOD project fronts approximately half

of the 0.25-mile bikeway Project length. As such, coordination between the Project and TOD design is critical to minimize potential design conflicts and avoid missed opportunities.

**Committed Funding**

The amount and source of other committed funding for project phases for which STMP funding is sought totals \$5,015,000 as summarized below.

| Phase              | Committed Funding  |                    | Proposed Funding   | TOTAL              | STMP % of TOTAL |
|--------------------|--------------------|--------------------|--------------------|--------------------|-----------------|
|                    | TIRCP              | BART TOD Match     | STMP               |                    |                 |
| Planning           | \$250,000          | -                  | -                  | <b>\$250,000</b>   | 0%              |
| Engineering Design | -                  | -                  | \$748,000          | <b>\$748,000</b>   | <b>100%</b>     |
| Construction       | \$665,000          | \$1,800,000        | \$530,000          | <b>\$2,995,000</b> | <b>17.7%</b>    |
| <b>Total</b>       | <b>\$3,215,000</b> | <b>\$1,800,000</b> | <b>\$1,278,000</b> | <b>\$6,239,000</b> | <b>20.5%</b>    |

The requested STMP funds will kickstart the Project’s engineering design phase and support the construction phase. The City has committed Project funding from two other sources: the Transit and Intercity Rail Capital Program (TIRCP) and a match from the BART TOD project team. In all, the estimated STMP share of all funding sources is approximately 20%.

**Value of STMP Funds**

The STMP funds are critical to maximizing near-term design coordination with the El Cerrito Plaza TOD project, which fronts approximately half of the Project corridor. This coordination will allow the Project opening to occur alongside the TOD project opening, providing BART riders a timely alternative to driving and parking at the station.

**Disadvantaged Community**

The Project serves an MTC designated Equity Priority Community, specifically Census Tract 3892, which is in the “high” classification. The area is shown in blue in Attachment 2.

**Alternative Mode Improvements**

The project will improve alternative mode networks by reallocating the use of the public right-of-way. Currently, the El Cerrito Plaza area lacks a low-stress east-west bike facility, despite the proximity to the El Cerrito Plaza BART station and retail, employment, and educational uses. Central Avenue is currently a Class III bikeway with shared lane markings, but as a minor arterial, motor vehicle traffic volume and speeds indicate that a Class IV separated bikeway is the preferred and needed facility to improve the safety and comfort of nonmotorized users.

We look forward to this project’s full funding and implementation and continuing to work our state and regional partners to transform the El Cerrito Plaza area. Thank you for considering this project for STMP funding. If you have any questions, please contact Yvetteh Ortiz, Public Works Director/City Engineer at [yortiz@ci.el-cerrito.ca.us](mailto:yortiz@ci.el-cerrito.ca.us) or 510.215.4345.

City of El Cerrito  
STMP Cycle 2 Application for El Cerrito Plaza TOD East-West Bikeway  
August 30, 2023  
Page 4 of 4

Sincerely,



Karen Pinkos  
City Manager

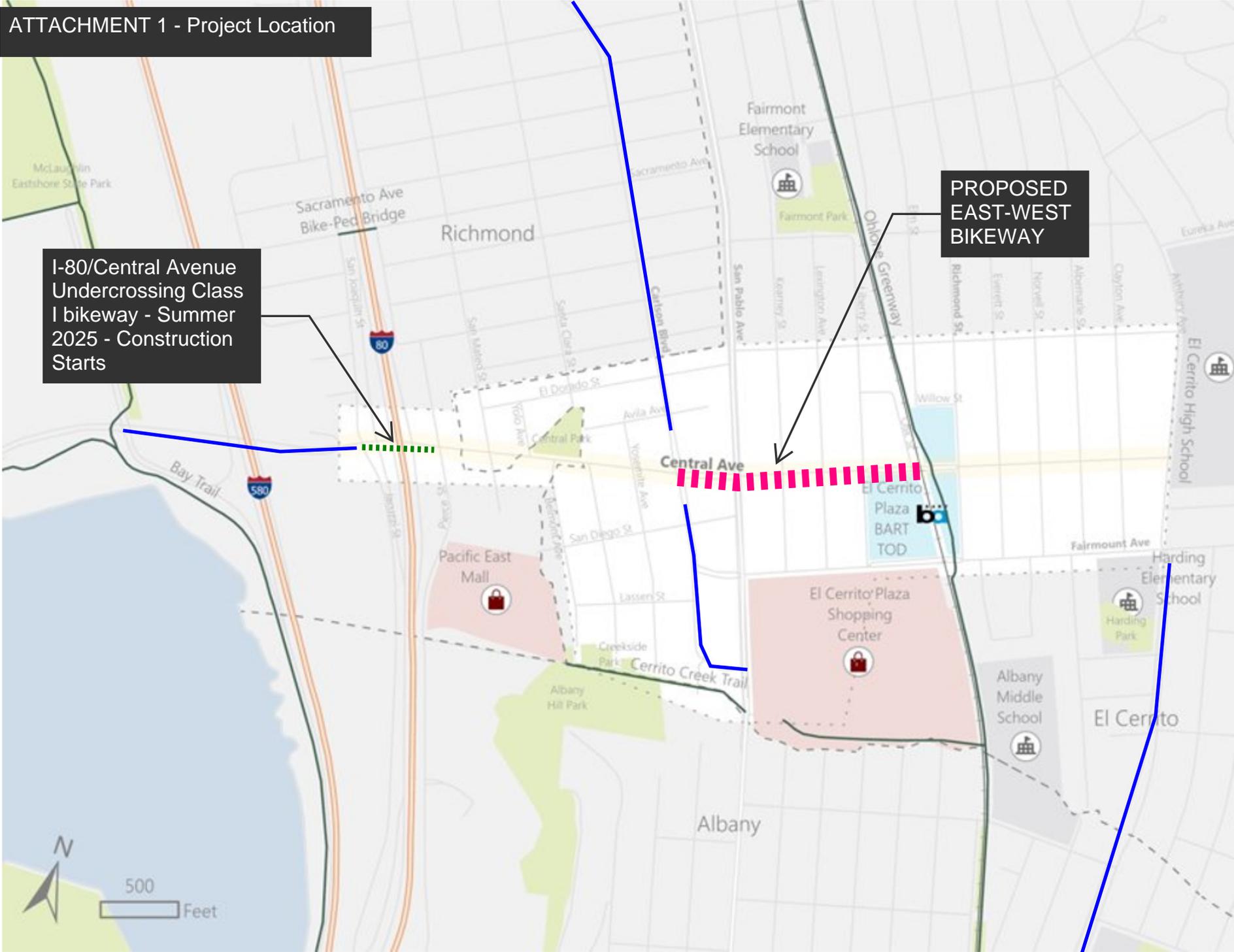


Yvetteh Ortiz, P.E.  
Public Works Director/City Engineer

Attachment

1. Project Location Map
2. MTC Equity Priority Communities Map

# ATTACHMENT 1 - Project Location



I-80/Central Avenue Undercrossing Class I bikeway - Summer 2025 - Construction Starts

PROPOSED EAST-WEST BIKEWAY



Existing Class I Shared Use Pathway



Existing Class II Bicycle Lanes



**EQUITY PRIORITY COMMUNITIES**  
**AMERICAN COMMUNITY SURVEY 2014-2018**  
**TRACTS WITHIN URBANIZED AREA**

- Equity Priority Communities
- Census Designated Urbanized Area

The Equity Priority Communities (tract geography) dataset is based upon eight demographic variables:

1. People of Color (70% threshold)
2. Low-Income (28% threshold)
3. Limited English Proficiency (12% threshold)
4. Seniors 75 Years and Over (8% threshold)
5. Zero-Vehicle Households (15% threshold)
6. Single Parent Families (18% threshold)
7. People with a Disability (12% threshold)
8. Rent-Burdened Households (14% threshold)

If a tract exceeds both threshold values for Low-Income and People of Color shares OR exceeds the threshold value for Low-Income AND also exceeds the threshold values for three or more variables (#3 to #8), it is an Equity Priority Community.

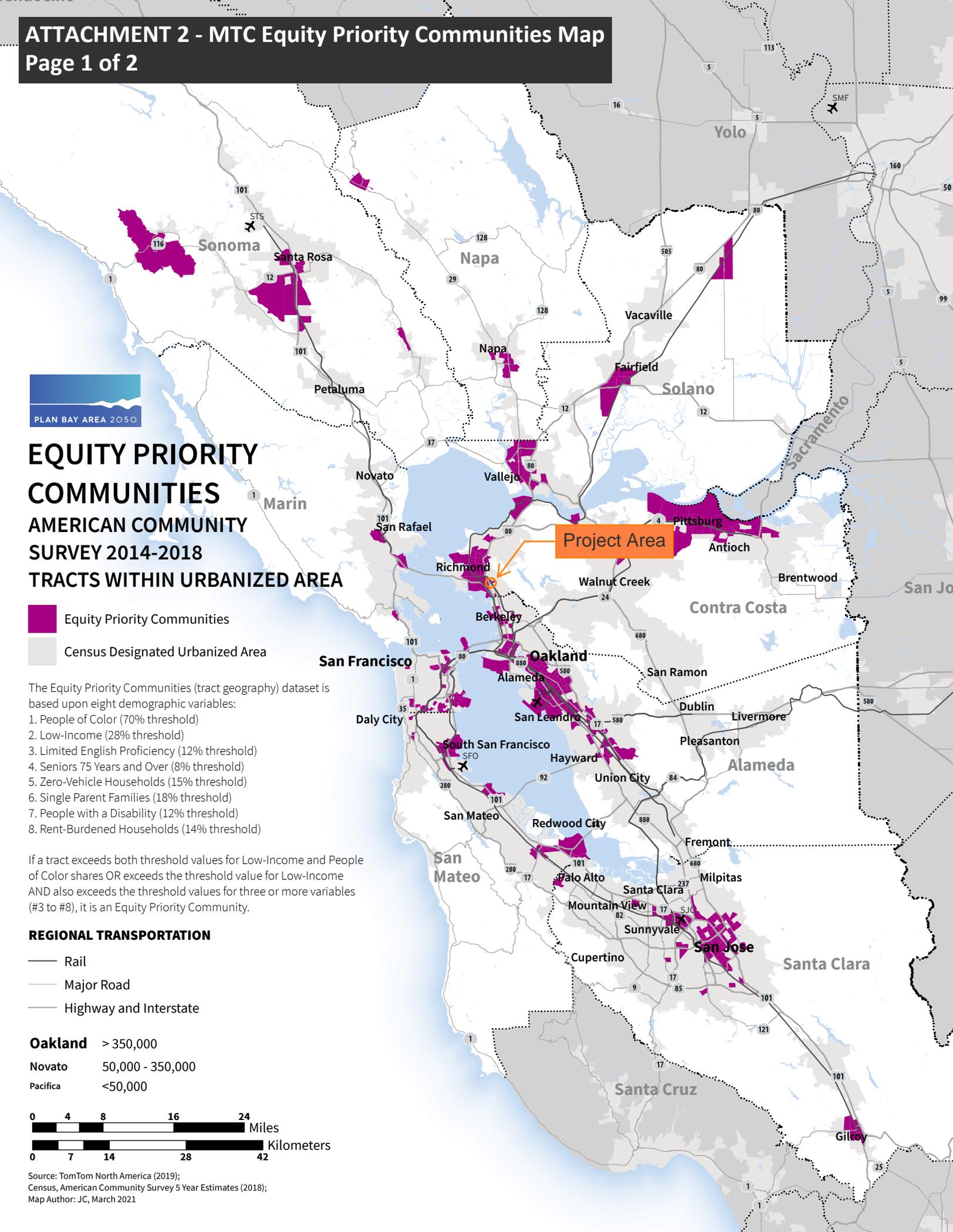
**REGIONAL TRANSPORTATION**

- Rail
- Major Road
- Highway and Interstate

- Oakland** > 350,000
- Novato** 50,000 - 350,000
- Pacifica** <50,000



Source: TomTom North America (2019);  
 Census, American Community Survey 5 Year Estimates (2018);  
 Map Author: JC, March 2021





Source: MTC Equity Priority Communities - Plan Bay Area 2050 Web-based GIS Map



August 30, 2023

WCCTAC  
6333 Potrero Ave, Suite 100  
El Cerrito, CA 94530  
Attn: John Nemeth, Executive Director  
Via e-mail [jnemeth@wcctac.org](mailto:jnemeth@wcctac.org)

Dear Executive Director Nemeth,

The City of Hercules is very excited about the opportunity to advance the Hercules Hub made possible through WCCTAC's administration of the Subregional Transportation Mitigation Program (STMP). The Hub, formerly referred to as Regional Intermodal Transportation Center (RITC), will fulfill the goals and objectives of the Program by creating a regional, state-of-the-art transportation center situated in a transit-oriented village just a short trip from I-80 and SR-4 (refer to Figure 1 and Attachment 1). The Hub improves the alternative modes network by connecting thousands of housing units with a new train stop along the Capitol Corridor, WestCAT bus routes, bicycle and pedestrian pathways, and ferry service. The project aims to shift dependency from single occupancy vehicle trips to intercity rail, ferry, and bus transit trips that are safe, reliable, and sustainable for residents of Hercules and nearby disadvantaged communities. This will significantly reduce vehicle miles traveled (VMT), congestion, and greenhouse gas (GHG) emissions over I-80 and SR-4, two of the region's most congested highways. Given the benefit to West County and the scale of such an impactful project, the City of Hercules is respectfully requesting \$1.5 million in STMP funding for the Hercules Hub under the category of "Transit and Station-Related Improvements." For more information on the Hub, please visit: <https://theherculeshub.com/>

Hercules has successfully implemented a phased approach to building the Hub, which is identified as Project No. 10,

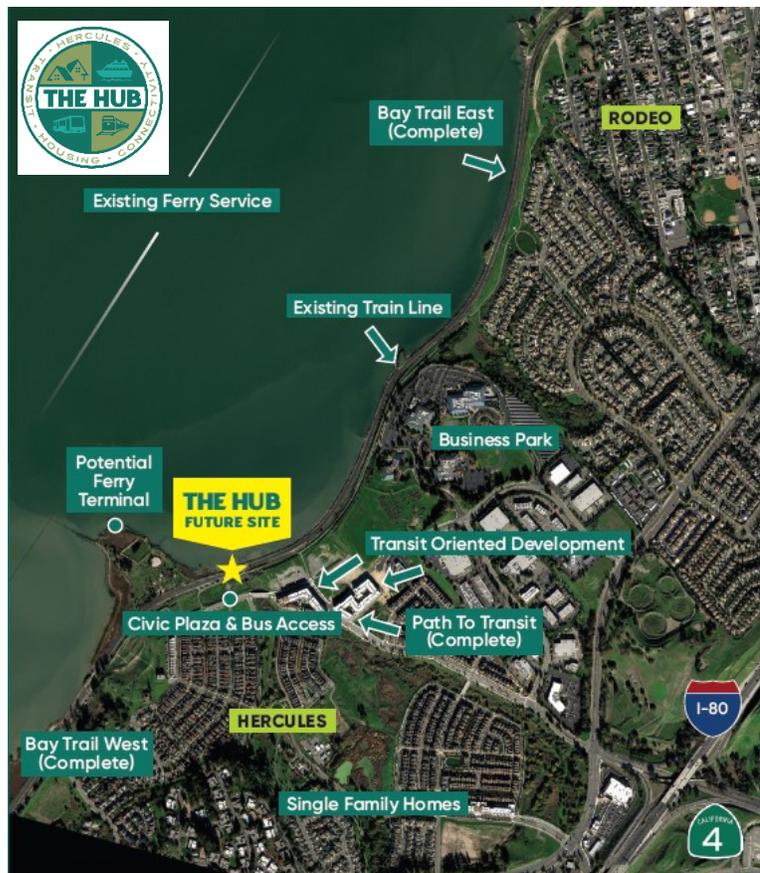


Figure 1: Future Site of the Hercules Hub

“Hercules Regional Intermodal Transportation Center,” on the 2019 STMP Updated Project List. To date, a total of \$46 million in funding has been applied to the project, enabling the City to construct the Bay Trail East, Path-to-Transit, and Bay Trail West phases and initiate the track and station design (refer to Figure 2). Approximately \$107.7 million is needed to complete the design and construction of the remaining phases of the Hub, which include the realignment of tracks, a new track bridge over Refugio Creek, installation of railroad signals, a new platform with pedestrian overcrossing, a new station plaza, bus circulation area, remaining restoration of Refugio Creek, and relocation of utilities. Securing \$12.7 million in funding for the final design for these remaining phases has become a top priority for the City.



Figure 2: Completed and Remaining Project Components

Because of its proximity to transit-oriented developments (see Attachment 2), the Hub is a competitive project that aligns with state and federal legislative funding priorities for addressing climate change. In addition, projects that benefit disadvantaged communities are a major focus at the state and federal levels. The Hub is located approximately 1 mile from Rodeo, a disadvantaged community using MTC’s Equity Priority Community (EPC) designation (PBA 2050) and will be accessible via a short scenic walk or bike via the Bay Trail (see Attachment 3). Beyond MTC’s EPC designation, the Hub will also serve four federally designated Historically Disadvantaged Communities (HDCs) (Census Tracts 3592.02 Pinole; 3640.02 El Sobrante; 3640.02 Tara Hills; 2508.01 Vallejo as shown in Attachment 4). Its proximity to these communities also positions the Hub well for state and federal funding that prioritizes projects that benefit disadvantaged communities.

The City has been actively pursuing state and federal funds for the final design with some success. The Hub was awarded \$2.4 million in state Transit and Intercity Rail Capital Program (TIRCP) funds through a joint application with Capitol Corridor Joint Powers Authority (CCJPA). In addition, the City also recently applied for a Federal State Partnership for Intercity Rail–National (FSP-National) grant and is anticipating an award announcement in December 2023. Both grant programs require a local contribution in the form of matching funds.

The requested \$1.5 million in STMP funds, in addition to the previously awarded STMP funding, will be used as the local match to leverage **7 times** that amount in state and federal funding to complete the final design of the Hub. The final design will provide the approvals necessary to support the construction of the train stop element of the Hercules Hub and a preliminary assessment for the location of the ferry terminal. While the design work has been initiated, the City is strategically preserving the available STMP funds to use as the local match when the FSP-National grant is awarded, which is anticipated to occur by the end of the year. Whether the full request (or a portion) of FSP-National grant amount is awarded, the City will be ready to resume the final design phase in January 2024, as reflected in the schedule below (Figure 4: Milestone Project Schedule).



Figure 3: Train Stop Elements and Ferry Terminal

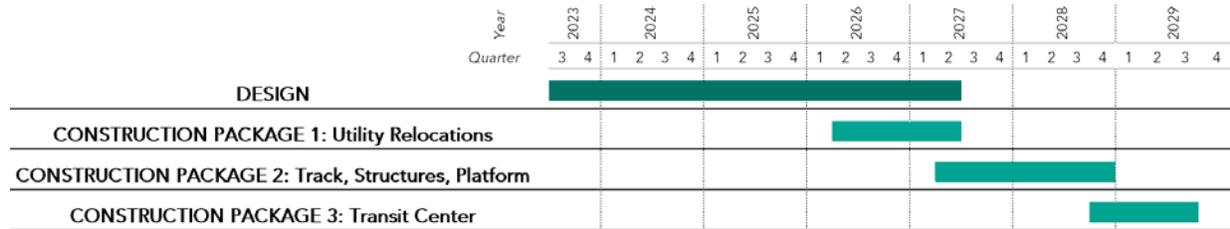


Figure 4: Milestone Project Schedule

Advancing the project through the final design is essential to being competitive for construction phase funding and ultimately the completion of the Hub. The Hub and its surrounding communities will be a model for successful transit-oriented communities in the Bay Area. Funding from WCCTAC’s STMP Program throughout the years has played a critical role in delivering this project, and Hercules is confident that the Hub will be a tremendous benefit to the region and is pleased to be a part of meeting regional needs by hosting this facility.

Sincerely,

  
 Dante Hall  
 City Manager

Cc: Mike Roberts, Public Works Director/City Engineer

**Attachments:**

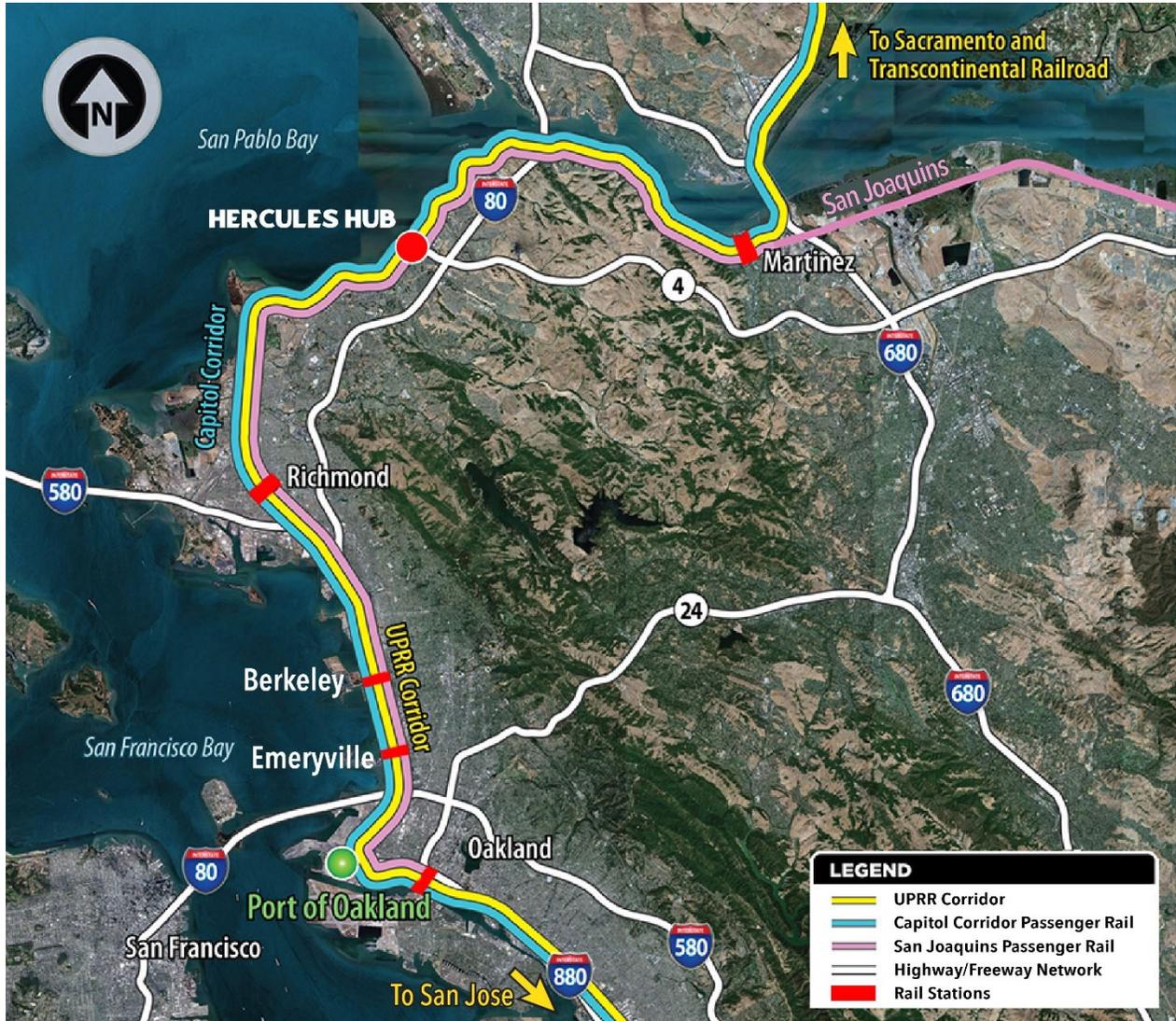
1. Project Location Map
2. Transit Oriented Development
3. MTC Equity Priority Communities
4. Federal Historically Disadvantaged Communities
5. Hercules Hub Collateral



# Attachments



## ATTACHMENT 1 – Project Location Map



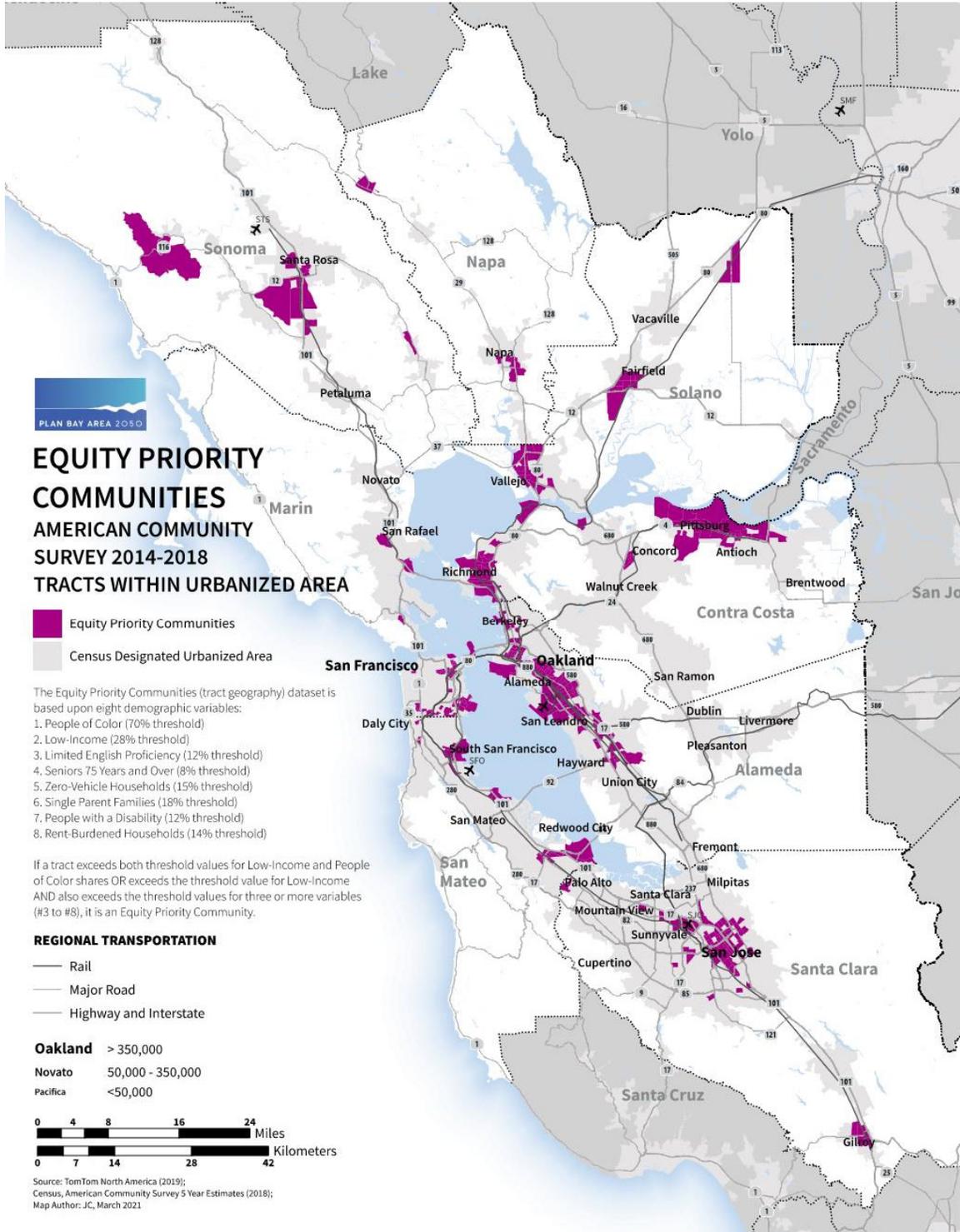


## ATTACHMENT 2 – Transit Oriented Development



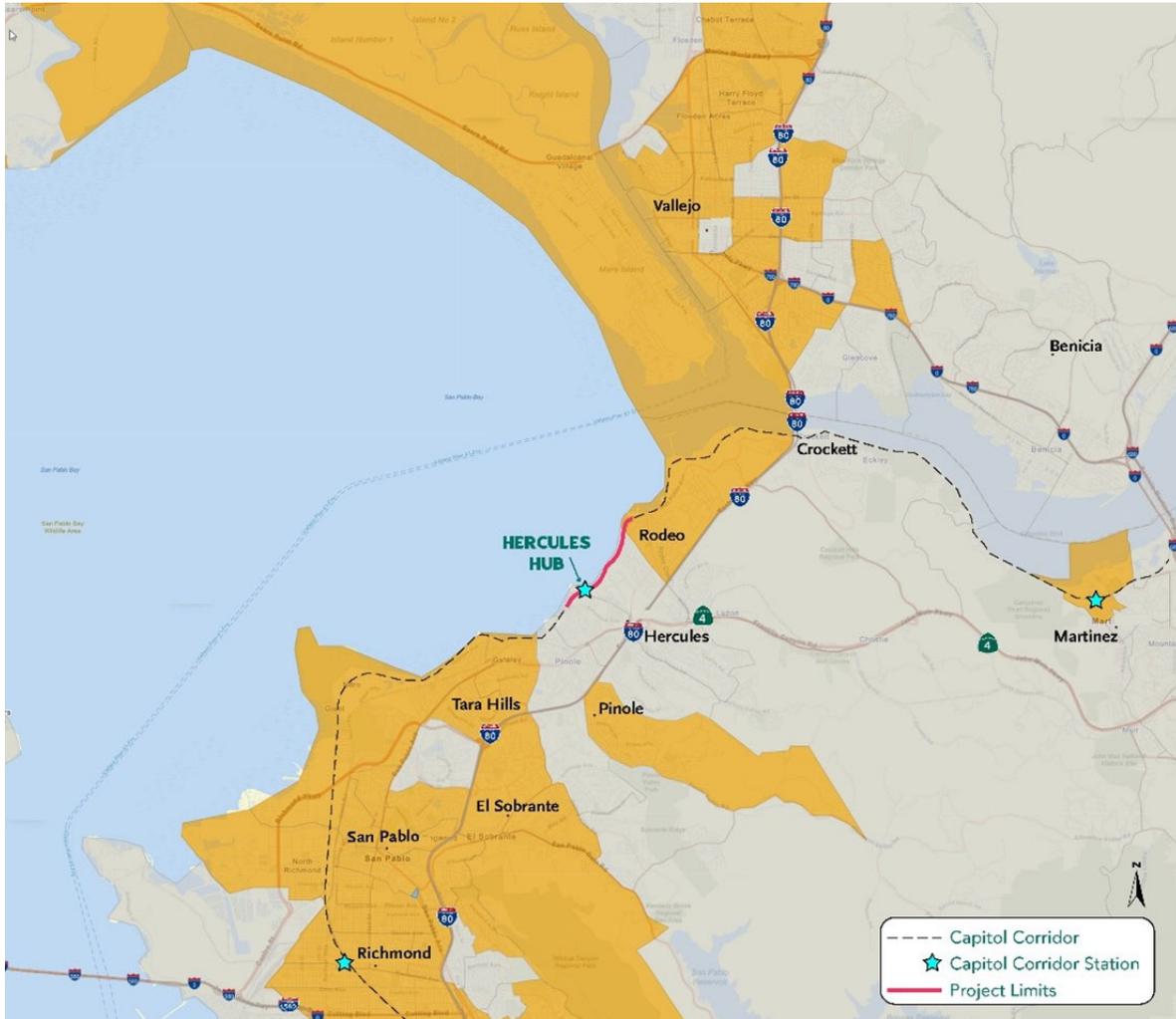


## ATTACHMENT 3 – MTC Equity Priority Communities





## ATTACHMENT 4 – Federal Historically Disadvantaged Communities





## ATTACHMENT 5 – Hercules Hub Collateral



# The Hub: A Sustainable Housing and Transportation Community



# The Hercules Hub: Bringing Housing and Transportation Together

The Hercules Hub will create a regional, state-of-the-art housing and transportation community. By connecting thousands of homes with a new train stop along the Capitol Corridor, bicycle and pedestrian pathways, bus routes, carpool options, and ferry service, The Hub and its surrounding community will be a model for successful transit-oriented communities in the Bay Area.



## Where Homes and Transportation Meet

The Hub will become a regional model for transit-oriented communities by creating a transit hub that is walking distance to Bayfront transit-oriented development. This is a key component of the City of Hercules' Waterfront District Master Plan, which has already begun redeveloping a 125-acre brownfield site into a mixed-use, pedestrian-friendly, transit-oriented town center. As part of this plan, the City has approved up to 1,400 residential units and 340,000 square feet of retail, commercial, and industrial office space. The Hub is essential to providing these developments and the surrounding existing homes with direct access to bus, train, carpool, ferry, bicycle, and pedestrian options.



## Serving Equity Priority Communities and Environmental Justice

The Hub will provide much-needed commute options for residents of a nearby Community of Concern who will have easy access to carpool, bus, ferry, and rail services. This gives thousands of residents increased connectivity to employment, education, services, and other opportunities. It will take thousands of cars off the roads and allow nearby residents to walk to transit, reducing greenhouse gas emissions and pollution. Long-term resilience will be built into the station, plaza, access roadways, and trails as the designs will accommodate sea level rise projections to 2067.



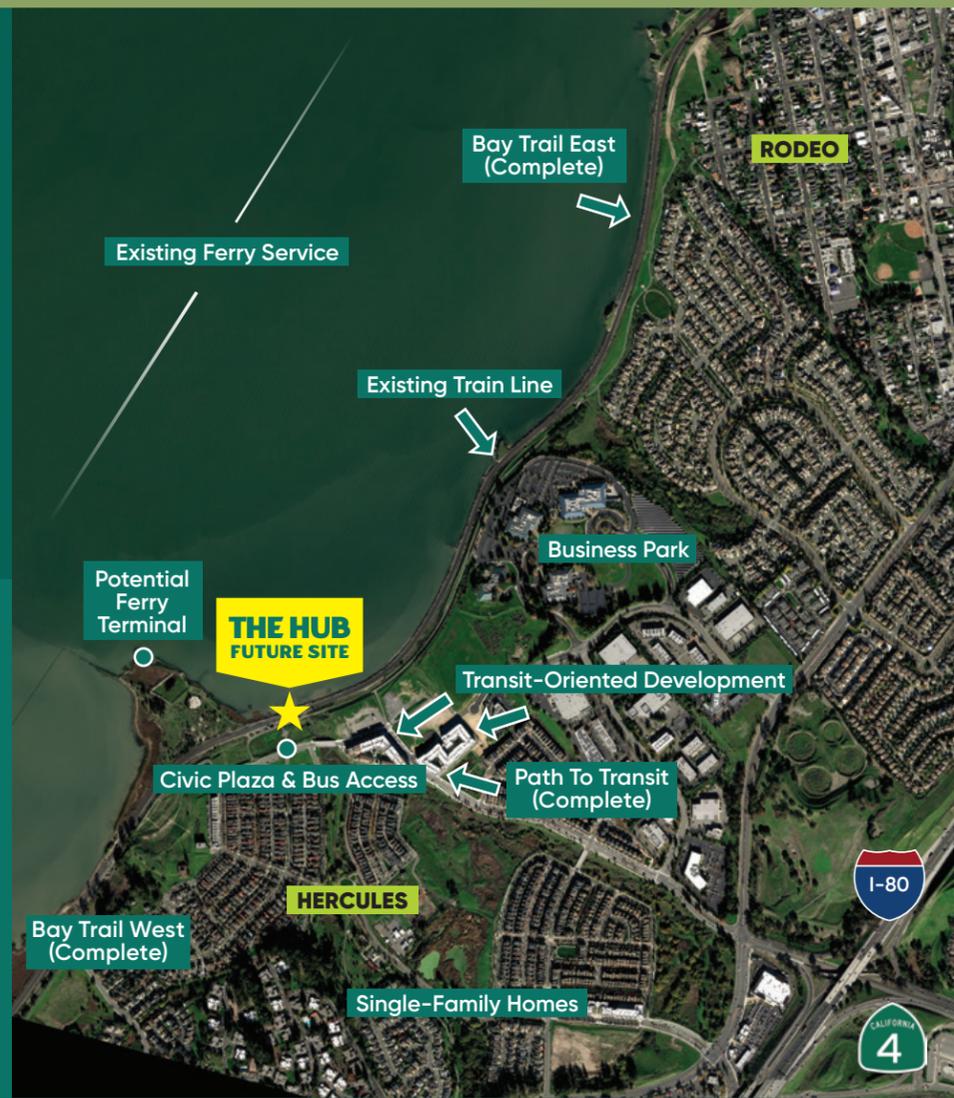
## State-Recognized Sustainable Community Project

The California Department of Housing and Community Development has designated The Hub as one of only thirteen Catalyst Projects in California. Catalyst Projects demonstrate a commitment to sustainable communities and use innovative strategies to increase housing supply and affordability, improve jobs and housing relationships, stimulate job creation and retention, and enhance transportation modal choices.



## More Connectivity and Less Traffic Will Improve the Environment

Bay Area traffic is stifling the region, putting a strain on residents' daily lives and the environment. As climate change continues to worsen, solutions are needed to make it easier, safer, and more affordable to move around the region without driving a car. The construction of The Hub will provide direct access to convenient, alternative transportation and help move cars off I-80, the most congested freeway in Northern California. Currently, the Capitol Corridor and Amtrak San Joaquins trains pass through Hercules without stopping. By creating a new stop, The Hub will remove cars from our local roads and freeways, thereby reducing greenhouse gas emissions. This direct connection between the Capitol Corridor train service and nearby pedestrian and bicycle pathways, Richmond BART, Amtrak, and carpool programs will significantly impact commute patterns and help move people through the region – from Contra Costa and Solano Counties to San Francisco, Oakland, the South Bay, and Sacramento. The Hub will change how people move throughout the Bay Area, bringing transportation options directly to thousands of people living and working within walking distance.



[TheHerculesHub.com](http://TheHerculesHub.com)



# The Hub: A Sustainable Housing and Transportation Community

# Next Steps for the Hercules Hub

The Hub is already well underway. The initial infrastructure, expansion of the Bay Trail, extension of local roadways and sidewalks, and addition of new bicycle and pedestrian trails are now complete. Following this, track and signal work will begin, and then The Hub will be ready to be built.

Additional funding is needed to complete this project—to provide a fully functional and attractive rail station and transit plaza.

Leaders throughout California have been impressed with The Hub because it:

- Advances housing opportunities,
- Reduces road and highway traffic and will significantly help the environment,
- Connects many transportation options, and
- Serves as a model for the development of transit-oriented housing, business, and transportation.



For more information or to receive updates, go to [TheHerculesHub.com](http://TheHerculesHub.com)



# CITY OF PINOLE

Public Works Department

2131 Pear Street  
Pinole, CA 94564

Phone: (510) 724-9010  
FAX: (510) 724-4921  
[www.ci.pinole.ca.us](http://www.ci.pinole.ca.us)

August 30, 2023

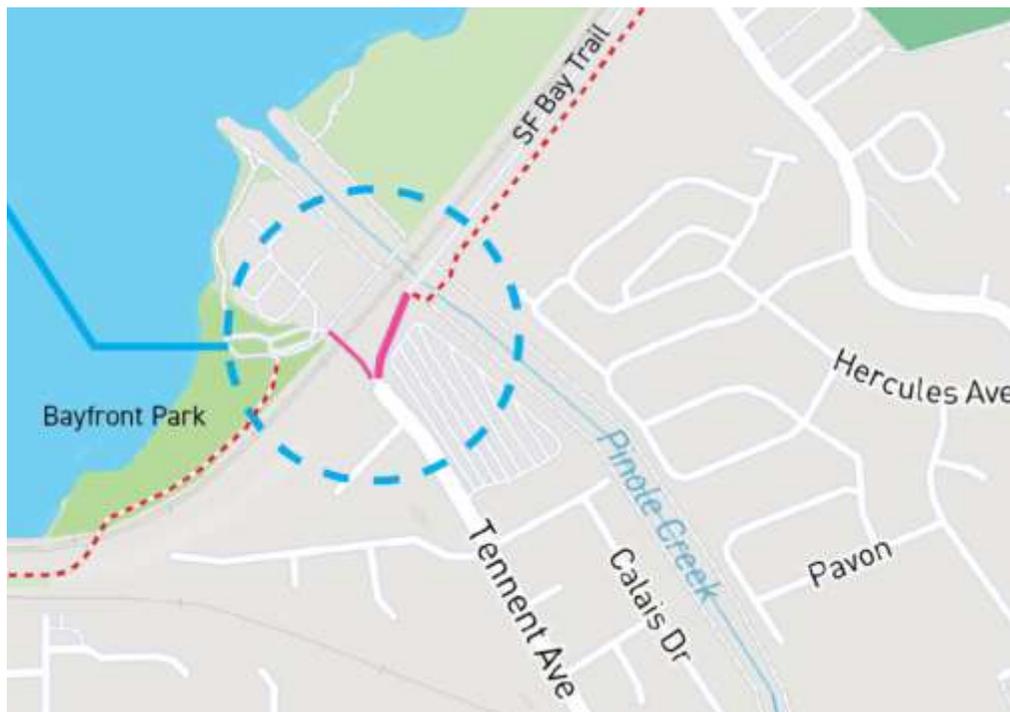
John Nemeth/ Leah Greenblat  
Executive Director/ Transportation Planning Manager  
West Contra Costa Transportation Advisory Committee  
6333 Potrero Avenue, Suite 100  
El Cerrito CA 94530

Sent by email to: [jnemeth@wcctac.org](mailto:jnemeth@wcctac.org) and [lgreenblat@wcctac.org](mailto:lgreenblat@wcctac.org).

**Subject. Tennent Avenue / Bay Trail Gap Closure STMP Cycle 2 Submission**

Dear Mr. Nemeth and Ms. Greenblat:

The City of Pinole is pleased to present our application for STMP funding to close a gap in the San Francisco Bay Trail at Tennent Avenue as shown in Figure 1. This project will improve safety for bicyclists, rollers, and walkers at the at-grade crossing of the Union Pacific railroad tracks linking the communities of unincorporated Contra Costa, Richmond, San Pablo, Pinole, and Hercules on a Class 1 facility. Closing this gap will greatly assist bicyclists traveling to the future Hercules Transit Center



**Figure 1.** Tennent Avenue Bay Trail Gap Closure

The City is well positioned to complete this project given that it received \$1.020 million from the One Bay Area Grant Cycle 3 program. The project's plans are 35% complete (Attachment II) and the City has secured a General Order 88B approval from Union Pacific and the California Public Utilities Commission. The primary constraint is the City has a current project funding deficit of \$645,000. Without this funding, the City will need to return the OBAG funds and it will not be able to close the gap in the Bay Trail, which is a priority for ABAG/MTC as well as of the Contra Costa Countywide Bicycle and Pedestrian Master Plan

The following are specific responses regarding the application request:

1. **The amount of STMP funds being requested.** The City of Pinole requests \$645,000.
2. **Clear identification of which of the STMP project categories the request falls under. In accordance with section 15.62.030 of the STMP, this project falls under the following categories:** Local street and intersection improvements as well as bicycle and pedestrian-focused improvements.
3. **The location of the project shown on a map.** Please see Figure 1 above, Figure 2 below and Attachment I – Vicinity Map.
4. **A brief but clear description of what the STMP funds would be used for.** These funds will support the approved OBAG 3 grant and will fund various infrastructure improvements, pay Union Pacific Railroad signal improvement costs, support design, and construction management. The attached cost estimate provides a funding breakdown illustrating how the costs are distributed.
5. **A summary project schedule showing estimated month and year of PSE, start of construction, end of construction, and opening to the public. Clearly note which phase of project development the STMP funds would be used for.** The project schedule includes the following:
  - a. Finalize PSE: February 2024
  - b. Bidding: March 2024
  - c. Start Construction: June 2024
  - d. Complete Construction: October 2024
6. **The total estimated cost of the project and/or the cost of the current project phase for which funds are sought.** The total cost of the project is \$1.665 million as shown in the attached cost estimate.
7. **The project's current readiness to use the funds. Provide a best estimate of the month and year when the funds would be spent.** These funds will start to be expended in March 2024 will final reimbursement request by September 2024.
8. **The amount and source of other committed funding for the phase for which STMP funding is sought. Please note if the STMP funds would be used to help leverage other funds.** The City has received \$1.020 million in OBAG funding. These funds will help leverage the OBAG grant. Without this funding, the City will likely need to return the OBAG funds.
9. **A description of the value that the STMP funds would provide in either advancing or completing the project.** The City currently does not have adequate in-kind funding to support the OBAG grant. These funds will help bridge the gap and allow the Bay Trail gap closure to be completed.
10. **Documentation to show that the project is located within, or will serve, a disadvantaged community using MTC's Equity Priority Community designation.** While this project is not

located within an Equity Priority Community, located to the south, east, and north of the gap closure, the Bay Trail passes through this MTC designated community. Thus, community members in Hercules, unincorporated Contra Costa County, and Richmond seeking to reach transit, schools, retail, and recreation will directly benefit from the improved crossing of the Union Pacific Railroad tracks.

**11. An explanation of whether, and how, the project improves the alternative mode networks (e.g., pedestrian, bicycle, or transit).** The San Francisco Bay Trail is an important off-street transportation resource for folks who walk, bike, or roll. The City of Pinole has a segment of the Bay Trail that links it to Contra Costa County to the south and the City of Hercules to the north except for one gap in the trail at Tennent Avenue as shown in Figure 2. At this location, trail users must cross the Union Pacific railroad tracks and walk southeast along Tennent Avenue and then northeast along Railroad Avenue to again connect with the Bay Trail. This creates conflicts between trail users and cars, trucks, and trains, making this gap in the Bay Trail a potentially dangerous crossing for trail users.

The track serves about 56 trains per day of which 44 are passenger trains traveling at a maximum speed of 40 mph. The crossing is not highly traveled by vehicles with only 384 daily trips on average, as Tennent Avenue ends at the Pinole-Hercules Wastewater Treatment facility, as well as Bayfront Park. The City completed pedestrian, and bicycle counts within the project area in February of 2022 and found that, in the morning, there were 148 pedestrians and 39 bicyclists crossing the tracks. In the afternoon, there were 205 pedestrians and 67 bicyclists crossing the tracks. Police reports show there have been five pedestrian fatalities near the crossing since 2010.

The proposed project will close the trail gap in this vicinity by extending the trail on the northeastern side of Tennent Avenue across the Union Pacific Railroad tracks. These improvements will meet accessibility standards while guiding pedestrians and bicyclists to a safe crossing location by including new fencing as well as new clear signage and striping.

The project adds a Class 1 trail along Railroad Avenue connecting pedestrians and bicyclists to the existing trail across Pinole Creek and closes a 600-foot gap in Pinole's segment of the Bay Trail. The project also modifies Railroad Avenue to prevent conflicting movements between motorists and trail users.



**Figure 2.** Future Bay Trail gap closure.

Thank you for your review of our application and support of enhancing transportation in Pinole. If we can provide any additional information, please contact me at [mdhillon@ci.pinole.ca.us](mailto:mdhillon@ci.pinole.ca.us) or (510) 724 – 9839.

Sincerely,

*Misha Dhillon*

Misha Dhillon  
Capital Improvement and Environmental Program Manager

**Attachments**

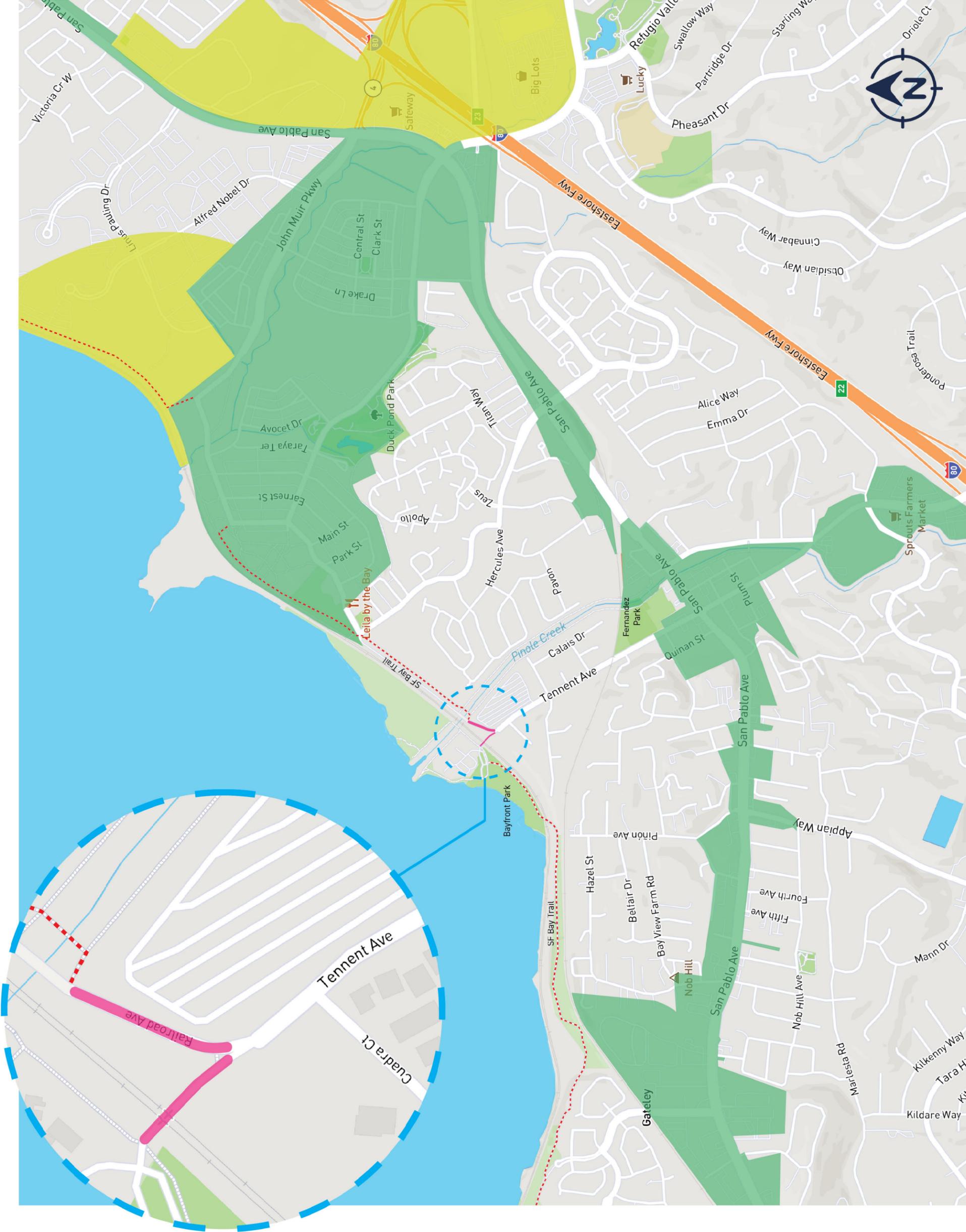
- I. Vicinity Map
- II. Project plan
- III. Cost estimate

# **ATTACHMENTS**

## **I. VICINITY MAP**

# Tennent Avenue Bay Trail Gap Closure

Area Map



## Legend

Project Limits

Priority Development Area (PDA)

Transit Rich Area (TRA)

SF Bay Trail

## **II. PROJECT PLAN**



### **III. COST ESTIMATE**

| Description                           | Quantity | Unit | Unit Cost   | Cost                | OBAG/ CIP           | STMP              |
|---------------------------------------|----------|------|---|---------------------|---------------------|-------------------|
| Mobilization                          | 1        | LS   | \$ 67,344.05  | \$ 67,344           | \$ 56,370           | \$ 10,974         |
| Traffic Control                       | 1        | LS   | \$ 25,000.00  | \$ 25,000           | \$ 20,926           | \$ 4,074          |
| Water Quality                         | 1        | LS   | \$ 10,000.00  | \$ 10,000           | \$ 8,370            | \$ 1,630          |
| Clear and Grub                        | 15,000   | SF   | \$ 1.65   | \$ 24,750           | \$ 24,750           |                   |
| Remove Asphalt                        | 4,000    | SF   | \$ 4.00   | \$ 16,000           | \$ 16,000           |                   |
| Mill                                  | 25,000   | SF   | \$ 0.90   | \$ 22,500           |                     | \$ 22,500         |
| Asphalt Repair                        | 500      | SF   | \$ 45.00  | \$ 22,500           |                     | \$ 22,500         |
| Pavement Fabric                       | 3,000    | SY   | \$ 5.00   | \$ 15,000           |                     | \$ 15,000         |
| Asphalt Overlay                       | 500      | TON  | \$ 150.00   | \$ 75,000           |                     | \$ 75,000         |
| Concrete Curb and Gutter              | 900      | LF   | \$ 45.00  | \$ 40,500           | \$ 40,500           |                   |
| Concrete Hardscape                    | 8,000    | SF   | \$ 35.00  | \$ 280,000          | \$ 280,000          |                   |
| Union Pacific Costs                   | 1        | LS   | \$ 500,000.00   | \$ 500,000          | \$ 250,000          | \$ 250,000        |
| Curb Inlet                            | 1        | EA   | \$ 5,000.00   | \$ 5,000            | \$ 5,000            |                   |
| Storm Drain Pipe                      | 15       | LF   | \$ 800.00   | \$ 12,000           | \$ 12,000           |                   |
| Convert Inlet to Junction Structure   | 1        | EA   | \$ 3,000.00   | \$ 3,000            | \$ 3,000            |                   |
| Utility Adjustment - City             | 1        | LS   | \$ 3,000.00   | \$ 3,000            | \$ 3,000            |                   |
| Utility Adjustment - Reimbursable     | 1        | LS   | \$ 10,000.00  | \$ 10,000           | \$ 10,000           |                   |
| Street Light                          | 2        | EA   | \$ 9,500.00   | \$ 19,000           | \$ 19,000           |                   |
| Electrical Conduit and Conductor      | 500      | LF   | \$ 50.00  | \$ 25,000           | \$ 25,000           |                   |
| Thermoplastic Traffic Line            | 200      | LF   | \$ 2.00   | \$ 400              | \$ 400              |                   |
| Thermoplastic Crosswalk Line          | 200      | LF   | \$ 2.50   | \$ 500              | \$ 500              |                   |
| Thermoplastic Traffic Marking         | 500      | SF   | \$ 3.00   | \$ 1,500            | \$ 1,500            |                   |
| Traffic Sign                          | 4        | EA   | \$ 700.00   | \$ 2,800            | \$ 2,800            |                   |
|                                       |          |      | <b>Subtotal</b>   | <b>\$ 1,180,794</b> | <b>\$ 779,116</b>   | <b>\$ 401,678</b> |
|                                       |          |      | <b>Subtotal with 10% Contingency</b>                          | <b>\$ 1,299,000</b> | <b>\$ 857,000</b>   | <b>\$ 442,000</b> |
|                                       |          |      | <b>Total 2024 Construction Cost with Inflation Adjustment</b> | <b>\$ 1,400,000</b> | <b>\$ 900,000</b>   | <b>\$ 500,000</b> |
| <b>Project Development Costs</b>      |          |      |   |                     |                     |                   |
| Environmental                         |          |      |   |                     |                     |                   |
| Design                                |          |      |   | \$ 115,000          | \$ 15,000           | \$ 100,000        |
| Right of way                          |          |      |   | \$ -                |                     |                   |
| Construction Support                  |          |      |   | \$ 150,000          | \$ 105,000          | \$ 45,000         |
| <b>Subtotal</b>                       |          |      |   | <b>\$ 265,000</b>   | <b>\$ 120,000</b>   | <b>\$ 145,000</b> |
| <b>Total Project Development Cost</b> |          |      |   | <b>\$ 1,665,000</b> | <b>\$ 1,020,000</b> | <b>\$ 645,000</b> |

61%

38.7%



# CITY OF PINOLE

Public Works Department

2131 Pear Street  
Pinole, CA 94564

Phone: (510) 724-9010  
FAX: (510) 724-4921  
[www.ci.pinole.ca.us](http://www.ci.pinole.ca.us)

August 30, 2023

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

Sent by email to: [jnemeth@wcctac.org](mailto:jnemeth@wcctac.org) and [lgreenblat@wcctac.org](mailto:lgreenblat@wcctac.org).

**Subject: San Pablo Avenue Complete Streets Project Federal Project No. BRLS-5126 (015) - STMP Cycle 2 Submission**

Dear Mr. Nemeth and Ms. Greenblat:

With this letter of interest, the City of Pinole (City) is formally requesting consideration from WCCTAC for allocating \$855,000 of Cycle 2 of 2019 STMP Update Funds to the City in order to further the development of the proposed San Pablo Avenue bridge over the BNSF railroad in the City of Pinole. This bridge falls under the "Complete Streets Projects" category and received \$1,600,000 Cycle 1 2019 STMP Funding. The City is confident the project meets all the criteria set forth in the Cycle 2 Call for Projects for 2019 STMP Update Funds.

## **Background & Need**

San Pablo Avenue is a four-lane regional arterial through western Contra Costa County that connects Pinole with San Pablo to the south and Hercules to the north. See Attachment 1 for the Vicinity Map. The existing 425-foot-long San Pablo Avenue Bridge at the Burlington Northern Santa Fe Railroad (BNSF) was constructed in 1938 and is a 13-span reinforced concrete slab structure. The current bridge has four 12.5-foot-wide traffic lanes and a 2.5-foot-wide raised shoulder.

The existing bridge is not friendly to bicycle and pedestrian use. The Contra Costa Countywide Bicycle and Pedestrian Plan (2018) identifies existing "Level of Traffic Stress" (LTS) for all major corridors in the county. LTS is a way to evaluate the stress a bike rider will experience while riding on the road. LTS ranges from 1 to 4, with LTS 4 indicating "High-stress streets with high speed limits, multiple travel lanes, limited or non-existent bikeways, and long intersection crossing distances". The existing San Pablo Ave bridge is rated LTS 4, and bicycle and pedestrian use is extremely limited.

Caltrans inspected the bridge in 2018 and classified it as Structurally Deficient with a Sufficiency Rating of 33.5 out of 100 making it eligible for replacement under Federal Highway Administration (FHWA)'s Highway Bridge Program (HBP). In 2015, Quincy Engineering was hired by the City to develop the Project Study Report Equivalent that supported the City's HBP application to Caltrans. The project was accepted into the HBP in 2016.

Originally the State Highway route before I-80, San Pablo Avenue has a current vehicle ADT of 29,500 and is frequently used by pedestrians and bicyclists. The Western Contra Costa Transit Authority operates four lines of

WestCAT buses on San Pablo Avenue north of the downtown area, and this route is also identified as a future segment of the San Francisco Bay Trail.

San Pablo Avenue is a main arterial through the City, running parallel to and north of Interstate 80 and carries a high level of traffic. The roadway is a route of regional significance, linking the communities adjacent to Pinole. The existing bridge is structurally deficient, shows signs of deterioration, and is in poor condition. The bridge also has inadequate clear width for the current ADT, making it functionally obsolete.

The City of Pinole General Plan identifies the San Pablo Avenue corridor as a priority development area. The San Pablo Avenue corridor is also covered under the Three Corridors Specific Plan adopted by the City. The purpose of the Three Corridor Specific Plan intends to guide development of San Pablo Avenue, Pinole Valley Road, and the Appian Way commercial corridors. The City of Pinole has designated these corridors as Priority Development Areas (PDAs) through a regional development conservation strategy that promotes more compact land use patterns for the Bay Area.

The City has prioritized the implementation of multi-modal transportation options along major corridors including San Pablo Avenue in lieu of capacity-increasing improvements that have the potential to change the feel of "Old Town" which is located just west of the bridge project. WestCAT buses (local transit) run along San Pablo Avenue through the project site. There is a bus stop on the westbound direction just west of the project site near the Charles Avenue intersection.

MTC's Equity Priority Community Map (See Attachment 2) shows multiple Equity Priority Communities to the west of the I-80 corridor in the vicinity of the project, as well as the project location itself. As San Pablo Avenue is a four-lane regional arterial, and an alternate route to I-80, it will clearly serve Equity Priority Communities along the corridor, including parts of Richmond, San Pablo, Pinole, Hercules, and Rodeo.

With extensive peak hour congestion on I-80, and widely varying travel times during off-peak hours, this bridge provides a reliable transportation route that will overwhelmingly serve members of Equity Priority Communities traveling by car and public transportation, as well as opening up this section of San Pablo for pedestrians and bicyclists over this facility that did not include facilities for either mode. Without this project there is an increased risk of bridge failure, a long-term gap in transportation, and continued barrier to bicycles and pedestrians along the corridor.

San Pablo Avenue is very important to the region, as it serves as the only viable alternative to Interstate 80 in Contra Costa County. The San Pablo Avenue Bridge over the BNSF railroad is the only alternative route that also traverses this specific stretch of Interstate 80. It also serves as an integral component of the I-80 Mobility Corridor. The City of Pinole, with a population of approximately 20,000 people, and a road network of approximately 56 miles, does not have the resources to replace this regional asset. The City will need to rely on funding from the State and region.

### **Project Status**

The City has evaluated multiple design alternatives and made several presentations to the public, as well as WCCTAC. An extensive Value Analysis, as well as input from the public and other stakeholders, helped to identify a design alternative and advance the design of that alternative to approximately 30% level. The City has coordinated extensively with the neighboring City of Hercules since the onset of the project to ensure that the proposed design satisfies the City and its residents. Comments from the City Hercules and the public will continue to be considered throughout the design and construction of the bridge.

The preferred alternative (See Attachment 3) utilizes the existing alignment, has the second lowest construction cost, least right of way impacts, least utility impacts, and highest overall value of the alternatives considered. The proposed bridge provides four traffic lanes and two Class II bike lanes in either direction, as well as an eight-foot multi-use raised path on the northwest side of the bridge to align with the existing sidewalk facilities.

The total project cost estimate is \$28,800,000. The project estimate breakdown is included below in Table 1.

**Table 1: Project Cost Estimate**

| Bridge Item               | Cost                |
|---------------------------|---------------------|
| Roadway (Bridge Approach) | \$4,484,000         |
| Bridge Structure          | \$19,884,000        |
| Right of Way              | \$260,000           |
| Capital Cost Support      | \$4,150,000         |
| <b>Total</b>              | <b>\$28,800,000</b> |

The initial funding programmed by the HBP in 2015 was \$16,766,800, which was based on the cost estimate of the bridge at the time. The cost increase can be attributed to time delays as well as BNSF standards dictating additional horizontal and vertical clearance from the bridge structure, necessitating a more robust bridge design.

The City of Pinole applied for additional HBP funding to cover the additional costs. The City submitted the request to Caltrans Local Assistance in April of 2022. It is the opinion of the City that Caltrans will withhold approval of those funds until the Caltrans Type Selection Process has been completed.

The City has secured funding from Caltrans HBP, CCTA (Measure J: Transportation for Livable Communities), and WCCTAC Cycle 1 STMP. See Table 2 for a summary of funds secured and funds expended through 6/30/2023, as well as additional funding requested to date.

**Table 2: Project Funding Sources**

| Funding Source              | Allocation          | Expended           | Remaining           | Additional Funding Requested (Pending Approval) |
|-----------------------------|---------------------|--------------------|---------------------|---|
| Caltrans HBP (PE)           | \$790,573*          | \$724,418          | \$66,155*           | \$1,865,327*                                    |
| Caltrans HBP (R/W)          | \$88,530*           | \$0                | \$88,530*           | \$274,443*                                      |
| Caltrans HBP (Construction) | \$13,964,545*       | \$0                | \$13,964,545*       | \$8,983,936*                                    |
| CCTA (Measure J)            | \$387,000           | \$270,515          | \$116,485           |   |
| WCCTAC (2019 STMP Cycle 1)  | \$1,600,000         | \$93,090           | \$1,506,910         |   |
| WCCTAC (2019 STMP Cycle 2)  |                     |                    |                     | \$855,000                                       |
| <b>TOTAL</b>                | <b>\$16,830,648</b> | <b>\$1,088,023</b> | <b>\$15,742,625</b> | <b>\$11,978,706</b>                             |

\*Denotes 88.53% of HBP Participating Cost

**Project Readiness**

The project is in the Preliminary Engineering and environmental phase and has been awaiting Type Selection review and approval from Caltrans. A Type Selection Report was submitted to Caltrans in October 2022, and the first iteration of comments were received in April of 2023. The City has been responsive to multiple iterations of Caltrans comments, and was successful in coordinating a Type Selection meeting with Caltrans on August 18, 2023. In that meeting there was general concurrence from Caltrans HBP staff on the preferred bridge alternative. The City is in the process of formalizing Type Selection Meeting minutes and working with Caltrans HBP staff to close out the Type Selection Process.

A project schedule is included below in Table 3. See Attachment 4 for the complete project schedule.

**Table 3: Milestone Schedule**

| Phase            | Date          |
|------------------|---------------|
| NEPA CE Approval | December 2023 |

|  |               |
|--|---------------|
| IS/MND Approval                          | February 2024 |
| Right of Way Certification               | January 2025  |
| PS&E Approval                            | May 2025      |
| Ready to List                            | July 2025     |
| Begin Advertise, Award, Administer (AAA) | July 2025     |
| Begin Construction                       | November 2025 |
| End Construction                         | November 2027 |

**Use of STMP Funds**

The Caltrans Type Selection process has delayed this project significantly, through no fault of the City. This has hindered the City’s ability to advance the project in an aggressive manner. However, the City now anticipates completing the Type Selection Process in September of 2023, and moving forward with a highly aggressive schedule.

With an award of \$855,000 from Cycle 2 2019 STMP Update Funds, the total WCCTAC funding to \$2,455,000 for this project. The City is currently utilizing Cycle 1 2019 STMP Funds to cover the \$11.47% of the total project cost that is not funded by the HBP. That cost to date has been \$90,971, but the amount needed to cover 11.47% of the entire project is approximately \$3,304,000. As the Type Selection process is coming to a close, and an intensive project development effort ramps up, the City anticipates that the project will be ready to advertise for construction in July 2025. It will be critical to have the Cycle 2 2019 STMP funds secured prior to this point in order to advance and complete the project. These funds are not only valuable, but critical for the delivery of the project.

Thank you for your review of our application and support of enhancing transportation in Pinole. If we can provide any additional information, please contact me at [mdhillon@ci.pinole.ca.us](mailto:mdhillon@ci.pinole.ca.us) or (510) 724 – 9839.

Sincerely,

*Misha Dhillon*

Misha Dhillon  
Capital Improvement and Environmental Program Manager

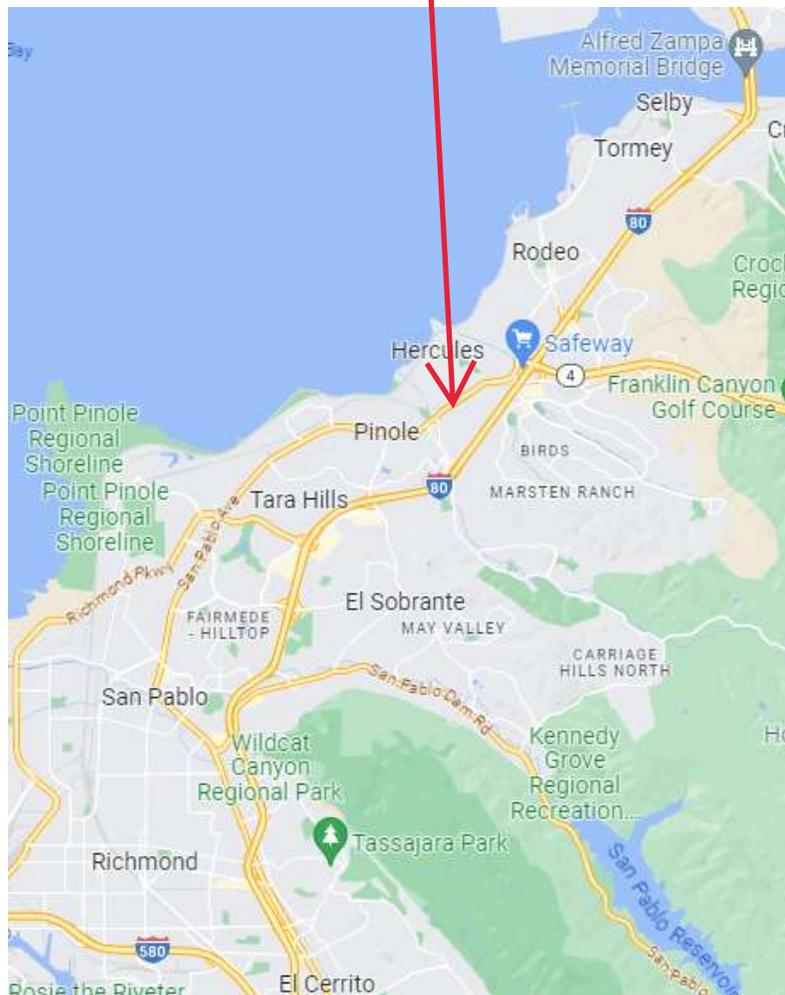
**Attachments:**

1. Vicinity Map
2. MTC Equity Priority Communities
3. Preferred Bridge Alternative
4. Project Schedule

# **ATTACHMENTS**

# **ATTACHMENT 1 – VICINITY MAP**

## Attachment 1 – Vicinity Map



# **ATTACHMENT 2 – MTC EQUITY PRIORITY COMMUNITIES**



# EQUITY PRIORITY COMMUNITIES

## AMERICAN COMMUNITY SURVEY 2014-2018

### TRACTS WITHIN URBANIZED AREA

- Equity Priority Communities
- Census Designated Urbanized Area

The Equity Priority Communities (tract geography) dataset is based upon eight demographic variables:

1. People of Color (70% threshold)
2. Low-Income (28% threshold)
3. Limited English Proficiency (12% threshold)
4. Seniors 75 Years and Over (8% threshold)
5. Zero-Vehicle Households (15% threshold)
6. Single Parent Families (18% threshold)
7. People with a Disability (12% threshold)
8. Rent-Burdened Households (14% threshold)

If a tract exceeds both threshold values for Low-Income and People of Color shares OR exceeds the threshold value for Low-Income AND also exceeds the threshold values for three or more variables (#3 to #8), it is an Equity Priority Community.

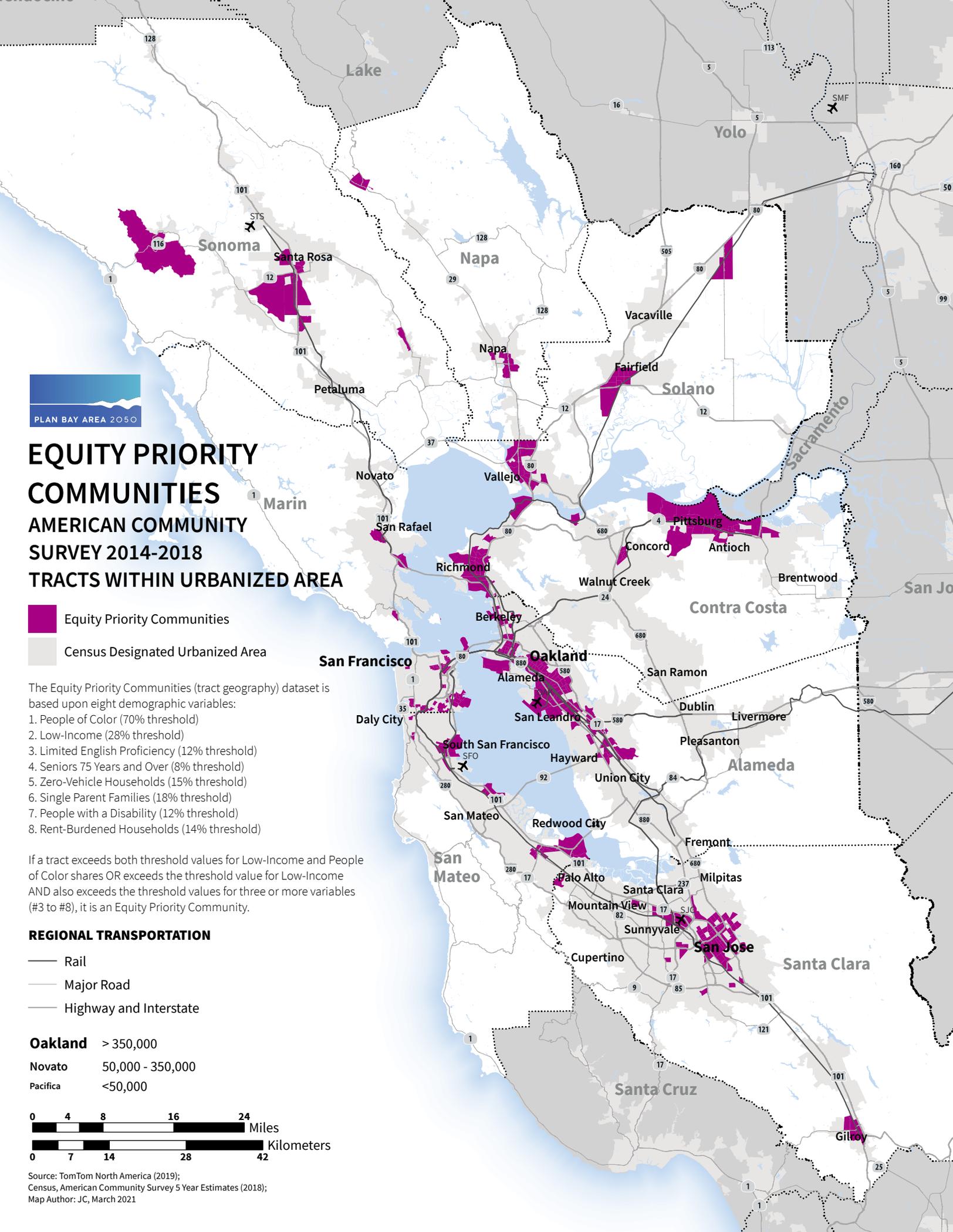
#### REGIONAL TRANSPORTATION

- Rail
- Major Road
- Highway and Interstate

- Oakland** > 350,000
- Novato** 50,000 - 350,000
- Pacifica** <50,000



Source: TomTom North America (2019); Census, American Community Survey 5 Year Estimates (2018); Map Author: JC, March 2021



# **ATTACHMENT 3 – PREFERRED BRIDGE ALTERNATIVE**



# SAN PABLO AVENUE-ALTERNATIVE 1

SCALE: 1" = 40'



# **ATTACHMENT 4 – PROJECT SCHEDULE**

| ID  | Text1       | Task Name  | Duration         | Start               | Finish                  | % Complete | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|-----|-------------|--|------------------|---------------------|-------------------------|------------|------|------|------|------|------|------|------|------|
| 1   | <b>TASK</b> | <b>CITY OF PINOLE- SAN PABLO AVENUE BRIDGE REPLACEMENT PROJECT</b> | <b>1015 days</b> | <b>Mon 4/6/20</b>   | <b>Fri 2/23/24 34%</b>  |            | H1   | H2   | H1   | H2   | H1   | H2   | H1   | H2   |
| 2   |             | City of Pinole- Approval of Professional Services Contract         | 1 day            | Mon 4/6/20          | Mon 4/6/20 0%           |            |      |      |      |      |      |      |      |      |
| 3   |             | Contract Notice to Proceed   | 1 day            | Tue 4/7/20          | Tue 4/7/20 100%         |            |      |      |      |      |      |      |      |      |
| 4   | <b>1</b>    | <b>PROJECT MANAGEMENT AND COORDINATION</b>                         | <b>960 days</b>  | <b>Wed 4/8/20</b>   | <b>Tue 12/12/23 39%</b> |            |      |      |      |      |      |      |      |      |
| 5   | 1.1         | Project Management   | 48 mons          | Wed 4/8/20          | Tue 12/12/23 35%        |            |      |      |      |      |      |      |      |      |
| 6   | 1.2         | Project Meetings   | 48 mons          | Wed 4/8/20          | Tue 12/12/23 30%        |            |      |      |      |      |      |      |      |      |
| 7   |             | Kickoff Meeting  | 1 day            | Wed 6/10/20         | Wed 6/10/20 100%        |            |      |      |      |      |      |      |      |      |
| 8   | 1.3         | Temporary Rights of Entry for Preliminary Engineering Activities   | 45 wks           | Thu 6/11/20         | Wed 4/21/21 90%         |            |      |      |      |      |      |      |      |      |
| 9   | <b>2</b>    | <b>PRELIMINARY ENGINEERING</b>                                     | <b>968 days</b>  | <b>Wed 4/8/20</b>   | <b>Fri 12/22/23 48%</b> |            |      |      |      |      |      |      |      |      |
| 10  | 2.1         | Basis of Design  | 2 wks            | Thu 6/11/20         | Wed 6/24/20 100%        |            |      |      |      |      |      |      |      |      |
| 11  | 2.2         | Preliminary Roadway Plans  | 12 wks           | Thu 5/20/21         | Wed 8/11/21 100%        |            |      |      |      |      |      |      |      |      |
| 12  |             | <b>Pinole City Council Alternative 1 Approval</b>                  | 1 day            | Tue 3/1/22          | Tue 3/1/22 100%         |            |      |      |      |      |      |      |      |      |
| 13  | 2.3         | APS and Type Selection Report                                      | 34 wks           | Wed 3/2/22          | Tue 10/25/22 15%        |            |      |      |      |      |      |      |      |      |
| 14  |             | Caltrans Review of Type Selection Report                           | 42 wks           | Wed 10/26/22        | Tue 8/15/23 100%        |            |      |      |      |      |      |      |      |      |
| 15  |             | Caltrans Type Selection Review Meeting                             | 1 day            | Fri 8/18/23         | Fri 8/18/23 100%        |            |      |      |      |      |      |      |      |      |
| 16  |             | Respond to Caltrans Type Selection Review Comments                 | 2 wks            | Mon 8/21/23         | Fri 9/1/23 0%           |            |      |      |      |      |      |      |      |      |
| 17  |             | Caltrans Approval of Final Type Selection Report                   | 2 wks            | Mon 9/4/23          | Fri 9/15/23 0%          |            |      |      |      |      |      |      |      |      |
| 18  | <b>2.4</b>  | <b>Railroad Coordination</b>                                       | <b>968 days</b>  | <b>Wed 4/8/20</b>   | <b>Fri 12/22/23 22%</b> |            |      |      |      |      |      |      |      |      |
| 22  | <b>2.5</b>  | <b>Traffic Analysis</b>  | <b>278 days</b>  | <b>Mon 7/13/20</b>  | <b>Wed 8/4/21 88%</b>   |            |      |      |      |      |      |      |      |      |
| 30  | <b>2.6</b>  | <b>Geotechnical Investigations</b>                                 | <b>169 days</b>  | <b>Thu 6/25/20</b>  | <b>Tue 2/16/21 100%</b> |            |      |      |      |      |      |      |      |      |
| 35  | <b>2.7</b>  | <b>Initial Site Assessment</b>                                     | <b>776 days</b>  | <b>Thu 10/22/20</b> | <b>Thu 10/12/23 96%</b> |            |      |      |      |      |      |      |      |      |
| 39  | <b>2.8</b>  | <b>Landscape Architecture</b>                                      | <b>40 days</b>   | <b>Thu 8/12/21</b>  | <b>Wed 10/6/21 0%</b>   |            |      |      |      |      |      |      |      |      |
| 42  | <b>2.9</b>  | <b>Project Report</b>  | <b>4 wks</b>     | <b>Wed 5/11/22</b>  | <b>Tue 1/15/22 25%</b>  |            |      |      |      |      |      |      |      |      |
| 43  | <b>3</b>    | <b>SURVEY AND BASE MAPPING</b>                                     | <b>902 days</b>  | <b>Thu 9/10/20</b>  | <b>Fri 2/23/24 43%</b>  |            |      |      |      |      |      |      |      |      |
| 44  | 3.1         | Control  | 1 wk             | Thu 9/10/20         | Tue 4/13/21 100%        |            |      |      |      |      |      |      |      |      |
| 45  | 3.2         | Boundary Survey  | 1 wk             | Thu 9/17/20         | Mon 4/19/21 100%        |            |      |      |      |      |      |      |      |      |
| 46  | 3.3         | Topographic Survey   | 4 wks            | Thu 4/22/21         | Wed 5/19/21 100%        |            |      |      |      |      |      |      |      |      |
| 47  | 3.4         | Plats and Legals (6)   | 4 wks            | Mon 1/29/24         | Fri 2/23/24 0%          |            |      |      |      |      |      |      |      |      |
| 48  | 3.5         | Record of Survey   | 4 wks            | Mon 1/29/24         | Fri 2/23/24 0%          |            |      |      |      |      |      |      |      |      |
| 49  | <b>4</b>    | <b>ENVIRONMENTAL STUDIES/PERMITTING</b>                            | <b>967 days</b>  | <b>Thu 6/11/20</b>  | <b>Fri 2/23/24 13%</b>  |            |      |      |      |      |      |      |      |      |
| 50  | 4.1         | Project Management   | 259 days         | Thu 6/11/20         | Tue 6/8/21 10%          |            |      |      |      |      |      |      |      |      |
| 51  | <b>4.2</b>  | <b>Environmental Studies and Documentation</b>                     | <b>827 days</b>  | <b>Thu 12/24/20</b> | <b>Fri 2/23/24 14%</b>  |            |      |      |      |      |      |      |      |      |
| 114 | <b>5</b>    | <b>PUBLIC MEETINGS</b>   | <b>41 days</b>   | <b>Wed 12/8/21</b>  | <b>Wed 2/2/22 2%</b>    |            |      |      |      |      |      |      |      |      |
| 117 | <b>6</b>    | <b>UTILITY COORDINATION</b>  | <b>744 days</b>  | <b>Thu 12/24/20</b> | <b>Tue 10/31/23 30%</b> |            |      |      |      |      |      |      |      |      |
| 121 |             |  |                  |                     |                         |            |      |      |      |      |      |      |      |      |
| 122 |             | <b>Right of Way</b>  | 14 mons          | Mon 1/1/24          | Fri 1/24/25 0%          |            |      |      |      |      |      |      |      |      |
| 123 |             | <b>Final PS&amp;E</b>  | 18 mons          | Mon 1/1/24          | Fri 5/16/25 0%          |            |      |      |      |      |      |      |      |      |
| 124 |             | <b>Ready to List</b>   | 2 mons           | Mon 5/19/25         | Fri 7/11/25 0%          |            |      |      |      |      |      |      |      |      |
| 125 |             | <b>Advertise Award Administer (AAA)</b>                            | 4 mons           | Mon 7/14/25         | Fri 10/31/25 0%         |            |      |      |      |      |      |      |      |      |
| 126 |             | <b>Construction</b>  | 24 mons          | Mon 11/3/25         | Fri 9/3/27 0%           |            |      |      |      |      |      |      |      |      |

Project: San Pablo Avenue Bridge Rep  
Date: Fri 8/25/23

Task

- Task
- Split
- Milestone
- Summary
- Project Summary

External Tasks

- External Milestone
- Inactive Task
- Inactive Task
- Inactive Milestone

Inactive Summary

- Manual Task
- Duration-only
- Manual Summary Rollup
- Manual Summary

Start-only

- Finish-only
- Critical
- Critical Split
- Progress

Deadline

-



Ken Cheng, PE  
Senior Civil Engineer  
Public Works Department  
City of Richmond  
E-mail: [ken\\_cheng@ci.richmond.ca.us](mailto:ken_cheng@ci.richmond.ca.us)

August 29, 2023

John Nemeth  
Executive Director  
West Contra Costa Transportation Advisory Committee  
E-mail: [jnemeth@wcctac.org](mailto:jnemeth@wcctac.org)

**RE: Letter of Interest - Cycle 2 Call for Projects for 2019 STMP Update Funds (STMP Cycle 2 Submission)**

Dear Mr. Nemeth:

The City of Richmond (City) is responding to the West Contra Costa Transportation Advisory Committee (WCCTAC) Cycle 2 Call for Projects for 2019 STMP Update Funds, dated May 12, 2023. The City hereby requests additional funding from WCCTAC for the **"I-80/Central Avenue Interchange Improvements (Phase 2) Project"** (Project), listed in the project eligibility list as project 18 under Freeway and Interchange Improvements as included in the 2019 STMP Update Project List.

As the City's designated project manager for the Project, I am providing the following information as required in the Call for Projects in support of our additional funding request:

1. The amount of STMP funds being requested.

Maximum request permissible - **\$1.5 Million** (Approximately \$0.2 Million for utility engineering & coordination support and \$1.3 Million for construction)

2. Clear identification of which of the STMP project categories the request falls under.

The Project is currently listed under "Freeway and Interchange Improvements." Phase 2 implementation by the City focuses primarily on "Local Street and Intersection Improvements".

The project aims to improve overall traffic operations at the Interstate 80 (I-80)/ Central Avenue interchange and along Central Avenue between Rydin Road and San Pablo Avenue. The project will be completed in two phases.

The first phase, which is now completed, redirected left turns from Westbound (WB) Central Avenue onto WB I-80 to the adjacent I-580 eastbound on-ramp at Rydin Road during weekend peak hours; and installed traffic signals at the I-580 ramps.

The second phase will increase the spacing between the signalized intersections east of I-80 by connecting Pierce Street and San Mateo Street, convert Pierce Street access at Central Avenue to



“right-in, right-out,” and relocate the traffic signal at Pierce Street/Central Avenue to the San Mateo Street/Central Avenue intersection.

3. The location of the project shown on a map.

See Attachment 1 “Project Vicinity Map”.

4. A brief but clear description of what the STMP funds would be used for.

The STMP funds are requested for support of the Project by providing needed funds for the engineering design, coordination, and construction of required utility undergrounding work for various joint utility poles and services lines for PG&E (electric) and telecommunications providers along San Mateo Street and Pierce Street. See Attachment 2 “Utility Coordination Exhibit” for anticipated undergrounding work. The utility relocation is essential to clear the project right-of-way.

5. A summary project schedule showing estimated month and year of PSE, start of construction, end of construction, and opening to the public. Clearly note which phase of project development the STMP funds would be used for.

PSE: Ongoing to June 2025

RW: Ongoing to June 2025 (current phase, proposed use of STMP funds)

Start of construction: July 2025

End of construction: July 2027

Opening to the public: July 2027

6. The total estimated cost of the project and/or the cost of the current project phase for which funds are sought.

The total estimated cost of the Project is **\$14.07 Million**. The current phase is RW and is estimated at **\$6.0 Million**.

7. The project’s current readiness to use the funds. Provide a best estimate of the month and year when the funds would be spent.

It is estimated that the funds could be used immediately starting **October 2023** for the procurement of utility engineering design and coordination support services (\$0.2 Million request).

With sufficient design funds and the cooperation of local utility companies, utility undergrounding construction could commence within approximately 12 months, or **October 2024** as part of the RW Phase (\$1.3 Million request).

8. The amount and source of other committed funding for the phase for which STMP funding is sought. Please note if the STMP funds would be used to help leverage other funds.

RW Phase: STIP (Federal & State) - **\$4.5 Million** (RW appraisal, acquisition, and relocation activities).

STMP funds would be used to leverage \$4.5 million in secured STIP funds.

9. A description of the value that the STMP funds would provide in either advancing or completing the project.

As the primary party for the joint utility poles in conflict with the Project the City has been coordinating with PG&E’s Rule 20A Program since early 2019 to help discuss and coordinate possible solutions to the planned utility conflicts. As part of the CPUC Rule 20 Undergrounding Program, PG&E’s Rule 20A program is 100% utility funded and would have covered all anticipated costs related to the undergrounding work. The City has been in continued coordination with PG&E’s Rule 20A Program over the years, most recently culminating in the City Council adopting an undergrounding district for the Project in July 2022, submitting a signed Rule 20A Agreements Package in October 2022, and the Project being added to PG&E Rule 20A project queue in November 2022. A planned joint utility site walk scheduled by PG&E in April 2023 was cancelled by PG&E.

The City held a meeting with the PG&E Rule 20A Program in June 2023 where PG&E verbally withdrew all support of the Project’s utility undergrounding needs. Despite additional follow-up meetings since then, the City has not been able to restart the planned Rule 20A project with PG&E.

Due to the sudden and un-anticipated complete loss of funding for required utility undergrounding work, the STMP funds would be instrumental in completing the Project as the City has currently no budgeted funds to complete the utility undergrounding component required to complete the RW Phase.

10. Documentation to show that the project is located within, or will serve, a disadvantaged community using MTC’s Equity Priority Community designation.

The project resides primarily within the City of Richmond, but also includes portions of the City of El Cerrito. The project site is highlighted in yellow below and includes MTC designated Equity Priority Communities (purple areas) per the Plan Bay Area 2050 Equity Priority Community website.



11. An explanation of whether, and how, the project improves the alternative mode networks (e.g., pedestrian, bicycle, or transit)



The main goal of the Project is to improve traffic operations and reduce traffic delays, and in its implementation also benefits alternative mode networks. The project is relocating two AC Transit bus stops including enhancement of the bus stops by providing ADA compliant bus stop widths, whereas current the bus stops are too narrow to deploy accessible loading ramps. The current joint utility poles proposed for utility undergrounding are in several instances in direct conflict with the sidewalk pedestrian path of travel. The proposed work includes the widening of non-standard, narrow sidewalks thus improving pedestrian mobility and includes the upgrade of ADA compliant curb ramps. Lastly, the existing site has no designated bicycle routes or bike lanes. The project would add new Bicycle Shared Lane Markings (Sharrows) along Pierce Street and San Mateo Street as well as a segment of Class 2 Bike Lane near the San Mateo at Central Avenue intersection providing new connectivity for bicycle users.

The City greatly appreciates WCCTAC's consideration of our additional funding request for the Project.

Sincerely,

Ken Cheng  
Senior Civil Engineer  
City of Richmond

Attachments: Attachment 1 – "Project Vicinity Map", Attachment 2 – "Utility Coordination Exhibit"

# ATTACHMENT 1



Document Path: P:\Active Projects\Richmond City - A568\568.59.55 - Central Ave at I-80 Construction and Environmental Documents\GIS\AGP\sdavenport\central-sdavenport.aprx

### Legend

— Project Area



## Central Avenue at I-80 Local Road Improvement Project Project Vicinity Map

Attachment C  
Reference No.: 2.2c (4)  
March 22-23, 2023

Figure  
**1**

SOURCE  
ESRI Human Geography Map

JOB NUMBER  
568.59.55

DRAWN  
cvaz/sdavenport

DATE  
1/27/2022

REVISED  
3/2/2023

APPROVED  
gervin



| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
|     |      |             |
|     |      |             |
|     |      |             |
|     |      |             |
|     |      |             |

|                     |            |
|---------------------|------------|
| <b>PROJECT NO:</b>  | 568,59,55  |
| <b>DESIGNED BY:</b> | JB         |
| <b>DRAWN BY:</b>    | KW, BV     |
| <b>CHECKED BY:</b>  | ---        |
| <b>DATE:</b>        | 05/13/2022 |

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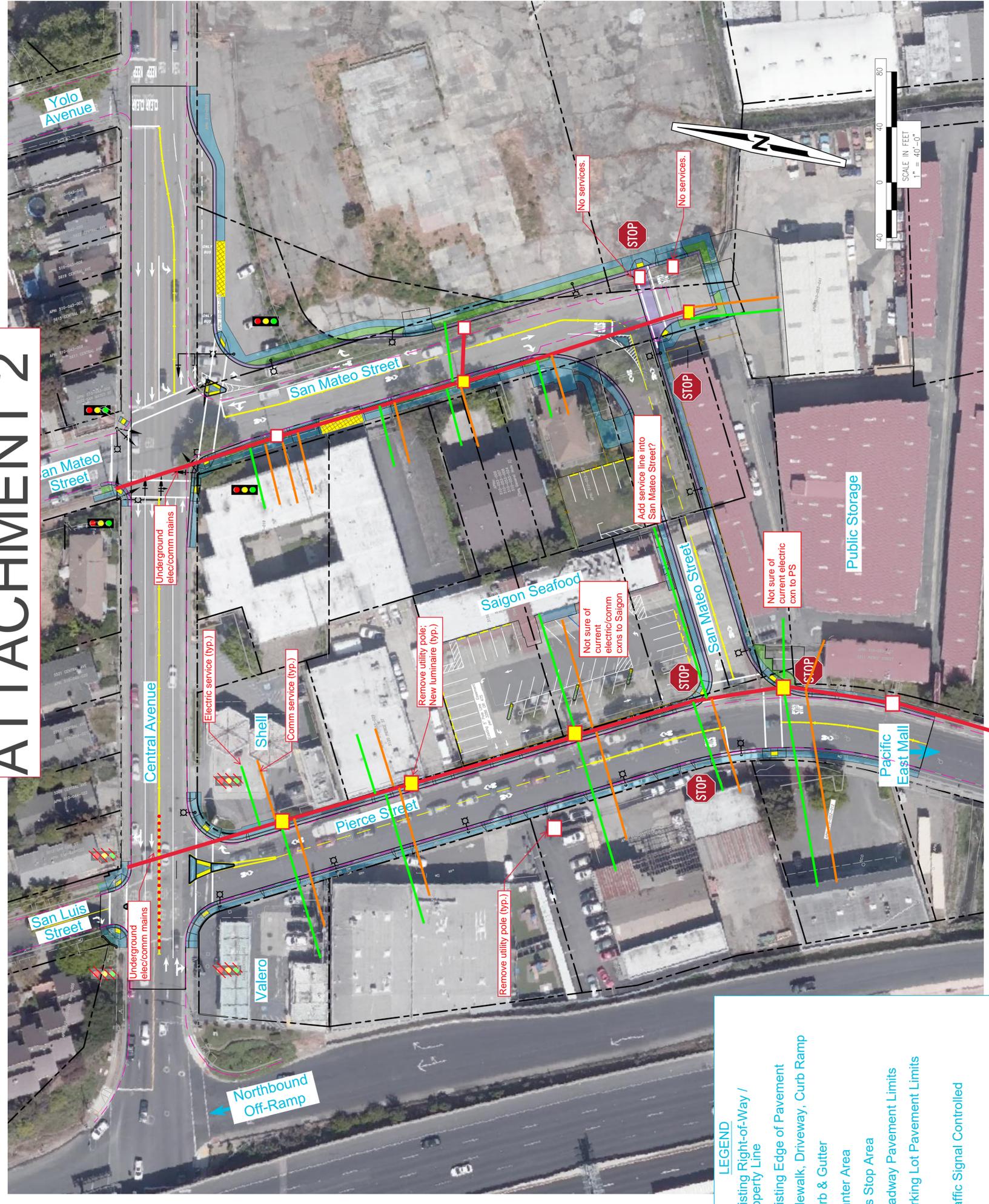
**SHEET TITLE**

**UTILITY COORDINATION  
 EXHIBIT**

**DRAWING**  
**A**

**SHEET** 1 **OF** 1

**ATTACHMENT 2**



**LEGEND**

- Existing Right-of-Way / Property Line
- Existing Edge of Pavement
- Sidewalk, Driveway, Curb Ramp
- Curb & Gutter
- Planter Area
- Bus Stop Area
- Roadway Pavement Limits
- Parking Lot Pavement Limits
- Traffic Signal Controlled
- Remove Traffic Signal

**DISCLAIMER**  
 PARCEL PROPERTIES AND ROW ACQUISITION ARE APPROXIMATE AND FOR PLANNING PURPOSES ONLY

To post just south of tributary by parking lot. Option to underground to here or one more pole south.

August 31, 2023

**RE: STMP Cycle 2 Application for the San Pablo Ave**

In partnership with the cities of El Cerrito and Richmond, WCCTAC is submitting this application for \$325,000 in funding from the Subregional Transportation Mitigation Program (STMP) for the San Pablo Avenue Bus Only Lane Concept Plan. The project will review bus-only lane concepts described in the San Pablo Avenue Multimodal Corridor Study – Phase 2, with the aim of refining a bus-only lane project for San Pablo Avenue in West Contra Costa County. The plan will include extensive public outreach, particularly to the business community along San Pablo Avenue. It builds upon work completed in Phases 1 and 2 of the San Pablo Avenue Multi-modal Corridor Study.

**Background**

WCCTAC and the Contra Costa Transportation Authority (CCTA) funded and worked on Phase 1 and Phase 2 San Pablo Avenue Corridor Study for several years, in partnership with the Alameda County Transportation Commission (ACTC).

Phase 1 of the study planned for the future of the San Pablo Avenue Corridor and included an initial public engagement process, an assessment of existing conditions, identification of potential improvements, and an evaluation of options.

Phase 2 in West Contra Costa further evaluated conditions and options in West County and developed a package of pedestrian safety improvements including: new and/or improved bicycle and pedestrian crossings, bus stop relocation and consolidation, bus bulbs, bulb-outs into side streets, removal of free right turns, and accessibility enhancements.

Phase 2 also included a bus-only lane demonstration concept but concluded without a consensus around the details. The WCCTAC Board encouraged staff to continue working with local partners to define a bus only lane demonstration project that could work for the bus operator, the local jurisdiction, and the community.

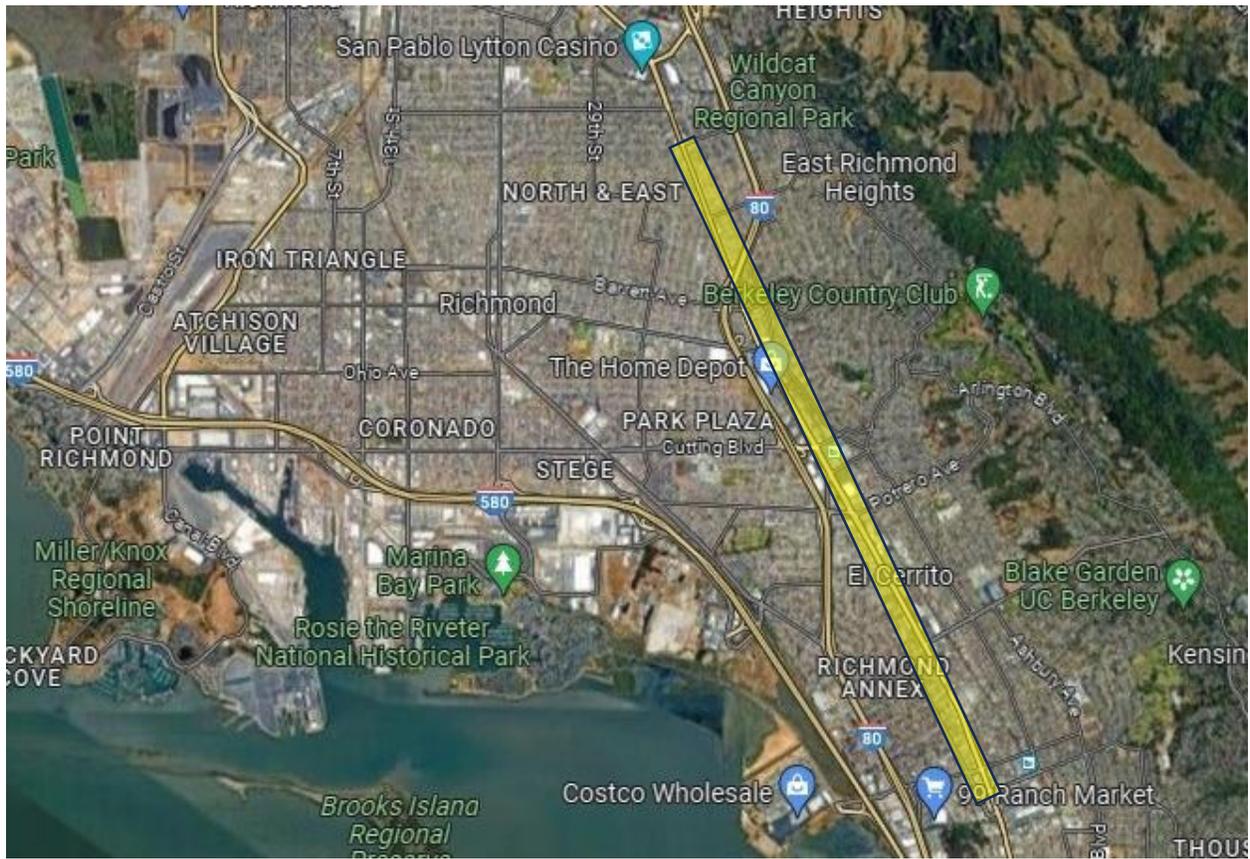
Following further discussion among staff from WCCTAC, CCTA, AC Transit, and the cities of El Cerrito and Richmond, the group further refined a next step. Participating agencies need additional information, feedback, and consensus-building before advancing a project. For this next phase, all parties recognize the need for more outreach to both residents and businesses.

## Project

This project will aim to develop a concept plan. Its tasks will include:

- Establishing a multi-agency consensus about a defined bus-only lane project.
- Refining options for a bus only lane segment, which may include considerations of different segments and segment lengths, center and side running scenarios, other potential features, operational considerations, and regulatory or inter-agency issues related to future implementation and operation.
- Expanded outreach with an emphasis on gathering feedback from businesses along the corridor and from neighbors in the vicinity. Feedback could also be gathered from city councils, neighborhood groups, interested stakeholders, and the public at large. Outreach could include public education including expert speakers or panelists, or tours of Bay Area BRT and rapid transit facilities.
- Updating and producing more detailed cost estimates to prepare for next steps in project development and implementation. Additionally, the next steps and more detailed information about the implementation process will be needed.

## Location



The project area is San Pablo Avenue within the jurisdictions of El Cerrito and Richmond.

### **Schedule & Project Readiness**

If this project is funded by the WCCTAC Board, WCCTAC staff would refine the scope of work with its project partners and release an RFP for consultant services within the next few months. Funds would likely be spent beginning in early 2024 and continuing through early 2025.

### **Budget**

The budget for this project is \$250,000. This project is not leveraging additional funding. In the absence of STMP funding, however, there is no identified funding source for moving this effort forward.

### **Equity**

The project area is partly (slightly above 50%) in an Equity Priority area.