

El Cerrito

MEETING NOTICE AND AGENDA

DATE & TIME: Friday, October 26, 2018, 8:00 a.m. – 10:00 a.m.

Hercules

LOCATION: City of El Cerrito, Council Chambers
10890 San Pablo Avenue (at Manila Ave)
El Cerrito, California (Accessible by AC Transit #72, #72M & #72R)

Pinole

This meeting may be teleconferenced pursuant to Government Code Section 54953(b) with Chair Valdez, from 110 Santa Rita Court, San Pablo, CA 94806. The agenda will be posted at the remote location and the teleconference location shall be accessible to the public for the public portion of this meeting pursuant to Government Code Section 54953(b)(3).

Richmond

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- 1. Call to Order and Self-Introductions.** (Chris Kelley – Vice Chair)
 - 2. Public Comment.** The public is welcome to address the Board on any item that is not listed on the agenda. *Please fill out a speaker card and hand it to staff.*

San Pablo

CONSENT CALENDAR

- 3. Minutes of September 28, 2018 Board Meeting.** (Attachment; Recommended Action: Approve).
- 4. Monthly Update on WCCTAC Activities.** (Attachment; Information Only).
- 5. Financial Reports.** The reports show the Agency's revenues and expenses for September 2018. (Attachment; Information Only).
- 6. Payment of Invoices over \$10,000.** None. (No attachment; Information Only).

Contra Costa
County

AC Transit

REGULAR AGENDA ITEMS

- 7. I-80 Ad Hoc Subcommittee Report.** In December 2017, the WCCTAC Board established the I-80 Ad-Hoc Subcommittee, by Resolution, to address degradation of the I-80 HOV lane and outstanding issues with the I-80 Smart Corridor project. The Resolution required the Subcommittee to conclude its analysis and report back to the full WCCTAC Board within a year. Staff will provide an overview of the

BART

WestCAT

Subcommittee's work. Consistent with the intent of the Resolution, staff is proposing that the Ad Hoc Subcommittee dissolve and that any remaining issues that require Board attention be addressed by the full WCCTAC Board. (*John Nemeth-WCCTAC staff; Attachment; Recommendation: Receive report and presentation, provide feedback, dissolve the I-80 Ad-Hoc Subcommittee*).

- 8. Implementation of a West County Travel Training Program.** In April, 2018, the WCCTAC Board authorized the use of \$100,000 in Measure J 28b funds by the Center for Independent Living (CIL) for travel training activities for seniors and the disabled in West County. Initiation of this work was subject to Board approval of a scope of work and a funding agreement. To date, WCCTAC staff has not been able to agree on a scope of work and funding agreement with CIL. Staff is now proposing that WCCTAC bring on a temporary, part-time staff person to deliver these services, using the funds already set aside. (*John Nemeth – WCCTAC staff; Attachment; Recommendation: authorize staff to 1. Continue pursuing a travel training program in West County, 2. Provide services through a temporary, part-time staff person, 3. Return to the Board with a job description and pay rate.*)
- 9. Rails to Trails Conservancy Update.** Rails to Trails Conservancy is a nationwide non-profit, with regional offices in Oakland, that is dedicated to transforming unused rail lines into a network of multi-use trails. In West County, they worked with the city of Richmond to secure funding to build the Richmond Greenway. Staff from Rails to Trails will provide an informational presentation on their work locally and throughout the region. (*Laura Cohen – Director, Western Region, Rails to Trails Conservancy; No Attachment; Recommendation: Information only*).

STANDING ITEMS

- 10. Board and Staff Comments.**
 - a. Board Member Comments, Conference/Meeting Reports (AB 1234 Requirement), and Announcements
 - b. Report from CCTA Representatives (*Directors Abelson & Butt*)
 - c. Executive Director's Report
- 11. General Information Items.**
 - a. Letter to CCTA Executive Director with September 28, 2018 Summary of Board Actions
 - b. Acronym List
- 12. Adjourn.** Next meeting is: December 14, 2018 @ 8:00 a.m. in the El Cerrito City Hall Council Chambers, located at 10890 San Pablo Avenue, El Cerrito

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

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**West Contra Costa Transportation Advisory Committee
Board of Directors Meeting
Meeting Minutes: September 28, 2018**

MEMBERS PRESENT: Chris Kelly – Vice Chair (Hercules); Janet Abelson, (El Cerrito); Eduardo Martinez (Richmond); Roy Swearingen (Pinole); Joe Wallace (AC Transit); Maureen Powers (WestCat); Genoveva Calloway (San Pablo)

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

ACTIONS LISTED BY: Valerie Jenkins

Meeting Called to Order: 8:05am

Public Comment: N/A

Consent Calendar:

Motion by *Director Abelson*, seconded by *Director Calloway*; motion passed.

Item #3. Minutes of the August 3, 2018 Board Meeting

Item #4. Monthly Update on WCCTAC Activities (Information Only)

Item #5. Financial Reports for August 2018 (Information Only)

Item #6. Payment of Invoices over \$10,000. WCCTAC paid \$11,511.31 to MarkOne Visual Communications for Pass2Class promotional material. (information Only)

Regular Agenda Items:

ITEM/DISCUSSION	ACTION
<p>Item #7. STMP Nexus Study Update: Maximum Potential Allowable Fee and Possible Fee Exemptions</p>	<p>Motion by <i>Director Swearingen</i>; seconded by <i>Director Martinez</i> to approve the setting of STMP fee levels: Residential projects will be set at 75% of maximum allowable fee and non-residential projects will also be at 75% of the maximum allowable fee.</p> <p>Yes- C. Kelley, J. Abelson, E. Martinez, R. Swearingen, G. Calloway, J. Wallace No- None Absetinson- M. Powers Motion Passed</p>

<p>Item #8. Proposed 2018 STMP Call for Projects</p>	<p>Motion by Director Calloway; seconded by Director Wallace; to authorize the release of the 2018 STMP Call for Projects.</p> <p>Yes- C. Kelley, J. Abelson, E. Martinez, R. Swearingen, G. Calloway, M. Powers, J. Wallace No- None Absetinson- None Motion Passed</p>
<p>Item #9 Request for Appropriation of 2018 Measure J Funds: Western Contra Costa County, San Francisco Bay Trail Rehabilitation (North Richmond Regional Wetlands, Point Pinole Regional Shoreline and San Pablo Bay Regional Shoreline)</p>	<p>Motion by Director Martinez; seconded by Director Powers; to approve forwarding a letter of support to CCTA regarding the East Bay Regional Park District’s project for the Western Contra Costa County, San Francisco Bay Trail Rehabilitation (North Richmond Regional Wetlands, Point Pinole Regional Shoreline and San Pablo Bay Regional Shoreline) and the allocation of 2018 Measure J funds, to fund the project.</p> <p>Yes- C. Kelley, J. Abelson, E. Martinez, R. Swearingen, G. Calloway, M. Powers, J. Wallace No- None Absetinson- None Motion Passed</p>
<p>Item #10 Text Your Commute Update</p>	<p>Information Only Coire Reilly (WCCTAC staff) gave a presentation regarding the Text Your Commute Countywide TDM incentive program that encourages commuters to shift from single occupant cars to “green” commutes. The program begins October 1, 2018.</p>

Meeting Adjourned: 9:28am

TO: WCCTAC Board

DATE: October 26, 2018

FR: John Nemeth, Executive Director

RE: Monthly Update on WCCTAC Activities

Incentives for New Bike and Pedestrian Crossings on the Richmond-San Rafael Bridge

The Metropolitan Transportation Commission (MTC) is launching a new project called “RSR Forward” to improve transportation on the Richmond-San Rafael Bridge. This effort consists of highway operations improvements (such as potential modernization of the toll plaza), and transportation demand management (TDM) to encourage the use of alternative modes.

To help with the TDM aspect of the project, on the Contra Costa side, MTC reached out to WCCTAC, 511 Contra Costa, CCTA, and the City of Richmond. These groups met in early October to discuss how to boost the use of the soon-to-be-opened bike and pedestrian crossing on the bridge. Some ideas include: offering incentives to commuters to use bicycles or electric bicycles, building more bike share options into the landscape, using commute technology platforms to help target commuters with information or incentives to use alternatives, and connecting with large employers (particularly on the Marin County side) to encourage and incentivize employee bridge crossings that don’t involve single occupant vehicles.



Pass2Class has 30% Participation increase this year

Pass2Class, the annual TDM program that provides West County students with one month of transit passes at the beginning of the school year, saw a 30% increase in participation over last year. In 2017, there were 994 participants, while in 2018 there were 1,317 participants.



Past evaluations have reported that around 70% of the students continue to take transit to school after receiving the incentive, when they otherwise would have been driven or driven themselves to school, making Pass2Class effective at shifting student travel modes to greener forms of transportation.

The increase in participation is likely the result of the vigorous efforts of WCCTAC and WestCAT staff who attended a large number of school orientation sessions in West County this fall.

WCCTAC Presentation at the City of El Cerrito Senior Resource Fair

The annual City of El Cerrito Senior Resource Fair, held on October 3, offered a great opportunity for WCCTAC and local transportation providers to share information on getting around El Cerrito without a car. As in past years, the highlight of the event was a forum of speakers who focused on a particular topic of interest to residents. This year, the topic was local transportation and alternatives to driving.



Joanna Pallock, of WCCTAC staff, facilitated the discussion along with staff from AC Transit and Arrive Rides. There was significant interest from residents who have used Uber/Lyft services and want to use such services for medical trips or trips not well served by fixed route transit. That said, there are clearly still a lot of people who want more assistance and information on how to use fixed route services. Upcoming travel training efforts in West County can hopefully address this need.

Text-Your-Commute Challenge 2018 is Now Open

The Text-Your-Commute Challenge is an annual TDM activity that allows participants to sign up to receive daily text messages asking them how they commuted to and from work. The more green trips – such as bicycling, carpooling, or taking transit – participants log the more points they receive. Participants with the most points receive cash incentives. The challenge runs through the rest of the month.

New Bicycle Racks at Three Locations in Richmond



Last week, WCCTAC's 511 Contra Costa TDM program installed 13 bicycle racks at three sites in central Richmond. Four racks were installed on the Kaiser Permanente Richmond campus, two each next to the facility's two main entrances. Four additional racks were installed along 9th St, near the Kaiser Permanente parking garage. These will also serve the local non-profit, Building Blocks for Kids, whose front door opens onto 9th Street. Five more racks were installed at the newly constructed Unity Park, which will soon be the site of a bicycle hub and a centralized bicycle activity and event area hosted by local organization, Rich City Rides.

WCCTAC Staff Assists Richmond in Selecting Bike Share Provider

Last year, Richmond received \$825,000 from MTC to build bicycle stations for a bike share program. WCCTAC's TDM Program Manager, Coire Reilly, was invited to serve on the Technical Advisory Committee to review applications and interview applicants. The City expects to determine the awardee by November.

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General Ledger Monthly Budget Report

User: kellys
 Printed: 10/11/2018 6:30:39 PM
 Period 01 - 03
 Fiscal Year 2019



Account Number	Description	Adopted	Budget Adjustments	Adjusted	YTD Actual	Variance Encumbered	Available	% Avail
7700	WCCTAC Operations							
770-7700-41000	Salary	0.00	443,068.00	443,068.00	69,767.98	373,300.02	373,300.02	84.25
770-7700-41200	PERS Retirement	0.00	0.00	0.00	31,633.52	-31,633.52	-31,633.52	0.00
770-7700-41310	Medical Insurance	0.00	0.00	0.00	10,355.69	-10,355.69	-10,355.69	0.00
770-7700-41311	Retiree Healthcare	0.00	0.00	0.00	472.39	-472.39	-472.39	0.00
770-7700-41400	Dental	0.00	0.00	0.00	767.86	-767.86	-767.86	0.00
770-7700-41500	Vision	0.00	0.00	0.00	270.00	-270.00	-270.00	0.00
770-7700-41800	LTD Insurance	0.00	0.00	0.00	543.30	-543.30	-543.30	0.00
770-7700-41900	Medicare	0.00	0.00	0.00	1,005.25	-1,005.25	-1,005.25	0.00
770-7700-41901	Other Insurances	0.00	0.00	0.00	3,357.78	-3,357.78	-3,357.78	0.00
770-7700-41904	Life Insurance	0.00	0.00	0.00	157.35	-157.35	-157.35	0.00
770-7700-41911	Liability Insurance	0.00	4,000.00	4,000.00	3,804.54	195.46	195.46	4.89
	Salary and Benefits	0.00	447,068.00	447,068.00	122,135.66	324,932.34	324,932.34	72.68
770-7700-43500	Office Supplies	0.00	4,000.00	4,000.00	390.33	3,609.67	3,609.67	90.24
770-7700-43501	Postage	0.00	2,000.00	2,000.00	259.10	1,740.90	1,740.90	87.05
770-7700-43520	Copies/Printing/Shipping/Xerox	0.00	3,800.00	3,800.00	1,093.39	2,706.61	2,706.61	71.23
770-7700-43600	Professional Services	0.00	51,450.00	51,450.00	17,041.22	34,408.78	34,408.78	66.88
770-7700-43900	Rent/Building	0.00	22,250.00	22,250.00	3,608.00	18,642.00	18,642.00	83.78
770-7700-44000	Special Department Expenses	0.00	10,000.00	10,000.00	0.00	10,000.00	10,000.00	100.00
770-7700-44320	Travel/Training Staff	0.00	5,800.00	5,800.00	927.53	4,872.47	4,872.47	84.01
	Service and Supplies	0.00	99,300.00	99,300.00	23,319.57	75,980.43	75,980.43	76.52
7700	Expense	0.00	546,368.00	546,368.00	145,455.23	400,912.77	400,912.77	73.38
	WCCTAC Operations	0.00	546,368.00	546,368.00	145,455.23	400,912.77	400,912.77	73.38
7720	WCCTAC TDM							
772-7720-41000	Salary	0.00	322,000.00	322,000.00	42,744.05	279,255.95	279,255.95	86.73
772-7720-41200	PERS Retirement	0.00	0.00	0.00	25,819.56	-25,819.56	-25,819.56	0.00
772-7720-41310	Medical Insurance	0.00	0.00	0.00	7,590.39	-7,590.39	-7,590.39	0.00
772-7720-41400	Dental Insurance	0.00	0.00	0.00	547.50	-547.50	-547.50	0.00
772-7720-41800	LTD Insurance	0.00	0.00	0.00	258.62	-258.62	-258.62	0.00
772-7720-41900	Medicare	0.00	0.00	0.00	612.21	-612.21	-612.21	0.00
772-7720-41901	Other Insurances	0.00	0.00	0.00	3,357.78	-3,357.78	-3,357.78	0.00
772-7720-41904	Life Insurance	0.00	0.00	0.00	70.81	-70.81	-70.81	0.00

Account Number	Description	Adopted	Budget Adjustments	Adjusted	YTD Actual	Variance Encumbered	Available	% Avail
772-7720-41911	Liability Insurance <i>Salary and Benefits</i>	0.00 0.00	4,000.00 326,000.00	4,000.00 326,000.00	3,804.54 84,805.46	195.46 241,194.54	195.46 241,194.54	4.89 73.99
772-7720-43500	Office Supplies	0.00	1,000.00	1,000.00	44.61	955.39	955.39	95.54
772-7720-43501	TDM Postage	0.00	0.00	0.00	82.89	-82.89	-82.89	0.00
772-7720-43502	TDM Postage	0.00	1,100.00	1,100.00	0.00	1,100.00	1,100.00	100.00
772-7720-43520	Copies/Printing/Shipping/Xerox	0.00	22,500.00	22,500.00	14,743.01	7,756.99	7,756.99	34.48
772-7720-43600	Professional Services	0.00	49,500.00	49,500.00	10,688.59	38,811.41	38,811.41	78.41
772-7720-43900	Rent/Building	0.00	22,000.00	22,000.00	3,607.98	18,392.02	18,392.02	83.60
772-7720-44000	Special Department Expenses	0.00	130,903.00	130,903.00	21,605.34	109,297.66	109,297.66	83.50
772-7720-44320	Travel/Training Staff <i>Service and Supplies</i>	0.00 0.00	2,200.00 229,203.00	2,200.00 229,203.00	416.84 51,189.26	1,783.16 178,013.74	1,783.16 178,013.74	81.05 77.67
7720	Expense WCCTAC TDM	0.00 0.00	555,203.00 555,203.00	555,203.00 555,203.00	135,994.72 135,994.72	419,208.28 419,208.28	419,208.28 419,208.28	75.51 75.51
7730	STMP Salary <i>Salary and Benefits</i>	0.00 0.00	50,000.00 50,000.00	50,000.00 50,000.00	0.00 0.00	50,000.00 50,000.00	50,000.00 50,000.00	100.00 100.00
773-7730-41000	Professional Services	0.00	115,458.00	115,458.00	0.00	115,458.00	115,458.00	100.00
773-7730-44000	Special Department Expense <i>Service and Supplies</i>	0.00 0.00	4,311,226.00 4,426,684.00	4,311,226.00 4,426,684.00	15,051.00 15,051.00	4,296,175.00 4,411,633.00	4,296,175.00 4,411,633.00	99.65 99.66
7730	Expense STMP	0.00 0.00	4,476,684.00 4,476,684.00	4,476,684.00 4,476,684.00	15,051.00 15,051.00	4,461,633.00 4,461,633.00	4,461,633.00 4,461,633.00	99.66 99.66
7740	WCCTAC Special Projects Special Department Expense <i>Service and Supplies</i>	0.00 0.00	542,509.00 542,509.00	542,509.00 542,509.00	60,000.00 60,000.00	482,509.00 482,509.00	482,509.00 482,509.00	88.94 88.94
774-7740-44000	Professional Services	0.00	115,458.00	115,458.00	0.00	115,458.00	115,458.00	100.00
7740	Expense WCCTAC Special Projects	0.00 0.00	542,509.00 542,509.00	542,509.00 542,509.00	60,000.00 60,000.00	482,509.00 482,509.00	482,509.00 482,509.00	88.94 88.94
Expense Total		0.00	0.00	6,120,764.00	356,500.95	5,764,263.05	5,764,263.05	0.9418

TO: WCCTAC Board

MEETING DATE: October 26, 2018

FR: John Nemeth, Executive Director

RE: **I-80 Ad-Hoc Subcommittee Report**

REQUESTED ACTION

Receive report and presentation on the I-80 Ad-Hoc Subcommittee's work, provide feedback, dissolve the I-80 Ad-Hoc Subcommittee, and bring any remaining future discussions of the Subcommittee's topics to the full WCCTAC Board.

BACKGROUND AND DISCUSSION

Following a presentation on I-80 HOV lane performance by Sean Nozzari, Caltrans District 4 Deputy Director for Traffic Operations, the WCCTAC Board established the I-80 Ad-Hoc Subcommittee by Resolution on Dec 8, 2017. The Subcommittee is chaired by Director Abelson. An Ad-Hoc Subcommittee is a limited duration committee that typically meets for less than a year.

The Resolution established two purposes for the Subcommittee: 1) to address issues related to I-80 HOV lane degradation and 2) to resolve any outstanding issues with the I-80 Smart Corridor/Integrated Corridor Management (ICM) project. It called for the Subcommittee to "conclude its analysis and provide recommendations to the Board of Directors of WCCTAC by no later than December 31, 2018" This staff report and a presentation to the Board will constitute the Subcommittee's report.

Altogether, the Subcommittee met five times. At its early meetings it established the following priorities:

I-80 HOV Lane Degradation:

- A. Encourage and support greater enforcement in the I-80 HOV lane by the California Highway Patrol (CHP) to deter HOV violators (who currently represent up to 30% of lane users).
- B. Advocate for the deployment of automated enforcement technology on I-80 for the HOV lane, following the current pilot project on I-880.
- C. Study and seek the implementation of policy changes that could improve the HOV lane including: potentially changing the two-seater rule, adjusting HOV hours of operation, raising fines for violators, exploring bus-on-shoulder prospects, or other.

I-80 Smart Corridor/Integrated Corridor Management (ICM) project:

- D. Encourage greater use of the overhead gantries on I-80.
- E. Update and improve traffic signal synchronization on San Pablo Avenue.
- F. Pursue implementation of Transit Signal Prioritization (TSP) on San Pablo Avenue in the WestCAT service area, which is an incomplete element of the Smart Corridor project.
- G. Address any unresolved issues regarding ramp metering, including at I-80/Pinole Valley Road.

In order to advance these priorities, the Subcommittee worked with WCCTAC staff to develop letters for Caltrans, CCTA, the Metropolitan Transportation Commission (MTC), the Alameda County Transportation Commission (ACTC), and the California Highway Patrol (CHP). These letters covered the priorities described above. The agencies that received letter responded with letters of their own, attached. Staff also followed up with additional conversations and meetings. Below is a summary of progress made on each of the Subcommittee's priorities to date:

HOV Lane Degradation:

- A. MTC began funding, effective July 1, 2018, a special team of CHP officers who are focused on enforcing the HOV lanes on I-80 between the Carquinez Straits and the Maze on weekdays during the AM and PM peak period.
- B. MTC completed its automated HOV enforcement pilot project with mixed results. They tested three systems and none were determined to have sufficient accuracy to be deployed more fully at this time. A longer pilot with different technology may be considered in the future. WCCTAC expressed interest in future deployment of automated HOV enforcement on I-80 as a demonstration project.
- C. The Subcommittee discussed the need to investigate potential HOV lane policy changes. Other agencies (MTC, CCTA) are also interested in investigating certain HOV lane rules. WCCTAC and CCTA staff have recommended a study with participation from multiple agencies and have agreed to jointly develop a draft scope of work. WCCTAC staff will bring this scope to the full Board in the future for its consideration. Funding for such a study has yet to be identified.

I-80 ICM project.

- D. Caltrans is continuing to expand the use of the overhead gantries, installed as part of the I-80 ICM project. WCCTAC also continues to work with Caltrans to replace other missing HOV signage along the corridor.
- E. WCCTAC staff successfully applied for a \$325,000 Program for Arterial System Synchronization (PASS) grant from MTC. The focus of the PASS grant will be on updating signal timing plans for weekend peak periods and weekday school periods on San Pablo Avenue from Albany to Hercules.

- F. In addition to improving signal timing on San Pablo Avenue, WCCTAC's PASS grant application requested assistance in implementing TSP in the WestCAT service area. MTC awarded WCCTAC funds for signal prioritization, but not for TSP. WCCTAC staff, Caltrans, CCTA, and WestCAT continue to pursue options for completing this project.
- G. The City of Pinole continues to have concerns about ramp metering, particularly at Pinole Valley Road. WCCTAC staff is working with CCTA, Caltrans and Pinole to set up a meeting to discuss the issue in detail.

NEXT STEPS

The I-80 Ad Hoc Subcommittee was intended by the Board to be a limited duration body to conclude its work within a year. As such, staff is recommending that the Subcommittee be dissolved. The group has accomplished a number of its objectives, as explained above.

Much of the remaining work can be handled at the staff level, initially. Staff will continue to pursue the implementation of TSP, address the City of Pinole's (and any other jurisdiction's) remaining ramp metering concerns, and continue to develop a study, with CCTA, of I-80 HOV lane improvements. Should any of these issues require Board attention, WCCTAC staff will return to the full WCCTAC Board for guidance.

Attachments:

- A. Letter to WCCTAC from the Caltrans (coordinated with CCTA, ACTC, and MTC)
- B. Letter to WCCTAC from the CHP

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DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life.*

June 19, 2018

Ms. Cecilia Valdez, Chair, WCCTAC Board of Directors
Ms. Janet Abelson, Chair, Ad-hoc Committee on I-80
6333 Potrero Avenue, Suite 100
El Cerrito, CA 94530

Dear Mses. Valdez and Abelson:

Thank you for your recent letter expressing concerns about continuing degradation in the operational performance of Interstate 80 (I-80) High Occupancy Vehicle (HOV) lanes in Alameda and (west) Contra Costa Counties. In the letter, you noted that the decrease in average travel speed in the HOV lanes works against the formation of carpools, and hampers transit performance for Transbay and other express bus services. You also outlined a variety of strategies for improving the HOV lanes performance, and requested expanded partnership to further study long-term improvements.

As you are aware, our economy and communities in California continue to grow. The entire highway infrastructure in our metropolitan areas operates at or near capacity, with significant congestion during peak periods. Likewise, degradation in the HOV lanes continues to grow on I-80 and throughout the Bay Area and elsewhere in California. As such, we must continue to work together to address the root problems including jobs and housing imbalance, urban sprawl, lack of competitive rail and transit services, and excessive reliance on automobile travel. At Caltrans, we are committed to work with our local and regional partners to help create an integrated transportation network which promotes walking, bicycling, transit and ridesharing as viable and complementing options for travel. Two good examples of this in the Bay Area are the I-80 Smart Corridor Project, and the Bay Area Express Lanes Network, both of which we continue to strongly support.

As previously communicated, in general, degradation in the HOV lanes is due to a variety of factors such as high traffic demand volumes (both in the HOV and the adjacent lanes) leading to recurrent congestion, ingress/egress maneuvers to/from HOV lanes, incidents, violations, inclement weather and/or gaps in the HOV lanes network. On the I-80 corridor, the lack of overall freeway capacity and the frictional effect between the HOV lane and the adjacent lanes are the main factors influencing the performance of HOV lanes. We have reviewed and shared your letter with the California Highway Patrol (CHP), the Metropolitan Transportation Commission (MTC), the Contra Costa Transportation Authority (CCTA), and Alameda County

Transportation Commission (ACTC). While I understand the CHP will also respond to your letter directly, I would like to offer the following regarding your suggested short- and long-term strategies as follows:

1. Violations & Enhanced Enforcement: Our latest survey indicates violation rates in the I-80 HOV lanes can at times reach as much as 40%. Obviously, this rate can vary at different locations throughout the corridor and from day to day. To ascertain the violation rate is difficult due to lack of full visibility of a moving vehicle's interiors, and further complicated by large numbers of eligible clean-air vehicles with solo drivers. MTC, CCTA, ACTC, Caltrans, and CHP fully support additional enforcement for HOV lanes. Pending final budgetary approvals, MTC has programmed \$1.2 million per year to fund an Enhanced Enforcement Pilot Project for three years, effective July 1, 2018. The Enhanced Enforcement Pilot will fund four additional CHP officers to improve HOV compliance on I-80 between the San Francisco-Oakland Bay Bridge (SFOBB) and the Carquinez-Zampa Bridge (CZB) during peak periods. MTC and Caltrans will collect before- and after-data to evaluate the effectiveness of additional enforcement.

To complement the Enhanced Enforcement Pilot Project, we will renew the message content on highway signs to reflect the current \$490 minimum fine for HOV violations in the I-80 corridor.

2. Automated enforcement technology: Automated enforcement, if proven accurate and feasible, has certain advantages over visual enforcement such as its steady always-on character and its uniform application to all vehicles in the lane vs. intermittent or selective enforcement when officers are present. If automated, the enforcement action itself does not create shockwaves in traffic flow or lead to further congestion. Additionally, motorists' awareness of such an automated system can be an effective means of long-term deterrence. Lastly, with automated enforcement, safety exposure and risks for officers and motorists on the roadside will be reduced. However, the available technology has not yet matured enough for accurate and reliable vehicle occupancy enforcement and there is also a potential need for enabling California legislation prior to its deployment.

Notwithstanding, we will engage stakeholders as appropriate to further investigate available technology for occupancy detection systems or occupancy self-declaring mobile applications; advocate for legislative authority for automated enforcement; and prioritize deployment on I-80, when the technology proves sufficiently accurate and cost-effective.

3. Usage of I-80 Smart Corridor Overhead Signs: We appreciate your expressed support of our intent to expand use of the I-80 Smart Corridor electronic signs and strategies. You may have noticed the recent display of route shields on the electronic lane use signs on gantries in Emeryville immediately upstream of the I-80/580/880 distribution structure (also referred to as the Maze) to help guide motorists through this location on weekends. Initial observations

indicate that the expanded use is helping improve traffic flow on weekends when the traffic stream includes a larger proportion of visiting motorists unfamiliar with the Maze configuration. Other upcoming potential uses for the electronic signs could be the display of HOV diamond symbol over the left lane during HOV operational hours; comparative freeway vs. BART/transit travel times or respective location and number of available parking spaces on information display boards; and variable speed recommendations throughout the corridor for speed harmonization and improved traffic flow, and improving the system with new technologies, such as Decision Support System, to help with incident detection and to respond to roadway conditions more quickly.

We will continue to work with the I-80 Smart Corridor Technical Advisory Committee through the existing I-80 MOU governance to implement new active traffic management strategies that maximize the usage of the system components.

4. Policy Changes to improve I-80 HOV lane performance:

Eliminating the Bay Area rule that permits two-seater vehicles in the HOV lane: The I-80 is the only freeway corridor in the Bay Area with HOV3+ requirement. Two-seater vehicles with two occupants are allowed in the HOV lanes in this corridor for the sake of consistency with the respective passenger occupancy requirements legislatively mandated Bay Area Toll Bridges including the SFOBB and CZB toll bridges. Our latest survey indicates the proportion of such vehicles in the I-80 HOV lane is about 5% to 13%, or 50 to 150 vehicles per hour (VPH), respectively, during the morning and afternoon peak periods. Notwithstanding, our observations at each of our three survey locations indicated the total volume in the lane (including the eligible HOVs, two-seater vehicles and violators) to be below available capacity (1,650 VPH); thus, disallowing these vehicles in the lane is not expected to make a significant impact in the performance of the HOV lanes.

Disallowing eligible two-seater vehicles on I-80 HOV lanes can work against the formation of new and/or sustaining the existing carpools, particularly when traveling to/from other corridors with HOV2+ requirement, such as I-80 in Solano County. To disallow two-seater vehicles from I-80 corridor HOV lanes would require careful evaluation of the extent of the resulting benefits vs. potential reduction in carpooling as well as increased motorist confusion and operational disbenefits due to inconsistency with HOV eligibility at the SFOBB and CZB Toll Plazas (as currently mandated by legislation). It is perhaps best to consider such action as part of a larger regional effort to extend HOV3+ requirement to other currently congested HOV2+ corridors, or as part of an HOV to Express Lane conversion project.

- a. Extending the HOV Operational hours: Extended HOV operational hours can help induce long term behavioral change for commuters and modal shift if accompanied

by augmented transit service; thus, leading to reduced congestion. It should be noted that extending the hours of operation by itself will not effectively improve or change HOV lane performance during the peak periods. In fact, it may cause new or additional congestion in the corridor during the mid-day off-peak periods, resulting in longer morning congestion periods and earlier start of the afternoon peak period; thus, deteriorating traffic conditions. Extending HOV operations to weekends is not expected to be effective because of the larger proportion of recreational and discretionary (non-commute) trips and large numbers of HOV eligible vehicles.

In general, Caltrans supports the expansion of weekday HOV operational hours based on operational performance data, or as part of a project to convert the HOV to Express (or HOV/Toll) lanes project. Conversion to Express lanes avoids potential underutilization of the available capacity in the HOV lane and the resultant freeway congestion during the off-peak periods. With such conversion, by way of dynamic tolls set to allow or limit the number of tolled solo vehicles in the HOV/Toll lane, the desired performance levels are maintained on both the Express lane and the adjacent lanes. With recent HOV to Express Lanes conversion projects in Bay Area, the operational hours have been extended from 5:00 a.m. to 8:00 p.m. with little or no impacts.

- b. Changing the type and amount of fines for citations issued to HOV violators: Base-fine and the associated fees are set independently by California Judicial Council. HOV violations are not classified or considered as moving violations. Raising the penalties for HOV violations and receiving points on the driving record can serve as additional deterrence to curb willful violations. These changes typically will require local or state legislation for which Caltrans typically takes a neutral position.
- c. Conversion of HOV lanes to Bus-only lanes or other: Provision of bus-only lanes when introduced as a new facility indeed helps maximize incentives for using transit. However, absent appropriate augmentation of transit service and sufficient modal shift or user acceptance, the mere conversion of an existing HOV to bus-only lanes will most likely cause significant additional congestion in the corridor due to high traffic demand volumes in the corridor and underutilization of the (existing capacity in the) lane.

As noted above, an Express Lanes project including bus-only or other HOV Lane configurations may prove advantageous, contingent upon appropriate planning and feasibility analyses and dynamic tolling to enable solo or otherwise ineligible vehicles to utilize available but unused capacity in the lane when appropriate.

Mses. Cecilia Valdez and Janet Abelson
June 19, 2018
Page 5

There are opportunities to implement some of these strategies in the coming year(s), while others will require further study and evaluation. Caltrans is committed to remain a pro-active partner in helping investigate and implement all feasible near- and long- term strategies to enhance traffic safety and to improve mobility on I-80 corridor through our planning and project development process which would program necessary dedicated resources. Caltrans will also engage with CCTA, in coordination with our other partners, to define an appropriate scope for a long-term mobility improvement study on I-80 corridor.

Thank you for your partnership and interest in enhancing traffic safety and mobility on Bay Area State highways. We look forward to working with you and are available to participate in your future sub-committee work, as appropriate. Please do not hesitate to contact me, or Mr. Sean Nozzari, Deputy District Director, Traffic Operations, via email at sean.nozzari@dot.ca.gov, or telephone at 510-286-6345, if you wish additional information.

Sincerely,



JAMES E. DAVIS
Acting District Director

c (w/ incoming attached):

Chief Ernie Sanchez, Golden Gate Division, California Highway Patrol
Mr. Steve Heminger, Executive Director, Metropolitan Transportation Commission
Mr. Randell Iwasaki, Executive Director, Contra Costa County Transportation Authority
Mr. Arthur Dao, Executive Director, Alameda County Transportation Commission

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DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

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(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



May 29, 2018

File No.: 301.13424.16422

Ms. Cecilia Valdez, Chair – Board of Directors
Ms. Janet Abelson, Chair – Ad-Hoc Subcommittee on I-80
West Contra Costa Transportation Advisory Committee
6333 Potrero Avenue, Suite 100
El Cerrito, CA 94530

Dear Chair Valdez and Chair Abelson:

I am in receipt of your letter, dated April 27, 2018, in which you requested assistance from the California Highway Patrol (CHP) in mitigating the degradation of Interstate 80 in West Contra Costa and Alameda Counties, specifically in regards to High Occupancy Vehicle (HOV) lanes. I would like to take a moment to apprise you of our current efforts.

In late 2017, after listening to our regional partners and to concerns from the motoring public, the CHP made bold efforts in developing and implementing strategies to address issues on freeways most affected by HOV lane degradation. This includes, but is not limited to, CHP HOV task forces, focused on enforcement in strategically identified locations. Additionally, we have reinforced education and HOV lane awareness through various social media and media outlets. To present date in 2018, CHP officers have written over 8,800 HOV citations on Bay Area freeways alone.

In addition to the above noted education and enforcement efforts, CHP personnel currently deploy on reimbursable services agreements for specific enforcement of the express lanes in Contra Costa and Alameda Counties. Our continuing partnership with the Metropolitan Transportation Commission (MTC) has resulted in additional funding for purposes of enforcing HOV, specifically on Interstate 80.

The CHP subscribes to a method of three “E’s” for the safe movement of people and goods throughout California’s roadways: Engineering, Education and Enforcement. Education and enforcement has been outlined above, however it should be noted the CHP also works closely with our Caltrans partner engineers, in order to address engineering development and help improve the efficient flow of traffic on our freeways. As you may be aware, according to the MTC, traffic in the Bay Area has increased approximately 80% since 2010. This has been the greatest cause of lane degradation, especially when combined with the safe speed differential



May 29, 2018

which should exist between the HOV and general use lanes. The work of the CHP to support Caltrans' I-80 Smart Corridor Project is one of the engineering mitigation strategies in which we are involved. The CHP has also supported a similar approach being used on the eastbound lanes of the I-580 Richmond-San Rafael Bridge.

The California Highway Patrol takes its duty of enforcing traffic laws in the Bay Area seriously. Clearly it helps lower collision rates, shortens commute times and increases accountability of those who choose to utilize HOV lanes in an improper manner. We look forward to working with your organization, as we find the next best way of easing traffic congestion.

Sincerely,



ERNIE SANCHEZ, Chief
Golden Gate Division

TO: WCCTAC Board **MEETING DATE:** October 26, 2018
FR: John Nemeth, Executive Director
RE: **Implementation of a West County Travel Training Program**

REQUESTED ACTION

Staff is seeking Board authorization to change the method originally proposed for establishing a travel training program in West County.

BACKGROUND AND DISCUSSION

At the February 2018 WCCTAC Board meeting, staff provided the Board with a summary of the Accessible Transportation Needs Assessment Study that examined West County Measure J funded programs for senior and people with disabilities. One of the short-term strategies recommended by the Study was to enhance outreach and travel training to local residents.

In April 2018, staff returned to the Board with a proposal to allocate \$100,000 in Measure J 28b (Subregional Needs) funds to implement a travel training and outreach program in West County, through the Center for Independent Living (CIL). This objective seemed to fit well with an existing Caltrans-funded program for travel training being conducted by CIL, which was not fully funded. The Board approved the concept and asked staff to bring back a scope of work and funding agreement for final review.

WCCTAC staff, however, was unable to come to an agreement with CIL on a scope of work. CIL's current focus is to train volunteers to become travel trainers. However, the goal of WCCTAC member agencies, and the intent of the WCCTAC Board, was to have direct, dedicated travel training for West County residents. CIL will still provide train-the-trainers support for volunteers but will not be able to directly train West County residents.

Given this reality, WCCTAC currently has two choices. It could: 1) not pursue travel training services for West County residents at this time, or 2) find another entity or individual to provide these services using the funds already set-aside by the Board. Staff is proposing the latter.

Should the Board elect to continue to pursue travel training services, it presents another choice. Staff could 1) seek qualified non-profits or consulting firms, through a Request for Proposals, to provide these services through a limited duration contract, or 2) advertise for a part-time, temporary, non-benefitted position for an individual to provide these services for the duration of funding availability (estimated to be about two years).

There are pros and cons to each option. The benefit of using a consulting firm or non-profit is that a contract offers flexibility, opportunities for a team (rather than just one individual) to provide services, and has fewer impacts on WCCTAC administration. The benefit of hiring an individual to provide service is that it avoids the need to pay another organization's overhead, may be more applicable to the current job (since few non-profits or consulting firms specialize in this task), may be easier and more attractive to qualified individuals who can provide training services, and offers WCCTAC greater control over the details of the travel training efforts.

Given that WCCTAC has experience with the use of temporary, part-time, non-benefitted staff, has physical space available for a part-time staff person, is aware of qualified individuals who may be interested in this work, and may be able to use Measure 28b funds to offset agency overhead expenses, staff is recommending the temporary hire option.

NEXT STEPS

If the WCCTAC Board concurs with staff's recommendation to pursue of travel training efforts, despite the absence of CIL, and the Board concurs with staff's recommendation to hire a temporary, part-time person, staff will return to the Board with a proposed job description and proposed pay rate for review at the next WCCTAC Board meeting.

El Cerrito

Hercules

October 2, 2018

Pinole

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

RE: September WCCTAC Board Meeting Summary

Richmond

Dear Randy:

The WCCTAC Board, at its meeting on September 28, 2018, took the following actions that may be of interest to CCTA:

San Pablo

1. Approved the setting of STMP fee levels. Residential projects will be 75% of maximum allowable fee and non-residential projects will also be at 75% of the maximum allowable fee.
2. Approved authorization for the release of the 2018 STMP Call for Projects.
3. Approved to forward a letter of support to CCTA regarding the East Bay Regional Park District's project for the Western Contra Costa County, San Francisco Bay Trail Rehabilitation (North Richmond Regional Wetlands, Point Pinole Regional Shoreline and San Pablo Bay Regional Shoreline) and the allocation of 2018 Measure J funds, to fund the project.

Contra Costa
County

Please let me know if you have any follow-up questions.

AC Transit

Sincerely,



John Nemeth
Executive Director

BART

cc: Tarienne Grover, CCTA; John Cunningham, TRANSPAC; Jamar Stamps, TRANSPLAN; Lisa Bobadilla, SWAT; Matt Todd, CCTA

WestCAT

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

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

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