



TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

DATE & TIME: Thursday, September 12, 2019 • 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

1. CALL TO ORDER and SELF-INTRODUCTIONS

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

2. PUBLIC COMMENT

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

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.

3. CONSENT CALENDAR

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

A. Minutes & Sign in Sheet from July 11, 2019

Recommendation: Approve as presented.

Attachment: Yes.

4. REGULAR AGENDA ITEMS

A. Presentation on Proposed Development at Pt. Molate, Richmond

Description: The City of Richmond recently began the CEQA scoping process for a future development project at Pt. Molate in Richmond. Lina Velasco, City of Richmond’s Planning and Building Services Director, will provide an update on the current planning process.

Attachment: Yes (Notice of Preparation)

Presenter/Lead Staff: Lina Velasco, City of Richmond’s Planning and Building Services Director

Estimated Time:* 9:15 AM, (25 minutes)

B. Caltrans Transportation Planning Grants – Call for Projects

Description: Caltrans issued a call for projects for its Sustainable Communities and Strategic Partnership Grants, attached. The Sustainable Communities Grants has \$29.5 million

available statewide and is intended to encourage local and regional planning that advances the state's transportation goals. For the Strategic Partnerships Grant, only \$5.4 million is available statewide. Both WCCTAC and its member agencies have a successful track record for receiving the Sustainable Communities grants. WCCTAC staff seeks to brainstorm potentially competitive grant projects for this upcoming grant cycle. Applications are due October 11, 2019.

Recommendation: Discuss opportunities for possible West County grant applications.

Attachment: Yes (Announcement and Eligibility Info)

Presenter/Lead Staff: Leah Greenblat, WCCTAC Staff

Estimated Time:* **9:40 AM**, (15 minutes)

C. Phase 2 Refined Draft Scope for the San Pablo Ave. Multimodal Corridor Study

Description: WCCTAC staff previously presented to the TAC a preliminary scope of work for Phase 2. WCCTAC and CCTA staff with the consultant have further refined the draft scope, attached. Staff will present the refined draft for the TAC to consider before the matter is presented to the WCCTAC Board in September.

Recommendation: Provide input on refined draft scope of work for Phase 2 prior to the WCCTAC Board's consideration.

Attachment: Yes (Scope of Work)

Presenter/Lead Staff: Leah Greenblat, WCCTAC Staff

Estimated Time:* **9:55 AM**, (25 minutes)

D. New Transportation Expenditure Plan (TEP) - Status

Description: The Contra Costa Transportation Authority (CCTA) finalized its Draft Transportation Expenditure Plan (TEP) and released it for consideration by Contra Costa County jurisdictions. The TEP must be approved by the County Board of Supervisors, a majority of jurisdictions in the County, and enough jurisdictions to constitute a majority of the County's population in order to be placed before voters as a ballot measure. Since the last review by the WCCTAC Board on July 26th, the Authority has modified the TEP to have a 35 year duration rather than a 30 year duration. This has implications for overall funding levels and the funding allocation by category. WCCTAC staff will share the most current funding information, along with the Authority's schedule for visiting local jurisdictions.

Recommendation: Receive update.

Attachment: Yes (Expenditure Plan Detail, Schedule for County/City Presentations)

Presenter/Lead Staff: John Nemeth, WCCTAC Executive Director

Estimated Time:* **10:20 AM**, (15 minutes)

E. 2020 State Transportation Improvement Program (STIP) Update

Description: The CCTA issued a call for STIP projects and has begun reviewing submitted requests. Allan Panganiban, San Pablo, and Leah Greenblat, WCCTAC, both participated in the initial review process and can provide a status update.

Recommendation: Receive update.

Attachment: No.

Presenter/Lead Staff: Leah Greenblat, WCCTAC Staff

Estimated Time:* **10:35 AM**, (5 minutes)

F. Update on 2006 Subregional Transportation Mitigation Program (STMP) Closeout

Description: By the TAC meeting date, WCCTAC should have received all revenue submittals for 2006 STMP Fiscal Year 2018-19, Fourth Quarter. WCCTAC staff will provide a status update.

Recommendation: Receive info about revenue totals and final funding levels for STMP projects that have been awarded funds.

Attachment: No.

Presenter/Lead Staff: Leah Greenblat, WCCTAC Staff

Estimated Time:* **10:40 AM**, (5 minutes)

5. STANDING ITEMS

A. Technical Coordinating Committee (TCC) Report

Recommendation: Receive update.

Attachment: No.

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

Estimated Time:* **10:45 AM**, (5 minutes)

6. ADJOURNMENT

Description / Recommendation: Adjourn to the next regularly scheduled meeting of the TAC on Thursday, October 10, 2019. The next regular meeting of the WCCTAC Board is Friday, September 27, 2019.

Estimated Time:* **10:50 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 WCCTAC's office.
 - Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
 - A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.
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El Cerrito

WCCTAC TAC Meeting Minutes

Hercules

MEETING DATE: July 11, 2019

Pinole

MEMBERS PRESENT: Yvetteh Ortiz, El Cerrito; Colin Piethe, County; Celestine Do, BART; Allan Panganiban, San Pablo; Denee Evans, City of Richmond; Nathan Landau, AC Transit

GUESTS: Bill Pinkham, CBPAC Representative; Peter Engel, CCTA

Richmond

STAFF PRESENT: John Nemeth, Leah Greenblat, Joanna Pallock, Coire Reilly

ACTIONS LISTED BY: WCCTAC Staff

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Called to Order	The meeting was called to order at 9:15 a.m.
2.	Public Comment	Mr. Engel announced that the EV Readiness Blueprint was going to the Authority Board for approval which will help with future funding. Mr. Pinkham announced that Pedalfest was coming up. Ms. Do announced that the Del Norte elevator would not be working until August 2.
3.	Consent Calendar: a. Action Minutes and Sign-in Sheet from June 13, 2019 – Approve as presented.	Moved by Yvetteh Ortiz, seconded by Allan Panganiban, and unanimously adopted.
4.	Appointments of West County Citizen Position on the CCTA's Countywide Bicycle and Pedestrian Advisory Committee (CBPAC)	Ms. Pallock explained that applications of interest were solicited from members of the public and that five letters were received. After reviewing the applications, the TAC voted on the candidates.

		<p>Mr. Pinkam was nominated as the citizen representative and Heather Cunningham the alternate citizen representative.</p> <p>The nominations will go before the WCCTAC Board in September for final approval.</p>
5.	Presentation on Miles App	Mr. Engel gave a presentation on Miles, a smartphone-based app that tracks how users travel and provides incentives and rewards for taking green trips, such as bicycling, transit and carpooling.
6.	Potential Next Steps on San Pablo Ave Mobility Corridor Study.	Leah Greenblat reviewed the development of options for San Pablo Ave between Hilltop and Downtown Oakland. She explained that WCCTAC needed to consider what its role might be in the ACTC-led Phase 2 of the Study. Staff incorporated the TAC's earlier scope recommendations to include a better understanding traffic impacts (potentially with microsimulation). Staff noted that potential funding sources for a Phase 2 included the CCTA and West County's 28b funds.
7.	San Pablo Ave. Corridor – PASS Project Wrap-up	Ms. Greenblat explained that MTC's consultants worked with local jurisdictions to complete the implementation of the new weekend and school period signal timing. She shared findings from the draft report and sought input from the TAC. TAC members requested that staff provide a written synopsis of findings from the consultants. The TAC also expressed its interest in undertaking similar work for the weekday period as a future project.
8.	New Transportation Expenditure Plan (TEP)	Mr. Nemeth provided an update on the status of the CCTA's development of an expenditure plan for possible sales tax measure. He also reviewed the WCCTAC Board's prior correspondence to the CCTA.
9.	TCC Update	The TCC discussed the Congestion Management Plan.
10.	Adjournment	The meeting adjourned at 11:13 AM.

Sign in Sheet for the WCCTAC Technical Advisory Committee Meeting

WCCTAC TAC	INITIALS	AGENCY	EMAIL	PHONE
Lori Reese Brown		Richmond	Lori_reese-brown@ci.richmond.ca.us	510.620.6869
John Cunningham		CCC DCD	John.cunningham@dcd.cccounty.us	925.674.7833
Colin Piethe		CCC DCD	Colin.piethe@dcd.cccounty.us	
G. Aileen Hernandez		BART	ghernan@bart.gov	510.464.6564
Deneé Evans	<i>DE</i>	Richmond	Denee.evans@ci.richmond.ca.us	510.621.1718
Allan Panganiban	<i>AAP</i>	San Pablo	allanp@sanpabloca.gov	510.215.3062
Nathan Landau	<i>NL</i>	AC Transit	NLandau@actransit.org	510.891.4792
Jill Mercurio		San Pablo	jillm@sanpabloca.gov	
Tamara Miller <i>to 9:30 AM</i>	<i>TM</i>	Pinole	tmiller@ci.pinole.ca.us	510.724.9010
Melanie Mintz		El Cerrito	mmintz@ci.el-cerrito.ca.us	510.215.4330
Yvetteh Ortiz	<i>YO</i>	El Cerrito	yortiz@ci.el-cerrito.ca.us	510.215.4345
Mike Roberts	<i>MR</i>	Hercules	miker@ci.hercules.ca.us	510.799.8241
Robert Sarmiento		CCC DCD	robert.sarmiento@dcd.cccounty.us	925.674.7822
Holly Smyth		Hercules	hsmyth@ci.hercules.ca.us	510.245.6531
Michael Tanner		BART	mtanner@bart.gov	
Robert Thompson		WestCAT	rob@westcat.org	510.724.3331
Celestine Do	<i>CD</i>	BART	cdo@bart.gov	
WCCTAC STAFF				
Leah Greenblat	<i>LG</i>	WCCTAC	lgreenblat@wcctac.org	510.210.5935
Valerie Jenkins		WCCTAC	vjenkins@wcctac.org	510.210.5931
John Nemeth		WCCTAC	jnemeth@wcctac.org	510.210.5933
Joanna Pallock	<i>JP</i>	WCCTAC	jpallcock@wcctac.org	510.210.5934
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Stephanie Hu		CCTA	stephanieh@ccta.net	925.256.4740
JURISDICTION AGENCY STAFF				
Charlie Anderson		WESTCAT	charlie@westcat.org	510.724.3331
Yader Bermudez		Richmond	Yader_bermudez@ci.richmond.ca.us	510.774.6300
Jim Cunradi		AC Transit	jcunradi@actransit.org	510.891.4841
Deidre Heitman		BART	dheitma@bart.gov	510.287.4796
Dane Rodgers		Richmond	Dane_rodgers@ci.richmond.ca.us	510-307-8112
Robert Del Rosario		AC Transit	rdelrosa@actransit.org	510.891.4734
Lina Velasco		Richmond	lina_velasco@ci.richmond.ca.us	510.620.6841
Patrick Phelan		Richmond	Patrick_phelan@ci.richmond.ca.us	510.307.8111
GUEST				
Dave Campbell		Bike East Bay	dave@bikeeastbay.org	510.701.5971
Bill Pinkham	<i>BP</i>	CBPAC Rep	Bpinkham3@gmail.com	510.734.8532

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**NOTICE OF PREPARATION OF A
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (SEIR)
AND PUBLIC SCOPING MEETING FOR THE
POINT MOLATE MIXED-USE DEVELOPMENT PROJECT**

DATE: July 12, 2019

TO: Office of Planning & Research State Clearinghouse, County Clerk, and Affected Agencies (via Hand Delivery and Certified Mail) and Adjacent Property Owners and Interested Parties (via US Mail and City website)

FROM: City of Richmond

LEAD AGENCY: City of Richmond
Planning and Building Services Department
450 Civic Center Plaza
P.O. Box 4046
Richmond, CA 94804-1630

CONTACT: Lina Velasco, Director of Planning and Building Services
(510) 620-6841
lina_velasco@ci.richmond.ca.us

SUBJECT: Notice of Preparation of a Subsequent Environmental Impact Report (SEIR) in accordance with State California Environmental Quality Act (CEQA) Guidelines section 15162 and Notice of Public Scoping Meeting

A. NOTICE OF PREPARATION

Notice is hereby given that the City of Richmond (City) will prepare a Subsequent Environmental Impact Report (SEIR) for a proposed mixed-use development project (Modified Project) on the former Point Molate Navy Fuel Depot and Winehaven Historic District (Point Molate Site or Project Site). The Modified Project makes certain changes in land use and intensities to the project (Casino Project) and alternatives analyzed in the Final Environmental Impact Report for the Point Molate Mixed-Use Tribal Destination Resort and Casino Project that was certified by the City in 2011 (2011 FEIR). These changes include, but are not limited to, the elimination of the proposed casino, increasing allowable residential units and rehabilitating the buildings that contribute to the historic Winehaven District (similar to the rehabilitation in Alternative B1). The SEIR will address the potential physical and environmental effects of the Modified Project per the requirements of the California Environmental Quality Act (CEQA), Public Resources Code [PRC] section 21000, et seq., and

the CEQA Guidelines (Title 14, California Code of Regulations section 15000, et seq.) An SEIR is given the same notice and public review as is an EIR. (CEQA Guideline section 15162(d).)

As the Lead Agency, the City will use the SEIR when considering approval of the Modified Project. Responsible Agencies, which are public agencies other than the City that have discretionary approval power over the Modified Project, also may rely on the SEIR prepared by the City when issuing approvals for the implementation of the Modified Project. The City has prepared this Notice of Preparation (NOP) to provide Responsible Agencies, Trustee Agencies, and other interested parties with a description of the Modified Project and information about potential environmental effects pursuant to State CEQA requirements.

The 2011 FEIR, this NOP, and the file for the Modified Project are available for review between the hours of 8:30 a.m. and 4:00 p.m., Monday through Thursday, and between 8:30 a.m. and 12:30 p.m., Friday, at the City of Richmond Planning and Building Services Office, Second Floor, 450 Civic Center Plaza, Richmond, CA 94804. The 2011 FEIR also is available at the following website: <https://www.ci.richmond.ca.us/1863/Point-Molate-Resort-and-Casino>.

B. PUBLIC REVIEW AND COMMENT PERIOD

Further notice is hereby given that the City invites comments on the scope and content of the SEIR in response to this NOP. This NOP will be circulated for a 30-day review period. Comments on the scope of the SEIR should focus on the potentially significant environmental effects that the Modified Project may have on the physical environment that should be addressed in the SEIR, ways in which those effects might be minimized and potential alternatives to the Modified Project that should be addressed in the SEIR. To the extent that the public comments previously received on the scope and adequacy of the 2011 FEIR apply to the Modified Project, the City of Richmond will continue to consider such comments during the preparation of the SEIR. In your response, include your name, the name of your agency or organization (if applicable), and contact information.

Comments on the NOP must be received in writing at the above City of Richmond mailing address to the attention of **Lina Velasco, Director of Planning and Building Services**, or via e-mail to lina_velasco@ci.richmond.ca.us, by 4:00 p.m. on **August 12, 2019**. In addition, comments may be provided at the Public Scoping Meeting that is noticed below.

C. PUBLIC SCOPING MEETING

Further notice is hereby given that the City has scheduled a Public Scoping Meeting at the time and location indicated below. The purposes of the Public Scoping Meeting are to describe the Modified Project and the environmental review process and to receive verbal input on the appropriate scope of the environmental review. The City will consider all comments, written and oral, in determining the final scope of the evaluation to be included in the SEIR. It is requested that comments at this Public Scoping Meeting follow the guidelines listed above in **Section B**.

Public Scoping Meeting:

Monday, July 29, 2019, 6:00 p.m.
City of Richmond Council Chambers
440 Civic Center Plaza
Richmond, CA 94804

D. PROJECT LOCATION

The Point Molate Site is located on the San Pablo Peninsula within the City, in Contra Costa County (see **Figures 1** and **2** attached to this NOP). The Project Site is bounded by the San Francisco Bay to the west, open space parcels to the north and south, and the Chevron Richmond refinery to the east, with Potrero Ridge's 480-foot hillsides separating these two sites. Approximately 142 acres of the approximately 413-acre Project Site are submerged in the San Francisco Bay, leaving approximately 271 acres above water. The Project Site is approximately 1.5 miles north of Interstate 580 (I-580) and the Richmond-San Rafael Bridge, and has direct freeway access through Stenmark Drive, a City-owned roadway.

E. EXISTING CONDITIONS

The Point Molate Site currently is within multiple zoning districts, consisting of: Single-family Hillside Residential (RH), Multi-family Residential (RM1), General Commercial (CG), Light Industrial (IL), Parks and Recreation (PR), and Open Space (OS). The Project Site's General Plan land use classifications are Business/Light Industrial, Medium-Density Residential, Low-Density Residential, Parks and Recreation, and Open Space. The Project Site contains open space and a variety of historical and cultural resources, notably the Winehaven Historic District and the Chinese Shrimp Camp archeological site. Elevations on the Project Site range from below mean sea level (msl) along the western shoreline to approximately 350 feet above msl along the eastern property border. The crest of the Potrero Ridge forms the eastern boundary of the Project Site. The slopes on the Project Site range from relatively flat within the open shoreline areas to approximately 75 percent slope along the steep hillsides of the Potrero Ridge. The Project Site contains a variety of terrestrial and aquatic habitat types. Terrestrial habitat types identified within the Project Site include annual grassland, coastal scrub, mixed riparian, eucalyptus woodland, invasive scrub, landscape plantings, ruderal/developed, and beach strand. Aquatic habitats within the Project Site include seasonal wetland, ephemeral drainage, eel-grass bed, tidal marsh, and navigable waters. The 2011 FEIR provides a detailed description of the conditions and setting of the Project Site at that time; where conditions have changed, the SEIR will contain updated descriptions.

East Bay Municipal Utility District (EBMUD) provides potable water to the Project Site through a 12-inch diameter water main along Stenmark Drive, which was installed in 1997. Water is pumped uphill to a storage tank, Tank A, and distributed onsite through private lines. Approximately 63 percent of the pipes are asbestos-concrete pipes, approximately 26 percent are unprotected steel, and approximately 11 percent are cast iron. The system is divided into four independent distribution systems. Two storage tanks, Tank A and Tank 66, provide fire protection and potable water. Tank A has a capacity of 1,134,000 gallons and Tank 66 has a capacity of 200,000 gallons. Tank A has a leak with an estimated loss of 15,000 gallons per day (gpd). There are 97 fire hydrants throughout the Project Site. The water supply system on the Project Site is normally kept off, as there has been little demand for potable water since base operations

ceased; it is maintained in caretaker status for fire suppression purposes.

The Project Site is within the 13.5-square mile service boundary of the Richmond Municipal Sewer District (RMSD), but is not currently connected to the RMSD's wastewater collection system. RMSD, via an operations contract with Veolia Water North, operates a wastewater treatment plant (WWTP), located approximately three miles from the Project Site at 601 Canal Boulevard in Point Richmond. Throughout the Project Site there are 4-, 6-, 8-, 12-, 18-, and 24-inch diameter sewers, which were plugged and capped at the manholes in 1995. There is an industrial wastewater treatment plant and a sanitary sewer treatment plant at Navy Building No. 125 and two septic tanks with leachfields at Navy Buildings No. 87 and No. 75. The wastewater treatment system includes a 10-inch diameter steel outfall to the Bay. The treatment plant had a design capacity of 24,000 gallons per day and a trickling filter capacity of 20,000 gallons per day. Neither the sewer collection system nor treatment plant is in use; portable toilets are currently used on-site. Some sewage from the Project Site is trucked to the RMSD WWTP.

Surface runoff from lands within the Project Site and lands tributary to the Project Site originates from the ridge located approximately one fourth to one half mile east of the western coastline. There are eight distinct watersheds defined by the topography of the Project Site, varying in size from 20.4 acres to 62.5 acres. Each watershed has a separate discharge point to the Bay. The eastern portion of the each watershed is steeper upland where runoff flows over land into a system of natural channels and ravines. Drainage is diverted from the natural overland flows into culverts that discharge into the Bay. Water that falls on impermeable surfaces, such as roads and parking lots, traverses down slope as surface flow into stormwater management systems that discharge into the Bay. The existing storm drain system on the property, installed in the 1940's and upgraded in 1983, was designed to collect water through drains and inlets in streets and landscaped areas. The system consists of French drains, six concrete catch basins, pipe inlet headwalls, and underground concrete culverts that convey stormwater to eleven outfalls to the Bay.

F. BACKGROUND

The Point Molate Site was used primarily for fishing, commercial, and naval activities in the 20th century. From around 1890 to 1912, a Chinese shrimp camp was established at Point Molate where Chinese shrimpers lived and worked. From 1907 to 1919, the historic Winehaven winery occupied the northern portion of the Point Molate Site. Beginning in 1942, the Point Molate Site served as a U.S. Navy fuel storage and transfer facility. This facility closed on September 30, 1995 under the U.S. Department of Defense Base Realignment and Closure Act of 1990. A 45-member Blue Ribbon Advisory Committee developed the Point Molate Reuse Plan (Reuse Plan), which was approved by the Richmond City Council acting as the Local Reuse Authority (LRA), in 1997. The Reuse Plan contemplated a development scenario at the Point Molate Site with 670 residential units and preservation of approximately 70 percent of the land within the Point Molate Site as open space. In addition, the Reuse Plan envisioned that the Winehaven Historic District, listed on the National Register of Historic Places, would be preserved for adaptive reuse.

A Draft Environmental Impact Statement/Environmental Impact Report for the proposed Casino Project was released in July 2009 (2009 DEIS/EIR). The 2009 DEIS/EIR fully analyzed five development alternatives for the Point Molate Site, including one that contained substantial commercial and residential components without a casino (e.g., Alternative D). Under CEQA, the level of analysis for alternatives need not be exhaustive. (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 547.) Because the City prepared the 2009 DEIS/EIR jointly with the Bureau of Indian Affairs (BIA) to satisfy the National Environmental Policy Act (NEPA), it addressed all six alternatives to the same level of detail as the proposed Casino Project. (40 C.F.R. § 1502.14.) After the 2009 DEIS/EIR was completed and circulated for public review and comment, the City

and BIA determined that due to their differing internal procedures and timelines, the environmental review process should be completed separately. For that reason, the City completed the 2011 FEIR under CEQA and independent of the NEPA process. The 2011 FEIR included a full analysis of the five alternatives addressed in the 2009 DEIS/EIR, as well as a sixth alternative added in response to comments, Alternative B1 "Preserve Building 6" Mixed Use Tribal Destination Resort and Casino. In March 2011, the City Council certified the 2011 FEIR for the Point Molate Mixed Use Tribal Destination Resort and Casino. However, after certifying the 2011 FEIR, the Richmond City Council discontinued consideration of the destination resort and casino project. The Regional Water Quality Control Board relied on the CEQA analysis in the 2011 FEIR in order to approve a Final Feasibility Study/Remedial Action Plan for remediation for the Project Site in June 2014.

Following litigation between the City and the Casino Project proponents, the United States District Court entered a Judgment on April 12, 2018, pursuant to a settlement between the parties. The judgment provides that the City, in accordance with CEQA and other applicable law, shall provide certain discretionary City approvals for a project within 24 months from the effective date of the judgment.

In 2018, the City undertook a comprehensive community visioning process to obtain input from the local community regarding what types of land uses should be considered at the Project Site.

Because the 2011 FEIR previously evaluated the mix of land uses and intensities on the Project Site and the current applicant Winehaven Legacy LLC (Applicant) is proposing a modified mix, the City was required to determine whether further CEQA environmental review is required for the Modified Project in accordance with PRC Section 21166 and CEQA Guidelines Section 15162. Under these sections, no further environmental review is required unless the Modified Project would have new or substantially more severe impacts than those analyzed in the certified 2011 FEIR. Because the Modified Project may result in new and substantially more severe impacts than the former alternatives analyzed in the 2011 FEIR, the City is preparing an SEIR for the Modified Project.

G. PROJECT DESCRIPTION

The Modified Project proposed by the Applicant consists of the mixed-use development of approximately 80 acres of the approximately 413-acre Point Molate Site (of which approximately 271 acres is above water) that includes a variety of residential and commercial uses, as well as supporting road and utility infrastructure. Approximately 180 acres of the Point Molate Site would remain as open space that is enhanced with the incorporation of natural trails.

From the completion of entitlement, the Applicant assumes approximately 18 to 24 months to complete design, final engineering, and environmental permitting required to begin construction. Construction of the Modified Project and all infrastructure improvements, onsite and offsite, will be built in a single development phase and are estimated to require 7 to 9 years to complete.

MODIFIED PROJECT COMPONENTS

The Modified Project proposes a mixed-use community that would include the following required components: open space, adaptive re-use of the historic cottages, adaptive re-use of the historic Winehaven building, and residential development. The Modified Project includes rehabilitation of the historic buildings, unlike all but one of the Casino Project alternatives studied in the 2011 FEIR, which proposed to demolish the largest historic building, Building 6 and relocate Building 17. **Figure 3** shows the historic buildings that would be rehabilitated by the Modified Project.

The Modified Project would be divided into eight Planning Areas, which are presented in **Table 1** and **Figure 4**. The Planning Areas shown in **Figure 4** depict the approximate outer limits of where development could occur, and may ultimately include some open space within those areas. The Modified Project proposes the following:

- Approximately 1,500 residential units¹;
- Rehabilitating approximately 374,572 square feet of existing historic buildings, with approximately 20,000 square feet used for retail and restaurants, and the remainder as flexible use space for commercial and/or residential uses;
- Approximately 250,000 square feet of new construction within Planning Areas F - H, with approximately 20,000 square feet used for retail or restaurant uses , and the remainder as flexible use space for commercial and/or residential uses;
- Approximately 180 acres of open space, including recreational areas and trails open to the public;
- Construction of approximately 1.5 miles of the Bay Trail along the shoreline, including a vista overlook;
- A terminal on the existing pier that may be accessible to ferries, shuttles, and/or water taxis; and
- Removal of buried storage tanks that are currently located within the Planning Areas.

TABLE 1
MODIFIED PROJECT PLANNING AREAS

Planning Areas	Modified Project ¹
A–E	1,200 dwelling units
F–H	Mix of commercial and residential uses, organized as follows: <ul style="list-style-type: none"> ▪ 374,572 square feet of rehabilitated existing structures² <ul style="list-style-type: none"> ○ Up to 20,000 square feet of retail and restaurants ○ Remainder 354,572 square feet of commercial or up to 473 dwelling units or a mix of those two uses ▪ 250,000 square feet of new construction <ul style="list-style-type: none"> ○ Up to 20,000 square feet of retail and restaurants ○ Remainder 230,000 square feet of commercial or up to 307 dwelling units or a mix of those two uses ▪ 300 dwelling units

Notes:

¹ Number of dwelling units and square feet are approximate

² Square footage of the existing historic buildings is approximate and derived from prior documentation and plans. Surveys will be conducted to verify existing square footage.

Planning Areas A, B, C, and D would be developed with approximately 670 medium-density residential units (between 10 and 40 units per acre) and E would be developed with approximately 530 high-density residential units (between 25 and 75 units per acre).

The hillside land in the northeastern portion of the Project Site would be maintained as open space. Open space areas would be maintained primarily in their natural state but could include pedestrian trails, picnic areas, restroom facilities, and park amenities consistent with those found in regional parks in Alameda and Contra Costa Counties. The restroom facilities would be

¹ In addition to these 1,500 units, the Modified Project may include up to 780 units in Areas F-H in flexible use space for commercial and/or residential uses described in **Table 1**. Thus, the Modified Project may include a total of up to 2,280 units with 40,000 square feet of retail and restaurant uses.

designed to blend in with the natural environment.

A shoreline park would provide public access to the Bay along the entire shoreline of the Project Site. The shoreline park could include large vegetated areas for walking and enjoying the shoreline, vista overlook, public art and cultural exhibits, picnic areas (both open and reserved), park recreation facilities (play areas, equipment rental, etc.), a paddle sport launch, and restrooms facilities. Additionally, the shoreline park would include the development of an approximately 1.5-mile segment of the San Francisco Bay Trail pursuant to the Bay Trail Plan design policies and guidelines. The proposed alignment of the Bay Trail is shown on **Figure 4**.

WATER SUPPLY

Although existing infrastructure would be preserved to the extent feasible, the majority of on-site mains and service laterals within the Project Site would need to be relocated or removed to accommodate the proposed redevelopment. The Modified Project would install new service connections for the proposed redevelopment from the existing/proposed potable water mains in Stenmark Drive owned and operated by EBMUD within the public right-of-way.

WASTEWATER COLLECTION AND TREATMENT

Although existing infrastructure would be preserved to the extent feasible, the majority of on-site mains and service laterals within the Project Site would need to be relocated or removed to accommodate the proposed redevelopment. The Modified Project would install new service connections for the proposed redevelopment from the proposed sanitary sewer main in the portion of Stenmark Drive within the Project Site. Two possible options for wastewater treatment are being considered for analysis in the SEIR under the Modified Project:

Proposed Wastewater Treatment Option A –Install a new sanitary sewer treatment facility, which would operate as a standalone treatment system for the Modified Project’s sanitary sewer needs.

Proposed Wastewater Treatment Option B –Install a new force main along a proposed segment of the San Francisco Bay Trail (see Utility Corridor – Option 1 on **Figure 2**) or Stenmark Drive (see Utility Corridor – Option 2 on **Figure 2**) and Western Drive to bring sanitary sewer service to the Project Site from an existing 12-inch sanitary sewer line at the intersection of Tewksbury Avenue and Contra Costa Street in Point Richmond. A new sanitary sewer lift station may be required on Marine Street near the connection point to the existing system.

STORMWATER

The Modified Project would include removal or abandonment of most of the existing drainage system and installation of a new storm drainage system, while retaining the downstream 11 outfalls to the Bay. The Modified Project would be required to comply with Provision C.3 of the Municipal Regional Stormwater Permit (MRP) in order to reduce post-construction stormwater pollutants. In order to comply with Provision C.3, the proposed redevelopment could implement Low Impact Development (LID) treatment facilities including, but not limited to, bioretention areas, pervious pavements, and infiltration trenches. The LID facilities would intercept stormwater for treatment prior to discharging into the existing outfalls.

OFF-SITE IMPROVEMENTS

Off-site infrastructure improvements may be necessary to implement the Modified Project and may require additional entitlements not listed below. Off-site infrastructure improvements may include, but are not limited to the following:

- Widening of Stenmark Drive from easterly project boundary to connection at freeway (I-580).
- Undergrounding or relocating existing utility power poles along Stenmark drive from the easterly boundary to freeway connection (I-580) to accommodate completion of anticipated improvements to Stenmark Drive.
- Under Proposed Wastewater Treatment Option B, installation of a new force main along a proposed segment of the San Francisco Bay Trail (see Utility Corridor – Option 1 on **Figure 2**) or Stenmark Drive (see Utility Corridor – Option 2 on **Figure 2**) and Western Drive to bring sanitary sewer service to the Project Site from an existing 12-inch sanitary sewer line at the intersection of Tewksbury Avenue and Contra Costa Street in Point Richmond.

H. COMPARISON TO ALTERNATIVES B1 AND D

The 2011 FEIR for the Casino Project studied the environmental impacts of a large casino-hotel complex, as well as several alternatives, including the Non-Trust Acquisition with Non-Gaming Mixed-Use Development Alternative (Alternative D) and the “Preserve Building 6” Mixed Use Tribal Destination Resort and Casino with Residential Component (Alternative B1). The overall land uses and development plan characteristics of the Modified Project are similar to the scope of Alternative D, but like Alternative B1, the Modified Project proposes to rehabilitate all of the contributors to the historic Winehaven District. A comparison of the Modified Project and Alternative D is in **Table 2**. A comparison of the Modified Project and Alternative B1 is presented in **Table 3**.

TABLE 2
COMPARISON OF THE MODIFIED PROJECT AND ALTERNATIVE D

Use	Alternative D ¹	Modified Project ¹
Outside the Historic District		
Residential	1,100 dwelling units	1,200 dwelling units ²
Open Space	180 acres	180 acres
Water Transportation Terminal	5,000 square feet	5,000 square feet
In the Historic District		
<i>Existing Buildings</i>		
Uses in Rehabilitated Winehaven Buildings	163,500 square feet ^{3, 4} (all commercial, no residential)	374,572 square feet ³ (commercial and/or residential)
<i>New Construction</i>		
Commercial or Mixed-Use	250,000 square feet (hotel and conference center)	250,000 square feet (commercial or mixed-use commercial/residential)
Residential	0	300
<i>Notes:</i>		
¹ Number of dwelling units, square feet, and acres are approximate		
² These units could be in Planning Areas A–E. Portions of Planning Areas C and D are within the existing boundaries of the Winehaven Historic District.		
³ Alternative D would demolish 211,072 square feet of historic buildings, accounting for the difference between Alternative D and the Modified Project.		
⁴ Does not include basement square footage, which for the Modified Project would be surveyed and is estimated to be approximately 16,000 square feet.		

TABLE 3
COMPARISON OF THE MODIFIED PROJECT AND ALTERNATIVE B1

Use	Alternative B1 ¹	Modified Project ¹
Outside the Historic District		
Residential	340 dwelling units	1,200 dwelling units ²
Open Space	180 acres	180 acres
Water Transportation Terminal	5,000 square feet	5,000 square feet
In the Historic District		
<i>Existing Buildings</i>		
Uses in Rehabilitated Winehaven Buildings	374,572 square feet ³ (all commercial, no residential)	374,572 square feet ³ (commercial and/or residential)
<i>New Construction</i>		
Commercial or Mixed-Use	960,528 square feet (hotel, casino, tribal facilities, entertainment)	250,000 square feet (commercial or mixed-use commercial/residential)
Residential	0	300
<p><i>Notes:</i> ¹ Number of dwelling units, square feet, and acres are approximate ² These units could be in Planning Areas A–E. Portions of Planning Areas C and D are within the existing boundaries of the Winehaven Historic District. ³ Does not include basement square footage, which for the Modified Project would be surveyed and is estimated to be approximately 16,000 square feet</p>		

I. REQUIRED DISCRETIONARY CITY APPROVALS

Approvals required from the City of Richmond for the Modified Project may include, but are not limited to:

- General Plan Amendment
- Rezoning to Planned Area District
- Planned Area Plan
- Design Review
- Vesting Tentative Subdivision Map
- Certification of the SEIR

J. OTHER AGENCY REVIEW AND APPROVALS

Other federal, state, or regional agencies that may require review of or permits for the Modified Project include, but are not limited to:

- San Francisco Bay Conservation and Development Commission
- California Regional Water Quality Control Board – San Francisco Bay Region
- California State Historic Preservation Office
- California Department of Fish and Wildlife
- California Department of Transportation
- California Department of Toxic Substances Control
- California State Lands Commission
- California Toll Bridge Authority
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- U.S. National Marine Fisheries Service (also known as NOAA Fisheries)
- U.S. Coast Guard

K. PROBABLE ENVIRONMENTAL IMPACTS

Given that Modified Project is most similar to Alternative D of the alternatives and Casino Project studied in the 2011 FEIR, the environmental impacts of the Modified Project likely would be similar to Alternative D. Ultimately, the SEIR will determine whether the Modified Project would involve new or substantially more severe impacts than those analyzed in the certified 2011 FEIR, or would result in impacts for topics not previously analyzed. Based on existing information and the analysis completed for the 2011 FEIR, most impacts identified for Alternative D were determined to be less than significant or could be reduced to a less-than-significant level with mitigation. The 2011 FEIR found that Alternative D would have significant and unavoidable impacts associated with: demolition of Building 6 of the Winehaven Historic District (to be preserved and reused under the Modified Project); addition of new visual elements within the Winehaven Historic District; and transportation facilities in the cumulative year. The following topics will be addressed in the SEIR:

Aesthetics	Air Quality and Global Climate Change
Biological Resources	Cultural and Tribal Cultural Resources
Energy	Geology, Soils, and Mineral Resources
Hazards, Wildfire, and Hazardous Materials	Hydrology and Water Quality
Land Use and Planning and Recreation	Noise
Population and Housing	Public Services and Utilities
Transportation	

The SEIR will also examine a reasonable range of alternatives to the Modified Project, including the CEQA-mandated No Project Alternative and other potential alternatives that may reduce or avoid significant environmental effects.

L. ATTACHED FIGURES

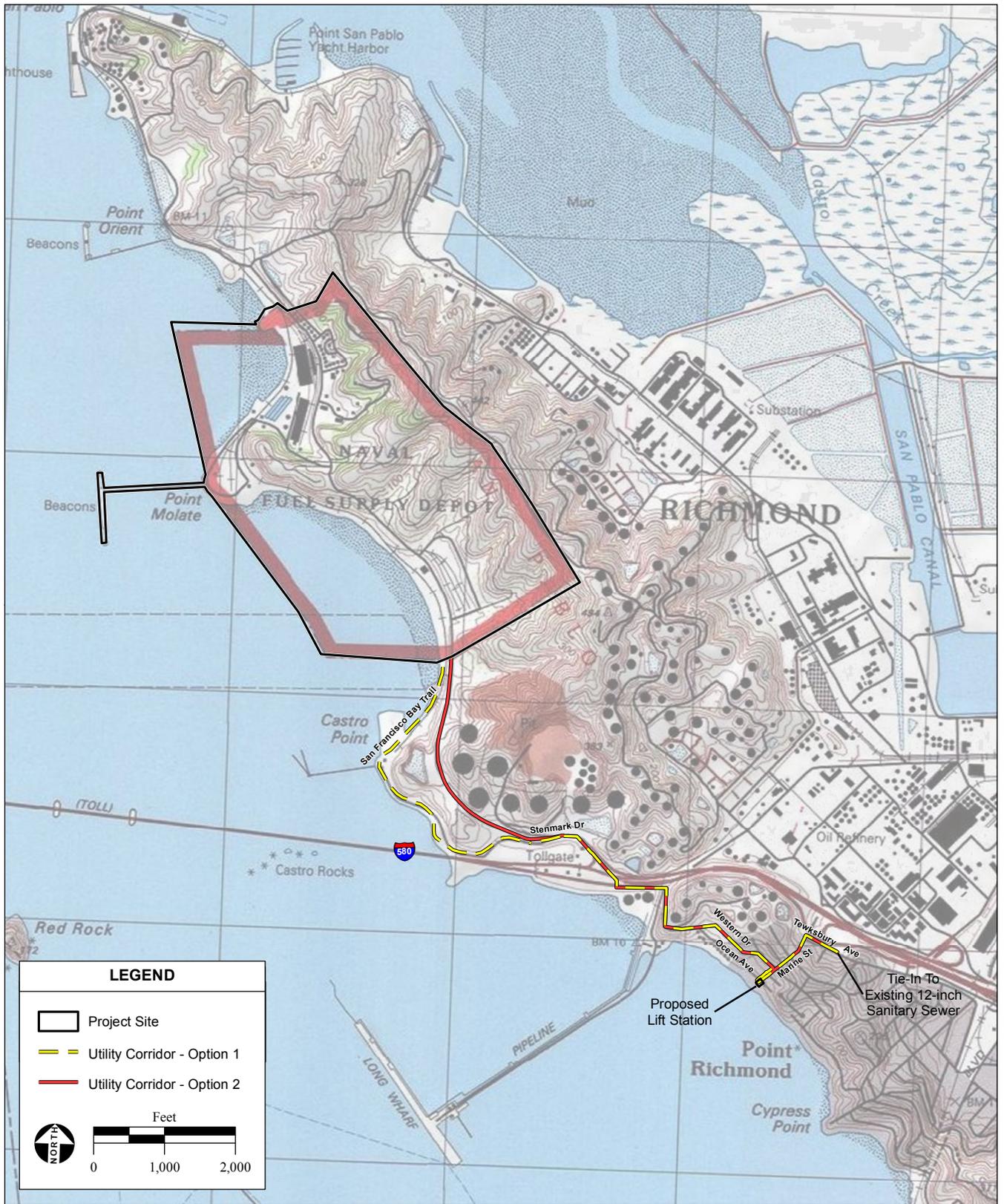
- Figure 1: Regional Location
- Figure 2: Site and Vicinity
- Figure 3: Historic Winehaven Buildings to be Preserved and Rehabilitated
- Figure 4: Conceptual Modified Project Planning Areas



SOURCE: NatGeo, 2019; AES, 2019

Point Molate Mixed-Use Development Project NOP / 216544 ■

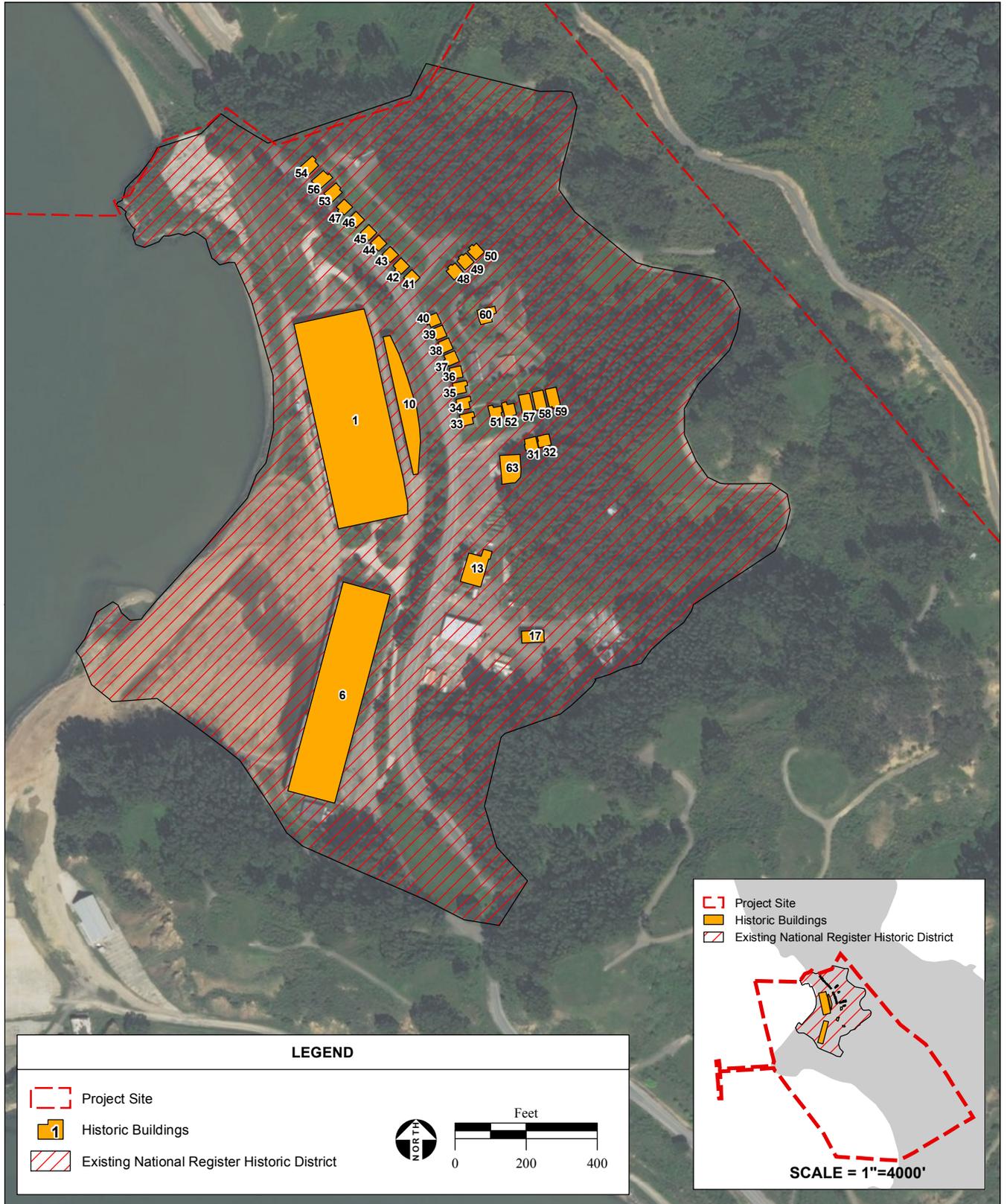
Figure 1
Regional Location



SOURCE: "San Quentin, CA" USGS Topographic Quadrangle, T1N, R3W, Unsectioned Area of San Pablo Strait, Mt. Diablo Baseline & Meridian; AES, 7/12/2019

Point Molate Mixed-Use Development Project NOP / 216544 ■

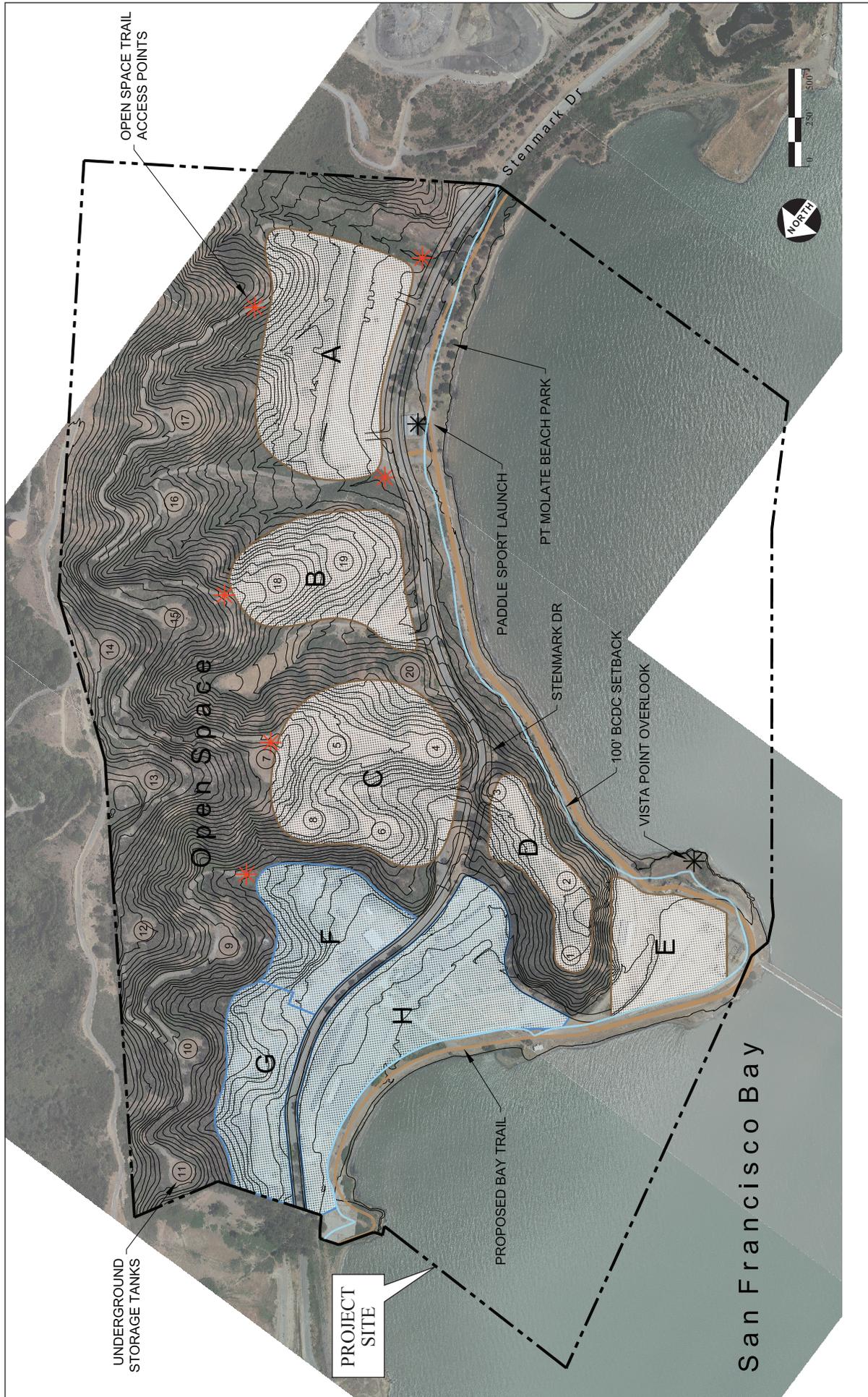
Figure 2
Site and Vicinity



SOURCE: DigitalGlobe aerial photograph, 8/31/2017; AES, 7/12/2019

Point Molate Mixed-Use Development Project NOP / 216544 ■

Figure 3
Historic Winehaven Buildings to be Preserved and Rehabilitated



Announcing the FY 2020-21 Caltrans Sustainable Transportation Grant Application Guide and Call-for-Applications

August 19, 2019 by Caltrans Division of Local Assistance

Caltrans has released the Fiscal Year (FY) 2020-21 Grant Application Guide and call-for-applications for the traditional State and federal funding, as well as grant funding from Senate Bill 1, the Road Repair & Accountability Act of 2017. A total of approximately \$34 million is available for transportation planning projects statewide. The Sustainable Transportation Planning Grants include:

- **Sustainable Communities Grants** (\$29.5 million) to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.
- **Strategic Partnerships Grants** (\$4.5 million) to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. The transit component that will fund planning projects that address multimodal transportation deficiencies with a focus on transit.

The grant application deadline is **October 11, 2019 at 5 PM** and grant announcements are anticipated in spring 2020. Interested applicants should contact the appropriate Caltrans District (below) if there are any questions concerning the following application materials or for upcoming district grant workshop information.

[Sustainable Transportation Planning Grant Application Guide](#)[Download](#)

[Strategic Partnerships Application Form](#)[Download](#)

[Sustainable Communities Application Form](#)[Download](#)

[Project Timeline Template](#)[Download](#)

[Scope of Work Template](#)[Download](#)

[Third-Party In-Kind Valuation Template](#)[Download](#)

[Local Match Calculator](#)[Download](#)

DISTRICT	CONTACT
DISTRICT 4 111 Grand Avenue P.O. Box 23660 Oakland, CA 94623-0660	Becky Frank (510) 286-5536 Email: becky.frank@dot.ca.gov Ariam Asmerom (510) 286-5572 Email: ariam.asmerom@dot.ca.gov

<http://www.localassistanceblog.com/2019/08/19/announcing-the-fy-2020-21-caltrans-sustainable-transportation-grant-application-guide-and-call-for-applications/>

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Example Sustainable Communities Grant Project Types

These examples include projects that plan for reductions in GHG and VMT, and/or integrate Land Use and Transportation planning.

- Studies, plans or planning methods that advance a community's effort to reduce single occupancy vehicle trips and transportation related GHG through strategies including, but not limited to, advancing mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use
- Studies, plans or planning methods that assist transportation agencies in creating sustainable communities and transit-oriented development
- SCS development
- Long range transportation plans for tribal governments
- Community to school studies or safe routes to school plans
- Studies, plans, or outreach for school public transit, school pool ridesharing
- Community Needs Assessments
- Studies, plans or planning methods that advance a community's effort to address the impacts of climate change, such as sea level rise, flooding, wildfires, and mudslides, which may include the use of natural infrastructure to reduce the impacts of climate change
- Studies that promote greater access between affordable housing and job centers

- Context-sensitive streetscapes or town center plans
- Complete street plans
- Active transportation plans, including bicycle, pedestrian and trail master plans
- Bike and pedestrian plans with a safety enhancement focus, including Vision Zero plans
- Plans for bike parking facilities
- Educational outreach for mode shifts to electric forms of transportation
- Traffic calming and safety enhancement plans
- Corridor enhancement studies
- Health and transportation studies, including health equity transportation studies and other plans that incorporate health into transportation planning
- Climate change adaptation plans for transportation facilities
- Identification of policies, strategies, and programs to preserve transit facilities and optimize transit infrastructure
- Studies that evaluate accessibility and connectivity of the multimodal transportation network
- Studies to improve access to social services and other community destinations for disadvantaged communities
- Transit planning studies related to accessible transit, paratransit, mobility management, etc.
- Rural planning studies or plans that provide rural counties the ability to develop active transportation plans with a rural context-sensitive focus and allow for rural regions to contribute to the State's GHG reduction targets
- Studies and plans that can help to quantify and highlight the value and importance of the rural State transportation system with connects large urban centers to rural open space, State and federal lands, and recreation and agriculture hubs.
- Studies and plans to mitigate for impacts to the rural transportation system due to increased interregional tourism and visitor traffic
- Studies, plans or planning methods that address environmental justice issues in a transportation related context
- Station area planning
- Community outreach plans for park-and-ride lots
- Student internships for rural agencies and/or disadvantaged communities
- First Mile/Last Mile project development planning
- Planning for zero or near zero emission vehicles
- Electric vehicle charging infrastructure network planning
- Transit planning for zero emission bus fleets
- Planning for autonomous vehicles
- Integration of transportation and environmental planning
- Shared mobility services planning studies

- Road or parking pricing studies
- Transportation Demand Management studies
- Congestion pricing studies including plans that enhance social equity and avoid inequitable cost burdens
- Commute trip reduction studies and plans
- Planning to remove or reduce barriers created by transportation infrastructure such as highways, overpasses and underpasses, that create disconnected communities
- Studies or plans to ensure that infill and transit-oriented development benefits existing residents and businesses, low-income and disadvantaged communities, and minimizes displacement
- Transportation modeling studies that address active transportation, emerging technology, public health, VMT and other impacts
- Data collection/data sharing initiatives
- Strategies to increase transit ridership
- Integration of transit, new emerging technologies, and shared mobility services
- Studies or plans that include a temporary built environment demonstration, e.g., tactical urbanism
- Studies or plans related to zero emissions vehicle goods movement

Land use planning activities in coordination with a transportation project.

Examples include:

- An update to a general plan land use element or zoning code that increases development opportunities around key transportation corridors or nodes
- Creation of a Transit-Oriented Development overlay zone or other special zoning district around key transportation corridors or nodes
- Studies, plans, and policies that address land use conflicts with major transportation corridors such as major highways, ports, shipping and freight corridors, etc. that are near sensitive land uses such as homes, schools, parks, etc. or potentially impacted by climate change

Eligible Activities and Expenses

Eligible activities must have a transportation nexus per the California Constitution, Article XIX Section 2 and 3. Please consult with Caltrans district staff for more information on whether costs are eligible for funding. Some examples of eligible costs include:

- Data gathering and analysis
- Planning consultants
- Conceptual drawings and design
- Community surveys, meetings, charrettes, focus groups
- Bilingual services for interpreting and/or translation services for meetings
- Community/stakeholder advisory groups

- Light snacks and refreshments for public workshops (no full meals), subject to Caltrans approval
- Project administration (up to 5% of the grant is allowed, e.g., quarterly reports, invoicing, project management)

Ineligible Activities and Expenses

Some activities, tasks, project components, etc. are not eligible under these grant programs. If an application has any of the following elements, it will be disqualified. Ineligible activities and expenses include:

- Environmental studies, plans, or documents normally required for project development under the National Environmental Policy Act or the California Environmental Quality Act
- Engineering plans and design specification work
- Project Initiation Documents
- RTPs or updates to the RTP, excluding SCS development
- Construction projects, capital costs, such as the building of a facility, or maintenance
- Office furniture purchases, or other capital expenditures
- Decorations, e.g., for public workshop events
- Acquisition of vehicles or shuttle programs
- Organizational membership fees
- Incentives for public participation, e.g., child care, full meals, prizes, freebies, promotional/marketing items
- Charges passed on to sub-recipient for oversight of awarded grant funds
- Other items unrelated to the project

DRAFT

Conceptual Scope of Work for the San Pablo Ave. Multimodal Corridor Study, Phase 2

September 6, 2019

Phase 2 Purpose: Advance design concepts, and transit and traffic analysis from Phase 1 to better suit West County's needs.

Approximate Budget Available: \$450,000 over the course of two to three fiscal years (\$300K from CCTA and \$150K from WCCTAC's 28b fund, pending approval by Board).

1. Design Concepts Specific to ROW and Circulation Needs of West County

1.1 Identify and Define Configuration Concepts

Identify roadway configuration options at the following locations:

- El Cerrito: 81' x-section (Fairmount to Eureka)
- El Cerrito: 83' x-section (Eureka to Potrero)
- El Cerrito/Richmond: 80' x-section (Wall to I-80, non-Caltrans section)
- Richmond: 76' x-section (Solano to Rheem)
- San Pablo: 70' x-section (Vale to Rd 20)
- San Pablo: 83' x-section (Lovegrove to Rumrill)
- San Pablo/Richmond: 74' x-section (Broadway to Rivers)

Kimley-Horn will develop a matrix indicating what combinations of facilities (center-running bus, side-running bus, Class II bike, Class IV bike, parking, # of auto lanes, managed lanes) are currently provided and are feasible to be provided on each of the above segments. Kimley-Horn will provide the matrix to WCCTAC for use in providing project direction.

Based on the above matrix and clear and non-conflicting feedback from WCCTAC, Kimley-Horn will develop up to three (3) prototypes for each of the up to seven (7) locations. The prototypes are assumed to reflect a subset of the facility combinations identified in the matrix.

Kimley-Horn will summarize key characteristics of the prototypes in a table, specifically:

- Ability to maintain dedicated left-turn lanes, including approximate spacing of signalized intersections and left-turns (note that this does include identification of specific left-turn locations)
- Ability to maintain u-turn movements
- Opportunities for managed lane operations
- Ability to provide pedestrian bulbouts
- Ability to provide parking/loading curb usage

1.2. Assess Transit Lane Configuration Options

It is anticipated that the prototypes may consider options with side-running and center-running dedicated bus lanes. For locations where both options are being considered (representing two of the up to three prototypes), Kimley-Horn will complete the following analysis:

- Feasibility of phasing transit lane implementation, including near-term side-running or side-running type elements (such as bus bulbs or queue jumps) and conversion to center-running configuration. Special consideration will be given to the feasibility of implementing side-running transit lanes within the City of El Cerrito in the near-term given current corridor geometrics as well as implications on ultimate transition of the corridor from that near-term configuration to a long-term configuration.
- Travel time penalties associated with less efficient transit-only phasing or bus mixing with right-turns that may be required for side-running operation. This will be based on previously prepared Synchro models of major intersections within West County. No new traffic counts or updated signal timing inputs are assumed to be required. Penalty times will be assessed for existing conditions (based on year of traffic counts) and future year (2040) conditions. No new travel demand modeling will be performed – future traffic forecasts will be based on modeling previously conducted for this project. Up to seven (7) intersection locations will be reviewed for travel time penalties.

1.3. Assess Parking Impacts

Based on consistent implementation of prototype x-sections within the segments identified above and based on the count data previously collected for the project, Kimley-Horn will identify approximate rough order of magnitude parking/loading impacts relative to existing conditions for the areas in Contra Costa County where parking data was collected in Phase 1. For the segment between Potrero Avenue and Road 20 where parking data was not collected in Phase 1, Kimley-Horn will perform field observations on one typical mid-day weekday to document observed parking utilization, fronting land use characteristics, and availability of off-street parking serving fronting uses. Kimley-Horn will prepare a qualitative discussion of the implications of the prototype x-sections on parking/loading within this segment. No new parking count data will be collected.

1.4. Assess Managed Lane Opportunities

Based on traffic counts collected as part of Phase 1, Kimley-Horn will identify traffic capacity and congestion considerations for managed lane operation in the AM and PM peak periods and align with feasibility considerations for prototypes that allow for managed lane operations.

1.5. Prepare Summary PPT

Kimley-Horn will prepare a PPT presentation containing the prototypes and the feasibility of the key characteristics identified above. Kimley-Horn will address up to two rounds of comments on the PPT. PPT comments are not assumed to require any additional analysis.

2. Transit Analysis

2.1. Speed and Delay Analysis

Kimley-Horn will perform field observations in a manner consistent with the Speed and Delay Study completed for ACTC at up to eight (8) Contra Costa County locations. The eight locations represent one of AM or PM observations at a specific roadway segment. The locations will be identified by Kimley-Horn and approved by WCCTAC, based on analysis of delay points previously completed by Kimley-Horn in the Speed and Delay Study. This information will be used to identify existing sources of transit delay and prepare qualitative discussion of the potential of transit priority treatments in addressing that delay. The information will be summarized in a PPT presentation.

2.2. Development of Transit Alternatives

Kimley-Horn will review current stop-level transit ridership (assumed to be provided by AC Transit) and summarize passenger ridership activity along Routes 72, 72M, and 72R along San Pablo Avenue. Based on that information, Kimley-Horn will provide recommendations on route alignments/turnaround locations.

WCCTAC will direct Kimley-Horn to assess up to three transit alternatives for further study. Each alternative represents a unique combination of roadway configuration, transit priority treatments (including combination of side running, center running, and no bus lanes), and route configurations. Alternatives will be defined for the full extent through the study area in Contra Costa County (assumed to be Alameda County Line to Robert Miller Drive).

2.3. Implications of Increased Stop Spacing

For each alternative, Kimley-Horn will use existing ridership patterns and the developed prototypes to identify potential stop locations for alternatives with a hybrid-BRT stop configuration (assumes hybrid stop spacing of roughly 1/3 mile). Stop locations will be preliminary and approximate as this step will precede conceptual layout of the concepts which may restrict stop placement. Based on identified stop locations, Kimley-Horn will identify the percentage of existing riders who would have their stop relocated more than 100 feet and the average increased walk distance along San Pablo Avenue that those riders would experience. An evenly distributed origin-destination pattern within each stop's linear shed area along San Pablo Avenue will be assumed. Kimley-Horn will prepare a map depicting stop locations and charts indicating rider access distance impact as a result of the stop reconfiguration.

2.4. BART Station Focus Areas

Kimley-Horn will analyze existing bus operations and roadway geometrics around the El Cerrito del Norte and El Cerrito Plaza BART stations. Specific recommendations will be developed for bus stop siting, bus routing, and bus priority treatments in the area between one block south and one block north of each of those stations. This will include consideration of the bus deviating from San Pablo Avenue and priority treatments that may benefit bus access/egress to/from San Pablo Avenue. Kimley-Horn will develop concept graphics on an aerial (does not include design) depicting proposed stop locations, routing, and other priority treatments.

3. Traffic Analysis, Including Diversion

3.1. Diversion Summary

Kimley-Horn will review travel demand model outputs indicating link-level traffic diversion and volume-to-capacity obtained during Phase 1. The information will be summarized and presented on simplified maps to identify primary diversion routes and the relative magnitude of diversion on each route. Up to \$5,000 in new roadway segment traffic counts on San Pablo Avenue or on primary diversion routes is included to calculate proportional changes in traffic volumes with the detour identified by the model. Kimley-Horn will review peak period travel time information publicly available from Google Maps for primary diversion routes to compare travel time along those routes with San Pablo Avenue. This will provide a qualitative assessment of the desirability of the diversion route and the level of impact to San Pablo Avenue travel time that would be needed to trigger diversion. No new travel demand modeling effort is included. The travel demand model is intended as a regional tool and thus is not specifically calibrated for each individual roadway segment, nor does it account for intersection-specific configuration and operations. Therefore, the roadway diversion analysis will be considered approximate in nature and will inform only to the level of rough order of magnitude and primary areas of diversion, but not the quantitative travel time impact or level of service impact of diversion at a street-specific level. Note that a sub-area model or a macroscopic model is needed to analyze route choice at a street-by-street level. Such an effort is not included in this scope.

3.2. Microsimulation Modeling

Kimley-Horn will develop a microsimulation model of up to two 3/4-mile stretches of San Pablo Avenue in Contra Costa County. The segments may be adjacent (for a total of 1.5 miles) or in different parts of the County on San Pablo Avenue. The segment extents will be identified and agreed to by both Kimley-Horn and WCCTAC. Microsimulation models will be developed for the following scenarios:

- Existing PM (Base)
- Existing + Build PM
- Year 2025 Base PM
- Year 2025 Build PM

Existing count data will be balanced for use in the models. New weekday turning movement counts (auto, bike, ped) will be collected at all intersections within the 3/4 mile segments during the PM peak period, up to a maximum of \$4,000. Traffic growth to estimate Year 2025 conditions will be based on a single annualized growth rate estimated from travel demand model runs (2040 horizon year) previously created for this project. The existing VISSIM model will be calibrated to existing conditions based on FHWA/Caltrans criteria. Kimley-Horn will perform up to seven floating car travel time runs of each of the segment corridors in the PM peak period to aid in model calibration.

Two project Build scenarios will be analyzed for each model segment, to be identified and agreed to by both Kimley-Horn and WCCTAC. VISSIM results will be used to confirm the travel demand model's estimate of the magnitude of traffic diverted away from San Pablo Avenue onto parallel or intersecting streets. For example, if the VISSIM model finds that San Pablo Avenue would remain severely congested given the previously identified level of diversion, diversion to alternate streets may be expected to be higher to avoid that congestion; if San Pablo is found by the model to

operate with minimal delay, diversion may be expected to be lower than predicted by the model). Up to one round of re-assessment of the magnitude of traffic diverted off of San Pablo Avenue will be performed in refining volumes for the VISSIM model. The VISSIM model will not include analysis of diversion roadways (other than their intersection with San Pablo Avenue if included in the study area); rather it is focused on the operations of San Pablo Avenue itself and the potential of the Build alternatives to generate diversion.

Kimley-Horn will present the VISSIM models to WCCTAC staff; however, it is not assumed that output videos will be created nor will more formal presentation of the VISSIM models be required.

3.3. Travel Time Estimation

The VISSIM model will be utilized to quantify bus travel time savings between the Base and Build models and auto travel time impacts between the Base and Build Models. A table will be created identifying the change in auto and bus travel time with each of the Build models relative to the Base. The VISSIM models will not be able to make direct quantitative calculations of overall corridor traffic operations or transit travel time because they do not cover the full study area. However, findings can be qualitatively extrapolated to the Contra Costa County portion of the corridor and hypotheses developed on overall implications for congestion on San Pablo Avenue and transit travel time benefits. Transit travel time benefits in the VISSIM models, combined with the findings of the Speed and Delay study in Task 2, will be utilized to estimate reasonably expected transit travel time benefit ranges of the two modeled project Build alternatives relative to No-Build conditions within Contra Costa County for the PM peak period for Year 2025 conditions. Similarly, auto travel time impacts will be extrapolated from the VISSIM model to estimate an order of magnitude of auto travel time impacts on San Pablo Avenue associated with the Build alternatives. This will not provide an estimate of travel time impacts on diversion roadways.

Travel time estimates will not include consideration of transit priority treatments in Alameda County unless authorized in a separate scope by Alameda CTC.

Kimley-Horn will prepare a PPT presentation of the transit findings, emphasizing implications on bus stop access, bus stop travel time (extrapolated from the VISSIM model and the Speed and Delay study), and transit connectivity (based on route options). Kimley-Horn will address up to two rounds of comments on the PPT. PPT comments are not assumed to require any additional analysis.

4. Evaluation

Kimley-Horn will prepare an evaluation summary PPT for each Contra Costa City along San Pablo Avenue within the study area that qualitatively summarizes the information contained in the Phase 1 Evaluation Report and developed in Tasks 1 through 3 on a city-by-city basis. Components will include City-specific considerations of available curb-to-curb cross-section, parking availability, bike connectivity, transit benefits (in terms of existing ridership, stop access, and travel time benefits – if available from the microsimulation), and diversion. It is not anticipated that revised scoring for all of the previously included evaluation categories will be provided at a city-by-city level. Category-specific information at a city-by-city level will be provided where readily available from Phase 1 work or work included in Tasks 1 through 3. Kimley-Horn will address up to two rounds of comments on each PPT. PPT comments are not assumed to require any additional analysis.

5. Public Engagement

In preparation for presentations included in this task, Kimley-Horn will reference information developed as part of the Phase 1 effort to tailor project goals and objectives to specific needs of West County. Particular focus will be placed on identifying opportunities for coordination and consistency between jurisdictions. This will include reviewing input received as part of online surveys conducted in Phase 1. No new surveying will be performed as part of this effort.

Kimley-Horn will participate in up to three presentations to each of the WCCTAC TAC and WCCTAC Board. Kimley-Horn will participate in a total of up to three Council or other elected/appointed body presentations at the City level. It is assumed that all three presentations will be based on similar content at a similar single point in the project, customized for each City.

Kimley-Horn will participate in up to six meetings with staff from local jurisdictions and/or transit operators to review corridor configuration options and findings prepared as part of other tasks.

6. Deliverables

All deliverables noted previously. At the conclusion of Phase 2, Kimley-Horn will package up deliverable materials and provide the final versions to WCCTAC. This does not assume any new materials will be prepared or any additional revisions to previously prepared materials.

Kimley-Horn will hold monthly meetings with Project Management staff (assumed to include WCCTAC and CCTA). These may consist of in-person or teleconference coordination meetings. For each meeting, Kimley-Horn will prepare an agenda and meeting summary. Kimley-Horn will maintain an action items tracker for data needs and key decisions. It is assumed that the project will last up to 12 months; thereby, up to 12 coordination meetings are included.

Kimley-Horn will prepare monthly invoices including a progress report and budget summary for submittal to Alameda CTC.

Detailed Expenditure Plan - August 28, 2019

Funding Category	\$ millions	%	Distribution of Funding by Subregion			
			Central (a)	Southwest (b)	West (c)	East (d)
RELIEVING CONGESTION ON HIGHWAYS, INTERCHANGES, AND MAJOR ROADS	1484	41.1%				
Improve State Route 242 (SR-242), Highway 4 and eBART Corridor	705	19.5%				
Relieve Congestion and Improve Access to Jobs along Highway 4 and SR-242	200	5.5%	154			46
Improve Local Access to Highway 4 and Byron Airport	150	4.2%				150
East County Transit Extension to Brentwood and Connectivity to Transit, Rail, and Parking	100	2.8%				100
Improve Traffic Flow on Major Roads in East County	107	3.0%				107
Enhance Ferry Service and Commuter Rail in East and Central County	50	1.4%	30			20
Improve Transit Reliability along SR-242, State Route 4 and Vasco Road	50	1.4%	12			38
Seamless Connected Transportation Options	20	0.6%	8			12
Additional Train Cars for e-BART	28	0.8%				28
Modernize I-680 , Highway 24, and BART Corridor	536	14.9%				
Relieve Congestion, Ease Bottlenecks, and Improve Local Access along the I-680 Corridor	200	5.5%	105	95		
Improve Traffic Flow on Major Roads in the Central County and Lamorinda	145	4.0%	129	16		
Improve Transit Reliability along the Interstate 680 and Highway 24 Corridors	50	1.4%	25	25		
Provide Greater Access to BART Stations along I-680 and Highway 24	49	1.4%	30	19		
Seamless Connected Transportation Options	25	0.7%	17	8		
Improve Traffic Flow on Highway 24 and Modernize the Old Bores of Caldecott Tunnel	35	1.0%	3	33		
Improve Traffic Flow on Major Roads in San Ramon Valley	32	0.9%		32		
Upgrade I-80 and I-580 (Richmond Bridge), and BART Corridor	243	6.7%				
Improve Transit Reliability along the I-80 Corridor	90	2.5%			90	
Relieve Congestion and Improve Local Access along I-80 Corridor	57	1.6%			57	
Enhance Ferry Service and Commuter Rail in West County	34	0.9%			34	
Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge along I-580 and Richmond Parkway	19	0.5%			19	
Seamless Connected Transportation Options	5	0.1%			5	
Improve Traffic Flow on Major Roads in West County	38	1.1%			38	
IMPROVING TRANSPORTATION COUNTYWIDE IN ALL OUR COMMUNITIES	1980	54.9%				
Modernize Local Roads and Improve Access to Jobs and Housing	628	17.4%	184	144	119	182
Improve Walking and Biking on Streets and Trails	215	6.0%	53	54	51	57
Provide Convenient and Reliable Transit Services in Central, East and Southwest Contra Costa	392	10.9%	162	120		110
Increase Bus Services and Reliability in West Contra Costa	250	6.9%			250	
Affordable Transportation for Seniors, Veterans, and People with Disabilities	180	5.0%	47	30	48	56
Cleaner, Safer BART	120	3.3%	30	19	43	28
Safe Transportation for Youth and Students	104	2.9%	16	38	33	17
Reduce Emissions and Improve Air Quality	37	1.0%	11	7	9	10
Reduce and Reverse Commutes	54	1.5%	16	10	13	15
Subtotal	3464					
Transportation Planning, Facilities & Services	108	3.0%	32	20	25	31
Administration	36	1.0%	11	7	8	10
Total	3608	100.0%	1075	675	841	1018
Population Based Share	3608		1075	675	841	1018
Population Share (2037 Estimate) of Total			29.8%	18.7%	23.3%	28.2%

Comparison of Draft TEP in 7/26/2019 with approved Draft TEP

Funding Category	TEP 7/26/2019 (in millions)	Approved Draft TEP (in millions)	Difference
Fix and Modernize Local Roads Modernize Local Roads and Improve Access to Jobs and Housing	\$101	\$119	+\$18
Increase Bus Services and Reliability in West Contra Costa	\$170	\$250	+\$80
Improve Transit Reliability along I-80	\$90	\$90	-
Cleaner, Safer BART	\$43	\$43	-
Enhance Ferry and Commuter Rail in Contra Costa	\$34	\$34	-
Relieve Congestion and Improve Local Access along I-80 Corridor	\$57	\$57	-
Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge along I-580 and Richmond Parkway	\$19	\$19	-
Improve Walking and Biking on Streets and Trails	\$51	\$51	-
Affordable Transportation for Seniors, Veterans, and People with Disabilities	\$41	\$48	+\$7
Safe Transportation for Youth and Students	\$27	\$33	+\$6
Seamless Connected Transportation Options	\$24	\$5	-\$19
Improve Traffic Flow on Major Roads	\$10	\$38	+\$28
Reduce Emissions and Improve Air Quality	\$10	\$9	-\$1
Reduce and Reverse Commute	-	\$13	+\$13
Transportation Planning, Facilities, & Services	\$21	\$25	+\$4
Regional Transportation Priorities	\$7	-	-\$7
Administration	\$7	\$8	+\$1
Total	\$712	\$841	+129

**CITIES/TOWNS COUNCIL AND CONTRA COSTA COUNTY BOARD OF SUPERVISORS SCHEDULE
FOR CONSIDERATION OF ADOPTING A RESOLUTION OF SUPPORT FOR THE
AUTHORITY'S TRANSPORTATION EXPENDITURE PLAN**

Jurisdiction	Board/Council Meeting Schedule	Presentation Briefing July 22, 2019 - August 20, 2019	Staff	Consideration of Adopting a Resolution of Support September-October 22, 2019	Staff
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Antioch	2nd and 4th Tuesday	N/A	N/A	10/22/19 at 7:00 p.m.	Hisham Noeimi
Brentwood	2nd and 4th Tuesday	8/13/19 at 7:00 p.m.	Hisham Noeimi	9/24/19 at 7:00 p.m.	Timothy Haile
Contra Costa County	Generally Tuesday at 9 a.m.	7/30/19 at 9:00 am	Hisham Noeimi	9/24/19 at 9:00 a.m.	Timothy Haile
Clayton	1st and 3rd Tuesday	N/A	N/A	09/17/19 at 7:00 p.m.	Randell Iwasaki
Concord	1st, 2nd and 4th Tuesday	N/A	N/A	10/15/19 at 6:30 p.m.	Timothy Haile
Danville	1st and 3rd Tuesday	8/13/19 at 7:30 p.m.	Timothy Haile	10/01/19 at 7:30 p.m.	Timothy Haile
El Cerrito	1st and 3rd Tuesday	8/20/19 at 7:00 p.m.	Timothy Haile	10/01/19 at 7:00 p.m.	Hisham Noeimi
Hercules	2nd and 4th Tuesday	N/A	N/A	9/10/19 at 7:00 p.m.	Don Tatzin
Lafayette	2nd and 4th Monday	7/22/19 at 7:00 p.m.	Hisham Noeimi	9/23/19 at 7:00 p.m.	Don Tatzin
Martinez	1st and 3rd Wednesday	N/A	N/A	10/02/19 at 7:00 p.m.	Timothy Haile
Moraga	2nd and 4th Wednesday	N/A	N/A	9/11/19 at 7:00 p.m.	Timothy Haile
Oakley	2nd and 4th Tuesday	N/A	N/A	9/10/19 at 6:30 p.m.	Timothy Haile
Orinda	1st and 3rd Tuesday	N/A	N/A	10/15/19 at 7:00 p.m.	Randell Iwasaki
Pinole	1st and 3rd Tuesday	8/20/19 at 6:00 p.m.	Randell Iwasaki	10/01/19 at 6:00 p.m.	Randell Iwasaki
Pittsburg	1st and 3rd Monday	10/07/19 at 7:00 p.m.	Timothy Haile	10/21/19 at 7:00 p.m.	Consent-N/A
Pleasant Hill	1st and 3rd Monday	8/19/19 at 7:00 p.m.	Timothy Haile	10/07/19 at 7:00 p.m.	Hisham Noeimi
Richmond	1st and 3rd Tuesday	N/A	N/A	10/22/19 at 7:00 p.m.	Timothy Haile
San Pablo	1st and 3rd Monday	N/A	N/A	10/21/19 at 6:00 p.m.	Timothy Haile
San Ramon	2nd and 4th Tuesday	N/A	N/A	10/08/19 at 7:00 p.m.	Hisham Noeimi
Walnut Creek	1st and 3rd Tuesday	8/06/19 at 6:00 p.m.	Timothy Haile	9/17/19 at 6:00 p.m.	Timothy Haile

Staff Contacts:

Randell Iwasaki, Executive Director
Timothy Haile, Deputy Executive Director, Projects
Hisham Noeimi, Director, Programming

TEP Facilitator:

Don Tatzin, Facilitator