

El Cerrito



Hercules

TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

DATE & TIME: Thursday, October 10, 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

Pinole

1. CALL TO ORDER and SELF-INTRODUCTIONS

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

2. PUBLIC COMMENT

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

Richmond

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

San Pablo

3. CONSENT CALENDAR

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

Contra Costa
County

A. Minutes & Sign in Sheet from September 12, 2019

Recommendation: Approve as presented.

Attachment: Yes.

4. REGULAR AGENDA ITEMS

AC Transit

A. Service on CCTA's Vision Zero Working Group

Description: The CCTA plans to undertake development of a Contra Costa Vision Zero Framework and Systemic Safety Approach. To advise the Authority staff and consultants' work, the CCTA intends to form a Vision Zero Working Group (VZWG) and seeks one staff volunteer from each RTPC.

Recommendation: Select a staff volunteer to represent West County for VZWG

BART

Attachment: Yes

Presenter/Lead Staff: Matt Kelly – CCTA Staff, TCC Representatives

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

WestCAT

B. Development of Criteria for Future STMP Calls for Projects

Description: The implementation of the new STMP provides an opportunity to review and consider revising the criteria used to select projects for STMP funding.

Recommendation: Review prior criteria and consider possible adjustments for future STMP Calls for Projects.

Attachment: Yes

Presenter/Lead Staff: John Nemeth, WCCTAC Staff

Estimated Time:* **9:30 AM**, (40 minutes)

C. Draft Results of the Congestion Management Program (CMP) Monitoring

Description: As required by State law, the CCTA monitors CMP network and compares the current results to past results. CCTA staff will provide a draft summary of the spring 2019 monitoring of LOS standards for intersections and freeway segments in West County.

Recommendation: Information only.

Attachment: Yes

Presenter/Lead Staff: Matt Kelly, CCTA Staff

Estimated Time:* **10:10 AM**, (30 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:* **10:40 AM**, (5 minutes)

6. ADJOURNMENT

Description / Recommendation: Adjourn to the next regularly scheduled meeting of the TAC on Thursday, November 14, 2019. The next regular meeting of the WCCTAC Board is Friday, October 25, 2019.

Estimated Time:* **10:45 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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WCCTAC TAC Meeting Minutes

MEETING DATE: September 12, 2019

MEMBERS PRESENT: Colin Piethe, County; Celestine Do, BART; Allan Panganiban, San Pablo; Denee Evans, Lori Reece Brown, Patrick Phelan, Dane Rogers, Lina Velasco, City of Richmond; Nathan Landau, AC Transit; Mike Roberts, Hercules; Tamara Miller, Pinole; Rob Thompson, WestCAT;

GUESTS: Bill Pinkham, CBPAC Representative; Clayton Johnson, CCHS Safe Routes; Bibiana Alvarez, AES; Steve Abrams, Abrams Associates

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

ACTIONS LISTED BY: WCCTAC Staff

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Called to Order	The meeting was called to order at 9:10 a.m.
2.	Public Comment	None.
3.	Consent Calendar: a. Action Minutes and Sign-in Sheet from July 11, 2019 – Approve as presented.	Moved by Mike Roberts, seconded by Celestine Do, and unanimously adopted.
4.	Presentation on Proposed Development at Pt. Molate, Richmond	This item was taken out of order and occurred following the Update on 2006 Subregional Transportation Mitigation Program (STMP) Closeout. Ms. Velasco provided background information on the proposed Pt. Molate development project, and introduced the team of consultants working on the Supplemental EIR.

5.	Caltrans Transportation Planning Grants – Call for Projects	Ms. Greenblat shared an announcement about an upcoming planning grant opportunity. The TAC discussed possible projects for WCCTAC to apply for and individual agencies discussed their own possible applications.
6.	Phase 2 Revised Draft Scope for the San Pablo Ave Mobility Corridor Study.	Ms. Greenblat presented the revised draft scope of work incorporating the TAC's earlier comments. She explained that, in addition to refining the scope, WCCTAC needed to clarify what its role in the ACTC-led Phase 2 of the Study. Staff noted that potential funding sources for a Phase 2 included planning funds from CCTA and West County's Measure J 28b funds.
7.	New Transportation Expenditure Plan (TEP)	Mr. Nemeth provided an update on the status of the CCTA's development of an expenditure plan for a possible ½ cent sales tax measure. He reviewed the current funding allocation by category compared with the WCCTAC Board's prior recommendations. He also reviewed the schedule for CCTA presentations to cities and the County.
8.	2020 State Transportation Improvement Program (STIP) Update	This item was not discussed since the scoring results were not yet available.
9.	Update on 2006 STMP Closeout	Ms. Greenblat reviewed a series of tables containing the status of quarterly reporting forms submitted, the amount of fees received through June 2019 with final project funding levels, completion of project funding agreements, and submittal of signed Master Cooperative Agreements.
10.	TCC Update	No update was provided.
11.	Adjournment	The meeting adjourned at 11:37 AM.

Sign in Sheet for the WCCTAC Technical Advisory Committee Meeting

WCCTAC TAC	INITIALS	AGENCY	EMAIL	PHONE
Lori Reese Brown	LRB	Richmond	Lori_reese-brown@ci.richmond.ca.us	510.620.6869
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Clayton Johnson	CJ	CCHS Safe Routes	Clayton.Johnson@cchealth.org	925.313-6845

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Technical Coordinating Committee **STAFF REPORT**

Meeting Date: September 19, 2019

Subject	Request for Volunteers to Serve on the Vision Zero Working Group (VZWG) to Develop the Contra Costa Vision Zero Framework and Systemic Safety Approach
Summary of Issues	The Contra Costa Vision Zero Framework and Systemic Safety Approach scope-of-work proposes forming the VZWG, which would advise Authority staff and consultants' work on the project. The scope-of-work calls for up to six VZWG meetings during the project term, which is scheduled to be completed in December 2020.
Recommendations	Staff seeks four volunteers from the Technical Coordinating Committee (TCC) to serve on the VZWG, to develop the Contra Costa Vision Zero Framework and Systemic Safety Approach.
Financial Implications	N/A
Options	<ol style="list-style-type: none"> 1. The TCC could reduce the number of requested volunteer members. 2. The TCC could reject request for volunteer members.
Attachments	A. Scope-of-Work for Vision Zero Framework and Systemic Safety Approach for Contra Costa.
Changes from Committee	

Background

The Contra Costa Vision Zero Framework and Systemic Safety Approach is a priority implementation task stemming from the adopted 2018 Countywide Bicycle and Pedestrian Plan (CBPP). On July 17, 2019, the Authority Board approved the draft scope-of-work for this task, which proposes forming the VZWG to advise Authority staff and consultants' work on the project. The VZWG is proposed to consist of thirteen volunteer members, including four volunteers from TCC; more specifically, one TCC volunteer is requested from each of the four Contra Costa Regional Transportation Planning Committees (RTPCs). The other nine members

will be recruited from the Authority's Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) (four members), as well as regional traffic safety research and advocacy organizations (5 members).

The project scope proposes up to six VZWG meetings between fall 2019 and scheduled project completion in December 2020.

11. Develop a Vision Zero Framework and Systemic Safety Approach for Contra Costa

Summary Approach

Advocate Vision Zero as a viable policy for adoption by local jurisdictions, to be integrated as standard practice in local and regional transportation planning and traffic engineering operations. Staff recommends an approach that includes forming a working group that will oversee efforts including additional traffic safety data collection by supporting consultants, and CCTA staff presentations to RTPCs as well as other local boards and committees upon request. The proposed end product is a technical procedures guide on how to implement Vision Zero countywide in a manner that promotes consistent application of principles and lays the foundation for a potential countywide Vision Zero Action Plan. The basis for this effort will be the 2018 national guidance by the Institute of Transportation Engineers (ITE) and the Vision Zero Network, the Vision Zero Core Elements (<https://visionzeronetwork.org/resources/vision-zero-core-elements/>).

Procurement Schedule

This action item proposes utilizing consultant support from Fehr & Peers, with whom the Authority maintains an active contract for bicycle and pedestrian planning services. Fehr & Peers was a lead author of the Vision Zero Core Elements document and has led Vision Zero efforts throughout the Bay Area and California, including ongoing Vision Zero projects in Contra Costa County and Pittsburg. Staff propose amending the existing contract to permit implementation tasks described in the draft scope of work. The sequence of securing said services is proposed as follows:

*Present Draft Scope of Work and Request for Contract Amendment with Fehr & Peers for PC
 and Authority Board Review*

July 10 – 17, 2019

Finalize Scope of Work with Consultants & Issue Notice to Proceed

August 16, 2019

Proposed Tasks

Task 11.1 – Project Management

Task 11.1.1 – Finalize Scope of Work and Establish Project Branding

CCTA staff and consultant will collaborate to finalize scope of work to guide successful project completion, based on established budget, schedule, and tasks. Consultant will propose a project logo and style guide and respond to one round of edits to finalize these materials for a consistent look and feel for all project presentations and products.

Target task completion: September 2019

Deliverable: Final scope of work, budget, and schedule. Draft and final logo and style guide.

Task 11.1.2 - Recruit and Form Vision Zero Working Group

CCTA staff will recruit Vision Zero Working Group (VZWG) of up to 12 members: eight members (two from each RTPC sub-region) from CBPAC and Technical Coordinating Committee (TCC) rosters, and four members, including two experts in the field of traffic safety, and two from bicycle and pedestrian safety advocacy groups in the Bay Region. Form and recognize group as an official, temporary CCTA committee with sunset provisions at completion of scoped tasks.

Target task completion: October 2019

Task 11.1.3 – Kick-Off Meeting and Ongoing Project Coordination

Conduct project kick-off meeting with CCTA staff and VZWG, to review final scope of work, Vision Zero concepts and applications, approach to stakeholder consultation (see Task 2 below), and determine next steps for the project.

Target task completion: Ongoing

Deliverables: Meeting materials, including a PowerPoint presentation of the project scope and Vision Zero Core Elements, and a Stakeholder Engagement Plan handout; and meeting summary. Bi-weekly project coordination phone calls following the kickoff meeting. Monthly invoices with progress reports.

Task 11.2 – Consultation with Stakeholders

Task 11.2.1 – Proposed Consultation Approach and Schedule

Consultant will develop a proposed approach and schedule that describes the outreach methodology to inform, and collaborate with, relevant stakeholders regarding the development of a Vision Zero and Systemic Safety Approach for Contra Costa. This is proposed to be presented at the Kick-Off Meeting, for VZWG review.

CCTA's role in Vision Zero includes the following elements: providing technical resources for Contra Costa jurisdictions regarding the Core Elements of Vision Zero; providing a common collision and contextual data source and key analysis metrics to set a baseline, identify systemic typologies, and allow for progress tracking; leveraging

funding allocation policy to incentivize Vision Zero goals, policies, and actions for jurisdictions receiving CCTA funds; and offering technical assistance to develop localized action plans and safety projects in support of Vision Zero.

The proposed approach will outline the role of the VZWG and outreach to stakeholders in determining the best opportunities for collaboration with Contra Costa jurisdictions and other Vision Zero advocacy groups, and the areas and opportunities for the greatest impact in support of CCTA's role.

Target task completion: *December 2019*

Deliverable: *Draft and final (based on one set of consolidated comments) stakeholder engagement plan*

Task 11.2.2 - Facilitate Periodic Working Group Meetings

Once formed, the VZWG shall meet at each task milestone , as outlined below. It is assumed this task may include up to six (6) in-person meetings.

Target task completion (on-going): *November 2019 – October 2020*

Deliverable: *Attendance, materials, and summaries for up to six (6) working group meetings*

Prospective meeting milestones to review task deliverables:

Tasks 11.2.1 *November 2019*

Tasks 11.2.3, 11.3.1 & 11.3.2 *January 2020*

Task 11.4.1 *June 2020*

Task 11.2.3 – Countywide Vision Zero Consultations

Consultant and CCTA staff to conduct presentations with Q&A at various local and regional board meetings to advocate Vision Zero practices, as well as receive feedback to incorporate in technical procedures.

Consultant will develop a 10-15 minute PowerPoint presentation and an accompanying handout to review the core elements of Vision Zero and the envisioned partnership between CCTA and local jurisdictions in pursuit of a Vision Zero goal. Consultant will summarize and consolidate key input received in one memo following completion of the

roadshow. Consultant has assumed up to eight (8) presentations. Additional presentations may be given and summarized by CCTA staff for inclusion in the memo.

Target task completion (on-going): April - June 2020

Deliverables: Draft and final PowerPoint and handout; draft and final summary memo (all revised based on one set of consolidated comments)

Task 11.3 – Best Practices & Qualitative Data Review

Task 11.3.1 – Vision Zero Best Practices Review

Consultant will research and present Vision Zero best practices for CCTA staff and VZWG review. This effort will specifically focus on identifying the most effective ways for CCTA to directly engage in Vision Zero as well as to advocate, promote, and enable Vision Zero efforts by Contra Costa jurisdictions. Consultant has assumed up to four (4) phone interviews with similar agencies and up to 16 hours of literature review/research for this task. CCTA staff will be invited to attend the interviews and/or review interview questions in advance. Key findings will be summarized in a section of the “How to” guide.

Target task completion: February 2020

Deliverable: Draft section (with comments to be addressed in Task 4 with draft guide revisions)

Task 11.3.2 - Qualitative Data & Research

Consultant will research existing countywide plans, policies, practices, and programs related to traffic safety with intent to avoid redundancy of effort as well as set the foundation for a comprehensive and cohesive countywide Vision Zero framework and systemic safety approach. Consultant has allocated up to eight (8) hours to review existing resources. It is expected the VZWG will identify the most important resources for an efficient starting point to this task. Key findings will be summarized in a section of the “How to” guide.

Target task completion: February 2020

Deliverable: Draft section (with comments to be addressed in Task 4 with draft guide revisions)

Task 11.4 – Technical Procedures Development

Task 11.4.1 – Draft Technical Procedures

Consolidate countywide feedback, including qualitative and quantitative research, to draft technical procedures that constitute a framework and systemic approach for implementing Vision Zero principles countywide. Distribute technical procedures to VZWG and RTPCs for comment and utilize subsequent feedback to finalize document.

Consultant will develop a “How to” guide for local jurisdictions in Contra Costa to customize the Core Elements of Vision Zero and leverage data, funding, and technical assistance that will be provided by CCTA. This guide will also consolidate the tech memos produced in the above tasks in the introduction chapters and/or appendices.

Target task completion: *July 2020*

Deliverable: *Admin draft and draft technical procedures guide, to be prepared in Word for ease of comment consolidation. One round of edits based on consolidated comments on the admin draft.*

Task 11.4.2 – Final Technical Procedures & Presentation

The Final Technical Procedures edition will incorporate feedback collected and be submitted to PC and Authority Board for final review. Consultant will prepare this final version, to be a final round of edits based on consolidated comments on the draft, in InDesign, following the project style guide. A draft and final summary presentation will be prepared in PowerPoint.

Target task completion: *September 2020*

Deliverables: *Final Technical Procedures Guide in InDesign and draft and final (with one round of edits on consolidated comments) PowerPoint presentation.*

Task 11.4.3 – Distribute Final Technical Procedures

The Final Vision Zero Technical Procedures edition will be distributed by CCTA to each RTPC and local jurisdictions to use as reference in preparation of a potential countywide Vision Zero Action Plan.

Target task completion: *October 2020*

TOTAL ESTIMATED PROJECT COST: ***\$ 83,000***

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TO: WCCTAC Board

MEETING DATE: October 2, 2019

FR: John Nemeth, Executive Director

RE: Development of Criteria for Future STMP Calls for Projects

REQUESTED ACTION

Work collaboratively to develop draft evaluation criteria for the WCCTAC Board's review for future STMP Calls for Projects.

BACKGROUND AND DISCUSSION

Periodically, WCCTAC issues a STMP Call for Projects. This typically follows a discussion between the Executive Director and the WCCTAC Board Chair and is predicated on a sufficient STMP fund balance to make the Call for Projects worthwhile. WCCTAC staff anticipates that the first Call for Projects under the new STMP will occur in early 2020.

Project sponsors respond to the Call for Projects by submitting requests for funding. WCCTAC staff then ranks these requests based on criteria previously developed by the WCCTAC TAC and approved by the WCCTAC Board. WCCTAC staff may also provide the TAC with an overall funding recommendation or funding options. The TAC then discusses the matter and collaboratively develops a recommendation for the WCCTAC Board.

The ranking done by WCCTAC staff does not determine which projects will ultimately receive STMP funding. It does, however, influence the TAC's discussion and recommendation which, in turn, influences the WCCTAC Board.

Current Criteria

At present, there are three criteria that the WCCTAC staff uses in its ranking of STMP funding requests: 1) project readiness, 2) prior receipt of funds by project sponsors, and 3) prior receipt of funds by project categories.

With the project readiness criterion, all funding requests are ranked from first to last in order of readiness with the first receiving the highest number of points and the lowest receiving the least. So, for example, a project that was in the earliest stages of conceptual development would receive fewer points than a project that is being bid for construction.

With the prior receipt of funds by project sponsors criterion, all funding requests are ranked from first to last in order of how recently their project sponsor has received STMP funding.

There are often scoring ties with this criterion since funding is mostly approved by the Board in batches with several sponsors receiving funds.

With the prior receipt of funds by project categories criterion, all funding requests are ranked from first to last in order of how recently the project category in the STMP list of projects has received funding.

Benefits of Current Criteria

There are several benefits to the existing criteria. The project readiness criterion is easy for WCCTAC staff to score and does not require much subjectivity. Its aim is to give a preference to projects that are far enough along that funds can be spent and WCCTAC can be invoiced in a timely manner.

The “prior receipt of funds by sponsor” and “prior receipt of funds by category” criteria are also very straightforward and easy for staff to calculate. Their aim is to help ensure that funding does not always flow to the same project sponsors or the same project categories.

Limitations of Current Criteria

The current criteria have some limitations. The project readiness category is scored by WCCTAC staff according to how far along a project is. However, this is not the same as how ready a project is to spend money that STMP will reimburse. For example, a project could be ready to spend funds on environmental review (with the help of STMP funds) starting in the next month, while another may be moving into construction but not able to spend funds for a year. In this case, the latter would be considered more “ready”. In this current formulation, the project that is most “ready” and scores the highest is a project that is already complete and is paying off debt. The TAC may want to consider if this criterion is meeting the right objective.

Additionally, the current criteria do not include any judgments about the project. For example, they do not consider its impact, its priority within the subregion, and whether it is more subregional or local in nature. The current criteria also do not consider anything about the quality of funding request document either, i.e. is the request for STMP funding clearly presented. Naturally, these may be difficult criteria to quantify and may involve too much subjectivity.

Other considerations raised by the TAC during the previous Call for Projects discussion that the TAC may wish to consider now: the degree to which STMP funds would leverage other funds; the availability of other funding sources for given projects; the size of the funding request; the urgency of the project and the degree of benefit to the subregion.

Key decisions for TAC

The WCCTAC TAC could decide that the existing criteria are satisfactory and do not need to be changed. However, the recent transition from the 2006 STMP to the 2019 STMP provides an opportunity to re-examine the current evaluation criteria and during the last Call for Projects,

TAC members raised some concerns with the criteria used. Items for the TAC to consider include:

1. Should the prior sponsor and prior category criteria data used for the prior STMP carry over to the first call for projects under the new STMP? WCCTAC staff recommends “no” for category since they are different in the new STMP. TAC can decide that sponsor should carry over, but staff recommends against.
2. Should the readiness criterion be changed or refined?
3. Should there be any new criteria? Some possibilities:
 - included in key planning documents
 - part of Route of Regional Significance
 - ability to leverage funds
 - the size of the funding request
 - clarity of the request and the use of funds
 - other?

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*Technical Coordinating Committee **STAFF REPORT***

Meeting Date: September 19, 2019

Subject	Draft Results of the 2019 Congestion Management Program (CMP) Traffic Monitoring
Summary of Issues	As part of the required components of the State CMP legislation, the Contra Costa Transportation Authority (Authority) monitors the Contra Costa County CMP network and compares current results to past results. Staff will provide a draft summary of results from the spring 2019 monitoring of Level-of-Service (LOS) standards at 65 arterial intersections and on 23 freeway segments in Contra Costa County.
Recommendations	Staff seeks acceptance and circulation of the Draft 2019 CMP Traffic Monitoring Report for review.
Financial Implications	N/A
Options	Revise the report.
Attachments	A. Draft 2019 CMP Traffic Monitoring Results
Changes from Committee	

Background

The State CMP legislation requires that the Authority, as the Congestion Management Agency (CMA) for Contra Costa County, monitor the LOS standards on the CMP network at least every other year. The previous monitoring effort was conducted in Spring 2017. The CMP network is comprised of all State highway routes and principal non-highway arterials. The network is essentially a subset of the Routes of Regional Significance established through the Authority's Growth Management Program (GMP).

The purpose of the CMP monitoring is to ensure that standards are being met, or to identify where standards are being exceeded. To date, no jurisdictions have been found to be out of compliance with the CMP requirements. If exceedances are identified during the monitoring, an exclusions study would be prepared to determine whether or not a violation exists. If a violation is identified, a jurisdiction has the opportunity to bring itself into compliance through

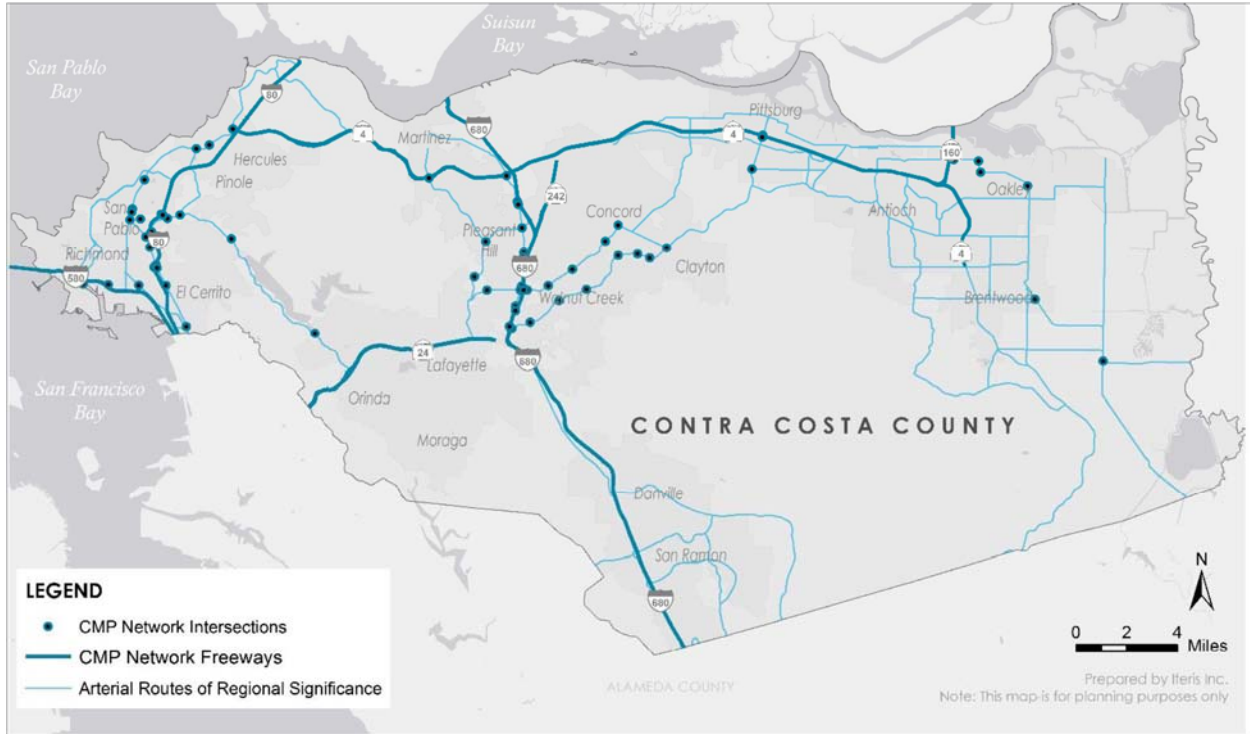
the preparation and adoption of a deficiency plan, as described in the State CMP legislation. The Authority has prepared deficiency plan guidelines that would assist local jurisdictions in preparing the deficiency plan.

LOS is one of the most traditional measures of the performance of transportation systems and, as required by the State CMP legislation, is the primary measure used throughout the monitoring report. Traffic conditions, as perceived by the driver, are assigned a letter value, A thru F, wherein “A” corresponds to excellent (no delay) conditions and “F” corresponds to poor (excessive delay) conditions. The Contra Costa County CMP establishes two types of LOS standards, those for intersections on surface roadways and those for freeway segments:

- *LOS Standards - CMP Monitoring Intersections.* To establish the LOS standards for intersections and principal arterials, the Authority used available traffic count information and the procedures outlined in the Authority’s Technical Procedures to determine intersection LOS. Where it was suspected that the calculated LOS did not accurately reflect existing levels of congestion, supplemental field observations were conducted. In some locations, the calculated results of LOS E were downgraded to LOS F where the field observation found long delays at traffic signals or excessive queue lengths.
- *LOS Standards - Freeway Segments.* The Authority established freeway LOS standards in 1991 by comparing traffic volumes, travel speeds and California Department of Transportation’s (Caltrans’) 1990 Congested Highways Locations Map. Where any of these data sources indicated LOS F, the 1991 CMP assumed that the freeway segment operated at LOS F. Since speed is a controlling factor in determining locations with LOS F, new travel speed measurements were made on those segments with a preliminary assessment of LOS E. Table 3-1 of the 2000 Highway Capacity Manual (HCM) was used to determine the LOS corresponding to the given freeway segments.

The monitoring intersections and freeway segments analyzed for LOS in 2019 can be found in Figure 1 below.

Figure 1: 2019 CMP Monitoring Network



2019 Monitoring

In March 2015, Iteris Inc. was retained by the Authority to conduct the 2015, 2017 and 2019 CMP Traffic Monitoring efforts. Data collection at 85+ sites throughout Contra Costa County was conducted from March through May 2015 by three different traffic data collection firms, using a variety of sources, including manual and video-based counts at intersections, and a combination of INRIX Inc. and Performance Measurement System (PeMS) data for the freeway segments (a validation report was prepared in 2015 to verify accuracy of local INRIX Inc. data). Collection was performed only on days which met the following criteria:

- Day of Week: Tuesday to Thursday
- School in session
- Dry weather
- No major roadway construction
- No major traffic incidents or events

Table 1 and Figures 2 through 5 summarize the first round of data collection, as it relates to achievement of CMP standards. Out of 65 CMP intersections, 61 met their LOS standard in the AM peak hours, with 63 meeting their standard in the PM peak hours. Those not meeting their

standard in the AM include John Muir Parkway at San Pablo Avenue, Ygnacio Valley Road at Interstate 680 (I-680) ramps, Treat Boulevard at Oak Grove Road, and Ygnacio Valley Road at Cowell Boulevard. In the PM, John Muir Parkway at San Pablo Avenue and San Pablo Avenue at Hilltop Road didn't meet their standards. These locations are currently scheduled to be re-counted to verify the exceedance.

All but two freeway segments met their LOS standards during the AM peak hour, with Westbound (WB) I-580 (entire length in Contra Costa) and WB State Route 24 (SR24) (I-680 to Oak Hill Road segment) exceeding their standards. Two segments failed to meet their standards in the PM peak hour, Northbound (NB) SR242 (entire length) and Eastbound (EB) SR4 (I-680 to SR242 segment). In the AM, no new segments dropped to LOS F, with the nine locations remaining the same since 2017. Similarly, in the PM the same seven locations with LOS F in 2017 remained in 2019.

Table 1: 2019 Monitoring Summary

CMP Component	Peak Period	Total Intersections/ Segments	Achieving LOS Standard	Not Achieving LOS Standard
Freeways	AM Peak Hour	23	21	2
	PM Peak Hour		20	3
Intersections	AM Peak Hour	65	63	2
	PM Peak Hour		63	2

CMP Intersections. The LOS was calculated at CMP traffic monitoring intersections using the HCM methodology (using Synchro™), which is described in the Authority's Technical Procedures document. Per the guidelines available in the Technical Procedures, the HCM 2010 methodology was primarily used to compute intersection LOS. However, some intersections that could not be readily analyzed in Synchro™ using HCM 2010 methodology were analyzed per HCM 2000 procedures. Such intersections include those with more than four approaches or intersections that do not have strict National Electrical Manufacturers Association (NEMA) phasing.

Both HCM 2010 and HCM 2000 calculate signalized intersection LOS as a function of intersection control delay (Table 2). This LOS extends from LOS A to LOS F and denotes information about the quality of service to drivers. LOS A represents the best travel conditions from the driver's perspective where most through traffic on the main street arrives during a

green light and does not stop, and LOS F represents very congested conditions where most drivers wait multiple signal cycles before they are able to travel through the intersection. Intersections which have dropped below their LOS standard in the first round of monitoring will be re-monitored two additional times to determine whether the deficient score is true, or was due to an external influence, and will be conducted in the fall 2019 timeframe.

Figure 2: 2019 CMP Intersection LOS Summary – AM Peak Period

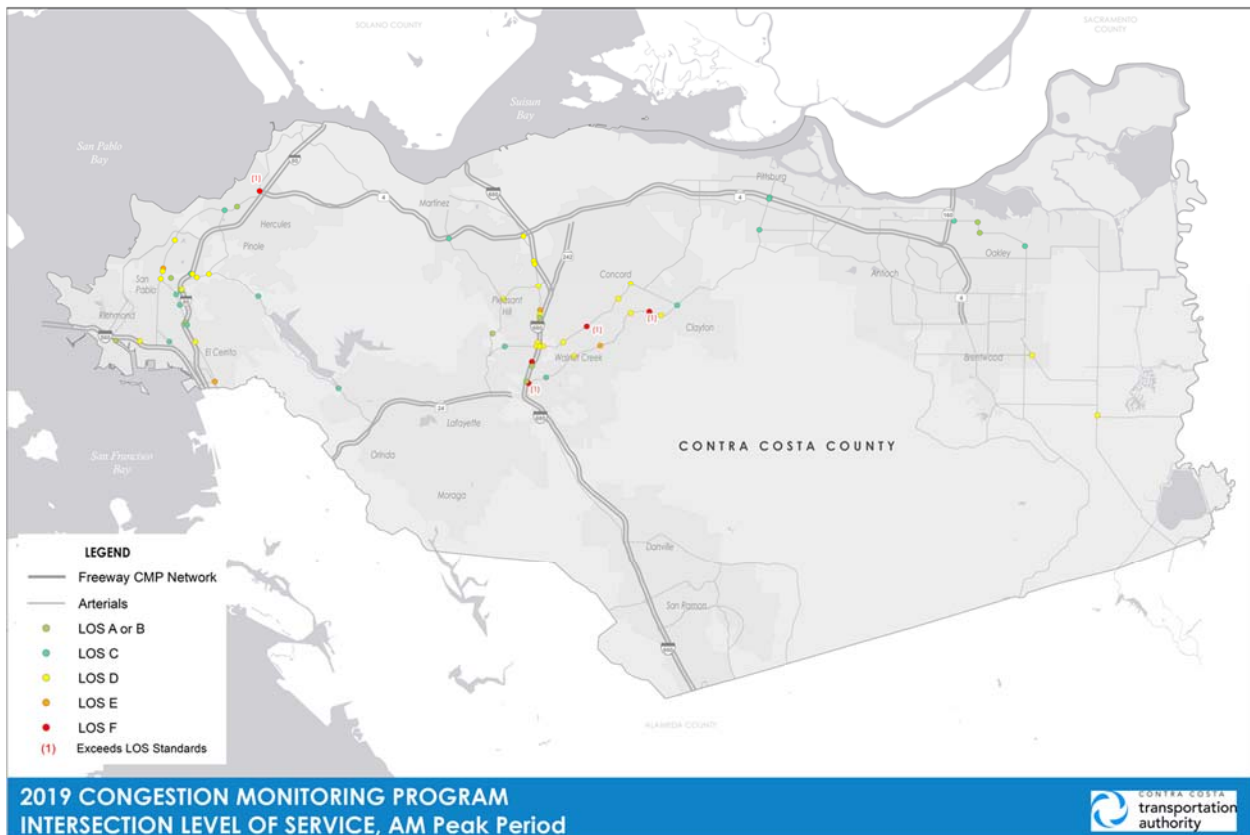


Figure 3: 2019 CMP Intersection LOS Summary – PM Peak Period

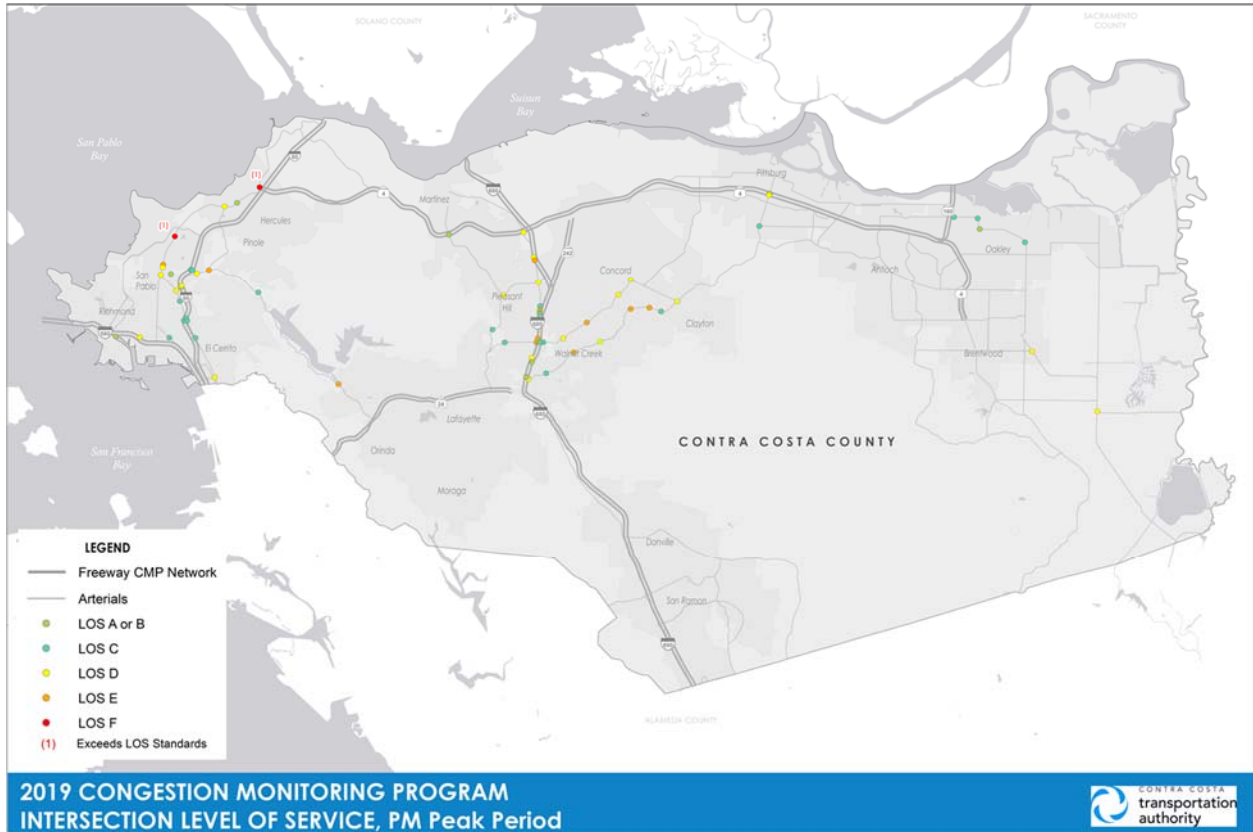


Table 2: Intersection LOS Standards (Source: HCM)

Level of Service	Control Delay (s/veh)
A	≤ 10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

Figure 4: 2019 CMP Freeway LOS Summary – AM Peak Period

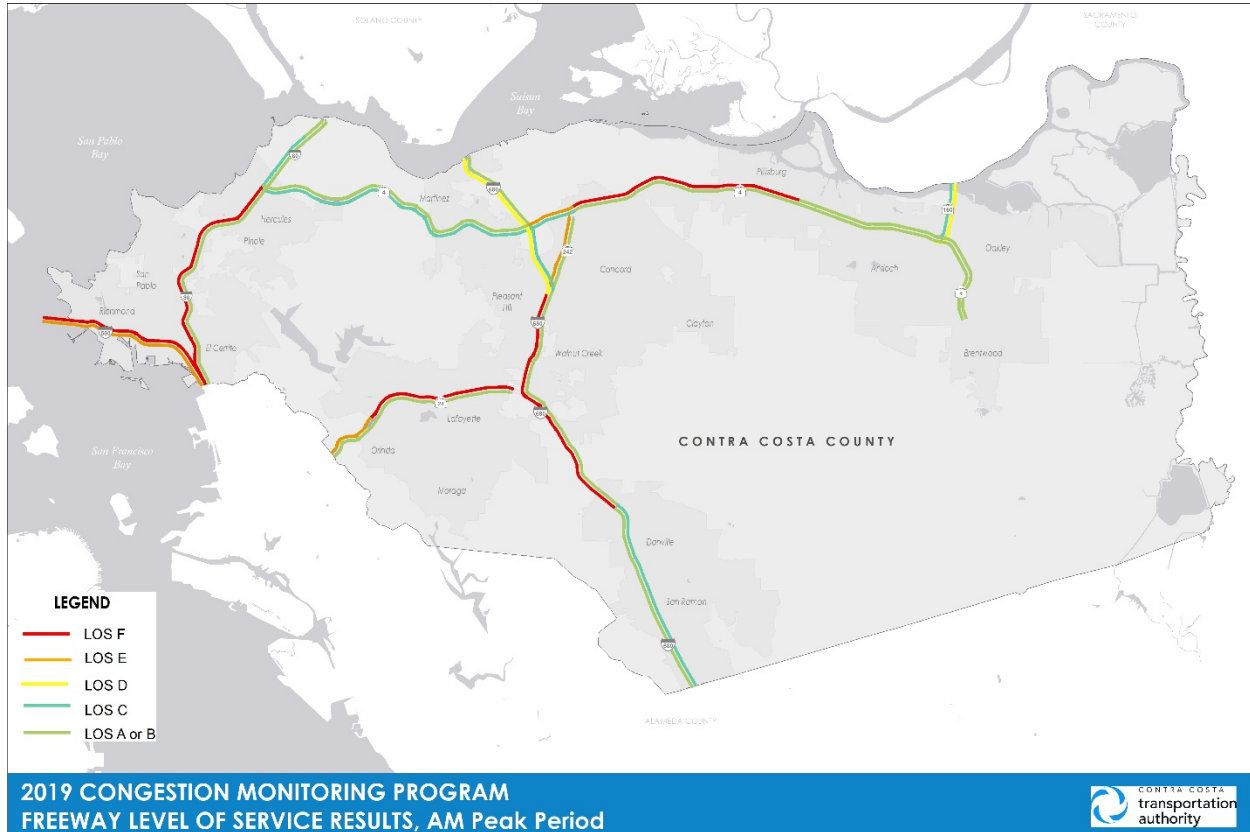
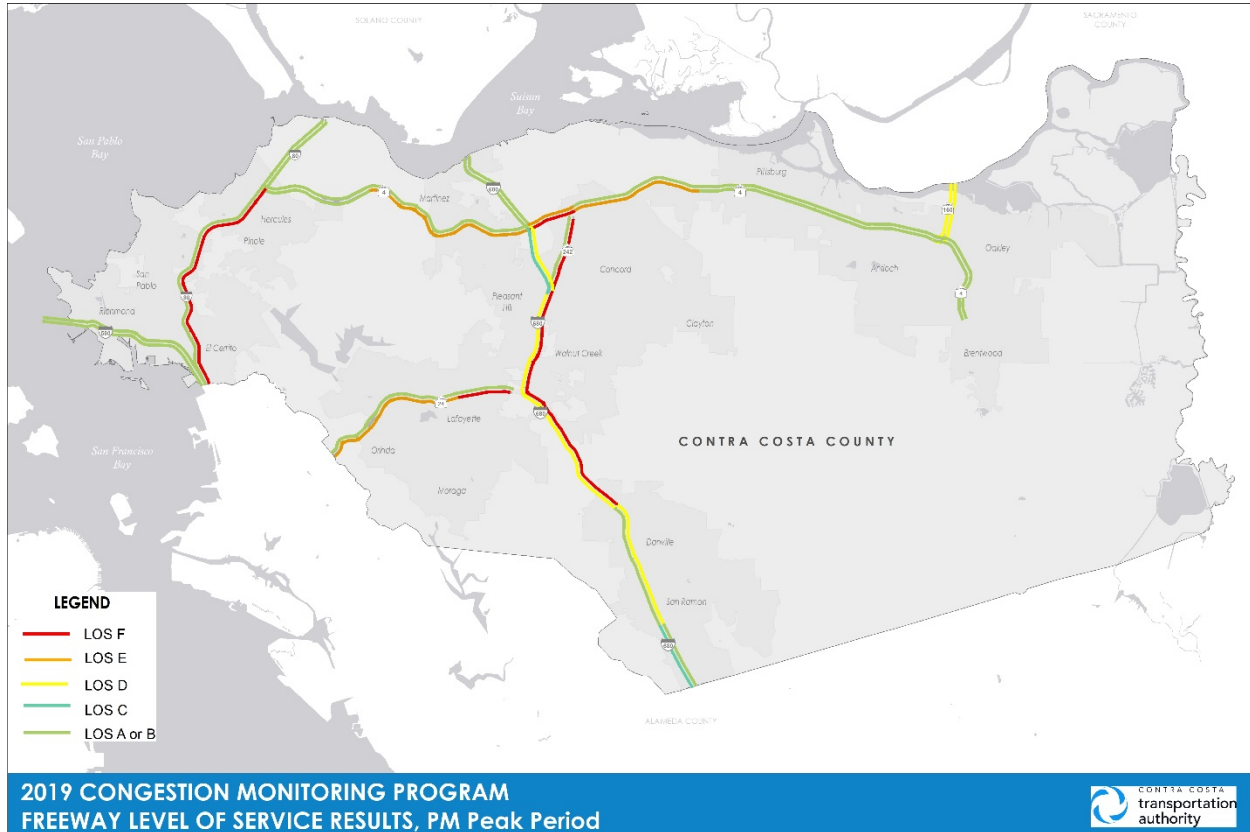


Figure 5: 2019 CMP Freeway LOS Summary – PM Peak Period



Freeway Segments. The commercial speed data used for the current monitoring was obtained from INRIX Inc. This data was supplied free of cost to the Bay Area CMAs by the Metropolitan Transportation Commission (MTC) through a contract with INRIX Inc.¹ Raw speed data was collected across all monitoring days for all freeway segments in Contra Costa County, and was further filtered and processed to identify average peak hour speeds for CMP segments. Data was then averaged on each CMP segment for every hour within each peak period, at 15-minute intervals. For example, average speed was computed from 6:00 am to 7:00 am, 6:15 am to 7:15 am, etc. The hour that had the lowest average speed was computed separately for each CMP segment and the corresponding speed was used as the peak hour speed (see Table 3). During the previous monitoring cycles, 85th percentile speed was used as the metric for measurement of traffic performance along a CMP segment. However, in the 2019 monitoring the average speed was used based on the INRIX Inc. Validation Study conducted in 2015.

¹ INRIX Inc. is a private provider of speed data, which “aggregates traffic from Global Positioning System (GPS)-enabled vehicles and mobile devices, traditional road sensors and hundreds of other sources”.

Table 3: Freeway LOS Standards (Source: HCM)

Level of Service	Speed (mph)
A	≥ 60
B	≥ 57
C	≥ 54
D	≥ 46
E	≥ 30
F	< 30

Full listings of LOS results for both the CMP intersection and freeway segments can be found in Attachment A, the Draft 2019 CMP Traffic Monitoring Results. Technical details on the count collection and LOS analysis methodologies will be made available in Appendices A and B. The INRIX Inc. freeway data validation report will be contained in Appendix C. The detailed intersection count sheets will be found in Appendix D. Bicycle and pedestrian counts were also collected for each leg of the intersections, which will also be available in Appendix D. A full comparison with the 2017 results for both intersections and freeway segments will be included in Appendix E. Partner jurisdictions and agencies should feel free to use these counts and LOS analyses in their own planning efforts.

Changes from 2017

The intersection network has not changed since 1991, and the freeway network was slightly expanded in 2015 to reflect the upgraded segments of SR4 between SR160 and Lone Tree Way, and SR160 between SR4 and the Antioch Bridge Toll Plaza.

Overall, the 2019 monitoring showed a slight increase in traffic over the 2017 monitoring both at the intersections and on the freeways. This continues a trend, which began in 2011, following a period of reductions in traffic seen in the 2007 and 2009 monitoring cycles, coinciding with the financial downturn. However, some locations did see slight reductions in the level of congestion since 2017, but overall, the trend continued upward, primarily due to the increase in population, employment, and the in-commute to the Bay Area from outside the region.

In addition to the required reporting of LOS on freeway segments, the 2019 report includes some alternative measures of system performance, including duration of congestion, planning time index and travel time reliability. The planning time index and travel time reliability

measures take into account the level of delay, while also providing the user with additional information on their commute. Travel time reliability looks at the variability of the commute on a day-to-day basis (travel time reliability), while planning time index provides the amount of time with which a commuter should “cushion” their trip in order to make it to their destination at a given time (planning time index).

While LOS is currently the adopted CMP metric for determining intersection and freeway performance, changes to California legislation may impact the CMP traffic monitoring in future cycles. Senate Bill 743 (SB743) (Steinberg), passed in 2013, called for the elimination of LOS as a finding of significant impact under the California Environmental Quality Act of 1970 (CEQA), and directed the Governor’s Office of Planning and Research (OPR) to develop new metrics with which to determine transportation impacts of development projects and transportation improvements. The final CEQA Guidelines, released in December 2018, indicate that Vehicle Miles Travelled (VMT) will be the measure used to replace LOS in future CEQA analyses. In the near future, staff expects legislation related to the CMP will be introduced to incorporate those changes to LOS under SB743 into the CMP process. Authority staff will stay engaged in the process, through the Bay Area CMP Working Group, as any changes would impact the way in which CMP traffic monitoring is performed, reported and used at the CMA level.

Table 1. Freeway LOS Draft Results, 2019 CMP

ID	Route	Limits	Length	Dir	2017 AM Speed	2017 AM LOS	2017 PM Speed	2017 PM LOS	Standards	2019 AM Speed	2019 AM LOS	2019 PM Speed	2019 PM LOS
F80-1	I-80	Carquinez Bridge to Cummings Skyway	1.01	EB	55.5	C	59.7	B	F	62.1	A	59.5	B
F80-1	I-80	Carquinez Bridge to Cummings Skyway	1.05	WB	62.4	A	65	A	E	64.6	A	66.5	A
F80-2	I-80	Cummings Skyway to State Route 4	2.7	EB	65.4	A	62.6	A	F	64.0	A	64.5	A
F80-2	I-80	Cummings Skyway to State Route 4	2.71	WB	50.2	D	66.7	A	E	56.0	C	65.8	A
F80-3	I-80	State Route 4 to San Pablo Dam Road	5.7	EB	62.1	A	23.8	F	F	57.3	B	19.7	F
F80-3	I-80	State Route 4 to San Pablo Dam Road	5.71	WB	21.6	F	57.5	B	F	28.7	F	62.0	A
F80-4	I-80	San Pablo Dam Road to Cutting Blvd.	2.29	EB	75	A	20.8	F	F	61.8	A	18.4	F
F80-4	I-80	San Pablo Dam Road to Cutting Blvd.	2.27	WB	22.4	F	57.9	B	F	26.2	F	64.9	A
F80-5	I-80	Cutting Blvd. to Alameda County	2.05	EB	66	A	18.6	F	F	61.7	A	23.0	F

ID	Route	Limits	Length	Dir	2017 AM Speed	2017 AM LOS	2017 PM Speed	2017 PM LOS	Standards	2019 AM Speed	2019 AM LOS	2019 PM Speed	2019 PM LOS
F80-5	I-80	Cutting Blvd. to Alameda County	2.07	WB	17.3	F	64.3	A	F	20.0	F	62.5	A
F680-1	I-680	Benicia Bridge to State Route 4	4.02	NB	62.7	A	59.6	B	F	63.3	A	59.0	B
F680-1	I-680	Benicia Bridge to State Route 4	3.99	SB	50.4	D	69.1	A	F	50.5	D	64.2	A
F680-2	I-680	State Route 4 to State Route 242	2.81	NB	75.3	A	57	B	E	56.7	C	48.4	D
F680-2	I-680	State Route 4 to State Route 242	3.01	SB	51.7	D	63.4	A	F	46.9	D	54.5	C
F680-3	I-680	State Route 242 to El Cerro Blvd.	10.51	NB	57.6	B	24.1	F	F	59.5	B	27.2	F
F680-3	I-680	State Route 242 to El Cerro Blvd.	10.33	SB	26.5	F	52.8	D	F	29.9	F	52.1	D
F680-4	I-680	El Cerro Blvd. to Bollinger Canyon Road	5.28	NB	55.3	C	37.8	E	E	56.7	C	49.4	D
F680-4	I-680	El Cerro Blvd. to Bollinger Canyon Road	5.27	SB	57.8	B	56.3	C	F	66.1	A	58.8	B
F680-5	I-680	Bollinger Canyon Rd. to Alameda County Line	2.88	NB	55.1	C	66.5	A	E	56.2	C	63.6	A
F680-5	I-680	Bollinger Canyon Rd. to Alameda County Line	2.88	SB	66	A	52.9	D	E	67.9	A	56.6	C
F580-1	I-580	Richmond Bridge to	7.67	EB	32	E	59.6	B	E	43.8	E	63.3	A

ID	Route	Limits	Length	Dir	2017 AM Speed	2017 AM LOS	2017 PM Speed	2017 PM LOS	Standards	2019 AM Speed	2019 AM LOS	2019 PM Speed	2019 PM LOS
		Alameda County Line											
F580-1	I-580	Richmond Bridge to Alameda County Line	7.68	WB	22.1	F	54.3	C	E	16.2	F	59.5	B
F4-1	SR-4	I-80 to Cummings Skyway	4.72	EB	48	D	59.9	B	F	54.3	C	59.5	B
F4-1	SR-4	I-80 to Cummings Skyway	4.64	WB	60	A	61.4	A	F	64.3	A	65.1	A
F4-2	SR-4	Cummings Skyway to I-680	7.62	EB	62.1	A	30.9	E	E	55.7	C	39.5	E
F4-2	SR-4	Cummings Skyway to I-680	7.61	WB	62.8	A	62.5	A	E	62.7	A	63.9	A
F4-3	SR-4	I-680 to State Route 242	1.99	EB	60	A	9.5	F	E	54.8	C	10.3	F
F4-3	SR-4	I-680 to State Route 242	2.03	WB	40.2	E	56.1	C	E	31.2	E	43.8	E
F4-4	SR-4	State Route 242 to Bailey Road	5.46	EB	63.8	A	26.6	F	F	62.2	A	34.2	E
F4-4	SR-4	State Route 242 to Bailey Road	5.45	WB	23.7	F	66.3	A	F	23.1	F	68.4	A
F4-5	SR-4	Bailey Road to Loveridge Road	4.17	EB	65.7	A	59.5	B	F	63.6	A	57.5	B
F4-5	SR-4	Bailey Road to Loveridge Road	4.16	WB	13.8	F	57.6	B	F	17.2	F	65.3	A
F4-6	SR-4	Loveridge Road to State Route 160	6.97	EB	61.7	A	61.8	A	F	63.8	A	64.4	A

ID	Route	Limits	Length	Dir	2017 AM Speed	2017 AM LOS	2017 PM Speed	2017 PM LOS	Standards	2019 AM Speed	2019 AM LOS	2019 PM Speed	2019 PM LOS
F4-6	SR-4	Loveridge Road to State Route 160	6.86	WB	59.8	B	67.9	A	F	63.2	A	67.6	A
F4-7	SR-4	State Route 160 to Sand Creek Road	4.18	EB	58.3	B	58.2	B	E	60.0	A	60.0	A
F4-7	SR-4	State Route 160 to Sand Creek Road	4.05	WB	63.1	A	63.3	A	E	63.6	A	63.6	A
F24-1	SR-24	Alameda County Line to Camino Pablo	2.38	EB	61.1	A	28.9	F	E	65.3	A	33.3	E
F24-1	SR-24	Alameda County Line to Camino Pablo	2.35	WB	37.3	E	63.1	A	F	38.8	E	65.4	A
F24-2	SR-24	Camino Pablo to Oak Hill Road	3.95	EB	60.9	A	27.5	F	F	65.2	A	30.0	E
F24-2	SR-24	Camino Pablo to Oak Hill Road	3.95	WB	29	F	66.7	A	F	29.3	F	67.0	A
F24-3	SR-24	Oak Hill Road to I-680	2.2	EB	60.7	A	23.6	F	F	64.4	A	25.8	F
F24-3	SR-24	Oak Hill Road to I-680	2.32	WB	21.5	F	64.8	A	E	26.4	F	66.8	A
F160-1	SR- 160	SR-4 to County Line	2.79	EB	50.5	D	52.2	D	E	52.3	D	50.1	D
F160-1	SR- 160	SR-4 to County Line	2.51	WB	56.2	C	58.9	B	E	54.4	C	49.0	D
F242-1	SR- 242	I-680 to State Route 4	3.07	NB	65.4	A	19.1	F	E	66.9	A	19.3	F
F242-1	SR- 242	I-680 to State Route 4	3.07	SB	37.3	E	66.4	A	F	35.4	E	70.3	A

Table 2. Intersection LOS Draft Results, 2019 CMP

ID	Facility	Crossing Street	Jurisdiction	Subarea	LOS Standard	2017 AM LOS	2017 PM LOS	2019 AM LOS	2019 PM LOS
C1	Alhambra Avenue	Eastbound SR-4 Ramps	Martinez	Central	E	C	B	C	B
C2	Alhambra Avenue/Pleasant Hill Rd	Taylor Boulevard	Pleasant Hill	Central	F	D	D	D	D
C3	Pacheco Boulevard	John Muir Road	County	Central	E	C	D	D	D
C4	Contra Costa Boulevard	Southbound Ramps to I-680	Pleasant Hill	Central	E	D	D	D	D
C5	Contra Costa Boulevard	Concord Avenue/Chilpancingo Parkway	Pleasant Hill	Central	E	D	E	D	E
C6	Contra Costa Boulevard	Willow Pass Road/Taylor Boulevard	Pleasant Hill, Concord	Central	E	D	D	D	D
C7	Contra Costa Boulevard	Gregory Lane/Southbound I-680 Ramp	Pleasant Hill	Central	E	D	C	E	C
C8	Contra Costa Boulevard	Monument Boulevard	Pleasant Hill	Central	F	D	D	D	E
C9	Contra Costa Boulevard	Boyd Road/Southbound I-680 Ramp	Pleasant Hill	Central	E	B	B	B	C
C10	North Main Street	Sunnyvale Avenue/Southbound I-680 Ramps	Walnut Creek	Central	E	D	E	D	E
C11	North Main Street	Geary Road	Walnut Creek	Central	E	D	E	D	E
C12	North Main Street/San Luis Rd	Southbound I-680 Ramps (near San Luis)	Walnut Creek	Central	F	E	C	F	D
C13	North Main Street	Northbound I-680 Ramps (north of Parkside)	Walnut Creek	Central	F	B	A	B	A
C14	Taylor Avenue	Withers Avenue	Lafayette, County	Central	E	B	B	B	C
C15	Geary Road	Pleasant Hill Road	Walnut Creek*	Central	E	B	C	C	C
C16	Treat Boulevard	Clayton Road	Concord	Central	E	D	D	D	D

ID	Facility	Crossing Street	Jurisdiction	Subarea	LOS Standard	2017 AM LOS	2017 PM LOS	2019 AM LOS	2019 PM LOS
C17	Treat Boulevard	Cowell Road	Concord	Central	E	E	D	D	D
C18	Treat Boulevard	Oak Grove Road	Concord	Central	E	E	D	F	E
C19	Treat Boulevard	Bancroft Road	Walnut Creek	Central	E	D	D	D	D
C20	Treat Boulevard	Oak Road	Walnut Creek, County	Central	E	D	C	D	C
C21	Treat Boulevard	Buskirk Avenue/Northbound I-680 Ramps	Walnut Creek, County	Central	E	C	B	D	C
C22	Ygnacio Valley Road	Clayton Road	Concord	Central	E	D	D	C	D
C23	Ygnacio Valley Road	Alberta Way	Concord	Central	E	D	C	D	C
C24	Ygnacio Valley Road	Ayers Road	Concord	Central	E	D	E	F	E
C25	Ygnacio Valley Road	Cowell Road	Concord	Central	E	D	E	D	E
C26	Ygnacio Valley Road	Oak Grove Road	Walnut Creek	Central	E	E	D	E	D
C27	Ygnacio Valley Road	Bancroft Road	Walnut Creek	Central	E	D	D	D	E
C28	Ygnacio Valley Road	Walnut Boulevard	Walnut Creek	Central	E	C	C	C	C
C29	Ygnacio Valley Road	Northbound I-680 Ramps	Walnut Creek	Central	E	D	D	F	D
C30	Hillside Ave	Southbound I-680 Ramps	Walnut Creek	Central	E	B	A	B	A
E1	Railroad Avenue	Westbound SR-4 Ramps/ California Ave	Pittsburg	East	E	C	B	C	B
E2	Railroad Avenue	Eastbound SR-4 Ramps	Pittsburg	East	E	C	D	C	D
E3	Railroad Avenue	Buchanan Road	Pittsburg	East	E	D	C	C	C
E4	Main Street	Neroly Road	Oakley	East	E	C	C	C	C
E5	Main Street	Big Break Road	Oakley	East	E	B	D	B	C
E6	Main Street	Oakley Road/Empire Rd	Oakley	East	E	B	B	B	B
E7	Main Street	Cypress Road	Oakley	East	E	C	D	C	C
E8	Brentwood Boulevard	Balfour Road	Brentwood	East	E	D	D	D	D

ID	Facility	Crossing Street	Jurisdiction	Subarea	LOS Standard	2017 AM LOS	2017 PM LOS	2019 AM LOS	2019 PM LOS
E9	Brentwood Boulevard/State Route 4	Byron Highway	County	East	E	D	C	D	D
W1	San Pablo Avenue	John Muir Parkway	Hercules	West	E	F	F	F	F
W2	San Pablo Avenue	Pinole Valley Road	Pinole	West	E	A	B	A	B
W3	San Pablo Avenue	Appian Way	Pinole	West	E	C	D	C	D
W4	San Pablo Avenue	Hilltop Drive	Richmond	West	E	D	E	D	F
W5	San Pablo Avenue	Rumrill Boulevard	San Pablo	West	F	D	F	E	E
W6	San Pablo Avenue	El Portal Drive	San Pablo	West	E	C	C	D	D
W7	San Pablo Avenue	Road 20	San Pablo	West	E	D	D	D	D
W8	San Pablo Avenue	San Pablo Dam Road	San Pablo	West	E	C	D	C	D
W9	San Pablo Avenue	McBryde Avenue	Richmond	West	E	C	C	C	C
W10	San Pablo Avenue	Westbound I-80 Ramps	Richmond	West	E	D	C	B	C
W11	San Pablo Avenue	Eastbound I-80 Ramps/Roosevelt Ave	Richmond	West	E	B	C	B	C
W12	San Pablo Avenue	Barrett Avenue	Richmond	West	F	C	C	C	C
W13	San Pablo Avenue	Cutting Boulevard	El Cerrito	West	E	C	C	D	C
W14	San Pablo Avenue	Central Avenue	El Cerrito	West	E	D	D	E	D
W15	San Pablo Dam Road	Westbound I-80 Ramps	San Pablo	West	F	C	D	C	B
W16	San Pablo Dam Road	Eastbound I-80 Ramps/Amador St	San Pablo	West	F	D	D	D	D
W17	San Pablo Dam Road	El Portal Drive	Richmond, County	West	E	D	C	D	D
W18	San Pablo Dam Road	Appian Way	County	West	E	E	D	D	E
W19	San Pablo Dam Road	Castro Ranch Road	Richmond, County	West	E	C	C	C	C

ID	Facility	Crossing Street	Jurisdiction	Subarea	LOS Standard	2017 AM LOS	2017 PM LOS	2019 AM LOS	2019 PM LOS
W20	San Pablo Dam Road	Bear Creek Road	Orinda, County	West	F	D	E	C	E
W21	El Portal Drive	Road 20	San Pablo	West	E	B	B	B	B
W22	El Portal Drive	Southbound I-80 Ramps	County	West	F	C	B	C	C
W23	El Portal Drive	Northbound I-80 Ramps	Richmond, County	West	F	D	C	D	C
W24	Cutting Boulevard	Canal Boulevard	Richmond	West	E	B	B	B	B
W25	Cutting Boulevard	Harbour Way	Richmond	West	E	D	D	D	D
W26	Cutting Boulevard	Carlson Boulevard	Richmond	West	E	C	C	C	C