

MEETING NOTICE AND AGENDA

DATE & TIME: March 26, 2021 • 8:00 AM – 10:00 AM

REMOTE ACCESS:

<https://us02web.zoom.us/j/7321058840?pwd=c1dMVjJydIBoYk0yYWVlZWVlWHZ4Zz09>

MEETING ID#: 732 105 8840

PASSWORD (if requested): WCCTAC2020

Shelter-In-Place Order and Teleconference

The Contra Costa County Health Officer issued an order directing residents to **shelter in place**, due to COVID-19. The order limits activity, travel, and business functions to only those that are essential.

Remote Participation Only

As a result of the COVID-19 public health emergency, including the County Health Officer and Governor’s directives for everyone to shelter in place, **there will be no physical location for the Board Meeting**. Board members will attend via teleconference and members of the public are invited to attend the meeting and **participate remotely**.

Pursuant to the Governor’s Executive Order N-29-20, Board members: Chris Kelley, Vincent Salimi, Rita Xavier, Tom Butt, Demnlus Johnson, Paul Fadelli, John Gioia, Jovanka Beckles, Lateefah Simon, and Maureen Powers may be attending this meeting via teleconference, as may WCCTAC Alternate Board Members. Any votes conducted during the teleconferencing session will be conducted by roll call.

The public may observe and address the WCCTAC Board in the following ways:

Remote Viewing/Listening

Webinar:

To observe the meeting by video conference, utilizing the Zoom platform, please click on this link (same link as shown above) to join the webinar at the noticed meeting time: <https://us02web.zoom.us/j/7321058840?pwd=c1dMVjJydIBoYk0yYWVlZWVlWHZ4Zz09>

Phone:

Dial the following number, enter the participant PIN followed by # to confirm:

+1 669 900 6833

Meeting ID: 732 105 8840

Password: 066620

El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

Public Comment via Teleconference

Members of the public may address the Board during the initial public comment portion of the meeting or during the comment period for agenda items.

Participants may use the chat function on Zoom or physically raise their hands to indicate if they wish to speak on a particular item.

Written Comment (accepted until the start of the meeting, unless otherwise noted on the meeting agenda). Public comments received by 5:00 p.m. on the evening before the Board meeting date will be provided to the WCCTAC Board and heard before Board action. Comments may be submitted by email to vjenkins@wcctac.org.

Comments may also be submitted via e-mail to vjenkins@wcctac.org at any time prior to closure of the public comment portion of the item(s) under consideration. All written comments will be included in the record.

Reading of Public Comments: WCCTAC staff will read aloud email comments received during the meeting that include the subject line "FOR THE RECORD" as well as the item number for comment, provided that the reading shall not exceed three (3) minutes, or such other time as the Board may provide.

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- 1. Call to Order and Board Member Roll Call.** *(Chris Kelley – Chair)*
 - 2. Public Comment.** The public is welcome to address the Board on any item that is not listed on the agenda.

CONSENT CALENDAR

- 3. Minutes of February 26, 2021 Board Meeting.** *(Attachment; Recommended Action: Approve).*
- 4. Monthly Update on WCCTAC Activities.** *(Attachment; Information only).*
- 5. Financial Reports.** The reports show the Agency's revenues and expenses for February 2020. *(Attachment; Information only).*
- 6. Payment of Invoices over \$10,000.** None *(No attachment; Information only).*
- 7. Proposed Lamorinda Action Plan Amendment.** The Lamorinda Program Management Committee notified WCCTAC of a request by the City of Lafayette for an amendment to the Lamorinda Action Plan. WCCTAC and other RTPCs are expected to review and comment. Staff is requesting authorization to send a letter stating that WCCTAC has no objection, as recommended by the TAC. *(Attachment; Recommended Action: Approve circulation of draft letter).*

REGULAR AGENDA ITEMS

- 8. Proposed 2019 STMP Update Cycle 1 Call for Projects.** The current fund balance collected under the 2019 STMP Update lends itself to issuing a call for project. WCCTAC staff and the TAC are recommending issuing a call for \$3.75 million; with procedures for submitting applications and scoring criteria. Applicants seeking funds must be for one of the twenty projects on the adopted STMP project list. Applications are proposed to be due April 26, 2021. *(Leah Greenblat – WCCTAC Staff; Attachments; Recommended Action: Direct staff to issue 2019 STMP Update Cycle 1 Call for Projects)*

- 9. Richmond Ferry Status Report and Service Recommendation.** WETA staff provided an update on ferry service at the October WCCTAC Board meeting. At the time, the Board requested that WETA staff provide a follow-up early in 2021. WETA staff will provide a general update on the ferry’s performance. They are also seeking the Board’s feedback on a proposal to increase service and lower fares in FY21-22. Lastly, WETA is seeking confirmation that the Board would like service to continue between now and July. *(Kevin Connolly – WETA Staff; Attachment; Recommended Action: Receive a status report and provide feedback on service plans).*

STANDING ITEMS

- 10. Board and Staff Comments.**
 - a. Board Member Comments, Conference/Meeting Reports (AB 1234 Requirement), and Announcements
 - b. Report from CCTA Representatives *(Directors Kelley & Butt)*
 - c. Executive Director’s Report

 - 11. General Information Items.**
 - a. Letter to CCTA Executive Director with February 26, 2021 Summary of Board Actions
 - b. Acronym List

 - 12. Adjourn.** The next regular meeting is on April 23, 2021 @ 8:00 a.m.
The meeting will be held remotely (see next agenda for details)
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- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC Board meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.210.5930 prior to the meeting.
- If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.

- Handouts provided at the meeting are available upon request and may also be viewed at WCCTAC's offices.
- Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
- A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.

**West Contra Costa Transportation Advisory Committee
Board of Directors Meeting
Meeting Minutes February 26, 2021**

MEMBERS PRESENT: Chris Kelley, Chair (Hercules); Rita Xavier (San Pablo); Vincent Salimi (Pinole); Paul Fadelli (El Cerrito); Aleida Chavez (WestCAT); Tom Butt (Richmond); Jovanka Beckles (AC Transit); Lateefa Simon (BART)

STAFF PRESENT: John Nemeth, Joanna Pallock, Coire Reilly, Leah Greenblat, Kris Kokotaylo (legal counsel with Meyers Nave)

ACTIONS LISTED BY: Valerie Jenkins

Meeting Called to Order: 8:02 am

Public Comment: None

CONSENT CALENDAR:

Motion by **Director Peoples** seconded by **Director Simon**; motion passed unanimously. Yes- C. Kelley, R. Xavier, P. Fadelli, T. Butt, C. Peoples, V.Salimi

Item #3. *Approved:* Minutes of January 22, 2021 Board Meeting. *Correction to minutes- Director Butt nominated Director Johnson III, for WCCTAC Vice-Chair.

Item #4. *Received:* Monthly Update on WCCTAC Activities.

Item #5. *Received:* Financial Reports: January 2021.

Item #6. *Received:* No Invoices over \$10,000.

Item #7. *Approved:* Measure J Program 19b (Additional Bus Service Enhancements) Funds for Second Half of FY21.

Item #8. *Approved:* Fiscal Audit and Memorandum of Internal Control for Fiscal Year 2020.

REGULAR AGENDA ITEMS

ITEM/DISCUSSION	ACTION
<p>Item #9 Review of Draft Contra Costa Countywide Vision Zero Systemic Transportation Safety Policy & Implementation Guide.</p>	<p><i>Information Only</i> Colin Clark (CCTA) gave an update on the Draft Contra Costa Countywide Vision Zero Systemic Transportation Safety Policy & Implementation Guide. The included the creation of a “how to” guide by CCTA for use by local jurisdictions.</p>
<p>Item #10 Measure J Program 20b Funds (<i>Additional Transportation Services for Seniors and People with Disabilities</i>) for Second Half of FY21.</p>	<p>Joanna Pallock (WCCTAC Staff), and staff from the City of San Pablo and the City of Richmond, provided updates on their Measure J-funded paratransit programs and their aspirations for the second half of FY 2021. The Board was also asked by staff to approve programs funds from Measure J 20b for the second half of the fiscal year.</p> <p>Motion by <i>Director Salimi</i>, seconded by <i>Director Xavier</i>, to approve additional Measure J 20b funding for the second half of FY21 for Transportation Services for Seniors and People with Disabilities.</p> <p>Yes- C. Kelley, T. Butt, R. Xavier, P. Fadelli, J. Beckles, V. Salimi, A. Chavez. Motion passed unanimously.</p> <p>Director Chavez left at 8:56am Director Simon left at 8:47am</p>

Meeting Adjourned: 9:04 am

TO: WCCTAC Board

DATE: March 26, 2021

FR: John Nemeth, Executive Director

RE: Monthly Update on WCCTAC Activities



It's Funded! - Central Avenue/I-80 Pedestrian and Bicycle Improvements

After a disappointment last month in not receiving statewide Active Transportation Program (ATP) funds, staff is thrilled to announce that this project has been selected to receive MTC's regional ATP funds. WCCTAC, CTA, Richmond, and El Cerrito all lent their assistance to Caltrans District 4, who applied for the grant for pedestrian and bicycle improvements on Central Avenue under I-80. Competition was fierce for this year's statewide competitive ATP grants. This project was not selected, but remained eligible for consideration in the regional (MTC) funding program. MTC released its preliminary funding recommendations, and this West County project received the third highest score of the 61 applications reviewed. The project has a budget of \$4.333 million and is targeted to receive \$3.833 in regional ATP funds. The WCCTAC Board previously agreed to provide a \$400,000 match in Measure J 28b funds and the cities of El Cerrito and Richmond are contributing \$50,000 each in matching funds.

511 Contra Costa Providing Incentives for Richmond Bikeshare Program

WCCTAC's TDM Program, 511 Contra Costa, will be partnering with Richmond to promote its new bikeshare program beginning this spring. The City of Richmond received funding from MTC to launch a fleet of docked e-bikes throughout the city. COVID-19 caused the program to be delayed. During that time, the original provider, GOTCHA, was acquired by Bolt. When the program formally launches, 511 Contra Costa will be providing free unlocks for users to encourage residents to try the new program. Staff will update the Board when a definitive launch date has been set.



Bicycle Champion of the Year Nominations Now Open

Do you know someone who is truly committed to riding their bike for everyday transportation, forgoing motorized vehicles to reduce their carbon footprint and lessen their impact on the environment whenever possible? How about a cyclist who inspires others to get out and pedal — maybe for the first time or to start again? If so, nominate them for a Bike Champion of the Year Award! Nominations can be made between March 4 and April 1, 2021, at the following web link: <http://511cc.org/bcoy2021>. Anyone is eligible and you can submit more than one name.

One Champion will be chosen from each of the nine Bay Area counties and will be written up on Bike to Wherever Day website, and in a media release, and celebrated by their local bike coalition. Winners will be publicized toward the end of April and celebrated during May's Bike Month and Bike to Wherever Day.

Progress on the Lone Pine Tree Bike-Pedestrian Bay Trail Gap Closure



Riding a bike on along the San Pablo Bay can offer all sorts of surprises. On this day, a WCCTAC staff members came across the delivery of a section of new bridge on the back of a flatbed truck. The bridge is part of a 1,800 ft. pathway segment that closes a gap on the Bay Trail between Victoria By the Bay in Hercules and Rodeo. The new trail segment is expected to open in late Spring 2021.

ATS Plan Adopted by CCTA Board

The WCCTAC Board heard a presentation in February from CCTA staff on the Draft Accessible Transportation Plan (ATP). In March, the plan went before the County Board of Supervisors and the CCTA Board. Both gave unanimous approval to move forward with the creation of a coordinated entity to oversee countywide accessible transportation needs focused on senior, disabled, and veteran residents.

The next step is for CCTA to form a task force that will define the nature of the new entity, which is likely to be a non-profit. The task force will also determine the scope of the entity's work and potential funding sources. WCCTAC staff will continue to keep the Board apprised of this effort.



AC Transit and WestCAT are now part of Clipper START



Eleven Bay Area transit agencies recently joined the Clipper START program, which allows low-income adults (age 19-64) to receive fare discounts ranging from 20% to 50%. AC Transit and WestCAT are now part of this 18-month pilot initiated by MTC.

Clipper START was inaugurated in July 2020 and allowed for discounts on BART, Muni, Caltrain, and select Golden Gate Transit and Ferry routes. Six additional transit agencies joined the program in November 2020. The program is aimed at adults whose household incomes are no more than twice the federal poverty level (for example, \$52,400 for a family of four).

General Ledger Monthly Budget Report

User: kellys
 Printed: 3/15/2021 9:48:40 AM
 Period 01 - 08
 Fiscal Year 2021



Account Number	Description	Adopted	Budget Adjustments	Adjusted	YTD Actual	Variance Encumbered	Available	% Avail
7700	WCCTAC Operations							
770-7700-41000	Salary	518,071.00	0.00	518,071.00	226,171.12	291,899.88	291,899.88	56.34
770-7700-41200	PERS Retirement	0.00	0.00	0.00	65,533.69	-65,533.69	-65,533.69	0.00
770-7700-41310	Medical Insurance	0.00	0.00	0.00	44,346.58	-44,346.58	-44,346.58	0.00
770-7700-41311	Retiree Healthcare	0.00	0.00	0.00	1,150.29	-1,150.29	-1,150.29	0.00
770-7700-41400	Dental	0.00	0.00	0.00	2,873.52	-2,873.52	-2,873.52	0.00
770-7700-41500	Flexible Spending Account	0.00	0.00	0.00	2,935.00	-2,935.00	-2,935.00	0.00
770-7700-41800	LTD Insurance	0.00	0.00	0.00	2,048.52	-2,048.52	-2,048.52	0.00
770-7700-41900	Medicare	0.00	0.00	0.00	3,275.35	-3,275.35	-3,275.35	0.00
770-7700-41901	Other Insurances	0.00	0.00	0.00	4,961.89	-4,961.89	-4,961.89	0.00
770-7700-41904	Life Insurance	0.00	0.00	0.00	603.73	-603.73	-603.73	0.00
770-7700-41911	Liability Insurance	5,156.00	0.00	5,156.00	0.00	5,156.00	5,156.00	100.00
	Salary and Benefits	523,227.00	0.00	523,227.00	353,899.69	169,327.31	169,327.31	32.36
770-7700-43500	Office Supplies	5,500.00	0.00	5,500.00	2,383.39	3,116.61	3,116.61	56.67
770-7700-43501	Postage	1,800.00	0.00	1,800.00	482.69	1,317.31	1,317.31	73.18
770-7700-43520	Copies/Printing/Shipping/Xerox	4,000.00	0.00	4,000.00	2,184.33	1,815.67	1,815.67	45.39
770-7700-43600	Professional Services	59,825.00	0.00	59,825.00	26,816.53	33,008.47	33,008.47	55.18
770-7700-43900	Rent/Building	22,500.00	0.00	22,500.00	14,181.77	8,318.23	8,318.23	36.97
770-7700-44000	Special Department Expenses	10,000.00	0.00	10,000.00	2.00	9,998.00	9,998.00	99.98
770-7700-44320	Travel/Training Staff	3,000.00	0.00	3,000.00	62.32	2,937.68	2,937.68	97.92
	Service and Supplies	106,625.00	0.00	106,625.00	46,113.03	60,511.97	60,511.97	56.75
7700	Expense	629,852.00	0.00	629,852.00	400,012.72	229,839.28	229,839.28	36.49
WCCTAC Operations		629,852.00	0.00	629,852.00	400,012.72	229,839.28	229,839.28	36.49
7720	WCCTAC TDM							
772-7720-41000	Salary	301,869.00	0.00	301,869.00	119,410.68	182,458.32	182,458.32	60.44
772-7720-41200	PERS Retirement	0.00	0.00	0.00	44,643.71	-44,643.71	-44,643.71	0.00
772-7720-41310	Medical Insurance	0.00	0.00	0.00	23,036.85	-23,036.85	-23,036.85	0.00
772-7720-41400	Dental Insurance	0.00	0.00	0.00	1,600.70	-1,600.70	-1,600.70	0.00
772-7720-41800	LTD Insurance	0.00	0.00	0.00	858.86	-858.86	-858.86	0.00
772-7720-41900	Medicare	0.00	0.00	0.00	1,712.26	-1,712.26	-1,712.26	0.00
772-7720-41901	Other Insurances	0.00	0.00	0.00	4,961.88	-4,961.88	-4,961.88	0.00
772-7720-41904	Life Insurance	0.00	0.00	0.00	200.29	-200.29	-200.29	0.00

Account Number	Description	Adopted	Budget Adjustments	Adjusted	YTD Actual	Variance Encumbered	Available	% Avail
772-7720-41911	Liability Insurance <i>Salary and Benefits</i>	5,156.00 307,025.00	0.00 0.00	5,156.00 307,025.00	0.00 196,425.23	5,156.00 110,599.77	5,156.00 110,599.77	100.00 36.02
772-7720-43300	MembershipsSubscriptions	1,610.00	0.00	1,610.00	200.00	1,410.00	1,410.00	87.58
772-7720-43500	Office Supplies	19,000.00	0.00	19,000.00	255.68	18,744.32	18,744.32	98.65
772-7720-43501	TDM Postage	0.00	0.00	0.00	217.46	-217.46	-217.46	0.00
772-7720-43502	TDM Postage	950.00	0.00	950.00	0.00	950.00	950.00	100.00
772-7720-43520	CopiesPrintingShippingXerox	11,000.00	0.00	11,000.00	4,003.31	6,996.69	6,996.69	63.61
772-7720-43600	Professional Services	68,000.00	0.00	68,000.00	38,476.55	29,523.45	29,523.45	43.42
772-7720-43900	RentBuilding	22,500.00	0.00	22,500.00	14,177.36	8,322.64	8,322.64	36.99
772-7720-44000	Special Department Expenses	120,077.00	0.00	120,077.00	13,782.94	106,294.06	106,294.06	88.52
772-7720-44320	TravelTraining Staff	1,155.00	0.00	1,155.00	195.00	960.00	960.00	83.12
	<i>Service and Supplies</i>	244,292.00	0.00	244,292.00	71,308.30	172,983.70	172,983.70	70.81
7720	Expense	551,317.00	0.00	551,317.00	267,733.53	283,583.47	283,583.47	51.44
	WCCTAC TDM	551,317.00	0.00	551,317.00	267,733.53	283,583.47	283,583.47	51.44
7730	STMP							
773-7730-41000	Salary	55,000.00	0.00	55,000.00	0.00	55,000.00	55,000.00	100.00
	<i>Salary and Benefits</i>	55,000.00	0.00	55,000.00	0.00	55,000.00	55,000.00	100.00
773-7730-44000	Special Department Expense	3,171,955.00	0.00	3,171,955.00	0.00	3,171,955.00	3,171,955.00	100.00
	<i>Service and Supplies</i>	3,171,955.00	0.00	3,171,955.00	0.00	3,171,955.00	3,171,955.00	100.00
7730	Expense	3,226,955.00	0.00	3,226,955.00	0.00	3,226,955.00	3,226,955.00	100.00
	STMP	3,226,955.00	0.00	3,226,955.00	0.00	3,226,955.00	3,226,955.00	100.00
7740	WCCTAC Special Projects							
774-7740-44000	Special Department Expense	260,000.00	0.00	260,000.00	73,614.32	186,385.68	186,385.68	71.69
	<i>Service and Supplies</i>	260,000.00	0.00	260,000.00	73,614.32	186,385.68	186,385.68	71.69
7740	Expense	260,000.00	0.00	260,000.00	73,614.32	186,385.68	186,385.68	71.69
	WCCTAC Special Projects	260,000.00	0.00	260,000.00	73,614.32	186,385.68	186,385.68	71.69
Expense Total		4,668,124.00	0.00	4,668,124.00	741,360.57	3,926,763.43	3,926,763.43	0.8412

TO: WCCTAC Board

MEETING DATE: March 26, 2021

FR: John Nemeth, Executive Director

RE: Proposed Lamorinda Action Plan Amendment

REQUESTED ACTION

Authorize staff to send a letter, included as Attachment C, to the Lamorinda Program Management Committee (LPMC) and CCTA.

BACKGROUND AND DISCUSSION

The City of Lafayette recently approved a 315-unit multi-family residential development project, The Terraces, at the southwest corner of Pleasant Hill Road and Deer Hill Road. As a mitigation, the developer is required to provide a short-link travel lane between Deer Hill Road and State Route 24. This mitigation, however, is not consistent with the current Lamorinda Action Plan. Sub-regional Action Plans are part of CCTA's Growth Management Program (GMP).

The CCTA, however, allows for Action Plans to be amended. The process requires circulation of proposed changes to the Regional Transportation Planning Committees (RTPCs), like WCCTAC, for review and comment. On February 1, 2021, the Lamorinda Program Management Committee (LPMC) sent a letter to WCCTAC detailing the City of Lafayette's request for an amendment to the Lamorinda Action Plan. That letter is provided as Attachment A.

WCCTAC staff brought this issue to the WCCTAC TAC for review at its February 11, 2021 meeting. The City of Lafayette's Public Work's Director, Mike Moran, explained the purpose of the mitigation and answered TAC member questions. The TAC unanimously determined that the mitigation would have no impact on West Contra Costa and that the City of Lafayette's request for an amendment was reasonable. Staff then sent a letter to the LPMC and CCTA with the TAC's conclusions. That letter is included as Attachment B.

Subsequently, CCTA notified WCCTAC that its preference was for RTPC Boards to make recommendations on this issue, rather than RTPC staff or TACs. As such, staff has drafted a modified letter, included as Attachment C, for the Board's consideration. This letter states the WCCTAC Board concurs with the TACs conclusion that WCCTAC does not object to the proposed Action Plan amendment. With Board approval, staff will send this revised letter to the LPMC and CCTA.

ATTACHMENTS:

- A: Letter from LMPC - dated February 1, 2021
- B: WCCTAC Letter to LMPC - sent February 15, 2021
- C: Proposed Revised Letter

Lamorinda Program Management Committee

February 1, 2021

John Nemeth
WCCTAC
6333 Potrero Avenue, Suite 100
El Cerritos, CA 94530
Via email: jnemeth@wcctac.org

Mathew Todd, P.E.
TRANSPAC
1211 Newell Avenue, Suite 200
Walnut Creek, CA 94596
Via email: Matt@GrwayBowenScott.com

John Cunningham
TRANSPLAN
30 Muir Road
Martinez, CA 94553
Via email: john.cunningham@dcd.cccounty.us

Subject: Consideration of Amending the Lamorinda Action Plan to Allow for the Addition of a Short-Link Southbound Lane on Pleasant Hill Road (Trap Lane) as Part of the Proposed Terraces of Lafayette Project

Dear RTPC Administrators,

At its January 11, 2021 meeting, the Lamorinda Program Management Committee (LPMC), considered and discussed a proposed amendment to one of the gateway constraints in the Lamorinda Action Plan (LAP) that pertains to Pleasant Hill Road, a Route of Regional Significance. Currently, the LAP states: “The Gateway Constraint Policy would prohibit the addition of any through lanes, including short-link segments, on any portion of Pleasant Hill Road between SR-24 and the Lafayette city limits line north of the intersection with Taylor Boulevard.” The proposed amendment would remove the prohibition against short-link segments and would allow for the construction of a southbound short-link travel lane on Pleasant Hill Road starting just north of Deer Hill Road and terminating at the State Route 24 westbound on-ramp (trap lane). The request for this amendment arises from the City of Lafayette’s recent approval of the Terraces project -- a 315-unit multi-family housing project to be built at the southwest corner of Pleasant Hill Road and Deer Hill Road. The trap lane on Pleasant Hill Road

Lamorinda Program Management Committee

was submitted as part of a developer application to mitigate a.m. peak traffic generated from the Terraces project.

During its consideration of the proposed amendment, the LPMC noted the following:

- The LPMC is an advisory committee to SWAT, which is in turn an advisory committee to CCTA. The decision whether to amend the LAP to allow for the construction of the proposed trap lane rests exclusively and solely with CCTA. Neither LPMC nor SWAT has any decision-making authority.
- The Terraces development will proceed regardless of whether an amendment to the LAP that allows for the trap lane is or is not approved.
- There are pros and cons to the construction of the trap lane. Specifically, the LPMC reviewed a slide in the staff presentation that listed the following pros and cons:

Reasons against the trap lane:

- Added capacity will attract more traffic
- Roadway will be even larger
- Pedestrian crossing times will increase across a longer distance

Reasons for the trap lane:

- Delay for local traffic can be reduced while still metering regional traffic with signal coordination
- Evacuation times will be decreased during an emergency
- Provides an extra lane width under the City's control to utilize for future use

- The proposed amendment to the LAP raises an important policy question – namely, whether it is appropriate to amend an action plan such as the LAP specifically in response to a particular development project or whether any amendment should be done as part of a larger amendment or update to the action plan.

After receiving public comment, asking questions of staff, and deliberating, the LPMC instructed staff as follows:

- That the LPMC takes no position and expresses no view on whether or not the amendment to the LAP should or should not be made.
- That proposed amendment to the LAP be shared with SWAT and the other regional transportation planning committees (RTPC) that serve as advisory bodies to CCTA for their review and comment, if any.
- That the pros and cons of the proposed trap lane that were presented to LPMC also be shared with SWAT and the other RTPCs.

Enclosed for further background are the materials that were provided to the LPMC and made available to the public in advance of the January 11, 2021 meeting.

Lamorinda Program Management Committee

The LPMC Administrator duties are rotated among the three Lamorinda agencies annually and we are in the process of transitioning from the City of Orinda to the Town of Moraga. Please provide your RTPC comments to Bret Swain, Senior Engineer of the Town of Moraga, at bswain@moraga.ca.us Thank you.

Sincerely,



Jason Chen, LPMC Administrator

Enclosures: LPMC January 11, 2021 Agenda Package
Public Communication Received as of 01-11-2021 8 a.m.

cc: Bret Swain, Moraga via email bswain@moraga.ca.us
Shawn Knapp, Moraga via email sknapp@moraga.ca.us
Mike Moran, Lafayette via email MMoran@ci.lafayette.ca.us
Lisa Bobadilla, SWAT via email lbobadilla@sanramon.ca.gov
John Hoang, CCTA via email jhoang@ccta.net
Matt Kelly, CCTA via email mkelly@ccta.net

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El Cerrito



February 11, 2021

Hercules

Lamorinda Program Management Committee
 c/o Jason Chen
 Orinda City Hall
 22 Orinda Way
 Orinda, CA 94563

Pinole

Subject: City of Lafayette's Requested Amendment to the Gateway Constraint Policy and Lamorinda Action Plan

Richmond

Lamorinda Program Management Committee (LPMC):

Thank you for providing WCCTAC with materials related to the request by the City of Lafayette for an amendment to the Gateway Constraint Policy within the Lamorinda Action Plan to allow for an exception. As you know, the process for a requested amendment involves review by the Regional Transportation Planning Committees (RTPCs), such as WCCTAC.

San Pablo

This issue was discussed at the WCCTAC Technical Advisory Committee (TAC) meeting on February 11, 2021. The TAC voted unanimously to request that the WCCTAC Executive Director send a letter to the LPMC stating WCCTAC's position.

Contra Costa County

The TAC's view is that the proposed mitigation will have a negligible impact on West Contra Costa County and its own Action Plan. The TAC further noted that the requested amendment proposed by the City of Lafayette was reasonable. The TAC does not believe that this issue requires the review of the WCCTAC Board, and the Executive Director concurs. As such, WCCTAC has no objection to amending the Gateway Constraint Policy within the Lamorinda Action Plan to allow for the implementation of a development mitigation.

AC Transit

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

Sincerely,

BART

A handwritten signature in black ink that reads "John Nemeth".

John Nemeth
 WCCTAC Executive Director

WestCAT

cc: John Hoang, CCTA; Mike Moran, City of Lafayette

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El Cerrito



Hercules

March 26, 2021

Lamorinda Program Management Committee
 c/o Jason Chen
 Orinda City Hall
 22 Orinda Way
 Orinda, CA 94563

Pinole

Subject: City of Lafayette's Requested Amendment to the Gateway Constraint Policy and Lamorinda Action Plan

Richmond

Lamorinda Program Management Committee (LPMC):

I am writing this letter as a follow-up to the letter previously sent on February 15, 2021. As mentioned previously, this issue was discussed at the WCCTAC Technical Advisory Committee (TAC) meeting on February 11, 2021. The TAC voted unanimously to request that the WCCTAC Executive Director send a letter to the LPMC stating WCCTAC's position.

San Pablo

Subsequently, the CCTA requested that WCCTAC's Board take a position on this issue as well. As such, staff brought this issue to the WCCTAC Board's March 26, 2021 meeting.

Contra Costa County

The Board concurs with the TAC that the proposed mitigation will have a negligible impact on West Contra Costa County and its own Action Plan. Like the TAC, the Board does not have an objection to the City of Lafayette's request for an amendment to the Gateway Constraint Policy within the Lamorinda Action Plan to allow for the implementation of a development mitigation.

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

AC Transit

Sincerely,

A handwritten signature in black ink that reads "John Nemeth".

John Nemeth
 WCCTAC Executive Director

BART

cc: John Hoang, CCTA; Mike Moran, City of Lafayette

WestCAT

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TO: WCCTAC Board **MEETING DATE:** March 26, 2021

FR: Leah Greenblat, Project Manager

RE: **Proposed 2019 STMP Update Cycle 1 Call for Projects**

REQUESTED ACTION

Direct staff to issue 2019 STMP Update Cycle 1 Call for Projects.

BACKGROUND AND DISCUSSION

WCCTAC held its last STMP Call for Projects in 2018 which served to commit all remaining funds and close out the 2006 STMP. WCCTAC updated the STMP and began the new program on July 1, 2019. There has not yet been a Call for Projects with the new program. In early 2021, however, WCCTAC received considerable STMP revenue and now has a large enough balance to warrant issuing a new Call for Projects.

Of the projects awarded STMP funding in the 2018 Call for Projects, some have not yet received funds. Disbursements are made as reimbursements and occur when project sponsors provide invoices showing spending on projects. The projects that still have committed funding are as follows:

Projects and Fund Amounts with Outstanding Commitments from Prior 2006 STMP Program			
Agency	Project	Committed STMP 2006 Program Funds	
City of Pinole	San Pablo Ave. Bridge Replacement	\$1,600,000	
City of Pinole	Bay Trail Gap Closure at Tennent Ave.	\$100,000	
City of Richmond	Central Ave./I-80 Interchange: Ph. 2	\$700,000	
City of Hercules	RITC: Ph. 3 Design of RR Bridge & Creek Realignment	\$750,000	
		\$3,150,000	Total Committed STMP Funds

Currently, the total STMP fund balance is approximately \$7,170,500. The balance after committed funds are subtracted is \$3,920,500.

WCCTAC staff brought the subject of a potential Call for Projects to the WCCTAC TAC at its March 11 meeting. The TAC concurred with staff in recommending that the Board issue a Call for Projects. Staff and the TAC are recommending making \$3.75 million in STMP funds available. As shown in the table below, this would leave remaining funds to cover the previous commitments of \$3.15 million, WCCTAC’s administrative fees for FY21 and FY22, and a possible STMP appeal for \$87,410. It would leave a balance of approximately \$84,908.

STMP Fund Snapshot (March 2021)	
Item	Funds
Approximate current STMP Fund Balance after commitments	\$3,920,500
Other anticipated expenses (administrative expenses, potential appeal)	\$185,592
2019 STMP Cycle 1 Call for Projects	\$3,750,000
Approximate remaining STMP Fund Balance Post Cycle 1 Call for Projects	\$84,908

Prioritizing Projects

The 2019 STMP Update includes twenty projects that are eligible to receive funding (see Attachment A for 2019 STMP Update Project List). It is very likely that the total amount of funding requested will exceed the amount available. There is no priority ranking and all are considered equally worthy. As such, the Board can allocate the available funding based on whatever policy considerations it chooses.

To aid the Board’s decision-making, staff will facilitate a discussion with the TAC to develop a consensus recommendation to the Board. To assist the TAC in formulating a recommendation, staff will rank funding requests using criteria established in advance by the TAC.

Scoring Criteria

For the 2006 STMP Program, there were typically three scoring criteria used by staff to rank projects:

- Project readiness (Closest to ready = ranked higher)
- Prior receipt of funds by project sponsor (No recent receipt = ranked higher)
- Prior receipt of funds by project category (No recent receipt = ranked higher)

The second and third scoring criteria used previously are not applicable as this is the first cycle of funding for the 2019 STMP Update. Project categories and potentially sponsors are different than for the 2006 program and a direct comparison is not possible.

During its recent discussion, the TAC confirmed that funding projects resulting in the finished construction of a facility was preferable to funding projects in earlier stages of development. The TAC also developed four additional criteria to help it evaluate funding requests this cycle, as shown in the table below.

<i>TAC Recommended Scoring Criteria for Cycle 1 2019 STMP Update Call for Projects:</i>	
Criteria	Max. Points
Readiness to construct: construction ranked higher than design.	10 pts.
Readiness to spend STMP dollars: earliest spending of funds ranked highest.	5 pts
Share of the funding gap: completing a funding gap to implement a phase ranks higher.	5 pts
Serves a disadvantaged community.	5 pts.
Improves subregional alternative mode network.	5 pts.

Application Guidelines and Submittal Process

Agencies eligible to apply for STMP funds include any project sponsor with a project on the current list of 20 approved projects. The primary eligible agencies are WCCTAC members, CCTA, and the East Bay Regional Park District (EBRPD). To ensure that no one organization or project receives the lion's share of funding, the TAC and staff recommended the following guidelines for this cycle:

1. Each project sponsor should submit no more than two applications.
2. The amount of funds sought by any single project sponsor should be no more than half of the total available funds. So, if \$3.75 million were the size of the upcoming call, then no sponsoring agency could seek more than a total of \$1.875 million in STMP funds.
3. At least three projects be recommended to the Board for funding.

As with previous calls, WCCTAC seeks to have a straightforward application process that is not onerous for applicants. Interested parties would be asked to submit a brief letter of interest and any attachments in one pdf file per application to WCCTAC c/o Leah Greenblat. The letter should include the following information:

- Clear identification of which of the twenty STMP project categories the proposal falls under.
- A brief but clear description of what the STMP funds would be used for.
- The location of the project as shown on a map.
- A summary project schedule showing estimated month and year of PSE, start of construction, end of construction, and opening to the public. Clearly note which phase of project development the STMP funds would be used for.
- The amount of STMP funds being requested.

- The total estimated cost of the project and/or the cost of the current project phase for which funds are sought.
- The project’s current readiness to use the funds. Provide a best estimate of the month and year when the funds would be spent.
- The amount and source of other committed funding sources for the phase for which funding is sought. Note whether the requested STMP funds will complete the required funding needed for the phase to be implemented.
- Documentation to show that the project is located within or will serve a disadvantaged community such as an MTC Community of Concern.
- An explanation of whether, and how, the project improves alternative mode networks (e.g., pedestrian, bicycle, or transit).

Proposed Schedule for Cycle 1 2019 STMP Update Call for Projects

The proposed schedule was reviewed by the WCCTAC TAC:

Proposed Schedule	
Task	Date
Meet with TAC and review submittal Requirements and Evaluation Criteria.	March 11
Board Release of Call for Projects	March 26
STMP Funding Proposals Due	April 26
WCCTAC Staff Screening of Proposals	April 26-May 6
WCCTAC TAC Reviews Proposals in TAC Packet	May 6-13
WCCTAC TAC Meeting: Develop recommendation for Board	May 13
WCCTAC Board makes STMP allocations.	May 28
Earliest Dates for Post Award Next Steps	
Draft Funding Agreements prepared	June 14
Draft Funding Agreement reviewed by Project Sponsor Staff	June 15-June 30
WCCTAC Counsel & Sponsor Counsel resolve any issues	July 1-9
WCCTAC Board adopts Funding Agreements	July 23
Agency adopts Funding Agreement	
Agency begins project implementation	
Agency submits invoice and documentation to WCCTAC for STMP funds	
WCCTAC confirms that project sponsor’s quarterly reporting forms and fee submittals are up to date.	
Final Agency invoice must be submitted for payment 3 years after funding agreement, unless extended.	

Disbursement Criteria

As a means of encouraging compliance with required quarterly STMP reporting forms and fee transfers, the TAC agreed that project sponsors should be required to be up to date in the submittal of forms and fees prior to WCCTAC disbursing STMP funds.

ATTACHMENTS:

- A. 2019 STMP Update - List of Projects

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WEST COUNTY STMP PROJECTS

ID	Project	Project Description	Total Project Cost Estimate	Other Identified Funding	Eligible STMP Funding Allocation ¹	\$ Based on 75% of Max. Eligible STMP	Sponsor(s)
Complete Streets Projects							
1	San Pablo Avenue Complete Streets Projects ²	<p>a.) Construct bike and pedestrian improvements along San Pablo Avenue from Rodeo to Crockett by reducing roadway from 4 lanes to 3 lanes plus Class I path.</p> <p>b.) Construct bicycle and pedestrian improvements along San Pablo Avenue between La Puerta Road and Hilltop Drive. Including new sidewalk installation on San Pablo Avenue between Lancaster Drive and Robert Miller Drive on the east side, and on Robert Miller between San Pablo Avenue and Hilltop Drive, to improve pedestrian access to the Contra Costa College Transit Hub and the Hilltop Mall Area.</p> <p>c.) Construct bike, pedestrian and transit improvements along San Pablo Avenue from Rivers Street in San Pablo to Lowell Avenue in Richmond.</p> <p>d.) Implement Complete Streets improvements along San Pablo Avenue including directional cycle track or buffered bike lane and other bicycle, pedestrian and transit improvements in El Cerrito.</p> <p>e.) San Pablo Avenue Class I Boardwalk between John Muir Parkway and Sycamore Avenue. Project is necessary to provide pedestrian and transit access to a recently approved shopping center on San Pablo Avenue, across the street from the planned boardwalk.</p> <p>f.) Complete bicycle/pedestrian connection on San Pablo Avenue over Santa Fe Railroad tracks by upgrading the existing bridge or constructing new dedicated bicycle/pedestrian bridge.</p>	\$8,610,000		\$1,636,000	\$1,227,000	County
2	Appian Way Complete Streets Project ²	Provide continuous sidewalks and bike lanes throughout the corridor. The project will also consider future/existing bus stop locations, on-street parking and sidewalk treatments, such as bulb outs and median refuge islands, while also improving access consistent with ADA. Project limits are along Appian Way from San Pablo Dam Road in unincorporated El Sobrante to about 900 lineal feet north of the city limit within the City of Pinole.	\$398,000		\$76,000	\$57,000	Hercules
3	San Pablo Dam Road Improvements in Downtown El Sobrante ²	Provide complete street improvements on San Pablo Dam Road between El Portal Drive and Castro Ranch Road. Improvements may include multimodal infrastructure on San Pablo Dam Road as well as completion of Pitt Way which will provide a circulation loop in the center of town that will provide enhanced access to community space and commercial areas in downtown El Sobrante.	\$23,310,000		\$4,429,000	\$3,322,000	County, Pinole
			\$10,422,000		\$1,980,000	\$1,485,000	County
			\$84,635,000	\$0	\$16,081,000		
Other Bicycle and Pedestrian-Focused Improvements							
4	Bay Trail Gap Closure	Close Bay Trail gaps in West Contra Costa County along the following segments: 1.) 0.3-mile segment along Goodrick Avenue in Richmond. 2.) 1.5-mile segment between Atlas Road and Cypress Avenue in unincorporated Contra Costa County. 3.) 0.1-mile segment between Bayfront Park and Pinole Creek in Pinole. Projects listed above are key gap closures that can improve access to transit facilities near the Bay Trail.	\$12,276,000		\$2,333,000	\$1,750,000	County, Pinole, Richmond
5	Ohlone Greenway Improvements	Implement crossing, wayfinding, signing, lighting, safety, access and security, and landscaping improvements along Ohlone Greenway.	\$3,045,000		\$579,000	\$434,000	El Cerrito
6	I-580/Harbour Way Interchange Pedestrian & Bicycle Access Improvements	Improve pedestrian and bicycle crossings at the I-580/Harbour Way interchange ramps, to improve pedestrian and bicycle connections between waterfront (including future Ferry terminal) and central Richmond.	\$519,000		\$156,000	\$117,000	Richmond
7	I-580/Marina Bay Parkway Interchange Pedestrian & Bicycle Access Improvements	Improve pedestrian and bicycle crossings at the I-580/Marina Bay Parkway interchange ramps. The following improvements may be considered: -Stripe and sign bike lanes along Marina Parkway, connect bike lanes to the Officer Moody Class I path at Meeker Avenue/Marina Bay Parkway intersection. -Consider narrowing or removing travel lanes on South 23rd Street to provide a bicycle and pedestrian connection to downtown Richmond. -Stripe crosswalks at freeway ramps for pedestrian and bicycle travel across ramps. -Square the freeway off-ramps to slow speeds and improve sightlines between drivers and bicyclists/pedestrians.	\$1,095,000		\$197,000	\$148,000	Richmond

WEST COUNTY STMP PROJECTS

ID	Project	Project Description	Total Project Cost Estimate	Other Identified Funding	Eligible STMP Funding Allocation ¹	\$ Based on 75% of Max. Eligible STMP	Sponsor(s)
8	Richmond Ferry to Bridge Bicycle Network Improvements	<p>a.) Point Richmond area: from the new trail at Tewksbury & Castro to existing bay trail at S Garrard & Richmond Ave. This segment could vary from short-term bicycle boulevard-style improvements through the neighborhood to a long-term goal of a Class I path through railroad and Caltrans ROW along Railroad Ave and Tewksbury Ave. (Approximately 2,300 ft)</p> <p>b.) Point Richmond to Richmond Greenway: including S Garrard Blvd and W Ohio Ave. Because acquisitions or easements on railroad property have failed, there is a proposal to build a Class I trail along the north side of W Ohio between Garrard and 2nd St. The curb and gutter on this side of the road would need to be rebuilt. A similar trail or 2-way cycle track could be extended along S Garrard to existing facilities at W Cutting. (W Ohio Ave segment: 3,100 ft, S Garrard Blvd: 2,800 ft)</p> <p>c.) W Cutting Blvd, Cutting Blvd, and Hoffman Blvd. A two-way cycle track is proposed by reducing the number of vehicle travel lanes. Local businesses have requested the City add parking on the north side of West Cutting Blvd, and this will be studied in conjunction with the proposed bicycle facilities. This is also one of our focus areas for stormwater pollution mitigation, so a bioswale buffer between the cycle track and roadway would be ideal. Bicycle and pedestrian improvements adjacent to freeway access points are also necessary at Hoffman & Cutting and Hoffman & Harbour Way South. (W Cutting and Cutting Blvd segment: 5,500 ft, Hoffman Blvd: 1,600 ft)</p> <p>d.) Harbour Way South: Hoffman to Ferry Terminal. Private developments are in the process of planning and building portions of a two-way cycle track along the frontage of their properties between Hoffman and the Cannery property, and this project would connect and extend those improvements. (2,200 ft total)</p>	\$1,150,000		\$322,000	\$241,500	Richmond
			\$2,950,000		\$826,000	\$619,500	Richmond
			\$3,550,000		\$994,000	\$745,500	Richmond
			\$1,100,000		\$308,000	\$231,000	Richmond
			\$25,685,000	\$0	\$5,715,000		
Transit and Station-Related Improvements							
9	I-80 Express Bus (Short & Mid-Term Improvements)	<p>Capital improvements associated with implementing Express Bus Service on I-80 from Hercules Transit Center south to Berkeley, Emeryville, Oakland, and expansion to San Francisco, with intermediate stops at the Richmond Parkway Transit Center and a potential I-80/Macdonald Avenue Express Bus/BRT transit center. Expansion of park-and-ride lots and freeway ramp improvements could occur in the medium to long-term.</p> <p>A series of Richmond Parkway Transit Center Improvements may also include:</p> <ul style="list-style-type: none"> -Improve pedestrian and bicycle crossings at the I-80/Blume Drive and I-80/Fitzgerald Drive intersections -New sidewalks and bicycle lanes providing access to the transit center. 	\$109,203,000		\$20,749,000	\$15,562,000	WCCTAC
10	Hercules Regional Intermodal Transportation Center	Current phase of Hercules RITC is to complete construction of the new train stop for Capitol Corridor service, including parking, station platform, signage and plazas, rail improvements, bicycle and pedestrian access improvements (e.g. Bay Trail connections), etc. Capital improvements along the corridor in West Contra Costa, including track improvements, drainage, fencing, safety improvements, etc. Future capital improvements could include preparation for ferry service.	\$53,550,000	\$1,000,000	\$10,175,000	\$7,631,000	Hercules
11	BART Extension (Planning & Conceptual Engineering Phases) from Richmond Station ³	BART extension from the Richmond BART Station. Only the planning, conceptual engineering and program level environmental clearance phases of the project are included for Segment 1 from Richmond to Contra Costa College/City of San Pablo.	\$14,700,000		\$2,793,000	\$2,095,000	WCCTAC
12	San Pablo Avenue Transit Corridor Improvements	BRT on San Pablo Avenue approximating the existing 72R Rapid Bus route from downtown Oakland to the Richmond Parkway Transit Center and extending Rapid Bus from the Richmond Parkway Transit Center to the Hercules Transit Center. In the short-term, Rapid Bus Improvements could be extended to Richmond Parkway with service to Contra Costa College and Hilltop Mall and transit priority treatments introduced along the corridor. Extending Rapid Bus treatments north to the Hercules Transit Center and introducing bus-only lanes on San Pablo Avenue from El Cerrito del Norte north to 23rd Street could occur in the medium-term.	\$192,150,000		\$36,509,000	\$27,382,000	WCCTAC

WEST COUNTY STMP PROJECTS

ID	Project	Project Description	Total Project Cost Estimate	Other Identified Funding	Eligible STMP Funding Allocation ¹	\$ Based on 75% of Max. Eligible STMP	Sponsor(s)
13	23rd Street Transit Corridor Improvements	23rd Street BRT from Richmond Ferry Terminal and UC Berkeley Richmond Field Station to Richmond BART/Capitol Corridor station, then continuing to Contra Costa College, with possible extension along San Pablo Avenue to Hilltop Mall and Hercules. Improvements to pedestrian facilities that enhance access to BRT stations are also assumed as part of this project. a.) El Cerrito Plaza Station Modernization and Capacity Enhancements: Improve access, expand capacity, enhance placemaking, and address state-of-good repair issues at the 45-year old El Cerrito Plaza BART station. Include an improved kiss n' ride area, landscaping, new stairs and elevators to the platform, new station restrooms, and improved bus intermodal area with raised crosswalks. b.) El Cerrito Plaza BART Pedestrian & Bike Safety and Access Improvements: Enhancements on streets between BART Station and Carlson Blvd, including improved pedestrian lighting, widened sidewalks, improved crosswalks, signal timing adjustments, wayfinding and signage, and upgraded bicycle facilities. c.) Richmond BART Pedestrian & Bike Safety and Access Improvements: Enhancements on streets surrounding BART Station to improve station access and safety, including pedestrian lighting, widened sidewalks, improved crosswalks, signal timing adjustments, wayfinding and signage, and upgraded bicycle facilities. d.) Richmond Crossover Project: Additional Crossover to allow quicker turnbacks, to utilize fleet more effectively, reduce conflicts in yard, and allow increased service frequency. Planning, engineering, environmental studies, and construction of the public transportation-related improvements related to Transit Oriented Development (TOD) in the area around the El Cerrito Del Norte BART station. Funding will provide improvements including, but not limited to: new parking facilities; bicycle, pedestrian, and bus transit access improvements; signage; lighting; improvements to station access or station waiting areas; ADA improvements; improvements to adjacent streets, street crossings, or signals; and/or Ohlone Greenway improvements.	\$121,800,000		\$23,142,000	\$17,356,000	WCCTAC
14	West County BART Station Access, Parking & Capacity Improvements		\$49,442,000		\$9,395,000	\$7,046,250	BART
15	Del Norte Area TOD Public Infrastructure Improvements		\$37,761,000	\$7,100,000	\$7,175,000	\$5,381,000	El Cerrito
			\$618,090,000	\$8,100,000	\$117,439,000		
Local Street and Intersection Improvements							
16	San Pablo Avenue Intersection Realignment at 23rd Street and Road 20	Realignment of skewed 5-legged intersection as part of a bridge removal project that will enhance pedestrian, bicycle and future BRT access. The project will also include street re-configuration, re-striping and possibly signal modification at this intersection.	\$15,120,000	\$9,500,000	\$1,814,000	\$1,360,000	San Pablo
			\$15,120,000	\$9,500,000	\$1,814,000		

WEST COUNTY STMP PROJECTS

ID	Project	Project Description	Total Project Cost Estimate	Other Identified Funding	Eligible STMP Funding Allocation ¹	\$ Based on 75% of Max. Eligible STMP	Sponsor(s)
Freeway and Interchange Improvements							
17	I-80/San Pablo Dam Road Interchange Improvements (Phase 2)	Reconstruct the existing I-80/San Pablo Dam Road interchange (including modifications to the El Portal Drive and McBryde Avenue ramps) and provide improved pedestrian and bicycle facilities. The project will be completed in two phases. The first phase (under construction) will relocate the El Portal Drive on-ramp to WB I-80 to the north, extend the auxiliary lane along WB I-80 between San Pablo Dam Road off-ramp and El Portal Drive on-ramp, and reconstruct the Riverside Avenue pedestrian overcrossing. The second phase includes the construction of a new connector road on the west side of I-80 to connect SPDR to McBryde Avenue with a new bridge over Wildcat Creek, reconstructing the on- and off-ramps to SPDR, replacing the existing SPDR overcrossing with a 6-lane structure, and realigning Amador Street. Phase 2 is included in this STMP update.	\$84,788,000	\$9,200,000	\$16,110,000.00	\$12,082,000.00	San Pablo, CCTA
18	I-80/Central Avenue Interchange Improvements (Phase 2)	Improve traffic operations and multimodal access at the I-80/Central Avenue interchange and along Central Avenue between Rydin Road and San Pablo Avenue. The project will be completed in two phases. The first phase will redirect left turns from WB Central Avenue onto WB I-80 to the adjacent I-580 EB on-ramp at Rydin Road during weekend peak hours; and will install traffic signals at the I-580 ramps. Construction of first phase will be completed in 2018. The second phase will increase the spacing between the signalized intersections east of I-80 by connecting Pierce Street and San Mateo Street, converting Pierce Street access at Central Avenue to "right-in, right-out," and relocating the traffic signal at Pierce Street/Central Avenue to the San Mateo Street/Central Avenue intersection. The second phase is included in this STMP update.	\$15,225,000	\$13,873,000	\$2,588,000	\$1,941,000	El Cerrito, Richmond, CCTA
19	I-80/Pinole Valley Road Interchange Improvements	The project may include the following improvements: -Improve merge onto the I-80 mainline from the EB Pinole Valley Road on-ramp to address vehicles accelerating uphill after stopping at ramp meter. -Widen Pinole Valley Road ramp-terminal intersections at I-80 to provide a dedicated right turn lane to the EB and WB I-80 on-ramps. -Pinole Valley Road/I-80 intersection crossing enhancements.	\$10,959,000		\$1,534,000	\$1,150,000	Pinole, CCTA
			\$110,972,000	\$23,073,000	\$20,232,000		
Administrative Projects							
20	Future Nexus Study Updates	Two comprehensive nexus studies and fee updates, over the 22-year planning horizon of the 2019 STMP Fee.	\$500,000		\$500,000	\$375,000	WCCTAC
			\$855,002,000	\$40,673,000	\$161,781,000		
Notes:							
1. Column summarizes the portion of the capital costs that would be allocated to the STMP.							
2. Complete Streets projects typically involve improvements to transit, pedestrian and bicycling infrastructure with the goal of increased usage of those modes, thus reducing vehicle volumes on Routes of Regional Significance.							
3. Timing of BART extension implementation may extend beyond 2040; however, the STMP could fund early planning and design tasks.							

TO: WCCTAC Board

MEETING DATE: March 26, 2020

FR: John Nemeth, Executive Director

RE: **Richmond Ferry Status Report and Service Recommendation**

REQUESTED ACTION

1. Receive a status report.
2. Provide feedback on WETA's proposed new schedule and fare structure for Fiscal Year 2022 (July 2021 – June 2022).
3. Provide a recommendation on the continuation of service prior to July.

BACKGROUND AND DISCUSSION

Richmond Ferry operations are funded by Measure J 22b, a category that can only be used for ferry service in West Contra Costa County. Since CCTA allocates Measure J funds, and has a funding agreement with WETA, the Authority has considerable influence over Richmond Ferry service. The Authority also looks to WCCTAC for direction, given that the Measure J funds involved are West County-specific.

The onset of the COVID-19 pandemic resulted in a steep drop in Richmond Ferry ridership. As a result, WETA suspended the service, just as it did with some other commuter routes such as the Harbor Bay and South San Francisco services. At its May meeting, the WCCTAC Board requested that WETA staff resume service as quickly as feasible. WETA did resume Richmond Ferry service on June 15, 2020. Ridership remained low during the summer and early fall, however. In October 2020, WETA staff returned to the WCCTAC Board to provide an update and seek direction. The WCCTAC Board requested that WETA continue service over the winter, rather than suspending it, but that WETA staff return in early in 2021 to provide another update.

At the March WCCTAC Board meeting, staff from WETA will provide the Board with recent ferry performance information, including trends and comparison to other ferry services. WETA is also currently conducting outreach on its proposed FY2022 Pandemic Recovery Program which includes a revised service plan and fare structure to begin in July 2021. The program will suspend WETA's current fare structure for one year in favor of a reduced and simplified fare structure, intended to attract new and former riders to the ferry. The service plan features an increase in midday trips to better respond to work schedules that will be in a transition period for much of 2021. The proposed new fare and schedule are intended to start in July 2021 and extend until June 2022.

The table below shows the proposed change to service levels.

Richmond to San Francisco

Time Period	Pre-pandemic Trips	2021 Proposed	Notes
Peak (6 - 9 am, 4 - 7 pm)	8	9-10	<ul style="list-style-type: none"> • Service enhancement, all periods • Substantial disadvantaged population • Supportive funding partner
Midday (9 am – 4 pm)	0	3-4	
Late night (after 7 pm)	0	1-2	

The next table below shows the proposed change to Richmond Ferry fare structure.

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Adult	\$9.30	Adult	\$5.75
Adult (Clipper Only)	\$7.00	Adult (Clipper Only)	\$4.50
Adult (Clipper START)	\$4.60	Adult (Clipper START)	\$2.25
Youth (5-18 years)	\$4.60	Youth (5-18 years)	\$2.75
Youth (5-18 years) (Clipper Only)		Youth (5-18 years) (Clipper Only)	\$2.25
Seniors (65+), Disabled	\$4.60	Seniors (65+), Disabled	\$2.75
Seniors (65+), Disabled (Clipper Only)		Seniors (65+), Disabled (Clipper Only)	\$2.25
Children under 5	FREE	Children under 5	FREE
DISCOUNT FARE PRODUCTS		DISCOUNT FARE PRODUCTS	
School groups*	\$3.10	School groups*	\$1.75

*School/Group Fares by Advanced Reservation only

Lastly, the WCCTAC Board is being asked to confirm that it would like to continue service over the next few months. The alternative would be to suspend service until July 2021 to preserve Measure J dollars. If WCCTAC recommends the continuation of service, no action by CCTA would be necessary. If WCCTAC recommends temporary suspension, it may require a further action by the Authority.



El Cerrito

Hercules

Pinole

February 28, 2021

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

RE: February 2021 WCCTAC Board Meeting Summary

Dear Tim:

The WCCTAC Board, at its meeting on February 26, 2021, took the following actions that may be of interest to CCTA:

1. Approved Measure J Program 19b (Additional Bus Service Enhancements) Funds for Second Half of FY21.
2. Received the WCCTAC Fiscal Audit and Memorandum of Internal Control for Fiscal Year 2020.
3. Approved Measure J Program 20b Funds (Additional Transportation Services for Seniors and People with Disabilities) for Second Half of FY21.

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

Sincerely,

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

John Nemeth
Executive Director

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

Richmond

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

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

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

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