

MEETING NOTICE AND AGENDA

DATE & TIME: October 25, 2024 • 8:00 AM – 10:00 AM

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

REMOTE ACCESS:

<https://us02web.zoom.us/j/7321058840?pwd=c1dMVjJyd1BoYk0yYWVlZWVlWHZ4Zz09>
Meeting ID: 732 105 8840

Phone: =

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

+1 669 900 6833

Meeting ID: 732 105 8840 / Password: 066620

Public Comment During the Meeting

Public comment during the meeting can be in person or via Zoom. Those wishing to comment in person should fill out a speak card. Participants wishing to comment via Zoom should indicate interest by using the hand raising function on Zoom or by physically raising their hands.

The ability to participate and observe via Zoom or teleconference is predicated on those technologies being available and functioning without technical difficulties. Should they not be available or become non-functioning or should the WCCTC Board encounter technical difficulties that make those platforms unavailable, the WCCTC Board will proceed with business in person unless otherwise prohibited by law.

Written Comment

Written comments are 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 WCCTC Board. Comments may be submitted by email to mcarrasco@WestContraCostaTC.gov.

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- 1. Call to Order and Board Member Roll Call.** (Rita Xavier – 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 September 27, 2024, Board Meeting.** *(Attachment; Recommended Action: Approve).*
4. **Monthly Update on WCCTC Activities.** *(Attachment; Information only).*
5. **Financial Reports.** The reports show the Agency's revenues and expenses for September 2024. *(Attachment; Information only).*
6. **Payment of Invoices over \$10,000.** WCCTC paid Fehr and Peers \$42,195.56 for consultant services related to the Richmond Parkway Transportation Plan. *(No Attachment; Information only).*
7. **STMP Funding Agreement with Contra Costa County.** In September 2023, the WCCTC Board allocated STMP funds to Contra Costa County for a complete streets project. As a follow-up to that allocation, County and WCCTC staff have prepared a funding agreement, which is included as part of Resolution 24-10. *(Attachment; Recommended Action: Adopt Resolution 24-10 authorizing the WCCTC Executive Director to execute a STMP funding agreement for \$1,200,000 with Contra Costa County to design and construct complete street improvements on San Pablo Avenue between Rodeo and Crockett).*

REGULAR AGENDA ITEMS

8. **Presentation of Draft Richmond Parkway Transportation Plan (RPTP).** Following extensive public outreach, data analysis, and coordination with multiple public agencies and project partners (City of Richmond and Contra Costa County), WCCTC staff and its consultant will provide an overview of the Draft RPTP. The full text of the draft plan will be released during the first week of November and will be accompanied by further public outreach with comments due at the end of November. *(Leah Greenblat, WCCTC Staff, and Carrie Modi, Fehr and Peers; Attachments: Yes; Recommended Action: Receive presentation on the Draft RPTP and provide comments)*
9. **Measure J Program 20b (Additional Transportation for Seniors and People with Disabilities) Allocation for FY24-25.** WCCTC staff will make a brief presentation on Measure J Program 20b funds, their relation to Program 15 funds, and the role of the Paratransit Coordinating Committee in reviewing programs. Staff will also provide their recommendations for allocating and disbursing Program 20b funds. *(Coire Reilly, WCCTC Staff, Attachment: Yes; Recommended Action: Approve Staff Recommendation)*

- 10. Measure J, Program 21b Overview.** WCCTC and West Contra Costa Unified School District (WCCUSD) staff will provide an overview of Measure J Program 21b, which is also known as the Low-Income Student Bus Pass Program. The program provides monthly bus passes for eligible students in the WCCUSD and helps subsidize yellow school bus service in the John Swett Unified School District. *(Coire Reilly, WCCTC Staff, and LaShante Smith, WCCUSD staff; Attachment: Yes, Recommended Action: Information Only)*

STANDING ITEMS

11. Board and Staff Comments.

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

12. General Information Items.

- a. Letter to CCTA Executive Director with Summary of Board Actions for September 27, 2024
- b. Acronym List

13. Adjourn. Next regular meeting is December 12, 2024 @ 8:00 a.m.

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- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTC 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 WCCTC'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 Commission
Board Meeting
Meeting Minutes: September 27, 2024**

COMMISSIONERS PRESENT: Rita Xavier, Chair (San Pablo), Eduardo Martinez (Richmond), Claudia Jiménez (Richmond), Chris Kelley (Hercules), Gabe Quinto (El Cerrito), Tom Hansen (WestCat), Rebecca Saltzman, (BART).

STAFF PRESENT: J. Nemeth, C. Reilly, L. Greenblat, M. Carrasco, K. Kokotaylo (legal counsel)

ACTIONS LISTED BY: WCCTC Staff

MEETING CALLED TO ORDER: 8:04 am

PUBLIC COMMENT: Steve Price (in person) from El Cerrito Walk and Roll discussed the possibility of a Multimodal Mobility Fair, to take place in El Cerrito after Earth Day, to educate the public about various types of alternative transportation.

No Zoom Public Comment

CONSENT CALENDAR

Motion by ***R. Saltzman***; seconded by ***R. Xavier***

Yes- R. Xavier, G. Quinto, R. Saltzman, C. Jiménez, E. Martinez, C. Kelley, T. Hansen

No- None

Abstention- None

Motion passed unanimously.

Item #3. *Approved:* Minutes of July 26, 2024, Board Meeting

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

Item #5. *Received:* Financial Reports for July and August 2024

Item #6. *Received:* Payment of Invoices over \$10,000 - \$14,000 to Cubic Transportation Systems for Clipper cards for the on-going Try Transit TDM program.

REGULAR AGENDA ITEMS

ITEM/DISCUSSION	ACTION
Item # 7 California Road Charge Program	<p><i>Information Only</i></p> <p>Lauren Prehoda, Caltrans staff, explained the California Road Charge Program, which is a pilot effort that’s exploring a mileage-based user fee as a possible future alternative to the state gas tax. The shift from gasoline powered vehicles to EVs, while beneficial to air quality, will result in diminishing gas tax revenue.</p> <p>Numerous Board members asked questions about the program, include clarifications about the rationale, how the program worked in practice, and technical details about how an alternative VMT tax could be collected in a way that was practical and fair.</p> <p>There was a public comment from Steve Price suggesting that a mileage-based tax made environmental sense and could be more transparent.</p> <p>The Board took no action on this item.</p>
Item #8 I-80 / Central Ave. Interchange Project, Phase 2 – Update	<p><i>Information Only</i></p> <p>Jim Bui, a senior engineer with NCE, provided an update on the I-80 / Central Avenue Interchange Project. He began with a review of Phase I of the project and discussed upcoming work in Phase II. This project is a key priority of Measure J and has also received STMP funding from the WCCTC Board. The Board took no action.</p> <p>Some Board members, and two members of the public, commented suggesting that the project was not doing as much as it could for bicycle and pedestrian safety. Matt Kelley, from CCTA, reminded the Board that Caltrans is expected to begin construction of a pedestrian undercrossing below I-80 in the summer of 2025.</p>

<p>Item #9 Rodeo to Crockett Bay Trail Update.</p>	<p><i>Information Only</i></p> <p>Mo Nasser, an engineer with the Contra Costa County Public Works, provided an update on the San Pablo Avenue Complete Streets Project, which will close a three-mile gap of the San Francisco Bay Trail between Rodeo and Crockett. This project has received STMP funding from the WCCTC Board. The Board asked several questions and thanked Mr. Nasser for the presentation. The Board took no action</p>
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MEETING ADJOURNED: 10:10am

MEETING DATE: October 25, 2024
TO: West Contra Costa Transportation Commission
FROM: John Nemeth, Executive Director
SUBJECT: **Monthly Update on WCCTC Activities**

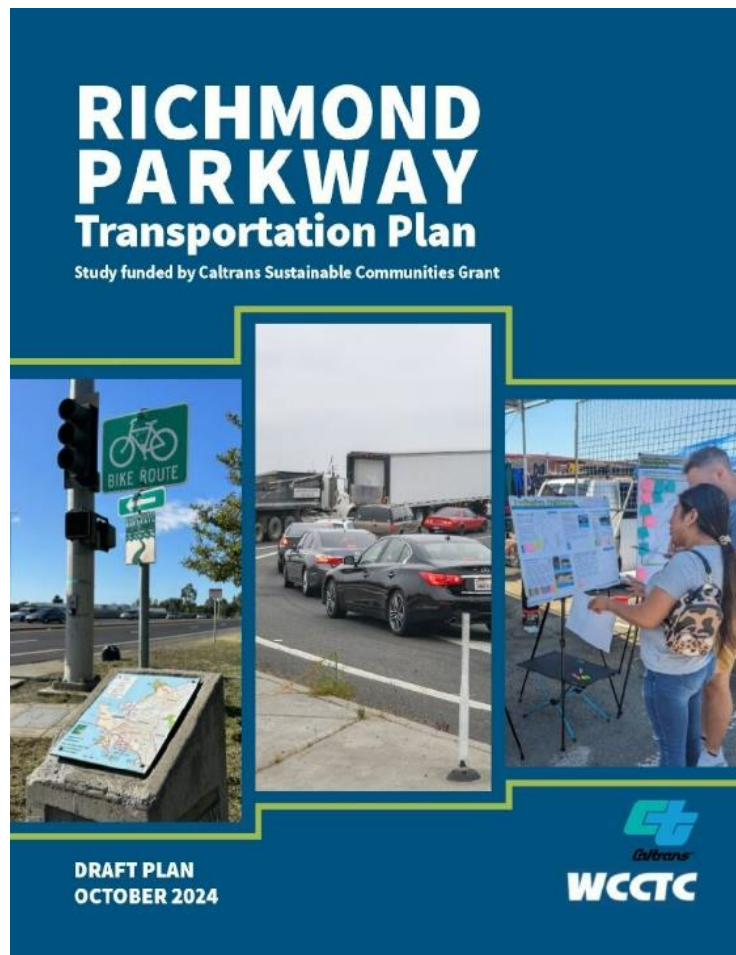
The Draft Richmond Parkway Transportation Plan

As we approach the end of October, the Richmond Parkway Transportation Plan (RPTP) Project Management Team is putting the final touches on the Draft Plan and gearing up for the final phase of public outreach.

As of this writing, the RPTP's TAC is reviewing an Administrative Draft and the WCCTC Board will receive a detailed presentation at its October meeting.

The Public Review Draft of the Plan is expected to be released during the first week of November. Following its release, WCCTC and its Project Management Team will present to the Richmond's City Council, the County Board of Supervisors' Transportation, Water and Infrastructure Committee and the CCTA Board.

After a two-year development process, the Plan is on target to be completed in late January 2025.



WCCTC Hosts Training for Local Staff

WCCTC staff worked with CCTA staff to organize and facilitate a first-of-its-kind training for local staff from West County agencies. The first half of the training covered the CCTA's Growth Management Program, reviewing the program basics and going over in detail how to complete the Measure J Growth Management Checklist. The tips provided should help city and county staff submit a checklist that is easily processed by the CCTA, resulting in cities and the county receiving their annual return-to source funds more quickly.

WCCTC staff also used the gathering as an opportunity to offer training about its Subregional Transportation Mitigation Program (STMP). It explained the program to new city and county staff and spelled out why collecting funds is vital and valuable to member agencies. WCCTC staff also reviewed how to complete its Quarterly Reporting Form and the STMP fee submittal process.

Both trainings helped to connect people and provided information on where to go for questions and help. Given the turnover of local city staff, many attendees were new to these subjects and expressed appreciation for the training. Longer tenured staff also appreciated the opportunity to get tips on how to make their work easier.

Agreement with El Cerrito for Board Meeting Technical Support

WCCTC staff recently signed an agreement with the City of El Cerrito to provide technical support for WCCTC board meetings. While WCCTC staff have been trained to setup for hybrid meetings in the El Cerrito City Council Chambers, the system can be complex and require adjustments or troubleshooting. To ensure a seamless experience for all participants, including those attending remotely, El Cerrito IT staff will now assist with the setup starting at 7:30 AM. Additionally, El Cerrito IT staff will be on-site for the duration of the meeting to address any technical issues that may arise.



Under the agreement, WCCTC will pay the City of El Cerrito a flat fee of \$100 for Friday meetings when staff is typically in the office and \$150 for Fridays when City Hall is closed. This agreement was developed collaboratively by WCCTC and El Cerrito staff, and WCCTC staff appreciates the City's prompt and thorough attention to its request for support, believing the terms to be fair.

Travel Training Update

WCCTC developed a travel training program that ran seasonally for five years. During that time, staff hosted 26 workshops at community and senior centers on how to use transit and get signed up for Clipper cards. Staff also hosted 21 outings, which involved taking seniors out on transit to various destinations around the Bay Area. In total, 535 seniors participated in the program that was supported by WCCTC's flexible Measure J 28b funds.

Last fall, the program's Travel Training Coordinator, Janet Bilbas, decided not to continue with the program and the WCCTC manager who co-developed the program, Joanna Pollack, also retired. Around this same time, CCTA expressed interest in developing a countywide Travel Training Program. Given CCTA's interest in funding and managing a program, WCCTC has been reticent to hire a new travel trainer or proceed with program activities. CCTA's program, however, has not yet been formally launched.

WCCTC staff has been meeting with representatives from CCTA, County Connection, and Tri Delta Transit to develop a temporary program, most likely involving the non-profit, Independent Living Resources of Solano & Contra Costa Counties (ILRSCC). In this model, ILRSCC would hire one or two part time individuals who would run the travel training program. In West County, this work would involve a close partnership with, and the participation of, WCCTC staff. As of this month, ILRSCC appears close to hiring a staff person to oversee work in West County, although some details still need to be worked out. Staff will continue to keep the Board informed about the status of the program moving forward.

Letters of Support for Safe Routes to Transit and Bay Trail (SR2TBT) grant funds

WCCTC staff recently drafted two letters of support for member and partner agencies applying to MTC for its Safe Routes to Transit and Bay Trail (SR2TBT) grant program funds.

Staff provided support to a multi-jurisdiction application, led by CCTA, that would fund El Cerrito's Ohlone Greenway Safety & Connectivity Upgrades, Hercules' Sycamore Avenue Connector Gap Closure, and the East Bay Regional Park District's SF Bay Trail Gap Closure from Crockett to Martinez.



Staff also provided a letter of support to Contra Costa County for its applications to evaluate active transportation improvements along San Pablo Avenue between Richmond Parkway and the Pinole-Hercules border.

General Ledger Monthly Budget

User: CeciliaN
Printed: 10/8/2024 8:37:32 AM
Period 03 - 03
Fiscal Year 2025



Account Number	Description	Adopted	Budget Adjustments	Budget	End Bal	Variance	Encumbered	AvailUncollect	% AvailUncollect
770-7700-41000	Salary	0.00	527,125.00	527,125.00	7,491.86	519,633.14	0.00	519,633.14	98.58
770-7700-41200	PERS Retirement	0.00	0.00	0.00	66,959.18	-66,959.18	0.00	-66,959.18	0.00
770-7700-41310	Medical Insurance	0.00	0.00	0.00	11,594.31	-11,594.31	0.00	-11,594.31	0.00
770-7700-41400	Dental	0.00	0.00	0.00	425.06	-425.06	0.00	-425.06	0.00
770-7700-41500	Flexible Spending Account	0.00	0.00	0.00	-1,455.74	1,455.74	0.00	1,455.74	0.00
770-7700-41800	LTD Insurance	0.00	0.00	0.00	620.87	-620.87	0.00	-620.87	0.00
770-7700-41900	Medicare	0.00	0.00	0.00	1,319.62	-1,319.62	0.00	-1,319.62	0.00
770-7700-41901	Other Insurances	0.00	0.00	0.00	10,676.47	-10,676.47	0.00	-10,676.47	0.00
770-7700-41904	Life Insurance	0.00	0.00	0.00	211.54	-211.54	0.00	-211.54	0.00
770-7700-41911	Liability Insurance	0.00	4,759.00	4,759.00	0.00	4,759.00	0.00	4,759.00	100.00
	Salary and Benefits	0.00	531,884.00	531,884.00	97,843.17	434,040.83	0.00	434,040.83	81.60
770-7700-43500	Office Supplies	0.00	5,500.00	5,500.00	811.59	4,688.41	0.00	4,688.41	85.24
770-7700-43501	Postage	0.00	1,000.00	1,000.00	239.83	760.17	0.00	760.17	76.02
770-7700-43520	CopiesPrintingShippingXerox	0.00	3,300.00	3,300.00	1,187.78	2,112.22	0.00	2,112.22	64.01
770-7700-43600	Professional Services	0.00	75,500.00	75,500.00	19,856.26	55,643.74	0.00	55,643.74	73.70
770-7700-43900	RentBuilding	0.00	22,800.00	22,800.00	5,603.42	17,196.58	0.00	17,196.58	75.42
770-7700-44000	Special Department Expenses	0.00	15,000.00	15,000.00	3,235.89	11,764.11	0.00	11,764.11	78.43
770-7700-44320	TravelTraining Staff	0.00	2,500.00	2,500.00	10.24	2,489.76	0.00	2,489.76	99.59
	Service and Supplies	0.00	125,600.00	125,600.00	30,945.01	94,654.99	0.00	94,654.99	75.36
	Expense	0.00	657,484.00	657,484.00	128,788.18	528,695.82	0.00	528,695.82	80.41
770	WCCTAC Operations	0.00	657,484.00	657,484.00	128,788.18	528,695.82	0.00	528,695.82	80.41
772-7720-41000	Salary	0.00	250,634.00	250,634.00	36,991.53	213,642.47	0.00	213,642.47	85.24
772-7720-41200	PERS Retirement	0.00	0.00	0.00	41,000.34	-41,000.34	0.00	-41,000.34	0.00
772-7720-41310	Medical Insurance	0.00	0.00	0.00	5,312.33	-5,312.33	0.00	-5,312.33	0.00
772-7720-41400	Dental Insurance	0.00	0.00	0.00	216.59	-216.59	0.00	-216.59	0.00
772-7720-41800	LTD Insurance	0.00	0.00	0.00	191.59	-191.59	0.00	-191.59	0.00
772-7720-41900	Medicare	0.00	0.00	0.00	531.19	-531.19	0.00	-531.19	0.00
772-7720-41901	Other Insurances	0.00	0.00	0.00	7,153.31	-7,153.31	0.00	-7,153.31	0.00
772-7720-41904	Life Insurance	0.00	0.00	0.00	56.42	-56.42	0.00	-56.42	0.00
772-7720-41911	Liability Insurance	0.00	4,750.00	4,750.00	0.00	4,750.00	0.00	4,750.00	100.00
	Salary and Benefits	0.00	255,384.00	255,384.00	91,453.30	163,930.70	0.00	163,930.70	64.19
772-7720-43300	MembershipsSubscriptions	0.00	0.00	0.00	375.00	-375.00	0.00	-375.00	0.00
772-7720-43500	Office Supplies	0.00	2,500.00	2,500.00	0.00	2,500.00	0.00	2,500.00	100.00
772-7720-43501	TDM Postage	0.00	3,000.00	3,000.00	40.55	2,959.45	0.00	2,959.45	98.65
772-7720-43520	CopiesPrintingShippingXerox	0.00	5,000.00	5,000.00	1,727.55	3,272.45	0.00	3,272.45	65.45

Account Number	Description	Adopted	Budget Adjustments	Budget	End Bal	Variance	Encumbered	AvailUncollect	% AvailUncollect
772-7720-43600	Professional Services	0.00	76,000.00	76,000.00	10,724.34	65,275.66	0.00	65,275.66	85.89
772-7720-43900	RentBuilding	0.00	0.00	0.00	5,603.42	-5,603.42	0.00	-5,603.42	0.00
772-7720-44000	Special Department Expenses	0.00	219,316.00	219,316.00	72,229.09	147,086.91	22,372.00	124,714.91	56.87
772-7720-44320	TravelTraining Staff	0.00	5,000.00	5,000.00	912.91	4,087.09	0.00	4,087.09	81.74
	Service and Supplies	0.00	310,816.00	310,816.00	91,612.86	219,203.14	22,372.00	196,831.14	63.33
	Expense	0.00	566,200.00	566,200.00	183,066.16	383,133.84	22,372.00	360,761.84	63.72
772	WCCTAC TDM	0.00	566,200.00	566,200.00	183,066.16	383,133.84	22,372.00	360,761.84	63.72
773-7730-41000	Salary	0.00	85,000.00	85,000.00	85,000.00	0.00	0.00	0.00	0.00
	Salary and Benefits	0.00	85,000.00	85,000.00	85,000.00	0.00	0.00	0.00	0.00
773-7730-43600	Professional Services	0.00	0.00	0.00	3,707.50	-3,707.50	0.00	-3,707.50	0.00
773-7730-44000	Special Department Expense	0.00	11,227,112.00	11,227,112.00	128,016.96	11,099,095.04	0.00	11,099,095.04	98.86
	Service and Supplies	0.00	11,227,112.00	11,227,112.00	131,724.46	11,095,387.54	0.00	11,095,387.54	98.83
	Expense	0.00	11,312,112.00	11,312,112.00	216,724.46	11,095,387.54	0.00	11,095,387.54	98.08
773	WCCTAC STMP	0.00	11,312,112.00	11,312,112.00	216,724.46	11,095,387.54	0.00	11,095,387.54	98.08
774-7740-43600	Professional Services	0.00	0.00	0.00	38,507.17	-38,507.17	0.00	-38,507.17	0.00
774-7740-44000	Special Department Expense	0.00	473,850.00	473,850.00	0.00	473,850.00	0.00	473,850.00	100.00
	Service and Supplies	0.00	473,850.00	473,850.00	38,507.17	435,342.83	0.00	435,342.83	91.87
	Expense	0.00	473,850.00	473,850.00	38,507.17	435,342.83	0.00	435,342.83	91.87
774	WCCTAC Special Projects	0.00	473,850.00	473,850.00	38,507.17	435,342.83	0.00	435,342.83	91.87
Expense Total		0.00	0.00	13,009,646.00	567,085.97	12,442,560.03	22,372.00	12,420,188.03	95.4691

General Ledger Monthly Budget Report

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Period 03 - 03
Fiscal Year 2025



Account Number	Description	Adopted	Budget Adjustments	Adjusted	YTD Actual	Variance	Encumbered	Available	% Avail
0000	Non Departmental								
773-0000-34310	County STMP Fees	0.00	100,000.00	-100,000.00	0.00	-100,000.00	0.00	-100,000.00	100.00
773-0000-34315	El Cerrito STMP Fees	0.00	50,000.00	-50,000.00	-241,999.00	191,999.00	0.00	191,999.00	-384.00
773-0000-34320	Hercules STMP Fees	0.00	50,000.00	-50,000.00	-4,971.74	-45,028.26	0.00	-45,028.26	90.06
773-0000-34325	Pinole STMP Fees	0.00	10,000.00	-10,000.00	0.00	-10,000.00	0.00	-10,000.00	100.00
773-0000-34330	Richmond STMP Fees	0.00	782,000.00	-782,000.00	-117,062.00	-664,938.00	0.00	-664,938.00	85.03
773-0000-34335	San Pablo STMP Fees	0.00	1,071,000.00	-1,071,000.00	-13,826.00	-1,057,174.00	0.00	-1,057,174.00	98.71
	Licenses and Permits	0.00	2,063,000.00	-2,063,000.00	-377,858.74	-1,685,141.26	0.00	-1,685,141.26	81.68
772-0000-33403	Grants	0.00	589,000.00	-589,000.00	0.00	-589,000.00	0.00	-589,000.00	100.00
	Grants	0.00	589,000.00	-589,000.00	0.00	-589,000.00	0.00	-589,000.00	100.00
773-0000-36102	Interest	0.00	75,000.00	-75,000.00	0.00	-75,000.00	0.00	-75,000.00	100.00
	Use of Property and Money	0.00	75,000.00	-75,000.00	0.00	-75,000.00	0.00	-75,000.00	100.00
770-0000-34111	Member Contributions	0.00	600,461.00	-600,461.00	-209,084.00	-391,377.00	0.00	-391,377.00	65.18
770-0000-39906	Other Revenue	0.00	63,000.00	-63,000.00	0.00	-63,000.00	0.00	-63,000.00	100.00
772-0000-39906	Other Revenue	0.00	0.00	0.00	-49,174.35	49,174.35	0.00	49,174.35	0.00
774-0000-39906	Other Revenue	0.00	473,850.00	-473,850.00	0.10	-473,850.10	0.00	-473,850.10	100.00
	Miscellaneous Revenue	0.00	1,137,311.00	-1,137,311.00	-258,258.25	-879,052.75	0.00	-879,052.75	77.29
	Revenue	0.00	3,864,311.00	-3,864,311.00	-636,116.99	-3,228,194.01	0.00	-3,228,194.01	83.54
0000	Non Departmental	0.00	3,864,311.00	-3,864,311.00	-636,116.99	-3,228,194.01	0.00	-3,228,194.01	83.54
Expense Total		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0

TO: WCCTC Board

MEETING DATE: October 25, 2024

FR: Leah Greenblat,
Transportation Planning Manager

RE: **STMP Funding Agreement with Contra Costa County**

REQUESTED ACTION

Adopt Resolution 24-10 authorizing the WCCTC Executive Director to execute a STMP funding agreement for \$1,200,000, with Contra Costa County, to design and construct complete street improvements on San Pablo Avenue between Rodeo and Crockett.

BACKGROUND AND DISCUSSION

On September 29, 2023, the WCCTC Board allocated \$5,300,000 in STMP funding to eight projects. One of these projects is sponsored by the Contra Costa County Public Works Department and involves the design and construction of a complete streets project on San Pablo Avenue between Rodeo and Crockett. WCCTC and County staff, along with their legal counsels, have prepared the funding agreement referenced in the resolution as Exhibit A.

Once funding agreements are executed, the project sponsor can submit invoices to WCCTC requesting STMP fund reimbursements.

ATTACHMENTS:

A. Resolution 24-10 with Exhibit A

**WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE
DOING BUSINESS AS
THE WEST CONTRA COSTA TRANSPORTATION COMMISSION**

RESOLUTION NO. 24-10

**AUTHORIZING AN ALLOCATION OF SUBREGIONAL
TRANSPORTATION MITIGATION PROGRAM (STMP) FUNDS FROM WCCTC
TO CONTRA COSTA COUNTY AND AUTHORIZING THE WCCTC EXECUTIVE
DIRECTOR TO EXECUTE A COOPERATIVE FUNDING AGREEMENT FOR
THE PRELIMINARY ENGINEERING, DETAILED DESIGN AND
CONSTRUCTION OF THE SAN PABLO AVENUE RODEO TO CROCKETT
COMPLETE STREETS PROJECT TO COMPLETE IN A FORM APPROVED BY
GENERAL COUNSEL**

WHEREAS, the Board of Directors of WCCTAC is authorized to allocate STMP funds; and

WHEREAS, the Contra Costa County Public Works Department has provided information to the WCCTAC staff, WCCTAC Technical Advisory Committee (TAC), and WCCTAC Board about the need for these funds as outlined below; and

WHEREAS, the 2019 Update of the Subregional Transportation Mitigation Program's Nexus Study included Project 1a: San Pablo Avenue from Rodeo to Crockett Complete Streets Project ; and

WHEREAS, the Subregional Transportation Mitigation Program explicitly allows for funding for the preliminary engineering, detailed design and construction of the San Pablo Avenue from Rodeo to Crockett Complete Streets Project (the Project); and

WHEREAS, on September 29, 2023, the Board of Directors of WCCTAC approved an allocation of \$1,200,000 in STMP funds to Contra Costa County for the Project; and

WHEREAS, WCCTC staff and Contra Costa County Public Works staff have prepared a Cooperative Funding Agreement to account for this allocation of STMP funds to the Contra Costa County Public Works Department;

WHEREAS, the Contra Costa County's Board of Supervisors plans to consider the Cooperative Funding Agreement at an upcoming meeting; and

WHEREAS, the Board of Directors of WCCTC desires to approve the Cooperative Funding Agreement.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the West Contra Costa Transportation Advisory Committee:

1. Does hereby authorize the allocation of STMP funds to Contra Costa County in the amount of \$1,200,000 in STMP funds to partially fund the Project pursuant to the terms of the Cooperative Agreement attached hereto and incorporated herein by reference as Exhibit A.

2. The Executive Director is hereby authorized and directed, on behalf of the Board of Directors of the West Contra Costa Transportation Advisory Committee, to execute the Cooperative Agreement on behalf of the West Contra Costa Transportation Advisory Committee, in a form approved by the General Counsel.

3. The Executive Director is authorized to make all approvals and take all actions necessary or appropriate to carry out and implement the terms of the Cooperative Funding Agreement and to administer the West Contra Costa Transportation Advisory Committee's obligations, responsibilities and duties to be performed under the Cooperative Funding Agreement.

The foregoing Resolution was adopted by the WCCTAC Board at a regular meeting on October 25, 2024, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

By: _____
Rita Xavier, Chair

Attest:

John Nemeth, Executive Director

Approved as to Form:

Kristopher J. Kokotaylo, General Counsel

EXHIBIT A

COOPERATIVE FUNDING AGREEMENT BETWEEN WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE AND CONTRA COSTA COUNTY

San Pablo Avenue Rodeo to Crockett Complete Streets/Bay Trail Gap Closure

This AGREEMENT is made and entered into as of October 28, 2024, (the “Effective Date”) by and between the West Contra Costa Transportation Advisory Committee (“WCCTAC”), a Joint Exercise of Powers Agency organized pursuant to California Government Code Section 6500, *et. seq.*, among the cities of El Cerrito, Hercules, Pinole, Richmond, and San Pablo, the County of Contra Costa, and the transit agencies AC Transit, Bay Area Rapid Transit District, and Western Contra Costa Transit Authority, with offices located at 6333 Potrero Avenue, Suite 100, El Cerrito, CA 94530, and Contra Costa County, a political subdivision of the State of California (“Agency”). WCCTAC and Agency are sometimes referred to herein together as the “Parties,” and each as a “Party.”

RECITALS

WHEREAS, the members of WCCTAC signed a Master Cooperative Agreement pertaining to the 2019 Subregional Transportation Mitigation Fee Program Update (“2019 STMP”) in West Contra Costa County, including a list of twenty specific projects and the STMP funding commitments to those projects; and

WHEREAS, Agency’s Project, the San Pablo Avenue Complete Streets Projects, Project 1a (“Project”), as further described in the Scope of Work, attached as Exhibit A, which is incorporated herein (the “Scope of Work”), is one of the twenty projects identified in the 2019 STMP; and

WHEREAS, plans, studies, and cost estimates for Agency’s Project are eligible uses for the STMP funds; and

WHEREAS, at its September 29, 2023 meeting, the WCCTAC Board of Directors approved an appropriation of one million, two-hundred thousand dollars (\$1,200,000) in STMP funds to Agency towards the Project.

Now, therefore, the Parties hereby agree as follows:

SECTION 1 SCOPE OF WORK

- 1.1 Scope of Work.** Subject to the terms and conditions set forth in this Agreement, Agency shall perform or cause the performance of the work described in the Scope of Work, at the time and place and in the manner specified therein. In the event of a conflict in, or inconsistency between, the terms of this Agreement and Exhibit A, the Agreement shall prevail.

- 1.2 Term of Services.** The term of this Agreement shall begin on the Effective Date and shall end on June 30, 2028, and Agency shall complete the work described in the Scope of Work on or before that date, unless the term of the Agreement is otherwise terminated or extended. The time provided to Agency to complete the services required by this Agreement shall not affect WCCTAC's right to terminate the Agreement in accordance with Section 3.4.
- 1.3 Standard of Performance.** Agency shall perform or cause to be performed all services required in the Scope of Work according to the standards observed by a competent practitioner of the profession in which Agency's consultants or contractors are engaged.
- 1.4 Assignment of Personnel.** Agency shall assign only competent Agency personnel to oversee the completion of the Project. In the event that WCCTAC, in its sole discretion, desires the reassignment of any such persons, Agency shall, upon receiving notice from WCCTAC, of such desire of WCCTAC, reassign such person or persons to the extent permitted under applicable laws.
- 1.5 Time is of the Essence.** Time is of the essence. Agency shall devote such time to the performance of the Project pursuant to this Agreement as may be reasonably necessary to timely finish the Scope of Work.
- 1.6 Public Works and Department of Industrial Relations Requirements.** Because the Project and Scope of Work described in Exhibit A may include "work performed during the design and preconstruction phases of construction including, but not limited to, inspection and land surveying work," the Project constitutes a public work within the definition of Section 1720(a)(1) of the California Labor Code. In accordance with California Labor Code Section 1773.2, WCCTAC hereby notifies Agency that this Project is subject to the general prevailing wages in the locality in which the services described in Exhibit A are to be performed. Agency shall cause to be paid prevailing wages for each craft or type of work needed to be as published by the State of California Department of Industrial Relations, Division of Labor Statistics and Research, a copy of which Agency shall make available on request by contractors and consultants. To the extent required by law, the Agency shall require its consultant and contractors engaged in the performance of the Scope of Work described in Exhibit A to pay no less than these rates to all persons engaged in performance of the services described in Exhibit A. Agency is also required to comply all applicable provisions of the Labor Code applicable to public works, including enforcement of the contractor registration requirements of the California State Department of Industrial Relations.

SECTION 2 FUNDING OBLIGATIONS

- 2.1 Funding.** In accordance with the WCCTAC Master Cooperative Agreement pertaining to the 2019 STMP, and subject to available funding, WCCTAC hereby agrees to fund Agency's Project in a sum not to exceed one million, two-hundred thousand dollars (\$1,200,000) notwithstanding any contrary indications that may be contained in Agency or any third-party proposal for services to be performed and reimbursable costs

incurred under this Agreement. In the event of a conflict between this Agreement and Agency's Scope of Work, attached as Exhibit A, regarding the amount of compensation, the Agreement shall prevail.

The payments specified herein shall be the only payments from WCCTAC to Agency pursuant to this Agreement. Agency shall submit all invoices to WCCTAC in the manner specified herein. Agency shall not bill WCCTAC for duplicate services performed by more than one person.

WCCTAC and Agency acknowledge and agree that funding paid by WCCTAC to Agency under this Agreement is based upon Agency's estimated costs of funding Agency's Project, including salaries and benefits of employees, consultants, and contractors of Agency. WCCTAC has no responsibility for such contributions beyond the amount set forth under this Section 2.1.

- 2.2 Invoices.** Agency shall submit invoices, not more often than once each month during the term of this Agreement, based on the cost it incurs for services performed and reimbursable costs incurred prior to the invoice date. Invoices shall contain the following information:
- a. Serial identifications of progress bills; i.e., Progress Bill No. 1 for the first invoice, etc.;
 - b. The beginning and ending dates of the billing period;
 - c. A task summary containing the original contract amount, the amount of prior billings, the total due this period, the balance available under the Agreement, and the percentage of completion;
 - d. Such other information as reasonably requested by WCCTAC.
- 2.3 Monthly Payment.** WCCTAC shall make monthly payments, based on invoices received, for services satisfactorily performed, and for authorized reimbursable costs incurred. WCCTAC shall have 60 days from the receipt of an invoice that complies with all of the requirements above to pay Agency.
- 2.4 Total Payment.** In no event shall Agency submit any invoice for an amount in excess of the maximum amount of compensation provided in Section 2.1, above, either for a task or for the entire Project, unless the Agreement is modified in writing prior to the submission of such an invoice by a properly executed change order or amendment.
- 2.5 Reimbursable Expenses.** Reimbursable expenses shall not include a mark-up and are billed as a direct cost. In no event shall expenses be advanced by WCCTAC to the Agency. Reimbursable expenses are included in the total amount of compensation provided under this Agreement that shall not be exceeded.

- 2.6 Payment of Taxes.** Agency and its contractors and consultants are solely responsible for the payment of employment taxes incurred under this Agreement and any similar federal or state taxes.
- 2.7 Payment upon Termination.** In the event that WCCTAC or Agency terminates this Agreement pursuant to Section 3.4, WCCTAC shall compensate the Agency for all outstanding costs and reimbursable expenses incurred for work satisfactorily completed as of the date of written notice of termination. Agency shall maintain adequate logs and timesheets to verify costs incurred to that date.
- 2.8 Authorization to Perform Services.** The Agency is not authorized to perform any services or incur any costs whatsoever under the terms of this Agreement until receipt of authorization from WCCTAC's Executive Director or designee.
- 2.9 Funding Request.** Agency shall submit the request for funds for specific components of the Project, detailing Project scope, schedule, and proposed funding plan, at least four (4) months in advance of the initial anticipated cash flow need or reimbursement; to submit subsequent requests at least two (2) months in advance of anticipated need; and to apply any funds received under this Agreement to the Project consistent with the terms and conditions of an approved funding appropriation.
- 2.10 Progress Reports.** Progress reports shall be submitted along with the funding request in Section 2.9. Agency shall submit progress reports in a form satisfactory to WCCTAC based on the cost for services performed.
- 2.11 Records Keeping.** During the term of this Agreement and for three years following its expiration or termination, all reports, studies, plans, data, maps, models, charts, studies, surveys, photographs, memoranda, plans, studies, specifications, records, files, or any other documents or materials, in electronic or any other form, that Agency prepares or obtains pursuant to this Agreement and that relate to the matters covered hereunder shall be made available to WCCTAC at WCCTAC's request. During the term of this Agreement and for three years following its expiration or termination, all records related to funds paid by WCCTAC under this Agreement or otherwise pertaining to this Agreement, including all electronic records, shall be made available to Agency at Agency's request. The Parties' obligations under this Section 2.11 shall survive for three years following the termination or expiration of this Agreement.
- 2.12 Agency Financial Records.** Each Agency shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services or expenditures and disbursements connected with the Project, including amounts charged to or disbursed by WCCTAC under this Agreement, for a minimum of 3 years, or for any longer period required by law, from the date of final payment to the Agency to this Agreement. The Parties' obligations under this Section 2.12 shall survive for three years following the termination or expiration of this Agreement.
- 2.13 Inspection and Audit of Records.** Any records or documents that Sections 2.11 and 2.12 of this Agreement requires Agency to maintain shall be made available for

inspection, audit, and/or copying at any time during regular business hours, upon oral or written request by either Party. Under California Government Code Section 8546.7, if the amount of public funds expended under this Agreement exceeds \$10,000.00, the Agreement shall be subject to the examination and audit of the State Auditor, at the request of WCCTAC or as part of any audit of WCCTAC, for a period of 3 years after final payment under the Agreement. The Parties' obligations under this Section 2.13 shall survive for three years following the termination or expiration of this Agreement.

SECTION 3 GENERAL PROVISIONS

- 3.1 Funding Limitations and Contingencies.** If, in response to the Request for Proposal(s), it appears that Project costs including contingency, will exceed available funding to Agency, which includes the funding set forth in Section 2.1, the Parties agree that they shall meet to revise Scope of Work to meet available funding. Funding of Agency's Project is strictly contingent upon WCCTAC having received, appropriated, and allocated sufficient STMP funds for the Agency's Project. Funding is also contingent upon this Agreement being fully executed by both WCCTAC and Agency. If the Scope of Work cannot be revised to meet available funding, then WCCTAC reserves the right to terminate this Agreement, or suspend funding, until such time that additional STMP funds are available and allocated to Agency's Project, or Agency secures additional funding other than STMP funds.
- 3.2 Acceptance.** Upon completion of the Project, Agency shall submit a report documenting that the Project is substantially complete. Agency shall be responsible for filing the appropriate notice of completion for the Project and shall provide a copy to WCCTAC for its records.
- 3.3 Alternative Dispute Resolution.** All disputes that arise in connection with interpretation or performance of the Agreement shall first attempted to be resolved informally by the Parties. If not resolved, prior to instituting legal action, the Parties agree to participate in mediation with a mediator jointly selected by the Parties. If the dispute is not resolved by mediation, then the Parties will retain any and all remedies that they otherwise would have at law or equity.
- 3.4 Termination.** This Agreement shall be subject to termination as follows:
- a. Either Party may terminate this Agreement at any time for cause pursuant to a power created by the Agreement or by law, other than for breach, by giving written notice of termination to either Party, which notice shall specify both the cause and the effective date of termination. Notice of termination under this provision shall be given at least ninety (90) days before the effective date of such termination. All obligations that are still executory will be discharged but any right based upon prior breach or performance shall survive.
 - b. This Agreement may be terminated by a Party for breach of any obligation, covenant, or condition by the other Party, upon notice to the breaching Party. With respect to any breach that is reasonably capable of being cured, the

breaching Party shall have thirty (30) days from the date of the notice to initiate steps to cure. If the breaching Party diligently pursues cure, such Party shall be allowed a reasonable time to cure, not to exceed sixty (60) days from the date of the initial notice, unless a further extension is granted by the non-breaching Party. On termination, the non-breaching Party retains the same rights as a Party exercising its right to terminate under the provisions of Section 3.4, except that the non-breaching Party also retains any remedy for breach of the whole contract or any unperformed balance to the extent permitted by law.

- c. By mutual written agreement of both Parties, this Agreement may be terminated at any time.
- d. This Agreement may be terminated by WCCTAC if funding for Agency's Project is no longer available by operation of law
- e. In no event shall the Parties terminate this Agreement if such termination would conflict with, cause a default under, or otherwise violate the terms or conditions of any revenue bonds.

3.5 Waiver of Claims Against WCCTAC. Agency waives all claims by Agency, its directors, supervisors, officers, employees, or agents against WCCTAC, its commissioners, officers, employees, or agents for damages, loss, injury and/or liability, direct or indirect, resulting from Agency's participation in the Project. Agency's waiver shall not apply to liability arising from and caused by the sole negligence or willful misconduct of WCCTAC, its commissioners, officers, employees, or agents.

3.6 Indemnity. Agency shall defend, indemnify and hold harmless WCCTAC, its governing board, member agencies, officers, employees, and agents from and against any and all liability, loss, damage, claims, expenses, and costs (including without limitation, reasonable attorney's fees and costs and fees of litigation) (collectively, "Liability") of every nature arising out of or in connection with Agency's performance of any work under this Agreement, except such Liability caused by the sole negligence or willful misconduct of WCCTAC. With respect to any claims brought against Agency by a third party, Agency waives any and all rights of any type to express or implied indemnity by WCCTAC under this Agreement.

3.7 Notices. All notices (including requests, demands, approvals or other communications) under this Agreement shall be in writing. Notice shall be sufficiently given for all purposes as follows:

- a. When delivered by first class mail, postage prepaid, notice shall be deemed delivered three (3) business days after deposit in the United States Mail.
- b. When mailed by certified mail with return receipt requested, notice is effective upon receipt if delivery is confirmed by a return receipt.
- c. When delivered by overnight delivery by a nationally recognized overnight courier, notice shall be deemed delivered one (1) business day after deposit with that courier.

- d. When personally delivered to the recipient, notice shall be deemed delivered on the date personally delivered.
- e. The place for delivery of all notices under this Agreement shall be as follows:

If to WCCTAC:

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

with a Copy to:

Kristopher J. Kokotaylo, Legal Counsel
Redwood Public Law
66 Franklin Street, Suite 300
Oakland, CA 94607

If to Agency:

Warren Lai, Public Works Director
255 Glacier Drive
Martinez, CA 94553-4825

- 3.8 Additional Acts and Documents.** Each Party agrees to do all such things and take all such actions, and to make, execute, and deliver such other documents and instruments, as shall be reasonably requested to carry out the provisions, intent, and purpose of this Agreement.
- 3.9 Integration.** This Agreement represents the entire agreement of the Parties with respect to the subject matter. No representations, warranties, inducement, or oral agreements have been made by any of the Parties except as expressly set forth in this Agreement.
- 3.10 Governing Law.** The laws of the State of California shall govern this Agreement. Agency and any consultants and contractors shall comply with all laws, including, but not limited, all statutes, regulations, local ordinances, and decisional authority, applicable to the Scope of Work hereunder. To the extent that this Agreement may be funded by fiscal assistance from another governmental entity, Agency and any subcontractors shall comply with all applicable rules and regulations to which WCCTAC is bound by the terms of such fiscal assistance program.
- 3.11 Amendment.** This Agreement may not be changed, modified, or rescinded except by a writing approved by both Parties, and any attempt of oral modification of this Agreement shall be void and of no effect.
- 3.12 Independent Contractor.** Agency and WCCTAC render their services under this Agreement as independent contractors. None of the agents or employees of either shall be agents or employees of the other.

- 3.13 Assignment.** This Agreement may not be assigned, transferred, hypothecated, or pledged by any Party without the express written consent of the other Party, which shall be within its sole discretion to provide.
- 3.14 Successors and Assigns.** This Agreement shall be binding upon the successors, assignees, or transferees of the Parties. This provision shall not be constructed as an authorization to assign, transfer, hypothecate, or pledge this Agreement other than as provided above.
- 3.15 Severability.** Should any part of this Agreement be determined to be unenforceable, invalid, or beyond the authority of either Party to enter into or carry out, such determination shall not affect the validity of the remainder of this Agreement, which shall continue in full force and effect, so long as the remainder, absent the excised portion, can be reasonably interpreted to give effect to the intentions of the parties.
- 3.16 Jurisdiction and Venue.** In the event that either party brings any action against the other under this Agreement, the parties agree that trial of such action shall be vested exclusively in the state courts of California in the County of Contra Costa or in the United States District Court for the Northern District of California.
- 3.17 Attorney's Fees.** In any action, including an action for declaratory relief, to enforce or interpret the provision of this Agreement, each Party shall be responsible for paying its own attorney's fees.
- 3.18 No Implied Waiver of Breach.** The waiver of any breach of a specific provision of this Agreement does not constitute a waiver of any other breach of that term or any other term of this Agreement.
- 3.19 Counterparts.** This Agreement may be executed in counterparts that, taken together, constitute one and the same instrument.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be duly executed and attested by their respective officers, duly authorized so to act, as of the date set forth in the first paragraph of this Agreement.

Contra Costa County

**West Contra Costa Transportation
Advisory Committee**

Warren Lai, Public Works Director

John Nemeth, Executive Director

Approved as to Form:
Thomas L. Geiger, County Counsel

Approved as to Form:

By Stephen M. Siptroth
Assistant County Counsel

Kristopher Kokotaylo, Legal Counsel

3852446.1

EXHIBIT A

SCOPE OF WORK

The Agency agrees to:

1. To act as the lead agency and take responsibility for evaluating prospective consultants and contractors retained by Agency and subsequent award of work consistent with this Agreement.
2. To act as the lead agency and retain, as appropriate, consulting services consistent with this Agreement.
3. To be responsible for providing management of consultant and contractor activities, including responsibility for scheduling, budgeting, and oversight of the services, consistent with the scope of the project.
4. To advance or complete all or a portion of following STMP project identified as funding categories: *San Pablo Avenue Complete Streets Projects, Project 1a.*
5. To use the STMP funds *to design and construct multimodal improvements along San Pablo Avenue between the communities of Rodeo and Crockett including, but not limited to, a Class 1 shared-use path that will complete a 3.2-mile gap of the San Francisco Bay Trail; a 10-foot path with a concrete barrier constructed on top of a two to three-foot-wide buffer lane and a pedestrian hybrid beacon at the A Street intersection.*
6. To produce or complete *the preliminary engineering and design phases as well as construction of a component of the San Pablo Avenue Complete Streets Projects.*
7. To complete the over-all project based on the following initial schedule for the project:

<i>TASK</i>	<i>MONTH or QUARTER and YEAR</i>	
	<i>Begins</i>	<i>Ends</i>
<i>Preliminary Engineering</i>	<i>December 2024</i>	<i>September 2025</i>
<i>Detailed Design (including PS&E)</i>	<i>October 2025</i>	<i>September 2026</i>
<i>Advertise Construction</i>	<i>March 2027</i>	<i>April 2027</i>
<i>Award Contract</i>	<i>June 2027</i>	<i>June 2027</i>
<i>Construction Begins</i>	<i>July 2027</i>	<i>July 2027</i>
<i>Construction Complete/ Open to the Public</i>	<i>December 2027</i>	<i>December 2027</i>
<i>Project Close-Out</i>	<i>July 2028</i>	<i>July 2028</i>

8. To complete the STMP-funded portion of the project based on the estimated completion date of *October 28, 2027.*



TO: WCCTAC Board

MEETING DATE: October 25, 2024

FR: Leah Greenblat,
Transportation Planning Manager

RE: **Presentation of Draft Richmond Parkway Transportation Plan (RPTP)**

REQUESTED ACTION

Receive presentation of Draft Richmond Parkway Transportation Plan and provide comments.

BACKGROUND AND DISCUSSION

WCCTC, in partnership with the City of Richmond and Contra Costa County, applied for and received a \$562,650 transportation planning grant in 2022 from Caltrans to develop a transportation plan for the Richmond Parkway. Following the review of submittals in response to a Request for Proposals (RFP), WCCTC selected Fehr and Peers to assist in the development of the plan.

The WCCTC Board has since received updates on the progress of the development of the plan. The Board has heard three separate presentations and provided feedback. Staff has also provided periodic updates via the "Monthly Update on WCCTC Activities" reports included in Board packets.

Simultaneously, this planning effort has also utilized a Public Advisory Group (PAG) composed of representatives from community and business organizations, as well as its own Technical Advisory Committee (TAC) composed of staff from a wide range of relevant public agencies. To date, there have also been two public outreach phases to gather public comment. These have included pop-up events, community meetings, online advertising in Spanish and English, e-newsletters, and web-based surveys.

With this fourth presentation to the Board, the project team will share a preview of the Draft Richmond Parkway Transportation Plan (RPTP). The PowerPoint presentation is attached in the Board packet. During the first week of November, the draft RPTP will be available on the WCCTC webpage, and a third and final phase of public outreach will begin. In addition to online advertising, WCCTC staff will provide the PAG, TAC, and the Board with sample text that contains information about the draft plan and a link, as well as an online survey, which can be used in community e-newsletters and websites. Comments on the draft plan may be submitted until approximately November 29.

In the coming months, the plan will be shared directly with the Richmond City Council, the County Board of Supervisor's Transportation, Water, and Infrastructure Committee, and the Contra Costa Transportation Authority (CCTA) Board. In January, the Final Draft Plan will come to WCCTC again for final approval.

In order to provide further background information on this planning effort, a selection of existing conditions and outreach results from earlier presentations are also included as an attachment.

ATTACHMENTS:

- A. PowerPoint Presentation for October 25, 2024 WCCTC Meeting
- B. Select Background Slides from Prior Presentations

RICHMOND PARKWAY TRANSPORTATION PLAN

WCCTC Board Meeting #4

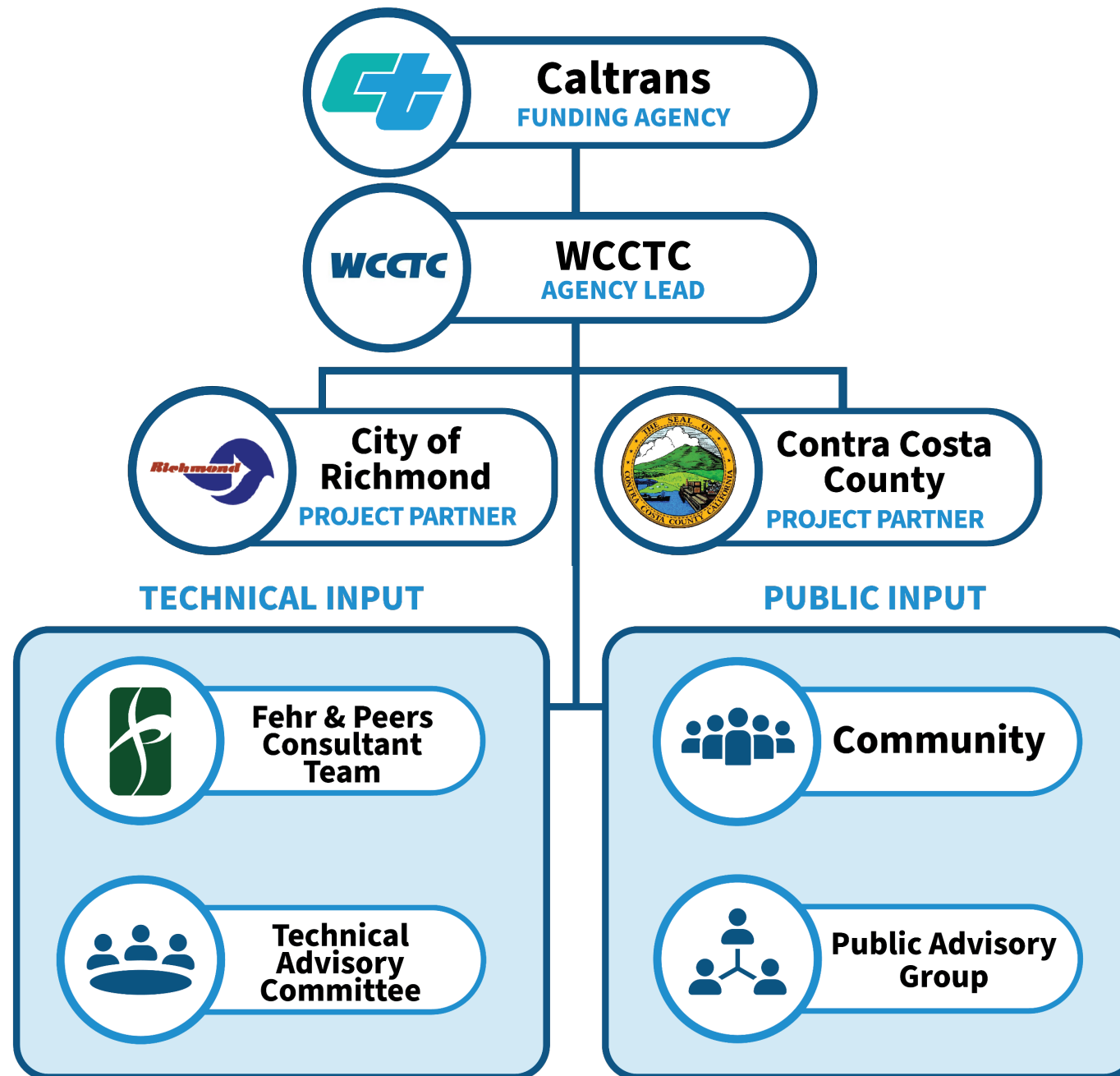
Priority Strategies, Funding & Implementation


October 25, 2024

Presentation prepared October 17, 2024.

<https://www.WestContraCostaTC.gov>





- 
- **01** Project Recap
 - **02** Priority Strategies
 - **03** Funding & Implementation
 - **04** Next Steps



Project Recap

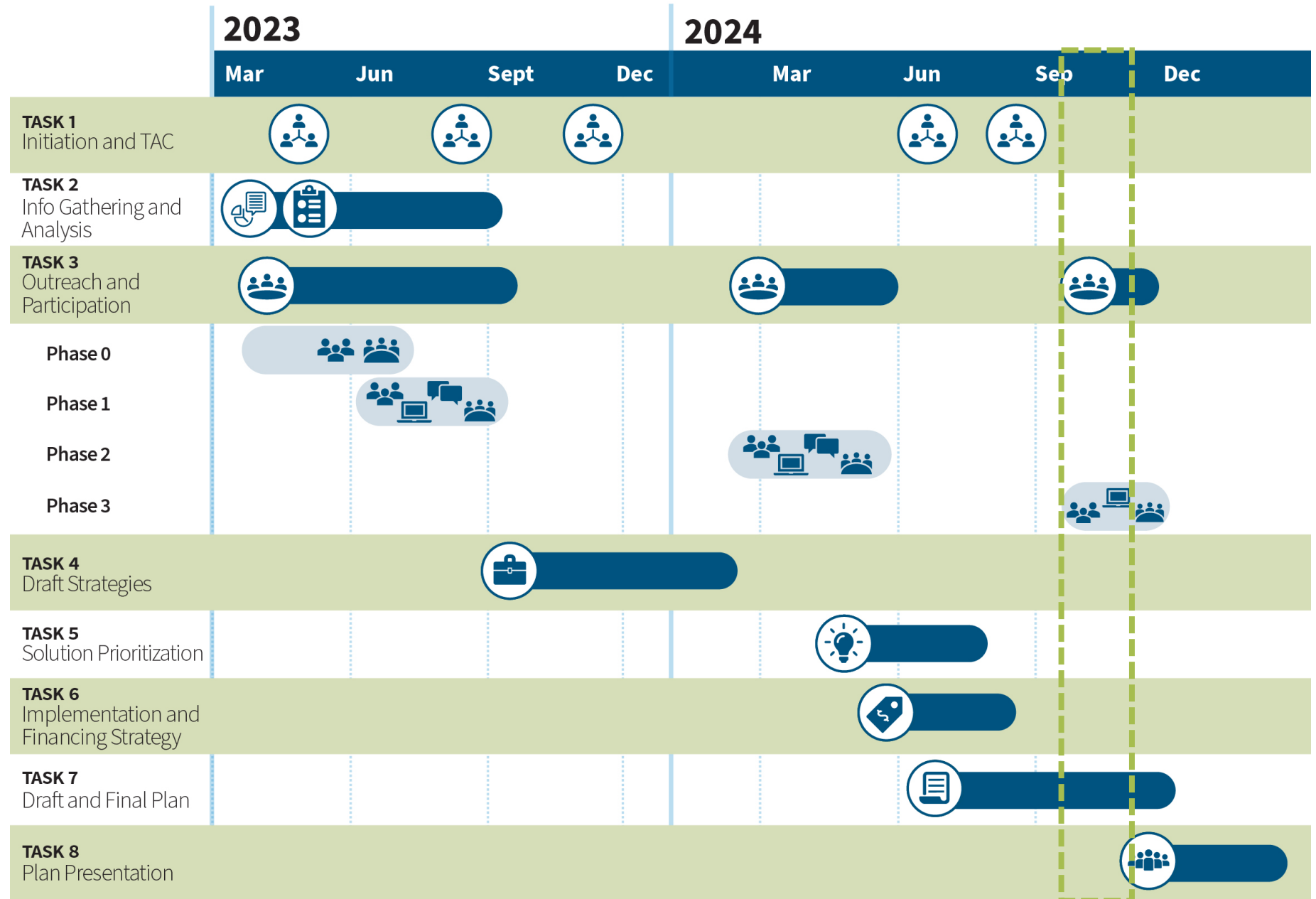
Phase 3 Opportunities for Public Input

 Public Advisory
Group Mtg

 Digital
Engagement

 WCCTC
Board Mtg

Richmond Parkway Transportation Plan



Strategies Overview



Strategies Recap



Strategies that reduce truck cut-through traffic and reduce or capture vehicle emissions.



Safety

Strategies that reduce vehicle speeds and address intersection conflict points.



Walking and Biking

Strategies that support comfortable walking and biking on the Parkway and the Bay Trail.

Strategies Recap (Cont'd)



Strategies that encourage carpooling, optimize signal timing, and improve wayfinding for drivers.



Maintenance

Strategies that holistically address corridor and Bay Trail maintenance and reduce illegal dumping.



Transit

Strategies that improve access and circulation at the Richmond Parkway Transit Center and support and encourage transit ridership.

Draft Strategies Public Engagement



¡Vote por las estrategias que quisiera ver!

Use cinco pegatinas para votar por las estrategias que considere más importantes. Puede votar por la misma estrategia más de una vez.

Vote for which strategies you want to see!

Use 5 stickers to vote on which strategies are the most important to you. You can vote for the same strategy multiple times.

Acerca de las Estrategias Propuestas

Las estrategias propuestas están diseñadas para responder a los objetivos del Plan y a las necesidades identificadas a través de un análisis de condiciones existentes y de participación previa con la comunidad. Las estrategias están organizadas en las siguientes categorías:

1. Caminar y andar en bicicleta
2. Conducir y transporte de mercancías
3. Seguridad vial
4. Mantenimiento
5. Salud pública
6. Transporte público

About the Draft Strategies

The draft strategies are designed to be responsive to the Plan's goals and the needs identified through existing conditions analysis and community engagement findings. The strategies are organized into the following topic areas:

1. Walking and Biking
2. Driving and Goods Movement
3. Safety
4. Maintenance
5. Public Health
6. Transit

Conducir y Transporte de Mercancías Driving and Goods Movement

Estrategia	Strategy	¡VOTE AQUÍ! VOTE HERE!
Añadir carriles de alta ocupación vehicular en los segmentos con mayor congestión	Add carpool lane on segments with high congestion	
Permitir la conexión de vehículos con Pennsylvania Ave	Connect drivers on the Parkway to Pennsylvania Avenue	
Coordinar las señales de tránsito	Coordinate traffic signals	
Instalar señalización de curva adelantada	Install signage for blind turns	
Instalar señales de ruta para los conductores	Install wayfinding for drivers	
Rediseñar la intersección entre Richmond Parkway y Castro Street	Redesign Richmond Parkway/ Castro Street merge	



Caminar y Andar en Bicicleta

Estrategia	Strategy	¡VOTE AQUÍ! VOTE HERE!
Mejorar la infraestructura ciclista sobre la carretera y conectar las áreas	Upgrade on-street bikeways and connect sidewalk gaps	
Mejorar segmentos y puntos específicos del Bay Trail	Upgrade segments and apply spot improvements on the Bay Trail	
Construir un cruce sobre la carretera hacia Wildcat Creek Trail	Provide on-street Wildcat Creek Trail crossing	
Construir un paso a desnivel para Wildcat Creek Trail	Build Wildcat Creek Trail overpass	
Probar innovaciones en la dirección de peatrones y ciclistas en las intersecciones	Test innovative bicycle and pedestrian direction at intersections	
Expandir el programa de bicicleta eléctrica compartida	Expand electric bike share program	

Walking and Biking

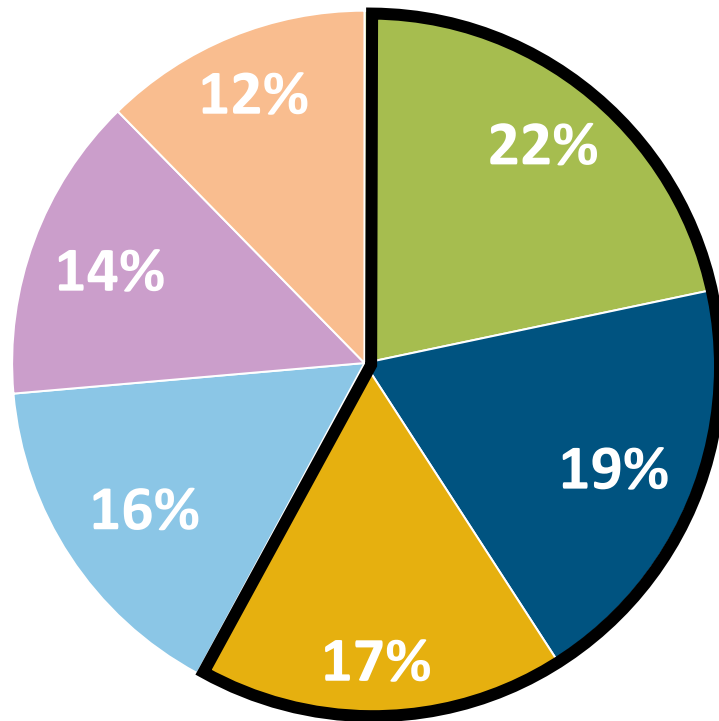


Seguridad Vial Safety

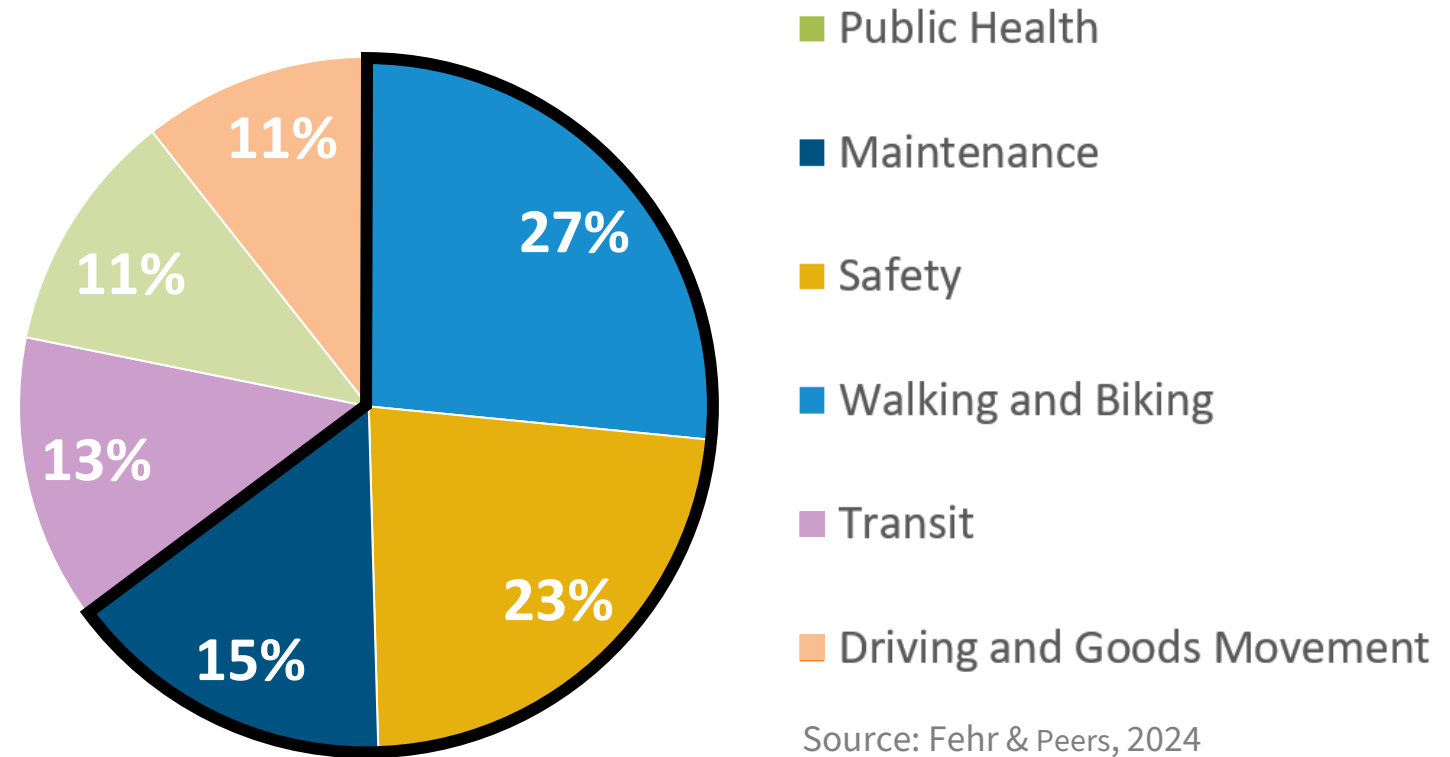
Estrategia	Strategy	¡VOTE AQUÍ! VOTE HERE!
Instalar mejoras de seguridad vial en todas las intersecciones	Install safety improvements at all intersections	
Implementar un sistema de prioridad de vehículos de emergencia y de transporte público	Deploy an Emergency Vehicle Preemption and Transit Priority system	
Reducir el exceso de velocidad	Reduce speeding	
Reducir el uso incorrecto de los carriles de giro derecho	Reduce misuse of right turn lane	
Monitorear las intersecciones de alto riesgo por exceso de velocidad, incumplir la luz roja, etc.	Monitor high-risk intersections for speeding, red light running, etc.	



Pop-Up Votes by Category



Online Survey Votes by Category¹



1. Online survey respondents skew Whiter and wealthier than residents living along the Parkway.



Priority Strategies

The Priority Strategies Respond to Community Feedback and Meet Many or Most Goals



Improve Safety
for All Users



Increase Access to
Key Destinations



Improve Health



Advance
Placemaking

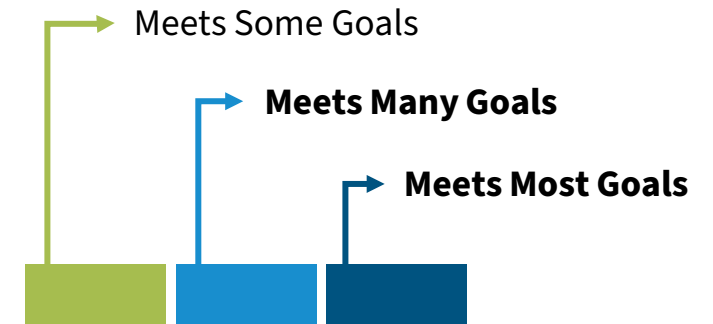


Enhance Travel Time
Reliability and
Efficiency



Support Feasible
Strategies

All priority strategies
meet at least many of the
goals.



Priority Strategies

Category	Strategy
Public Health	A. Incorporate trees and greening into all infrastructure projects on the corridor
	B. Update designated truck routes to avoid residential areas to the extent feasible
	C. Implement no truck idling or parking zones near sensitive land uses
Safety	D. Install safety treatments at intersections along the corridor
	E. Implement measures to reduce speeding and lower the speed limit
Walking and Biking	F. Upgrade bikeways and the Bay Trail and connect sidewalk gaps
	G. Install at-grade signalized Wildcat Creek Trail crossing
Maintenance	H. Implement a cross-jurisdictional Roadway Pavement and Maintenance Management Program
Driving & Goods Movement	I. Upgrade and coordinate signals along the Parkway
Transit	J. Improve access to the Richmond Parkway Transit Center

The Priority Strategies Represent the Top Strategies to Fund and Implement



Cost Estimate

\$: <\$1M

\$\$\$: \$6M-\$10M

\$\$: \$2M-\$5M

\$\$\$\$: >\$11M

A Trees & Green Infrastructure

Incorporate trees and green infrastructure into all capital projects where feasible.

Goals Alignment



Cost

\$\$\$\$

Lead Agency

City of Richmond: Public Works

Contra Costa County: Public Works

Completion Timeframe

Ongoing

Benefit



Increased tree cover **improves air quality** and **reduces surface temperatures.**

Implementation Note: Funding already secured via CNRA Urban Greening Grant for tree planting along Richmond Parkway adjacent to Atchison Village and in North Richmond. Other segments require funding.

B Implement New Truck Routes

Update designated truck routes in North Richmond to ensure trucks avoid residential neighborhoods to the extent feasible. Install cameras for automated enforcement of heavy vehicles exceeding weight limit.

Goals Alignment



Cost

\$\$\$\$

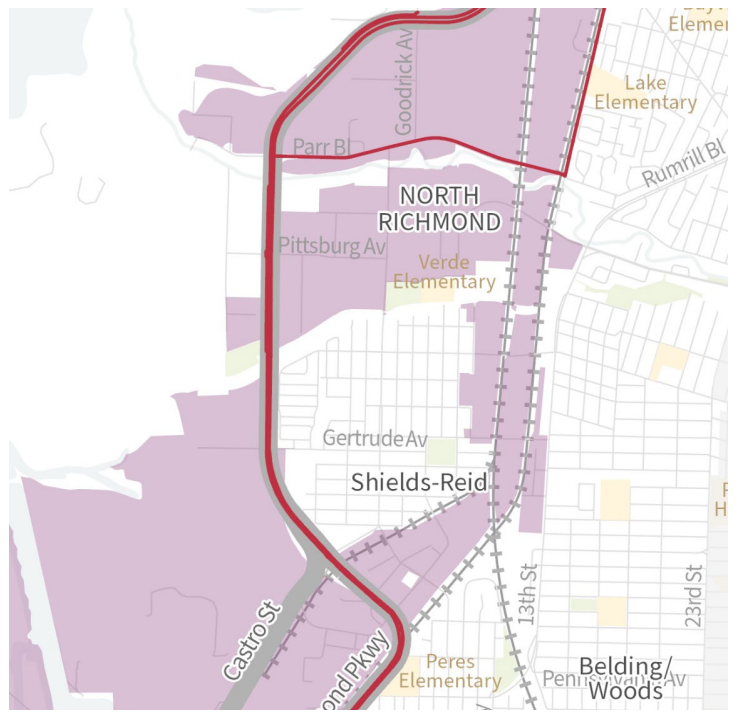
Lead Agency

Contra Costa County:
Planning, Public Works

Completion Timeframe

0-2 years

Benefit



New truck routes can be designated to **improve neighborhood sound quality** and **reduce exposure to emissions**.

c No Truck Parking and Idling Zones

Place No Truck Parking and No Idling zones judiciously to reinforce but not overburden truck operations. Install signs in strategic locations such as residential areas and near sensitive receptors (e.g. schools, hospitals, parks).

Goals Alignment



Cost

\$\$\$\$

Lead Agency

Contra Costa County:

Planning

City of Richmond: Public Works

Completion Timeframe

0-2 years

Benefit



Idling trucks release more than 500 pounds of CO2 emissions per day. Deterring this truck activity can **improve local air quality**.

Source: EPA, 2024; US EPA Archive Document on Idling Reduction.

D Safety Improvements at Intersections

Install safety treatments such as high-visibility crosswalks, curb ramps and curb extensions, geometric changes, pedestrian countdown signals, and more.

Goals Alignment



Cost

\$\$\$\$

Lead Agency

Contra Costa County:
Public Works
City of Richmond: Public Works

Completion Timeframe

6-10 years

Benefit



These safety improvements could lead to a **43% reduction in bicycle and pedestrian injury collisions.**

E Reduce Speeding

Install speed-monitoring systems at high speeding locations and indicate speed limits. Study opportunity for speed limit reduction. Implement pilot of speed safety cameras (when legal).

Goals Alignment



Cost

\$\$\$\$

Lead Agency

City of Richmond: Public Works
Contra Costa County: Public Works

Completion Timeframe

3-5 years

Benefit



Speed reduction efforts could lead to a **20% reduction in all collisions.**

Sources: Caltrans, Local Roadway Safety Manual, 2024; FHWA, CMF Clearinghouse, 2024.

F Upgrade Bikeways and Paths

Upgrade on-street bikeways and the Bay Trail and close sidewalk gaps. On-street bikeways should be separated from vehicle traffic via landscaped or concrete barriers.

Goals Alignment



Cost

\$\$\$\$

Benefit

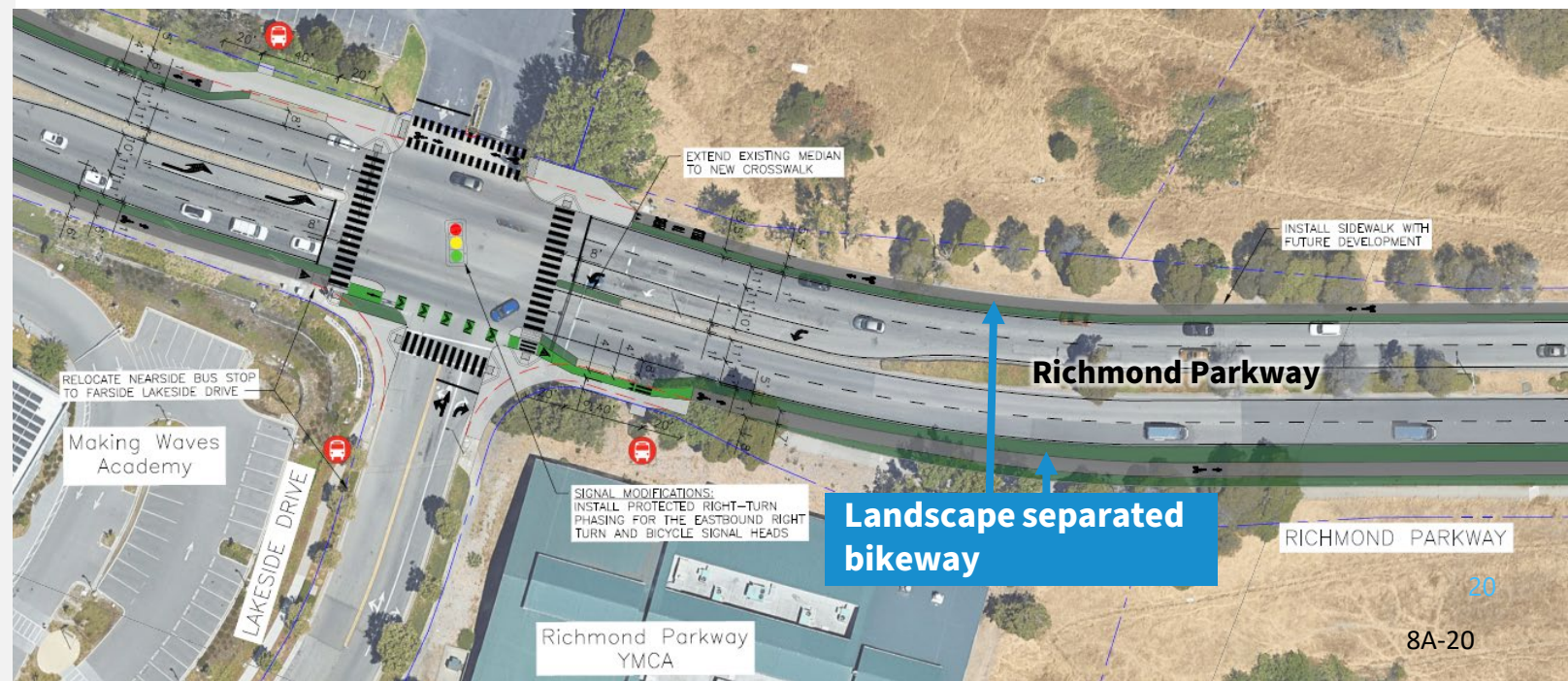
Upgraded bicycle facilities could **increase access for bicyclists**. Within 20 minutes, residents near North Richmond would be able to **access up to 5x more amenities** on a low-stress facility. *Sources: ESA, 2024; TravelAccess+, Fehr and Peers, 2024; LEHD, 2023.*

Lead Agency

City of Richmond: Public Works
Contra Costa County: Public Works

Completion Timeframe

6-10 years



G On-Street Wildcat Creek Trail crossing

Develop at-grade signalized multi-use crossing of Wildcat Creek Trail. Install lighting and add signage along Wildcat Creek Trail to indicate distance traveled or what facilities are provided/nearby.

Goals Alignment



Cost

\$\$\$\$

Lead Agency

Contra Costa County:
Public Works

Completion Timeframe

3-5 years

Benefit



This crossing could increase multimodal access and result in a total of **2.2 miles of low stress bicycle facilities** when the underpass is flooded.

Implementation Note: Lead agencies may consider this alternative following evaluation of use and effectiveness of signalized crossing.

H Roadway Maintenance Program

Implement a cross-jurisdictional program to rehabilitate and maintain pavement quality and striping along the corridor. This program would also apply to signage, tree, and signal maintenance.

Goals Alignment



Cost

\$\$\$\$

Lead Agency

Contra Costa County: Public Works, **City of Richmond:** Public Works;

Completion Timeframe

0-4 years

Benefit



Improved pavement conditions could save drivers up to **4%-10%** of fuel consumption, repair, and maintenance, and tire wear.

Source: How Pavement and Bridge Conditions Affect Transportation System Performance, FHWA, 2023; SMOOTHNESS MATTERS, Asphalt Pavement Alliance, 2008.

I Upgrade and Coordinate Traffic Signals

Implement signal coordination along the Parkway and upgrade signal equipment to allow for emergency vehicle preemption and peak period signal coordination along the Parkway.

Goals Alignment



Cost

\$\$\$

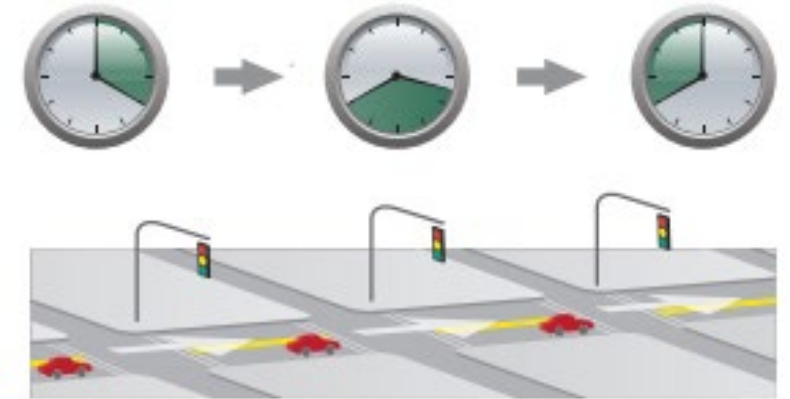
Lead Agency

City of Richmond: Public Works; **Contra Costa County:** Public Works; **CCTA**

Completion Timeframe

3-5 years

Benefit



Coordinating signals along the Parkway could **save drivers up to 13 minutes** in the northbound direction in the afternoon peak period.

Source: Fehr and Peers, SimTraffic Model, 2024.

J Richmond Parkway Transit Center Access

Develop formal pedestrian connection between the northwest corner of the Transit Center and Richmond Parkway. Install bike lockers at the Transit Center. Provide bus stops on the Parkway north of the Transit Center to decrease bus travel times.

Goals Alignment



Cost

\$\$\$\$

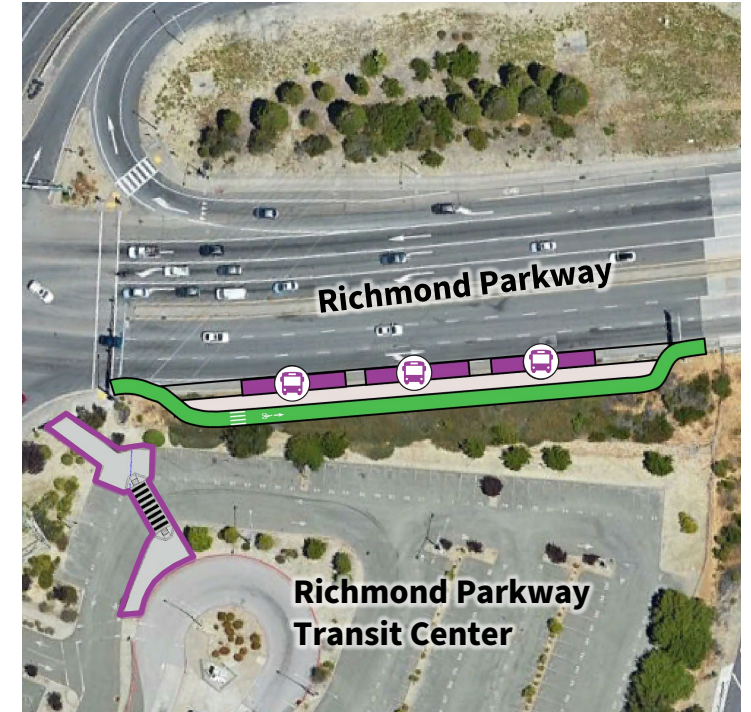
Lead Agency

AC Transit, City of Richmond: Public Works; MTC

Completion Timeframe

3-5 years

Benefit



New bus stop placements would save an estimated **13,000 annual rider hours** for southbound and eastbound routes.

Source: Express Bus Implementation Plan, WCCTC, 2020.

Discussion: Priority Strategies



Funding and Implementation

Action	Priority Strategies	Immediate Steps	Future Steps
Advance design concept for northern segment	A D E F G J	Pursue funding sources that cover multiple strategy categories to finalize design and construct project.	Pursue funding to develop concepts for remaining segments of the Parkway and Bay Trail.
Implement new truck routes	B	Assess existing staffing and funding capacity to advance planning component.	Apply for funding if needed.
Prohibit truck parking and idling	C		
Implement Roadway Maintenance Management Program	H	Hire a funding/financing consultant to guide City and County in establishing a potential new funding source and maintenance agreement.	Pursue selected potential funding source(s) and negotiate agreement.
Upgrade and coordinate traffic signals	I	Confirm recommendations in the 2019 Program for Arterial System Synchronization (PASS) Report.	Apply for funding.

Lead agencies can explore both existing and new potential sources of funding

- RAISE Grant
- Local Highway Safety Improvement Program
- Local Partnership Programs
- Regional Measure 3
- One Bay Area Grant Program

Potential New Sources

- Countywide Transportation Sales Tax
- Regional Measure, such as sales or property tax or toll
- Enhance Infrastructure Financing District
- Benefit Assessment District

Current Source

RM3

Regional Measure 3 (RM3)

RM3 funds a package of 35 projects and programs, including Richmond Parkway designated funds. In addition, active transportation Parkway projects may be competitive for Safe Routes to Transit and Bay Trail funding pot under RM3; however, that category prioritizes access to rail transit.



Source: KQED (2023)

Potential New Sources

Countywide Transportation Sales Tax

Contra Costa County Measure J

Tax revenues from Contra Costa's Measure J, approved by voters in 2004, funds an Expenditure Plan of transportation program and projects, such as the Smart Signals Project.



Source: Smart Signal Project, Contra Costa Transportation Authority (2024)

Potential New Sources

Regional Measure

Potential Regional Transportation Measure for 2026

A new transportation revenue measure for the Bay Area is being crafted and may be on a future ballot as early as November 2026. The measure is expected to generate at least \$1 billion annually and is currently considering a wide range of options for its revenue source.



Source: Transform (2024); MTC (2024).

Potential New Sources

Enhanced Infrastructure Financing District (EIFD)

City of Placentia/County of Orange EIFD

The City of Placentia and County of Orange was the first city/county partnership to form an EIFD in 2019. The EIFD was formed to fund transit-supportive infrastructure in the communities near the upcoming Placentia Metrolink Station.



Source: City of Placentia EIFD StoryMap, SCAG (2024)

Potential New Sources

Benefits Assessment Districts

City of Richmond's Hilltop Landscape Maintenance Assessment District

City of Richmond's Hilltop Landscape Maintenance Assessment District provides maintenance and landscaping services in the northern area of Richmond, such as this section of Lakeside Drive just south of Richmond Parkway.



Source: Google Maps (2022)

Discussion

Strategy	Cost	Sales Tax	Regional Measure	EIFD	BAD
A. Trees and Green Infrastructure	\$\$\$\$	x		x	x
B. Implement New Truck Routes	\$	x			
C. No Truck Parking and Idling Zones	\$	x			
D. Safety Improvements at Intersections	\$\$\$\$	x	x		
E. Reduce Speeding	\$	x	x		
F. Upgrade Bikeways and Paths	\$\$\$\$	x	x	x	
G. On-Street Wildcat Creek Trail crossing	\$\$	x	x	x	
H. Roadway Maintenance Program	\$\$\$\$	x	x	x	x
I. Upgrade and Coordinate Traffic Signals	\$\$\$	x	x		
J. Richmond Parkway Transit Center Access	\$\$	x	x	x	

Key:

\$: <\$1M

\$\$\$: \$6-\$10M

\$\$: \$2-\$5M

\$\$\$\$: >\$11M



Next Steps

Public Engagement Plan

IDENTIFY NEEDS

- 3 Pop-up events and 3 community meetings
- Digital engagement
- WCCTC Board Mtg #2
- PAG Mtg #2

Phase 2

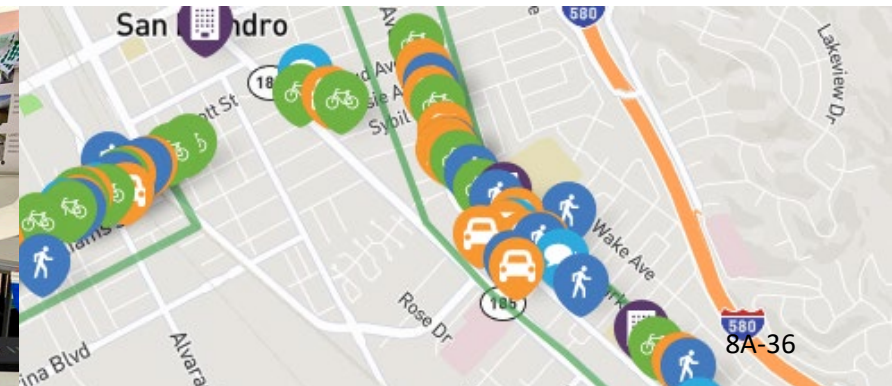
EXPLORE STRATEGIES

- PAG Mtg #3
- WCCTC Board Mtg #3
- 2 Pop-up events and 4 community meetings
- Digital engagement

Phase 3

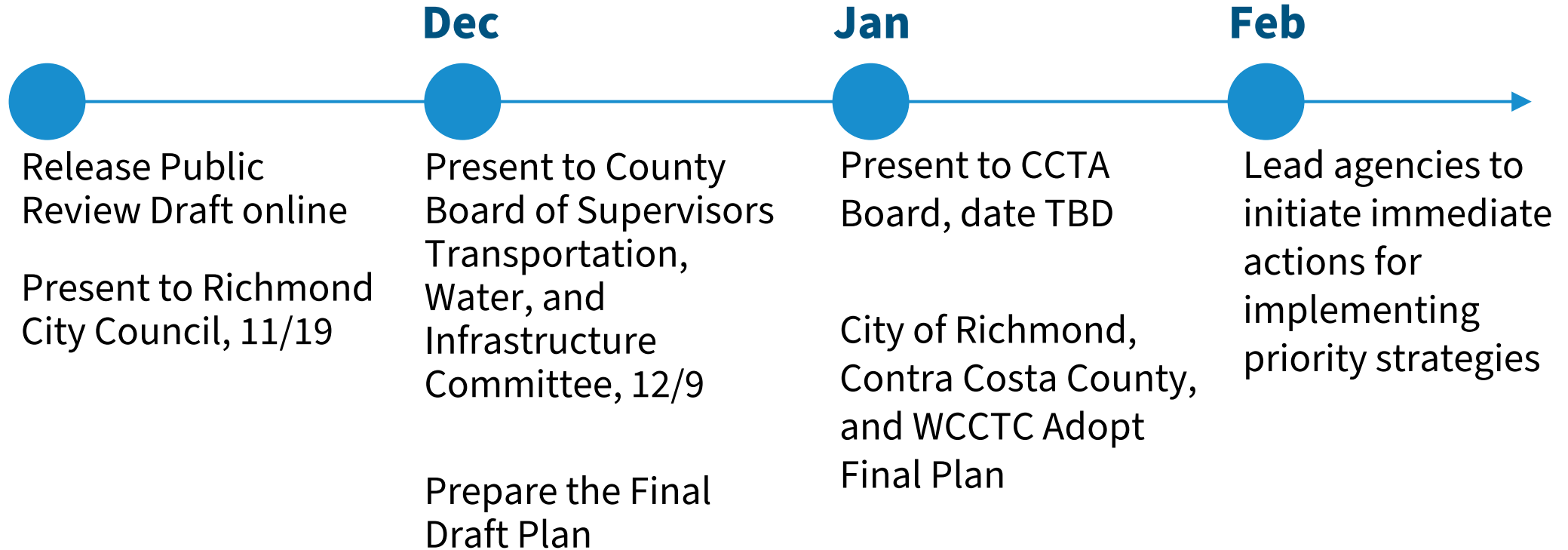
REFINE SOLUTIONS

- PAG Mtg #4
- WCCTC Board Mtg #4
- Digital engagement





Next Steps



**FOR ADDITIONAL QUESTIONS OR
INFORMATION CONTACT:**

Leah Greenblat

Transportation Planning Manager
lgreenblat@WestContraCostaTC.gov

TO LEARN MORE VISIT:

www.westcontracostatc.gov

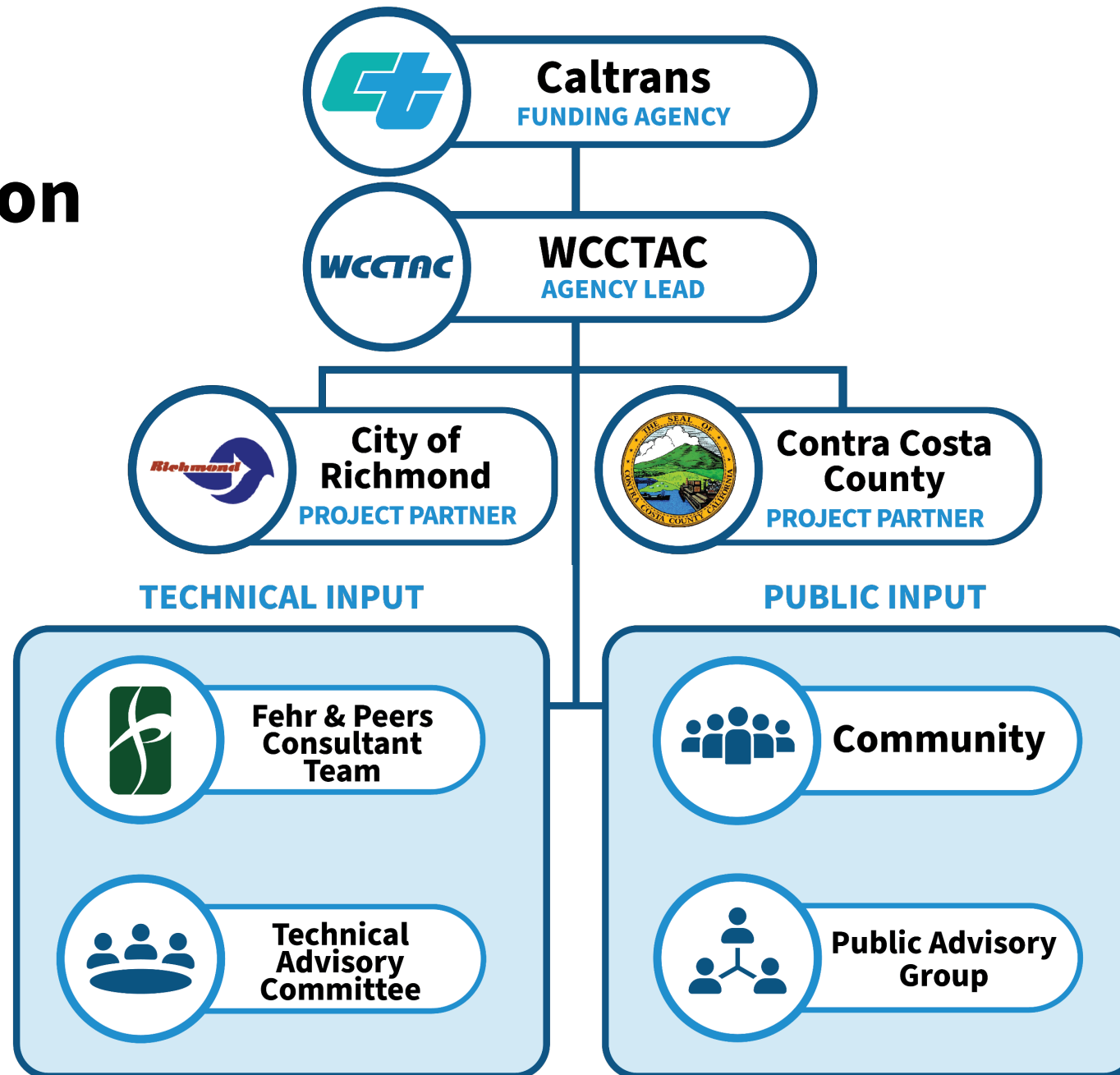


Attachment B - Select Slides:

- Project Overview,
- Existing Conditions and
- Phase 1 Outreach

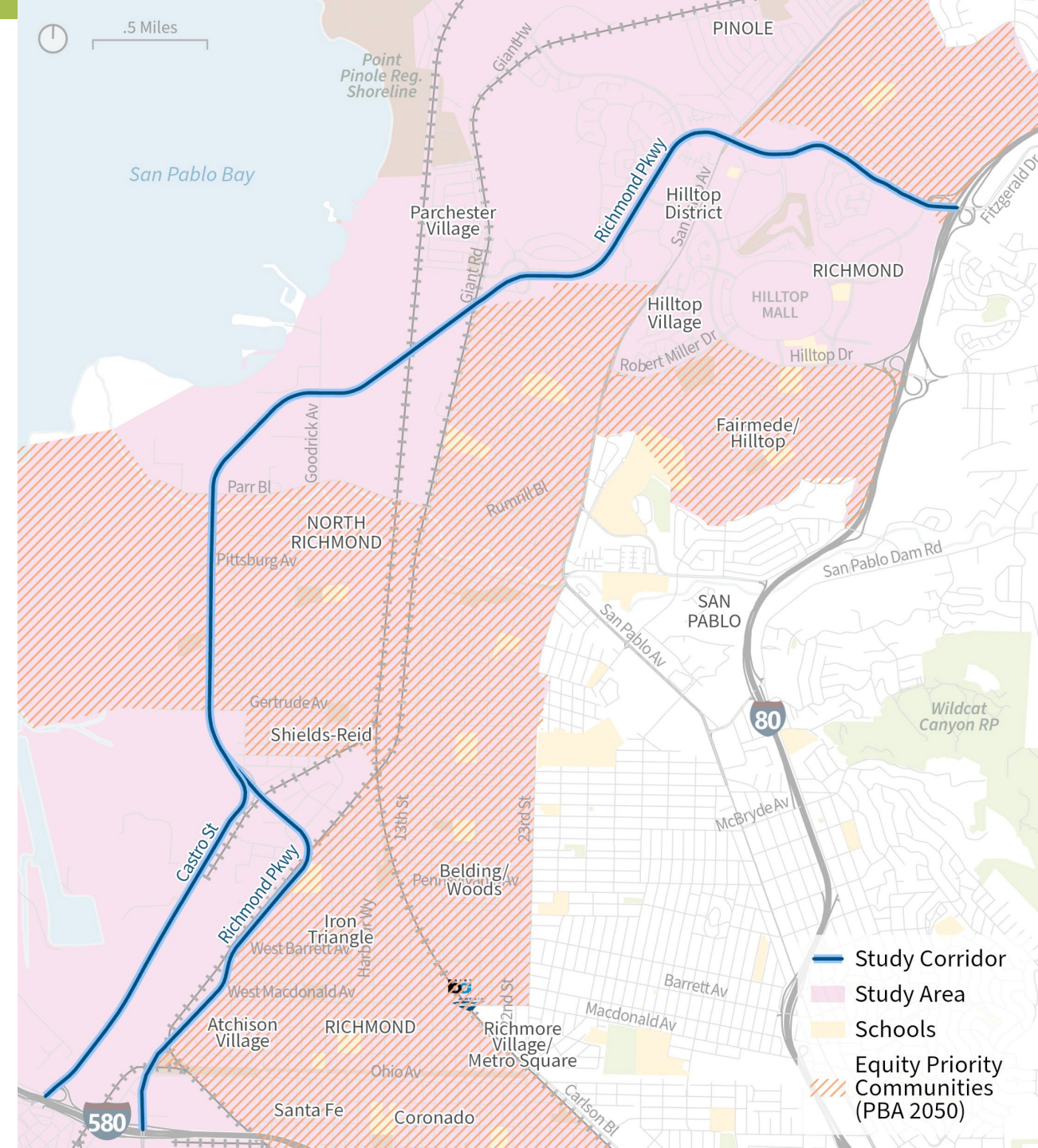
Project Overview

Project Organization



About the Project Corridor

- Includes Richmond Parkway and Castro Street between I-580 and I-80
- Falls within City of Richmond and Unincorporated Contra Costa County
- Impacts Equity Priority Communities
- Local and regional connector
- Includes segments of the Bay Trail
- Planned growth



Project Objectives

Process

- Identify transportation needs faced by **historically marginalized communities**
- Build **community consensus**
- **Coordinate on feasible and community-responsive projects** with Contra Costa County, the City of Richmond, and other nearby jurisdictions

Outcomes

- **Reduce negative impacts** of speeding, collisions, neighborhood cut-through traffic and localized pollution
- Develop quality projects for **people of all backgrounds, abilities, and ages**
- **Improve safety and conditions for all modes** within the plan area and encourage greater use of active transportation and transit
- **Increase access** to regional trails, parks, employment, and educational opportunities

KSI Collision Trends

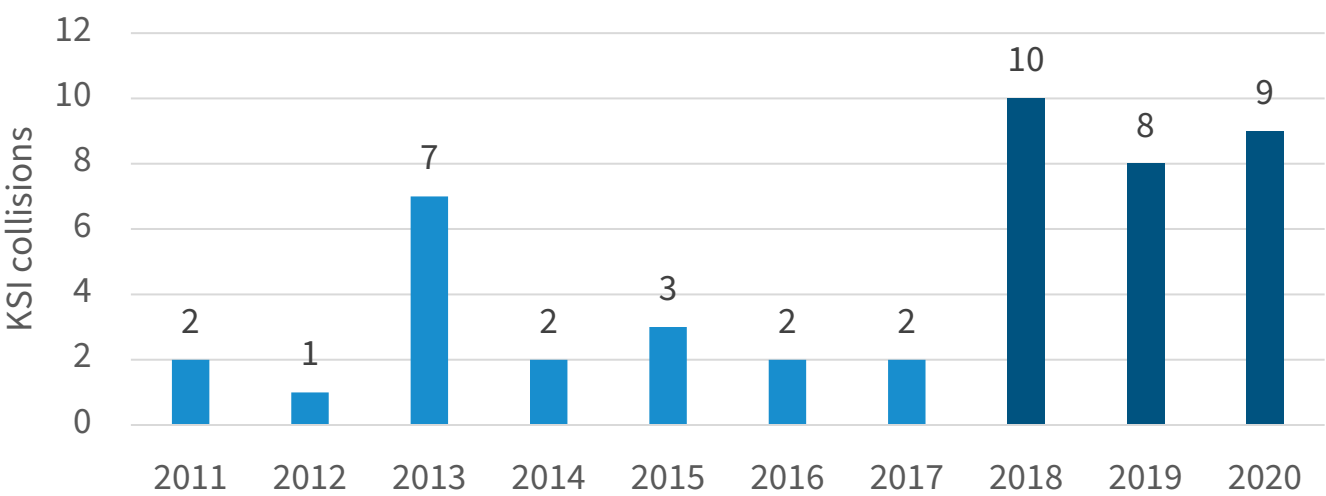
KSI = victim killed or severely injured

KSI Collision Trends

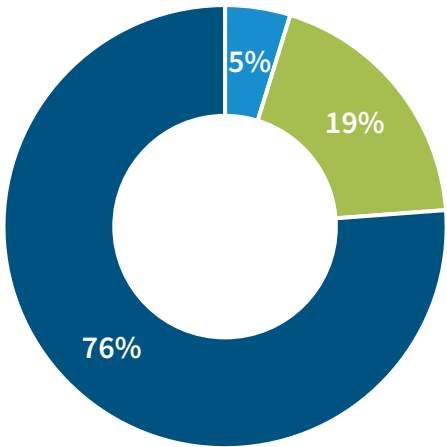
All Modes, KSI = victim killed or severely injured

- **46** KSI collisions along the study corridor
 - **21** resulted in a fatality
 - **25** resulted in a serious injury
- People walking and biking make up **6%** of all injury collisions but **20%** of KSI collisions and **24%** of fatal collisions

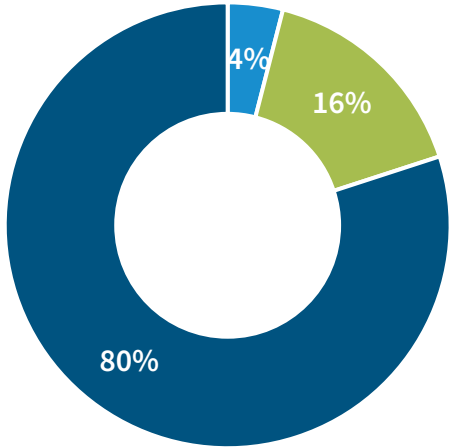
KSI Collisions by Year



Fatal Collisions



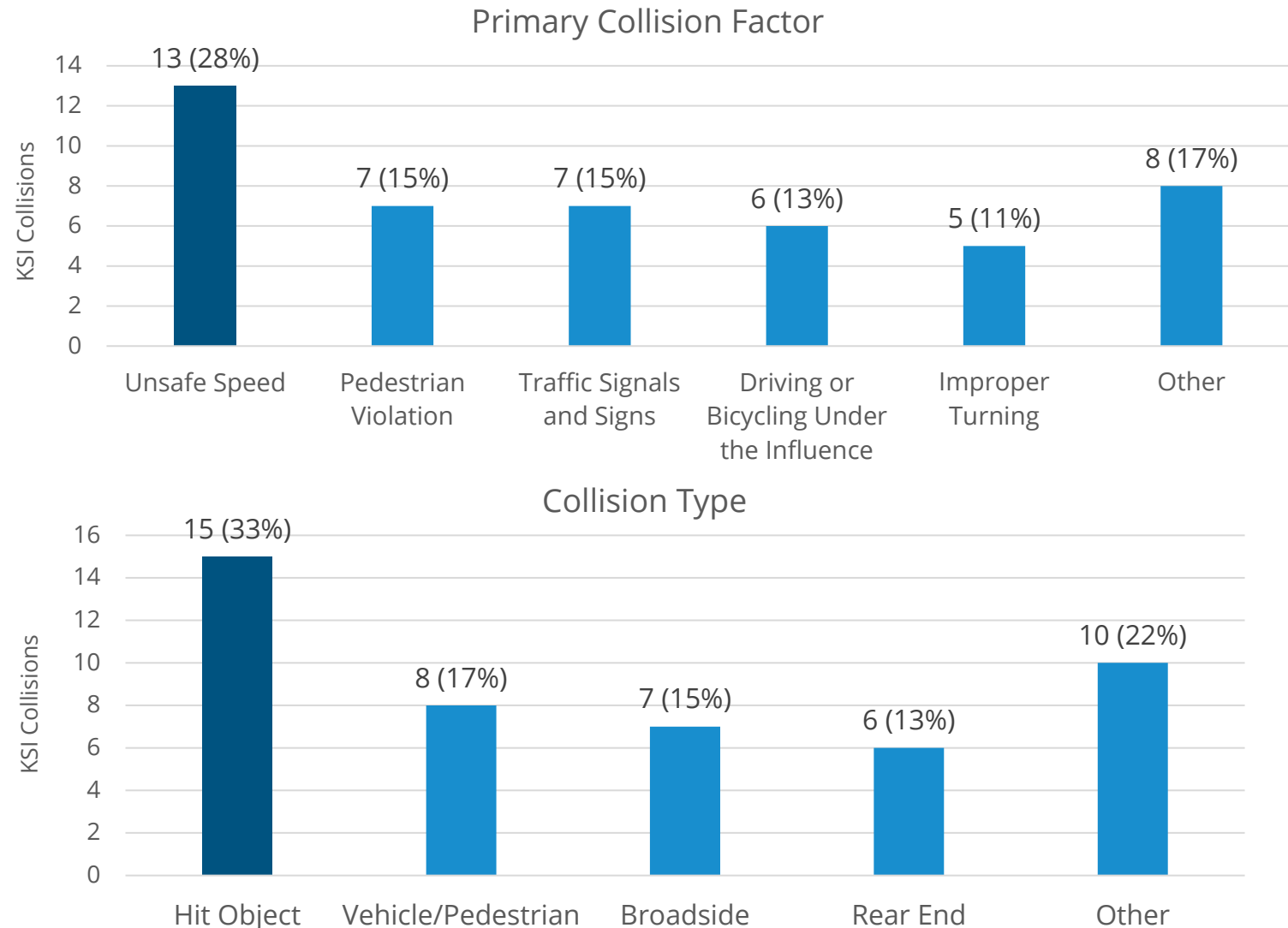
Serious Injury Collisions



■ Bike ■ Pedestrian ■ Vehicle

KSI Collision Trends

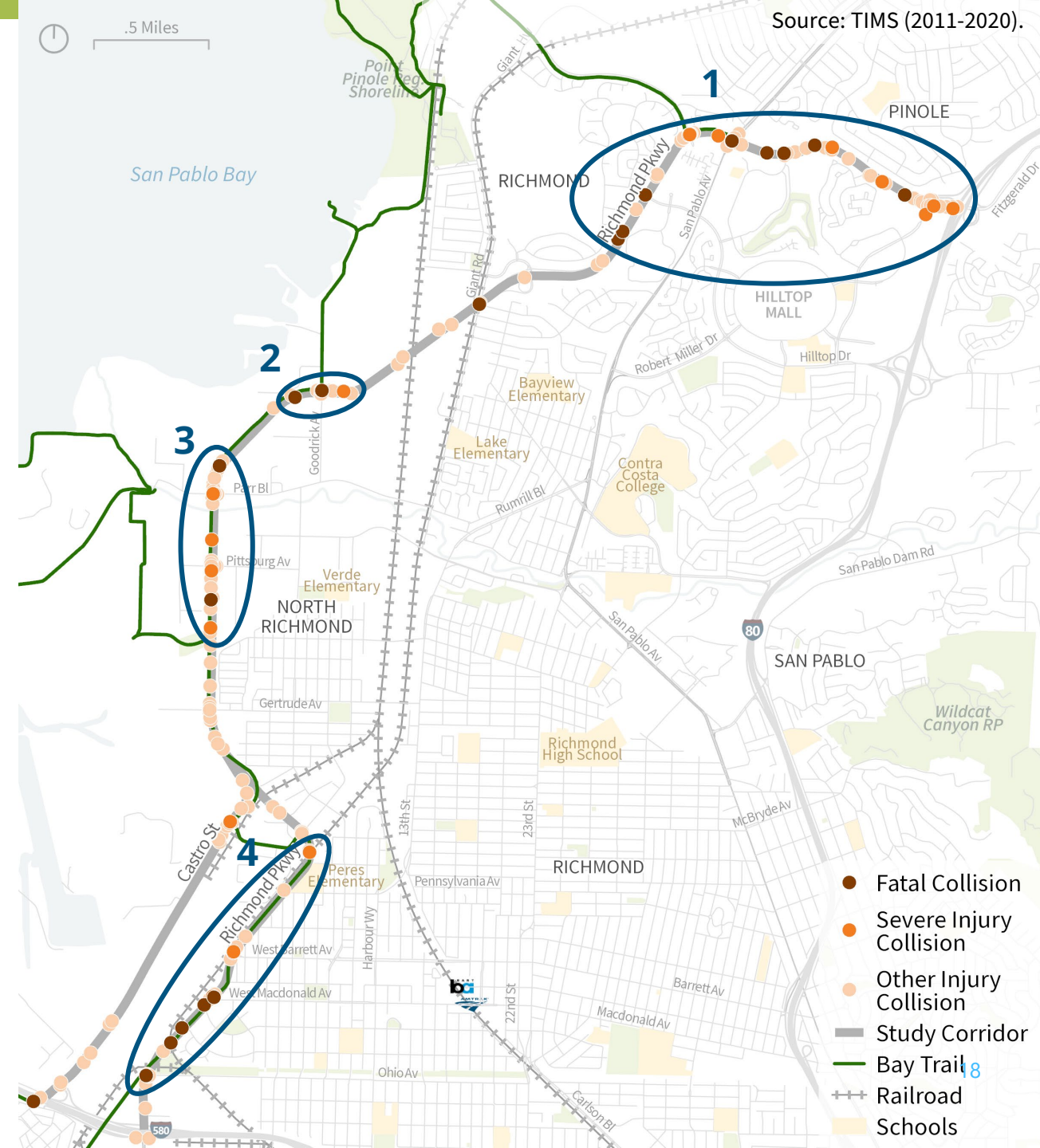
- **Unsafe speed** is the leading primary collision factor making up 28% of KSI collisions
- **Hit Object** is the top KSI collision type, which is consistent with unsafe speed



KSI Collision Hotspots

4 segments along the corridor have concentrations of KSI collisions (9+ KSI collisions/mile) and should be focus areas for safety improvements.

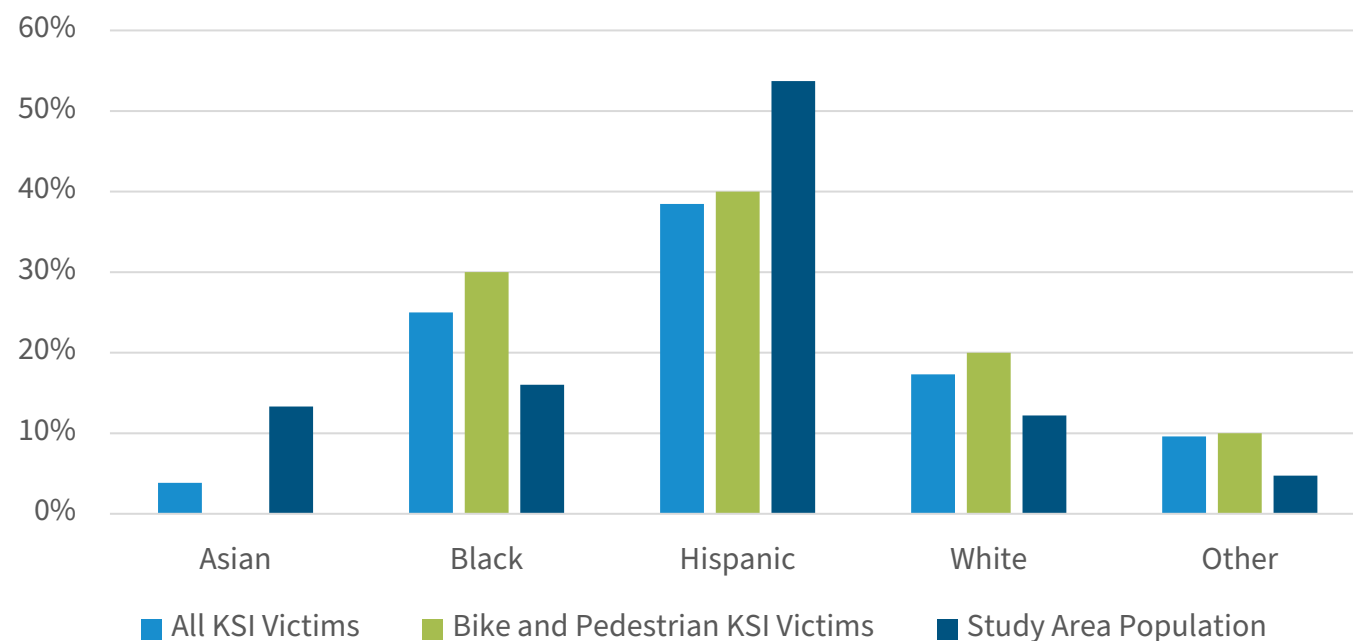
- 1. I-80 to WB Giant Rd Off-Ramp**
 - 15 KSIs: 5 fatal (1 ped), 10 severe injury
- 2. Within 650 ft of Goodrick Ave & Bay Trail**
 - 5 KSIs: 3 fatal, 2 severe injury
- 3. 800 ft north of Parr Blvd to Wildcat Creek Trail Underpass**
 - 6 KSIs: 2 fatal (1 ped), 4 severe injury
- 4. Hensley St to Ohio Ave**
 - 11 KSIs: 6 fatal (2 ped, 1 bike), 5 severe injury



Who's Most Impacted by KSI Collisions?

The share of Black victims in KSI collisions is over **1.5x** higher than the share of the Black population in the study area.

KSI Collision by Victim and Race



Existing Walking & Biking Conditions

Existing Sidewalk and Trail Conditions

There are opportunities improve the level of comfort on existing sidewalks and trail facilities corridor-wide.



Poor pavement quality



Limited shade in hot conditions



Lack of trail lighting



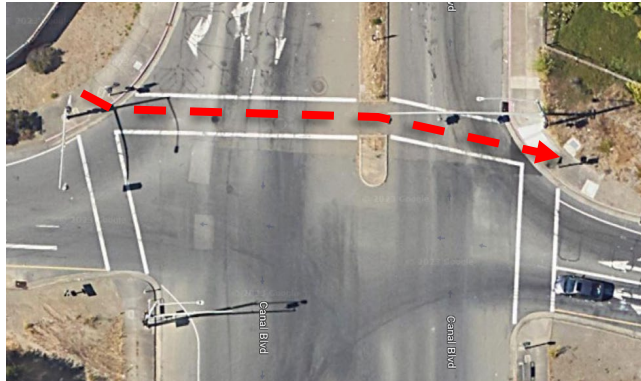
Small buffer between sidewalk and fast traffic



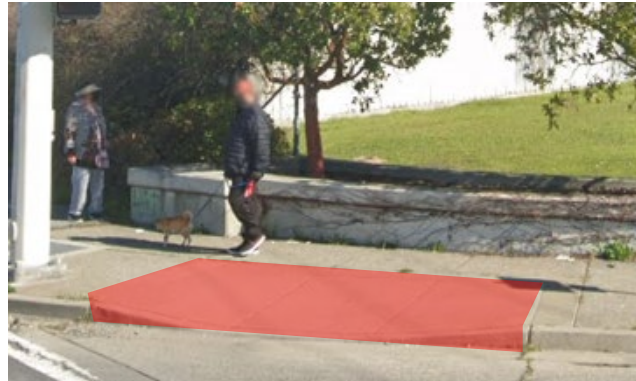
Missing sidewalks near more active land uses

Existing Crosswalk Conditions

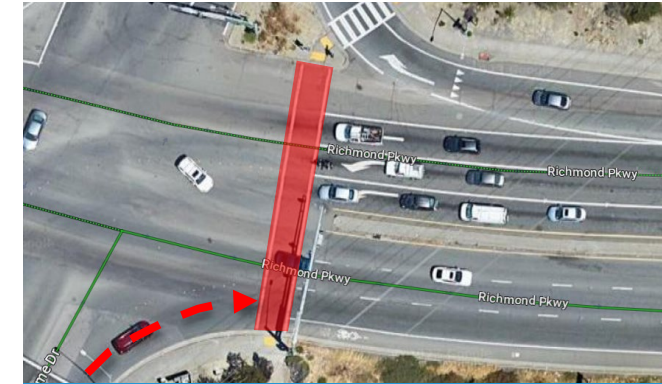
While crossing opportunities exist along the corridor at signalized intersections, safety and ADA improvements are needed corridor-wide.



Bent crosswalks



ADA non-compliant ramps



Corner sight distance issues



Outdated push buttons



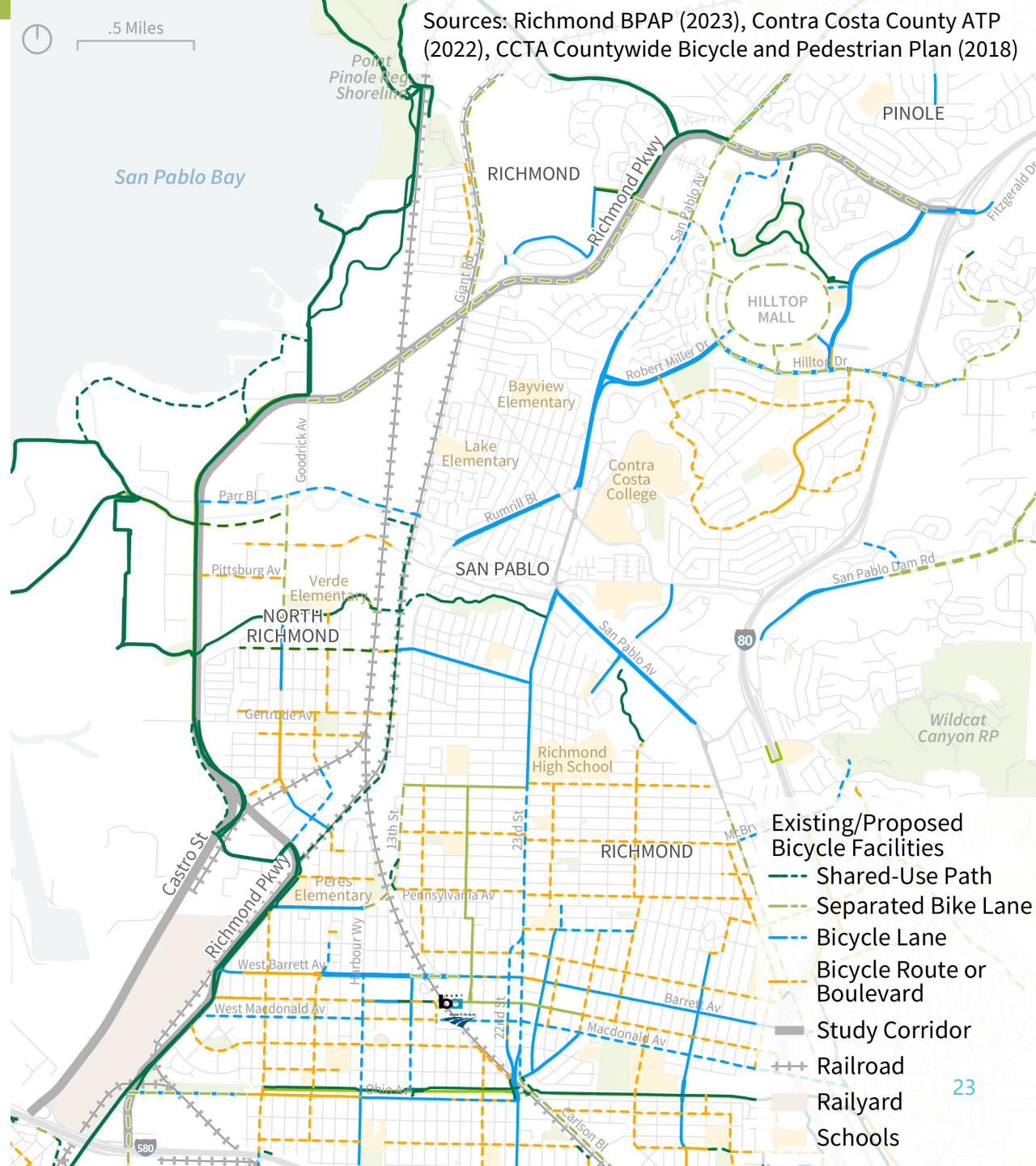
Faded markings



High vehicle turn speeds

Existing and Proposed Bike Network

- The **Bay Trail** is a major path for both bicyclists and pedestrians on the Parkway, connecting users to destinations across the Bay Area
- **No bicycle facilities** exist on Castro St and Richmond Pkwy east of Goodrick Ave
- There is **some existing connectivity** to Hilltop Mall, North Richmond via Wildcat Creek Trail, Peres Elementary, and Richmond BART



Existing Bike Conditions

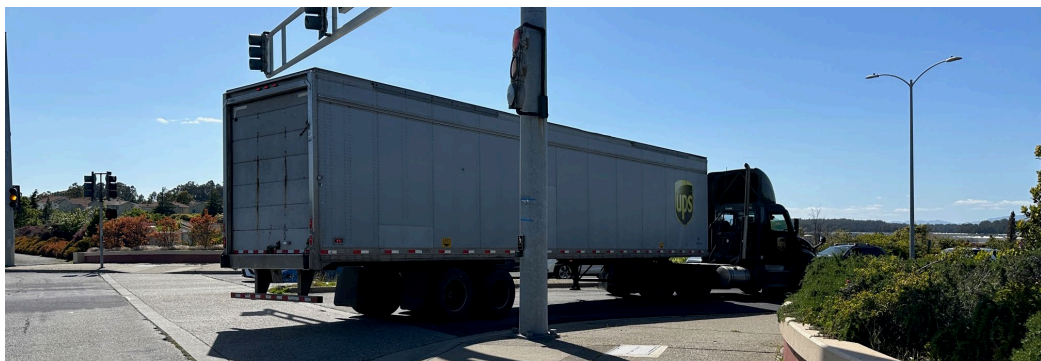
Bicycle lanes on the Richmond Parkway primarily consist of shared-use paths, although gaps in the path exist



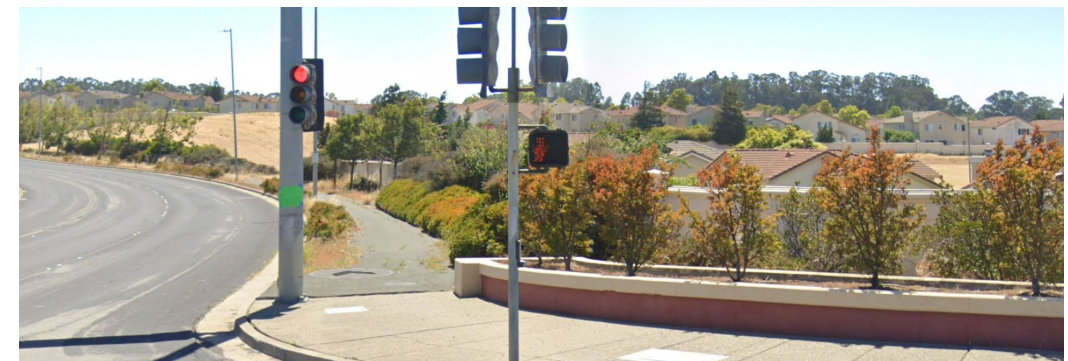
Low stress routes exist along Bay Trail but require detours



Inconsistent buffer between bike trail and roadway



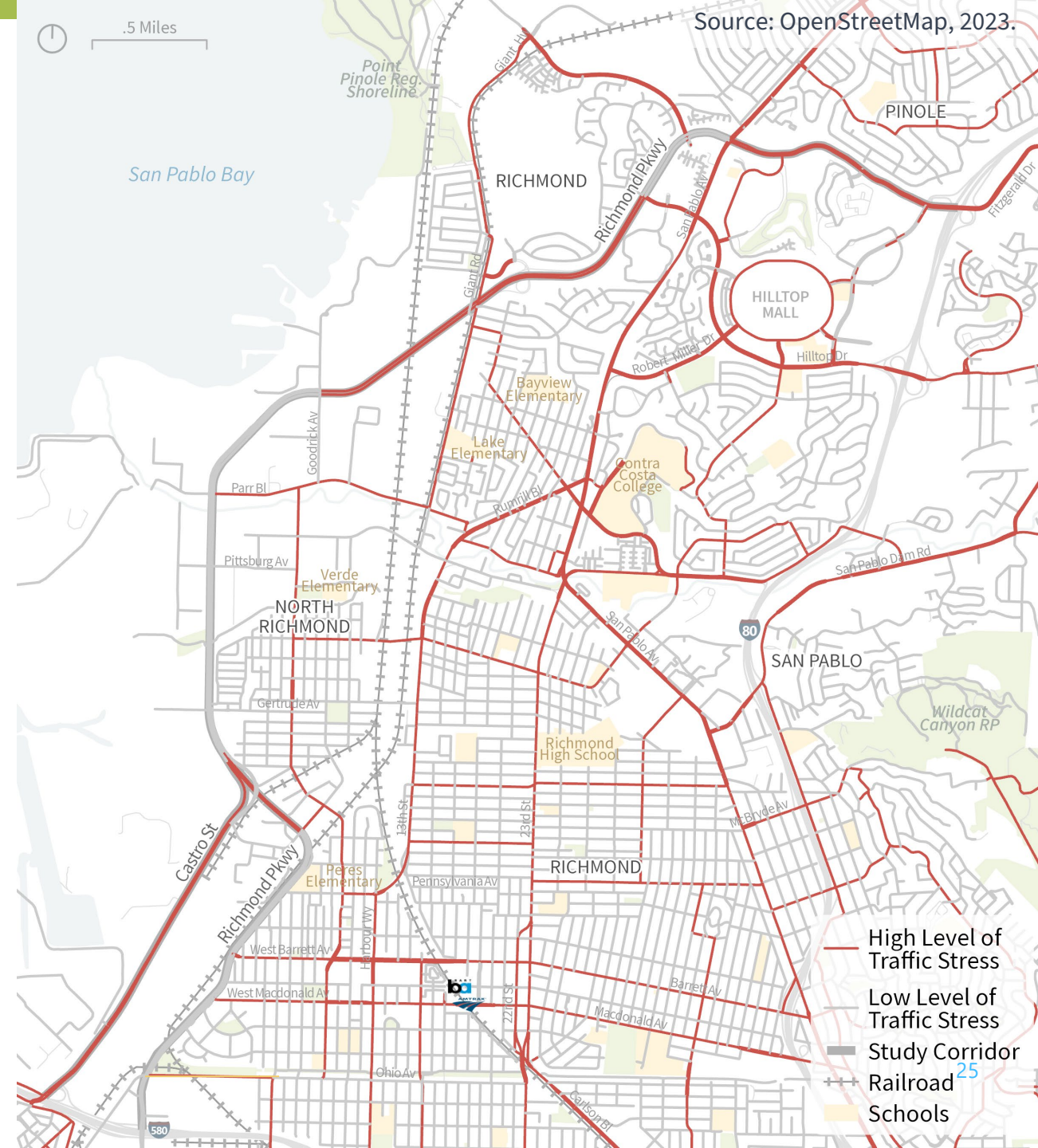
Trail gaps force people onto high-stress routes



Limited signage indicating shared-use path

Level of Traffic Stress

Segments of the study corridor that do not align with the Bay Trail are currently **high-stress** for people biking, meaning the conditions are **suitable for only “strong and fearless” adults**.





Existing & Future Conditions

Recap of Safety and Bike & Ped Network

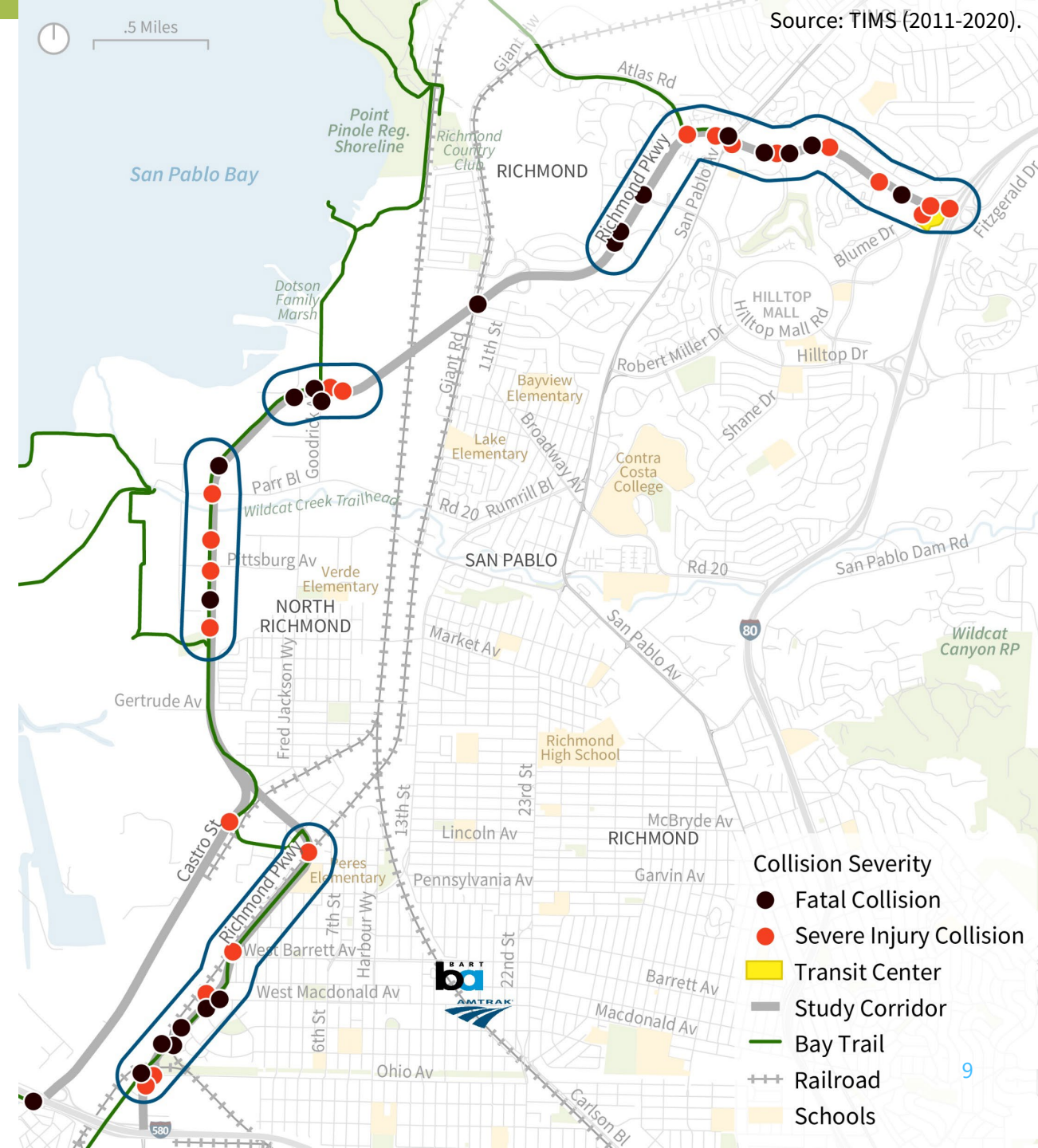
- Between 2011 and 2020, **46 people were killed or severely injured** in collisions along the corridor
 - Unsafe speed** is the leading primary collision factor (28%) for these collisions
- Limited and ill-maintained infrastructure on the Bay Trail, sidewalks, and crossings make **active transportation challenging for all ages and abilities**



Poor pavement quality

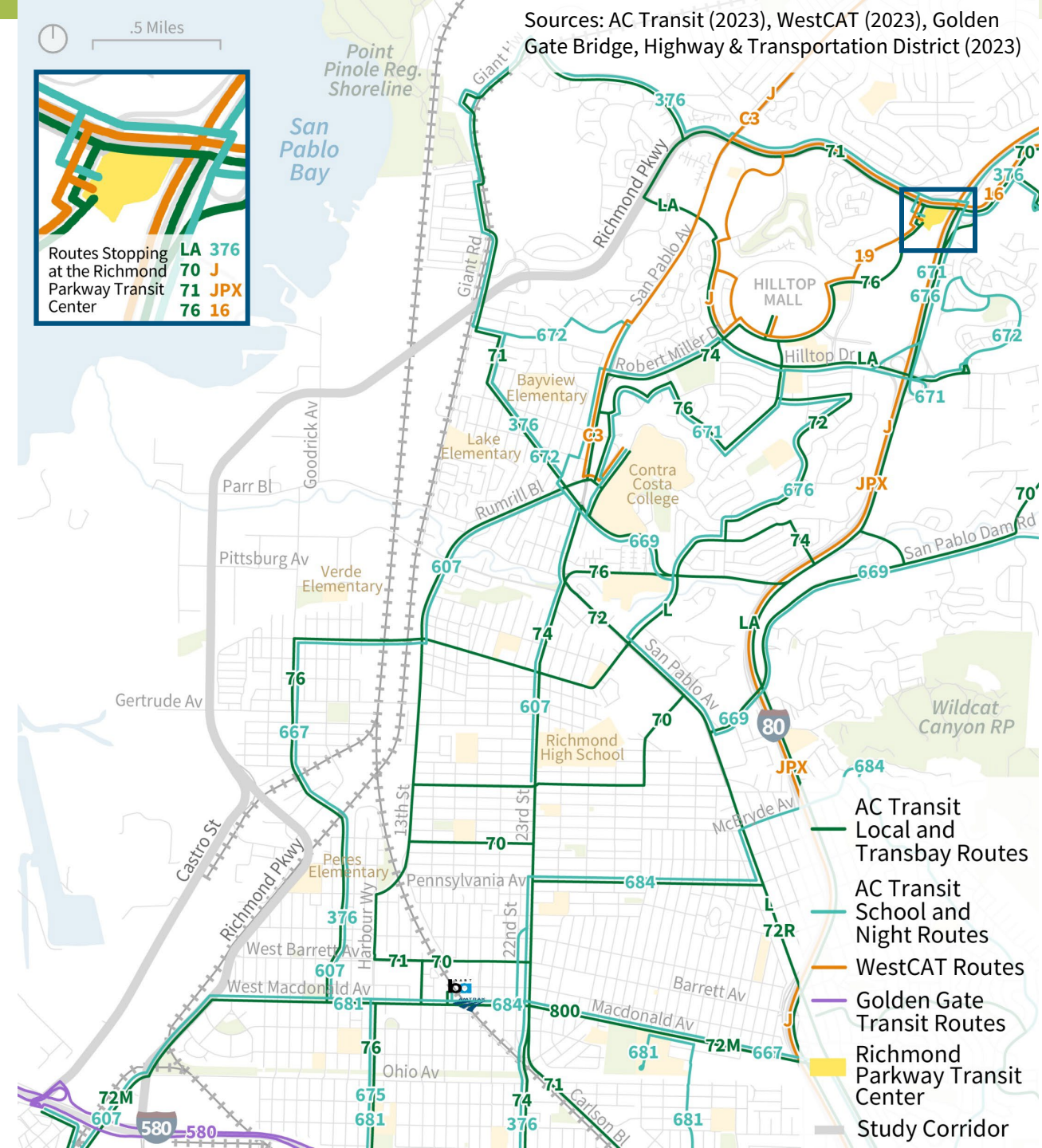


High vehicle turn speeds



Transit Service on the Parkway

- Although the study area has decent service coverage, bus service on the corridor is only provided on the **northern and southern ends**
 - 11 bus routes stop on the corridor, including 8 routes at the Richmond Parkway Transit Center
- Most stops along the corridor are **missing shelters and high-visibility crosswalks** at the intersection
- Opportunities to **improve bicycle and walking access to the Transit Center**, including a formal pedestrian access point at the Parkway and higher quality bikeways



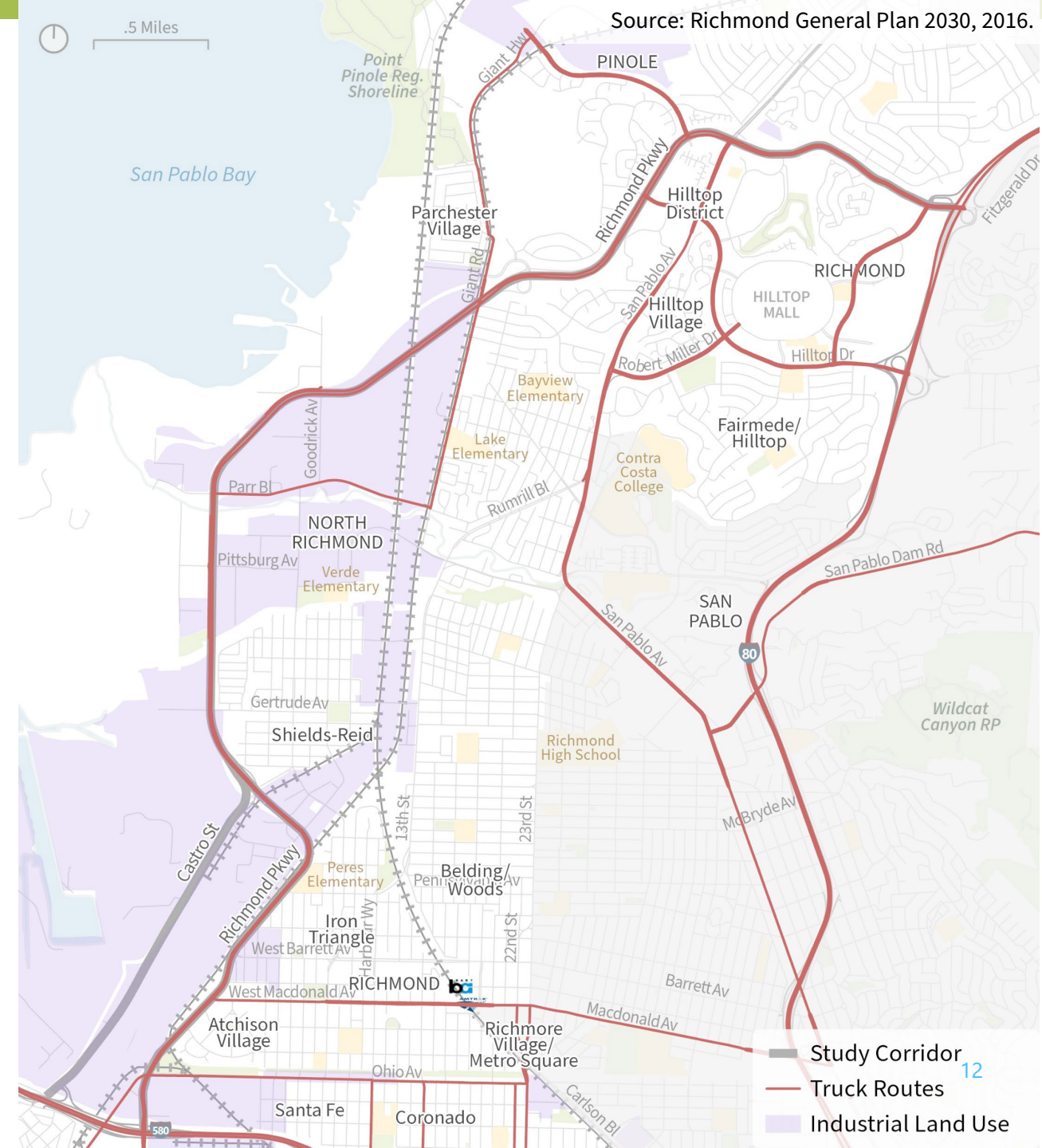
Existing Car Travel

- Over **25,000 cars** travel on the Parkway on weekdays (*Fehr & Peers, May 2023*)
- Commute patterns on the Parkway reflect **highest demand northbound in the afternoon**
- Drivers **typically use the Parkway for trips that start or end in the study area** rather than as a freeway-to-freeway connector
 - Less than a third of northbound PM drivers travel from the I-580 interchange and get onto I-80 (*Streetlight, 2022*)



Existing Truck Travel

- About **2,000 trucks** travel on the Parkway on weekdays (7% of total vehicle travel) (*Fehr & Peers, May 2023*)
- **Industrial uses** and the **nearby port** generate truck trips along the corridor
- Most truck traffic is concentrated in the **morning commute and midday periods** (*Streetlight, 2022*)
- **More than 60%** of trucks use the corridor to access or depart from destinations in the study area (*Streetlight, 2022*)



Existing and Future (2040) Travel Times

- Given the high level of development and land use growth expected in the area, additional vehicle volumes will **increase travel times in the future** along the corridor
- Drivers could see the **longest travel times in the afternoon in the northbound direction**
- Southbound AM** could also see at least a **15-minute increase** in travel time

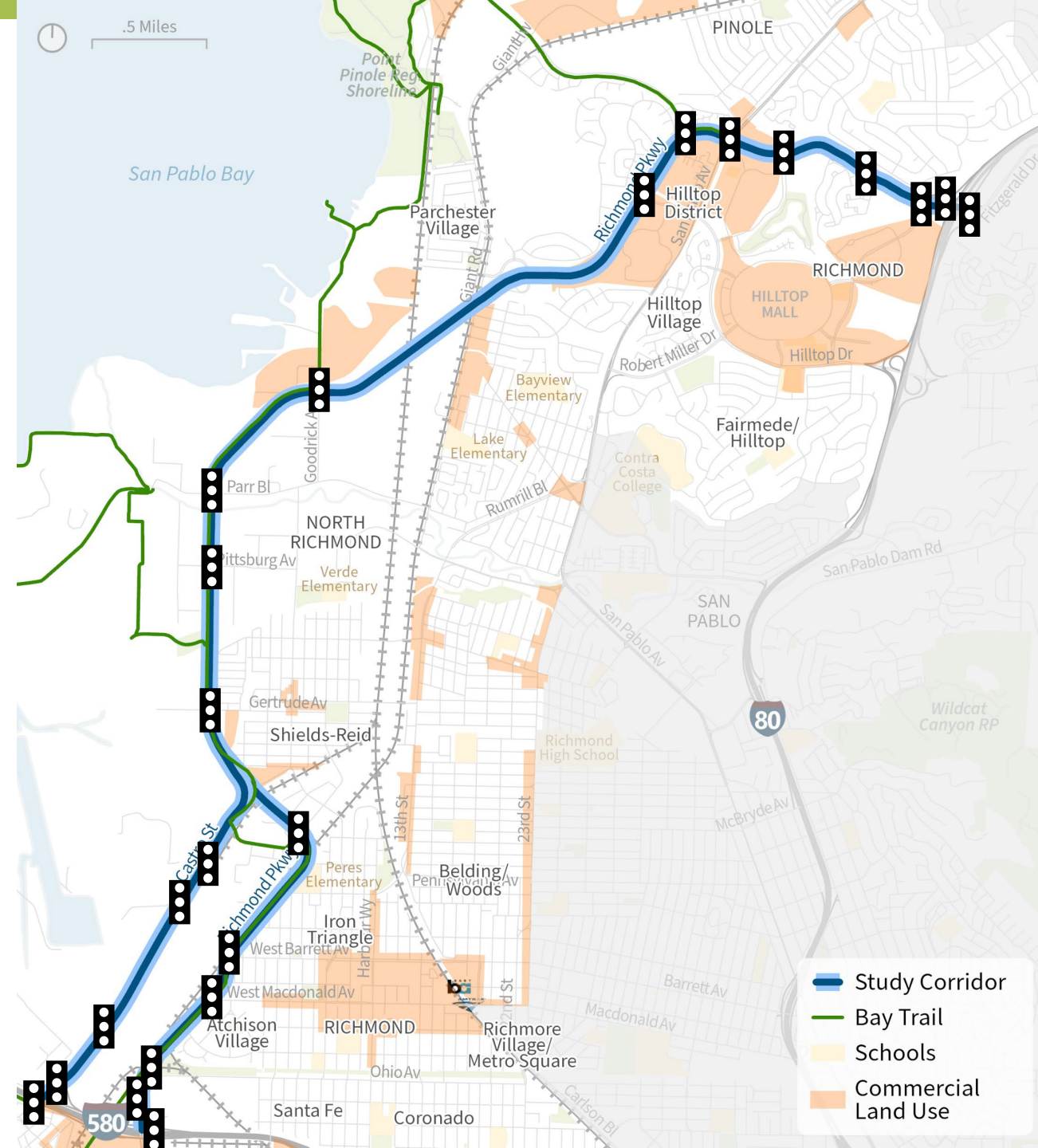
Study Corridor Direction	Existing Travel Time (minutes)		Future Travel Time (minutes)	
	AM Peak	PM Peak	AM Peak	PM Peak
Northbound	12	26	<20	> 60
Southbound	14	13	30-40	20-30

Note: These conditions are based on the CCTA travel demand model and future land use growth in the area. No transportation projects on Richmond Parkway are modeled as part of this analysis.

Source: Fehr & Peers, 2023

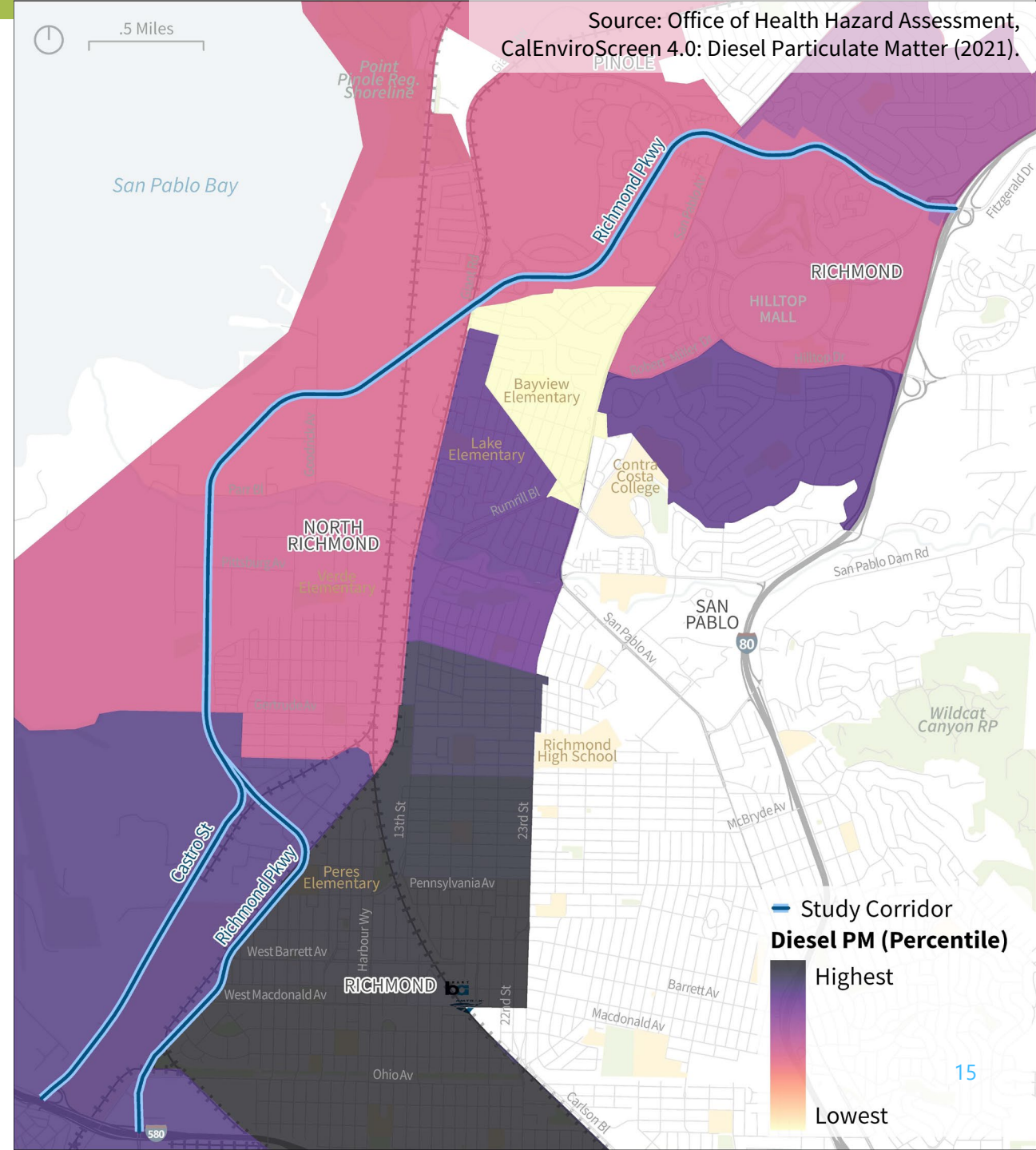
Traffic Signals

- Of the **23 signals** along the corridor:
 - 70% do not have bike detection
 - 65% do not have a pedestrian countdown signal
 - 39% do not have a battery backup
- Signals along most of the corridor are **not coordinated**
- To keep traffic moving, green times along the Parkway can be 30 seconds longer compared to other City signals. This results in **more delay for all users entering or crossing the Parkway.**



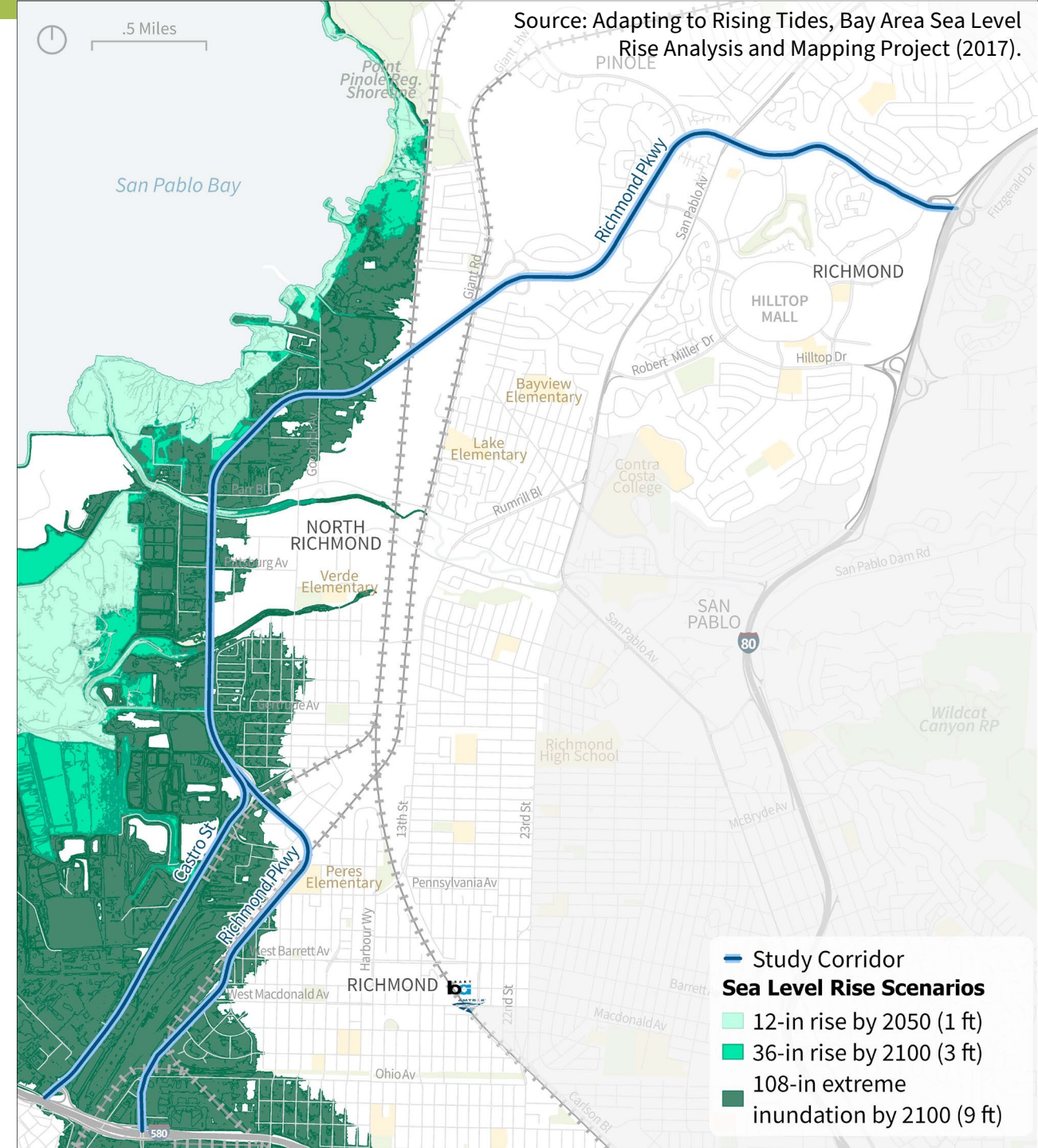
Diesel Particulate Matter (Diesel PM)

- Diesel PM is a **toxic air contaminant** produced by exhaust of trucks, trains, ships, and equipment with diesel engines.
- Diesel PM concentration around the Parkway ranges from 0.08 to 0.98 tons per year. This is **greater than 78% of communities** statewide.
- Higher levels of Diesel PM can cause eye, throat, and nose irritation and contribute to **asthma attacks, heart and lung disease, and lung cancer**.
 - North Richmond's asthma rate is greater than 98% of other communities statewide



Sea Level Rise

- Forecasts anticipate **up to 12-in of sea level rise by 2050, and 36-in by 2100**, directly affecting the area west of the corridor
- Flooding and inundation would **affect roadways, property, utilities and critical infrastructure, emergency services, and evacuations**
 - Already seeing impacts of this at the Wildcat Creek Trail crossing







Phase 1 Engagement Input

Public Engagement Plan

Phase 1

IDENTIFY NEEDS

-  3 Pop-up events and 3 community meetings
-  Digital engagement
-  WCCTAC Board Mtg #2
-  PAG Mtg #2
-  TAC Mtg #2





Phase 2

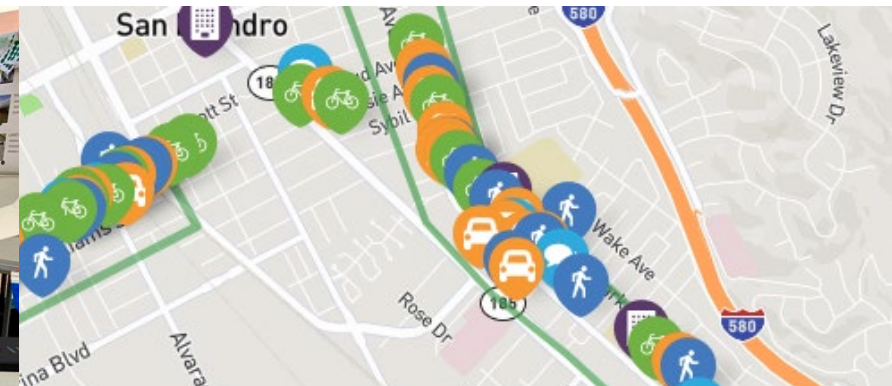
EXPLORE STRATEGIES

-  PAG Mtg #3
-  3 Pop-up events and 2-3 community meetings
-  Digital engagement
-  WCCTAC Board Mtg #3
-  TAC Mtg #4

Phase 3

REFINE SOLUTIONS

-  PAG Mtg #4
-  Digital Engagement
-  TAC Mtg #4-5
-  WCCTAC Board Mtg #4



Phase 1 Engagement: Pop-Ups & Community Meetings

Pop-Up Events: Aug 2023

- North Richmond Flea Market (North Richmond)
- Thrive Thursdays (Coronado)
- Wal-Mart (Hilltop)

MTC/Rich City Rides Bike Ride: Aug 2023

Community Meetings: Sept 2023

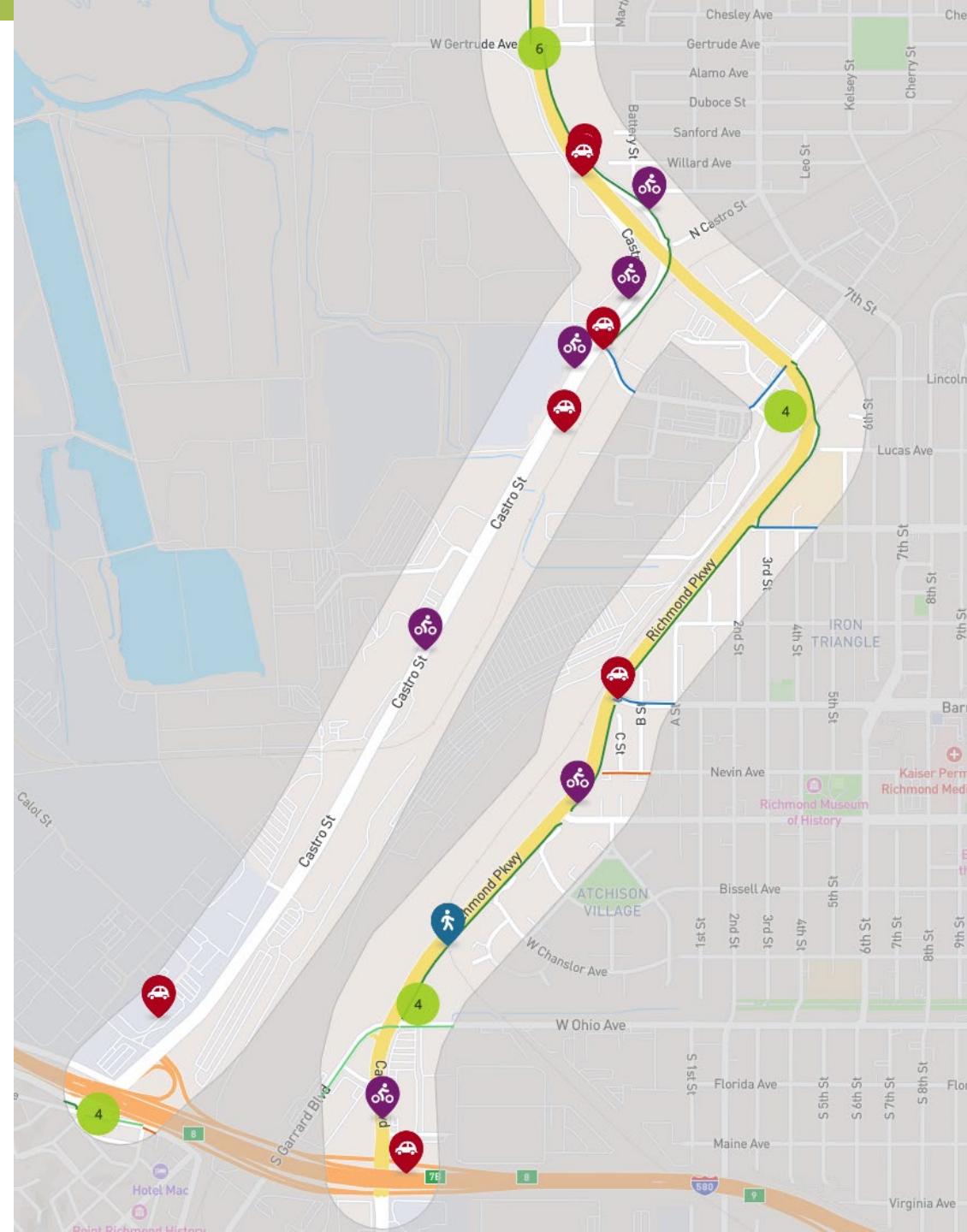
- North Richmond Municipal Advisory Council
- Parchester Village Neighborhood Council
- Iron Triangle Neighborhood Council

Public Advisory Group Meeting: Sept 2023



Phase 1 Engagement: Digital Engagement

- Webmap open from June 15th – Sept 4th
- 109 comments received
- 1,754 webmap visitors
 - 983 visitors learned about webmap through our social media ads



Feedback Themes

Most comments received from the public referenced four topic areas.



Safety

- 29% of pop-up comments
- 37% of online comments



Biking & Walking

- 26% of pop-up comments
- 35% of online comments



Congestion

- 13% of pop-up comments
- 16% of online comments



Maintenance

- 12% of pop-up comments
- 13% of online comments

Concerns about Safety & Speeding

- Safety was the **#1** concern for both pop-up attendees and online contributors
 - 15% of pop-up comments and 13% of online comments mention speeding specifically
- Cars often enter and exit at freeway speeds near I-580 and I-80, as well as from Castro onto Richmond Pkwy
- Speeding through intersections and red lights is regularly experienced
- Noticeable lack of police presence or cameras to discourage speeding, especially at night

"It's a deadly rat race road that I prefer not to drive on anymore."

"Cars blow through the yellow, and often red, light."

"The stretch where Parkway opens up from 2 lanes to 4 is crazy! It turns into a speedway!"

Comfort and Safety while Biking and Walking

- Missing sidewalks and high-quality crossings
- Desire for better bikeway connectivity on the Parkway and to connecting streets
- Lighting is absent or unreliable
- Bay Trail accessibility and signage is lacking and highly desired
- Signalized intersections need longer crossing times and better detection and protection for bicyclists

"Need more crosswalks, sidewalks, and bike lanes with good lighting."

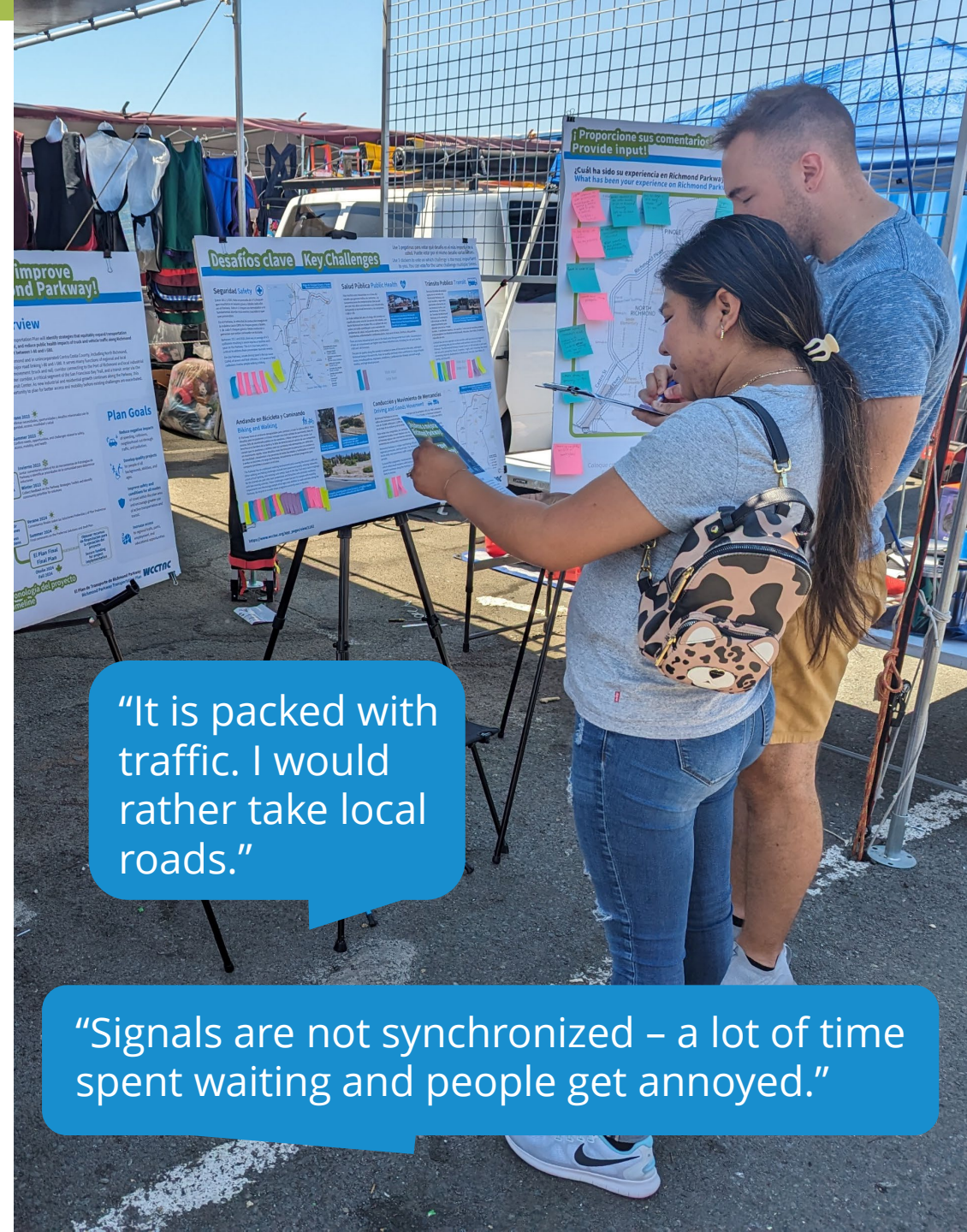
"Walking across the Parkway is super scary."

"Would not bike out there without Class IV protection."

"Our kids need to be safe walking to or from school."

Challenges with Peak Period Congestion

- Intersections with reportedly consistent congestion include San Pablo Ave, Giant Rd, Canal St, and 23rd St, as well as the Castro St. and Parkway interchange
- Suggestions to adjust signals for congestion
 - Better detection
 - Synchronized/coordinated signals
 - Shorter signal cycle lengths



"It is packed with traffic. I would rather take local roads."

"Signals are not synchronized – a lot of time spent waiting and people get annoyed."

Improving Street Maintenance

- Heavy truck traffic on the corridor deteriorates pavement quality and creates potholes
- Pedestrians and bicyclists must navigate around garbage and overgrown landscaping on sidewalks and bike lanes
- Desire for more trees, while ensuring overgrown trees that block traffic lights are trimmed



"Need to cut back the trees – you can't see the light until you're just past the bend."

"There is frequently a lot of debris and illegal dumping."

"Would be nice to see more trees, less potholes, and clearer lanes."

"Making the parkway look like it's being cared for will go a long way towards making people feel safe."



MEETING DATE: October 25, 2024

TO: West Contra Costa Transportation Commission

FROM: Coire Reilly, Program Manager

SUBJECT: **Measure J Program 20b (Additional Transportation Services for Seniors and People with Disabilities) Allocation for FY24-25**

REQUESTED ACTION

Approve the FY24-25 allocation of Measure J Program 20b funds, in the amount of \$776,100, to the five West County paratransit operators (East Bay Paratransit Consortium, El Cerrito, San Pablo, Richmond, and WestCAT) for services to supplement those provided under the Measure J Countywide Program 15. This recommendation includes allocating \$16,000 to WCCTC for program administration and pausing on the disbursement of funds to Richmond until the Paratransit Coordinating Council (PPC) has reviewed proposed program changes.

BACKGROUND AND DISCUSSION

Measure J Program 20b, *Additional Transportation for Seniors and People with Disabilities*, provides funding to the five West County paratransit operators (East Bay Paratransit Consortium, El Cerrito, San Pablo, Richmond, and WestCAT) for services to supplement those provided under the Countywide Measure J Program 15. The programming and allocation of Program 15 funds is handled by CCTA, while WCCTC approves Program 20b funds. The original allocation estimate for 20b is \$780,000. CCTA retains some funds for administration and WCCTC is requesting \$16,000 for its own program administration, as has been done in past years. The details of the allocation estimates are found on the attached chart, Attachment A.

Typically, CCTA and WCCTC request claim forms from the operators containing program information. This request was suspended for three years during the pandemic. However, beginning last year, CCTA and WCCTC staff resumed requests for detailed claim forms with performance information and explanations of how operators plan to use Measure J funds in the upcoming year. Staff also requested samples of outreach materials and descriptions of outreach efforts to inform residents about services. These forms are found in Attachment B.

CCTA's PCC reviewed and approved the claim forms for four of the agencies (WestCAT, East Bay, El Cerrito, and San Pablo) at its July 15, 2024, meeting.

Last year, the PCC recommended against allocating funds to the city of Richmond and CCTA used \$32,000 of Richmond's 20b funds to pay for an audit of the program. The audit was conducted by CCTA's consultant, Advanced Mobility Group (AMG) and made a series of recommendations for program improvement. The City of Richmond responded with a detailed

plan to address the audit findings. The Richmond City Council approved this plan at its October 1, 2024, meeting.

Because operators are eager to receive their program disbursements, staff recommends that the Board approve 20b allocations and disbursement to four of the five providers. The PCC has already reviewed these claim forms. Staff expects that the PCC will review Richmond's improvement plan soon, possibly at its November meeting, where it will make a recommendation to CCTA on the allocation of Program 15 funds. To keep Program 15 and Program 20b funding practices in sync, WCCTC staff recommends allocating 20b funds to Richmond but holding off on the disbursement of funds until after the PCC review. WCCTC staff will bring this issue back to the WCCTC Board soon (after the PCC meeting, likely in December) to allow it to consider the disbursement of Richmond's funds.

Since CCTA has not disbursed Program 15 funds, and WCCTC has not disbursed Program 20b funds, to Richmond for one and a half program cycles, these programs have a fund balance. WCCTC staff recommends that the issue of these undisbursed funds be addressed at a future meeting, after the City of Richmond has had an opportunity to implement new program changes.

ATTACHMENTS:

A: CCTA Resolution 24-34-G, Program 20b allocation chart

B: Provider Claim Forms and Richmond Audit Plan (provided on website in meeting calendar)

EXHIBIT 1

PROGRAM: 20b - West County Additional Transportation Services for Seniors and People With Disabilities			FY 2025
Sales Tax Revenue Estimate			\$120,000,000
	%		
Program Revenue Estimate	0.65%		\$780,000
Program Management - CCTA	0.50%	of Program Total	(\$3,900)
Program Management - WCCTC			(\$16,000)
Available for Allocation to Operators (Programmed by WCCTC)			\$760,100
Agency	Coop #	100% Amount	90% Amount
City of Richmond	60.00.07	\$332,602	\$299,342
City of El Cerrito	60.00.06	\$56,755	\$51,080
City of San Pablo	60.00.08	\$101,307	\$91,176
WestCAT	60.00.04	\$115,954	\$104,358
EBPC			
BART	60.00.01	\$47,579	\$42,821
AC Transit	60.00.02	\$105,902	\$95,312
Total Allocation to Operators		\$760,100	\$684,090
Total Allocation to WCCTC (Program Management)		\$16,000	

WestCAT: Western Contra Costa Transit Authority
EBPC: East Bay Paratransit Consortium
BART: Bay Area Rapid Transit District
AC Transit: Alameda – Contra Costa Transit District
WCCTC: West Contra Costa Transportation Commission

MEASURE J, PROGRAM 21B

Coire Reilly
Program Manager

Program Background

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- Created by Measure J in 2004
- Program 21 is Safe Transportation for Children (0.725%)
- The letter “b” refers to West County’s programs
- Program 21 b is the Low-Income Student Bus Pass Program

West Contra Costa Unified School District

3

- 95% of total program
- Free AC Transit or WestCAT monthly passes all school year long
- Started in 2009
- Around \$800,000 annually
- 0.5 WCCUSD FTE (~\$60,000)
- WCCTC oversight (\$16,000)



West Contra Costa Unified School District

4

- ❑ Serves up to 2500 free and reduced lunch students
- ❑ Amassed a reserve in pandemic
- ❑ Opened program up to middle school and charter schools in 2022
- ❑ Could expand more



West Contra Costa Unified School District

5

- ❑ WCCUSD / Middle school - 460
- ❑ WCCUSD / High school - 1740
- ❑ Charters / Middle school - 80
- ❑ Charters / High school - 220



West Contra Costa Unified School District

6

- Handles applications, ticket orders, ticket delivery, troubleshooting with parents and students
- Currently working with temporary staff
- New WCCUSD budget caused staff changes
- Program delayed at beginning of school year
- Working on permanent staff solution

SBPP vs Pass2Class

7

Student Bus Pass Program

- ❑ Administered by WCCUSD
- ❑ High school and middle school students
- ❑ All school year
- ❑ Focus on free and reduced lunch population
- ❑ Funded by Measure J

Pass2Class

- ❑ Run by WCCTC/511 Contra Costa
- ❑ Any student in West County
- ❑ First two months of school
- ❑ Funded by TFCA, BAAQMD/CCTA

John Swett Unified School District

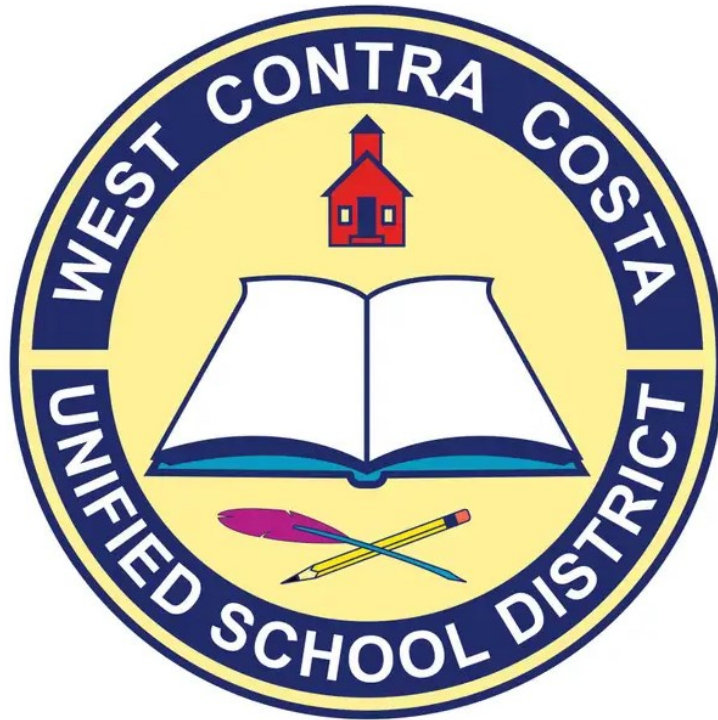
8

- ❑ 5% of total program
- ❑ Subsidizes yellow school bus program
- ❑ Started in 2017
- ❑ Around \$45,000 annually
- ❑ Serves 126 free and reduced lunch students
- ❑ Currently spending down reserve

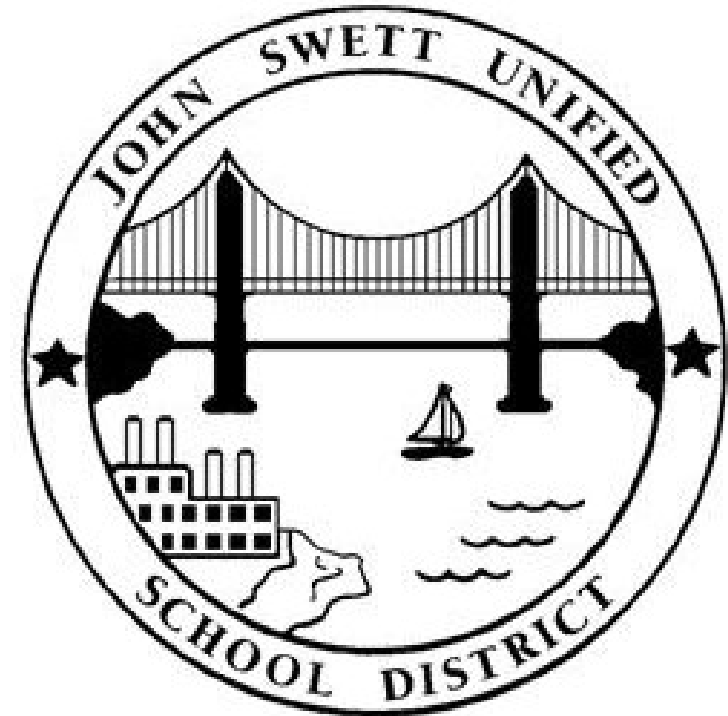


For more information

9



<https://www.wccusd.net/Page/15742>



<https://www.jsusd.org/Page/1642>

Questions?

Coire Reilly
Program Manager



September 27, 2024

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

RE: September 2024 WCCTC Board Meeting Summary

Dear Tim:

The WCCTC Board, at its meeting on September 27, 2024, heard the following information items, which may be of interest to the Authority:

1. Caltrans staff provided an overview of the California Road Charge Program, a pilot effort that's exploring a mileage-based user fee as a possible future alternative to the state gas tax.
2. The City of Richmond's consultant, NCE, gave an update on the I-80 / Central Ave. Interchange Project, Phase 2. The I-80 Central Ave Interchange project is a key priority of Measure J and has also been the recipient of STMP funding from the WCCTC Board.
3. Mo Nasser, with Contra Costa County, provided an update on the San Pablo Avenue Complete Streets Project, which will close a three-mile gap of the San Francisco Bay Trail between Rodeo and Crockett.

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: Tarien Grover, CCTA



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)
ATSP: Accessible Transportation Strategic Plan
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
CBTP: Community Based Transportation Plan
CCTA: Contra Costa Transportation Authority
CEQA: California Environmental Quality Act
CIL: Center for Independent Living
CMAAs: 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
DAA: Design Alternatives Assessment
DEIR: Draft Environmental Impact Report
EBRPD: East Bay Regional Park District
EIR: Environmental Impact Report
EIS: Environmental Impact Statement
EPCs: Equity Priority Communities
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
ITS: Intelligent Transportations System
LOS: Level of Service (traffic)
MOU: Memorandum of Understanding
MPO: Metropolitan Planning Organization

MTC: Metropolitan Transportation Commission
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
RTO: Regional Transportation Objective
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
WCCTC: West Contra Costa Transportation Commission
WETA: Water Emergency Transportation Authority