



El Cerrito

MEETING NOTICE AND AGENDA

DATE & TIME: Friday, July 24, 2015, 8:00 a.m. – 10:00 a.m.

Hercules

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

Pinole

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

Richmond

CONSENT CALENDAR

San Pablo

3. **Minutes of June 26, 2015 Board Meeting.** (Attachment; Recommended Action: *APPROVE*)
4. **Monthly Update on WCCTAC Activities.** (Attachment; Recommended Action: *RECEIVE*)

Contra Costa
County

5. **Financial Reports.** The reports show the Agency's revenues and expenses for June 2015. (Attachment; Recommended Action: *RECEIVE*)
6. **Payment of Invoices over \$10,000.** None (Information Only)

AC Transit

7. **Revised Budget Summary Sheet.** The FY16 budget, approved by the WCCTAC Board in June, contained one error in the Summary Budget sheet on the "Ending Fund Balance" line. The error has been corrected and the revised sheet is attached per the Board's request. (Attachment; Information Only)

BART

8. **Office Space Lease.** Staff is proposing a one-year lease for 600 sq. ft. of adjacent office space. An explanatory staff report is attached. (Attachment; Recommended Action: *APPROVE*)

WestCAT

9. **Measure J BART Funding for Hercules Transit Center improvements.** With support from BART, the City of Hercules is proposing to make safety modifications and other improvements at the Hercules Transit Center, located at the junction of I-80 and S.R. 4. Funding from Measure J, Program 10, *BART Parking, Access, and Other Improvements*, in the amount of \$275,000, is being

requested for this work. The improvements include: an upgrade of the pedestrian crosswalk at Willow Avenue, windscreens, an emergency phone, and an upgrade to the electrical substation that will improve safety and encourage greater use of transit. A request letter from the City of Hercules and a support letter from BART are included (*Attachment; Recommended Action: APPROVE*)

- 10. AC Transit and WestCAT's FY16 Claims for Measure J Additional Bus Service Enhancements.** Measure J, Program 19b, provides dedicated funding to AC Transit & WestCAT to enhance bus service in West County. As determined by WCCTAC, certain conditions beyond the control of the operators may warrant use of the funds to maintain existing service. AC Transit & WestCAT request to use all of the available amounts in FY 16 to fund existing service. Staff affirms that the conditions have been met by both operators for use of the funds and recommends Board approval of both claims. (*Attachments; Recommended Action: APPROVE the 19b Claims for FY16*)

REGULAR AGENDA ITEMS

- 11. Draft Recommendation for the Transportation Expenditure Plan (TEP).** WCCTAC was asked by the Contra Costa Transportation Authority (CCTA) to provide preliminary recommendations for a proposed TEP by July 24, 2015. The proposal from the Advisory Ad Hoc Subcommittee on the TEP is included for the Board's consideration. Staff is seeking Board approval of a recommendation to forward to CCTA. (*John Nemeth-WCCTAC staff; Attachment; Recommended Action: APPROVE a set of recommendations on the TEP to provide to CCTA*)
- 12. Draft Recommendation for the Regional Transportation Plan (RTP).** The Metropolitan Transportation Commission (MTC) is updating the RTP. As part of that process, CCTA has requested that WCCTAC provide updated information about the costs and status of projects in the RTP, and that WCCTAC list any "vision" projects that are desired but won't be part of the financially constrained RTP. At its June meeting, the Board reviewed a draft list of projects. The TAC has now prepared more detailed draft project lists for the Board's consideration. (*Leah Greenblat – WCCTAC Staff; Attachments, Recommended Action: APPROVE project list to provide to CCTA*)
- 13. West County High Capacity Transit Study Update.** The study is underway and the lead consultant, Parsons Brinckerhoff (PB), has developed several draft technical memos for the Board's review. Rebecca Kohlstrand, PB's project manager, will provide the Board with an overview of the work to date which includes the development of draft goals and objectives, a draft communication and outreach plan, a summary and evaluation of prior studies, and the existing and planned transportation network and future land use conditions. (*Leah Greenblat– WCCTAC Staff and Rebecca Kohlstrand-Parsons-Brinckerhoff; Attachments; Recommended Action: Provide feedback*).

- 14. WCCTAC Website Update.** The current WCCTAC website was created in 2006, with some minor additional changes made in 2008. The firm of Moore, Iacofano, Goltsman (MIG), was asked in September 2014 to update the site, in coordination with staff. An early version of the new site was brought to the TAC in April, 2015 for feedback. WCCTAC staff will show the features and abilities of the new site to the Board and is also seeking approval to launch the site. *(Danelle Carey-WCCTAC Staff; No Attachments; Recommended Action: APPROVE WCCTAC website for public launch).*

STANDING ITEMS

15. Board and Staff Comments.

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

16. Other Business.

17. General Information Items

- a. Letter to CCTA Exec. Director with June 26, 2015 Summary of Board Actions
- b. Acronym List

CLOSED SESSION

18. Public Employee Performance Evaluation

(Pursuant to Gov. Code § 54957)

Title: Executive Director

19. Conference with Labor Negotiators

(Pursuant to Gov. Code § 54957.6)

Agency designated representative(s): Chair McCoy and Vice-Chair Abelson

Unrepresented employee: Executive Director, John Nemeth

RETURN TO OPEN SESSION

20. Adjourn. Next meeting is: September 25, 2015 @ 8:00 a.m.

*El Cerrito City Hall Council Chambers, located at
10890 San Pablo Avenue, El Cerrito*

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- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC Board meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.210.5930 prior to the meeting.

- If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.
- Handouts provided at the meeting are available upon request and may also be viewed at WCCTAC's offices.
- Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
- A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.

**West Contra Costa Transportation Advisory Committee
Board of Directors Meeting
Meeting Minutes: June 26, 2015**

MEMBERS PRESENT: Sherry McCoy, Chair (Hercules); Greg Lyman (El Cerrito); Tom Butt (Richmond); Roy Swearingen (Pinole); Aleida Chavez (WestCat); Cecilia Valdez (San Pablo); Zakhary Mallett (BART); John Gioia (County); Joe Wallace (AC Transit).

STAFF PRESENT: John Nemeth, Joanna Pallock, Valerie Jenkins, Leah Greenblat, Ben Reyes (legal counsel)

ACTIONS LISTED BY: Valerie Jenkins

Meeting Called to Order: 8:00 AM

Public Comment: N/A

Item #3. Proclamation Honoring Mr. Eric Odell. Mr. Eric Odell, a resident of Richmond, was Selected by 511 Contra Costa as the Contra Costa County Bike Commuter of the Year. He was recognized by the Board Chair and presented with an award.

CONSENT CALENDAR

Item # 8 pulled from Consent Calendar by *Chair McCoy*;

Motion by *Director Butt* to approve items #4-7; Seconded by *Director Swearingen*; one abstention on Item #4 by *Director Lyman*; passed.

Item #4. Minutes of May 29, 2015 Board Meeting.

Item #5. Monthly Update on WCCTAC Activities.

Item #6. Financial Reports for May 2015.

Item #7. Payment of Invoices over \$10,000.

REGULAR AGENDA ITEMS

| ITEM/DISCUSSION | ACTION |
|---|--|
| Item #8 (moved from Consent Calendar) Letter of Concurrence for WCCTAC Agencies' 2016 STIP Proposals | Motion by <i>Director Lyman</i>; Seconded by <i>Director Swearingen</i>; passed unanimously The Board authorized <i>Chair McCoy</i> and WCCTAC staff to prepare a letter of concurrence to have the Willow Ave / State Route 4 interchange project in Hercules added to the 2016 STIP funding proposals. |

| | |
|--|---|
| <p>Item #9 Final Fiscal Year 2016 Work Program, Budget and Dues</p> | <p>Motion by <i>Director Lyman</i>; Seconded by <i>Director Swearingen</i>; passed unanimously. Approved FY 2016 work program, budget and dues with two changes to the Work Program (1) combine Items C and H; (2) Eliminate column of verbs; Board also requested that staff provide a revised Summary sheets with a correction.</p> |
| <p>Item #10 Regional Transportation Plan (RTP) Update</p> | <p><i>Information Only.</i> <i>Leah Greenblat - WCCTAC Staff</i>, provided a general update on the RTP process. Director Gioia requested that the Richmond Parkway be called out specifically, rather than being lumped in with a broad category.</p> |
| <p>Item #11 Transportation Expenditure Plan (TEP) Update</p> | <p><i>Information Only.</i> <i>John Nemeth - WCCTAC Staff</i>, provided the Board with an overview of the TEP development process, some general consideration for the TEP, and highlights from the Ad Hoc Subcommittee discussions.</p> |
| <p>Item #12 Appoint an Ad Hoc Subcommittee to Facilitate a Performance Evaluation of the Executive Director and to Serve as the Board's Labor Negotiators</p> | <p>Motion by <i>Director Swearingen</i>; seconded by <i>Director Butt</i>; passed unanimously. Board appointed two members (<i>Chair McCoy and Vice-Chair Abelson</i>) to an Ad Hoc Subcommittee to conduct WCCTAC's Executive Director's performance evaluation and serve as the Board's labor negotiators.</p> |

Meeting Adjourned: 9:45 AM

TO: WCCTAC Board

DATE: July 24, 2015

FR: John Nemeth, Executive Director

RE: Monthly Update on WCCTAC Activities – July

BART Capital Needs

On July 15, 2015, BART staff gave a presentation at the CCTA Board Meeting describing the agency's capital needs, which total about \$9.6B. Carter Mau, BART's Assistant General Manager of Administration and Budget, identified the "big 3" needs as: more rail cars, a new train control system, and a new Maintenance Complex in Hayward. Mau noted that much of BART's infrastructure needs to be overhauled and that mechanical problems and delays may become more frequent without a major investment.



Lafayette Station on June 25, 2015 after a service outage forced multiple trains to unload

BART is also experiencing capacity problems on some parts of the system, with considerable crowding inside of trains. According to Mau, new cars and train control would improve capacity (train length + frequency) in West Contra Costa on the Richmond Line by as much as 80%.

To help fund its capital needs, BART is seeking funding from a variety of sources at every level of government. It is also considering putting a bond measure on the ballot in 2016. WCCTAC, other RTPCs, and CCTA are also considering funding for BART in the Transportation Expenditure Plan.

Richmond-San Rafael Bridge Access Improvement Project



In June, MTC and ABAG formally proposed amending the Plan Bay Area and the Transportation Improvement Program (TIP) to add the Richmond-San Rafael Bridge Access Improvement project. Projects cannot be programmed for state or federal funding or implemented unless identified in the long-range plan. Adding this project to the plan will allow it to continue to move forward.

The Richmond-San Rafael Bridge Access Improvement Project aims to reduce traffic congestion and provide bicycle and pedestrian access between Contra Costa and Marin counties by 1) converting the existing shoulder on eastbound I-580 to a peak-period vehicular lane during the weekday evening commute hours between Sir Francis Drake Boulevard (Marin County) and Marine Street (Contra Costa County); and 2) connecting the Bay Trail between Marin and Contra Costa Counties with a separate, 10-foot wide, bi-directional bicycle/pedestrian path on the north side of I-580 adjacent to westbound traffic.

More information can be found at: http://www.mtc.ca.gov/planning/plan_bay_area/.

I-80 ICM Update

In the last two months, Caltrans has completed installation of all sign support structures, including: lane use signs, variable message signs and variable advisory speed signs. Now Caltrans is installing Information display board signs and sign testing is underway. On San Pablo Avenue, project work has included upgrades and repairs to cameras and trailblazer signs. Vehicle detection count stations are being tested and ramp meter installation is complete.

The public information campaign has included the following efforts:

- Coordination between project partners to plan the ribbon cutting for system activation in late 2015; and
- Planning for a media tour of the Caltrans Traffic Management Center in Oakland, prior to system activation, as a continuing public education effort for the public to learn about the SMART Corridor Project and to explain what motorists can expect when the system is activated.

City of Richmond - New Brochure for R-Transit

The City of Richmond's paratransit program recently updated its public outreach materials. The new brochure, below, provides the community with information about the R-Transit services and how to apply to use these services. Brochures are available throughout the City at local senior centers, libraries, and community centers.

How to Register

Interested applicants who meet the eligibility criteria can fill out an application

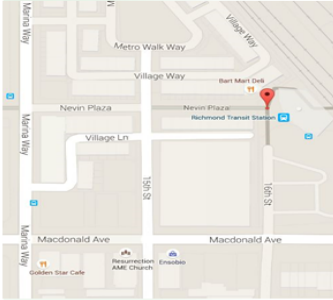
- Online at www.rtransit.com
- In person at the R-Transit Center
- Call 510-307-8026 to request an application by mail.

Easy as 1-2-3

Meet the eligibility criteria? Here are the next steps:

- ⇒ Submit an application to register for services.
- ⇒ Once registered, you are eligible to purchase coupon books.
- ⇒ Reserve your trips.
- ⇒ Ride & Reach your destination safely with R-TRANSIT

Contact Us



Visit Us


R-Transit Center
1600 Nevin Plaza
Richmond, CA 94801

Hours of Operation


Monday - Friday
8:30 am - 5:00 pm
Closed weekends and City holidays

Online 24/7: www.rtransit.com
E-mail: paratransitservices@ci.richmond.ca.us

Phone: 510-307-8026
Fax: 510-307-8080



R-TRANSIT



Connecting People to Places

2017 Regional Transportation Plan (RTP) Update

In order to meet MTC's deadline, CCTA asked each sub-region to provide updated project lists for the 2017 RTP Update by July 24, 2015. At its June meeting, the WCCTAC Board reviewed and provided comment on preliminary lists of projects. The WCCTAC TAC subsequently met again to continue preparing draft final project lists for the Board's consideration at its July meeting. Additional information about the project lists and the update process are available in the staff report accompanying the July meeting agenda.

Transportation Expenditure Plan (TEP)

The WCCTAC Ad Hoc Subcommittee met regularly in June and July to develop a draft set of recommendations for the Transportation Expenditure Plan (TEP) by the July 24, 2015 deadline established by the CCTA. They made use of updated project information developed by the TAC as part of the Regional Transportation Plan Update process.

At the July Board meeting, staff will present the Subcommittee recommendations to the full WCCTAC Board, and will also discuss some considerations provided by the WCCTAC TAC. Staff will forward the Board's final approved recommendations to CCTA after the meeting. On August 10, 2015 the CCTA Expenditure Plan Advisory Committee (EPAC) will meet to review what each RTPC is proposing.

Contra Costa Summit on Healthcare Transitions



WCCTAC staff have been working with Supervisor Gioia's office on transportation issues related to the aftermath of the Doctor's Hospital closure. Recently, staff attended the first countywide Contra Costa Healthcare Transitions Summit on June 25th in Concord.

The conference focused on how patients access health care. *Transportation* was mentioned as one of the top three challenges and highlighted the need for better coordination and mobility options. The Summit was designed to inform a variety of organization on how to better serve patients. Future workshops are being planned to address specific topics, including transportation.

West County High Capacity Transit Study

Progress on the West County High Capacity Transit study is progressing rapidly. To date, the consultant team has produced several draft technical memos on the following topics: goals and objectives, a communications and outreach plan, a review of past and ongoing studies, and existing and planned transportation and land use networks. The WCCTAC TAC and a Study Management Team composed of the local transit operators and CCTA staff meets monthly to review and provide feedback on draft documents. At the July Board meeting, the project consultant from Parsons Brinkerhoff will present the work to date and seek input from the Board. Additional information about the study is available in the staff report accompanying the July Board meeting agenda.

SolTrans Goes “BOGO”



511 Contra Costa and Solano County Transit (“SolTrans”) formed a partnership to promote a commuter bus program called “BOGO” (Buy One Get One). The program aims to reduce the number of single occupant vehicles in the I-80 and I-680 corridors. The program offers commuters, who normally drive alone to work, the opportunity to try transit by purchasing one monthly pass and getting an

additional pass for free. This promotion runs from July 1, 2015- June 30, 2016, while supplies last. SolTrans will place the bus card image, shown above, on all of its express buses. Information about the program criteria is available at www.soltransride.com.

Youth Clipper Card, Back-to School Essentials!

WCCTAC/511 Contra Costa, the West Contra Costa Unified School District (WCCUSD), and AC Transit have partnered to simplify the Youth Clipper application process and create awareness in West County. Starting this upcoming school year, students in the WCCUSD are now able to submit their Youth Clipper applications to their school’s front office without the hassle of providing a photo.

The outreach campaign for Youth Clipper will begin during the “Back to School” period of on-site orientations and community outreach efforts conducted by AC Transit’s Street Team staff. There will also be a cross promotion of Youth Clipper through the TDM’s Pass 2 Class and the WCCTAC/WCCUSD Student Bus Pass Program (SBPP). Students who don’t qualify for the SBPP and/or students who “try transit” through the TDM “Pass 2 Class” program can benefit from reduced fares offered through Youth Clipper. For more information on Clipper and AC Transit, visit www.actransit.org or call 511 (and say “AC Transit”).



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| | Current Period Actuals | Original Budget | Net Budget Adjustments | YTD Budget | YTD Actuals | YTD Variance | Encumbered Amount | Available Amount |
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* Report Contains Filters

Salary and Benefits

| | | | | | | | | |
|--------------------------------------|---------------|----------------|----------|----------------|----------------|--------------|----------|--------------|
| 41000. Salary | 31,318 | 241,780 | 0 | 241,780 | 219,817 | 21,963 | 0 | 21,963 |
| 41002. Overtime | 67 | 0 | 0 | 0 | 133 | -133 | 0 | -133 |
| 41105. Workers Compensation | 1,727 | 8,668 | 0 | 8,668 | 2,678 | 5,990 | 0 | 5,990 |
| 41200. PERS Retirement | 4,653 | 33,388 | 0 | 33,388 | 36,847 | -3,459 | 0 | -3,459 |
| 41310. Medical Insurance | 8,334 | 38,525 | 0 | 38,525 | 48,703 | -10,178 | 0 | -10,178 |
| 41311. Health Insurance Retirees | 277 | 1,926 | 0 | 1,926 | 3,489 | -1,563 | 0 | -1,563 |
| 41400. Dental Insurance | 660 | 3,853 | 0 | 3,853 | 4,093 | -240 | 0 | -240 |
| 41500. Vision Care | 0 | 963 | 0 | 963 | 1,970 | -1,007 | 0 | -1,007 |
| 41800. LTD Insurance | 337 | 112 | 0 | 112 | 1,820 | -1,708 | 0 | -1,708 |
| 41900. Medicare | 447 | 3,291 | 0 | 3,291 | 2,903 | 388 | 0 | 388 |
| 41903. Employee Assistance Program | 0 | 1,284 | 0 | 1,284 | 19 | 1,265 | 0 | 1,265 |
| 41904. Life Insurance | 77 | 401 | 0 | 401 | 431 | -30 | 0 | -30 |
| 41911. Liability Insurance | (5,451) | 3,724 | 0 | 3,724 | 4,055 | -331 | 0 | -331 |
| 41912. Unemployment | 0 | 0 | 0 | 0 | 2,728 | -2,728 | 0 | -2,728 |
| Sub Total Salary and Benefits | 42,446 | 337,915 | 0 | 337,915 | 329,686 | 8,229 | 0 | 8,229 |

Service and Supplies

| | | | | | | | | |
|---------------------------------------|---------------|----------------|----------|----------------|----------------|---------------|----------|---------------|
| 43500. Program Costs & Supplies | 12 | 4,500 | 0 | 4,500 | 5,419 | -919 | 0 | -919 |
| 43520. Copies/Printing/Shipping/Xerox | 1,489 | 5,000 | 0 | 5,000 | 1,437 | 3,563 | 0 | 3,563 |
| 43530. Office Furn & Equip <\$5000 | 1,917 | 15,500 | 0 | 15,500 | 18,552 | -3,052 | 0 | -3,052 |
| 43600. Professional Services | 10,750 | 76,560 | 0 | 76,560 | 61,177 | 15,383 | 0 | 15,383 |
| 43900. Rent/Building | 1,940 | 12,954 | 0 | 12,954 | 16,918 | -3,964 | 0 | -3,964 |
| 44000. Special Department Expenses | (569) | 11,800 | 0 | 11,800 | 11,307 | 493 | 0 | 493 |
| 44320. Training/Travel Staff | 1,013 | 4,000 | 0 | 4,000 | 2,850 | 1,150 | 0 | 1,150 |
| Sub Total Service and Supplies | 16,553 | 130,314 | 0 | 130,314 | 117,659 | 12,655 | 0 | 12,655 |

| | Current Period Actuals | Original Budget | Net Budget Adjustments | YTD Budget | YTD Actuals | YTD Variance | Encumbered Amount | Available Amount |
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* Report Contains Filters

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| Report Total : | 58,999 | 468,229 | 0 | 468,229 | 447,345 | 20,884 | 0 | 20,884 |
|----------------|--------|---------|---|---------|---------|--------|---|--------|

Selected Filters

GAAP Category
Include - Expenses

| | Current Period Actuals | Original Budget | Net Budget Adjustments | YTD Budget | YTD Actuals | YTD Variance | Encumbered Amount | Available Amount |
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* Report Contains Filters

Salary and Benefits

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|--------------------------------------|---------------|----------------|----------|----------------|----------------|---------------|----------|---------------|
| 41000. Salary | 24,919 | 207,373 | 0 | 207,373 | 203,532 | 3,841 | 0 | 3,841 |
| 41002. Overtime | 266 | 0 | 0 | 0 | 885 | -885 | 0 | -885 |
| 41105. Workers Compensation | 1,772 | 4,936 | 0 | 4,936 | 2,723 | 2,213 | 0 | 2,213 |
| 41200. PERS Retirement | 5,089 | 41,374 | 0 | 41,374 | 41,362 | 12 | 0 | 12 |
| 41310. Medical Insurance | 9,385 | 45,729 | 0 | 45,729 | 60,388 | -14,659 | 0 | -14,659 |
| 41400. Dental Insurance | 823 | 4,283 | 0 | 4,283 | 5,214 | -931 | 0 | -931 |
| 41500. Vision Care | 0 | 1,089 | 0 | 1,089 | 0 | 1,089 | 0 | 1,089 |
| 41800. LTD Insurance | 202 | 1,016 | 0 | 1,016 | 1,251 | -235 | 0 | -235 |
| 41900. Medicare | 356 | 2,831 | 0 | 2,831 | 2,889 | -58 | 0 | -58 |
| 41903. Employee Assistance Program | 0 | 1,161 | 0 | 1,161 | 29 | 1,132 | 0 | 1,132 |
| 41904. Life Insurance | 51 | 436 | 0 | 436 | 312 | 124 | 0 | 124 |
| 41911. Liability Insurance | 1,952 | 3,724 | 0 | 3,724 | 4,010 | -286 | 0 | -286 |
| Sub Total Salary and Benefits | 44,815 | 313,952 | 0 | 313,952 | 322,596 | -8,644 | 0 | -8,644 |

Service and Supplies

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|---------------------------------------|--------------|----------------|----------|----------------|----------------|---------------|----------|---------------|
| 43500. Program Costs & Supplies | 0 | 3,750 | 0 | 3,750 | 2,081 | 1,669 | 0 | 1,669 |
| 43502. TDM Postage | 0 | 7,046 | 0 | 7,046 | 803 | 6,243 | 0 | 6,243 |
| 43520. Copies/Printing/Shipping/Xerox | 1,789 | 9,180 | 0 | 9,180 | 4,155 | 5,025 | 0 | 5,025 |
| 43600. Professional Services | (17,851) | 57,560 | 0 | 57,560 | 43,694 | 13,866 | 0 | 13,866 |
| 43900. Rent/Building | (82) | 12,954 | 0 | 12,954 | 16,990 | -4,036 | 0 | -4,036 |
| 44000. Special Department Expenses | 21,373 | 87,010 | 0 | 87,010 | 72,379 | 14,631 | 0 | 14,631 |
| 44320. Training/Travel Staff | 122 | 3,000 | 0 | 3,000 | 2,752 | 248 | 0 | 248 |
| Sub Total Service and Supplies | 5,351 | 180,500 | 0 | 180,500 | 142,855 | 37,645 | 0 | 37,645 |

| | | | | | | | | |
|----------------|--------|---------|---|---------|---------|--------|---|--------|
| Report Total : | 50,166 | 494,452 | 0 | 494,452 | 465,451 | 29,001 | 0 | 29,001 |
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| | Current Period Actuals | Original Budget | Net Budget Adjustments | YTD Budget | YTD Actuals | YTD Variance | Encumbered Amount | Available Amount |
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* Report Contains Filters

Selected Filters

GAAP Category
Include - Expenses

| | Current Period Actuals | Original Budget | Net Budget Adjustments | YTD Budget | YTD Actuals | YTD Variance | Encumbered Amount | Available Amount |
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* Report Contains Filters

Salary and Benefits

| | | | | | | | | |
|--------------------------------------|----------|--------------|----------|--------------|--------------|----------|----------|----------|
| 41000. Salary | 0 | 2,400 | 0 | 2,400 | 2,033 | 367 | 0 | 367 |
| 41200. PERS Retirement | 0 | 0 | 0 | 0 | 127 | -127 | 0 | -127 |
| 41310. Medical Insurance | 0 | 0 | 0 | 0 | 176 | -176 | 0 | -176 |
| 41400. Dental Insurance | 0 | 0 | 0 | 0 | 14 | -14 | 0 | -14 |
| 41800. LTD Insurance | 0 | 0 | 0 | 0 | 17 | -17 | 0 | -17 |
| 41900. Medicare | 0 | 0 | 0 | 0 | 29 | -29 | 0 | -29 |
| 41904. Life Insurance | 0 | 0 | 0 | 0 | 4 | -4 | 0 | -4 |
| Sub Total Salary and Benefits | 0 | 2,400 | 0 | 2,400 | 2,400 | 0 | 0 | 0 |

Service and Supplies

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|---------------------------------------|--------------|----------------|----------|----------------|---------------|---------------|----------|---------------|
| 43600. Professional Services | 2,199 | 124,795 | 0 | 124,795 | 33,771 | 91,024 | 0 | 91,024 |
| Sub Total Service and Supplies | 2,199 | 124,795 | 0 | 124,795 | 33,771 | 91,024 | 0 | 91,024 |

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|----------------|-------|---------|---|---------|--------|--------|---|--------|
| Report Total : | 2,199 | 127,195 | 0 | 127,195 | 36,171 | 91,024 | 0 | 91,024 |
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Selected Filters

GAAP Category
Include - Expenses

| | Current Period Actuals | Original Budget | Net Budget Adjustments | YTD Budget | YTD Actuals | YTD Variance | Encumbered Amount | Available Amount |
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* Report Contains Filters

Service and Supplies

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|---------------------------------------|----------|----------------|----------|----------------|---------------|---------------|----------|---------------|
| 43600. Professional Services | 0 | 0 | 0 | 0 | 70,462 | -70,462 | 0 | -70,462 |
| 44000. Special Department Expenses | 0 | 122,318 | 0 | 122,318 | 0 | 122,318 | 0 | 122,318 |
| Sub Total Service and Supplies | 0 | 122,318 | 0 | 122,318 | 70,462 | 51,856 | 0 | 51,856 |

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| Report Total : | 0 | 122,318 | 0 | 122,318 | 70,462 | 51,856 | 0 | 51,856 |
|----------------|---|---------|---|---------|--------|--------|---|--------|

Selected Filters

GAAP Category
Include - Expenses

WCCTAC FY 2015-2016 BUDGET
Summary of All Accounts

| Activity | Actual FY 2013-14 | Original FY 2014-15 | Amended FY 2014-15 (no change) | Estimated FY 2014-15 | Proposed FY 2015-16 | Note |
|---|----------------------|------------------------|--------------------------------------|-------------------------|------------------------|------|
| REVENUES | | | | | | |
| 33403 Grants | 425,159 | 554,451 | 554,451 | 494,451 | 609,445 | |
| 34010 STMP Administration | - | 2,400 | 2,400 | 2,400 | 10,000 | |
| 34111 Member Contributions | 265,460 | 388,684 | 388,684 | 388,684 | 388,684 | |
| 343xx STMP Fees | 181,896 | 253,047 | 253,047 | 633,900 | 1,066,650 | |
| 36102 Interest | 5,092 | 3,800 | 3,800 | 4,350 | 3,700 | |
| 39906 Other Revenue | 60,195 | 62,318 | 62,318 | 141,771 | 1,065,000 | (a) |
| TOTAL REVENUES | 937,802 | 1,264,700 | 1,264,700 | 1,665,556 | 3,143,479 | (b) |
| EXPENSES | | | | | | |
| Salary, Benefits & Insurance | | | | | | |
| 41000s Salary & Benefits | 453,189 | 646,819 | 646,819 | 639,424 | 713,438 | (c) |
| 41911 Liability Insurance | 11,982 | 7,448 | 7,448 | 8,110 | 8,110 | |
| Total Salaries, Benefits & Insurance | 465,171 | 654,267 | 654,267 | 647,534 | 721,548 | |
| Professional Services | | | | | | |
| 43600 Professional Services | 297,454 | 258,915 | 258,915 | 168,839 | 112,094 | |
| Financial and IT Services | 34,608 | 53,520 | 53,520 | 40,879 | 36,334 | |
| Audit | 19,641 | 10,000 | 10,000 | 9,650 | 11,000 | |
| Studies/Surveys | - | 3,000 | 3,000 | - | - | |
| Attorney Services | 10,213 | 15,000 | 15,000 | 15,516 | 16,000 | |
| Web Site Overhaul | - | 13,600 | 13,600 | 9,936 | - | |
| IT Set-up (move and server) | - | 17,000 | 17,000 | 13,337 | - | |
| Moving Costs | - | 2,000 | 2,000 | 1,658 | - | |
| Accounting Services | 71,401 | 15,000 | 15,000 | 9,876 | 12,000 | |
| Recruitment Costs | 15,430 | - | - | - | - | |
| Contract Staffing | - | 5,000 | 5,000 | - | 36,760 | |
| Interim ED | 52,258 | - | - | - | - | |
| Regional Studies / Projects | - | - | - | - | - | |
| Misc. STMP Projects | 72,307 | 124,795 | 124,795 | 64,438 | - | |
| Other | 21,596 | - | - | 1,146 | - | |
| Total Professional Services | 297,454 | 258,915 | 258,915 | 168,840 | 112,094 | (d) |
| Special Expenses (Project / Program Funding) | | | | | | |
| 44000 Special Dept. Expense | 45,524 | 221,128 | 221,128 | 230,216 | 1,746,774 | |
| TDM Incentives / Marketing | 44,779 | 87,010 | 87,010 | 78,654 | 153,974 | |
| TDM Studies | - | - | - | - | 15,000 | |
| STMP Nexus Study, Strategic Plan | - | - | - | - | 125,000 | |
| Misc. STMP Project Funding | - | - | - | - | 375,000 | |
| Comm Based Transportation Plan | - | 60,000 | 60,000 | - | - | |
| Student Bus Pass Program | - | 62,318 | 62,318 | 69,771 | 65,000 | |
| Polling Effort - EMC Research | - | - | - | 72,000 | - | |
| High Capacity Transit Study | - | - | - | - | 1,000,000 | |
| Contingency | 745 | 10,000 | 10,000 | 8,502 | 10,000 | |
| Reserve | - | 1,800 | 1,800 | 1,288 | 2,800 | |
| Total Special Expenses | 45,524 | 221,128 | 221,128 | 230,216 | 1,746,774 | (e) |
| Travel & Training | | | | | | |
| 44320 Travel/Training | 5,238 | 7,000 | 7,000 | 6,234 | 7,339 | |
| Total Travel/Training | 5,238 | 7,000 | 7,000 | 6,234 | 7,339 | |
| Office Expenses & Supplies | | | | | | |
| 43500 Office Supplies, Postage | 8,356 | 8,250 | 8,250 | 8,067 | 10,500 | |
| 43501 TDM Printing | 14,260 | - | - | - | - | |
| 43502 TDM Postage | 28 | 7,046 | 7,046 | 1,559 | 7,123 | |
| 43520 Printing, Copier Lease | 1,352 | 14,180 | 14,180 | 5,497 | 12,690 | |
| 43530 Furniture, Equipment | - | 15,500 | 15,500 | 21,365 | 2,000 | |
| 43900 Rent/Building | 19,869 | 25,908 | 25,908 | 35,001 | 38,575 | |
| Total Office Exp & Supplies | 43,865 | 70,884 | 70,884 | 71,489 | 71,388 | |
| TOTAL EXPENSES | 857,252 | 1,212,194 | 1,212,194 | 1,124,312 | 2,659,143 | |
| REVENUES - EXPENSES | 80,550 | 52,506 | 52,506 | 541,244 | 484,336 | |

Beginning Fund Balance 2,183,150
Ending Fund Balance 2,667,486

Notes:

- (a) Large increase in other revenue category is based on contributions to the High Capacity Transit Study by partner agencies
- (b) Revenue assumptions: FY16 dues same as FY15, improving STMP receipts, additional TDM funds, grants for High Capacity Transit Study.
- (c) Salary & benefit assumptions: proposed COLA increase of 2.5%, some merit-based increases.
- (d) Fewer one time costs in FY16 given conclusion of office move; program/project funds now accounted for in Special Expenses.
- (e) Higher budget for FY16 includes High Capacity Transit Study, broadened TDM activity, and a potential STMP Nexus Study and Strategic Plan.

See also the notes in the attached detail sheets by account.

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TO: WCCTAC Board

DATE: July 24, 2014

FR: John Nemeth, Executive Director

RE: Office Space Lease

REQUESTED ACTION

APPROVE the attached one-year lease for supplemental office space.

BACKGROUND AND DISCUSSION

WCCTAC currently pays \$1,959 monthly to rent 1,381 sq. ft. of space (\$1.42 per sq. ft.). In 2014 WCCTAC was offered, but declined, an additional and physically-connected 600 square feet. Over the past year that space has remained unrented. The landlord has invited WCCTAC on a number of occasions to consider leasing the space, and is now offering a lower price.

The space offers several benefits for WCCTAC at this time. First, it would allow for a space to accommodate a contracted, part-time TDM assistant. The recently adopted FY16 TDM budget includes unspent and re-programmed funds from previous years that will allow for more program activities, like employer and community outreach and installation of bike racks and EV charging stations. Given the extra work load, a TDM assistant was included in the budget.

The second benefit of the space is that it would allow WCCTAC to forego renewal of its off-site storage locker, which mainly houses TDM Program materials.

Additionally, the space could be used for periodic meetings. WCCTAC currently does not have a conference space that fits more than five people. Having in-house storage and meeting space would save staff time, and reduce travel costs. Since staff are leery of going the storage locker alone, a visit often requires two staff members. Lastly, the new space adds the convenience of a second restroom.

FISCAL IMPACT

The landlord is now offering the adjacent space at \$700 per month (\$1.17 per sq. ft.). Staff believes this is the lowest price the landlord is willing to accept for the space, having offered lesser amounts in the past. A one year lease starting on August 1 would cost \$7,000 in FY16, and \$1,400 in FY17. WCCTAC included \$6,000 in the FY16 TDM budget for the possible TDM-focused space. If we proceed with a lease, we would need to use \$1,000 from our flexible \$10,000 WCCTAC Operations "Special Department Expense" contingency fund to make up the difference.

Use of the space would save WCCTAC \$1,120 in storage locker costs in FY16 and \$244 in FY17. WCCTAC currently has an extra laptop, table, chair and file cabinets that a TDM assistant can use. The furniture is actually already being stored in the adjacent office space with the permission of the owner. To make the space usable for larger meetings, WCCTAC would need to purchase folding chairs and tables which could require an additional expense of \$500-\$1,000 from the contingency fund. Staff is not proposing to use the space for Board meetings at this time.

Attachments:

- a. Proposed Lease



COMMERCIAL LEASE AGREEMENT

(C.A.R. Form CL, Revised 4/13)

Date (For reference only): July 10, 2015

BSG Investments

("Landlord") and

West Contra Costa Transportation Advisory Committee

("Tenant") agree as follows:

1. **PROPERTY:** Landlord rents to Tenant and Tenant rents from Landlord, the real property and improvements described as: 6333 Potrero Avenue, El Cerrito, California 94530 ("Premises"), which comprise approximately 12.000 % of the total square footage of rentable space in the entire property. See exhibit _____ for a further description of the Premises.
2. **TERM:** The term begins on (date) August 1, 2015 ("Commencement Date"), (Check A or B):
 - ☐ A. **Lease:** and shall terminate on (date) July 31, 2016 at 5:00 ☐ AM ☒ PM. Any holding over after the term of this agreement expires, with Landlord's consent, shall create a month-to-month tenancy that either party may terminate as specified in paragraph 2B. Rent shall be at a rate equal to the rent for the immediately preceding month, payable in advance. All other terms and conditions of this agreement shall remain in full force and effect.
 - ☐ B. **Month-to-month:** and continues as a month-to-month tenancy. Either party may terminate the tenancy by giving written notice to the other at least 30 days prior to the intended termination date, subject to any applicable laws. Such notice may be given on any date.
 - ☐ C. **RENEWAL OR EXTENSION TERMS:** See attached addendum _____.
3. **BASE RENT:**
 - A. Tenant agrees to pay Base Rent at the rate of (CHECK ONE ONLY):
 - ☐ (1) \$ _____ per month, for the term of the agreement.
 - ☐ (2) \$ _____ per month, for the first 12 months of the agreement. Commencing with the 13th month, and upon expiration of each 12 months thereafter, rent shall be adjusted according to any increase in the U.S. Consumer Price Index of the Bureau of Labor Statistics of the Department of Labor for All Urban Consumers ("CPI") for _____ (the city nearest the location of the Premises), based on the following formula: Base Rent will be multiplied by the most current CPI preceding the first calendar month during which the adjustment is to take effect, and divided by the most recent CPI preceding the Commencement Date. In no event shall any adjusted Base Rent be less than the Base Rent for the month immediately preceding the adjustment. If the CPI is no longer published, then the adjustment to Base Rent shall be based on an alternate index that most closely reflects the CPI.
 - ☒ (3) \$ 700.00 per month for the period commencing August 1, 2015 and ending July 31, 2016 and \$ _____ per month for the period commencing _____ and ending _____ and \$ _____ per month for the period commencing _____ and ending _____.
 - ☐ (4) In accordance with the attached rent schedule.
 - ☐ (5) Other: _____.
 - B. Base Rent is payable in advance on the 1st (or ☐ _____) day of each calendar month, and is delinquent on the next day.
 - C. If the Commencement Date falls on any day other than the first day of the month, Base Rent for the first calendar month shall be prorated based on a 30-day period. If Tenant has paid one full month's Base Rent in advance of Commencement Date, Base Rent for the second calendar month shall be prorated based on a 30-day period.
4. **RENT:**
 - A. Definition: ("Rent") shall mean all monetary obligations of Tenant to Landlord under the terms of this agreement, except security deposit.
 - B. Payment: Rent shall be paid to (Name) BSG Investments at (address) 6333 Potrero Avenue Suite 200, El Cerrito, California 94530, or at any other location specified by Landlord in writing to Tenant.
 - C. Timing: Base Rent shall be paid as specified in paragraph 3. All other Rent shall be paid within 30 days after Tenant is billed by Landlord.
5. **EARLY POSSESSION:** Tenant is entitled to possession of the Premises on _____. If Tenant is in possession prior to the Commencement Date, during this time (i) Tenant is not obligated to pay Base Rent, and (ii) Tenant ☐ is ☐ is not obligated to pay Rent other than Base Rent. Whether or not Tenant is obligated to pay Rent prior to Commencement Date, Tenant is obligated to comply with all other terms of this agreement.
6. **SECURITY DEPOSIT:**
 - A. Tenant agrees to pay Landlord \$ 700.00 as a security deposit. Tenant agrees not to hold Broker responsible for its return. (IF CHECKED:) ☐ If Base Rent increases during the term of this agreement, Tenant agrees to increase security deposit by the same proportion as the increase in Base Rent.
 - B. All or any portion of the security deposit may be used, as reasonably necessary, to: (i) cure Tenant's default in payment of Rent, late charges, non-sufficient funds ("NSF") fees, or other sums due; (ii) repair damage, excluding ordinary wear and tear, caused by Tenant or by a guest or licensee of Tenant; (iii) broom clean the Premises, if necessary, upon termination of tenancy; and (iv) cover any other unfulfilled obligation of Tenant. **SECURITY DEPOSIT SHALL NOT BE USED BY TENANT IN LIEU OF PAYMENT OF LAST MONTH'S RENT.** If all or any portion of the security deposit is used during tenancy, Tenant agrees to reinstate the total security deposit within 5 days after written notice is delivered to Tenant. Within 30 days after Landlord receives possession of the Premises, Landlord shall: (i) furnish Tenant an itemized statement indicating the amount of any security deposit received and the basis for its disposition, and (ii) return any remaining portion of security deposit to Tenant. However, if the Landlord's only claim upon the security deposit is for unpaid Rent, then the remaining portion of the security deposit, after deduction of unpaid Rent, shall be returned within 14 days after the Landlord receives possession.
 - C. No interest will be paid on security deposit, unless required by local ordinance.

Landlord's Initials (_____) (_____)

Tenant's Initials (_____) (_____)

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CL REVISED 4/13 (PAGE 1 of 6)

Reviewed by _____ Date _____



COMMERCIAL LEASE AGREEMENT (CL PAGE 1 OF 6)

7. PAYMENTS:

| | <u>TOTAL DUE</u> | <u>PAYMENT RECEIVED</u> | <u>BALANCE DUE</u> | <u>DUE DATE</u> |
|---|--------------------|-------------------------|--------------------|-------------------|
| A. Rent: From <u>08/01/2015</u> To <u>08/31/2015</u> Date Date | \$ <u>700.00</u> | \$ _____ | \$ <u>700.00</u> | <u>08/03/2015</u> |
| B. Security Deposit | \$ <u>700.00</u> | \$ _____ | \$ <u>700.00</u> | <u>08/03/2015</u> |
| C. Other: _____ Category | \$ _____ | \$ _____ | \$ _____ | _____ |
| D. Other: _____ Category | \$ _____ | \$ _____ | \$ _____ | _____ |
| E. Total: | \$ <u>1,400.00</u> | \$ _____ | \$ <u>1,400.00</u> | |

8. **PARKING:** Tenant is entitled to _____ unreserved and _____ reserved vehicle parking spaces. The right to parking ☐ is ☐ is not included in the Base Rent charged pursuant to paragraph 3. If not included in the Base Rent, the parking rental fee shall be an additional \$ _____ per month. Parking space(s) are to be used for parking operable motor vehicles, except for trailers, boats, campers, buses or trucks (other than pick-up trucks). Tenant shall park in assigned space(s) only. Parking space(s) are to be kept clean. Vehicles leaking oil, gas or other motor vehicle fluids shall not be parked in parking spaces or on the Premises. Mechanical work or storage of inoperable vehicles is not allowed in parking space(s) or elsewhere on the Premises. No overnight parking is permitted.
9. **ADDITIONAL STORAGE:** Storage is permitted as follows: N/A
The right to additional storage space ☐ is ☐ is not included in the Base Rent charged pursuant to paragraph 3. If not included in Base Rent, storage space shall be an additional \$ _____ per month. Tenant shall store only personal property that Tenant owns, and shall not store property that is claimed by another, or in which another has any right, title, or interest. Tenant shall not store any improperly packaged food or perishable goods, flammable materials, explosives, or other dangerous or hazardous material. Tenant shall pay for, and be responsible for, the clean-up of any contamination caused by Tenant's use of the storage area.
10. **LATE CHARGE; INTEREST; NSF CHECKS:** Tenant acknowledges that either late payment of Rent or issuance of a NSF check may cause Landlord to incur costs and expenses, the exact amount of which are extremely difficult and impractical to determine. These costs may include, but are not limited to, processing, enforcement and accounting expenses, and late charges imposed on Landlord. If any installment of Rent due from Tenant is not received by Landlord within **5 calendar days** after date due, or if a check is returned NSF, Tenant shall pay to Landlord, respectively, \$ 100.00 as late charge, plus 10% interest per annum on the delinquent amount and \$25.00 as a NSF fee, any of which shall be deemed additional Rent. Landlord and Tenant agree that these charges represent a fair and reasonable estimate of the costs Landlord may incur by reason of Tenant's late or NSF payment. Any late charge, delinquent interest, or NSF fee due shall be paid with the current installment of Rent. Landlord's acceptance of any late charge or NSF fee shall not constitute a waiver as to any default of Tenant. Landlord's right to collect a Late Charge or NSF fee shall not be deemed an extension of the date Rent is due under paragraph 4, or prevent Landlord from exercising any other rights and remedies under this agreement, and as provided by law.
11. **CONDITION OF PREMISES:** Tenant has examined the Premises and acknowledges that Premise is clean and in operative condition, with the following exceptions: _____
Items listed as exceptions shall be dealt with in the following manner: _____
12. **ZONING AND LAND USE:** Tenant accepts the Premises subject to all local, state and federal laws, regulations and ordinances ("Laws"). Landlord makes no representation or warranty that Premises are now or in the future will be suitable for Tenant's use. Tenant has made its own investigation regarding all applicable Laws.
13. **TENANT OPERATING EXPENSES:** Tenant agrees to pay for all utilities and services directly billed to Tenant for the entire downstairs space.
14. **PROPERTY OPERATING EXPENSES:**
A. Tenant agrees to pay its proportionate share of Landlord's estimated monthly property operating expenses, including but not limited to, common area maintenance, consolidated utility and service bills, insurance, and real property taxes, based on the ratio of the square footage of the Premises to the total square footage of the rentable space in the entire property. _____
- OR B. ☒ (If checked) Paragraph 14 does not apply.
15. **USE:** The Premises are for the sole use as Office Use
No other use is permitted without Landlord's prior written consent. If any use by Tenant causes an increase in the premium on Landlord's existing property insurance, Tenant shall pay for the increased cost. Tenant will comply with all Laws affecting its use of the Premises.
16. **RULES/REGULATIONS:** Tenant agrees to comply with all rules and regulations of Landlord (and, if applicable, Owner's Association) that are at any time posted on the Premises or delivered to Tenant. Tenant shall not, and shall ensure that guests and licensees of Tenant do not, disturb, annoy, endanger, or interfere with other tenants of the building or neighbors, or use the Premises for any unlawful purposes, including, but not limited to, using, manufacturing, selling, storing, or transporting illicit drugs or other contraband, or violate any law or ordinance, or committing a waste or nuisance on or about the Premises.
17. **MAINTENANCE:**
A. Tenant OR ☒ (If checked, Landlord) shall professionally maintain the Premises including heating, air conditioning, electrical, plumbing and water systems, if any, and keep glass, windows and doors in operable and safe condition. Unless Landlord is checked, if Tenant fails to maintain the Premises, Landlord may contract for or perform such maintenance, and charge Tenant for Landlord's cost.
B. Landlord OR ☐ (If checked, Tenant) shall maintain the roof, foundation, exterior walls, common areas and _____

Landlord's Initials (_____) (_____)

Tenant's Initials (_____) (_____)

Reviewed by _____ Date _____



- 18. ALTERATIONS:** Tenant shall not make any alterations in or about the Premises, including installation of trade fixtures and signs, without Landlord's prior written consent, which shall not be unreasonably withheld. Any alterations to the Premises shall be done according to Law and with required permits. Tenant shall give Landlord advance notice of the commencement date of any planned alteration, so that Landlord, at its option, may post a Notice of Non-Responsibility to prevent potential liens against Landlord's interest in the Premises. Landlord may also require Tenant to provide Landlord with lien releases from any contractor performing work on the Premises.
- 19. GOVERNMENT IMPOSED ALTERATIONS:** Any alterations required by Law as a result of Tenant's use shall be Tenant's responsibility. Landlord shall be responsible for any other alterations required by Law.
- 20. ENTRY:** Tenant shall make Premises available to Landlord or Landlord's agent for the purpose of entering to make inspections, necessary or agreed repairs, alterations, or improvements, or to supply necessary or agreed services, or to show Premises to prospective or actual purchasers, tenants, mortgagees, lenders, appraisers, or contractors. Landlord and Tenant agree that 24 hours notice (oral or written) shall be reasonable and sufficient notice. In an emergency, Landlord or Landlord's representative may enter Premises at any time without prior notice.
- 21. SIGNS:** Tenant authorizes Landlord to place a FOR SALE sign on the Premises at any time, and a FOR LEASE sign on the Premises within the 90 (or ☐) day period preceding the termination of the agreement.
- 22. SUBLETTING/ASSIGNMENT:** Tenant shall not sublet or encumber all or any part of Premises, or assign or transfer this agreement or any interest in it, without the prior written consent of Landlord, which shall not be unreasonably withheld. Unless such consent is obtained, any subletting, assignment, transfer, or encumbrance of the Premises, agreement, or tenancy, by voluntary act of Tenant, operation of law, or otherwise, shall be null and void, and, at the option of Landlord, terminate this agreement. Any proposed sublessee, assignee, or transferee shall submit to Landlord an application and credit information for Landlord's approval, and, if approved, sign a separate written agreement with Landlord and Tenant. Landlord's consent to any one sublease, assignment, or transfer, shall not be construed as consent to any subsequent sublease, assignment, or transfer, and does not release Tenant of Tenant's obligation under this agreement.
- 23. POSSESSION:** If Landlord is unable to deliver possession of Premises on Commencement Date, such date shall be extended to the date on which possession is made available to Tenant. However, the expiration date shall remain the same as specified in paragraph 2. If Landlord is unable to deliver possession within 60 (or ☐) calendar days after the agreed Commencement Date, Tenant may terminate this agreement by giving written notice to Landlord, and shall be refunded all Rent and security deposit paid.
- 24. TENANT'S OBLIGATIONS UPON VACATING PREMISES:** Upon termination of agreement, Tenant shall: (i) give Landlord all copies of all keys or opening devices to Premises, including any common areas; (ii) vacate Premises and surrender it to Landlord empty of all persons and personal property; (iii) vacate all parking and storage spaces; (iv) deliver Premises to Landlord in the same condition as referenced in paragraph 11; (v) clean Premises; (vi) give written notice to Landlord of Tenant's forwarding address; and (vii) _____.
- All improvements installed by Tenant, with or without Landlord's consent, become the property of Landlord upon termination. Landlord may nevertheless require Tenant to remove any such improvement that did not exist at the time possession was made available to Tenant.
- 25. BREACH OF CONTRACT/EARLY TERMINATION:** In event Tenant, prior to expiration of this agreement, breaches any obligation in this agreement, abandons the premises, or gives notice of tenant's intent to terminate this tenancy prior to its expiration, in addition to any obligations established by paragraph 24, Tenant shall also be responsible for lost rent, rental commissions, advertising expenses, and painting costs necessary to ready Premises for re-rental. Landlord may also recover from Tenant: (i) the worth, at the time of award, of the unpaid Rent that had been earned at the time of termination; (ii) the worth, at the time of award, of the amount by which the unpaid Rent that would have been earned after expiration until the time of award exceeds the amount of such rental loss the Tenant proves could have been reasonably avoided; and (iii) the worth, at the time of award, of the amount by which the unpaid Rent for the balance of the term after the time of award exceeds the amount of such rental loss that Tenant proves could be reasonably avoided. Landlord may elect to continue the tenancy in effect for so long as Landlord does not terminate Tenant's right to possession, by either written notice of termination of possession or by reletting the Premises to another who takes possession, and Landlord may enforce all Landlord's rights and remedies under this agreement, including the right to recover the Rent as it becomes due.
- 26. DAMAGE TO PREMISES:** If, by no fault of Tenant, Premises are totally or partially damaged or destroyed by fire, earthquake, accident or other casualty, Landlord shall have the right to restore the Premises by repair or rebuilding. If Landlord elects to repair or rebuild, and is able to complete such restoration within 90 days from the date of damage, subject to the terms of this paragraph, this agreement shall remain in full force and effect. If Landlord is unable to restore the Premises within this time, or if Landlord elects not to restore, then either Landlord or Tenant may terminate this agreement by giving the other written notice. Rent shall be abated as of the date of damage. The abated amount shall be the current monthly Base Rent prorated on a 30-day basis. If this agreement is not terminated, and the damage is not repaired, then Rent shall be reduced based on the extent to which the damage interferes with Tenant's reasonable use of Premises. If damage occurs as a result of an act of Tenant or Tenant's guests, (i) only Landlord shall have the right, at Landlord's sole discretion, within 30 days after such total or partial destruction or damage to treat the lease as terminated by Tenant, and (ii) Landlord shall have the right to recover damages from Tenant.
- 27. HAZARDOUS MATERIALS:** Tenant shall not use, store, generate, release or dispose of any hazardous material on the Premises or the property of which the Premises are part. However, Tenant is permitted to make use of such materials that are required to be used in the normal course of Tenant's business provided that Tenant complies with all applicable Laws related to the hazardous materials. Tenant is responsible for the cost of removal and remediation, or any clean-up of any contamination caused by Tenant.
- 28. CONDEMNATION:** If all or part of the Premises is condemned for public use, either party may terminate this agreement as of the date possession is given to the condemner. All condemnation proceeds, exclusive of those allocated by the condemner to Tenant's relocation costs and trade fixtures, belong to Landlord.
- 29. INSURANCE:** Tenant's personal property, fixtures, equipment, inventory and vehicles are not insured by Landlord against loss or damage due to fire, theft, vandalism, rain, water, criminal or negligent acts of others, or any other cause. Tenant is to carry Tenant's own property insurance to protect Tenant from any such loss. In addition, Tenant shall carry liability insurance in an amount of not less than \$ 500,000.00. Tenant's liability insurance shall name Landlord and Landlord's agent as additional insured. Tenant, upon Landlord's request, shall provide Landlord with a certificate of insurance establishing Tenant's compliance. Landlord shall maintain liability insurance insuring Landlord, but not Tenant, in an amount of at least \$ 500,000.00, plus property insurance in an amount sufficient to cover the replacement cost of the property. Tenant is advised to carry business interruption insurance in an amount at least sufficient to cover Tenant's complete rental obligation to Landlord. Landlord is advised to obtain a policy of rental loss insurance. Both Landlord and Tenant release each other, and waive their respective rights to subrogation against each other, for loss or damage covered by insurance.

Landlord's Initials () ()Tenant's Initials () ()Reviewed by Date 

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COMMERCIAL LEASE AGREEMENT (CL PAGE 3 OF 6)

- 30. TENANCY STATEMENT (ESTOPPEL CERTIFICATE):** Tenant shall execute and return a tenancy statement (estoppel certificate), delivered to Tenant by Landlord or Landlord's agent, within 3 days after its receipt. The tenancy statement shall acknowledge that this agreement is unmodified and in full force, or in full force as modified, and state the modifications. Failure to comply with this requirement: (i) shall be deemed Tenant's acknowledgment that the tenancy statement is true and correct, and may be relied upon by a prospective lender or purchaser; and (ii) may be treated by Landlord as a material breach of this agreement. Tenant shall also prepare, execute, and deliver to Landlord any financial statement (which will be held in confidence) reasonably requested by a prospective lender or buyer.
- 31. LANDLORD'S TRANSFER:** Tenant agrees that the transferee of Landlord's interest shall be substituted as Landlord under this agreement. Landlord will be released of any further obligation to Tenant regarding the security deposit, only if the security deposit is returned to Tenant upon such transfer, or if the security deposit is actually transferred to the transferee. For all other obligations under this agreement, Landlord is released of any further liability to Tenant, upon Landlord's transfer.
- 32. SUBORDINATION:** This agreement shall be subordinate to all existing liens and, at Landlord's option, the lien of any first deed of trust or first mortgage subsequently placed upon the real property of which the Premises are a part, and to any advances made on the security of the Premises, and to all renewals, modifications, consolidations, replacements, and extensions. However, as to the lien of any deed of trust or mortgage entered into after execution of this agreement, Tenant's right to quiet possession of the Premises shall not be disturbed if Tenant is not in default and so long as Tenant pays the Rent and observes and performs all of the provisions of this agreement, unless this agreement is otherwise terminated pursuant to its terms. If any mortgagee, trustee, or ground lessor elects to have this agreement placed in a security position prior to the lien of a mortgage, deed of trust, or ground lease, and gives written notice to Tenant, this agreement shall be deemed prior to that mortgage, deed of trust, or ground lease, or the date of recording.
- 33. TENANT REPRESENTATIONS; CREDIT:** Tenant warrants that all statements in Tenant's financial documents and rental application are accurate. Tenant authorizes Landlord and Broker(s) to obtain Tenant's credit report at time of application and periodically during tenancy in connection with approval, modification, or enforcement of this agreement. Landlord may cancel this agreement: (i) before occupancy begins, upon disapproval of the credit report(s); or (ii) at any time, upon discovering that information in Tenant's application is false. A negative credit report reflecting on Tenant's record may be submitted to a credit reporting agency, if Tenant fails to pay Rent or comply with any other obligation under this agreement.
- 34. CONSTRUCTION-RELATED ACCESSIBILITY STANDARDS:** Landlord states that the Premises ☐ has, or ☒ has not been inspected by a Certified Access Specialist. If so, Landlord states that the Premises ☐ has, or ☒ has not been determined to meet all applicable construction-related accessibility standards pursuant to Civil Code Section 55.53.
- 35. ENERGY DISCLOSURE:** If this is a lease of the entire building, Landlord shall provide Tenant, at least 24 hours prior to execution of this Agreement, the Disclosure Summary Sheet, Statement of Energy Performance, Data Checklist, and the Facility Summary for the building as required by Public Resources Code Section 25402.10 and California Code of Regulations, Title 20, Sections 1680 through 1685. This requirement is effective for a building with total gross floor area square footage as follows: more than 50,000 square feet, July 1, 2013; more than 10,000 square feet and up to 50,000 square feet, January 1, 2014; and at least 5,000 square feet up to 10,000 square feet, July 1, 2014. For more information, see <http://www.energy.ca.gov/ab1103/index.html>.
- 36. DISPUTE RESOLUTION:**
- A. MEDIATION:** Tenant and Landlord agree to mediate any dispute or claim arising between them out of this agreement, or any resulting transaction, before resorting to arbitration or court action, subject to paragraph 36B(2) below. Paragraphs 36B(2) and (3) apply whether or not the arbitration provision is initialed. Mediation fees, if any, shall be divided equally among the parties involved. If for any dispute or claim to which this paragraph applies, any party commences an action without first attempting to resolve the matter through mediation, or refuses to mediate after a request has been made, then that party shall not be entitled to recover attorney fees, even if they would otherwise be available to that party in any such action. **THIS MEDIATION PROVISION APPLIES WHETHER OR NOT THE ARBITRATION PROVISION IS INITIALED.**
- B. ARBITRATION OF DISPUTES:** (1) Tenant and Landlord agree that any dispute or claim in Law or equity arising between them out of this agreement or any resulting transaction, which is not settled through mediation, shall be decided by neutral, binding arbitration, including and subject to paragraphs 36B(2) and (3) below. The arbitrator shall be a retired judge or justice, or an attorney with at least 5 years of real estate transactional law experience, unless the parties mutually agree to a different arbitrator, who shall render an award in accordance with substantive California Law. In all other respects, the arbitration shall be conducted in accordance with Part III, Title 9 of the California Code of Civil Procedure. Judgment upon the award of the arbitrator(s) may be entered in any court having jurisdiction. The parties shall have the right to discovery in accordance with Code of Civil Procedure §1283.05.
- (2) **EXCLUSIONS FROM MEDIATION AND ARBITRATION:** The following matters are excluded from Mediation and Arbitration hereunder: (i) a judicial or non-judicial foreclosure or other action or proceeding to enforce a deed of trust, mortgage, or installment land sale contract as defined in Civil Code §2985; (ii) an unlawful detainer action; (iii) the filing or enforcement of a mechanic's lien; (iv) any matter that is within the jurisdiction of a probate, small claims, or bankruptcy court; and (v) an action for bodily injury or wrongful death, or for latent or patent defects to which Code of Civil Procedure §337.1 or §337.15 applies. The filing of a court action to enable the recording of a notice of pending action, for order of attachment, receivership, injunction, or other provisional remedies, shall not constitute a violation of the mediation and arbitration provisions.
- (3) **BROKERS:** Tenant and Landlord agree to mediate and arbitrate disputes or claims involving either or both Brokers, provided either or both Brokers shall have agreed to such mediation or arbitration, prior to, or within a reasonable time after the dispute or claim is presented to Brokers. Any election by either or both Brokers to participate in mediation or arbitration shall not result in Brokers being deemed parties to the agreement.
- "NOTICE: BY INITIALING IN THE SPACE BELOW YOU ARE AGREEING TO HAVE ANY DISPUTE ARISING OUT OF THE MATTERS INCLUDED IN THE 'ARBITRATION OF DISPUTES' PROVISION DECIDED BY NEUTRAL ARBITRATION AS PROVIDED BY CALIFORNIA LAW AND YOU ARE GIVING UP ANY RIGHTS YOU MIGHT POSSESS TO HAVE THE DISPUTE LITIGATED IN A COURT OR JURY TRIAL. BY INITIALING IN THE SPACE BELOW YOU ARE GIVING UP YOUR JUDICIAL RIGHTS TO DISCOVERY AND APPEAL, UNLESS THOSE RIGHTS ARE SPECIFICALLY INCLUDED IN THE 'ARBITRATION OF DISPUTES' PROVISION. IF YOU REFUSE TO SUBMIT TO ARBITRATION AFTER AGREEING TO THIS PROVISION, YOU MAY BE COMPELLED TO**

Landlord's Initials (_____) (_____)

Tenant's Initials (_____) (_____)

Reviewed by _____ Date _____



ARBITRATE UNDER THE AUTHORITY OF THE CALIFORNIA CODE OF CIVIL PROCEDURE. YOUR AGREEMENT TO THIS ARBITRATION PROVISION IS VOLUNTARY."

"WE HAVE READ AND UNDERSTAND THE FOREGOING AND AGREE TO SUBMIT DISPUTES ARISING OUT OF THE MATTERS INCLUDED IN THE 'ARBITRATION OF DISPUTES' PROVISION TO NEUTRAL ARBITRATION."

Landlord's Initials _____ / _____ Tenant's Initials _____ / _____

37. JOINT AND INDIVIDUAL OBLIGATIONS: If there is more than one Tenant, each one shall be individually and completely responsible for the performance of all obligations of Tenant under this agreement, jointly with every other Tenant, and individually, whether or not in possession.

38. NOTICE: Notices may be served by mail, facsimile, or courier at the following address or location, or at any other location subsequently designated:

Landlord: BSG Investments
6333 Potrero Avenue Suite 150
El Cerrito, California 94530

Tenant: West Contra Costa Transportation Advisory Committee
6333 Potrero Avenue Suite 100
El Cerrito, California 94530

Notice is deemed effective upon the earliest of the following: (i) personal receipt by either party or their agent; (ii) written acknowledgement of notice; or (iii) 5 days after mailing notice to such location by first class mail, postage pre-paid.

39. WAIVER: The waiver of any breach shall not be construed as a continuing waiver of the same breach or a waiver of any subsequent breach.

40. INDEMNIFICATION: Tenant shall indemnify, defend and hold Landlord harmless from all claims, disputes, litigation, judgments and attorney fees arising out of Tenant's use of the Premises.

41. OTHER TERMS AND CONDITIONS/SUPPLEMENTS: Fisher Realtors is to receive a 6% fee from the base rent for the 12 months lease. No other Brokers are involved in this transactions except Fisher Realtors.

The following ATTACHED supplements/exhibits are incorporated in this agreement: ☐ Option Agreement (C.A.R. Form OA)

42. ATTORNEY FEES: In any action or proceeding arising out of this agreement, the prevailing party between Landlord and Tenant shall be entitled to reasonable attorney fees and costs from the non-prevailing Landlord or Tenant, except as provided in paragraph 36A.

43. ENTIRE CONTRACT: Time is of the essence. All prior agreements between Landlord and Tenant are incorporated in this agreement, which constitutes the entire contract. It is intended as a final expression of the parties' agreement, and may not be contradicted by evidence of any prior agreement or contemporaneous oral agreement. The parties further intend that this agreement constitutes the complete and exclusive statement of its terms, and that no extrinsic evidence whatsoever may be introduced in any judicial or other proceeding, if any, involving this agreement. Any provision of this agreement that is held to be invalid shall not affect the validity or enforceability of any other provision in this agreement. This agreement shall be binding upon, and inure to the benefit of, the heirs, assignees and successors to the parties.

44. BROKERAGE: Landlord and Tenant shall each pay to Broker(s) the fee agreed to, if any, in a separate written agreement. Neither Tenant nor Landlord has utilized the services of, or for any other reason owes compensation to, a licensed real estate broker (individual or corporate), agent, finder, or other entity, other than as named in this agreement, in connection with any act relating to the Premises, including, but not limited to, inquiries, introductions, consultations, and negotiations leading to this agreement. Tenant and Landlord each agree to indemnify, defend and hold harmless the other, and the Brokers specified herein, and their agents, from and against any costs, expenses, or liability for compensation claimed inconsistent with the warranty and representation in this paragraph 42.

45. AGENCY CONFIRMATION: The following agency relationships are hereby confirmed for this transaction:

Listing Agent: Fisher Realtors (Print Firm Name) is the agent of (check one):

☒ the Landlord exclusively; or ☐ both the Tenant and Landlord.

Selling Agent: _____ (Print Firm Name) (if not same as Listing Agent) is the agent of (check one):

☐ the Tenant exclusively; or ☐ the Landlord exclusively; or ☐ both the Tenant and Landlord.

Real Estate Brokers are not parties to the agreement between Tenant and Landlord.

Landlord's Initials (_____) (_____)

Tenant's Initials (_____) (_____)

Reviewed by _____ Date _____



Landlord and Tenant acknowledge and agree that Brokers: (i) do not guarantee the condition of the Premises; (ii) cannot verify representations made by others; (iii) will not verify zoning and land use restrictions; (iv) cannot provide legal or tax advice; (v) will not provide other advice or information that exceeds the knowledge, education or experience required to obtain a real estate license. Furthermore, if Brokers are not also acting as Landlord in this agreement, Brokers: (vi) do not decide what rental rate a Tenant should pay or Landlord should accept; and (vii) do not decide upon the length or other terms of tenancy. Landlord and Tenant agree that they will seek legal, tax, insurance, and other desired assistance from appropriate professionals.

Tenant _____ Date 06/18/2015West Contra Costa Transportation Advisory Committee

(Print name)

Address 6333 Potrero Avenue Suite 100 City El Cerrito State Ca Zip 94530

Tenant _____ Date _____

(Print name)

Address _____ City _____ State _____ Zip _____

☐ **GUARANTEE:** In consideration of the execution of this Agreement by and between Landlord and Tenant and for valuable consideration, receipt of which is hereby acknowledged, the undersigned ("Guarantor") does hereby: (i) guarantee unconditionally to Landlord and Landlord's agents, successors and assigns, the prompt payment of Rent or other sums that become due pursuant to this Agreement, including any and all court costs and attorney fees included in enforcing the Agreement; (ii) consent to any changes, modifications or alterations of any term in this Agreement agreed to by Landlord and Tenant; and (iii) waive any right to require Landlord and/or Landlord's agents to proceed against Tenant for any default occurring under this Agreement before seeking to enforce this Guarantee.

Guarantor (Print Name) _____

Guarantor _____ Date _____

Address _____ City _____ State _____ Zip _____

Telephone _____ Fax _____ E-mail _____

Landlord agrees to rent the Premises on the above terms and conditions.

Landlord _____ Date _____

(owner or agent with authority to enter into this agreement)

Address 6333 Potrero Avenue Suite 200 City El Cerrito State Ca Zip 94530

Landlord _____ Date _____

(owner or agent with authority to enter into this agreement)

Address _____ City _____ State _____ Zip _____

Agency relationships are confirmed as above. Real estate brokers who are not also Landlord in this agreement are not a party to the agreement between Landlord and Tenant.

Real Estate Broker (Leasing Firm) _____ BRE Lic. # _____

By (Agent) _____ BRE Lic. # _____ Date _____

Address _____ City _____ State _____ Zip _____

Telephone _____ Fax _____ E-mail _____

Real Estate Broker (Listing Firm) Fisher Realtors BRE Lic. # 01070856By (Agent) _____ BRE Lic. # 01376753 Date 06/18/2015Address 180 Broadway Suite A City Richmond State Ca Zip 94804Telephone (510)236-8204 Fax (510)236-3579 E-mail coryglawrence2014@outlook.com

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Reviewed by _____ Date _____





TO: WCCTAC Board

DATE: July 24, 2015

FR: John Nemeth, Executive Director

RE: Measure J BART Funding for Hercules Transit Center improvements

REQUESTED ACTION

APPROVE the allocation of Measure J Program 10 funds- *BART Parking, Access, and Other Improvements* in the amount of \$275,000 for improvements at the Hercules Transit Center.

BACKGROUND AND DISCUSSION

In the Measure J Expenditure Plan, there is funding set aside *for BART Parking, Access and Other Improvements* under Program 10. These funds provide an estimated \$15 million to West County over the life of Measure J. Previous allocations from this source have included funding for bicycle parking, signage, and other access improvements at BART stations. In addition, BART and CCTA have allowed the City of El Cerrito to use BART Parking and Access funds for a portion of at the El Cerrito San Pablo Avenue Strategic Plan, as well as for local matching funds for an OBAG grant on the Ohlone Greenway.

The Hercules Transit Center is also known as the Hercules Park-and-Ride lot, and is not to be confused with the much larger Hercules Intermodal Transit Center (ITC) that is still being planned and developed. This park-and-ride lot serves local commuters with 422 parking space and bus service to San Francisco and the Del Norte BART Station.

The project being proposed for the Transit Center involves improving the pedestrian crosswalk at Willow Avenue, upgrading the electrical substation to improve lighting reliability, and adding windscreens and an emergency phone.

Attached is a letter from the Hercules City Manager, David Biggs, explaining in the project in more detail. Also attached is a letter from BART supporting the use of Program 10 funds for this effort.

About one-third of the original \$15 million allocated to this program have been spent. Most of the remaining funds are being strongly considered by BART to cover some of the remodeling costs for the Del Norte BART Station Modernization Project. The proposed allocation for Hercules, however, will not impact that anticipated request.

Next Steps

The WCCTAC Board's approval will allow the application for funding to move forward to CCTA for final approval. Funds are projected to be expected to available in the fall of 2015, with improvements to start shortly thereafter.

Attachments:

- a. Letter from Hercules City Manager
- b. Letter from BART Assistant General Manager, External Affairs



July 17, 2015

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

Subject: Request for \$275,000 Measure J BART Parking and Access Funds for Hercules Transit Center Improvements

Dear Mr. Nemeth:

On behalf of the City of Hercules, I am requesting that the West Contra Costa Transportation Advisory Committee (WCCTAC) approve our request for \$275,000 in Measure J BART Parking and Access funds, Project No. 10002-06, Hercules Transit Center (HCT), to be allocated to the City of Hercules for improvements to the Hercules Transit Center. BART has agreed with this request.

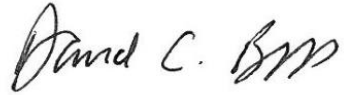
As you know, BART, the City of Hercules and the West Contra Costa Transit Authority (WestCAT) collaborated in 2009 to create a convenient and safe park and ride lot in the City of Hercules for residents and other commuters. From this facility, which consists of 422 parking spaces and 12 bus bays, commuters can board direct bus service to the El Cerrito del Norte BART Station and downtown San Francisco provided by WestCAT. In addition, the facility serves local bus routes within the City of Hercules.

The City, BART and WestCAT would now like to make operational and safety improvements to the HCT including upgrading the pedestrian crosswalk at Willow Avenue, upgrading the electrical substation, adding windscreens and an emergency phone. These improvements will greatly improve the safety and comfort of passengers using the HCT and encourage the use of transit.

A portion of the funding will be used to administer the project including completing final design, and refining the scope, schedule and budget. The project will be undertaken in two parts. The crosswalk improvements will be included in the City's upcoming Willow Avenue Repaving Project which is under design now and expected to be out to bid later this summer. As such, we have a head start on that component. The remaining elements will be initiated towards the end of the

year under a separate design contract. We appreciate your consideration of this request. Please do not hesitate to contact me at (510) 799-8216 if you have any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads "David C. Biggs". The signature is written in a cursive, flowing style.

David Biggs
City Manager

Attachments

xc: Diedre Heitman, BART
Mike Roberts, Director of Public Works



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

July 15, 2015

2015

Thomas M. Blalock, P.E.
PRESIDENT

Tom Radulovich
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

Hon. Sherry McCoy, Chair
West Contra Costa Transportation Advisory Committee
6333 Potrero Ave, Suite 100
El Cerrito, CA 94530

RE: City of Hercules' Request for \$275,000 in BART Measure J Parking and Access Funds

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Zakhary Mallett, MCP
7TH DISTRICT

Nicholas Josefowitz
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

Dear Chair McCoy:

On behalf of the San Francisco Bay Area Rapid Transit District (BART), I am happy to support the City of Hercules' request for \$275,000 in BART Measure J Parking and Access funds. Since 2009, BART, the City of Hercules and WestCAT have had an mutual agreement on the operation of the Hercules Transit Center (HTC), located on Willow Avenue and Highway 4 in the City of Hercules. The City constructed the facility, in partnership with BART, and continues to operate the center with reimbursement from the paid parking program.

Since its construction in 2009, it has become clear that this facility needs some critical safety improvements both on the HTC property and on Willow Avenue immediately adjacent to the facility. These improvements include a pedestrian crossing of Willow Avenue with a flashing beacon when pedestrians are present, electrical upgrades and additional lighting on the HTC, emergency phones in the parking lots and windscreens in the passenger waiting area. BART is willing to provide these funds through the BART Parking and Access fund in Measure J for the comfort and safety of the passengers who use this facility to access direct buses to the El Cerrito del Norte BART station.

BART, the City of Hercules and WestCAT have created a collaborative partnership to provide safe and convenient transit options for the residents of Hercules and the surrounding areas. We look forward to continuing this partnership in the years to come.

Sincerely,

Kerry Hamill
Assistant General Manager
Office of External Affairs

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TO: WCCTAC Board

DATE: July 24, 2015

FR: John Nemeth, Executive Director

RE: **AC Transit and WestCAT's FY16 Claims for Measure J *Additional Bus Service Enhancements***

REQUESTED ACTION

Measure J Program 19b provides dedicated funding to AC Transit & WestCAT to enhance bus service in West County. AC Transit & WestCAT request to use all of the available amounts in FY 16 to fund existing routes. Staff affirms that the conditions have been met by both operators for use of the funds to maintain existing services, and recommends Board approval of both claims.

BACKGROUND AND DISCUSSION

Measure J Program 19b, *Additional Bus Service Enhancements*, dedicates 2.2% of total annual sales tax revenues to AC Transit and WestCAT to enhance local bus service in West County. The program supplements Program 14, *Countywide Bus Services Program*, which dedicates 5% of total annual sales tax revenues to bus operators throughout the county. Programming and allocations of funds to specific operators is handled by CCTA for Program 14 and by WCCTAC for Program 19b. The Board has approved a policy to apportion 80% of available funding to AC Transit and the remaining 20% to WestCAT.

The amount of available Program 19b funds in FY 15-16 are \$1,459,296 for AC Transit and \$331,658 for WestCAT for a total of \$1,790,954. As determined by WCCTAC, certain conditions beyond the control of the operators may warrant the use of Program 19b funds to maintain services that are eligible for funding under Program 14. Such circumstances could include, but are not limited to: declines in sales tax revenues used for transit operations or increases in insurance and fuel costs. Both AC Transit and WestCAT are requesting to use the total available funding to maintain existing services.

Attachments:

- a. CCTA Program 19b chart
- b. AC Transit letter request with chart
- c. WestCAT letter request

| | | | |
|---|--------|------|--------------|
| PROGRAM: 19b - West County Additional Bus Services | | | FY 2015-16 |
| Sales Tax Revenue Estimate | | | \$82,400,000 |
| | % | Year | |
| Original Program Revenue Estimate | 2.20% | | \$1,812,800 |
| Revised Program Revenue Estimate | 2.160% | | \$1,779,840 |
| Previous Year Allocation Adjustment | | | see below |
| Available for Allocation (Programmed by WCCTAC) | | | \$1,779,840 |
| Note: The revised program revenue percentage is based on WestCAT's "capitalization" of a portion of program funds in the 2009 Strategic plan. AC Transit's allocation is held harmless from this "capitalization" so its allocation is based on the original program percentage of 2.2% | | | |

| | | | | | | |
|------------------|----------|--------------------|--------------|--------------|----------------------------|------------------|
| FY 2013-14 | | | \$ 1,779,840 | \$ 1,601,856 | Allocation | |
| Agency | Coop # | Percent of Program | 100% Amount | 90% Amount | Adjustment from FY 2013-14 | TOTAL ALLOCATION |
| AC Transit | 60.00.02 | calc 1 below | \$ 1,450,240 | \$ 1,305,216 | \$ 9,056 | \$ 1,459,296 |
| WestCAT | 60.00.04 | calc 2 below | \$ 329,600 | \$ 296,640 | \$ 2,058 | \$ 331,658 |
| Total Allocation | | | \$ 1,779,840 | \$ 1,601,856 | \$ 11,114 | \$ 1,790,954 |

Calc 1: AC Transit receives 80% of original program revenue (2.2%)

Calc 2: WestCAT receives remainder based on revised program revenue (2.16%)

Alameda-Contra Costa Transit District

June 10, 2015

Joanna Pallock
Project Manager
WCCTAC
6333 Potrero Avenue
El Cerrito, CA 94530

Re: Measure J 19b FY 2015-16 Funds Request

Dear Joanna,

AC Transit is requesting \$1,459,296 in FY 2015-16 Measure J Program 19b funds to support our existing services in Western Contra Costa County. The attached spreadsheet provides route specific-operating costs and revenues. Although operating revenues have stabilized we remain concerned that any fiscal challenges could render the lines vulnerable to service cuts. These lines provide service to almost 6.8 million riders annually, 70 percent of whom are low income. Additionally, these routes connect Communities of Concern with essential services including employment centers, retail establishments, schools, health care providers in Western Contra Costa County.

If you need additional information concerning this matter please contact me at 510-891-4855 or candrichak@actransit.org.

Sincerely,

Chris Andrichak
Manager, Capital Planning & Grants

| Bus Lines | Total Platform Hours - Weekday | Hours in Contra Costa - Wkday | Total Platform Hours - Weekend | Hours in Contra Costa - Wkend | Avg Daily Ridership - Weekday | Avg Daily Ridership - Weekend (Sat/Sun) | Hourly Rate | Total Cost | Measure J Revenue | Lifeline Revenue |
|-----------|--------------------------------|-------------------------------|--------------------------------|-------------------------------|-------------------------------|---|-------------|-----------------|-------------------|------------------|
| 76 | 74.45 | 57.34 | 112.37 | 112.37 | 2,508 | 1598/1298 | \$ 172.24 | \$4,675,883.68 | \$1,613,754 | |
| 71 | 74.46 | 74.46 | 78.64 | 78.64 | 1,718 | 687/553 | \$ 172.24 | \$4,762,477.34 | | |
| 376 | 29.63 | 27.66 | 58.4 | 58.4 | 313 | 298/236 | \$ 172.24 | \$2,337,214.12 | | |
| 70 | 45.7 | 45.7 | 44.98 | 44.98 | 1,185 | 572/413 | \$ 172.24 | \$2,859,035.87 | | |
| 72/72M | 242.51 | 126.35 | 495.95 | 250.95 | 8,310 | 9611/7754 | \$ 172.24 | \$10,368,340.24 | | |
| 72R | 176.2 | 82.64 | - | - | 6,542 | - | \$ 172.24 | \$3,586,850.74 | \$1,296,163 | |
| LA | 37.82 | 37.82 | - | - | 572 | - | \$ 172.24 | \$1,641,557.43 | | |
| L /LC | 42.6 | 37.45 | - | - | 691 | - | \$ 172.24 | \$1,625,298.12 | | |

| | | |
|------------------------|-----------------------|------------|
| \$31,856,657.54 | \$2,909,917.00 | \$0 |
|------------------------|-----------------------|------------|



Western Contra Costa
Transit Authority

June 8, 2015

Ms. Joanna Pallock, Project Manager
WCCTAC
6333 Potrero Avenue
El Cerrito, CA 94530

RE: Measure J Program 19b Funding

JOANNA
Dear Ms. Pallock,

WestCAT proposes to claim the entire FY15-16 allocation of \$331,658 in Program 19b funding to support an expanded level of service on the Route C3, which operates between the Hercules Transit Center and Contra Costa College. This service has been providing critically needed service along the San Pablo Avenue corridor since its introduction in 2005. At existing 60 minute headways, the C3 provides basic, but minimal, connections to educational and vocational training opportunities, medical facilities and employment sites outside of the WestCAT service area. Connection times for passengers returning from destinations beyond Contra Costa College can be 55 minutes or more, severely limiting the service's convenience and utility.

For this reason, WestCAT is proposing to utilize the Program 19b revenues in conjunction with cycle 4 Lifeline funding to increase service on this route to 30 minute headways to further close the gap between the WestCAT service area and neighboring communities, and to help establish a viable connection for local transit passengers who need to travel into the AC Transit Service area.

Please let me know if you need any additional detail about this funding proposal, or about the planned services.

Regards,

Charles Anderson
General Manager

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TO: WCCTAC Board

DATE: July 24, 2015

FR: John Nemeth, Executive Director

RE: Draft Recommendations for the Transportation Expenditure Plan (TEP)

REQUESTED ACTION

APPROVE a Transportation Expenditure Plan (TEP) proposal for transmittal to the Contra Costa Transportation Authority (CCTA).

BACKGROUND AND DISCUSSION

In March 2015, the CCTA Board made a decision to move forward with the development of a Transportation Expenditure Plan (TEP) for possible inclusion in a ballot measure as early as November 2016. In late May 2015, each Regional Transportation Planning Committee (RTPC) was asked to provide information about projects and programs that it would like to see in a potential new measure. WCCTAC was given a "funding target" of \$544,032,000 based on an assumption that a sales tax would be ½ cent for 25 years.

As a response to CCTA's request, the WCCTAC Board formed a five-member Advisory Ad Hoc Subcommittee to provide recommendations to the full Board. At the June WCCTAC Board meeting, staff presented some general funding categories under consideration by the Subcommittee.

Since the June meeting, the Subcommittee has produced a draft allocation for the TEP, which is attached as a table. The table includes the percentage of funding that West County received in various categories from Measure J. It should be noted that a new sales tax measure is not intended to replace Measure J. Rather it would run concurrently with Measure J until 2034, when Measure J is set to expire. The new measure, if passed in 2016, would produce revenue from 2017-2042.

The capital project funding from Measure J is mostly spent, since capital projects were intended to be delivered early in the measure through bonding. Programs and the "return-to-source" Local Streets and Sidewalks category, however, have ongoing disbursements throughout the life of the measure. This means that program funding in a new measure would be *on top of* existing Measure J funding. For example, if West County jurisdictions receive 28.0% of West County's share of a new measure for local streets and sidewalks, it would be *in addition to* the 20.7% provided under Measure J.

On July 16, 2015, The WCCTAC TAC held a special meeting to comment on the Ad Hoc Subcommittee's draft. While comments were varied, the majority of the body as a whole made the following suggestions:

- Some program categories include large capital projects that may not lend themselves to a pay-as-you-go funding approach which involves continual, but small, allocations. A primary example is "complete streets", which is proposed to be included in the Local Streets and Sidewalk Maintenance category. Some member agencies have projects that are quite large in dollar terms (\$10-\$20M). As a result, the TAC recommended making complete streets a stand-alone, capital projects category.
- While the TAC saw some value in having Pedestrian, Bike, & Trails funding as a stand-alone category, they thought that it might be beneficial to merge it with Complete Streets for simplicity and flexibility. In addition, like Complete Streets, there are some very large pedestrian and bike projects that may be difficult to implement with the frequent but small allocations that come with a pay-as-you-go program.
- The group noted that both AC Transit and WestCAT have proposed bus maintenance facility projects. In the current framework, there isn't a capital projects category that these projects could obtain funding from. The Bus Service category is a program aimed at supporting operations. Meanwhile, the High Capacity Transit category is capital project-oriented, but mainly aimed at creating new or improved services. A maintenance facility doesn't currently fit well into either.
- The proposed requirement that 50% of bus service be located within Priority Development Areas (PDAs) would need some clarification. Would that mean service originating in PDAs? Stopping in them? Driving through them? This requirement may be onerous to continually monitor and quantify. An alternative, that would link the expenditure plan to the Sustainable Communities Strategy might be to make "located in a PDA" one of the criteria for competitive funding categories.
- Bus services in West County are designed to meet each BART train. If BART is successful in achieving its capital improvement objects, its service frequency would increase. Keeping strong BART/bus connections could necessitate more bus service. This won't be possible with the current proposed allocation of 10% of the new measure.

For the request that is due to CCTA on July 24, 2015, WCCTAC's main task is to identify funding categories and determine the proposed levels of funding for those categories. It would also be beneficial to provide clarity about which categories are ongoing programs and which involve capital projects that may require bonding. Specific, major projects that WCCTAC wants to ensure receive funding can also be called out. At this time, however, WCCTAC does not need to determine all program details or identify all projects in broad funding categories.

Attachments:

- a. DRAFT Recommendations to the WCCTAC Board on the TEP

**DRAFT Recommendation to the WCCTAC Board
on the Transportation Expenditure Plan (TEP)**

| PROJECT AND PROGRAM CATEGORIES | Current Measure J (West County) | New TEP Proposal % | New TEP Proposal \$ | Notes |
|---|---------------------------------|--------------------|---------------------|--|
| Capital Improvement Projects | | | | |
| I-80 Interchange Improvements | 6.6% | 11.0% | \$59,843,520 | These project funds would prioritize the San Pablo Dam Road/I-80 and Central Avenue/I-80 interchange projects. Other eligible projects include: Pinole Valley Road/I-80 eastbound on-ramp lengthening, Pinole Valley Rd widening at the I-80 on-ramps, and the State Route 4/Willow Avenue eastbound on-and off-ramp project. |
| Major Roads, Bridges, Grade Separations, Intersections | 0.0% | 2.5% | \$13,600,800 | These project funds would be spent on major road improvements, bridges, rail safety/quiet zone improvements, and intersections/grade separations (including any combination of roadway, rail, bike-ped pathway). |
| High Capacity Transit Improvements | N/A | 10.0% | \$54,403,200 | These project funds would support the development, advancement, or implementation of high capacity transit improvements in West County. Examples could include, <i>but are not limited to</i> : A BART extension, Bus Rapid Transit, improvements to Rapid Bus corridors, expanded or new express bus service, improvements to passenger rail service, new or innovative rail services, and ferry service. |
| Hercules Intermodal Transit Center (ITC) | 1.7% | 2.0% | \$10,880,640 | These project funds would be spent on improvements related to the Hercules Intermodal Transit Center. |
| BART (Station, Capacity, Safety, Reliability, and Other Improvements) | 3.3% | 8.0% | \$43,522,560 | These project funds would be dedicated to capital improvements and not operations. The specific eligibility requirements are TBD, but the focus should be on improvements that clearly and directly benefit West Contra Costa. |
| Local Maintenance | | | | |
| Local Streets and Sidewalks (Maintenance, Improvements, and Complete Streets) | 20.7% | 28.0% | \$152,328,960 | These program funds would be returned to local jurisdictions (based on a formula TBD) and could be used for any transportation purpose. At least 15% of these funds (or 4.5% of West County's share of the measure) would need to be spent on bicycle, pedestrian or complete streets improvements. A minimum of 5% of these funds (or 0.6% of West County's share of the measure) would need to be spent in Priority Development Area (PDAs). |
| Richmond Parkway Maintenance | 3.5% | 2.5% | \$13,600,800 | These program funds would be available annually to offset the operations and maintenance cost of the Richmond Parkway which are currently borne by the City of Richmond and the County. |

| Continued from Page 1 | Current Measure J (West County) | New TEP Proposal % | New TEP Proposal \$ | Notes |
|---|---------------------------------|--------------------|----------------------|---|
| Programs | | | | |
| Transportation for Livable Communities | 7.1% | N/A | \$0 | This program was replaced by a Complete Streets addition which is incorporated above into the Streets and Roads category. |
| Safe Routes to School | 0.0% | 1.0% | \$5,440,320 | These program funds could supplement the County's Safe Routes to School planning and outreach program in West Contra Costa. They could also be used for capital improvements to improve pedestrian and bicycle access to schools with the concurrence of local jurisdictions and WCCTAC. |
| Ped, Bike, Trails | 0.7% | 5.0% | \$27,201,600 | These project funds would support pedestrian, bicycle and trail facilities. Unlike Measure J, there would not be a special carve-out for the EBRPD, although they could still compete for funding. |
| Ferry Service in West County | 9.9% | 5.0% | \$27,201,600 | These funds could be used either for capital improvement or ongoing operations. Half of these funds are intended for Richmond and the other half for Hercules. |
| Bus Service Improvements | 30.2% | 10.0% | \$54,403,200 | These program funds could be used for either capital or operations. 50% of the funds would need to be spent on improvements in Priority Development Areas. Other program details TBD. |
| Student Bus Pass Program | 3.2% | 5.0% | \$27,201,600 | These program funds would expand the student bus pass program in two ways. First, passes would be available to middle school students. Secondly, passes would be available to students (high school and middle school) regardless of income level. |
| Transportation for Seniors & People with Disabilities | 10.6% | 5.0% | \$27,201,600 | These program funds could be used for either capital or operations. |
| Clean Transportation | N/A | 2.0% | \$10,880,640 | These programs funds could be used for programs or small-scale projects that have an air quality or GHG reduction benefit. Potential examples include: car-sharing, bike-sharing, electric vehicle infrastructure, alternative fuel vehicles, and non-motorized (bike and ped) improvements. More specific program details TBD. |
| No Displacement from Priority Development Area | N/A | 2.0% | \$10,880,640 | These funds could be used for the development, preservation or operation of housing affordable to lower-income households, to ensure that high-propensity transit riders can live near transit stops. |
| Commute Alternatives (TDM) | 1.1% | 0.5% | \$2,720,160 | These program funds would promote alternatives to commuting in SOVs. Eligible projects may include, but are not limited to: park and ride facilities, carpooling, vanpooling, transit incentives, bicycle and pedestrian facilities (including sidewalks, lockers, racks, etc.), Guaranteed Ride Home, congestion mitigation programs ,and employer outreach. |
| Subregional Transportation Needs | 1.3% | 0.5% | \$2,720,160 | These program funds could be used for any project or program identified in the expenditure plan. |
| Total | 100.0% | 100.0% | \$544,032,000 | |



TO: WCCTAC Board

DATE: July 24, 2015

FR: Leah Greenblat, Project Manager

RE: Regional Transportation Plan Update

REQUESTED ACTION

Review and approve forwarding draft final project lists to CCTA.

BACKGROUND AND DISCUSSION

On May 8, 2015, CCTA announced its plans for developing project lists for inclusion in MTC's 2017 Regional Transportation Plan (RTP). They also requested that Regional Transportation Planning Committees (RTPCs) submit three different, but related, lists of projects for the RTP update by July 24, 2015. The Board reviewed and provided input on the preliminary lists at its June 26, 2015 meeting. Subsequently the WCCTAC TAC has developed draft final lists, attached. These lists are based on the lists the Board previously reviewed, but now include the detailed information required by the CCTA and MTC.

Having a project in the RTP does not provide any funding, but instead allows projects to seek federal and state funding. Generally, RTP projects are projects that are capacity increasing. Moreover, not every project needs to be listed individually on these project lists and can be incorporated within general program categories of projects. Examples include intersection improvements of less than ¼ mile in length, safety and security projects, multimodal streetscape improvements less than ¼ mile in length, and new bike and pedestrian facilities.

The "Committed" list includes projects that are fully-funded and have - or will have shortly - their NEPA/CEQA environmental clearance. The "Financially-Constrained" list contains projects that are expected to request future state and federal funds during the next few years. The number of projects included by WCCTAC on the Financially-Constrained list is limited to a total of \$480 million, or WCCTAC's estimated share of the RTP. MTC also has general program categories of projects within the Financially-Constrained list for which specific projects are not required to be specifically identified. Projects that fit under these program categories do not count against the Financially-Constrained list limit of \$480 million. For clarity, we have developed an additional list called "Financially Constrained Grouped Programmatic Categories of Projects" so that these types of projects may be tracked.

Lastly, the “Vision” list includes projects that should be considered for future funding but are not included in the Financially Constrained RTP. The Vision list is not an MTC-mandated list, but is maintained by the CCTA to plan for its future funding needs. CCTA has also requested that each RTPC include projects it wants considered in the new transportation sales tax expenditure plan in the RTP lists.

The WCCTAC TAC has now met on four occasions to update these draft lists. Member agencies’ staffs have provided updated information regarding: project descriptions, cost estimates, estimated year of construction, funding already secured, and needed funding. They have also proposed: adding new project to the list, moving projects from one list to another, or deleting project because the jurisdiction no longer supports the project or because it has already been completed.

Attachments:

- a. Draft final project lists

| | A | B | C | D | E | F | I | J | K | L | N | O | P | Q | R | S | T | U |
|----|------------------------------------|--------------|--------|-----------|------------|--|----------------------------|---------------|--------------------------|---|------------------------------------|------------------------|-----------------------|---------------------------------|-------------------------------|--------------------------|---|---|
| 1 | COMMITTED LIST OF PROJECTS | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | 2013 RTP Costs and Funding | | | | Updated 2017 RTP Costs and Funding | | | | | | | |
| 3 | No | County | RTP ID | Subregion | Sponsor | Project Description | Cost (2011 \$) | Cost (YOE \$) | Mid Year of Construction | Updated Committed Funding (list all sources) | Updated Cost (2014 \$) | Updated Cost (2017 \$) | Updated Cost (YOE \$) | Start Year of Construction/ Ops | End Year of Construction /Ops | Mid Year of Construction | Updated Committed Funding (list all sources) | Notes |
| 4 | 1 | Contra Costa | 240364 | CCTA | CCTA | Paratransit programs in Contra Costa | ? | 227.0 | 2027 | Measure J | | | | | | | | |
| 5 | 2 | Contra Costa | 240365 | CCTA | CCTA | TLC/Streetscape projects in Contra Costa | ? | 146.0 | 2027 | Measure J | | | | | | | | |
| 6 | 3 | Contra Costa | 240367 | CCTA | CCTA | Contra Costa Safe Routes to Schools including bus passes | ? | 45.0 | 2027 | Measure J | | | | | | | | |
| 17 | 38 | Contra Costa | 22610 | WCCTAC | CCTA | Widen, and extend and improve major streets and bridges, grade separation, crossing improvements and interchanges in west Contra Costa County | 32.0 | 45.0 | 2020 | Local | | | 45.0 | | | 2020 | 45.0 | catch all keep. \$ kept the same. |
| 18 | 39 | Contra Costa | 22611 | WCCTAC | WCCTAC | West County low-income student bus pass program | 15.5 | 32.0 | 2026 | Measure J: \$32 | | | 32.0 | | | 2026 | 32.0 | Hisham says to keep because effects air quality, reduces solo drivers |
| 24 | 44 | Contra Costa | 230129 | WCCTAC | WestCAT | Expand WestCAT service | 13.0 | 13.0 | 2013 | Local | 1.0 | 1.6 | 1.6 | 2017 | ongoing | | local | Project changed, cost reduced. |
| 37 | 48 | Contra Costa | 230293 | WCCTAC | Richmond | Provide transportation improvements on the east side of the Richmond BART station to accommodate redevelopment for a transit village. | 11.0 | 11.0 | 2012 | CMAQ: \$3.9, RM2: \$.75, TFCA: \$0.6, STMP: \$12.7 | 14.9 | | 14.9 | 2015 | 2016 | 2015 | CMAQ \$3.78; RCRA \$4.8; Lifeline \$1.5; Meas. J \$3.02; RM2 \$0.75; TFCA \$0.6; EPA \$0.45 | |
| 39 | 49 | Contra Costa | 230542 | WCCTAC | Pinole | Close a bicycle/pedestrian gap on San Pablo Avenue by upgrading the existing bridge or constructing new dedicated bicycle/pedestrian bridge. | 0.9 | 0.9 | 2013 | Local | 1.0 | 1.1 | 1.0 | 2016 | 2016 | 2016 | Livable Cities Measure J | |
| 43 | 52 | Contra Costa | 94048 | WCCTAC | CCTA | Non-capacity increasing improvements to interchanges and parallel arterials along I-80 | 20.6 | 23.0 | 2020 | Local | | | 23.0 | | | 2020 | local | Hisham says same as #38, keep funding same as before |
| 44 | 53 | Contra Costa | 240624 | WCCTAC | WCCTAC | I-80 Integrated Corridor Mobility (ICM) Project Operations and Maintenance - Contra Costa Arterial Portion | 3.0 | 3.0 | 2012 | RM2 Savings: \$2, Other Local \$1 | | | 3.0 | | | 2022 | All Measure J | Hisham says keep \$ same as before. YOE did change. |
| 48 | New | Contra Costa | | WCCTAC | BART | El Cerrito del Norte Station Modernization Phase 1 | \$21.74 | | 2017 | Prop 1B \$10; Measure J \$9 million; \$2.737 Prop 1B (Lifeline) | | 21.74 | 21.74 | 2016 | 2018 | 2017 | Prop 1B \$10; Measure J \$9 million; \$2.737 Prop 1B (Lifeline) | |
| 49 | New | Contra Costa | 22122 | WCCTAC | WETA | Implement Richmond Ferry service from Richmond to San Francisco (boats and terminal) | 50.0 | 53.0 | 2022 | Measure J: \$1 | | 53 | 53 | 2016 | 2017 | 2016 | | #38 Moved from Financially Constrained List. |
| 50 | New | Contra Costa | 240706 | WCCTAC | AC Transit | Expansion Buses to support improved transit service (CC County) | 4.6 | 5 | 2015 | none | 6.6 | 6.9 | 7.1 | 2017 | 2024 | 2019 | 6.9 m--MTC Core Capacity | #41 moved from Financially Constrained |
| 53 | New | Contra Costa | | WCCTAC | San Pablo | San Pablo Avenue Complete Streets (San Pablo & Richmond) | 6.5 | 3.7 | 2016 | OBAG \$5.9 \$.615 San Pablo \$.615 Richmond | 6.947162 | 7.2 | 7.1 | 2016 | 2017 | 2016 | OBAG \$5.9 \$.615 San Pablo \$.615 Richmond | |
| 54 | New | Contra Costa | 21210 | WCCTAC | Hercules | Regional Capitol Corridor train station in Hercules - Phase 2 "Path to Transit" - Extend John Muir Parkway & Bayfront Blvd | | | | | | 14.6 | 14 | 2015 | 2016 | 2016 | STIP-PTA: \$4.1, SAFETEA-LU: \$0.7, LOCAL: \$4.7, EBRPD: \$0.6 | Out To Bid Requesting July Measure J Appropriation. |
| 55 | | | | | | | | | | | | | | | | | | |
| 56 | | | | | | | | | | | | | | | | | | |
| 57 | Draft Committed List July 16, 2015 | | | | | | | | | | | | | | | | | |
| 58 | | | | | | WCCTAC SUM | 178.8 | 189.6 | | | | | 223.4 | | | | | |
| 59 | | | | | | | | | | | | | | | | | | |

| | A | B | C | D | E | F | L | M | N | O | P | R | S | T | U | V | W | X | Y | Z |
|----|--|-----------------|--------|-----------|----------------|--|----------------------------|------------------|--|--|---|------------------------------------|---------------------------|--------------------------|---------------------------------------|-------------------------------------|--|--|--|--|
| 1 | FINANCIALLY CONSTRAINED LIST OF PROJECTS | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | 2013 RTP Costs and Funding | | | | | Updated 2017 RTP Costs and Funding | | | | | | | | |
| 3 | No | County | RTP ID | Subregion | Sponsor | Project Description | Cost (2011 \$) | Cost (YOE \$) | Estimated Mid Year of Construction | Updated Committed Funding (list all sources and amounts) | Requested Discretionary Funds (Funding Shortfall) | Updated Cost (2014 \$) | Updated Cost (2017 \$) | Updated Cost (YOE \$) | Start Year of Construction/ Ops | End Year of Construction/ Ops | Estimated Mid Year of Construction | Updated Committed Funding (list all sources and amounts) | Updated Request for Discretionary Funds (Funding Shortfall) | Notes |
| 4 | 0 | Contra Costa | 21225 | CCTA | CCTA | Improve regional and local pedestrian and bicycle system, including constructing overcrossings, expanding sidewalks, and expanding facilities | 70 | 97 | 2025 | Measure J and others: \$57 | 40 | | | | | | | | | |
| 5 | 0 | Contra Costa | 240074 | ALL | BART | BART Stations, Parking and Access (station modernization, TOD infrastructure, system capacity, access, parking, etc.) | 92.0 | 127.0 | 2020 | None | 127 | | | | | | | | | |
| 6 | 1 | Contra Costa | 230693 | CCTA | CCTA | Local Streets and roads maitenance | 3558 | 4932 | 2025 | 4299 | 644 | | | | | | | | | |
| 7 | | Subtotal | | | | | | | | | | | | | | | | | | |
| 9 | 39 | Contra Costa | 22355 | WCCTAC | CCTA | Modify I-80/Central Avenue interchange | 22.4 | 25 | 2016 | Measure J: \$11.5, WCCTAC Fees: \$7.1, Earmark: \$2.6 | 3.8 | 24 | 25 | 26 | 2018 | 2020 | 2019 | Measure J: \$11.5, WCCTAC Fees: \$7.1, Earmark: \$2.9, STIP \$2 | 2.5 | assumes WCCTAC fees are available |
| 10 | 40 | Contra Costa | 22360 | WCCTAC | San Pablo/CCTA | Reconstruct I-80/San Pablo Dam Road interchange and modify adjacent interchanges including the reconstruction of the Riverside Avenue Pedestrian Overcrossing | 94.1 | 114 | 2016 | Measure J: \$7.6, WCCTAC Fees: \$7.1, Local: \$3, STIP: \$5, RM2 Savings: \$7M. | 84.3 | 118 | 119 | 120 | 2018 | 2020 | 2019 | Measure J: \$12, WCCTAC Fees: \$7.1, Local: \$3, STIP: \$24, RM2 Savings: \$8, ATP: \$2. | 64 | assumes WCCTAC fees are available |
| 14 | New | Contra Costa | | WCCTAC | AC Transit | Additional projected technology upgrades including off board fare payment, upgrades to computer storage, upgrades to scheduling system and promotion of electronic fare media usage. | | | | | | 22 (whole cost) | 2.8 | 3.1 | 2017 | 2027 | 2022 | 0 | 3.1 | \$ 2.8 =Contra Costa's share of \$23.5 mill. |
| 15 | 44 | Contra Costa | 230196 | WCCTAC | AC Transit | Transit Preferential Enhancements (TPM) in CC County (includes SPDR, McDonald, Cutting, other Arterials) Project includes signal improvements, stop construction and bulb construction on West Contra Costa routes such as Cutting Boulevard, 23rd Street, and other routes, in conjunction with the relevant cities. | 17.4 | 19 | 2015 | Other: \$13 | 6 | 1.5 | 1.6 | 1.7 | 2018 | 2020 | 2019 | none | 1.5 | TBD |
| 16 | 45 | Contra Costa | 21134 | WCCTAC | AC Transit | Construct enhancements to San Pablo Rapid Service, including real-time info, queue jump lanes, buses and on- board equipment, and passenger amenities. | 17.4 | 19 | 2015 | Other: \$13 | 6 | 20.0 | 21.3 | 22.3 | 2018 | 2020 | 2019 | None | 22.3 | Retain Project. It represents possible short term improvement proj. on the San Pablo corridor, with possible greater long term improvements represented by the Vision project. |
| 20 | 46 | Contra Costa | 230123 | WCCTAC | WestCAT | Expand existing WestCAT maintenance facility (includes land purchase) | 5.9 | 6.1 | 2013 | Measure J: \$1 | 5.1 | 3 | 3.5 | 3.25 | 2016 | 2019 | 2018 | Measure J: \$1 | 2.5 | |
| 26 | 49 | Contra Costa | 240640 | WCCTAC | Richmond | Ferry Service - Landside Improvements (parking expansion) | 19 | 21 | 2013 | RCRA: \$2M | 19 | 21 | | | 2020 | 2022 | 2021 | | 24.5 | RCRA funds no longer available |
| 39 | 56 | Contra Costa | 230131 | WCCTAC | WestCAT | Lynx service Expansion | 6 | 8.0 | 2025 | None | 8 | 6 | 6.3 | 6.5 | 2018 | 2022 | 2020 | none | 6.5 | |
| 40 | 57 | Contra Costa | 230218 | WCCTAC | El Cerrito | Del Norte Area TOD - Phase 1 Street Improvements | 25 | 30.4 | 2020 | None | 30.4 | 10.0 | 10.7 | 11.4 | 2019 | 2021 | 2020 | 3.13 WCCTAC STMP | 6.9 | Split into Phases - See below |
| 41 | 57a | Contra Costa | 230218 | WCCTAC | El Cerrito | Del Norte Area TOD - Phase 2 Other Infrastructure & Parking Improvements | | | | | | 21.0 | 22.4 | 24.5 | 2020 | 2022 | 2021 | 3.74 WCCTAC STMP | 17.3 | |
| 42 | 58 | Contra Costa | 240637 | WCCTAC | Richmond | 23rd Street Streetscape including conversion of 22nd and 23rd to two way operation | 12 | 15.0 | 2020 | None | 15 | 13 | | | 2020 | 2020 | 2020 | none | 15 | |
| 43 | 60 | Contra Costa | 240649 | WCCTAC | Hercules | Regional Rail Station in Hercules Phase 7 - Parking Structure | 30.0 | 34.9 | 2021 | None | 34.9 | | 17.0 | 17.0 | 2017 | 2018 | 2017 | None | 17 | |

| | A | B | C | D | E | F | L | M | N | O | P | R | S | T | U | V | W | X | Y | Z |
|----|-----|-----------------|----------|-----------|--------------------------|---|----------------------------|---|--|---|---|------------------------------------|---------------------------|--------------------------|---------------------------------------|-------------------------------------|--|--|--|---|
| 2 | | | | | | | 2013 RTP Costs and Funding | | | | | Updated 2017 RTP Costs and Funding | | | | | | | | |
| 3 | No | County | RTP ID | Subregion | Sponsor | Project Description | Cost (2011 \$) | Cost (YOE \$) | Estimated Mid Year of Construction | Updated Committed Funding (list all sources and amounts) | Requested Discretionary Funds (Funding Shortfall) | Updated Cost (2014 \$) | Updated Cost (2017 \$) | Updated Cost (YOE \$) | Start Year of Construction/ Ops | End Year of Construction/ Ops | Estimated Mid Year of Construction | Updated Committed Funding (list all sources and amounts) | Updated Request for Discretionary Funds (Funding Shortfall) | Notes |
| 45 | New | Contra Costa | 230321 | WCCTAC | Hercules | Regional Rail Station in Hercules Phase 4 - Fuel oil and fiber optic line relocations | | | | | | 17.1 | 18.3 | 17.9 | 2016 | 2016 | 2016 | none | 17.9 | City submitted a TIGER grant application for \$16.8M. Qualifies for \$13M in subregional traffic mitigation funding. |
| 46 | New | Contra Costa | 230321 | WCCTAC | Hercules | Regional Rail Station in Hercules Phase 5 - Track/signal work including railroad bridge and station retaining walls, rail station | | | | | | 34.4 | 36.8 | 36.8 | 2017 | 2018 | 2017 | None | 36.8 | City submitted a TIGER grant application for \$10.3M. |
| 47 | New | Contra Costa | 230321 | WCCTAC | Hercules | Regional Rail Station in Hercules Phase 6 - Transit loop, promenade, civic plaza, and trail completion | | | | | | 9.4 | 10 | 10 | 2017 | 2018 | 2017 | None | 10 | |
| 48 | New | Contra Costa | 230321 | WCCTAC | Hercules/WETA/WCC TAC | Regional Ferry Service in Hercules - Landside infrastructure improvements including wharf, docking facility, terminal building and expanding waterside of rail station building | | | | | | 32.7 | 35 | 37.4 | 2020 | 2021 | 2020 | Measure J: \$30.5 | 6.9 | 50% of Measure J 22B |
| 50 | New | Contra Costa | 21210 | WCCTAC | Hercules | Regional Rail Station in Hercules Phase 3 - Bay Trail west segment | | | | | | | 3.6 | 3.5 | 2016 | 2016 | 2016 | Gas Tax: \$0.9, OBAG: \$2.6 | 2.6 | Need to Confirm Project Qualifies for OBAG |
| 51 | New | Contra Costa | | WCCTAC | WCCTAC | Complete Streets | | | | | | | 15 | 15 | 2017 | 2040 | 2029 | None | 15 | General category for WCCTAC |
| 52 | New | Contra Costa | "240646" | WCCTAC | San Pablo | Wildcat Creek Trail Construction | \$3.5 | Part of Programm atic Category | 2018 | local | 0.1 | 3.8 | 4.1 | | 2017 | 2019 | 2018 | 100k City General Fund | 4 | #53 Moved from Vision and updated. Add to TEP |
| 54 | New | Contra Costa | "230196" | WCCTAC | AC Transit | Enhanced Operating Programs (More Service) | 80.0 | 97.3 | 2020 | None | 97.3 | | | | | | | | 35 | #62 Moved from Vision List. Reduced to \$35 for 5 yrs of funding. Awaiting additional updated info. |
| 55 | New | Contra Costa | | WCCTAC | WCCTAC | West County High Capacity Transit Study Implementation Ph. 1 Environmental, Engineering & Implementation | | | | | | | 20 | | 2017 | 2022 | 2020 | none | 14.5 | Remainder in Vision |
| 59 | New | Contra Costa | 240648 | WCCTAC | Richmond | Cutting/Carlson grade crossing improvements at UPRR grade crossing COMMENT: project is being implemented in 3 phases | 19 | 23.1 | 2020 | None | | 8 | | | 2015 | 2019 | 2017 | \$1.9 Sec 130, \$0.5 Measure J | 6.00 | #50 moved from Vision List to be added to general category for grad Xing/grade separation improvements |
| 60 | New | Contra Costa | 230229 | WCCTAC | Pinole | Widen Pinole Valley Road Ramps at I-80 on ramps (E&N) and Extend Pinole Valley Rd eastbound on-ramp. | | | | | | | | | | | 2019 | Measure J | 10 | #64 from Vision list and updated by Pinole |
| 61 | New | Contra Costa | | WCCTAC | Hercules | San Pablo Avenue Pedestrian Overcrossing at Sycamore Avenue | | | | | | 3.3 | 3.5 | 3.5 | 3.5 | 2018 | 2017 | none | 3.5 | On Safe Route to School |
| 64 | New | Contra Costa | | WCCTAC | San Pablo | Construct Complete Streets Plans on San Pablo Avenue from border with Richmond | 11.5 | | | None | 11.5 | 12.3 | 13.1 | 13.1 | 2017 | 2018 | 2018 | none | 13.1 | over 1/4 mile |
| 65 | New | Contra Costa | | WCCTAC | San Pablo | Construct Complete Streets Plan on Rumrill from Chesley to San Pablo Avenue | 10.3 | | | None | 10.3 | 11 | 11.7 | 11.7 | 2016 | 2017 | 2017 | Possibly \$4 ATP | 11.7 | over 1/4 mile |
| 69 | New | Contra Costa | | WCCTAC | El Cerrito | San Pablo Avenue CycleTrack, Bicycle and Pedestrian Improvements | | | | | | 7.4 | 7.7 | 8.1 | 2018 | 2020 | 2019 | | 8.1 | El Cerrito Project, breaking out from #48 Vision List. El Cerrito requested to be on Financially constrained. More than 1/4 mile |

| | A | B | C | D | E | F | L | M | N | O | P | R | S | T | U | V | W | X | Y | Z |
|----|---|-----------------|--------|------------|----------------------|---|----------------------------|------------------|--|---|---|------------------------------------|---------------------------|--------------------------|---------------------------------------|-------------------------------------|--|--|--|--|
| 2 | | | | | | | 2013 RTP Costs and Funding | | | | | Updated 2017 RTP Costs and Funding | | | | | | | | |
| 3 | No | County | RTP ID | Subregion | Sponsor | Project Description | Cost (2011 \$) | Cost (YOE \$) | Estimated Mid Year of Construction | Updated Committed Funding (list all sources and amounts) | Requested Discretionary Funds (Funding Shortfall) | Updated Cost (2014 \$) | Updated Cost (2017 \$) | Updated Cost (YOE \$) | Start Year of Construction/ Ops | End Year of Construction/ Ops | Estimated Mid Year of Construction | Updated Committed Funding (list all sources and amounts) | Updated Request for Discretionary Funds (Funding Shortfall) | Notes |
| 70 | New | Contra Costa | | WCCTAC | AC Transit/ Richmond | New West County Bus Storage and Maintenance Facility Phase 1: Planning, remediation, land acquisition, and environmental for the rRelocation of D3 bus facility and redevelopment of exisiting site as transit oriented development. Site acquisition, site prep, site planning, design | | | | | | | 30.0 | | | | | none | 30 | how ready is this project? Land discussions happening now. |
| 71 | New | Contra Costa | | WCCTAC | County | Appian Way Complete Streets Project | | | | | | 16 | 17.2 | 23.7 | 2019 | 2020 | 2020 | Local \$0.5 | 23.2 | County submitted STIP app for project |
| 72 | New | Contra Costa | | WCCTAC | County | San Pablo Avenue Complete Streets Project | | | | | | 12 | 12.9 | 13.9 | 2020 | 2020 | 2020 | Local: \$0.1 | 13.8 | |
| 73 | New | Contra Costa | | WCCTAC | County | Fred Jackson Way First Mile/Last Mile Connection | | | | | | 4.5 | 4.7 | 5.0 | 2018 | 2018 | 2018 | Local: \$0.1 | 4.9 | |
| 74 | New | Contra Costa | | Countywide | County | Bike/Pedestrian Network completion | | | | | | \$1M annually | | | 2017 | 2040 | 2029 | Local: \$0.1 | 0.9 | |
| 75 | New | Contra Costa | | Countywide | County | Upgrade infrastructure in PDA's to prepare for targeted growth. | | | | | | \$1M annually | | | 2017 | 2040 | 2029 | Local: \$0.1 | 0.9 | |
| 76 | New | Contra Costa | | WCCTAC | Hercules | Install Pedestrian Sidewalk on Willow Avenue from Palm Avenue to the Hercules Transit Center | | | | | | 0.4 | 0.4 | 0.4 | 2017 | 2017 | 2017 | None | 0.4 | |
| 77 | New/43a | Contra Costa | 22358 | WCCTAC | CCTA?/Hercules | I-80/SR4 Interchange Ramp Improvements consisting of new SR4 eastbound offramp and onramps at Willow north of Palm and removal of Willow loop ramps connecting to I-80 and SR4 | | | | | | | | 27.7 | 2019 | 2022 | 2021 | none | 27.7 | Moved from Vision List. |
| 78 | | | | | | | | | | | | | | | | | | | | |
| 79 | | | | | | Subtotal | | | | | 479.6 | | | | | | | | | |
| 80 | | | | | | | | | | | | | | | | | | | | |
| 81 | | | | | | | | | | | | | | | | | | | | |
| 82 | | | | | | | | | | | | | | | | | | | | |
| 83 | | | | | | | | | | | | | | | | | | | | |
| 85 | | | | | | | | | | | | | | | | | | WCCTAC Subtotal | 480 | 480 |
| 86 | | | | | | | | | | | | | | | | | | | | |
| 91 | | | | | | | | | | | | | | | | | | WCCTAC Target | 480 | |
| 92 | Financial Constrained July 16, 2015 Draft | | | | | | | | | | | | | | | | | Difference | 0 | |
| 93 | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|----|--|-----|--------------|--------|-----------|------------|---|------------------------------------|---------------------------|--------------------------|-----------------------------------|---------------------------------|--|--|--|---|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
| 1 | RTP Financially Constrained Grouped Programmatic Categories of Projects | | | | | | | | | | | | | | | |
| 2 | | | | | | | | Updated 2017 RTP Costs and Funding | | | | | | | | |
| 3 | Program Category | No | County | RTP ID | Subregion | Sponsor | Project Description | Updated Cost (2014 \$) | Updated Cost (2017 \$) | Updated Cost (YOE \$) | Start Year of Construction/Ops | End Year of Construction/Ops | Estimated Mid Year of Construction | Updated Committed Funding (list all sources and amounts) | Updated Request for Discretionary Funds (Funding Shortfall) | Notes |
| 4 | 1. Expansion-New Bike/Ped Facilities: New and extended bike and ped facilities (less than 1/4 mile) | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | |
| 8 | 2. System Management- signal coordination, ITS, etc. | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | |
| 11 | 3. System Management-Safety and security: railroad/highway crossings and warning devices; hazardous location or feature; HSIP, SRTS, | | | | | | | | | | | | | | | |
| 12 | | New | Contra Costa | TBD | WCCTAC | San Pablo | San Pablo Creek at San Pablo Avenue Bridge Replacement | 9 | 9.6 | 9.6 | 2017 | 2018 | 2018 | HBP \$8.2 | 1.4 | Moved to Program Category from Projects |
| 13 | | New | Contra Costa | TBD | WCCTAC | San Pablo | San Pablo Creek at Giant Hwy Bridge Rehabilitation | 1.4 | 1.5 | 1.5 | 2016 | 2017 | 2017 | HBP \$1.2 | 0.3 | Moved to Program Category from Projects |
| 14 | | New | Contra Costa | TBD | WCCTAC | El Cerrito | Wildcat Drive Repair | 2.5 | 2.7 | 2.8 | 2020 | 2020 | 2020 | none | 2.8 | Not funded, but will seek hazard elimination or other funding sources |
| 15 | | 62 | Contra Costa | 240656 | WCCTAC | San Pablo | Church Lane Bridge Widening at San Pablo Creek | 0.52 | 0.55 | 0.6 | 2020 | 2020 | 2020 | none | 0.6 | One side of bridge does not have a sidewalk |
| 16 | | New | Contra Costa | TBD | WCCTAC | San Pablo | Realignment of San Pablo Avenue intersection with 23rd Street and Road 20 | 5 | 5.3 | 5.3 | 2017 | 2018 | 2018 | none | 5.3 | Moved to Program Category #3. possibly HSIP |
| 17 | | New | Contra Costa | TBD | WCCTAC | Richmond | Richmond Parkway Upgrades: pavement and signal upgrades, install video detection and safety upgrades along the Richmond Parkway | | 4.96 | | | | | none | 4.96 | Conceptual engineering complete. |
| 18 | | | | | | | | | | | | | | | | |
| 19 | 4. System Management-Travel Demand Management: car and bike share, alt. fuel vehicles, parking programs, marketing and outreach, etc. | | | | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | | | | | |
| 21 | 5. System Management- Intersection Improvements | | | | | | | | | | | | | | | |
| 22 | | | | | | | | | | | | | | | | |
| 23 | | | | | | | | | | | | | | | | |
| 24 | 6. System Management- Multimodal Streetscape Improvements: minor bike/ped facility gap closure; ADA compliance, streetscape improvements, minor road diet (less than 1/4 mile) | | | | | | | | | | | | | | | |
| 25 | | New | Contra Costa | TBD | WCCTAC | County | Upgrade infrastructure in PDA's to prepare for targeted growth. | \$1M annually | | | | | | Local: \$0.4 | 3.6 | |
| 26 | | | | | | | | | | | | | | | | |
| 27 | 13. Preservation/Rehabilitation: pavement resurfacing and/or rehab, emergency repair, | | | | | | | | | | | | | | | |
| 28 | | New | Contra Costa | TBD | WCCTAC | Richmond | Note: local streets and roads maintenance, Richmond needs an additional \$4mill. annually to maintain existing PCI | 4 annually*23 years=\$92 | | | | | | | 92 | |
| 29 | | | | | | | | | | | | | | | | |
| 30 | 14: Operations-Routine Operations and Maintenance: patching and pothole repair, signal ops, lighting, transit preventative maintenance | | | | | | | | | | | | | | | |
| 31 | | | | | | | | | | | | | | | | |
| 32 | | | | | | | | | | | | | | | | |
| 33 | Bike Parking (Lockers and stations) | | | | | | | | | | | | | | | |
| 34 | | | | | | | | | | | | | | | | |
| 35 | | | | | | | | | | | | | | | | |
| 36 | | | | | | | | | | | | | | | | |
| 37 | Draft Financially Constrained Grouped Programmatic Categories: July 16, 2015 | | | | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | | | WCCTAC Subtotal | 110.96 | |

| | A | B | C | D | E | G | H | I | J | K | M | N | O | P | Q | R | S | T | U | V |
|-----|-------------------------|--------|-----------|----------------------|---|----------------------------|----------|------------------------|-------------------|---|------------------------------------|------------------------|-----------------------|--------------------------------|------------------------------|------------------------|---------------------------|--|-------------------------|---|
| 1 | VISION LIST OF PROJECTS | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | 2013 RTP Costs and Funding | | | | | Updated 2017 RTP Costs and Funding | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 3 | No | RTP ID | Subregion | Sponsor | Project Description | Cost (2011 \$) | YOE (\$) | Mid Yr of Construction | Funding Shortfall | Fund Sources/Amounts | Updated Cost (2014 \$) | Updated Cost (2017 \$) | Updated Cost (YOE \$) | Start Year of Construction/Ops | End Year of Construction/Ops | Mid Yr of Construction | Updated Funding Shortfall | Fund Sources/Amounts | Amnt. Of Funding Needed | Notes |
| 4 | 1 | 22371 | CCTA | CCTA | Park & Ride Lots for the support of Regional Express Bus Service | 16.5 | 20 | 2020 | 20 | none | | | | | | | | | | |
| 63 | | | | | | | | | | | | | | | | | | | | |
| 64 | 41 | 240655 | WCCTAC | Richmond | Richmond CyberTran | 41 | 50.0 | 2020 | 50 | none | 50 | | | 2020 | 2023 | 2021 | 50 | | | |
| 69 | 43b | 22358 | WCCTAC | CCTA?/Hercules | I-80/SR4 Interchange Ramp Improvements consisting of a new I-80 Eastbound Offramp at Sycamore | | | | | | | | 15.0 | 2019 | 2022 | 2021 | 15 | none | \$15 | Original project now phased. |
| 70 | 43c | 22358 | WCCTAC | CCTA?/Hercules | I-80/SR4 Interchange Ramp Improvements including SR4 westbound I-80 ramp replacement. | | | | | | | | 25.0 | 2019 | 2022 | 2021 | 25 | none | \$15 | Original project now phased. |
| 71 | 44 | 22516 | WCCTAC | Capitol Corridor JPA | Capitol Corridor Regional Rail Service (West Contra Costa and Solano counties) | 70 | 94.9 | 2025 | 94.9 | none | | | | | | 2025 | | none | \$95 | \$94.9=placeholder |
| 72 | 45 | 94050 | WCCTAC | CCTA | Upgrade State Route 4 to full freeway from I-80 to Cummings Skyway (Phase 2) | 75 | 101.7 | 2025 | 101.7 | none | | | | | | 2030 | | | 101.7 | Per Hisham keep same as 2013 except mid year |
| 78 | New | | WCCTAC | WCCTAC & Others TBD | West County High Capacity Transit Study Implementation Ph. 2 | | | | | | 475.5 | | | 2017 | 2040 | 2029 | 475.5 | none | 475.5 | |
| 80 | 47 | 230283 | WCCTAC | Richmond | Grade Separation @Atlas/Giant | 26 | 31.6 | 2020 | 31.6 | | 40 | | 45.6 | 2024 | 2027 | 2025 | 45.6 | none | 45.6 | |
| 81 | 48 | 230401 | WCCTAC | WCCTAC | Construct bicycle- and pedestrian-friendly improvements along San Pablo Avenue from El Cerrito to Crockett to support transit-oriented development. | 6.8 | 8.3 | 2020 | 8.3 | none | | | 8.3 | | | 2020 | | none | \$8 | |
| 83 | New | | WCCTAC | El Cerrito | Active Transportation Plan Improvements (Bicycle & Ped) thru 2035 | | | | | | 34 | 35.5 | 44 | 2020 | 2035 | 2027 | | | 35.5 | |
| 84 | New | | WCCTAC | El Cerrito | Ohlone Greenway Master Plan Improvements | | | | | | 2.8 | 2.9 | 3 | 2020 | 2024 | 2022 | | | 2.9 | |
| 85 | New | | WCCTAC | El Cerrito | Access Modifications | | | | | | 6 | 6.3 | 8 | 2020 | 2035 | 2027 | | | 6.3 | Need more detailed project description |
| 87 | 49 | 230528 | WCCTAC | County | Cummings Skyway Truck Lane Extension | 1.8 | | | | | 15 | 16.2 | 22.3 | 2030 | 2030 | 2030 | 22.3 | none | 22.3 | County submitted this project as a Vision Project but previously requested it be moved to Constrained list. Check which list it belongs on and possibly remove from constrained list. |
| 90 | 51 | 240639 | WCCTAC | Richmond | Macdonald Avenue Streetscape | 16 | 19.5 | 2020 | 19.5 | RCRA: \$0.33M | 17 | 19 | 19.3 | 2017 | 2019 | 2018 | 19.3 | RCRA funds no longer available | 19.3 | |
| 91 | 52 | 240645 | WCCTAC | Richmond | Richmond Bicycle and Pedestrian Projects COMMENT: item only includes 5-7 yr time horizon of projects. Need far exceeds 25.5m | 16 | 19.5 | 2020 | 19.5 | CMAQ: \$0.6, TFCA: \$0.75, RCRA: \$0.08 | 25.5 | | | 2017 | 2023 | 2020 | | 10m, various sources | 29.1 | |
| 94 | 54 | 240658 | WCCTAC | Caltrans | I-80 CSMP Improvements | 30 | 36.5 | 2020 | 36.5 | none | | | 36.5 | | | 2020 | | | 36.5 | Need more detail description. \$36.5=placeholder |
| 95 | 55 | 240030 | WCCTAC | BART | Expansion Vehicles -- purchase 225 additional vehicle to accommodate future ridership | 71.3 | 86.7 | 2020 | 86.7 | none | 86.7 | | | 2017 | 2023 | 2020 | | | 98.8 | BART is updating its projects |
| 96 | 56 | 240069 | WCCTAC | BART | Security -- projects necessary to improve or enhance BART patron and system security | 13.3 | 16.2 | 2020 | 16.2 | none | 16.2 | | | 2017 | 2040 | 2020 | | | 18.5 | BART is updating its projects |
| 97 | 57 | 240070 | WCCTAC | BART | BART System Capacity -- Investments include train control mods, traction power upgrade, 3rd rail feeder cables, improved ventilation, etc. | 12.0 | 14.6 | 2020 | 14.6 | none | 14.6 | | | 2017 | 2040 | 2020 | | | 16.6 | BART is updating its projects |
| 98 | 59 | 240071 | WCCTAC | BART | Station Access -- Combines smart growth/TOD, transit connectivity, bicycle, pedestrian, signage, parking (except at Lafayette and Orinda BART), and other access modes to meet growing ridership demand | 52.7 | 64.1 | 2020 | 64.1 | none | 64.1 | | | 2017 | 2030 | 2020 | | | 73 | BART is updating its projects |
| 101 | New | NEW | WCCTAC | AC Transit | San Pablo-Macdonald Transit Corridor Improvements | | | | | | 220.0 | 270.0 | 270.0 | 2023 | 2025 | 2027 | 270.0 | none | 22 | \$22 mill represents 10% of cost and CCC's portion |
| 109 | 65 | 240647 | WCCTAC | Pinole | Multimodal Streetscape Improvements, San Pablo Ave, Pinole Valley Rd, Appian Way | 4.5 | 5.5 | 2020 | 5.5 | none | | | 5.5 | | | 2020 | 5.5 | none | 5.5 | |
| 111 | NEW | TBD | WCCTAC | Richmond | Completion of Richmond Greenway, including acquisition of R/W for west segment and completion of connector through/over 23rd Street | | | | | | 13 | 15 | | 2017 | 2025 | 2020 | | None. | 15 | |
| 112 | NEW | TBD | WCCTAC | Richmond | Multimodal Intelligent Transportation System/Signal Improvements | | | | | | 8 | 10 | | 2020 | 2030 | 2025 | | None. | 10 | |
| 113 | NEW | TBD | WCCTAC | Richmond | Bus shelters and transit stop improvements | | | | | | 3 | 4 | | 2017 | 2022 | 2020 | | None. | 4 | |
| 114 | NEW | TBD | WCCTAC | Richmond | The Yellow Brick Road in Richmond's Iron Triangle | | | | | | 18 | 20 | | 2017 | 2025 | 2021 | | None. | 20 | |
| 115 | NEW | TBD | WCCTAC | Richmond | South Shoreline Area Connectivity Improvements, including roadway and interchange reconfiguration, rail improvements, and freeway crossings | | | | | | 15.3 | 17.1 | | 2017 | 2022 | 2020 | | None. | 17.1 | |
| 117 | New | TBD | WCCTAC | AC Transit | East Bay Paratransit Service | | | | | | | 4.6 | | FY 2016 | | | | AC Transit General Fund, Alamenda Measure BB | 1.9 | |
| 118 | New | 230127 | WCCTAC | WestCAT | Construct new satellite WestCAT maintenance facility (includes land purchase) | 8.2 | 11.1 | 2025 | 11.1 | None | 11 | 11.1 | 11.7 | 2025 | 2028 | 2027 | 11.7 | none | 11.7 | #54 moved from Constrained list |

| | A | B | C | D | E | G | H | I | J | K | M | N | O | P | Q | R | S | T | U | V |
|-----|-------------------------|--------|-----------|----------------------|---|----------------------------|----------|------------------------|-------------------|----------------------|------------------------------------|------------------------|-----------------------|--------------------------------|------------------------------|------------------------|---------------------------|----------------------|-------------------------|--|
| 1 | VISION LIST OF PROJECTS | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | 2013 RTP Costs and Funding | | | | | Updated 2017 RTP Costs and Funding | | | | | | | | | |
| 3 | No | RTP ID | Subregion | Sponsor | Project Description | Cost (2011 \$) | YOE (\$) | Mid Yr of Construction | Funding Shortfall | Fund Sources/Amounts | Updated Cost (2014 \$) | Updated Cost (2017 \$) | Updated Cost (YOE \$) | Start Year of Construction/Ops | End Year of Construction/Ops | Mid Yr of Construction | Updated Funding Shortfall | Fund Sources/Amounts | Amnt. Of Funding Needed | Notes |
| 121 | New/48 | TBD | WCCTAC | WCCTAC/San Pablo | Construct bicycle- and pedestrian-friendly improvements along San Pablo Avenue from border at Richmond to current San Pablo Complete Streets boundary | 10.0 | 12.2 | 2020 | 12.2 | none | 10.7 | 11.4 | 12.2 | 2020 | 2021 | 2020 | 0.0 | none | 12.2 | |
| 122 | New | TBD | WCCTAC | WCCTAC | Develop new and expanded park-n-ride lots at key locations. | | | | | | 30.0 | | 30.0 | 2017 | 2025 | 2022 | | | 30 | |
| 123 | New | TBD | WCCTAC | WCCTAC | Implementation of Recommendations from CCTA's SRTS Assessment | | | | | | 58.3+318 | | | 2017 | 2040 | 2029 | 376.3 | none | 376.3 | 52 schools in WCCTAC of 217 schools in County =24%. % of \$242.8 (tot. cap costs)=\$58.3 mill. Plus \$13.8 for annual share of program costs for 23 yrs =\$318 |
| 124 | New | TBD | WCCTAC | WCCTAC | Fund study to identify feasibility of bike facilities on Richmond Parkway and for improving Bay Trail crossing at Wildcat Creek. | | | | | | 0.5 | | | 2018 | 2020 | 2019 | | | 0.5 | |
| 125 | New | TBD | WCCTAC | WCCTAC | Construct gap closure non-motorized projects on Bay Trail and Richmond and Ohlone Greenways | | | | | | 25.0 | | | 2018 | 2025 | 2022 | | | 25 | |
| 126 | New | TBD | WCCTAC | WCCTAC | Install new technologies to reduce SOV and increase existing capacity. TDM Capital Infrastructure" which will include improvements such as: a. Park and Ride real time changeable signage; b. Other technology enhancements for ridesharing and transit | | | | | | 20.0 | 20.0 | | 2017 | 2025 | 2022 | | | 20 | |
| 127 | New | TBD | WCCTAC | San Pablo | Construct Complete Streets Plans on San Pablo Avenue from border with Richmond | | | | | | 12.3 | | | | | | | | 12.3 | |
| 128 | New | TBD | WCCTAC | San Pablo | Construct Complete Streets Plan on Rumrill from Chesley to San Pablo Avenue | | | | | | 5.3 | | | | | | | 1.3 | 4 | |
| 129 | New | TBD | WCCTAC | San Pablo | Realignment of San Pablo Avenue intersection with 23rd Street and Road 20 | | | | | | 5 | | | | | | | | 5 | |
| 130 | New | TBD | WCCTAC | San Pablo | San Pablo Creek at San Pablo Avenue Bridge Replacement | | | | | | 9 | | | | | | | | 8 | |
| 131 | New | TBD | WCCTAC | San Pablo | San Pablo Creek at Giant Hwy Bridge Rehabilitation | | | | | | 1.4 | | | | | | | | 1.2 | |
| 133 | 47 | 230318 | WCCTAC | County | Extend North Richmond truck route along Soto Street from Market Avenue to Parr Boulevard. . | 18.5 | | | | | 18.5 | 20 | 27.6 | 2030 | 2030 | 2030 | 27.6 | none | 27.6 | County submitted New project as No. 47. Unclear what to do with original project |
| 136 | New | TBD | WCCTAC | Hercules | Install Pedestrian Sidewalk on Sycamore Ave on Path To Hercules Transit Center - Creekside Center Drive to Willow Avenue | | | | | | 0.5 | 0.5 | 0.5 | 2018 | 2018 | 2018 | 0.0 | none | 0.5 | |
| 137 | New | TBD | WCCTAC | Hercules | Install Pedestrian Walkway on San Pablo Avenue from John Muir Parkway to Sycamore Avenue | | | | | | 0.6 | 0.6 | 0.6 | 2018 | 2018 | 2018 | 0.0 | none | 0.6 | |
| 138 | New | TBD | WCCTAC | Hercules | Install Palm Avenue Pedestrian Sidewalk from Willow to Sycamore | | | | | | 1.4 | 1.5 | 1.5 | 2018 | 2018 | 2018 | 0.0 | none | 1.5 | |
| 140 | New | TBD | WCCTAC | County | Pitt Way Extension | | | | | | 4.4 | 5.3 | 7.3 | 2030 | 2030 | 2030 | 7.3 | none | 7.3 | |
| 141 | New | TBD | WCCTAC | County | Complete Bay Trail | | | | | | | 10 | 10 | 2022 | 2022 | 2022 | | none | 10 | County submitted, need more info. |
| 142 | New | TBD | WCCTAC | Richmond | Complete Bay Trail portion in Richmond | | | | | | | 6 | | 2017 | 2022 | 2020 | 6 | | 6 | |
| 143 | New | TBD | WCCTAC | AC Transit/Richmond | New West County Bus Storage and Maintenance Facility Phase 2: Relocation of D3 bus facility and redevelopment of exisiting site as transit oriented development. Site acquisition, site prep, site planning, design | | | | | | | 63.0 | 63.0 | 2021 | 2025 | 2023 | none | | 63 | |
| 144 | 48 | 230613 | WCCTAC | WETA/Hercules/WCCTAC | Purchase ferry for service between Hercules and San Francisco | 50 | 53.4 | 2022 | 49 | Other: 4 | 50 | 53 | 59 | 2021 | 2022 | 2022 | 59 | None | 59 | Moved to Vision List. Discussed with WETA on June 23. To purchase & build boat. |
| 145 | | | | | | | | | | | | | | | | | | | | |
| 146 | | | | | | | | | | | | | | | | | | | | |
| 147 | | | | | | 1082.7 | 1308.7 | | 972.7 | | | | | | | | | WCCTAC Subtotal | \$ 1,892.00 | |
| 148 | | | | | Draft Vision List July 16, 2015 | | | | | | | | | | | | | Prior WCCTAC Goal | 1152 | |
| 149 | | | | | | | | | | | | | | | | | | | | |
| 150 | | | | | | | | | | | | | | | | | | Available | \$ (740.00) | |
| 151 | | | | | | | | | | | | | | | | | | | | |

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TO: WCCTAC Board

DATE: June 24, 2015

FR: Leah Greenblat, Project Manager

RE: West County High Capacity Transit Study Update

REQUESTED ACTION

Provide comments on consultant presentation and draft Technical Memos #2 (Goals and Objectives), #3 (Communications and Outreach Plan), and #4 (Summary of Prior Studies)

BACKGROUND AND DISCUSSION

Following a formal Request for Proposals selection process, WCCTAC selected Parsons Brinckerhoff (PB) to serve as the lead consult for the West County High Capacity Transit Study. Rebecca Kohlstrand from PB serves as the study's Project Manager and leads a team of consultants. Ms. Kohlstrand will present the work to date and solicit feedback at the July Board meeting.

Key work items to date include the development of draft technical memos related to the study's:

- goals and objectives;
- communications and outreach plan;
- summary of prior studies;
- existing and proposed transportation network; and
- existing and future land use

The WCCTAC TAC, as well as a Study Management Group composed of the transit operators and CCTA staff, reviewed earlier drafts of these documents. The consultant incorporated comments from both groups into the latest draft documents provided to the Board. Ms. Kohlstrand will present the last two items on the bulleted list above at the Board meeting; however those draft technical memos are still being revised.

Upcoming work items include preparation for public outreach events, travel market analysis, and development of conceptual alternatives. Information on these topics will be the subject of future presentations to the Board.

Attachments:

- a. Tech Memo #2
- b. Tech Memo #3
- c. Tech Memo #4

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West Contra Costa High-Capacity Study

Revised Draft Technical Memorandum #2 Goals and Objectives

June 2015

**PARSONS
BRINCKERHOFF**

With
Kimley-Horn

Table of Contents

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| 1 | Introduction..... | 1 |
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| 1.2 | Study Area Context..... | 1 |
| 1.3 | Study Purpose | 3 |
| 1.4 | The Need for HCT Improvements..... | 3 |
| 2 | Goals and Objectives | 3 |

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Acronyms and Abbreviations

| | |
|------------|---|
| ABAG | Association of Bay Area Governments |
| AC Transit | Alameda-Contra Costa Transit District |
| BART | Bay Area Rapid Transit |
| BRT | bus rapid transit |
| CCTA | Contra Costa County Transportation Authority |
| HCT | high-capacity transit |
| I-580 | Interstate 580 |
| I-80 | Interstate 80 |
| I-880 | Interstate 880 |
| I-980 | Interstate 980 |
| LRT | light rail transit |
| MTC | Metropolitan Transportation Commission |
| RTPC | Regional Transportation Planning Committee |
| WCCTA | Western Contra Costa Transit Authority (WestCAT) |
| WCCTAC | West Contra Costa Transportation Advisory Committee |

1 INTRODUCTION

The West Contra Costa Transportation Advisory Committee (WCCTAC) recognizes the need to strategically respond to increasing traffic congestion and address future transit demand in the West County sub-region. The Interstate 80 (I-80) corridor is the primary interregional commute corridor through western Contra Costa County and is regarded as one of the most congested corridors in the San Francisco Bay Area. Travelers from within Contra Costa County and neighboring areas use this stretch of I-80 in West County to access both local and regional destinations, including destinations in Alameda and San Francisco counties as well as the Peninsula and South Bay to Sacramento and beyond. Traffic is routinely congested during peak commute hours in both directions, as well as during off-peak hours and weekends. Preliminary estimates indicate that work trips on the I-80 corridor are expected to increase by approximately 23 percent by 2040.¹ Additionally, the University of California plans to develop its site at the Richmond Field Station adjacent to Interstate 580 (I-580).

In an effort to reduce congestion and plan for future growth, WCCTAC is conducting the West County High-Capacity Transit Study to analyze multimodal high-capacity transit options and the associated costs and funding opportunities for the corridor. High-capacity transit (HCT) provides substantially higher levels of passenger capacity with typically fewer stops, higher speeds and more frequent service than community-based or local public bus services. This Goals and Objectives Technical Memorandum for the West County HCT Study will guide the study's development and assessment of potential HCT investments.

1.1 Background

WCCTAC is one of four regional transportation planning committees (RTPC) in Contra Costa County. The agency is charged with assessing the transportation needs of the West Contra Costa region, coordinating the actions of its members, and making policy and funding decisions regarding transportation issues. WCCTAC is governed by a Joint Exercise of Powers Agreement between the following member agencies: the Cities of El Cerrito, Hercules, Pinole, Richmond, and San Pablo; Contra Costa County; and the transit providers AC Transit, BART, and WestCAT. This study supports WCCTAC's vision of providing leadership, vision, and public policy development to create a comprehensive and cohesive transportation program that responds to the communities' present and future needs.

1.2 Study Area Context

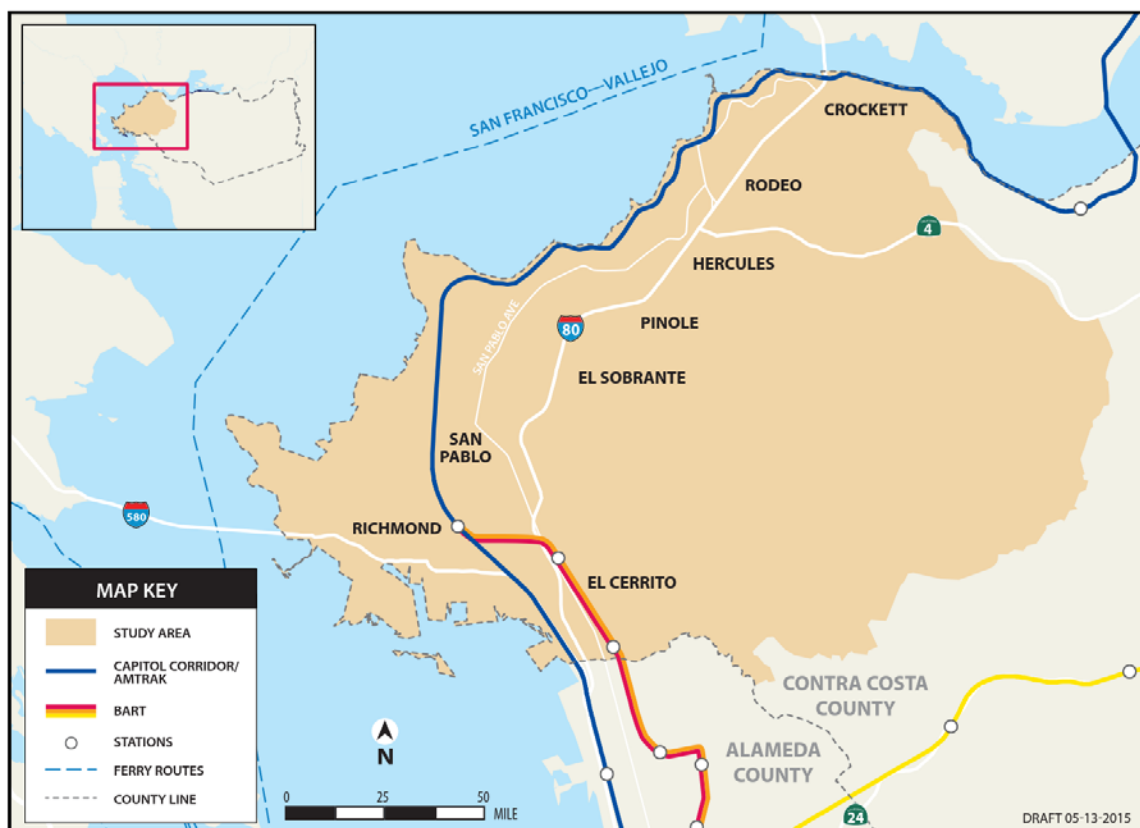
West Contra Costa County is a distinctive sub-region within the Bay Area set between the San Francisco Bay and the East Bay hills. I-80, the primary vehicular route running north-south

¹ Kittelson 2015, based on Contra Costa County Travel Demand Model

through this sub-region, has major regional significance to Bay Area commuters, and is considered one of the most congested freeway corridors in the region. San Pablo Avenue is a major arterial that runs parallel and functions as a possible alternative to I-80. It links each jurisdiction in West Contra Costa and is a key commercial thoroughfare for the sub-region. Interstate 580 (I-580), running perpendicular to I-80, connects travelers west to and from Marin County across the Richmond-San Rafael Bridge to I-80, and continues east through Alameda County and beyond.

The study area extends along the I-80 corridor, encompassing West Contra Costa County from the southern boundary at the Alameda County line north to the Carquinez Bridge and Solano County line. It essentially encompasses the Metropolitan Transportation Commission's (MTC) Superdistrict 20, which includes the Cities of El Cerrito, Hercules, Pinole, Richmond, and San Pablo as well as the unincorporated communities of Crockett, El Sobrante, and Rodeo. Figure 1 displays a map of the core study area, which includes I-80 and I-580, Highway 4, as well as major surface streets including San Pablo Avenue and Richmond Parkway. The West County HCT Study will also include analysis of travel markets to the west of the study area along I-580, south along I-80 to Alameda County and the Bay Bridge, east along Highway 4, and north along I-80 across the Carquinez Bridge to Solano County.

Figure 1. Study Area



1.3 Study Purpose

The purpose of this study is to identify and evaluate the feasibility and effectiveness of HCT options in west Contra Costa County for WCCTAC's consideration. This will require understanding existing travel markets and future demand for HCT in the area as part of the larger regional transit network, identifying and evaluating HCT options, and assessing the costs and potential funding sources for these options. Central to the study purpose is providing WCCTAC with the analyses necessary to determine and advance the most promising HCT alternative(s). The study will consider multimodal transit options including, but not limited to: freeway-based express bus, bus rapid transit (BRT), light rail transit (LRT), extension of BART service, commuter rail improvements, and ferry service. Study findings will guide future planning, investment priorities and funding efforts for WCCTAC.

1.4 The Need for High-Capacity Transit Improvements

Within west Contra Costa, the I-80 corridor is routinely congested during peak commute hours, often in both directions, with the AM southbound (also known as the westbound) direction being the more primary commute. Severe congestion is also present during off-peak hours and weekends. While some trips originate or terminate within west Contra Costa County, much of the traffic results from trips to and from destinations outside the sub-county region that are just passing through (WCCTAC, 2014). High traffic volumes and congestion within the area restricts mobility for local residents, negatively impacts goods movement and commercial enterprises, and contributes to local pollution and greenhouse gas emissions.

HCT improvements in West County are needed to address increasingly unreliable travel times for transit trips made on the area's congested roadways and insufficient transit capacity to meet the demands of current and future travel within and through the area. Existing transit in West County, including AC Transit, WestCat and BART, is heavily utilized but directly serves a limited number of local residents and workplaces. Extending the reach of HCT would increase the number of regional travel options for West County and beyond.

2 GOALS AND OBJECTIVES

The goals and objectives of this study are informed by a review of relevant past studies, West County and countywide transportation goals and the need to address existing and future transportation problems. A multitude of studies were conducted in the past 20 years in an effort to address increasing congestion on the I-80 corridor. These studies include MTC's I-80 Corridor Study (1996) and Regional Rail Plan (2007), several studies from BART exploring extensions in West Contra Costa County, as well as other studies from WCCTAC, CCTA and countywide transit providers. These studies have consistent themes in highlighting the need to improve mobility in the corridor through convenient and reliable transit service, provide

alternatives to single-occupancy vehicles, encourage sustainable transit-oriented development, and reduce environmental impacts with respect to maintaining the quality of life in local communities.

In addition to past studies relevant to the I-80 corridor, a review of long-range plans, action plans, and vision plans from regional authorities was conducted to inform and establish a level of consistency when defining the goals and objectives specific to this study. Among these was the West County Action Plan for Routes of Regional Significance, which identifies ten overarching goals that guide West County's transportation planning efforts.² One of these goals is to improve and expand high-capacity transit, a long-standing policy goal of WCCTAC that provides the groundwork for the West County HCT study.

Also important in the formation of this study's goals and objectives were the vision and goals set out in Contra Costa County Transportation Authority's (CCTA) 2014 Comprehensive Transportation Plan. Part of the vision includes the integration of all modes of transportation to meet the diverse needs of Contra Costa. CCTA's goals to realize this vision include supporting the efficient, safe, and reliable movement of people and goods using all available travel modes and expanding safe, convenient and affordable alternatives to the single-occupant vehicle.

The goals and objectives specific to this study are outlined as follows:

Goal 1: Increase transit ridership by providing efficient, frequent, and reliable service

- Objective 1a: Improve high-capacity transit service, travel times, and connections.
- Objective 1b: Improve access to transit hubs by all modes of transportation and increase the total number of trips taken by transit.

Goal 2: Improve connections between transit systems and services

- Objective 2a: Connect communities in the corridor to the regional transit network and other regional centers.
- Objective 2b: Provide user-friendly connections between regional and local transit services.

Goal 3: Expand transit in competitive corridors to new and underserved travel markets

- Objective 3a: Identify opportunities to match transit improvements with unmet and anticipated future needs in local, regional, and inter-regional markets.

Goal 4: Preserve and enhance the environment and maintain a high quality of life

- Objective 4a: Avoid impacts to existing natural and cultural resources in the corridor.

² West County Action Plan for Routes of Regional Significance, WCCTAC, 2014.

- Objective 4b: Improve air quality and decrease greenhouse gas emissions by reducing the reliance on single-occupant vehicles.
- Objective 4c: Reduce transportation energy demand (per vehicle mile of travel) by increasing the use of high-capacity transit.
- Objective 4d: Take into account risks related to sea level rise and the effects of climate change in the location and design of transit facilities.

Goal 5: Support sustainable urban growth

- Objective 5a: Support economic and transit-oriented development in the corridor to advance the regional Sustainable Communities Strategies and Priority Development Area policies that support them.
- Objective 5b: Support development of compact, mixed-use, and sustainable communities that can be served effectively by transit.

Goal 6: Provide equitable access for residents and businesses

- Objective 6a: Improve transit access to jobs, housing, education, and other regional resources for a broad cross-section of socio-economic groups, ethnicities, and household types, especially for transit-dependent populations.
- Objective 6b: Preserve mobility of people and goods throughout the corridor.

Goal 7: Make efficient use of public financial resources

- Objective 7a: Identify high-capacity transit investments that are cost-effective.
- Objective 7b: Identify potential funding opportunities for needed transit investments, such as an extension of Contra Costa County's Measure J.
- Objective 7c: Seek public input on proposed transit investments.

These goals and objectives will serve as the framework for the study's development and evaluation of long-term HCT improvements.

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DRAFT TECHNICAL MEMORANDUM 3.1
Strategic Communications and Outreach Plan

June 2015

**PARSONS
BRINCKERHOFF**

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1 STRATEGIC COMMUNICATIONS AND OUTREACH PLAN

1.1 Purpose and Goal

Strategic communications will facilitate public input during the West County High-Capacity Transit Study to strengthen its recommendations and help achieve broad regional support for the final proposed set of projects. The purpose of this Strategic Communications and Outreach Plan is to provide a communications “blueprint” for the activities that will educate and inform the public about the West County High-Capacity Transit Study, and help garner broad public input during the Study’s development.

1.2 Approach

The communications activities will entail a multi-pronged approach to educating the public about the purpose of the West County High-Capacity Transit Study, as well as to soliciting public input at key milestones of its development:

- During the assessment phase, to understand what the public sees as transportation issues and where they would like to focus investments;
- To assist in the refinement of alternatives; and
- To provide feedback on the final recommendation for a transit investment.

As part of this multi-pronged approach, we will leverage the existing communications channels of partner agencies (through the Study Management Group), the WCCTAC Technical Advisory Committee, and members of the WCCTAC Board of Directors to broaden the scope of our outreach activities and to help ensure public input from a broad cross section of West County constituents. Coordination with these entities will also help to ensure clear, uniform, and consistent communications. We will also communicate directly with cities and community organizations throughout the process.

The communications activities are timed to coordinate with and leverage outreach activities by the Contra Costa Transportation Authority’s (CCTA) concurrent countywide Transportation Expenditure Plan (TEP), in order to maximize West County public participation and to ensure that these activities are complementary rather than competitive. Additionally, public input opportunities will be scheduled ahead of WCCTAC Board meetings so that an accurate summary of “what we heard” (public input) can be reported to the WCCTAC Board and inform their decisions regarding the Study.

1.3 Messaging

Below is an overview of the key messaging that will educate the public about the Study and to solicit public input.

1.3.1 Conceptual Messaging and Project Boilerplate

As a first step, the PB communications team will develop conceptual messages that will be used to help educate and inform the public about the purpose and goals of the Study, as well as to identify project boundaries, the development process and opportunities for public input, and other key Study parameters. This will become the “boilerplate” message about the Study that is applied to all informational and outreach materials, including the Study’s dedicated website, fact sheets, eblasts, the online survey, and public notice materials.

1.3.2 Messaging to Educate, Encourage Public Participation, and Focus Public Input

Detailed messaging will serve as a method of educating the public further about the Study. It will be designed to spur public understanding about West County transportation and to motivate broad public participation in the process of helping to identify a set of potential transit investments. Variations of this messaging will be used in discussions with key stakeholders (see Section 1.4), in introductory remarks at public workshops, at the telephone town hall, and at other public forums. It may also be used in electronic and print materials.

Below are preliminary messaging concepts.

1.3.2.1 To educate

Providing context about the current and projected conditions for transit in West County will explain why WCCTAC is developing a plan for future high-capacity transit investments:

- A key element of West County congestion is the I-80 corridor, which is already at capacity. Travel forecasting shows congestion will increase along this corridor as well as other parts of West County. Since options for widening freeways and roadways are extremely limited, reducing travel times and accommodating future growth require more efficient use of the freeways, roadways, and other transportation facilities in the Study area.
- Transit – especially transit that can move large numbers of people – is key to addressing the congestion. High-capacity transit – which includes services such as express buses, ferries, BART, Amtrak, or Santa Clara County’s light rail – provides substantially higher levels of passenger capacity with typically fewer stops, higher speeds, and/or more frequent service than local public bus services.
- Historically, there has not been enough investment in transit to keep up with demand or future growth. The Study is being conducted to plan for projected growth West County and reduce its impacts on congestion.

1.3.2.2 To encourage public participation

To help encourage broad public participation, the messaging will explain the longer-term desired outcomes and why public input is important:

- This Study will identify, from a set of possible projects, one final proposal (set of projects) that may be included in the 2016 Contra Costa County Sales Tax Measure. Since transit choices are made within the context of limited resources, WCCTAC needs public input to ensure that the highest-impact project will make it to the ballot.

1.3.2.3 To help focus and obtain meaningful public input

The public will be asked to provide input on these kinds of questions through the telephone town hall, online survey, and at public meetings:

- What kind of high-capacity transit improvements would you like to see in West County?
- How can WCCTAC and project partners make transit more convenient for you?
- Where do you need to get to that current commuter transit doesn't serve?
- How do we account for future changes in land use?

1.4 Direct Stakeholder Outreach

The purpose of stakeholder outreach is to inform key decision makers and community leaders about the purpose and benefit of the Study and to identify key issues and concerns early on in the process. For this reason, the PB communications team will reach out to five city managers in West County, their staff, and WCCTAC TAC members early in the Study development process, to request these groups' participation in the Study and identify key issues, concerns, and desired Study outcomes. Additionally, we will enlist their support in sharing project information with their own networks and constituencies and promoting public participation at public meetings, in online surveys, and in the telephone town hall. During the meetings, we will also inquire about interest groups that they recommend speaking with in order to confirm and augment the list of stakeholders, including with any groups that could help garner public participation and input in the Study.

The resulting list of stakeholders will be brought to the WCCTAC TAC for review and approval prior to any public meetings. With WCCTAC approval, the expanded stakeholder list may include neighborhood organizations, environmental organizations, transportation advocacy organizations, multi-cultural communities, and others.

1.5 Key Considerations

We anticipate several potential Study communications challenges. It will therefore be important to balance communications about the purpose and benefits of the Study with communications underlining the realities of potential project costs, timelines for implementation, and other key factors. During the public involvement process, the PB communications team will also need to clearly explain how the proposed alternatives were screened, and the list of potential projects narrowed, to engender public understanding and acceptance as the development of the Study progresses.

1.5.1 Study Communications Challenges

- A large geographic area means not all West County commuters can be served by one transportation mode. Historically, there has been a lack of consensus in West County about the

priorities for transit investment. The identified proposal (which could be a suite of projects) may be controversial.

- Communications must clearly outline the variety of options and define their diverse costs and benefits so as to minimize public confusion and/or concern about the multiplicity of options.
- It will be important to demonstrate that there will be tangible outcomes from the Study.
- Solutions to congestion within the Study area will need to account for both through travel and travel that begins or ends in West Contra Costa County.
- Study alternatives will need to be coordinated and consistent with local jurisdictions' transportation planning efforts.
 - Richmond leaders are concerned with a possible BART extension reducing service to the Richmond BART station.
 - Hercules leaders have their own plans for ferry and rail service.

1.5.2 Other Challenges

- A large geographic area presents challenges in getting the word out.
- The concurrent TEP process and implementation of the ICM project could confuse the public.

1.6 Key Target Audiences

Target audiences for the Study's strategic communications and outreach are listed below.

Communications to all audiences will include the request that audiences share information about the Study with their own networks and/or constituents.

- WCCTAC TAC, WCCTAC Board, Study Management Group
- CCTA staff and decision-makers
- Elected officials and policy makers
- City Managers and staff in cities in the Study area
- Commuters in West County
- Concerned citizens, grassroots and interest groups, and residents within West County who are not commuters
- Existing and potential transit riders

1.7 Key Communications Tools

The following outreach tools will serve to (a) inform the public about the Study, (b) receive public input regarding the Study alternatives, (c) report back out to the public on input received, so as to maintain a high level of public awareness. The tools are listed in approximate chronological order.

- Project fact sheets
 - One fact sheet will be developed in advance of each round of meetings, for a total of two fact sheets. The fact sheets will provide an overview of the Study goals, boundaries, and public input process, briefly describe the different transportation modes to be considered, and include an update of the study's status or progress.

- Both fact sheets will include project boilerplate, as described earlier.
- Project website
 - The project webpage will be a single page with information similar to the fact sheets. In addition to being mailed/distributed through partner agencies and other channels, meeting notices and meeting materials will be posted here. The website will also host two separate online surveys in conjunction with the two rounds of public workshops. Additional content can also be made available for download from the site, such as technical memos or maps.
- Direct outreach to key stakeholders
 - Early in the Study timeline, the communications team will coordinate in-person meetings with City Managers and staff, including Public Works, Planning and Traffic Engineers, in one meeting with each City – El Cerrito, Hercules, Pinole, Richmond, and San Pablo – and one meeting with representatives of unincorporated areas in coordination with Supervisor Goia’s office, for six total meetings. The meetings will provide information about the project, approach, timeline, etc. A preliminary list of community stakeholders will be reviewed before each meeting and refined based on input received.
 - The communications team will coordinate outreach activities with the City staff outlined above as well as 511 Contra Costa, AC Transit, BART, Caltrans, Capitol Corridor, WestCAT. These organizations will also provide input on the preliminary list of community stakeholders and an inventory of agency communications tools for reaching transit riders, shuttle services, and other target audiences. These communications tools may include flyers for transit/transit stations, electronic sign announcements at transit stations (if appropriate and supported by partner agencies), cards for buses, and other communications vehicles.
- Eblasts/press releases, newsletter updates, and social media posts
 - Eblasts and social media and newsletter posts will be used to get the word out about the Study and notify the public of upcoming opportunities to provide input (including online methods). Pre-written materials will be provided to WCCTAC Board and TAC members and partner agencies for review and redistribution through all channels available to them.
 - The communications team will also send a press release announcing each meeting to local news outlets no later than one week in advance.
 - Quarterly eblasts (and occasional updates directly to elected officials and key agency staff) regarding Study details/progress and preliminary conclusions will be sent to maintain public interest in between the rounds of public meetings.
 - All eblasts will be coordinated with the TEP outreach process.
- Direct mailer notice of Telephone Town Hall
 - CCTA will cover the cost of a direct mailer to 50,000 households in West County that include registered voters. The notice will include the Study boilerplate described above,

and the WCCTAC logo, emphasizing WCCTAC's role as a partner in the Telephone Town Hall.

1.7.1 Communications Tools to Obtain Public Input

- Telephone Town Hall in partnership with CCTA – September 2015
 - To launch the public outreach process for WCCTAC's Study and introduce the public to its purpose and objectives, the PB communications team will support WCCTAC with the co-hosting of a joint Telephone Town Hall meeting with CCTA. The PB communications team will provide logistical support and script development, and will facilitate a dry run of the event.
 - The majority (approximately 40 minutes) of this 60-minute call-in meeting would be led by WCCTAC (with moderation by CCTA and messaging points provided by the communications team). WCCTAC would provide a brief introduction to their agency and the Study (scripted by the PB communications team in consultation with WCCTAC staff) and briefly present the high-level list of possible transit projects to be studied.
 - Call-in participants would be invited to ask questions about the Study and to participate in a series of short polls during the call, which would include multiple choice questions. Questions would be answered by either an elected official or WCCTAC staff, at WCCTAC discretion. (See detailed outline of Telephone Town Hall for more information.)
 - In the remaining time, the meeting moderator could thank the public for their input and suggestions, then segue into a high-level discussion, led by CCTA, of realistic financial constraints, priorities, and the TEP.
 - The collaborative town hall would allow for greater public participation and place the West County High-Capacity Transit Study in the context of expanding transportation investments in Contra Costa County, encouraging voters to associate the Study with real outcomes and remain engaged throughout the Study timeline. Messaging about upcoming opportunities for public input, including public meetings, online surveys, and other mechanisms, would be included at the end of the meeting.
 - Standard vendor capabilities include performing real-time polling (multiple-choice questions), capturing and screening participant questions, capturing statistics/reporting, taping of the session (depending on vendor cost), etc. The vendor cost would be split between WCCTAC and CCTA.
- First round of meetings (two locations) – October/mid-November 2015
 - The first round topic will be the preliminary list of alternatives, travel market analysis, and Study process. Both the preliminary list of four preferred alternatives, as well as the full list of eight alternatives, will be presented for public discussion.
 - The meeting format will be a hybrid open-house format, with presentation and then opportunity for participants to ask questions of project team members at displays of different modes. "Dot voting" and/or a written survey will provide an opportunity for interactive public input on both the public's preferred alternatives as well as the public's assessment of the preliminary list.

- Meeting notices will include messaging that communicates, and makes relevant to people, the value of their participation: i.e., how their participation can change how people get around West County. The PB communications team will draft a meeting plan that includes proposed stations (and content for each), the desired message or outcome for each station, and any hands-on or interactive activities to stimulate discussion and dialogue between members of the public and the project team.
- Informational materials will include the project fact sheet, outlining Study goals, boundaries, and overview of the development process/future opportunities for public input.
- Second round of meetings (two locations) – January 2016
 - The second round of meetings will focus on a rigorous analysis of the four preferred alternatives and determination of the final proposal (set of projects) that will be carried forward.
 - The meeting will have an open-house component at the beginning, but will follow a traditional format with a presentation and public Q&A. A written survey will be distributed and collected to provide an opportunity for input on the selection of the preferred alternative.
 - The second round of meetings will be held prior to the January 29, 2016, WCCTAC Board meeting so that the identified final proposal can be reported-out and submitted for approval in a timely manner.
 - See note on meeting plan under first round of meetings, above. The meeting plan will be adjusted slightly based on the Study needs and WCCTAC priorities at that time.
- Online surveys
 - For each round of meetings, we will solicit input on preferred transportation modes and (potential) alternatives. Participants will rank their top three transportation preferences, and provide pros/cons of each mode, via the SurveyMonkey platform.
 - The online surveys will be similar to the written surveys available at the public meetings and will be online concurrently with the public meetings, so as to reach those who are not able to attend the meetings in person.
 - WCCTAC staff will review draft survey questions.
- Social media survey
 - A social media channel(s) identified by the WCCTAC Study Management Group/TAC/WCCTAC Board will host a simple question about the alternatives and invite responses via social media.
 - Personal effort required to answer such a survey is very low, increasing the chances that people who do not (a) attend the town hall/meetings, or (b) answer the online survey, will provide input. While certain data, such as demographics, are not captured by a one-question survey, the intention is to capture a wide snapshot of what transit services are most desirable to meet travel needs among the followers of the identified social media channel(s). The consultants will compile the answers and provide them to the technical team and WCCTAC for consideration.

- Translation and Interpretation
 - BART will provide translation and interpretation services for the project. All written materials to be translated will be provided to BART two weeks in advance of needing receipt of the translation. BART will be notified at least 72 hours in advance of any public meetings to provide interpretation services.
 - Languages for materials to be translated into are Chinese, Korean, Spanish, and Vietnamese.

1.8 Preliminary Timeline of Communications and Outreach Activities

To be provided separately.

West Contra Costa High-Capacity Transit Study

Revised Draft Technical Memorandum #4 Summary and Evaluation of Prior Studies

June 2015



**PARSONS
BRINCKERHOFF**

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Acronyms and Abbreviations

| | |
|-------------|--|
| AC Transit | Alameda-Contra Costa Transit District |
| Alameda CTC | Alameda County Transportation Commission |
| AT&SF | Atchison, Topeka and Santa Fe Railway |
| BART | Bay Area Rapid Transit |
| BNSF | Burlington Northern Santa Fe Railroad |
| BRT | Bus Rapid Transit |
| Caltrans | California Department of Transportation |
| CCTA | Contra Costa Transportation Authority |
| CCJPA | Capitol Corridor Joint Powers Authority |
| COA | Comprehensive Operations Analysis |
| CTP | Comprehensive Transportation Plan |
| DMU | Diesel Multiple Unit |
| EIR | Environmental Impact Review |
| HOV | High Occupancy Vehicle |
| I-80 | Interstate 80 |
| LOS | Level of Service |
| LRT | Light Rail Transit |
| MTC | Metropolitan Transportation Commission |
| PDA | Priority Development Area |
| RM | Regional Measure |
| ROW | Right-of-way |
| RTP | Regional Transportation Plan |
| SRTP | Short-Range Transit Plan |
| TOD | Transit-Oriented Development |
| TSP | Transit Signal Priority |
| TSP | Transit Sustainability Project |
| UPRR | Union Pacific Railroad |

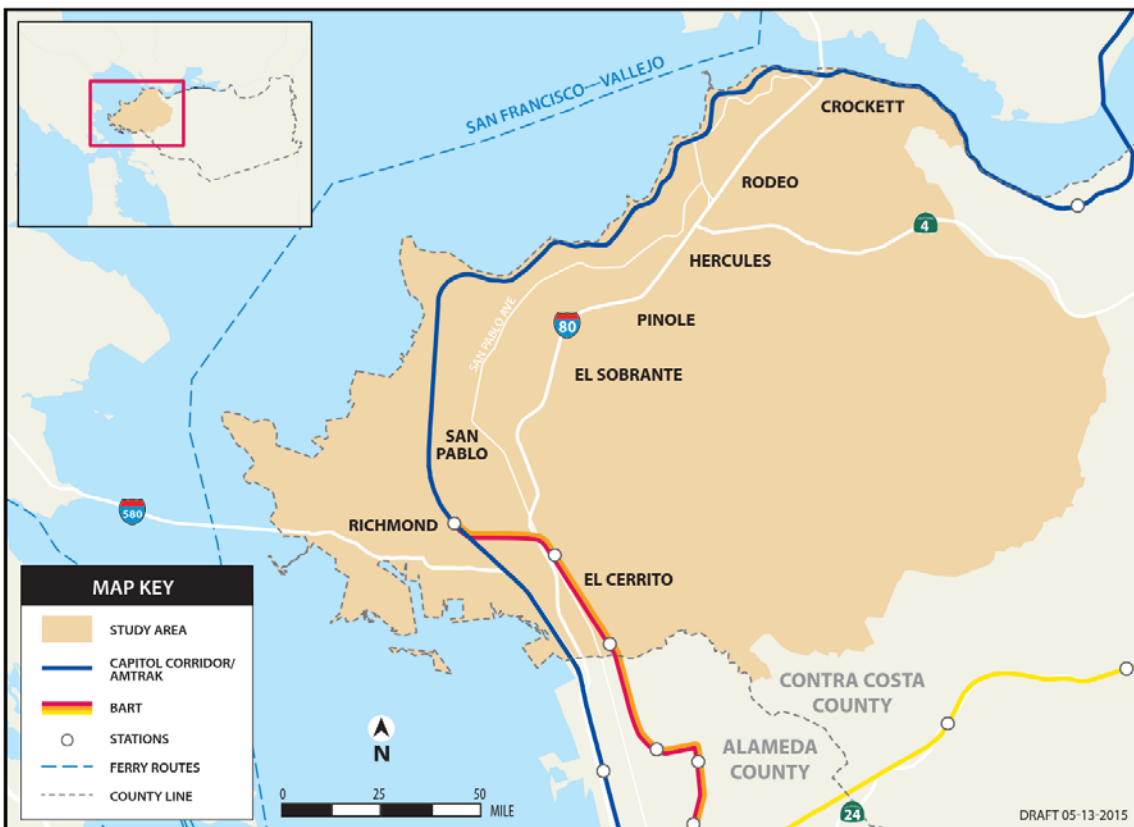
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| WestCAT | Western Contra Costa Transit Authority Transit Service |
| WCCTA | Western Contra Costa Transit Authority |
| WCCTAC | West Contra Costa Transportation Advisory Committee |
| WETA | Water Emergency Transportation Authority |

1 INTRODUCTION

1.1 West Contra Costa County Transportation Setting

West Contra Costa County is a sub-region located in the Bay Area between the San Francisco Bay and the East Bay hills. It contains a mixture of residential and commercial development, with some notable heavy industrial land use. The study area is identified in Figure 1. The primary vehicular route through the County is Interstate 80 (I-80), which runs from the Carquinez Bridge to the Alameda County line and is considered one of the most congested corridors in the San Francisco Bay Area. San Pablo Avenue is the major arterial that runs north-south, parallel to I-80. It serves as an alternative to I-80 and is a major linkage of jurisdictions in West Contra Costa County. I-580 connects to I-80 in Richmond and provides an east-west connection between West Contra Costa County and Marin and Sonoma counties. Highway 4 (John Muir Parkway) provides an east-west connection into East Contra Costa County from Hercules to Concord and Pittsburg.

Figure 1: Study Area



Source: Parsons Brinckerhoff, 2015

West Contra Costa County is also served by several transit operators, including:

- Alameda-Contra Costa Transit District (AC Transit) provides numerous local and express bus services in West County and a Rapid bus service on San Pablo Avenue. San Pablo Avenue and MacDonald Avenue are the two main corridors served by AC Transit in West County.¹
- Bay Area Rapid Transit (BART) serves the southern portion of West Contra Costa County (West County) via the Richmond line. There are three BART stations in West County: El Cerrito Plaza, El Cerrito del Norte, and Richmond. The El Cerrito del Norte station has the highest ridership of all BART stations in Contra Costa County and, due to its proximity to I-80, serves as a major transit center providing connections from various bus services to BART. AC Transit, Golden Gate Transit, Fairfield-Suisun Transit, Soltrans, Vallejo Transit, and WestCAT all provide connections to BART at the El Cerrito del Norte BART station. Golden Gate Transit also provides a connection to the Richmond BART/Amtrak station.
- The Capitol Corridor (Amtrak) commuter service runs from Auburn to San Jose and stops at the Richmond BART station in West Contra Costa. The City of Hercules is pursuing another potential stop location at a proposed intermodal transit center along the Capitol Corridor. The Capitol Corridor service operates on the Union Pacific Railroad right-of-way.
- The Western Contra Costa Transit Authority (WestCAT) provides local bus service to the northern portion of West County to Crockett, Rodeo, Hercules, Pinole, and parts of El Sobrante. WestCAT also provides express bus service connecting Pinole and Hercules to the El Cerrito del Norte BART station and San Francisco.
- WETA is working with the City of Richmond to construct a new ferry terminal at the southern point of Ford Peninsula on the Richmond waterfront. The site is approximately 1.5 miles from downtown Richmond. Ferry service is expected to be operational by 2017.²

1.2 Study Purpose

The purpose of the West Contra Costa High Capacity Transit Study is to evaluate the feasibility and effectiveness of improving high capacity transit service in the West Contra Costa County travel corridor, which includes I-80, San Pablo Avenue, and Capitol Corridor service on the

¹ WCCTAC, High Capacity Transit Study RFP, Available: <http://www.wcctac.org/wp-content/uploads/2014/12/FINAL-RFP3.pdf>

² WCCTAC, High Capacity Transit Study RFP, Available: <http://www.wcctac.org/wp-content/uploads/2014/12/FINAL-RFP3.pdf>

Union Pacific railroad, extending from the Alameda County line to the vicinity of the Carquinez Bridge. This will require understanding travel markets and the demand for high-capacity transit in the corridor as part of the larger regional transit network, identifying the high capacity transit options in West Contra Costa County, and understanding the costs and potential funding sources for these options.

For over thirty years, the region has been studying the opportunities for introducing high capacity transit in West Contra Costa County owing to growing congestion on I-80. The potential for a BART extension has been studied every decade and consideration has also been given to new commuter rail service, expansion of Capitol Corridor service, express bus, and new ferry service. Each of these studies has shown the potential for capturing additional transit ridership and during the past twenty years, Capitol Corridor service has been expanded, new express bus services introduced, and ferry service to Vallejo initiated. With the exception of a study conducted by MTC in the mid 90's, little consideration has been given to the integration of transit services and how modal options can complement each other to improve transit ridership and maximize linkages throughout the county.

The investments that have been made have not kept pace with demand as travel in the study area and the I-80 corridor has steadily grown. Congestion, as that experienced on I-80, is a positive indicator of the region's desirability and economic prosperity. It is evident that people want to live, work, and raise their families in the area. However, due to latent demand for travel, the ability to reduce congestion is limited. As such, the goal of the study is not to "end" congestion, but to assess current conditions, identify future travel markets, and develop feasible alternatives that optimize existing resources. The study will focus on how to most effectively capture a larger share of the market on transit so as to reduce the impacts of growth.

The purpose of this study then is to look at these evaluations to gain an understanding of what has been considered in the past and to take a fresh look at multi-modal solutions to increase high-capacity transit in the West Contra Costa travel corridor.

High capacity transit is defined as a service or system that provides substantially higher levels of passenger capacity, speed, and service frequency as compared to community-based or local bus services. Transit options that will be evaluated as part of this study include: freeway-based express bus, bus rapid transit, and/or light rail, extension of BART service, commuter rail improvements, and ferry service expansion.

1.3 Purpose of this Technical Memorandum

The purpose of this technical memorandum is to summarize and evaluate prior studies that have been undertaken to address congestion in the west county study area. The information collected as part of this technical memorandum will be used to inform subsequent tasks.

The following studies were reviewed:

- AC Transit Major Corridors Study, ongoing
- AC Transit Comprehensive Operations Analysis, ongoing
- BART West Contra Costa Extension Study, 1983
- BART West Contra Costa Extension Alignment Study, 1992
- BART Contra Costa-Solano Rail Feasibility Study, 2003
- BART Vision Plan, 2014
- Capitol Corridor Business Plan, 2014
- Capitol Corridor Vision Plan, 2014
- Contra Costa County Transportation Authority (CCTA) Ferry Feasibility Study, 2014
- CCTA Express Bus Study, 2001
- Metropolitan Transportation Commission (MTC) I-80 Corridor Study, 1996
- MTC Regional Rail Plan, 2007
- WestCAT Short Range Transit Plan, 2013
- West Contra Costa County Transportation Advisory Committee (WCCTAC) Additional West County Train Station Site Evaluation, 1999
- In addition, a review of the General Plans of the cities of El Cerrito, Hercules, Pinole, San Pablo, and Richmond was conducted, along with a number of additional plans that fall within the study area.

2 REVIEW OF PRIOR STUDIES

The following section provides a brief description of each study and summarizes issues and findings that are relevant to the High Capacity Transit Study.

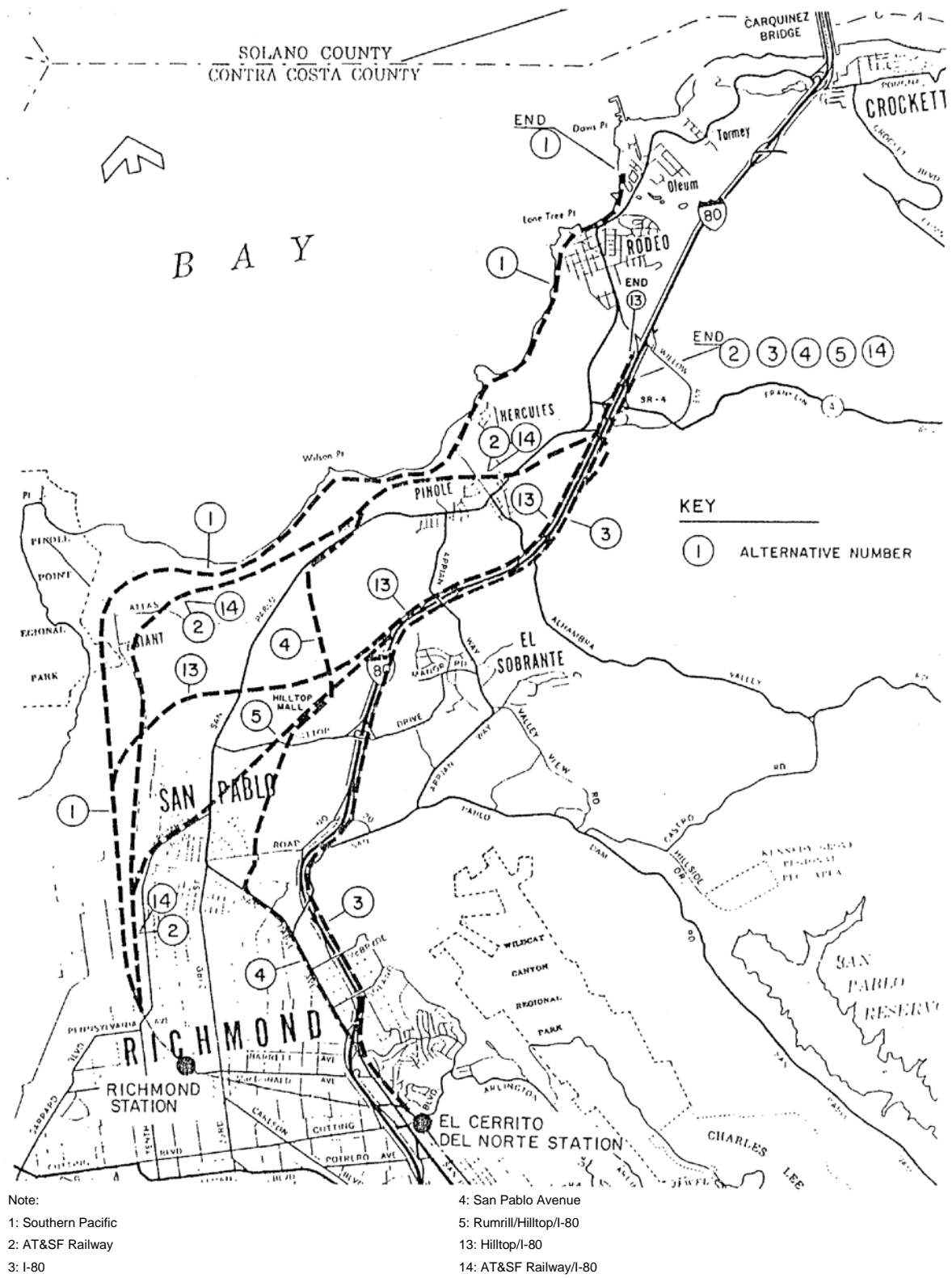
2.1 BART West Contra Costa Extension Study, 1983

The first regional study to evaluate options for high capacity transit was the 1983 BART West Contra Costa Extension Study. This study evaluated 15 alternatives to extend BART's Richmond line into northwest Contra Costa County and was the first time that the BART Board looked at the feasibility of extending BART service further north in Western Contra Costa County. The study looked at alignment options and station sites connecting via the Richmond or El Cerrito del Norte BART stations.

From the original 15 alternatives, seven were advanced as being the most promising. Figure 2 shows the seven alignments the study considered the most viable and recommended be advanced for consideration. The seven alternatives included:

- **Southern Pacific:** Extension directly north from Richmond BART station within the Southern Pacific ROW and following the bayfront with the potential for four stations. This alternative would require considerable amounts of aerial structures to avoid

Figure 2: 1983 BART West Contra Costa Extension Study Alternatives for Consideration



conflicts with utilities and spur tracks. At a total distance of 9.9 miles, this was the longest alternative by one mile.

- **Atchison, Topeka and Santa Fe Railway (AT&SF):** Extension directly north from Richmond BART station using the existing AT&SF ROW. This alternative would require additional ROW acquisition and dislocation of existing structures. This alternative included three stations.
- **Interstate-80:** Extension from El Cerrito del Norte BART station with the alignment paralleling the eastern side of I-80. Three potential stations were identified. This alternative would require extensive earth cuts and fill, aerial structures, some tunneling and construction of a new yard. Under this alternative train speeds would be limited due to the grades along the alignment. This alternative also involved design complexities due to crossing the Hayward Fault on an aerial structure.
- **San Pablo Avenue:** Extension from El Cerrito del Norte BART station with an aerial structure down the median of San Pablo Boulevard and four potential stations. Considered the most expensive of the seven alternatives, this option would require extensive tunneling near Hilltop Mall, aerial structures, and a new yard.
- **Rumrill/Hilltop/I-80:** Extension directly north from Richmond BART station with an aerial structure in the median of Rumrill Boulevard and extensive tunneling near Hilltop Mall. This alternative would result in four potential stations and had the shortest alignment length.
- **Hilltop/I-80:** Extension directly north from Richmond BART station requiring earth cuts and fills and some tunneling with four potential stations. This alternative would conflict with the I-80 high occupancy vehicle (HOV) Lane Project.
- **AT&SF Railway/I-80:** Extension directly north from Richmond BART station using the existing AT&SF ROW with additional ROW acquisition and dislocation of existing structures. This alternative would offer potential stations at three locations and would require construction of a new yard.

Key findings of the study included:

- The vicinity of I-80 and State Route 4 was identified as a logical northern terminus. This area had sufficient undeveloped and relatively flat land for construction of a BART station and end-of-the-line train storage track, and future flexibility for BART extension to the north or east.³

³ A BART park-and-ride facility has been developed at this location.

- Extension north from the Richmond BART station was considered more advantageous than extension from the El Cerrito del Norte station, due to requirements for a new yard at the El Cerrito del Norte station.
- Extensions further north to either Crockett or Cummings Skyway were not considered to be advantageous when considering the added capital and operating costs versus the added ridership.
- Depending on the alternative, projected farebox recovery ranged from 23 to 43 percent.
- A shuttle service with passengers transferring at the end of the extension would result in substantial cost savings (\$2 million per year in 1983 dollars), but would have reduced patronage as compared to through service.
- Trade-offs exist for capital costs initially invested and patronage or total benefit.

Following the completion of the 1983 study, a preferred alignment from the existing Richmond BART station through the City of San Pablo, under the Hilltop Mall area, and along the western side of I-80 to the vicinity of the City of Crockett was adopted by the BART Board of Directors.⁴

2.2 BART West Contra Costa Extension Alignment Study, 1992

The 1992 West Contra Costa Extension Alignment Study evaluated potential rail transit alternatives within the I-80 corridor for transit alignments and station sites in West Contra Costa County and limited portions of Solano County. The 1992 study reexamined the feasibility of rail extensions previously identified in the 1983 West Contra Costa Alignment Study and was initiated due to major changes in land use, population, and growing travel demand in the region. BART was also interested in undertaking a more detailed analysis of the alignments that were evaluated in the 1983 study and in assessing the potential for light rail transit (LRT) as an alternative to conventional BART technology. Initial screening for the 1992 study evaluated six grade-separated heavy rail alignments, three corridor-long LRT alignments, and two existing railroads for commuter rail service.

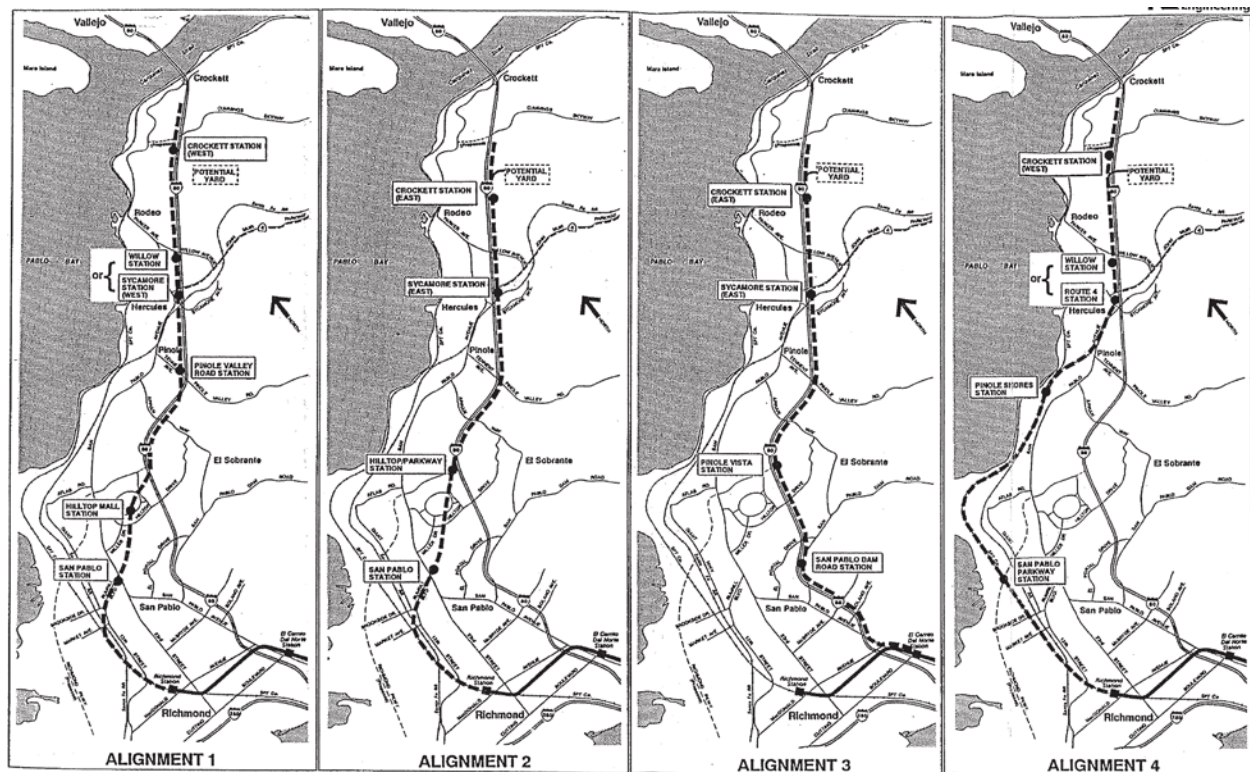
The initial screening found:

- Southern Pacific and AT&SF railroad alignments were determined unsuitable for high-speed heavy rail transit, such as BART, due to the curvature of the ROW in West Contra Costa County
- Building LRT along San Pablo Avenue would require additional ROW and major reconstruction

⁴ BART, West Contra Costa Extension Alignment Study, 1992

From the initial study, four heavy rail alternatives that would allow for an extension of BART trackage and a potential future extension into Solano County across the Carquinez Strait were advanced (see Figure 3).

Figure 3: 1992 BART West Contra Costa Extension Alignment Study Alternatives



Source: BART 1992 West Contra Costa Extension Alignment Study

The study found that for the four alternatives:

- Alignment 1 ranked moderate for travel measures (e.g., passenger numbers, travel time, relief of I-80, tight curves, and staging) category, but poorly in terms of cost and impact.
- Alignment 2 had the highest ranking for travel measures and moderate relative capital costs.
- Alignment 3 ranked moderate for travel measures, and cost and impact.
- Alignment 4 ranked low for travel measures and moderate in terms of cost and impact. Alignment 4 was also found to be the least costly of the four alternatives.

Major findings of the study included:

- A BART extension could generate significant patronage
- Due to the rolling terrain in the study corridor all alternatives would require significant amounts of guideway on structures to maintain acceptable grades.

- Screening studies identified two principal corridor routes:
 - Along the San Pablo Bay shore (route of the Southern Pacific Railroad mainline)
 - Along I-80
- Operation of commuter rail such as LRT may be an interim approach to providing heavy rail transit in the corridor and may help develop a market for rail transit. The analysis found that extending the LRT to the northern portion of the corridor would result in longer travel times and, thus, make LRT less effective than a standard commuter rail facility.

The study did not recommend a preferred alternative but provided information about the options for a new rail alignment within the I-80 corridor and outlined the next steps to take to further advance the development of a transit solution for this corridor.

2.3 MTC I-80 Corridor Study, 1996

The MTC I-80 Corridor Study was undertaken as a joint effort between Alameda, Contra Costa, and Solano counties, MTC, Caltrans, and multiple transit agencies providing service in the I-80 corridor. The I-80 Corridor Study advanced a long-term strategy and investment plan to improve mobility within the I-80 Corridor, which continued to be one of the most heavily, traveled corridors with the greatest number of congested segments in the Bay Area. It looked not only at integrated transportation solutions, but also a framework for integrating land use and transportation projects in the corridor. The study corridor for this study extended from downtown Oakland to the Solano/Yolo county line near Davis.

The worst congestion levels in the corridor at that time, as today, occurred between the Bay Bridge and Pinole Valley Road in Contra Costa County. In addition, trucks constituted between 7 to 12 percent or more of daily traffic volumes in the heavily traveled parts of the corridor.

The study analyzed 10 project alternatives that were designed to capture the full range of improvements for the corridor:

- **Alternative 1** - Projects in the 1994 Regional Transportation Plan (RTP).
- **Alternative 2** - Ramp metering in Alameda County and Contra Costa County portions of the I-80 corridor.
- **Alternative 3** - Express bus service improvements within and from Solano County and HOV extension through Vallejo.
- **Alternative 4** - Commuter rail service from Dixon to Oakland with feeder service to the rail stations and a West Oakland intermodal station connection to BART.

- **Alternative 5** - HOV lanes and a high level of express bus service throughout the corridor and light rail service on San Pablo Avenue in Contra Costa and Alameda counties.
- **Alternative 6** - High level of commuter rail service. Light rail service would be implemented on San Pablo Avenue and HOV lanes would be implemented throughout Fairfield and Vacaville.
- **Alternative 7** - High levels of express bus service and high levels of commuter rail service.
- **Alternative 8** - BART extension to Vallejo.
- **Alternative 9** - Major express bus service from Solano County, in addition to the expansion of AC Transit express bus service between Contra Costa and Alameda counties and San Francisco.
- **Alternative 10** - BART extension to Hercules and RTP projects.

Express bus and commuter rail services, combined with a staged extension of the I-80 HOV lane, offered a cost-effective and financially feasible strategy for providing rapid transit, increasing transit ridership, and managing congestion in the corridor. Although express bus and commuter rail improvements do not attract as many new riders as a BART extension, they are more cost-effective than a BART extension alternative to address the demand for high quality transit service in the corridor.

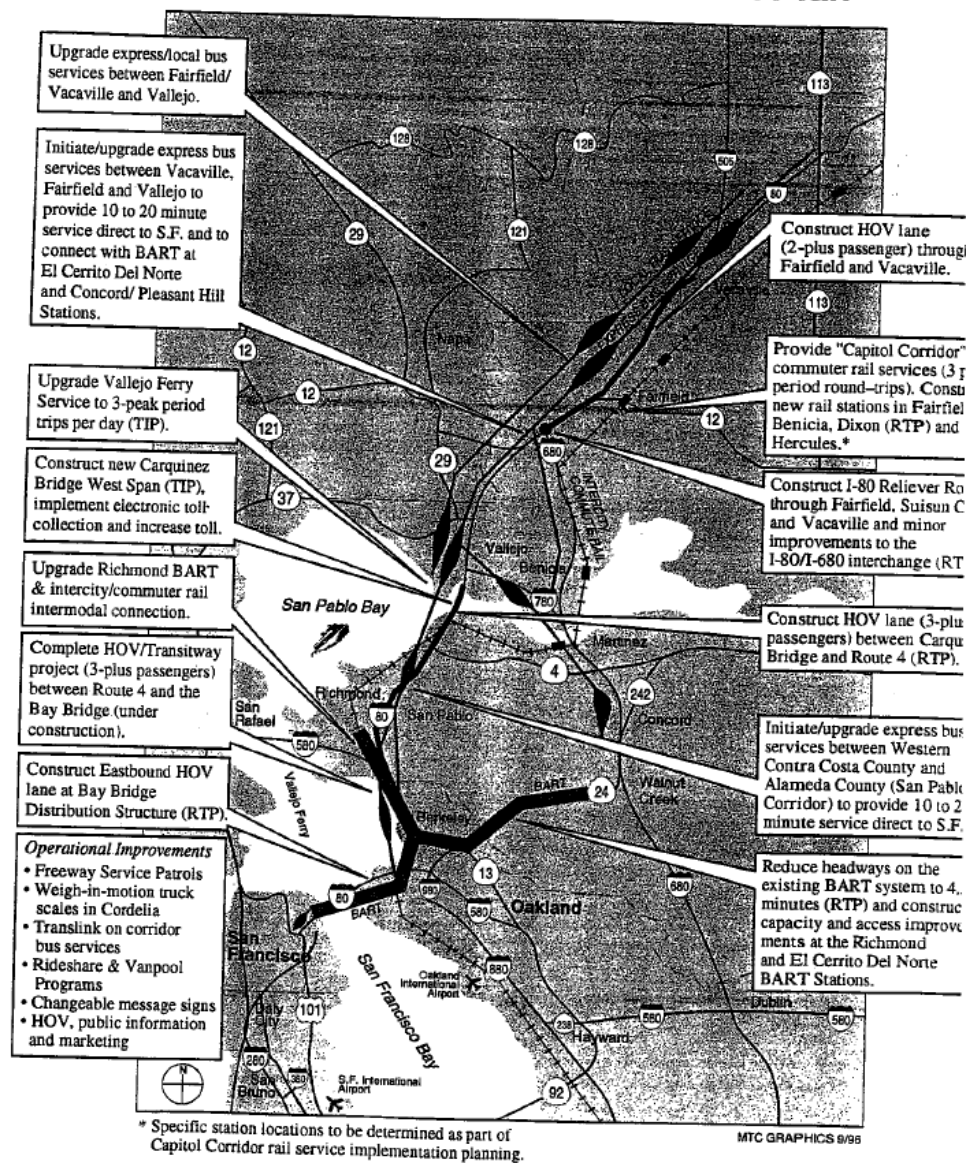
Based on the alternatives analysis, the study recommended several transit service improvements:

- Operate ferry service between Vallejo and San Francisco (three/four roundtrips during peak periods)
- Operate express bus service throughout the corridor on the HOV network, providing direct service into San Francisco and connecting with BART in the I-80 and I-680 corridors.
- Provide three daily commute period roundtrips on the Capitol Corridor rail service between Sacramento and the greater Bay Area.
- Improve access to and within the Richmond and El Cerrito del Norte BART stations to accommodate increased feeder and express buses serving these stations—and rely on BART's current plans to increase its capacity by reducing headways.

- Maintain and expand the feeder bus network to bring people to corridor rail stations and provide local bus service to operate between corridor communities.⁵

The complete I-80 Corridor Investment Plan, as recommended by this study, is outlined in Figure 4.

Figure 4: Interstate 80 Corridor Investment Plan



Source: MTC, 1996 I-80 Corridor Study

⁵ MTC, Interstate 80 Corridor Study Summary Report, Available: www.wcctac.org/wp-content/uploads/2015/01/MTC-I-80-Corridor-Study-11-20-1996.pdf

Since the completion of this study, WestCAT has implemented increased feeder bus service to the El Cerrito del Norte BART station. There are also several WCCTA express bus lines that travel on the HOV lanes on the I-80 corridor, including the JX and JPX express routes, Lynx TransBay service and the Route J service.⁶ The JX provides service between the Hercules Transit Center and the El Cerrito del Norte BART station. The JPX provides service between the Hercules Transit Center, Pinole and the El Cerrito del Norte BART station. In addition, the San Francisco Bay Ferry provides year-round weekday and weekend service between Vallejo and the San Francisco Ferry Building or Pier 41 terminals.⁷

2.4 WCCTAC Additional West County Train Station Site Evaluation, 1999

The 1999 Additional West County Train Station Site was undertaken by WCCTAC in response to continued concerns that previous studies and outcomes of those studies had not yet fully addressed the transportation needs of West Contra Costa County and that additional study was necessary to consider rail opportunities, specifically potential new Capitol Corridor station sites. This study evaluated two candidate Capitol Corridor Station sites, in Hercules and Rodeo to address concerns with I-80 congestion and the lack of rail transit service to West County. A previous proposal to extend BART from Richmond to the vicinity of Hilltop Mall never came to fruition due to the high cost and lack of available funding.

The proposed Hercules station site is located along San Pablo Bay and west of Refugio Creek, while the proposed Rodeo station site is located within the East Bay Regional Park District just south of John Street. The stations were evaluated based on criteria developed to conform to the Capitol Corridor Joint Powers Authority (CCJPA) Policy on Train Station and WCCTAC requirements, which include: travel measures, site design measures, land use/environmental considerations, institutional viability, and cost measures.

The proposed station in Hercules rated higher in every category except for cost, including:

- **Travel measures.** The proposed Hercules station was projected to have a higher increase in population than Rodeo and the surrounding area had more development potential. Although both sites had equal automobile market share (and are located a mile or less from I-80), the Hercules site was anticipated to have a pedestrian market area more than three times larger than the expected pedestrian market in Rodeo and more existing bus service near the proposed station site. The projected ridership for Hercules was 900 passengers per month, while Rodeo was 700 passengers per month.

⁶ Western Contra Costa Transit Authority, Short Range Transit Plan, Available: <http://westcat.org/administration/srtp.html>

⁷ WETA, Vallejo Ferry Service, Available: <https://sanfranciscobayferry.com/route/sffb/vallejo>

- **Site design measures.** Although both sites met the site design requirements outlined in JPA's "Policy on Train Stations" and would have minimal traffic impacts, the Rodeo station site would require acquisition of private property. In addition, the surrounding property of the Rodeo site was mostly developed which limited expansion. In contrast, the Hercules site was then vacant and the property owner had agreed to accommodate the train station.
- **Land use/environmental considerations.** The proposed Hercules rail station was compatible with the intensity of development proposed for the surrounding region, Lower Refugio Valley. Hercules also had no parkland impacts (whereas the Rodeo site was located partially on parkland) and would not be subject to the federal Section 4(f) process.
- **Institutional viability.** The Hercules site had a greater potential to obtain state funding because of higher ridership projections, the advanced status of plans for development adjacent to the proposed site, and financial commitments from the City of Hercules. The Hercules station site also had joint development potential since the City of Hercules had completed approvals for a Specific Plan and Environmental Impact Report (EIR) for a town center project that included the train station.
- **Cost measures.** The Hercules site would have a higher capital costs because of necessary track modifications, while the operating costs of both sites would be about the same.⁸

The study recommended that the West Contra Costa train station be located at the Hercules site, illustrated in Figure 5. Since the study was completed, significant progress has been made. Preliminary studies, environmental clearance, design, and right-of-way acquisition are completed and the station is currently under construction, with an estimated completion summer 2017.⁹

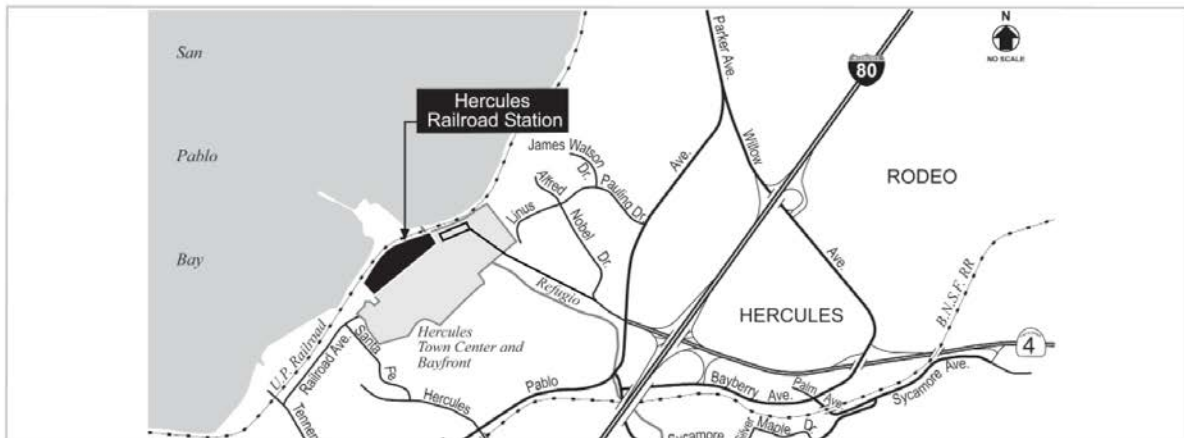
2.5 CCTA Express Bus Study, 2001

The Express Bus Study undertaken by CCTA in 2001 was initiated in response to concerns regarding the ongoing difficulty of long distance transit trips in Contra Costa County. Longer distance trips required long travel times and transfers rather than a fast, single mode trip. The integration of express bus service using the HOV lane network was a viable option to explore as a way of expanding high level transit service.

⁸ WCCTAC, Additional West County Train Station Site Evaluation, Available: www.wcctac.org/wp-content/uploads/2015/01/WCCTAC-Additional-West-County-Train-Station-Site-Evaluation-5-1999.pdf

⁹ CCTA, Hercules Rail Station Fact Sheet, Available: www.ccta.net/resources/detail/24/2

Figure 5: Hercules Capitol Corridor Station Site



Source: CCTA, Hercules Rail Station Fact Sheet

The 2001 Express Bus Study describes an integrated express bus plan for Contra Costa County and proposes several new or expanded express bus routes intended to supplement existing services. The plan describes a basic scenario, which was planned to be operational by 2007, and an enhanced scenario for 2020, which builds on the basic scenario. Figure 6 illustrates the proposed bus service in the I-80 corridor.

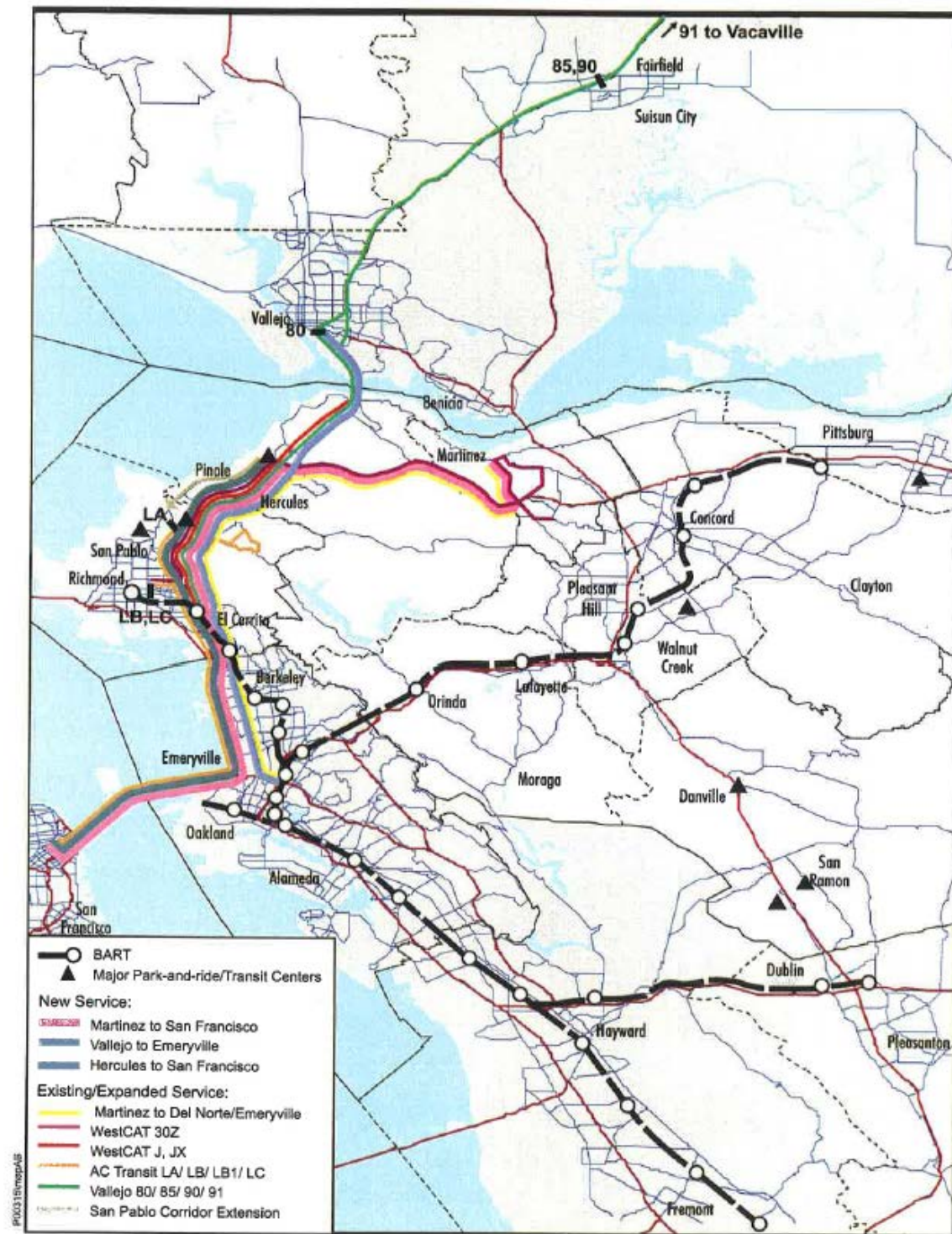
In the proposed basic scenario, bus operators would introduce improved services from Martinez that would also serve residents in West Contra Costa County, including:

- A new service connecting Martinez, Hercules, Pinole and El Sobrante residents with the San Francisco Transbay Transit Terminal.
- A new service operating during the commute period that would provide linkages for residents of Martinez, Hercules, Pinole and El Sobrante to West Berkeley and Emeryville.

In the enhanced scenario, several express bus services were proposed:

- A regularly scheduled, all day, frequent express bus service that would connect Vallejo with El Cerrito del Norte BART. This route would stop at strategic locations along the I-80 corridor and the stops would be designed to allow buses to enter and exit the median HOV lanes with minimum delay.
- A limited stop all day service on a parallel arterial, San Pablo Avenue Key Route, which would also operate in this corridor. This service would be extended to connect with the all-day express bus services on I-80. The San Pablo Avenue Key Route would be extended on San Pablo Avenue north of the Hilltop area, ending at the Hercules transfer point.

Figure 6: Proposed Bus Service



Source: DKS Associates, 2001, Contra Costa Express Bus Study

- All-day services would be expanded by commuter express services that would operate during peak hours, providing linkages from Martinez, the Pinole/Hercules area, and Solano County communities to areas such as Berkeley/Emeryville and the Transbay Transit Terminal.

These proposed express bus services cannot be successful without complimentary infrastructure investments. The opening of the HOV lane on I-80 increased the popularity of park-and-ride lots significantly, which subsequently created a shortage of spaces. In the enhanced scenario, a major parking expansion is proposed at Hilltop/Richmond Parkway and the Hercules areas. In addition, HOV ramps at El Cerrito del Norte heading to and from the north and at Richmond Parkway headed to and from the south are also proposed for the enhanced scenario. These ramps would increase the reliability of travel times for buses.

In order to implement a successful express bus system, the study provided guidance on how to implement the recommendations discussed above:

- Form an express bus working group to address institutional issues.
- Develop a common bus stop design to establish a connected, coordinated transit system throughout the county.
- Integrate with local jurisdiction planning and project development.
- Develop a pro-active funding plan that outlines the amount of funding necessary to implement the integrated express bus program in the event funding opportunities arise.
- Gain field insights (including the opportunities and challenges associated with express bus operations) by riding express buses.¹⁰

Currently there are express bus services in West County that were implemented to serve the markets noted above, though not all of the recommended measures have been put in place. The LYNX bus provides service to the San Francisco Transbay Transit Center from the Hercules Transit Center. Connections to the LYNX bus are provided at the Transit Center via the 30Z from Martinez, and the J, JX, and JPX, which operate on San Pablo Avenue or I-80. The J, JX, and the JPX also provide direct connections to the El Cerrito del Norte BART station. From Vallejo the 80 provides all day service to the El Cerrito del Norte BART station. Limited stop service (the J line) is in place on San Pablo Avenue connecting from the Hilltop Mall to the Hercules Transit Center. To date, there are no direct express bus services to the West Berkeley and Emeryville area.

¹⁰ CCTA, Contra Costa Express Bus Study, Available: <http://ccta.net/resources/detail/50/1>

2.6 BART Contra Costa-Solano Rail Feasibility Study, 2003

The BART Contra Costa-Solano Rail Feasibility Study was undertaken to look once again at options for providing congestion relief from the “unrelenting” congestion on I-80 and to address projected growth. The study evaluated options for operating passenger rail on existing railroad rights of way to provide a commute alternative along the I-80 corridor for residents of Solano and Contra Costa counties. The study examined a short-term option (integration of commuter rail service serving the Bay Area trips with intercity service along the existing Capitol Corridor route from Solano County using the Capitol Corridor vehicles) and long-term options (local passenger rail service from Hercules to Richmond along either the Union Pacific Railroad (UPRR) or the Burlington Northern and Santa Fe (BNSF) right of way using railroad diesel multiple unit [DMU] technology).¹¹ For the 2003 study, it was assumed that both the short- and long-term options would connect with the Richmond BART station.

The 2003 BART study found that the I-80 corridor will be severely congested during peak hours. The 2003 study also found that existing and future conditions would include:

- Population and employment growth in the I-80 corridor.
- Commute trends existing at the time of the study would likely continue.
- Investment in highway and transit systems may not meet population and employment growth.
- Congestion on I-80 may worsen.
- Rail assets exist that may provide alternatives for commuters (though these assets will require infrastructure and capacity improvements to be used for passenger service).

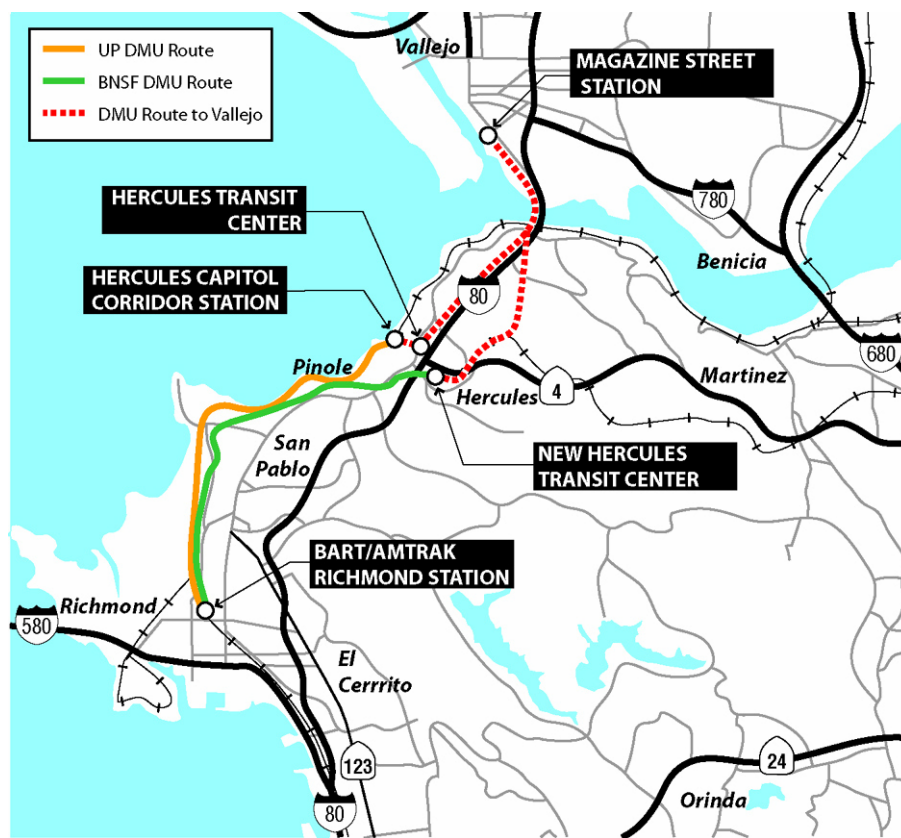
The 2003 study found that station sites with the best potential for transit-oriented development (TOD) were Market Avenue (on both UPRR and BNSF alignments), Richmond Parkway (both alignments), Montara Bay, Pinole Shores, Tennent Avenue, and a proposed Hercules Capitol Corridor station. The 2003 study found three viable alignments in the West Contra Costa area:

- Alternative 1: Railroad DMU technology on the BNSF alignment between the Richmond BART station and a proposed new Hercules Transit Center east of I-80.
- Alternative 2: Railroad DMU technology on the UP alignment between Richmond BART station and the proposed Hercules Capitol Corridor Station.
- Alternative 7: Same alignment as Alternative 2 but using “light” DMU technology.

¹¹ A DMU is a self-propelled, diesel-powered rail passenger car arranged either for independent operation or for simultaneous operation with other similar cars, when connected to form a train.

Figure 7 shows the potential alignment and station locations identified in the 2003 study.

Figure 7: 2003 Potential DMU Extensions and Stations



Source: BART 2003 Contra Costa-Solano Rail Feasibility Study

The 2003 study presented the following findings related to the long-term rail study:

- Ridership projections from Richmond to Hercules demonstrate a viable service.
- A possible extension of rail service to Vallejo could have a positive impact in the reduction of congestion.
- The study corridor shows strong TOD potential and local jurisdictions willing to develop along TOD principles.
- DMU options provide lower cost rail alternatives with a substantial level of service for West Contra Costa County residents.¹²

To date, no extension of the eastern segment of the Richmond BART line has occurred. The current BART Vision Plan outlined below, still identifies the potential for a future BART extension in this corridor.

¹² BART, Contra Costa-Solano Rail Feasibility Study, 2003

2.7 MTC Regional Rail Plan, 2007

The purpose of the 2007 Regional Rail Plan was to develop a new comprehensive vision for a Bay Area regional rail network; a task that had not been undertaken in over half a century. This study encompassed the entire region and identified rail connections to a statewide network, including the planned California High-Speed Rail network. The intent was to identify a region-wide system of rail improvements and expansions to guide investment decisions; create a safe, fast, reliable, and integrated passenger and rail network to address the projected growth in transportation demand; and enhance economic vitality of Northern California, while minimizing the impact on the environment. The Regional Rail Plan identified two alternatives for regional rail without high-speed rail to address congestion in the I-80 Corridor:

- **Alternative 1** - Developed the UPRR/Capitol Corridor line between Oakland and Sacramento with a range of capacity and operational improvements and recommended a BART extension to North Hercules. This alternative expanded the UPRR/Capitol Corridor line from three to four main tracks. The BNSF freight line, which currently connects to the UPRR line in Richmond, opposes passenger traffic since this line is a critical freight connection to the Port of Oakland.
- **Alternative 2** - Provided separate passenger-only tracks within the UPRR right-of-way to support the operation of lightweight passenger equipment. This alternative also revised the alignment north of Hercules to follow the I-80 corridor across a new Carquinez Bridge at Vallejo, and continue on to reconnect with the UPRR line near Cordelia.

The plan recommended Alternative 1 as more favorable, with potential for local passenger services on the expanded UPRR line. Implementation of separate passenger-only tracks for lightweight equipment in Alternative 2 conflicts with UPRR policies and the long-range plan for the Capitol Corridor, whereas Alternative 1 is able to yield significant service improvements using standard equipment shared with freight.

Although the cost of the BART extension to North Hercules would make the total cost of Alternative 1 similar to Alternative 2, the shared operation of freight trackage and expansion to four tracks would provide enough track capacity to provide overlay services such as wBART, which would operate on conventional rail.¹³

2.8 WestCAT Short Range Transit Plan, 2013

The 2013 Short Range Transit Plan (S RTP) is a planning tool to guide WCCTA's future investments and to maintain and develop its transit services. S RTP's are updated on a regular basis and are done within the context of longer range more comprehensive plans. The S RTP

¹³ MTC, San Francisco Bay Area Regional Rail Plan, Available: http://www.mtc.ca.gov/library/pub/25533_1.pdf

recognized that I-80 is the most congested freeway in the San Francisco Bay Area and emphasized the need to explore more cost-effective and cost-efficient modes of travel that would divert traffic on I-80 and relieve congestion, which it noted would be more economical than a BART extension.

Several existing initiatives that are focused on congestion relief include:

- **HOV lanes** - I-80 has HOV lanes in place and there are several WestCAT express bus services and local routes that utilize the HOV lanes, including the JX express bus service and the Route J service, which both travel between the Hercules Transit Center and the El Cerrito del Norte BART station. The HOV lanes create significant potential for express bus or bus-only right-of-way.
- **Increase in bus service to BART stations.** In response to growing congestion on I-80, WCCTA implemented increased feeder bus service in 2004 to the El Cerrito del Norte BART station and ridership has increased by over 50 percent since then.
- **I-80 Integrated Corridor Mobility Project.** Alameda County Transportation Commission's (Alameda CTC) I-80 Integrated Corridor Mobility Project is an intelligent transportation system project that is currently underway to address congestion issues within this corridor. The project recommends metering lights on all on-ramps in the WCCTA service area to increase mobility and improve traffic flow.
- **WestCAT LYNX.** WestCAT LYNX is a Transbay service that was implemented in September 2005 and provides service between Rodeo/Hercules and the Financial District in San Francisco on weekdays only during commute hours. The transbay service was implemented as a result of two studies, the Contra Costa Express Bus Study and the Bay Area Regional Express Bus Study. In 2010, WCCTA added limited midday service to this route to address the implementation of a charge for crossing the Bay Bridge in a carpool, and for riders who needed to return from San Francisco during the day.¹⁴

2.9 BART Vision Plan, 2014

The BART Vision Plan is intended to be a comprehensive look at the next round of BART investments for the region weighing improvements to the existing core system, state of good repair, and potential new service extensions. The 2014 Vision Plan is currently under development and scheduled to go to the BART Board at the end of May 2015. The purpose of the plan is to engage the public and stakeholders and advise the BART Board regarding future

¹⁴ Western Contra Costa Transit Authority, Short Range Transit Plan, Available: <http://westcat.org/administration/srtp.html>

investments to the BART system. The five critical elements to the future BART system as presented to the Board in June 2014 are:

- Big 3 Essential Investments
 - Railcars
 - Hayward Maintenance Complex
 - Train Control System Modernization
- State of Good Repair
- Capacity
- Stations Program
- Expansion,
 - Infill stations
 - New corridors

The following potential projects in the West Contra Costa County area were presented to the BART Board in June, 2014. Figures 8 to 10 identify the location of these potential projects:

Figure 8: Possible Future Study Corridor for Eastshore DMU



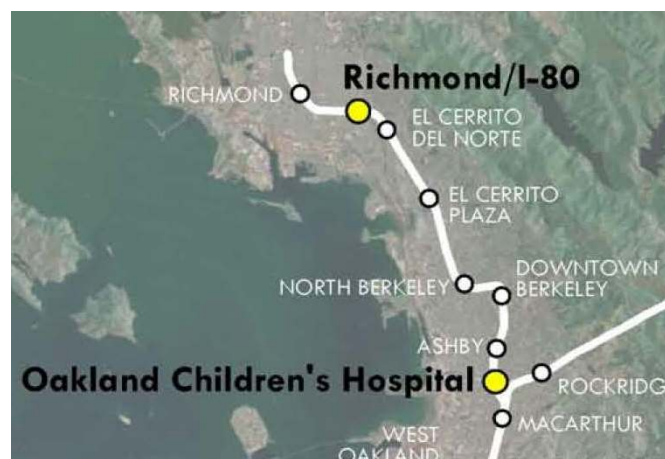
Source: BART 2014. BART Vision Update Presentation to the BART Board

Figure 9: wBART Possible Future Study Corridor



Source: BART 2014. BART Vision Update Presentation to the BART Board

Figure 10: Possible Future Infill Station Study



Source: BART 2014. BART Vision Update Presentation to the BART Board

- Eastshore/Capitol Corridor Overlay - Extending DMU service from Lake Merritt BART station to Richmond BART station along the east bay shoreline and continuing north to Hercules
- wBART extending along the I-80 corridor from the Richmond BART station to Hercules
- Infill Station at Richmond/I-80

2.10 Capitol Corridor Vision Plan Update, 2014

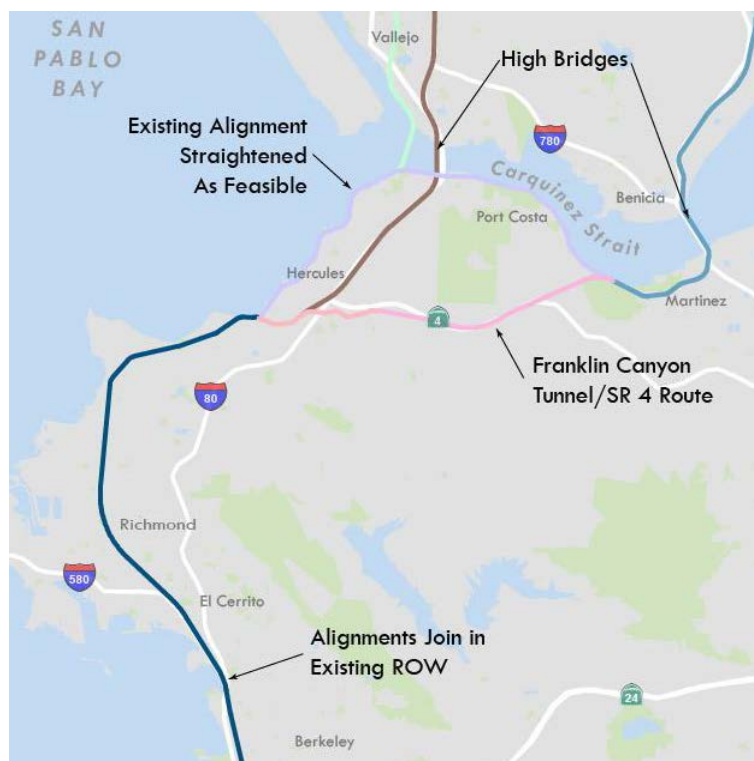
The Capitol Corridor Vision Plan is the initial mapping of the long-term investment strategy to transform the Capitol Corridor into a modern electrified railroad built to international standards

and capable of top speeds of 150 miles per hour. The Vision Plan focuses on both short-term and long-term improvements and extends beyond the limits of West Contra Costa County.

In the short term, the Vision Plan is focused on service-expansion projects the agency has been pursuing since 2005. These projects, which include rail infrastructure improvements to facilitate increasing the number of round trips between Oakland and San Jose from seven to eleven trips, would be under construction or completed in the next 10 years.

In the long-term, major capital investments have been identified for further study. The section of the Capitol Corridor from Richmond to Suisun/Fairfield is one of the most challenging areas to speed up transit times and protect from sea-level rise due to the indirect route and the large number of curves that slow trains significantly through this part of the corridor. Figure 11 shows proposed alternatives for improving this portion of the corridor. From the existing alignment on the UPRR, the alignment would join the BNSF Stockton Subdivision just north of the City of Richmond to provide for a more direct route to the north. Three alternative alignments in the northern segment include:

Figure 11: Alternatives for Improvement along the Capitol Corridor in West Contra Costa County



Source: Capitol Corridor Joint Powers Authority 2014 Vision plan Update Final Version

- **Improve Existing Alignment Alternative** – This alternative would reconnect with the existing UPRR ROW just north of the City of Hercules. Under this alternative curves would be flattened and raised to protect against rising water levels using cut and cover

engineering methods. This alternative is one of the least expensive because it requires no tunneling or ROW acquisition, but could require significant time and money to analyze and mitigate potential environmental impacts and to secure permits.

- **Franklin Canyon Tunnels Alternative** – This alternative would follow the BNSF alignment, turning inland at Hercules to follow Highway 4 in Franklin Canyon via a 1.3 mile tunnel. This alignment would include a station at the Hercules Transit Center, rather than the Hercules New Town Center. After following Highway 4 for nearly two miles, the alignment would enter another 2.7 mile tunnel before reconnecting with the existing alignment in Martinez. To reach a high-level crossing running parallel to the Benicia-Martinez Bridge, the route would rise for 1.9 miles through Martinez on an elevated guideway in the existing right-of-way. On the north side of the Carquinez Strait, the route would tunnel under I-680 to rejoin the existing right-of-way.
- **Vallejo Alternative** -This alternative would follow the BNSF Stockton Subdivision for 4.5 miles before transitioning to an elevated or at grade alignment down the center of the I-80 right-of-way through Vallejo and the Jameson and American canyons. This alternative would connect back to the existing alignment in Suisun City via the California Northern right-of-way. This alternative would require a complete reconstruction of a segment of I-80. Another Vallejo alternative would pass through the heart of the city via an existing, extremely constrained rail right-of-way. Both of these options are viewed as unlikely for reasons of both cost and impact.

The most promising alignment for a new, more reliable high-level crossing of the Carquinez Strait appears to be parallel to the existing crossing, between the twin spans of the Benicia-Martinez (I-680) auto bridge. A new bridge could connect at its southern end to the existing alignment, rather than along a new I-80 alignment through Vallejo as required for the Vallejo alternative.¹⁵

2.11 CCTA Ferry Feasibility Study, 2014

The purpose of the CCTA Ferry Feasibility Study from 2014 was to assess the financial implications of the ferry services that had been proposed over the past decade in Contra Costa County to determine which services were the most viable for implementation and to guide future investment priorities. The Financial Feasibility of Contra Costa County Ferry Service report presents a feasibility analysis of four direct service ferry lines in Contra Costa County: Richmond, Hercules, Martinez, and Antioch, to help guide future planning and investment priorities. Financial feasibility is defined as generating revenues that equal or exceed costs.

¹⁵ Capitol Corridor Joint Powers Authority 2014 Capitol Corridor Vision Plan Update Final Version

The Water Emergency Transportation Authority (WETA) operates key San Francisco Bay ferry service routes and planning is underway for additional ferry service, including the routes analyzed in this study. WETA faces financial constraints associated with its key revenue source (Bay Area bridge toll funding, Regional Measure (RM) 1 and RM2) and would need to find new or increased funding sources to sustain or improve its ferry service. Policy decisions related to allocation of funding sources affect the feasibility of expanding service to Contra Costa County.

WETA targets a minimum 40 percent farebox revenue recovery ratio and Richmond is the only service that would meet this criteria. The Richmond service has strong ridership potential because the service route to San Francisco is relatively short and therefore the operating cost per passenger trip is lower compared to the other routes. During the first year of service, Richmond is projected to have more than 250,000 trips, resulting in a 45 percent farebox revenue recovery ratio. The service only requires one vessel, which reduces operating costs significantly, and the existing docking facilities and deep water access means the Richmond terminal would have relatively low capital costs. Capital costs are estimated between \$8 and \$12 million, and the purchase of two new vessels (one for daily service and one spare) is estimated to cost \$34 million.

The three other services were found to be infeasible given the WETA minimum farebox recovery target, unless each city is able to identify additional revenue (i.e., state, regional, and/or local funding) to fund operating costs not covered by the farebox revenue:

- The Hercules service was projected to have 100,600 trips during the first year of service, resulting in a farebox revenue recovery percentage of 14 percent. Initial capital costs would range from \$20 million to \$35 million and the purchase of three new vessels would cost an estimated \$51 million (two for daily service and one spare). A major constraint identified for the Hercules service is that dredging would need to occur in order for conventional floating ferry vessels to reach the Hercules ferry terminal. A two-mile channel would need to be dredged, and maintenance dredging would be required every two to three years.
- The Martinez service was projected to have 70,000 trips during the first year of service, resulting in a farebox revenue recovery percentage of 12 percent. Initial capital costs would range from \$13.6 million to \$18.9 million and the purchase of three new vessels would cost an estimated \$51 million (two for daily service and one spare).
- The Antioch service is projected to have 67,000 trips during the first year of service, resulting in a farebox revenue recovery percentage of 19 percent. Initial capital costs range from \$5.8 million to \$36.8 million and the purchase of three new vessels would cost an estimated \$51 million (two for daily service and one spare).

Service routes could be combined into an interline route that would realize operating efficiencies (reducing the number of vessels and crews required systemwide)—but the length of the trip would increase, which would subsequently affect ridership demand. For the interlined routes Martinez-Hercules, Antioch-Martinez, and Antioch-Martinez-Hercules, additional non-farebox revenue would be required since none of the services meet the WETA minimum farebox revenue recovery target.

The study recommended several areas for further analysis that have not been studied or fully evaluated as part of the report, including various vessel technologies, potential role of the ferry system as part of Contra Costa County's emergency response plan, developing infrastructure to provide transit and/or weekend/evening service, and the potential economic impacts of ferry service.¹⁶

Since completion of this study, WETA proposed to establish a new ferry route between the existing San Francisco Ferry Terminal and a new ferry terminal located on the Ford Peninsula in the City of Richmond.¹⁷ The WETA Board of Directors approved a cooperative Agreement with the CCTA and the City of Richmond to provide an operating subsidy for the proposed Richmond ferry service. WETA will now begin the process of securing funding for purchase of two ferry vessels. The Richmond ferry service is expected to be fully operational by 2018.¹⁸

2.12 AC Transit Major Corridors Study (Ongoing)

AC Transit has undertaken an evaluation of their nine highest ridership corridors within Alameda and Contra Costa counties to determine the potential for transit priority capital investments to facilitate transit operations and improve service. The Major Corridors final report, which will include short-term (2020) and long-term (2040) recommendations, is currently under development and scheduled to be completed in 2016. The San Pablo Avenue/Macdonald Avenue corridor that serves both Alameda County and West Contra Costa County is included as part of the Major Corridors Study, and initial recommendations include Bus Rapid Transit (BRT) infrastructure improvements on this corridor, which corresponds with transit improvements proposed on San Pablo Avenue in CCTA's Countywide Comprehensive Transportation Plan.¹⁹

¹⁶ CCTA, Financial Feasibility of Contra Costa Ferry Service, 2015-2024, Available: <http://ccta.net/about/download/53a87c424d21b.pdf>

¹⁷ WETA, Richmond Ferry Terminal Project, Available: <http://sanfranciscobayferry.com/weta/richmond-ferry-terminal-project>

¹⁸ WETA, WETA Approves Richmond Ferry Funding, Available: <http://sanfranciscobayferry.com/weta-approves-richmond-ferry-funding>

¹⁹ AC Transit, Staff Report: Update on Contra Costa Countywide Comprehensive Transportation Plan, Available: www.actransit.org/wp-content/uploads/board_memos/14-261%20Contra%20Costa%20Transportation%20Plan.pdf

2.13 AC Transit Comprehensive Operations Analysis (Ongoing)

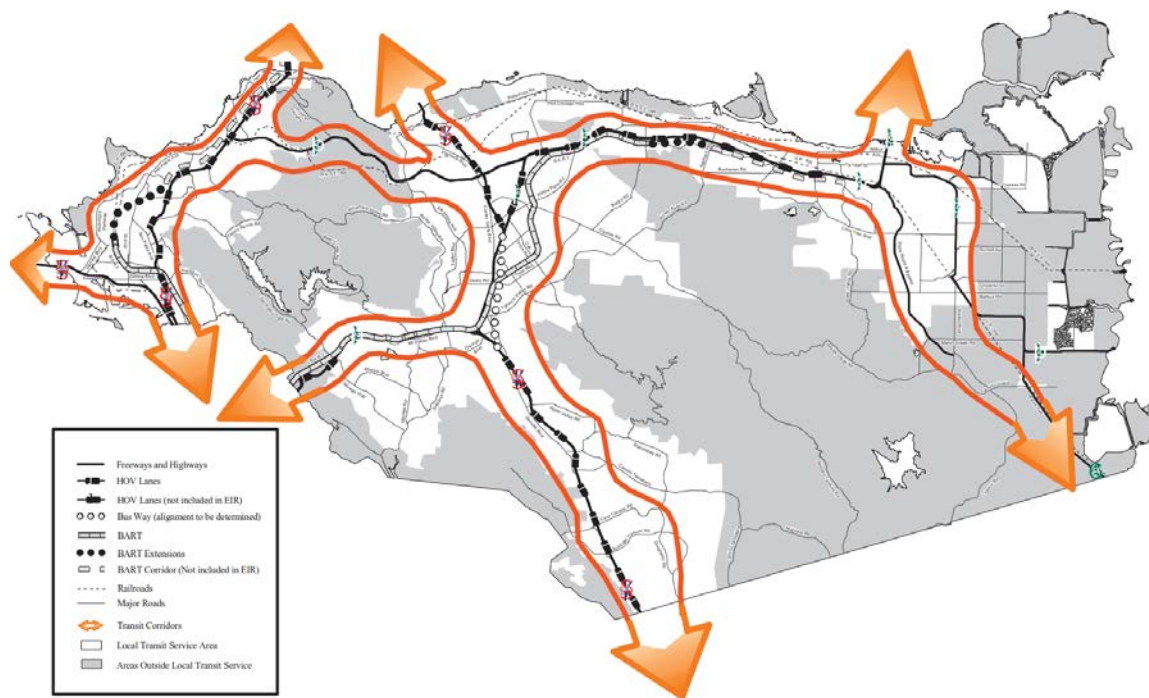
AC Transit's Comprehensive Operations Analysis examines all of the District's routes and schedules to look for opportunities to provide more effective and efficient service for the next five years. Initial recommendations on this corridor include service in West Contra Costa County on nine AC Transit routes, including more frequent service on Lines 72 and 72M which travel on San Pablo Avenue. The COA recommendations have gone through two rounds of public meetings, and final recommendations are anticipated in fall 2015.

2.14 General Plans

Six General Plans were reviewed as part of this task, however, none of the Plans made specific recommendations related to the study area. The following summarizes the six plans' Circulation Elements:

- **Contra Costa County General Plan, 2005-2020** (adopted 2005): The Transportation and Circulation Element of the County's General Plan makes reference to a future BART extension in West County to Hilltop Mall. It also discusses the Transit Network Plan (see Figure 12) that has the intent to establish transit corridors along the county's freeways and lay the foundation for a future express bus service, rail transit service, and/or HOV facilities.²⁰

Figure 12: Transit Network Plan in Contra Costa County General Plan



²⁰ Contra Costa County General Plan (2005-2020), Chapter 5, <http://www.co.contra-costa.ca.us/4732/General-Plan>

Source: Contra Costa County General Plan, 2005

- **City of El Cerrito General Plan** (adopted 1999): The Circulation Element of El Cerrito's General Plan describes the necessary services, facilities, and capital improvements to facilitate the movement of automobile and trucks, pedestrians, transit, bicycle, and emergency transportation. Significant growth is forecasted for El Cerrito arterials and the Circulation Element proposes several infrastructure improvements, including signalization and additional right-turn lanes, to attain the citywide goal of Level of Service (LOS) D or better.²¹
- **City of Hercules General Plan** (adopted 1998): The Circulation Element of the City of Hercules General Plan addresses the movement of people and commodities and local planning for scenic highways in the city. The Plan summarizes existing conditions related to traffic circulation, scenic routes, public transit, and other transportation facilities, establishes citywide traffic service standards for basic routes in Hercules. In addition, the Plan recommends potential circulation improvements to help alleviate some of the future congestion identified for intersections that do not meet the city's LOS goals—the main deficiency identified in Hercules is located on San Pablo Avenue.²²
- **City of Pinole General Plan** (adopted 2010): The Circulation Element of the City of Pinole General Plan addresses regional traffic congestion, traffic impacts on neighborhoods, public transit, trails and parking by analyzing data related to existing and future conditions of the transportation system to inform the development of goals, policies and actions to address transportation needs. Pinole has identified I-80 as a route of regional significance, along with San Pablo Avenue and Appian Way. Forecasted growth in the San Francisco Bay Area and Sacramento region is expected to increase demand on the I-80 corridor. To address this, the city has chosen to adopt policies to enhance bicycle, pedestrian, and public transit options to increase circulation.²³
- **City of Richmond General Plan 2030** (adopted 2012): The Circulation Element of the City of Richmond General Plan addresses the physical circulation network in Richmond by identifying a set of goals, policies, and implementing actions to guide the management of the transportation system. Richmond uses a place-based approach to circulation planning, that is, it uses a place-based classification system (i.e., multi-use trail, residential street, neighborhood street, community activity street, community connector street, regional connector street, freeways) tailored to surrounding land use,

²¹ City of El Cerrito, General Plan, Chapter 5: Transportation and Circulation, Available: www.el-cerrito.org/DocumentView.aspx?DID=1368

²² City of Hercules, 1998 General Plan, Circulation Element, Available: www.ci.hercules.ca.us/index.aspx?page=196

²³ City of Pinole, General Plan, Chapter 7: Circulation, Available: www.ci.pinole.ca.us/planning/docs/City_of_Pinole_General_Plan_12.2010-Chapter7.pdf

street function, and desired character rather than the standard vehicular capacity-based hierarchy for streets (i.e., freeways, arterials, collectors, local roadways). This classification approach would enable the City to create a more balanced street environment.

A key finding from the Circulation Element is that Richmond has an extensive transportation system that provides users with a wide range of options to service diverse needs, but ongoing maintenance, safety, and efficiency improvements are needed as new development puts additional pressure on existing infrastructure.²⁴

- **City of San Pablo General Plan 2030** (adopted 2011): San Pablo's transportation planning process consists of a three pronged approach—transportation policies and programs are based on land use planning, the city's planning efforts are integrated with CCTA and the California Department of Transportation (Caltrans), and existing roadways are improved upon on an ongoing basis to accommodate future travel demand. These three strategies ensure that the city is able to optimize the performance of its transportation system. The policies and actions identified in the Circulation Element of the General Plan incorporate complete streets principles to guide the development of a transportation network that accommodates for the needs of all users, including pedestrians, bicyclists, and motor vehicles.²⁵

2.15 Additional Relevant Studies

The following studies that are relevant to the study area were also reviewed. Those that examined Complete Streets were guided by the principle that streets should be designed, operated, and maintained to be safely accessed and used by all individuals on all types of modes. While there is no template for Complete Streets, tools include sidewalks, special bus lanes, bike lanes, comfortable and accessible transit stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, and others.²⁶

- **South Richmond Transportation Connectivity Plan, City of Richmond:** This in-progress plan aims to address deficiencies in the local and regional transportation network in South Richmond by working with the community and other stakeholders to develop recommendations to enhance multimodal connections. The plan will focus on the anticipated demand on the current road network, transit service, and alternative

²⁴ City of Richmond, General Plan, Element 4: Circulation, Available: www.ci.richmond.ca.us/DocumentCenter/Home/View/8810

²⁵ City of San Pablo, General Plan, Chapter 5: Circulation, Available: www.sanpabloca.gov/gp2030

²⁶ National Complete Streets Coalition web page, <http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/factsheets/#benefits>

modes, such as shuttles and car-sharing.²⁷ The plan's study area includes the San Pablo Avenue/Macdonald Avenue corridor.

- **San Pablo Avenue Complete Streets Study, Cities of Richmond and San Pablo:** The study identified and prioritized roadway modifications for multimodal access and safety on San Pablo Avenue between Hilltop Drive to the north and Rivers Street to the south. Proposed changes consist of continuous bicycle lanes through intersections, enhanced crosswalks, new corner bulb-outs, and increased signage.²⁸ These proposed changes are located in the San Pablo Avenue/Macdonald Avenue corridor.
- **Livable Corridors Project, City of Richmond:** The Livable Corridors Project focuses on three commercial corridors in the city, including Macdonald Avenue and San Pablo Avenue between the San Pablo/Richmond border and Macdonald Avenue. A draft memorandum (May 2012) recommended three alternatives be further evaluated: four lanes with median, four lanes with Class III, "green super sharrows" or four lanes with Class II bicycle lanes. The green super sharrows could present conflicts between bicyclists and buses. The draft memo also evaluated road diet alternatives on San Pablo Avenue but did not recommend them because of impacts to traffic and transit. The project also considered converting travel lanes on Macdonald Avenue west of Harbor Way into public space, wider sidewalks, and improved transit stops.²⁹
- **San Pablo Avenue Specific Plan, City of San Pablo:** Adopted in 2011, this specific plan identifies an informal transit hub next to Contra Costa College off of San Pablo Avenue, with multiple bus lines stopping between Rumrill Boulevard and El Portal Drive. The plan contains policies to work with AC Transit and West CAT to establish a station of consolidated bus stops to one location with station amenities.³⁰
- **San Pablo Avenue Specific Plan and Complete Streets, City of El Cerrito and Richmond:** This Specific Plan for San Pablo Avenue includes parcels in both El Cerrito and Richmond with the length of San Pablo Avenue from Baxter Creek Gateway Park near the intersection of San Pablo and Macdonald Avenues in the north to the City of El Cerrito's border with the City of Albany. This plan does not reduce the throughput of San Pablo but may increase bike/bus conflicts. The El Cerrito City Council adopted the EIR in September 2014.³¹

²⁷ City of Richmond, South Richmond Transportation Connectivity Plan web page, www.ci.richmond.ca.us/srtcp

²⁸ Cities of San Pablo and Richmond, 2013, Final Report for the San Pablo Avenue Complete Streets Study, www.dot.ca.gov/hq/tpp/offices/ocp/dist4/fy11-12/SanPabloFinalReport.pdf

²⁹ City of Richmond, Livable Corridors Project web page, www.ci.richmond.ca.us/index.aspx?NID=2532

³⁰ City of San Pablo, San Pablo Avenue Specific Plan web page, www.ci.san-pablo.ca.us/index.aspx?NID=1203

³¹ City of El Cerrito, San Pablo Avenue Specific Plan web page, www.el-cerrito.org/index.aspx?nid=396

- **Three Corridors Specific Plan, City of Pinole:** The Three Corridors Specific Plan identifies economic and revitalization opportunities within three commercial corridors in the City of Pinole that are designated as Priority Development Areas (PDAs): San Pablo Avenue, Pinole Valley Road, and Appian Way. To support these economic and revitalization opportunities, the Plan identifies a set of policies to address persistent truck congestion, traffic calming, bicycle facilities, parking and transit issues.
- **Countywide Comprehensive Transportation Plan (CTP), Contra Costa Transportation Authority (CCTA):** Last updated in 2009, the CTP identifies projects, programs, and policies to be funded through the county's sales tax. Several AC Transit projects are included in CCTA's 2014 update of the CTP, including those exclusively within Contra Costa County and those which would be implemented as District-wide projects or programs. These projects cover both capital and operational needs, such as vehicle replacement and security, information system upgrades, and regional express bus service.

3 CONCLUSION

Numerous studies have identified the need to relieve congestion in West Contra Costa County and have proposed strategies to provide this relief; while implementation for some projects are moving forward from a few of these studies, such as the Richmond ferry service and express bus service expansion, most of these studies have not resulted in major transit investments.

The prior studies reviewed in this technical memorandum consider a range of transportation modes for relieving congestion in west county, including additional bus, commuter, and rail service, consolidating existing bus service, BART extensions, and ferry service, but there is little consideration given for the integration of transit services and how these modal options can complement each other to improve transit ridership and maximize linkages throughout the county. The I-80 Corridor Study prepared by MTC is the only study that attempts to capture the full range of potential improvements to the corridor by including express bus, commuter rail, light rail, and two BART extensions in its analysis of 10 project alternatives.

Although this High Capacity Transit study focuses on examining transit options, proposed express bus services cannot be successful without complimentary infrastructure investments. Multiple studies have identified the efficiencies that can result from combining express bus service and I-80 HOV lanes and ramps to provide rapid transit and manage congestion cost-effectively. The Express Bus Study prepared by CCTA proposes HOV ramps to increase the reliability of travel times for buses, in addition to the expansion of parking facilities at park-and-ride lots to address the shortage of spaces created by their increasing popularity.

Further analysis might also explore how the cost of each transit option compares to each other and to the benefits each option is anticipated to provide. A BART extension, for example, was proposed in five studies—while an extension attracts high ridership, it may cost significantly more than express bus or commuter rail improvements. The cost of options will need to be weighed against the potential gains in riders. For example, since the I-80 already has HOV lanes in place, there is significant potential for express bus or bus-only right of way on the freeway, however, if new on- and off-ramps are required, this could increase the cost of express bus services. These are important considerations for identifying the right investments.

Another area for consideration is how improvements can be phased in over time, starting with lower cost alternatives and building up transit ridership over time, to a point where the ridership benefits are more in line with the costs of a major investment.

Funding is a key gap in these studies—funding costly capital investments in a constrained funding environment is challenging. While many of the proposed investments have the potential to make large impacts on the current congestion of the I-80 corridor, a clear funding plan needs to be in place to generate the momentum for implementation.

The High Capacity Transit Study will build on these prior studies by developing a practical and feasible approach to address continued growth and congestion in the I-80 corridor cost-effectively and comprehensively and to build public consensus for a path forward.

4 NEXT STEPS

The existing transportation conditions in the study area are currently being compiled and an assessment of the land use and travel demand markets undertaken. This information combined with our understanding of the past studies that have been completed or are underway, will provide the basis upon which the development of alternative investment strategies will be initiated.



TO: WCCTAC Board

DATE: July 24, 2015

FR: Danelle Carey, TDM Program Manager

RE: WCCTAC Website Update

REQUESTED ACTION

APPROVE the updated WCCTAC website to go live.

BACKGROUND AND DISCUSSION

In March 2014, WCCTAC staff began the evaluation of its existing website and identified areas for improvement. The website update project was budgeted for Fiscal Year 2015. Website consultant, Moore Iacofano Goltsman (MIG), was secured through an agreement in September 2014 with an estimated project cost of \$9,800.

In October 2014, discussion began with the Technical Advisory Committee (TAC) to address the strengths and weaknesses of the current website and to create an improvement plan for the upgrade. With feedback from the TAC and staff input, the website was restructured, a new template was created, the content and organization was updated, and interactive features were added. One of the advantages of the new website is that MIG's *townsquare* software will allow WCCTAC staff to directly update and modify the website without MIG's assistance. This will be more cost effective and provide more thorough and timely information to the public. At present, WCCTAC must use website consultants to make changes other than uploading routine content.

At the April, 2015 TAC meeting, staff provided an overview and an alpha test of the draft version of the website. Minor adjustments were requested by the TAC and a final version of the website was prepared. The site will go live once the Board concurs.

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El Cerrito

July 6, 2015

Hercules

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

Pinole

RE: WCCTAC Board Meeting Summary

Dear Randy:

Richmond

The WCCTAC Board, at its June 26, 2015 meeting, took the following actions that may be of interest to CCTA:

San Pablo

1. Approved Letters of Concurrence for local 2016 STIP Proposals.
2. WCCTAC and CCTA staff gave the Board an update on the project lists for the RTP update (information only). A final adoption of the RTP list is planned for the July 24, 2015 meeting.
3. Staff presented an update on the Transportation Expenditure Plan (TEP) development process and received feedback on draft funding categories by the WCCTAC Board (information only). Approval of a list of candidate projects and programs to forward to CCTA is planned for the July 24, 2015 meeting.
4. Chair McCoy and Vice-Chair Abelson were appointed to an ad-hoc subcommittee to facilitate a performance evaluation of the Executive Director.

Contra Costa
County

AC Transit

BART

Sincerely,

A handwritten signature in blue ink that reads "John Nemeth". The signature is fluid and cursive, with the first name "John" and last name "Nemeth" clearly distinguishable.

WestCAT

John Nemeth
Executive Director

cc: Danice Rosenbohm, CCTA; Lynn Overcashier, TRANSPAC; Jamar Stamps, Robert Sarmiento, TRANSPLAN; Andy Dillard, SWAT

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

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

O&M: Operations and Maintenance
OBAG: One Bay Area Grant
PAC: Policy Advisory Committee
PBTF- Pedestrian, Bicycle and Trail Facilities
PC: Planning Committee (CCTA)
PDA: Priority Development Areas
PSR: Project Study Report (Caltrans)
RHNA: Regional Housing Needs Allocation (ABAG)
RPTC: Richmond Parkway Transit Center
RTIP: Regional Transportation Improvement Program
RTP: Regional Transportation Plan
RTPC: Regional Transportation Planning Committee
SCS: Sustainable Communities Strategy
SHPO: State Historic and Preservation Office
SOV: Single Occupant Vehicle
STA: State Transit Assistance
STARS: Sustainable Transportation Analysis & Rating System
STIP: State Transportation Improvement Program
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