

STMP Funding Requests

for

the Cycle 2 Call for Projects of the 2019 STMP Update



Contra Costa County
Public Works
Department

Brian M. Balbas, Director
Deputy Directors
Stephen Kowalewski, Chief
Allison Knapp
Warren Lai
Carrie Ricci
Joe Yee

August 23, 2023

WCCTAC Board
c/o John Nemeth and Leah Greenblat
6333 Potrero Avenue, Suite 100
El Cerrito, CA 94530

RE: STMP Cycle 2 Submission

Dear Mr. Nemeth and Ms. Greenblat:

Contra Costa County would like to submit the San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project (Project) for consideration onto the second call for projects under the 2019 Subregional Transportation Mitigation Program (STMP) Update. This Project appears under the "Complete Streets Projects" category of the STMP Project List as Number 1(a) – San Pablo Avenue Complete Streets Projects.

Our Project aims to improve pedestrian and bicycle infrastructure between the communities of Rodeo and Crockett by transforming San Pablo Avenue from a motorist-prioritized road to a multimodal road with a Class I shared-use path. This will close a 3.2-mile gap along the San Francisco Bay Trail, a planned 500-mile trail that encircles the Bay, and will improve multimodal connectivity between the two communities, which are both identified as Equity Priority Communities per the Metropolitan Transportation Commission. Walking and biking infrastructure is currently absent along San Pablo Avenue within the project area, so pedestrians and bicyclists are at greater risk of collisions as they are forced to share the road with motor vehicles. One such incident occurred in 2018 when a motorist collided with a bicyclist during the evening commute, resulting in a fatality for the bicyclist. To improve safety, this project will perform a road diet and reduce the number of total lanes on San Pablo Avenue from four to three. There will be two travel lanes and a third lane that transitions between a truck climbing lane, two-way left-turn lane, or striped median depending on need. The newly acquired space will become a 10-foot path with a concrete barrier constructed on top of a two to three-foot-wide buffer lane, which will serve as a physical separation and protection for non-motorized users. Additionally, a pedestrian hybrid beacon with advanced warning flashers will be installed at the A Street intersection to allow for a safer crossing between the NuStar Energy facility and the bus stop across the road.

The total cost of the Project is \$13,703,000, as shown on the enclosed detailed cost estimate, and is already partially funded through the Active Transportation Program (ATP). This Project has not received any past STMP funding but has been awarded \$10,517,000 in state ATP funds. **The amount of STMP funds requested is \$1,500,000**, and if awarded, these funds would contribute to the ATP local match requirement and fund the preliminary engineering and design phases, as well as construction costs. Local gas tax revenue will be

used to fund the remainder of the project cost. Project costs face uncertainty with such volatile escalation rates and STMP funding is essential to ensure advancing of the project. The table below summarizes the Project's current funding status and needs:

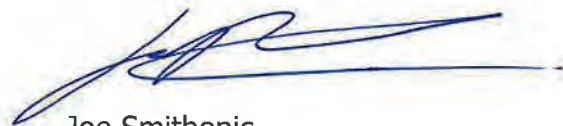
Funding Source	Amount
ATP	\$10,517,000
Local Gas Tax	\$1,686,000
STMP (if awarded)	\$1,500,000
Total	\$13,703,000

ATP funds are expected to be allocated in August 2023 to begin the design phase. The 95% plans, specifications, and estimate are scheduled for completion by October 29, 2026 with a 2027 construction season. If awarded, the STMP funds would begin to be expended in late September 2023, immediately after the expected allocation date, and through October 2027. The following table summarizes the schedule of the project milestones.

Milestone	Date
CEQA Complete	2/24/2025
NEPA Complete	2/24/2025
PS&E Complete	10/29/2026
Begin Construction	4/5/2027
End Construction	10/2/2027
Open to the Public	10/2/2027

We appreciate the opportunity to apply for the STMP Cycle 2 funds and thank you for your consideration of this Project. If you have any questions, please contact me by phone at (925) 313-2348 or by e-mail at Joe.Smithonic@pw.cccounty.us.

Sincerely,



Joe Smithonic
Associate Civil Engineer
Transportation Engineering

JV:JS:JL:sr

\\pw-data\grpdata\transeng\GRANTS\Sub-Regional Transportation Mitigation Program (STMP)\2023\STMP San Pablo Avenue Complete Streets Gap Closure Project 7-24-2023.docx

Enclosures: A - Vicinity Map
B - Cost Estimate
C - Project Layout
D - Disadvantaged Communities Map
E - Letters of Support

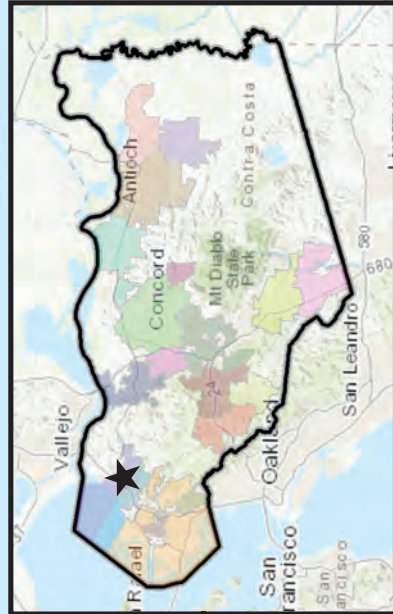
c: Steve Kowalewski, Administration
Jerry Fahy, Transportation Engineering
Jeff Valeros, Transportation Engineering



Contra Costa County
Public Works
Department

Attachment A

Vicinity Map



San Pablo Bay

PROJECT VICINITY MAP - CONTRA COSTA COUNTY

San Pablo Avenue

Complete Street/Bay Trail Gap Closure

FEDERAL ID NO: DB: JV CB: DATE: JUL 2018 Page 1 of 1



Contra Costa County
Public Works
Department

255 GLACIER DRIVE MARTINEZ, CALIFORNIA 94553 PH: (925) 313-2000 FAX: (925) 313-2333



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Attachment B

Cost Estimate

Project Name: San Pablo Ave Complete Streets/Bay Trail Gap Closure

Description: The San Pablo Avenue Complete Street/Bay Trail Gap Closure Project will implement a road diet and construct a Class I shared use path along the San Francisco Bay Trail.

Prepared by: Justin Lin
Date of Estimate: 7/10/2023

Location: San Pablo Ave - Pacific Avenue to Carquinez Bridge

Assumptions: R = 5, TI = 8

Length (LF):

Revision No.:

Revision Date:

Revised by:

No.	Description	Unit	Quantity	Unit Cost (2023)	Total (2023)	Escalated Unit Costs (2027)	Escalated Total (2027)
1	Install Travel Lane Striping	LF	16750	\$ 4.00	\$ 67,000	\$ 5.00	\$ 83,750
2	Traffic Control System	LS	1	\$ 200,000.00	\$ 200,000	\$ 240,612.00	\$ 240,612
3	Prepare Water Pollution Control Plan	LS	1	\$ 25,000.00	\$ 25,000	\$ 30,076.50	\$ 30,077
4	Remove/Grind Existing Striping	LF	38750	\$ 5.25	\$ 203,438	\$ 6.50	\$ 251,875
5	Pavement Markings	EA	50	\$ 930.00	\$ 46,500	\$ 1,119.00	\$ 55,950
9	Shared Path Striping	LF	16750	\$ 2.75	\$ 46,063	\$ 3.50	\$ 58,625
10	Median Striping	LF	50250	\$ 6.50	\$ 326,625	\$ 8.00	\$ 402,000
11	Install Concrete Barrier	LF	15000	\$ 105.00	\$ 1,575,000	\$ 126.50	\$ 1,897,500
12	Bus Island	EA	1	\$ 51,100.00	\$ 51,100	\$ 61,476.50	\$ 61,477
13	Install Signs	EA	20	\$ 325.00	\$ 6,500	\$ 391.00	\$ 7,820
14	Modify Signal	EA	1	\$ 132,750.00	\$ 132,750	\$ 159,706.50	\$ 159,707
15	Install PHB Signal	EA	1	\$ 260,000.00	\$ 260,000	\$ 312,796.00	\$ 312,796
16	Street Lights	EA	110	\$ 16,640.00	\$ 1,830,400	\$ 20,019.00	\$ 2,202,090
17	Install Sidewalk	SF	16750	\$ 44.00	\$ 737,000	\$ 53.00	\$ 887,750
18	Install Curb and Gutter	LF	3950	\$ 59.00	\$ 233,050	\$ 71.00	\$ 280,450
19	Demolish/Remove Existing Pavement	SF	19000	\$ 26.50	\$ 503,500	\$ 32.00	\$ 608,000
20	Hot Mix Asphalt - Median	SY	1150	\$ 59.00	\$ 67,850	\$ 71.00	\$ 81,650
21	Slurry Seal	SY	95000	\$ 5.25	\$ 498,750	\$ 6.50	\$ 617,500
22	Bike Lanes - Pacific to Parker - Rdway Ex	CY	750	\$ 71.00	\$ 53,250	\$ 85.50	\$ 64,125
23	Aggregate Base	Ton	1025	\$ 41.00	\$ 42,025	\$ 49.50	\$ 50,738
24	HMA	Ton	202	\$ 295.00	\$ 59,590	\$ 355.00	\$ 71,710
25	High Visibility Xing - California Street	EA	1	\$ 23,600.00	\$ 23,600	\$ 28,392.00	\$ 28,392
26	Mobilization	LS	1	\$ 200,000.00	\$ 200,000	\$ 240,612.00	\$ 240,612

SOFT COSTS

		Current Cost	Escalated Cost
PE	Preliminary Engineering (TE)	\$ 127,000	\$ 127,000
	Environmental	\$ 210,000	\$ 210,000
	Design Engineering*	\$ 1,713,000	\$ 1,713,000
R/W	Right-of-Way Engineering	\$ 75,000	\$ 75,000
	Real Estate	\$ -	\$ -
	Right-of-Way Acquisition	\$ 75,000	\$ 75,000
CON	Construction Engineering*	\$ 1,250,000	\$ 1,504,000
	Environmental Monitoring and Mitigation Fees	\$ -	\$ -
SUBTOTAL		\$ 3,450,000	\$ 3,704,000

Contract Cost:	\$ 7,188,990	\$ 8,695,204
Contingency: 15%	\$ 1,078,349	\$ 1,304,281
Total Contract Cost:	\$ 8,267,339	\$ 9,999,485
SUBTOTALS		SUBTOTALS (2027)
PE Phase:	\$ 2,050,000	\$ 2,050,000
R/W Phase:	\$ 150,000	\$ 150,000
CON Phase:	\$ 9,517,339	\$ 11,503,485
GRAND TOTAL:	\$ 11,717,339	\$ 13,703,485

* Design Engineering is minimum 15% of contract items. (\$100,000 min.)
* Construction Engineering is minimum 15% of contract items. (\$20,000 min.)

ESTIMATE YEAR: 2023
ESCALATION YEAR: 2027
ESCALATION RATE: 20.31%

TOTAL (2027 Dollars) \$ 13,703,000



Contra Costa County
Public Works
Department

Attachment C

Project Layout

A B C D E F G H I J K L M N O P

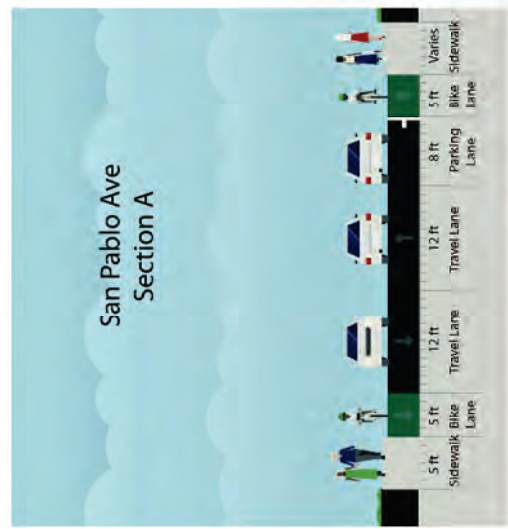
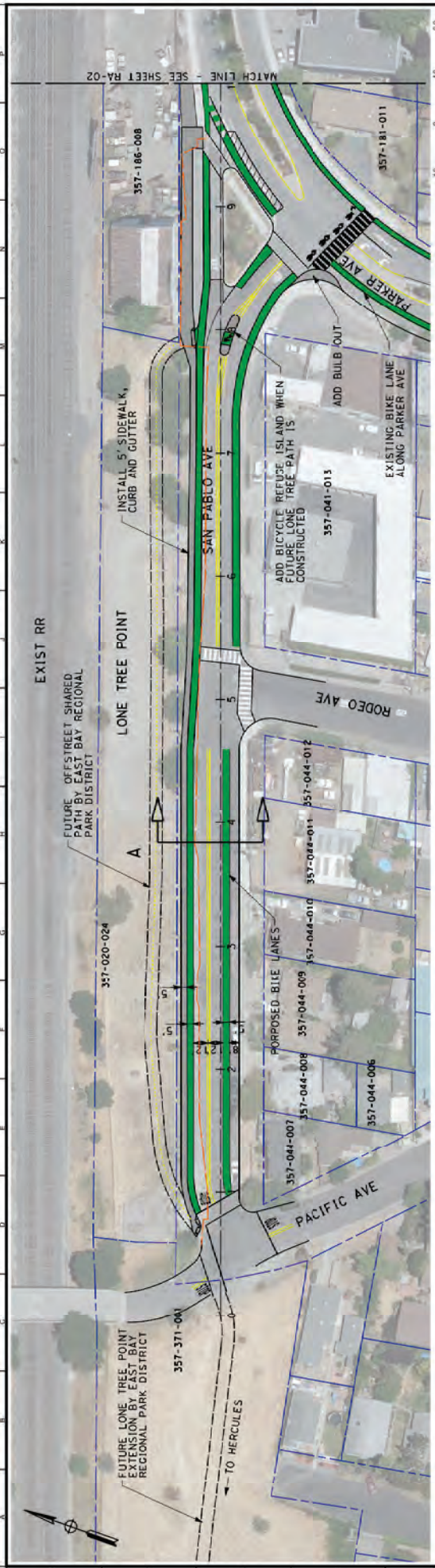


KEY PLAN







ARUP
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 1111 California Street, Suite 300
 San Francisco, CA 94109, USA
 TEL: 415.774.2000 FAX: 415.774.2001
 www.arup.com

Client	CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT
Project Title	SAN PABLO AVENUE COMPLETE STREETS STUDY
Scale	1" = 500'
Drawn By	J. BITTIT
Checked By	M. UHWALT
Project No.	243281
Revision	NO.
Date	DATE 02/22/07

Drawn This	RECOMMENDED ALTERNATIVE KEY PLAN
Project No.	243281
Scale	1" = 500'
Drawn By	J. BITTIT
Checked By	M. UHWALT
Project No.	243281
Revision	NO.
Date	DATE 02/22/07

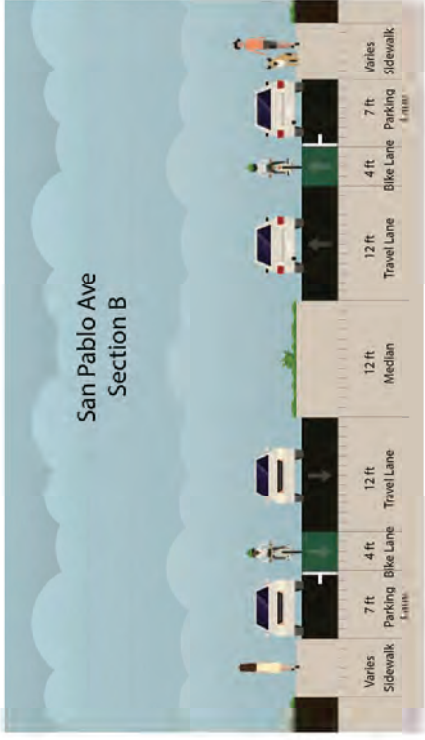
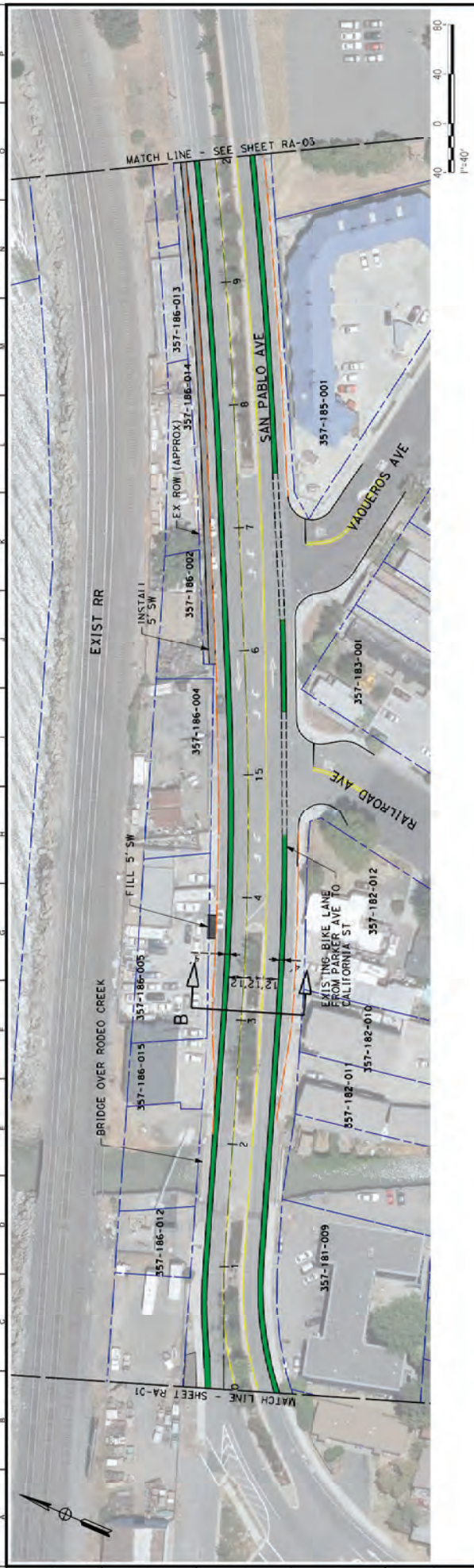


LEGEND

-  EXISTING RIGHT OF WAY
-  BICYCLE FACILITY
-  EXISTING EDGE OF PAVEMENT
-  GUARD RAIL
-  CONCRETE BARRIER
-  PROPOSED STREETLIGHT

NOTE: BICYCLE FACILITY SHOWN IN GREEN WITH LIGHT LOCATION CORRIDOR WITH PROPOSED BICYCLE FACILITY PAINT COLOR NOT SPECIFIED.

 <p>Arup North America Ltd. 200 Franklin Street, Suite 200 San Francisco, CA 94102, USA www.arup.com</p>	<p>Client: CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT</p> <p>Job Title: SAN PABLO AVENUE COMPLETE STREETS STUDY</p> <p>Sheet: SAN PABLO AVENUE COMPLETE STREETS STUDY</p> <p>Scale: 1" = 40'</p> <p>File Name: 4810_SAN_PABLO_AVE.DWG</p> <p>Project No.: DRAFT - FOR DISCUSSION ONLY</p> <p>Drawn By: J. B. STITT</p> <p>Checked By: M. URSWALY</p> <p>Project No.: 243281</p> <p>Revision: RA-01</p>	<p>Recommended Alternative: STA 00+00.00 TO STA 10+00.00</p> <p>Segment 1 of 16</p>	<p>NO. REVISION DATE 02/22/2017</p> <p style="text-align: center;">Attachment D</p>
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LEGEND

- EXISTING RIGHT OF WAY
- BICYCLE FACILITY
- EXISTING EDGE OF PAVEMENT
- GUARD RAIL
- CONCRETE BARRIER
- PROPOSED STREETLIGHT



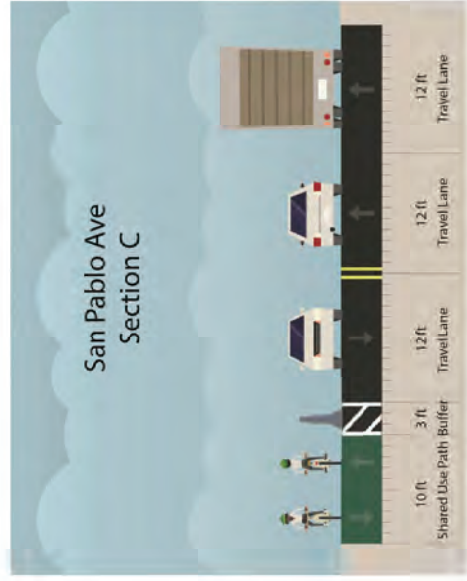
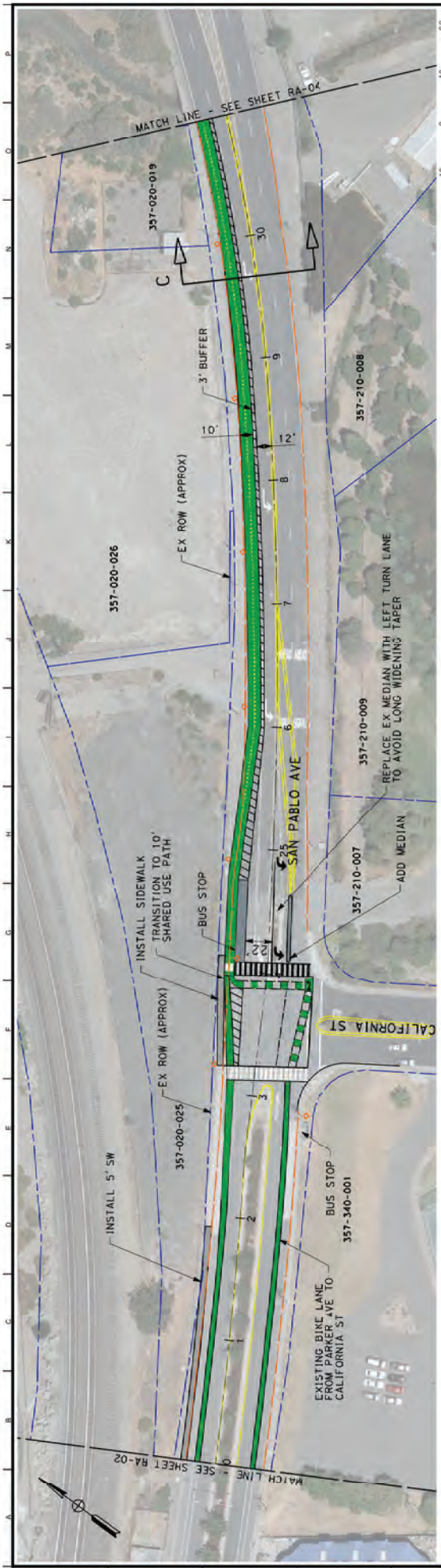
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		02/22/2017

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Project Title: SAN PABLO AVENUE COMPLETE STREETS STUDY

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 SEGMENT 2 OF 16

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Company: DRAFT - FOR DISCUSSION ONLY		



LEGEND

- EXISTING RIGHT OF WAY
- BICYCLE FACILITY
- EXISTING EDGE OF PAVEMENT
- GUARD RAIL
- CONCRETE BARRIER
- PROPOSED STREETLIGHT



NO. REVISION DATE 02/22/2017

Client
CONTRA COSTA COUNTY
PUBLIC WORKS DEPARTMENT

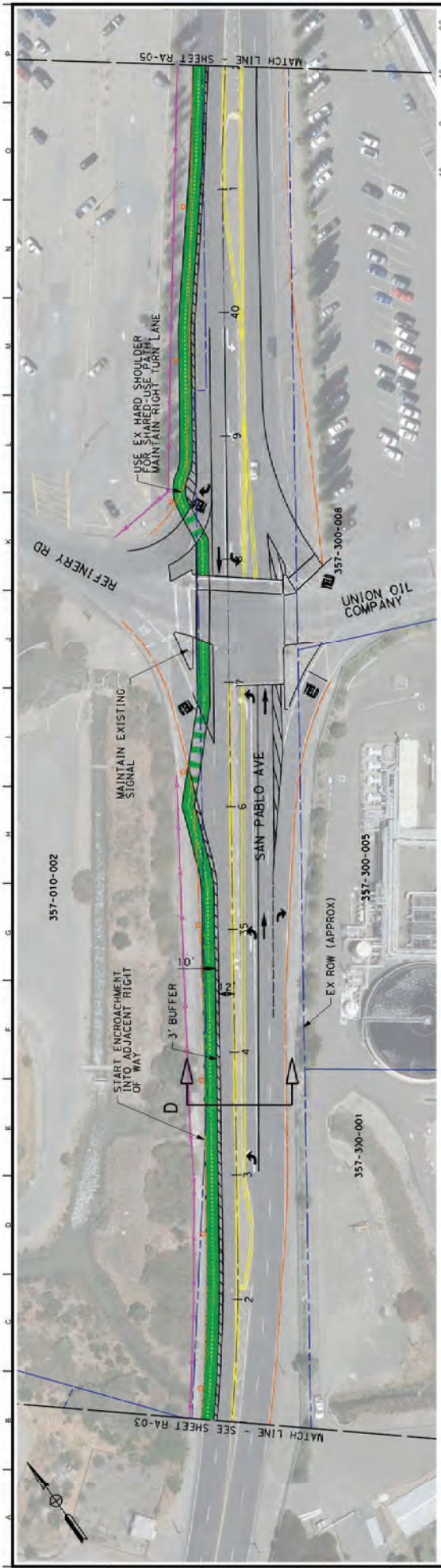
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COMPLETE STREETS STUDY

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Key Plan

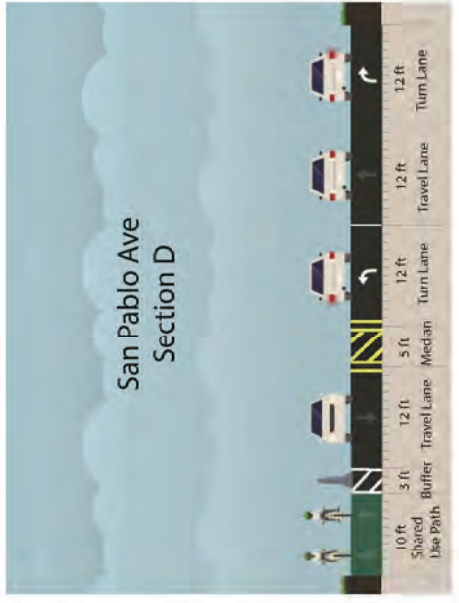
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ALTERNATIVE
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STA 20+00.00 TO
STA 31+00.00
SEGMENT 3 OF 16

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File Name
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Drawing Date
02/22/2017
Drawn By
J. BITT
Checked By
M. BOWAL
Project No.
243261
Drawing No.
RA-03



LEGEND

- EXISTING RIGHT OF WAY
- BICYCLE FACILITY
- EXISTING EDGE OF PAVEMENT
- GUARD RAIL
- CONCRETE BARRIER
- EXISTING FENCE
- PROPOSED STREET LIGHT



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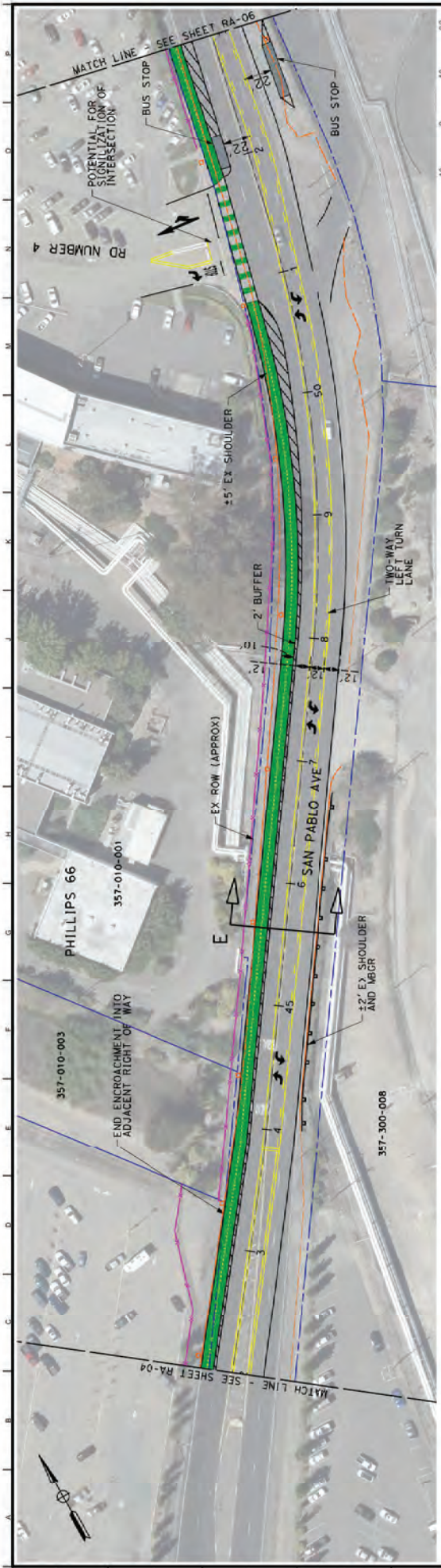
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Client: CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT

Job Title: SAN PABLO AVENUE COMPLETE STREETS STUDY

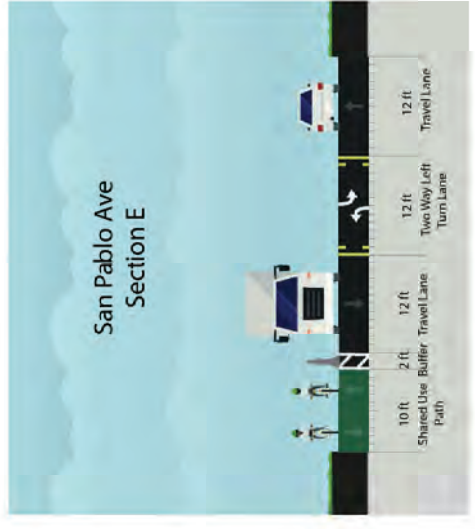
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 Project No.: 243261
 Drawing Title: RECOMMENDED ALTERNATIVE
 STA 31+00.00 TO STA 42+00.00
 Segment 4 OF 16
 RA-04

Attachment D



LEGEND

- EXISTING RIGHT OF WAY
- BICYCLE FACILITY
- EXISTING EDGE OF PAVEMENT
- GUARD RAIL
- CONCRETE BARRIER
- EXISTING FENCE
- PROPOSED STREET LIGHT



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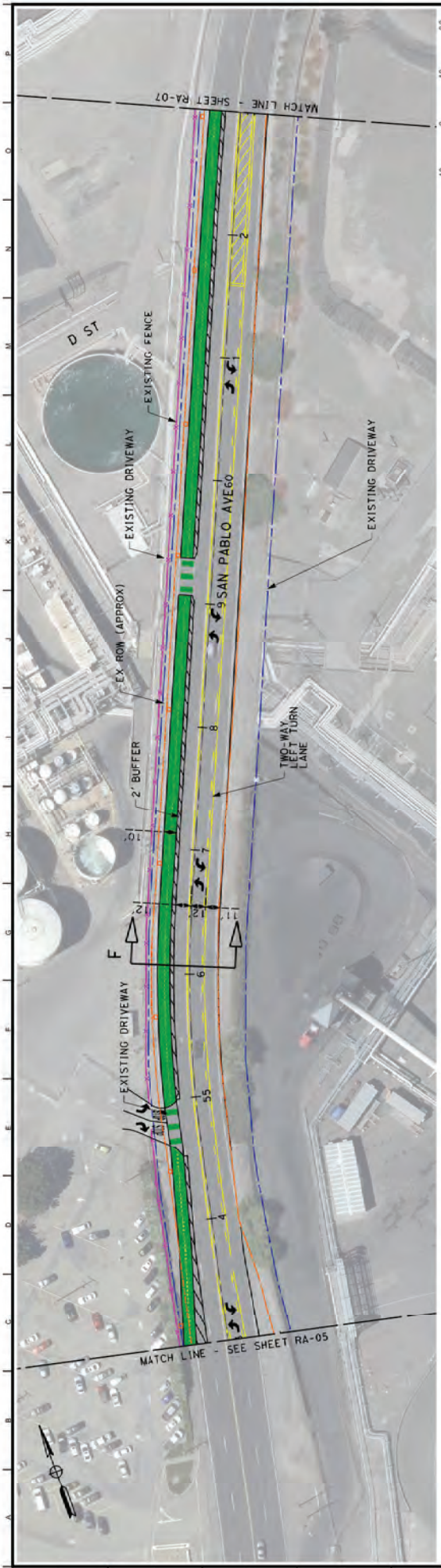
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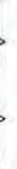

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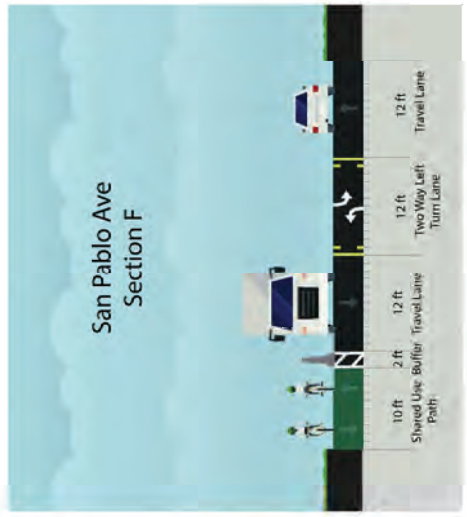
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 Project Name: SAN PABLO AVENUE COMPLETE STREETS STUDY
 Drawn By: J. STITT
 Checked By: M. BIRWAL
 Job No: 243261
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Drawing Title: RECOMMENDED ALTERNATIVE
 STA 42+00.00 TO STA 53+00.00
 SEGMENT 5 OF 16



LEGEND

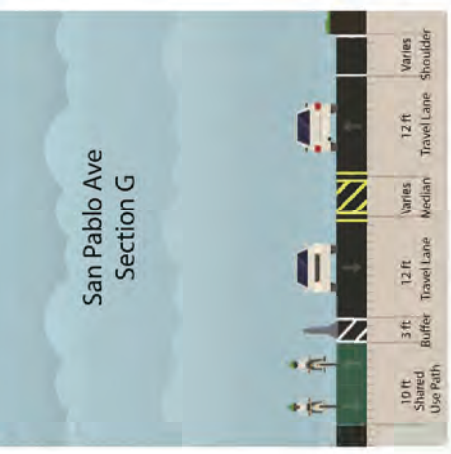
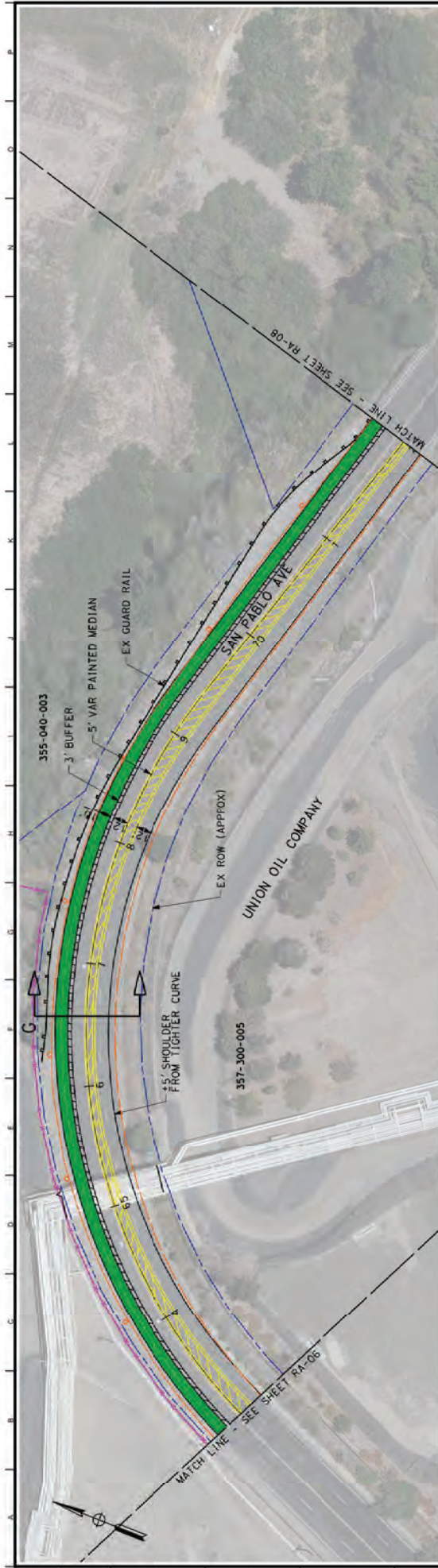
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-  BICYCLE FACILITY
-  EXISTING EDGE OF PAYEMENT
-  GUARD RAIL
-  CONCRETE BARRIER
-  EXISTING FENCE
-  PROPOSED STREET LIGHT



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NO.	REVISION	DATE

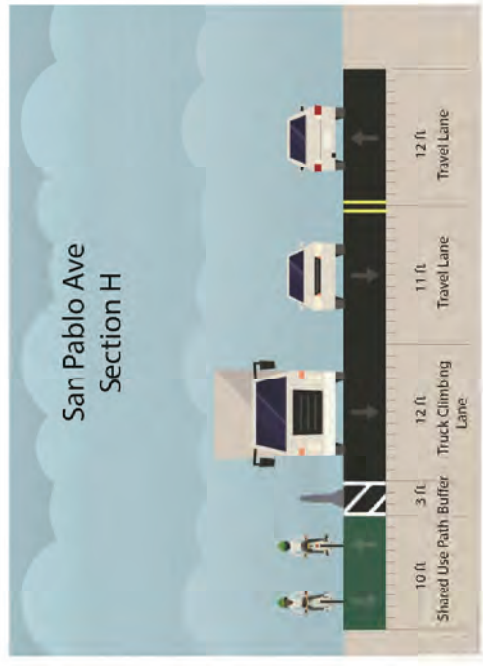
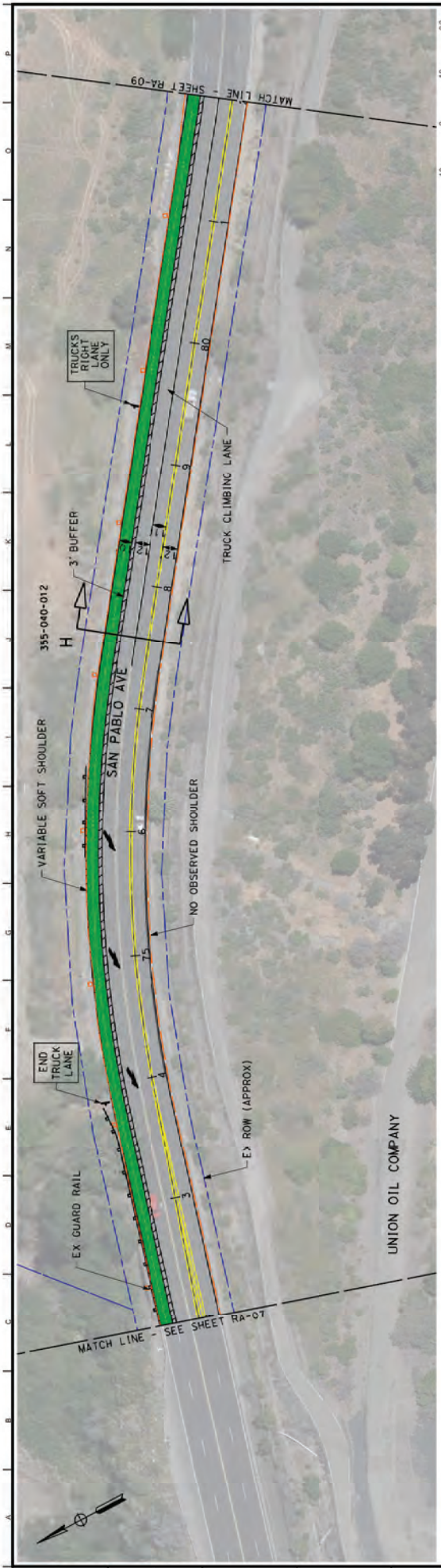
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Contract No. 243261		Drawing Title RECOMMENDED ALTERNATIVE DRAFT - FOR DISCUSSION ONLY STA 63+00.00 TO STA 63+00.00 SEGMENT 6 OF 16	



LEGEND

- EXISTING RIGHT OF WAY
- BICYCLE FACILITY
- EXISTING EDGE OF PAVEMENT
- GUARD RAIL
- CONCRETE BARRIER
- EXISTING FENCE
- PROPOSED STREETLIGHT

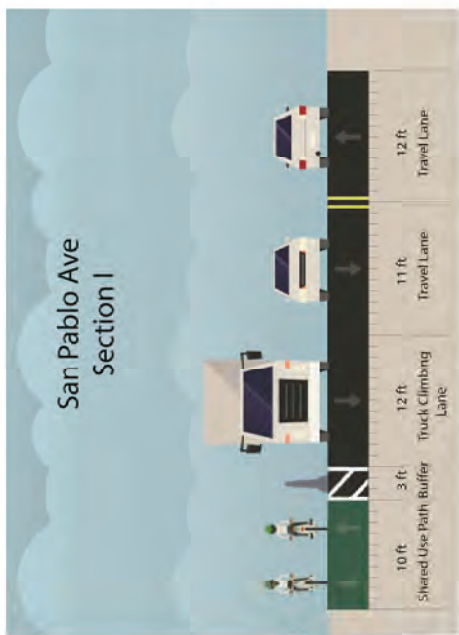
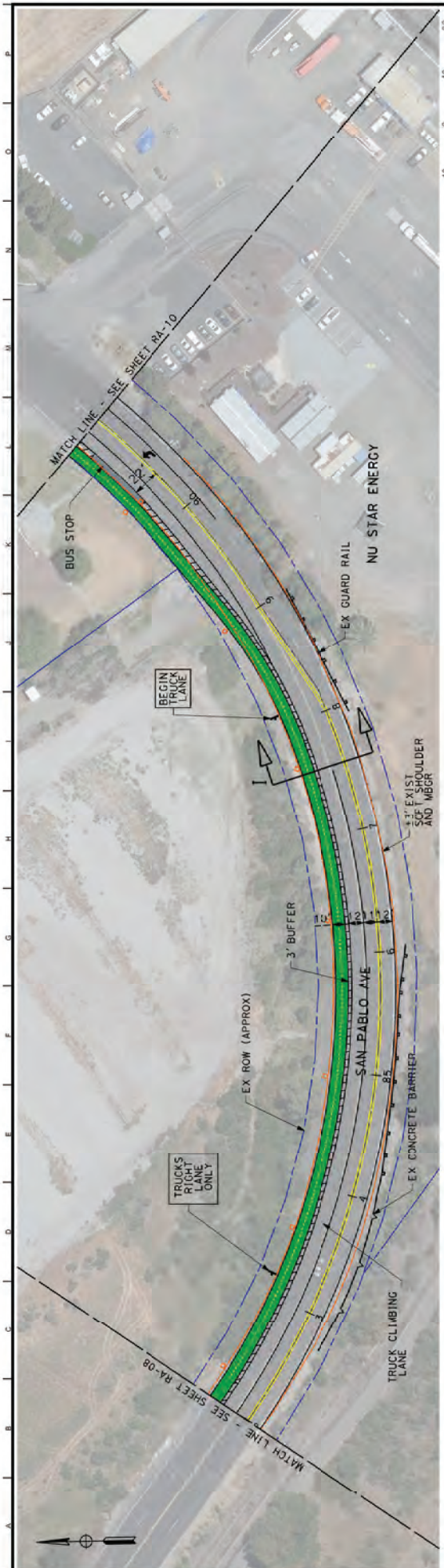
<p>ARUP Arup North America Ltd. Suite 1000, 1000 Pennsylvania Ave, NW Washington, DC 20004, USA Tel: +1 202 512 2000 Fax: +1 202 512 2006 arup.com</p>	<p>Client: CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT</p> <p>Job Title: SAN PABLO AVENUE COMPLETE STREETS STUDY</p> <p>Strip:</p>	<p>Scale: 1" = 40'</p> <p>File Name: INFO-ARUP-220324M.DWG</p> <p>Project Name: DRAFT - FOR DISCUSSION ONLY</p> <p>Drawn By: J. STITT</p> <p>Checked By: M. BSMALT</p> <p>Sheet No: 243261</p> <p>Drawing Title: RECOMMENDED ALTERNATIVE STA 63+00.00 TO STA 72+00.00 SEGMENT 7 OF 16</p>	<p>NO. REVISION DATE 02/22/2017</p> <p style="text-align: right;">RA-07</p>
<p>Attachment D</p>			



LEGEND

- EXISTING RIGHT OF WAY
- █ BICYCLE FACILITY
- - - EXISTING EDGE OF PAVEMENT
- +— GUARD RAIL
- +— CONCRETE BARRIER
- +— PROPOSED STREETLIGHT

<p>Arup North America Ltd. Suite 1000, 1000 California Street, San Francisco, CA 94108, USA Tel: +1 415 774 4000 Fax: +1 415 774 4006 arup.com</p>	<p>Client CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT</p>	<p>Job Title SAN PABLO AVENUE COMPLETE STREETS STUDY</p>	<p>Scale 1" = 40'</p>
	<p>Drawn By J. STITT</p>	<p>Checked By M. BRAWLEY</p>	<p>Project No. 243261</p>
<p>Recommended Alternative STA 72+00.00 TO STA 82+00.00</p>		<p>Segment R of 16</p>	



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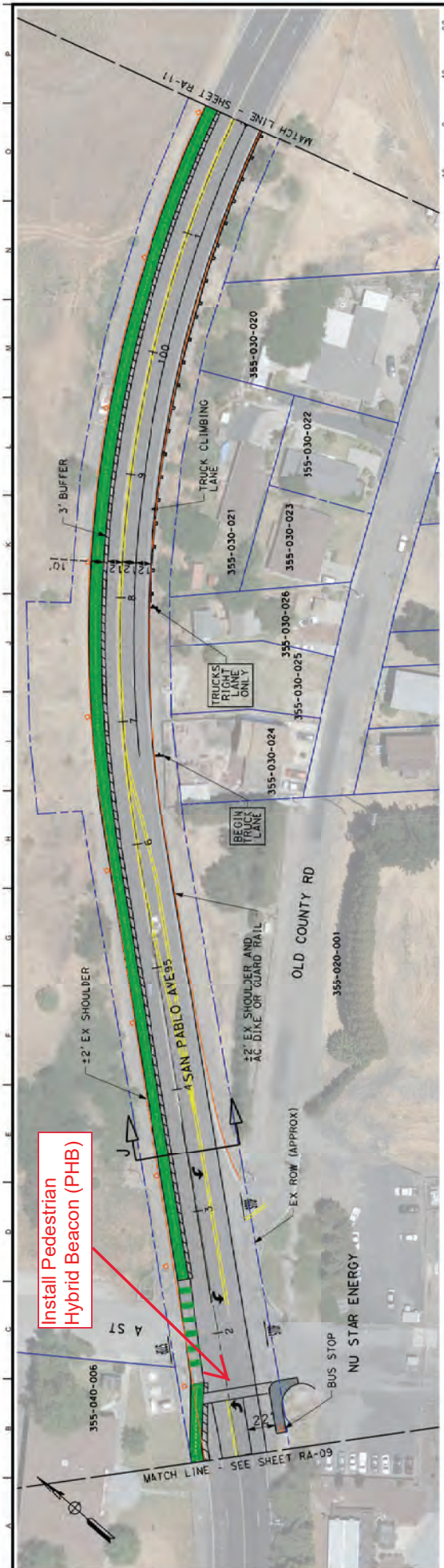
- EXISTING RIGHT OF WAY
- BICYCLE FACILITY
- EXISTING EDGE OF PAVEMENT
- GUARD RAIL
- CONCRETE BARRIER
- PROPOSED STREETLIGHT



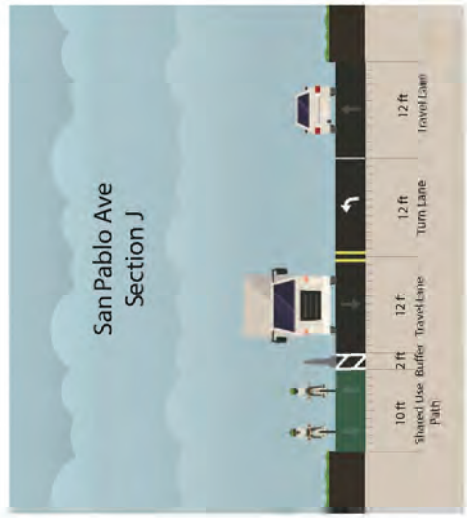
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Drawn By	J. STITT
Checked By	M. SWALW
Project Manager	
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Client Phone	
Client Email	
Client Website	
Client Logo	
Client Contact	
Client Reference	
Client Notes	
Client Comments	
Client Feedback	
Client Approval	
Client Signature	
Client Date	
Client Version	
Client Revision	
Client Date	02/22/2017

Client Name	CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT
Client Address	
Client Phone	
Client Email	
Client Website	
Client Logo	
Client Contact	
Client Reference	
Client Notes	
Client Comments	
Client Feedback	
Client Approval	
Client Signature	
Client Date	
Client Version	
Client Revision	
Client Date	

RECOMMENDED
ALTERNATIVE
STA 82+00.00 TO
STA 91+00.00
SEGMENT 9 OF 16



Install Pedestrian Hybrid Beacon (PHB)



LEGEND

- EXISTING RIGHT OF WAY
- BICYCLE FACILITY
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- CONCRETE BARRIER
- PROPOSED STREETLIGHT

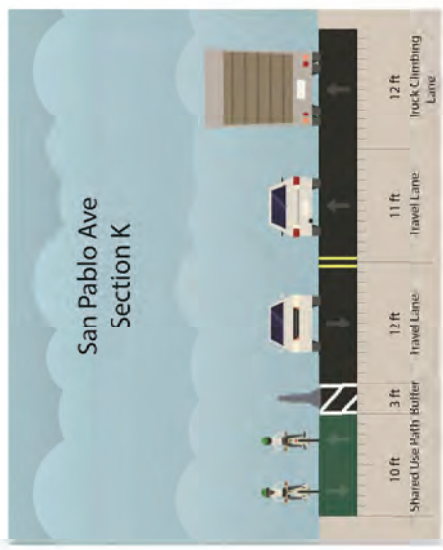
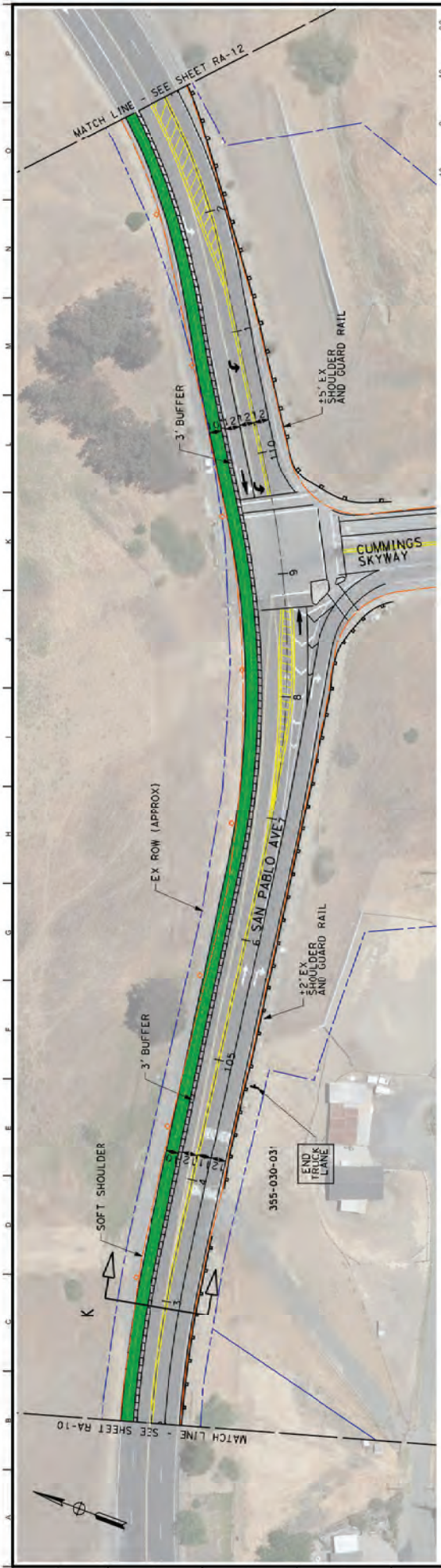
ARUP
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 Minneapolis, MN 55402, USA
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NO.	REVISION	DATE
		02/22/2017

Client: CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT
 Job Title: SAN PABLO AVENUE COMPLETE STREETS STUDY

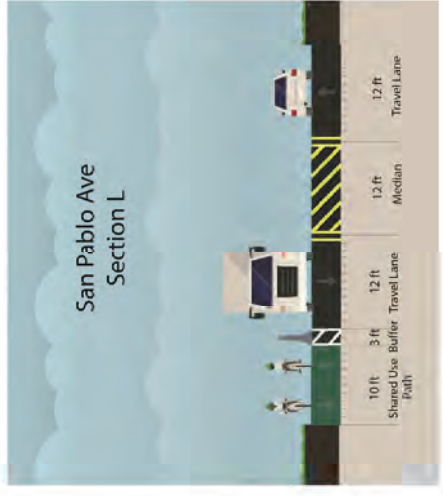
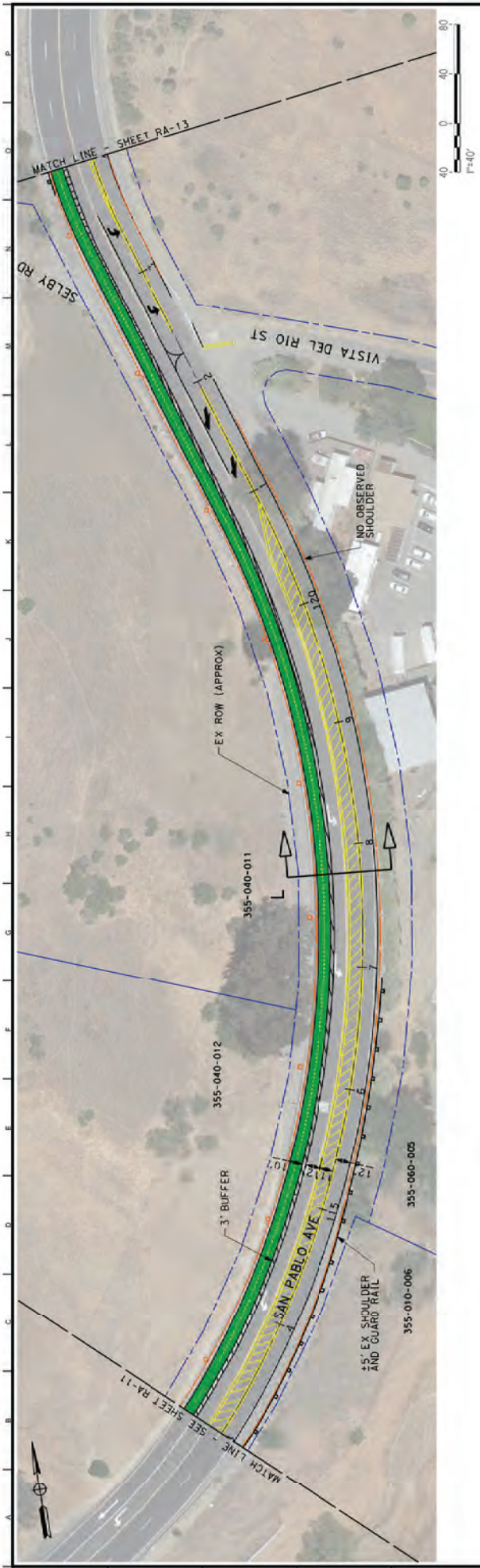
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 STA 91+00.00 TO STA 102+00.00
 SEGMENT 10 OF 16

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 Drawing Date: DRAFT - FOR DISCUSSION ONLY
 Drawn By: J. STITT
 Checked By: M. BRAWLEY
 Job No: 243261
 Drawing No: RA-10



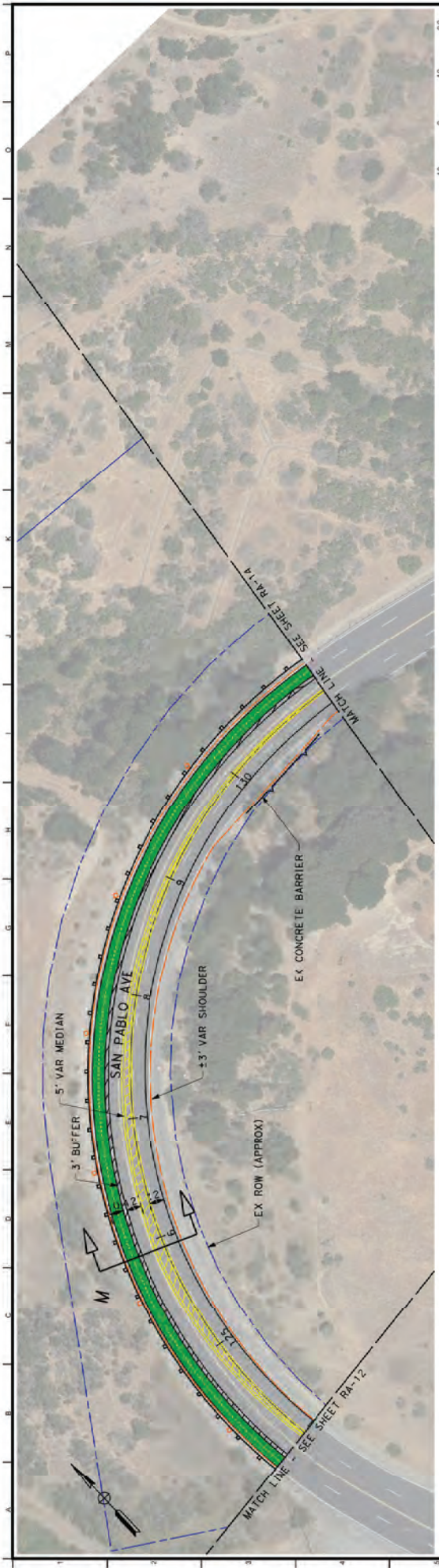
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- EXISTING RIGHT OF WAY
 - BICYCLE FACILITY
 - EXISTING EDGE OF PAVEMENT
 - GUARD RAIL
 - CONCRETE BARRIER
 - PROPOSED STREET LIGHT

<p>Arup North America Ltd. 500 Westborough Street, Suite 2000 Westborough, MA 01581 USA Tel: (413) 867-8400 Fax: (413) 867-8006 www.arup.com</p>	<p>NO. REVISION DATE: 02/22/17</p>	<p>Client: CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT</p>	<p>Job Title: SAN PABLO AVENUE COMPLETE STREETS STUDY</p>	<p>Scale: 1" = 40'</p> <p>File Name: RFD-1401220314.DWG</p> <p>Project No.: DRAFT - FOR DISCUSSION ONLY</p> <p>Drawn By: J. STITT</p> <p>Checked By: M. BRAWLEY</p> <p>Sheet No.: 243261</p> <p>Drawing Title: RA-11</p>
	<p>Segment 11 of 16</p>	<p>RECOMMENDED ALTERNATIVE</p> <p>STA 102+00.00 TO STA 113+00.00</p>	<p>Job Title: SAN PABLO AVENUE COMPLETE STREETS STUDY</p>	<p>Job Title: SAN PABLO AVENUE COMPLETE STREETS STUDY</p>



- LEGEND**
- EXISTING RIGHT OF WAY
 - BICYCLE FACILITY
 - EXISTING EDGE OF PAVEMENT
 - GUARD RAIL
 - CONCRETE BARRIER
 - PROPOSED STREETLIGHT

<p>Arup North America Ltd 500 West Las Colinas Blvd., Suite 2000 Irving, TX 75039-2298 Tel: (972) 784-6400 Fax: (972) 787-9096 arup.com</p>	Client CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT	Job Title SAN PABLO AVENUE COMPLETE STREETS STUDY	Drawing Title RECOMMENDED ALTERNATIVE STA 113+00.00 TO STA 124+00.00 SEGMENT 12 OF 16	Scale 1" = 40' File Name RFD-SANPABLO-040.DWG Drawing Date DRAFT - FOR DISCUSSION ONLY Drawn By J. STITT Checked By M. BRAWLEY Job No. 243261 Drawing No. RA-12
	Date 02/22/2017	No. / Revision	Attachment D	



- LEGEND**
- EXISTING RIGHT OF WAY
 - BICYCLE FACILITY
 - EXISTING EDGE OF PAVEMENT
 - GUARD RAIL
 - CONCRETE BARRIER
 - PROPOSED STREETLIGHT

ARUP
 Arup North America Ltd.
 One Pennsylvania Plaza, 33rd Floor
 New York, NY 10119 USA
 Tel: +1 212 904 4000 Fax: +1 212 904 4006
 www.arup.com

NO. | REVISION | DATE: 02/22/17

Client
 CONTRA COSTA COUNTY
 PUBLIC WORKS DEPARTMENT

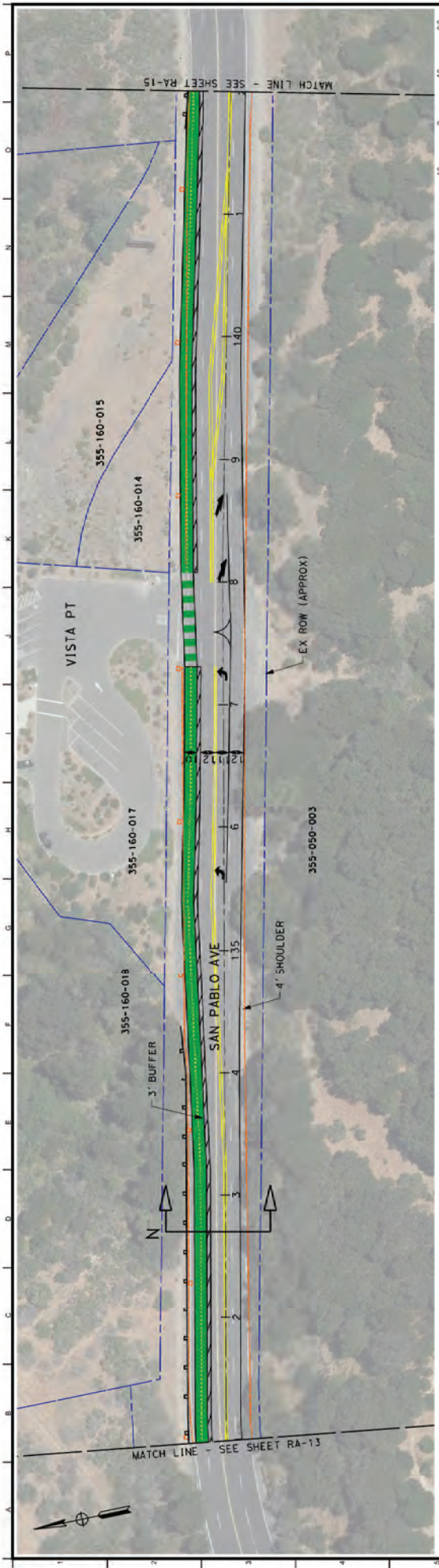
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 SAN PABLO AVENUE
 COMPLETE STREETS STUDY

Sheet

Project No.

Drawing Title
 RECOMMENDED
 ALTERNATIVE
 STA 124+00.00 TO
 STA 131+00.00
 SEGMENT 13 OF 16

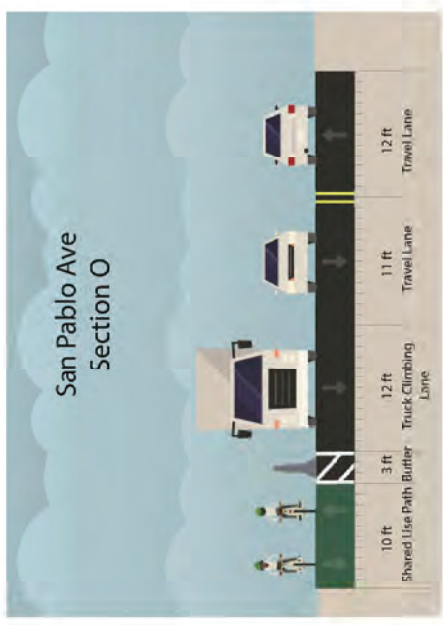
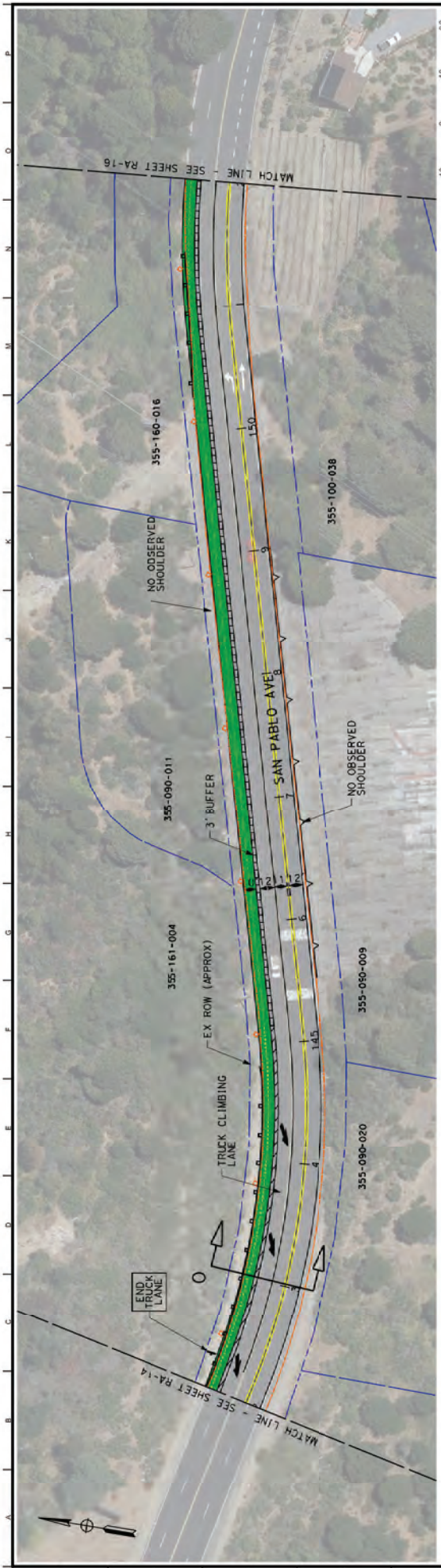
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Project Name DRAFT - FOR DISCUSSION ONLY
Drawn By J. STITT
Checked By M. BRAWLEY
APP No. 243261
Drawing No. RA-13



LEGEND

- EXISTING RIGHT OF WAY
- BICYCLE FACILITY
- EXISTING EDGE OF PAVEMENT
- GUARD RAIL
- CONCRETE BARRIER
- PROPOSED STREETLIGHT

<p>ARUP North America Ltd. Attn: Project Manager 1000 Pennsylvania Ave, Suite 2000 Washington, DC 20004, USA Tel: (410) 887-8800 Fax: (410) 887-8096 www.arup.com</p>	<p>NO. REVISION DATE: 02/22/17</p>	<p>Client: CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT</p>	<p>Job Title: SAN PABLO AVENUE COMPLETE STREETS STUDY</p>	<p>Scale: 1" = 40'</p> <p>File Name: RFO-RA022014A.DWG</p> <p>Project No.: DRAFT - FOR DISCUSSION ONLY</p> <p>Drawn By: J. STITT</p> <p>Checked By: M. BRAWLEY</p> <p>Sheet No.: 243261</p> <p>Drawing Title: RA-14</p>
	<p>RECOMMENDED ALTERNATIVE</p> <p>STA 131+00.00 TO STA 142+00.00</p> <p>SEGMENT 14 OF 16</p>	<p>CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT</p>	<p>SAN PABLO AVENUE COMPLETE STREETS STUDY</p>	<p>RECOMMENDED ALTERNATIVE</p> <p>STA 131+00.00 TO STA 142+00.00</p> <p>SEGMENT 14 OF 16</p>



LEGEND

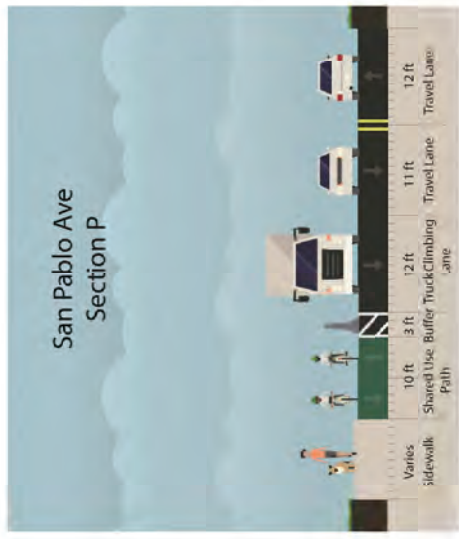
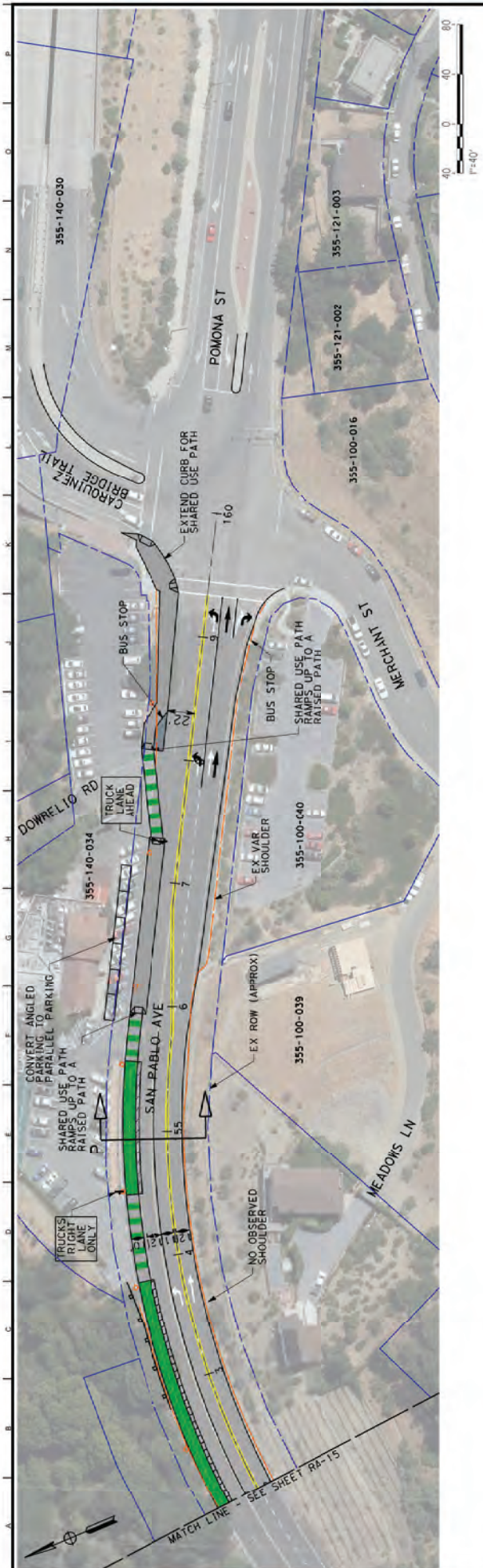
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- BICYCLE FACILITY
- EXISTING EDGE OF PAVEMENT
- GUARD RAIL
- CONCRETE BARRIER
- PROPOSED STREETLIGHT



NO.	REVISION	DATE
		02/22/2017

Attachment D

Client	CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT	Job Title	SAN PABLO AVENUE COMPLETE STREETS STUDY	Scale	1" = 40'
Drawn By	J. STITT	Checked By	M. BRAWLEY	File Name	RA-15
Project No.	243261	Sheet No.	RA-15	Project No.	243261
Project Name	SAN PABLO AVENUE COMPLETE STREETS STUDY	Drawn Date	02/22/2017	Project No.	243261
Project Location	SAN PABLO AVENUE	Drawn By	J. STITT	Project No.	243261
Project Description	COMPLETE STREETS STUDY	Checked By	M. BRAWLEY	Project No.	243261
Project Status	RECOMMENDED ALTERNATIVE	Drawn Date	02/22/2017	Project No.	243261
Project Segment	SEGMENT 15 OF 16	Drawn By	J. STITT	Project No.	243261
Project Stationing	STA 142+00.00 TO STA 152+00.00	Checked By	M. BRAWLEY	Project No.	243261
Project Segment	SEGMENT 15 OF 16	Drawn Date	02/22/2017	Project No.	243261



LEGEND

- EXISTING RIGHT OF WAY
- BICYCLE FACILITY
- EXISTING EDGE OF PAVEMENT
- GUARD RAIL
- CONCRETE BARRIER
- PROPOSED STREETLIGHT

ARUP
 Arup North America Ltd.
 Suite 1000, 1000 California Street, San Francisco, CA 94108, USA
 Tel: +1 415 774 2000 Fax: +1 415 774 2006
 www.arup.com

NO.	REVISION	DATE

Client
 CONTRA COSTA COUNTY
 PUBLIC WORKS DEPARTMENT

Job Title
 SAN PABLO AVENUE
 COMPLETE STREETS STUDY

Sheet
 SEGMENT 16 OF 16

Drawing Title
 RECOMMENDED
 ALTERNATIVE

Scale
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File Name
 INFO-ARUP-2024-01-08-000

Project Name
DRAFT - FOR DISCUSSION ONLY

Drawn By
 J. STITT

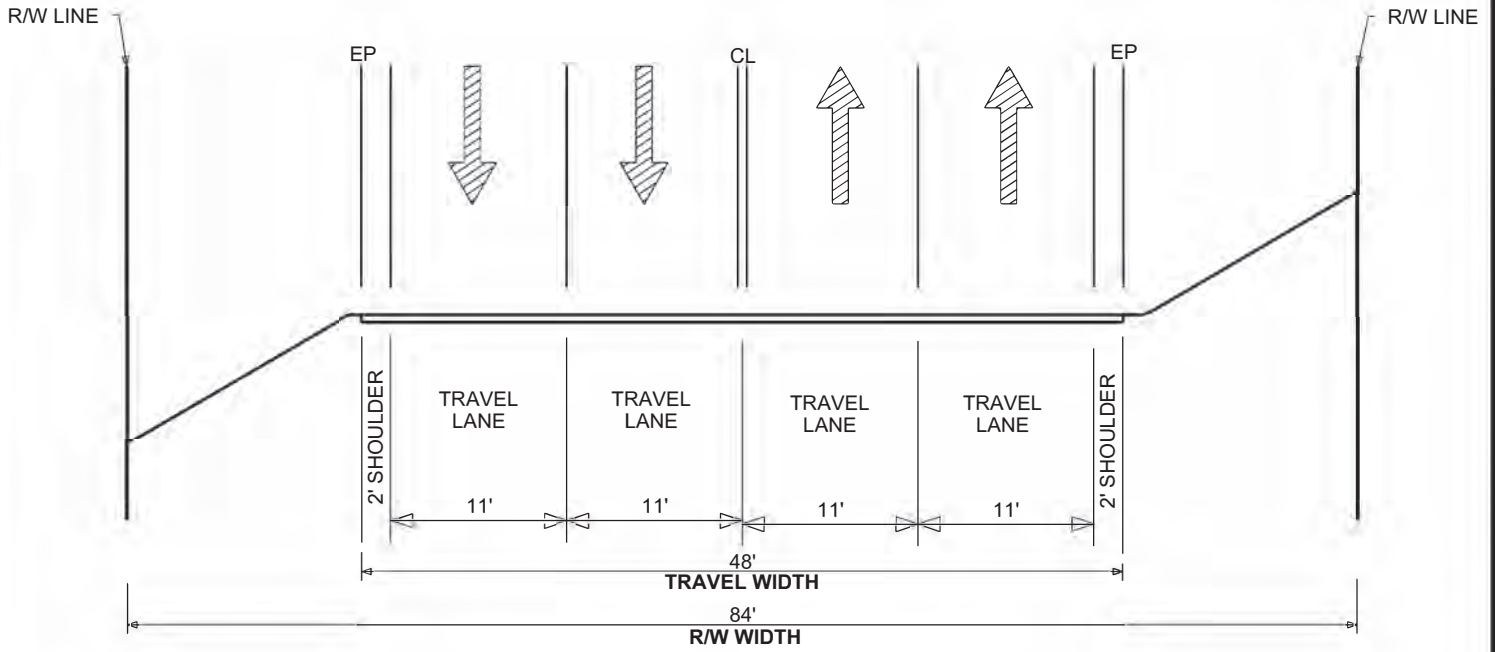
Checked By
 M. BIRNALL

Sheet No.
 243261

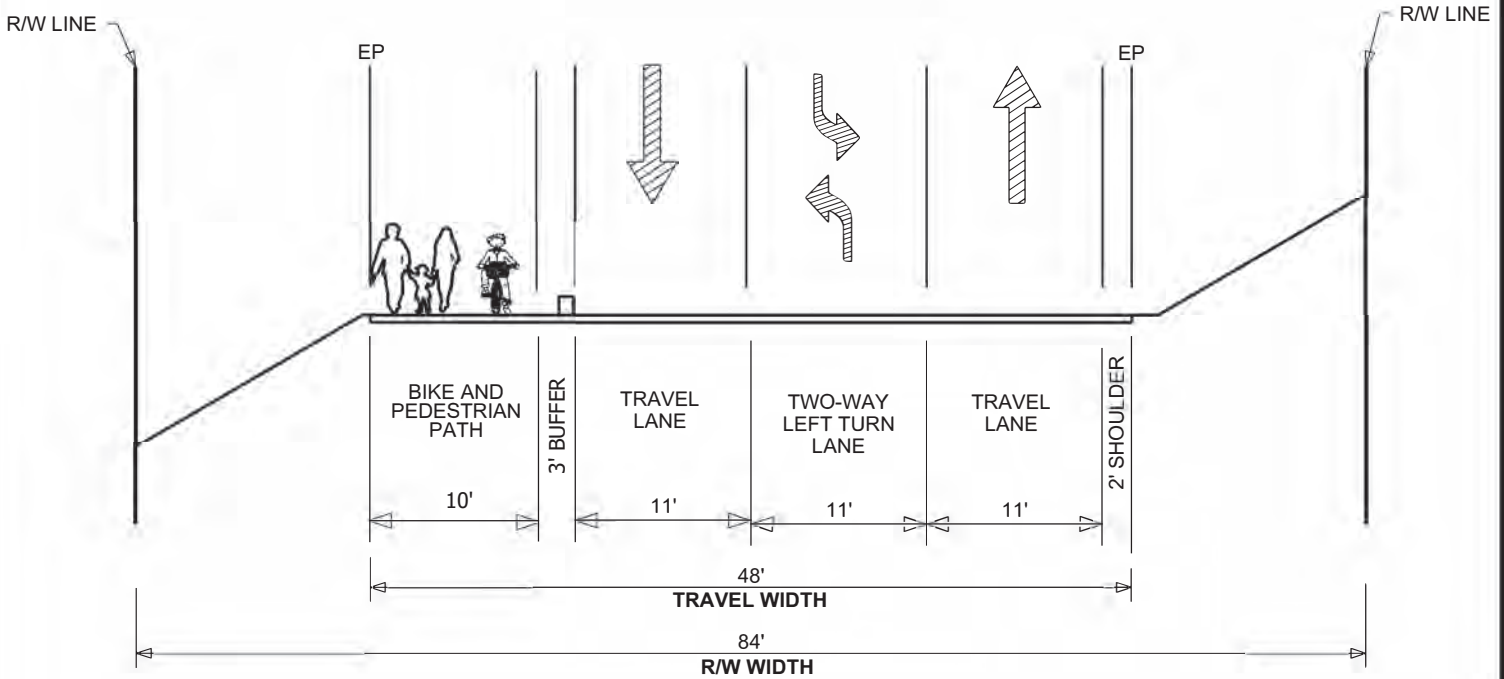
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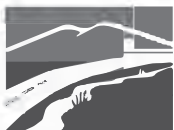
DATE PLOTTED =>



EXISTING SECTION
NOT TO SCALE



TYPICAL THREE-LANE SECTION
NOT TO SCALE



Contra Costa County
Public Works
 Department

255 GLACIER DRIVE MARTINEZ, CALIFORNIA 94553 PH: (925) 313-2000 FAX: (925) 313-2333

CROSS SECTIONS

SAN PABLO AVENUE COMPLETE STREETS PROJECT

DB: NC

CB:

DATE: JUNE 2014

SHEET 2 OF 2

FILE =>



Contra Costa County
Public Works
Department

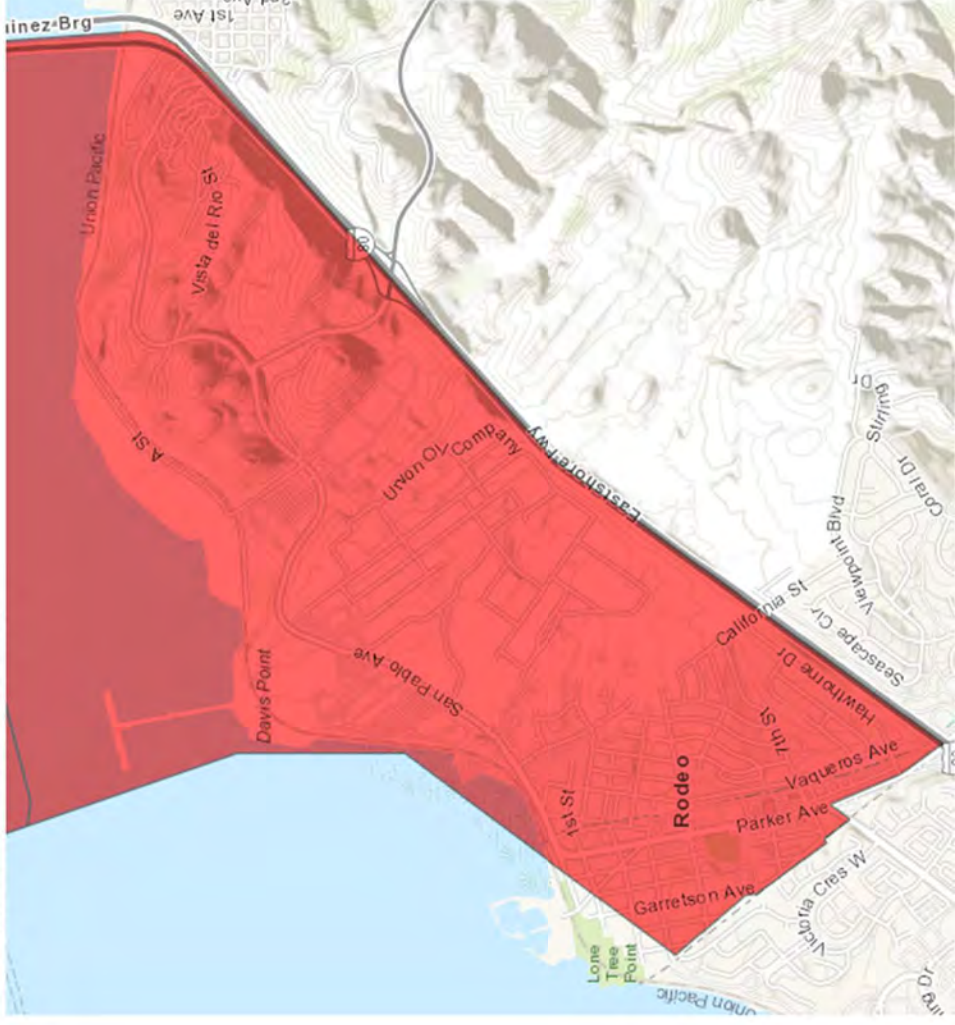
Attachment D

Disadvantaged Communities

Map

San Pablo Avenue Complete Streets Disadvantaged Communities Map

SB 535 Disadvantaged Communities 2022 (Census Tracts and Tribal Areas)





Contra Costa County
Public Works
Department

Attachment E

Letters of Support



Western Contra Costa
Transit Authority

May 19, 2022

Brian Balbas, Director
Contra Costa County Public Works Department
255 Glacier Drive
Martinez, CA 94553

RE: San Pablo Avenue Complete Streets Project

Dear Mr. Balbas:

On behalf of Western Contra Costa Transit Authority, I would like to express our continued support of the San Pablo Avenue Complete Streets Project. I understand that the purpose of the project is to incorporate bicycle and pedestrian facilities along San Pablo Avenue between Rodeo and Crockett. The project would provide for all modes of travel along the roadway and construct a portion of the San Francisco Bay Trail. All members in the region will benefit from improved bicycle and pedestrian connections in the area.

You have my support for the completion of this project. Please let me know if there is anything I can do to assist in this process.

Sincerely,

Robert Thompson
Assistant General Manager



May 19, 2022

Jerry Fahy
Transportation Engineering Division Manager
Contra Costa County Public Works Department
255 Glacier Drive
Martinez, CA 94553

Re: San Pablo Avenue Complete Street/Bay Trail Gap Closure
Project

Dear Mr. Fahy:

Bike East Bay is pleased to provide enthusiastic support for Contra Costa County's ATP application for the San Pablo Avenue Complete Street/Bay Trail Gap Closure Project. This project will provide a shared use path, separate from motorized vehicles, in a cost efficient manner by implementing a road diet along existing San Pablo Avenue between the unincorporated communities of Rodeo and Crockett. The stakeholders for this project have worked for several years in studying alternatives, design options, and traffic modeling. The project team has also incorporate community feedback into the project design by including additional safety measures.

There have been fatalities on this portion of San Pablo Avenue in Crockett. This project, by encouraging more people to walk and bike, would make a difference. The Board of Supervisors accepted the Feasibility Report for the proposed project and the project is also consistent with the County's Complete Street Policy and the land use policies identified in the Sustainable Community Strategies.

Implementation of this project in the context of the surrounding improvements along the Bay Trail and the completion of the Hercules Intermodal Station will result in community benefits and Healthy Lifestyle Options that extend beyond this single trail segment.

I strongly support the County's efforts to complete the Bay Trail from Rodeo to Crockett and look forward to future operation of this facility.

Sincerely,

A handwritten signature in black ink that reads "Dave Campbell".

Dave Campbell
Advocacy Director



FEDERAL D. GLOVER SUPERVISOR DISTRICT V
CONTRA COSTA COUNTY BOARD OF SUPERVISORS

Antioch (North)
Hercules
Martinez
Pinole (North)
Pittsburg
Alhambra Valley
Bay Point
Briones
Clyde
Crockett Mt.
View
Pacheco Port
Costa Reliez
Valley
Rodeo
Tormey
Vine Hill

August 26, 2020

Jerry Fahy
Assistant Public Works Director
Transportation Engineering
255 Glacier Drive,
Martinez CA 94553

Re: Support for Costa County's ATP application for the San Pablo Avenue Complete Street/Bay Trail Gap Closure Project

Dear Mr. Fahy:

As the Contra County Supervisor for District V, representing the communities in which the grant would be implemented, I am pleased to provide my enthusiastic support for Contra Costa County's ATP application for the San Pablo Avenue Complete Street/Bay Trail Gap Closure Project. This project will provide a shared use path, separate from motorized vehicles in a cost-efficient manner by implementing a road diet along existing San Pablo Avenue between the unincorporated communities of Rodeo and Crockett. The stakeholders for this project have worked for several years in studying alternatives, design options, and traffic modeling. The project team has also incorporated community feedback into the project design by including additional safety measures.

The Board of Supervisors accepted the Feasibility Report for the proposed project in June of this year. The project is also consistent with the County's Complete Street Policy and the land use policies identified in the Sustainable Community Strategies.

Implementation of this project in the context of the surrounding improvements along the Bay Trail and the completion of the Hercules Intermodal Station will result in community benefits and Healthy Lifestyle Options that extend beyond this single trail segment.

I strongly support the County's efforts to complete the Bay Trail from Rodeo to Crockett and look forward to future operation of this facility.

Sincerely,

Supervisor Federal D. Glover, District V

Ph: 925-608-4200
510-942-4200
Fx: 925-608-4209
510-942-4210

190 East 4th Street Pittsburg, CA 94565



June 13, 2022

Mr. Austin Pato
Staff Engineer – TE Division
Contra Costa County Public Works Department
255 Glacier Drive
Martinez, CA 94553

Re: Support for San Pablo Avenue Complete Street/Bay Trail Gap Closure Project

Dear Mr. Pato,

The Bay Area Ridge Trail Council is an enthusiastic supporter of Contra Costa County Public Works Department's application for grant funding for the San Pablo Avenue Complete Street/Bay Trail Gap Closure Project. This project will provide a shared-use path for pedestrians and bicyclists to travel separately from motorized vehicles. With the inclusion of this path, pedestrians and bicyclists will be able to travel safely along San Pablo Avenue.

This path will also close a gap in the San Francisco Bay Trail and connect residents of the nearby communities to parks and open spaces via the Bay Trail. Residents will now have the means to live a healthier lifestyle as a safe and accessible pedestrian and bike path is available for them to use for commute or recreation.

The Ridge Trail overlaps with Bay Trail across the Carquinez Bridge, and this project will support safe connections and greater public access to the Ridge Trail. The Ridge Trail is a planned 550-mile regional trail linking nine counties along the Bay Area ridgelines. There are over 400 miles open today, and the trail is almost 90% complete in Contra Costa County.

Thank you for creating an active transportation infrastructure that reflects the needs of the local community and communities at the sub-regional and regional levels. We hope that funding is secured to make this project idea a reality.

Sincerely,

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

Ryan Mack
Deputy Director
ryanmack@ridgetrail.org



June 3, 2022

Brian M. Balbas, Director
Contra Costa County
Public Works Department
255 Glacier Drive
Martinez, CA 94553

Re: Support for Contra Costa County's Active Transportation Program Application for the San Pablo Avenue Complete Streets Project between Rodeo and Crockett


Dear Mr. Balbas:

The San Francisco Bay Trail Project is pleased to provide its enthusiastic support of Contra Costa County's San Pablo Avenue Complete Streets Project between Rodeo and Crockett. This project would provide bicycle and pedestrian facilities to complete approximately 2.5 miles of Bay Trail in Contra Costa County.

When completed, this segment of Bay Trail will be part of the continuous Bay Trail system that stretches from Alameda County through western Contra Costa County to Solano County across the Zampa Bridge. Along with several other Bay Trail projects currently under way at Point Pinole, Lone Tree Point, the Carquinez Strait, and the future Hercules Intermodal Station, this segment of Bay Trail will be an important piece of providing both a recreational opportunity and an active transportation corridor in western Contra Costa County. It will also provide a critical connection to the future Hercules Intermodal Station for the communities in western Contra Costa County. The Bay Trail is playing an increasingly prominent role as both a recreational and active transportation corridor in the Bay Area. This segment of Bay Trail is identified in Contra Costa Transportation Authority's recently updated Countywide Bicycle and Pedestrian Plan as a high priority alignment in the County network.

The Bay Trail Project strongly supports the County's efforts to provide bicycle and pedestrians facilities to complete the Bay Trail from Rodeo to Crockett and urges approval of the County's ATP application for the full amount of \$10 million. We look forward to working with the County on this and many other Bay Trail improvements.

Sincerely,

DocuSigned by:

E82568021CBA4D9...

John Woodbury
Chair, San Francisco Bay Trail Project Board of Directors

El Cerrito

Hercules

June 24, 2020

Pinole

Jerry Fahy
Transportation Engineering Division Manager
Contra Costa County Public Works Department
255 Glacier Drive
Martinez, CA 94553

RE: San Pablo Avenue Complete Streets Project

Richmond

Dear Mr. Fahy,

San Pablo

On behalf of the West Contra Costa Transportation Advisory Committee (WCCTAC), I would like to express my support for the County's San Pablo Avenue Complete Streets Project. I understand that the purpose of the project is to incorporate bicycle and pedestrian facilities along San Pablo Avenue between Rodeo and Crockett. The project would provide for all modes of travel along the roadway and construct a portion of the San Francisco Bay Trail. All in the region will benefit from improved bicycle and pedestrian connections in this area of Contra Costa County.

Contra Costa
County

Please let me know if there is anything that WCCTAC can do to assist in this process

Sincerely,



AC Transit

John Nemeth
WCCTAC Executive Director

BART

WestCAT



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
 2150 Webster Street, P.O. Box 12688
 Oakland, CA 94604-2688
 (510) 464-6000

2023

August 25, 2023

TRANSMITTED VIA EMAIL

inemeth@wcctac.org

Janice Li
 PRESIDENT

Mark Foley
 VICE PRESIDENT

Robert Powers
 GENERAL MANAGER

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

DIRECTORS

Debora Allen
 1ST DISTRICT

Mark Foley
 2ND DISTRICT

Rebecca Saltzman
 3RD DISTRICT

Robert Rabum, Ph.D.
 4TH DISTRICT

John McPartland
 5TH DISTRICT

Elizabeth Ames
 6TH DISTRICT

Lateefah Simon
 7TH DISTRICT

Janice Li
 8TH DISTRICT

Bevan Dufty
 9TH DISTRICT

Re: San Francisco Bay Area Rapid Transit District – El Cerrito Plaza TOD Parking Garage and Access Improvements Project

Dear Mr. Nemeth,

The San Francisco Bay Area Rapid Transit District (BART) is pleased to submit this application for \$1,500,000 in funding from the Sub-regional Transportation Mitigation Program (STMP) for the El Cerrito Plaza Transit Oriented Development (TOD) Mobility Enhancements Project. This project is identified under *Transit and Station-Related Improvements* section, project 14a of the STMP Program of Projects.

Background:

El Cerrito Plaza BART station parking lots have been identified as a TOD opportunity site to provide housing units, new public open space, and potentially a new public library with easy access to transit. This project will convert BART owned surface parking lots consisting of 740 individual spaces, to a single structure parking garage, an estimated 700+ unit multi-family housing complex, a designated transit/passenger loading throughway, and protected pedestrian and bicycle access improvements. Approximately half of the multi-family units will be designated for lower income residents.

Figure 1: Aerial map of parcels to be developed



Consistent with Regional, City and BART policies, the goal of the El Cerrito Plaza TOD is to create a vibrant community that incentivizes active living and the use of public transportation by improving access to the station and increasing housing density near transit stations. Development construction will happen in six phases with the first phase planned to start in late 2024.

Figure 2: Conceptual TOD aerial view



Project Description:

This project will be focused on the Parking Garage and Access Improvements elements of the ECP TOD. These elements include:

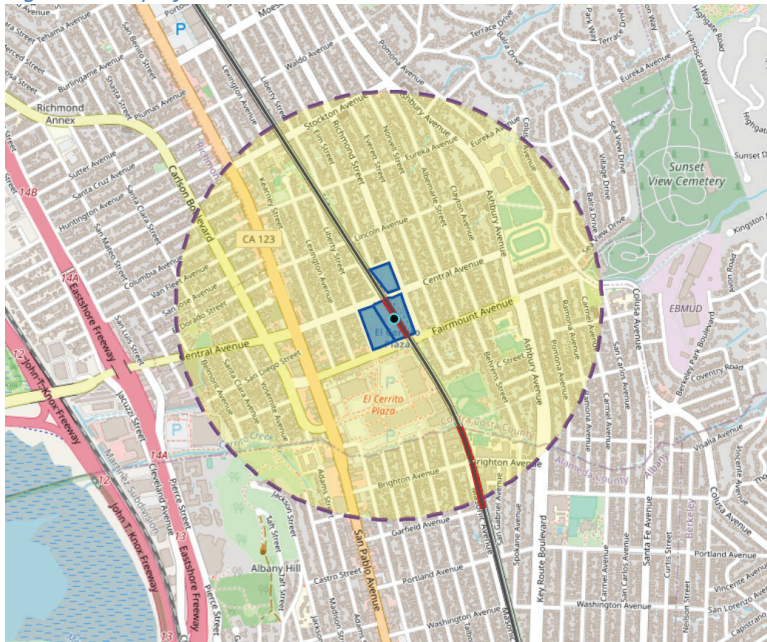
- A 150-space parking garage with electric-vehicle charging facilities and car share spaces.
- On-street parking management implementation: Demand-based, zone-based pricing to ensure parking availability and reduce the traffic impact from unregulated parking.
- Bicycle and Pedestrian Improvements:
 - Bike Station: Secure parking for up to 350 bicycles for BART riders, designed to accommodate many types of bikes such as: oversized cargo bikes and e- bikes to encourage people to shift from parking cars to parking bikes at the station.
 - Ohlone Greenway Enhancements: New connections to the east side of the station, creating attractive and safe biking and pedestrian access to BART by significantly minimizing conflicts with motorized vehicles.
 - East-West bike connection: A roughly half-mile protected bikeway to provide a much-needed safe and comfortable connection for residents and commuters to the San Pablo Ave commercial corridor, the Ohlone Greenway, and the residential neighborhoods to the east.

- Transit/passenger loading improvements including:
 - Reconfiguration of the bus access road to prioritize transit connectivity by consolidating bus lanes on one side of the station with traffic calming design elements such as raised crosswalks.
 - Transit plaza with bus shelters
 - Wayfinding & digital signage
 - Additional passenger loading areas including dedicated ADA space.

Location:

This project will be located at BART's El Cerrito Plaza Station, 6699 Fairmount Ave. El Cerrito, California. Nestled between Central and Fairmount Avenues just blocks from the areas highly utilized CA-123, San Pablo Avenue, and a short distance from CA-80 and CA-580.

Figure 3: Map of El Cerrito Plaza BART Station

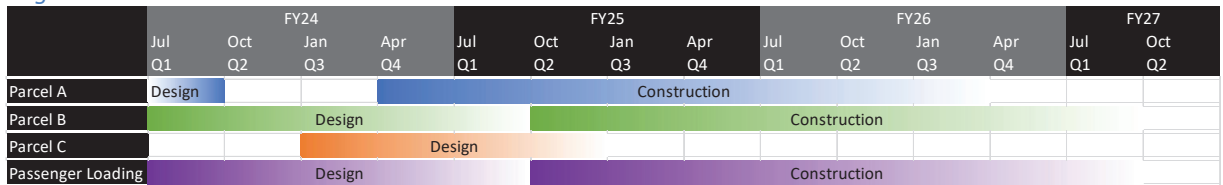


Schedule:

Preliminary design of the BART rider parking garage and the transit/passenger loading improvements are currently in progress with the final to be complete in FY 25 Q1.

Developer is already under contract with construction on the transit/passenger loading improvements scheduled to begin between FY25 Q2 and FY26 Q2 with completion in a year. Construction on Parcel B with the BART parking garage is scheduled between FY 25 Q3 and FY 2026 Q3. Completion is anticipated within 2 years. Start dates are contingent upon financing and approvals.

Figure 4: Timeline



Project Readiness:

The development application for Parcel A, residential building, has already been approved by the City of El Cerrito and construction is planned to begin in late 2024. Development Application for the remainder of the site (Parcels B, C and D) were submitted a to the City of El Cerrito in August 2023 for a streamlined ministerial approval within 180 days of submission under Assembly Bill 2923 (AB 2923).

Parcel B residential building will hold the parking garage. Detailed design work of the replacement parking garage and transit passenger loading improvements will get underway in Q3 2023 with construction scheduled to start in 2025. STMP funds will be used for this phase. Remaining parcels and bike-related improvements anticipated between 2025 and 2029.

Budget:

	Transit Passenger Loading Improvements	BART rider parking garage	TOTAL
Total Project Hard Costs	\$ 6,200,000	\$ 14,000,000	\$ 21,500,000
Soft Costs	\$ 1,800,000	\$ 2,000,000	\$ 2,500,000
Total Budget	\$ 8,000,000	\$ 16,000,000	\$ 24,000,000
<i>Sources</i>			
TIRCP	\$ 2,400,000	\$ 12,800,000	\$ 15,200,000
BART		\$ 2,475,000	\$ 2,475,000
WCCTAC STMP	\$ 1,000,000	\$ 500,000	\$ 1,500,000
Developer contribution (Private funds, AHSC, IIG, etc.)	\$ 3,025,000	\$ -	\$ 3,025,000
State Budget	\$ 775,000	\$ 225,000	\$ 1,000,000
Total Sources	\$ 8,000,000	\$ 16,000,000	\$ 24,000,000

Secured Funding:

BART has secured \$24.2M in Transit and Intercity Rail Capital Improvement Program (TIRCP) and \$1M in state earmark funds to advance this proposed project. State earmark funds are currently in the allocation process with Caltrans and will soon be transferred to FTA for administration.

STMP Funds Value:

STMP funds from this request will be used to help fill the funding gap in design and construction of the parking garage and transit/passenger loading improvements. This work is already underway allowing expedited use of the funds and the Developer to stay on schedule.

Equity:

Transit oriented development projects are designed to serve equity communities by bringing multi-income housing options and transit services together at an affordable rate. This project, while not located in an identified equity priority community (EPC), will create approximately 350 housing units specifically for low-income families and provide them an opportunity to move out of equity areas into newly constructed affordable housing units next to transit and other life amenities.

El Cerrito Plaza station connects to rail and bus routes that serve EPC populations nearby. Particularly the Richmond stations just north of ECP and Berkeley, Oakland, and Emeryville directly south. (See Appendix 1: Equity Priority Communities Map) Downtown Berkeley, and two BART TOD stations of North Berkeley and Ashby are located either in or within a mile from a census tract containing between 41 and 80% of households below 200% of the federal poverty level. Each of these stations is also within a mile of a census tract containing between 13 and 17% disabled residents, and 21 to 65% zero- vehicle households. El Cerrito Plaza is within a mile radius of an EPC, and Downtown Berkeley, North Berkeley, and Ashby stations are in or within a mile of a High Priority Equity Community.

The El Cerrito Plaza TOD will cater to transit-dependent populations through mixed-income development allowing around 750 households to live at a transit node: high density, and residential parking maximums. Housing will include about 50% affordable units. Those with mobility challenges will benefit from the incorporation of on-street parking as well as access to the on-site garage for BART riders, which will include accessible (ADA) parking spaces, as well as paratransit enhancement to the transit center. Additionally, the bike and pedestrian access included in this TOD will be consolidated on one side of the station to minimize conflicts with buses and paratransit vehicles.

We appreciate your consideration of this request and are available to answer any questions or provide additional materials if needed.

Please do not hesitate to contact me at shelehia.meisner@bart.gov or at 510-817-5698.

Sincerely,

Shelehia Meisner

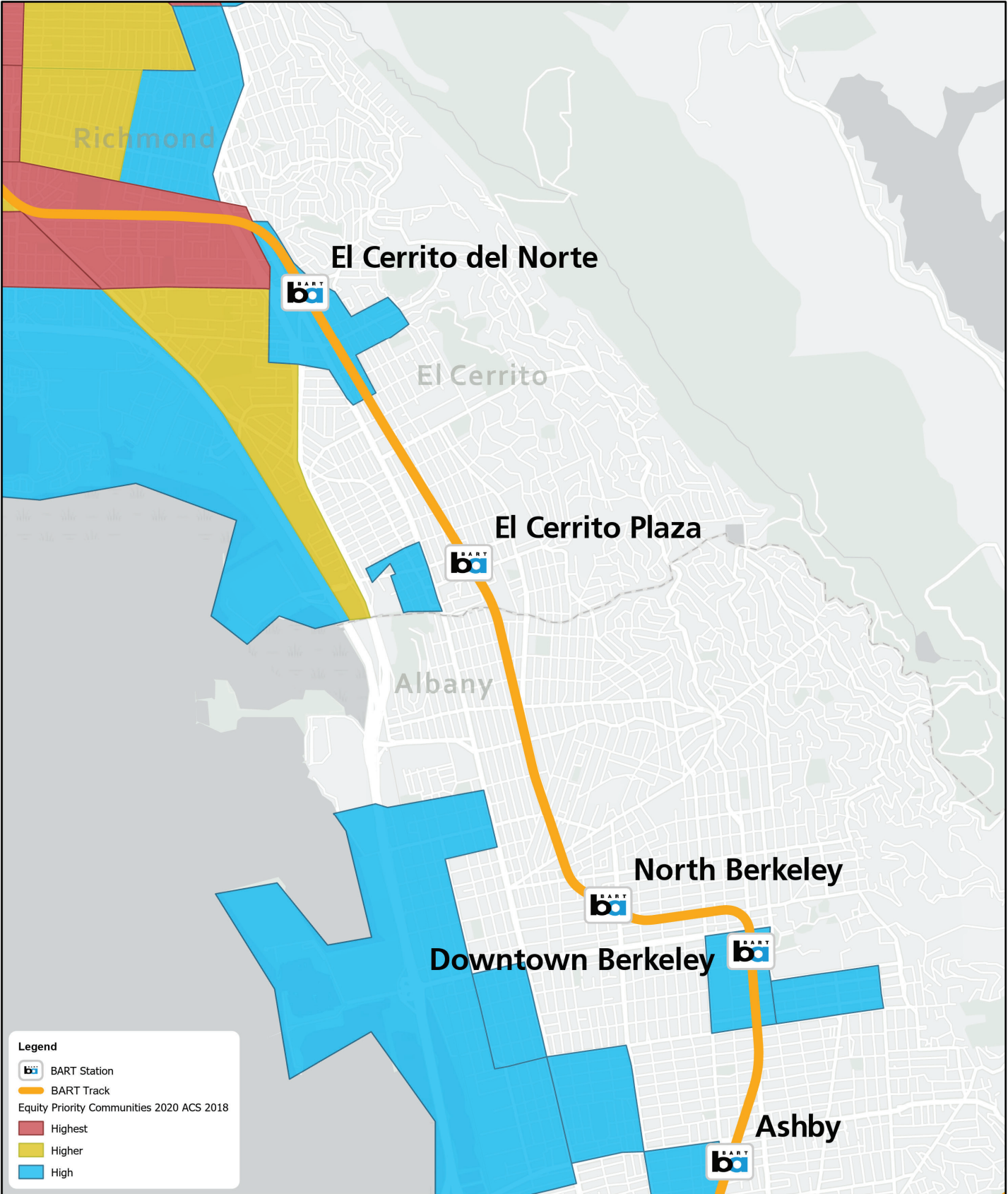
Shelehia Meisner
Sr Grants Officer
Funding Strategy and Advocacy



El Cerrito Plaza Station & Equity Priority Communities

EGIS - Enterprise Geographic Information System

8/21/2023



Legend

- BART Station
- BART Track
- Equity Priority Communities 2020 ACS 2018
 - Highest
 - Higher
 - High

Notes:

Bay Area Rapid Transit District data as of July, 2023
 Equity Priority Communities: MTC
 Basemap: ESRI



0 0.5 1 Miles

Map Displayed in North American Datum of 1983
 California State Plane, Zone III FIPS 0403, US Feet

San Francisco Bay Area Rapid Transit District

EGIS - BART Office of the CIO
 2150 Webster St. 3rd Floor, Oakland, CA 94612



August 30, 2023

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

Submitted Electronically to: jnemeth@wcctac.org
 lgreenblat@wcctac.org

Re: STMP Cycle 2 Application for Ohlone Greenway - Uptown District Improvements Project

Dear John Nemeth:

The City of El Cerrito (City) is pleased to submit this application for **\$180,000** in funding from the Subregional Transportation Mitigation Program (STMP) for the Ohlone Greenway – Uptown District Improvements Project. The project will improve access, safety, and circulation for bicyclists, pedestrians, and transit users, traveling on the Ohlone Greenway in the Uptown District of the San Pablo Avenue Specific Plan area. This project focuses on the section of the Ohlone Greenway from Conlon Avenue to Knott Avenue and from Hill Street to Blake Street.

Project Description

The Ohlone Greenway (Greenway) is a regional, mixed-use path that runs beneath the BART tracks and parallel to San Pablo Avenue, connecting the two BART stations in El Cerrito to other regional pedestrian, bicycle, and transit facilities. The Greenway extends almost 4 miles from Berkeley to El Cerrito and ends near the El Cerrito city limit where it connects to the Richmond Greenway. The Ohlone Greenway was first built in 1970 alongside the Santa Fe railroad line and under BART’s proposed tracks using federal funds.

Many segments of the Greenway have been updated. However, the segment from Conlon Avenue to Knott Avenue is the last segment of the Greenway in El Cerrito that hasn’t been improved in the last 20 years, so this project will help bring the Greenway up to standards. Additionally, the segment between Hill Street and Blake Street requires improvement to provide safe and convenient access to a major grocery store and commercial center in the Uptown District.

The project will provide access and safety improvements for bicyclists and pedestrians along the Ohlone Greenway from Conlon Avenue to Knott Avenue and from Hill Street to Blake Street, serving an Equity Priority Community. These improvements include reconstructing and widening the pathway; installing ADA-compliant curb ramps; adding bulb-outs at the Knott Avenue crosswalk; adding pedestrian-scale lighting; upgrading signage, pavement markings and striping; and relandscaping to improve sight lines and meet the goals of the City’s Ohlone Greenway Master Plan (2009) and Urban Greening Plan (2015).

Specific improvements are as follows:

- Reconstruct the Ohlone Greenway trail from Knott Avenue to Wall Avenue
- Reconstruct and widen the Ohlone Greenway trail from Wall Avenue to Conlon Avenue
- Install concrete bulb-outs at the Knott Avenue crossing
- Install curb ramps at Wall Avenue
- Install Pedestrian scale lighting from Knott Avenue to Conlon Avenue
- Upgrade wayfinding signage from Wall Avenue to Conlon Avenue
- Upgrade Stop signs with Yield signs at Knott Avenue and Wall Avenue and pavement legends
- Enhance centerline striping on the trail from Knott Avenue to Wall Avenue
- Install shared-use crosswalk pavement markings at the parking lot crossings north of Knott Avenue and at Wall Avenue
- Construct north-south side path connecting BART Station to the grocery store, on the west side of the Greenway between Hill Street and Blake Street
- Reconstruct east-west paths to provide an accessible route between main trail and grocery store between Hill Street and Blake Street.
- Relandscape to improve sight lines and create a sense of place along both segments

Below please find the project information as requested in Cycle 2 Call for Projects for 2019 STMP Update Funds dated May 12, 2023.

Project Location

This project is located on the sections of the Ohlone Greenway from Conlon Avenue to Knott Avenue and from Hill Street to Blake Street. See Attachment 1 for the Project Location Map.

Amount of Requested Funds, Use of STMP Funding, and Total Estimated Cost of Project

The City is requesting STMP funds in the amount of \$180,000 for preliminary engineering and detailed design (Plans, Specifications & Estimates) of the project.

The total project cost for engineering, design and construction is estimated to be \$1,494,000, of which \$222,000 is for engineering and design.

STMP Project Category

The project falls under STMP Project Category 5: Ohlone Greenway Improvements.

Project Schedule

A summary schedule showing estimated start and end of the project development phases including engineering, detailed design, construction, and opening to the public is provided below. Note that the construction phase is subject to the availability of funding. Our goal is to use the 35% design to start applying for grant funds.

Project Schedule	Start	End	STMP Funds
Preliminary Engineering	7/1/2024	10/31/2024	Yes
Detailed Design (including PS&E)	11/1/2024	12/31/2025	Yes
Construction (incl Bidding & Award)	1/2/2026	3/31/2027	
Open to the Public		April 2027	

Current Readiness for Funding

The City anticipates starting to expend the requested STMP funds beginning in July 2024 to begin preliminary engineering and then continue on with detailed design.

Other Funding Sources

The City will provide funds in the amount of \$42,000 from other local sources for the engineering and design costs, representing 18.9% of the \$222,000 cost. Additionally, funding for the construction phase includes \$260,000 from the grocery store (Safeway) developer. The funding plan is summarized below.

Phase	Committed Funding		Requested STMP Funding	Pending Future Funding	TOTAL	STMP % of TOTAL
	Measure J	Safeway				
Engineering Design	\$42,000	-	\$180,000	-	\$222,000	81.1%
Construction	-	\$260,000	-	\$1,012,000	\$1,272,000	N/A
Total	\$42,000	\$260,000	\$180,000	\$1,012,000	\$1,494,000	N/A

Value of STMP Funds

The STMP funds would advance the Ohlone Greenway improvements between Conlon Avenue and Knott Avenue and between Hill Street and Blake Street by fully funding the design of the project and making it competitive for construction funding from a variety of grant programs. Conlon Avenue to Knott Avenue is the last segment of the Greenway in El Cerrito that hasn’t been improved in the last 20 years. Hill Street to Blake Street requires improvement to provide safe, accessible, and convenient access to a major grocery store and commercial center in the Uptown District

The Ohlone Greenway is a regional transportation corridor for bicyclists and pedestrians. It is centrally located within El Cerrito, so in addition to regional connectivity, it provides connections between residential neighborhoods and to retail, civic, and community destinations. In the Uptown District of the San Pablo Avenue Specific Plan Area, the Ohlone Greenway provides direct access to a Transit-Oriented Higher-Intensity Mixed Use Zone, which allows low to no automobile parking and maximum building heights that are greater than other areas of El Cerrito. The improvements outlined in this application would address the community’s safety and security needs within this segment of the Ohlone Greenway and create a more seamless experience with the rest of the Greenway north to the City of Richmond and south to El Cerrito, Albany, and Berkeley.

Equity

The project is located within and directly serves an MTC designated Equity Priority Community, specifically Census Tract 3860 in El Cerrito, which is in the “high” classification. The area is shown in blue in Attachment 2.

Multimodal Travel

Improving the Ohlone Greenway from Conlon Avenue to Knott Avenue and from Hill Street to Blake Street would improve alternative mode networks for pedestrians and cyclists. Widening the pathway would allow for more users to access and safely travel this section of the Greenway and improve their experience. Updating wayfinding signage on the Greenway could encourage pedestrians and bicyclists to choose active transportation options to reach their destinations and connect to the surrounding area. Knott Avenue is just a block north of the El Cerrito del Norte BART Station, and Hill Street borders the station to the south. The BART station is a major bus transfer location, so improving these sections of the Greenway could encourage transit use and multimodal options. Improving the connection between the Ohlone Greenway and the grocery store and shopping area improves access for pedestrians and bicyclists.

We look forward to full funding of the design phase of the project and continuing to work our regional partners to implement improvements to the Ohlone Greenway. Thank you for considering this project for STMP funding. If you have any questions, please contact Yvetteh Ortiz, Public Works Director/City Engineer at yortiz@ci.el-cerrito.ca.us or 510.215.4345.

Sincerely,



Karen Pinkos
City Manager



Yvetteh Ortiz, P.E.
Public Works Director/City Engineer

Attachment

1. Project Location Map
2. MTC Equity Priority Communities Map

ATTACHMENT 1: PROJECT LOCATION MAP

Page 1 of 3

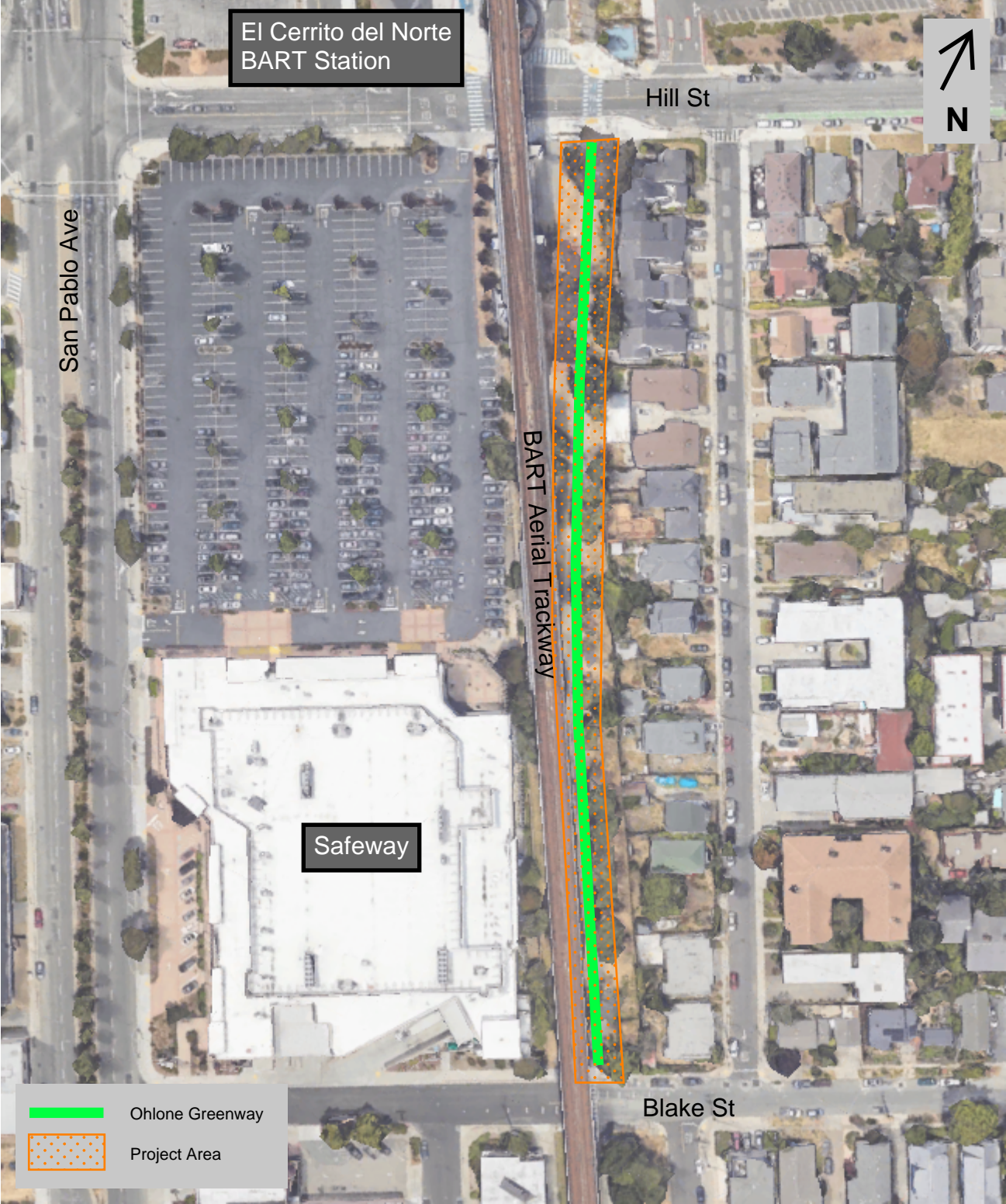


ATTACHMENT 1: PROJECT LOCATION MAP

Page 2 of 3



ATTACHMENT 1: PROJECT LOCATION MAP





EQUITY PRIORITY COMMUNITIES AMERICAN COMMUNITY SURVEY 2014-2018 TRACTS WITHIN URBANIZED AREA

- Equity Priority Communities
- Census Designated Urbanized Area

The Equity Priority Communities (tract geography) dataset is based upon eight demographic variables:

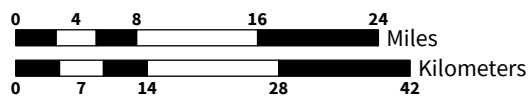
1. People of Color (70% threshold)
2. Low-Income (28% threshold)
3. Limited English Proficiency (12% threshold)
4. Seniors 75 Years and Over (8% threshold)
5. Zero-Vehicle Households (15% threshold)
6. Single Parent Families (18% threshold)
7. People with a Disability (12% threshold)
8. Rent-Burdened Households (14% threshold)

If a tract exceeds both threshold values for Low-Income and People of Color shares OR exceeds the threshold value for Low-Income AND also exceeds the threshold values for three or more variables (#3 to #8), it is an Equity Priority Community.

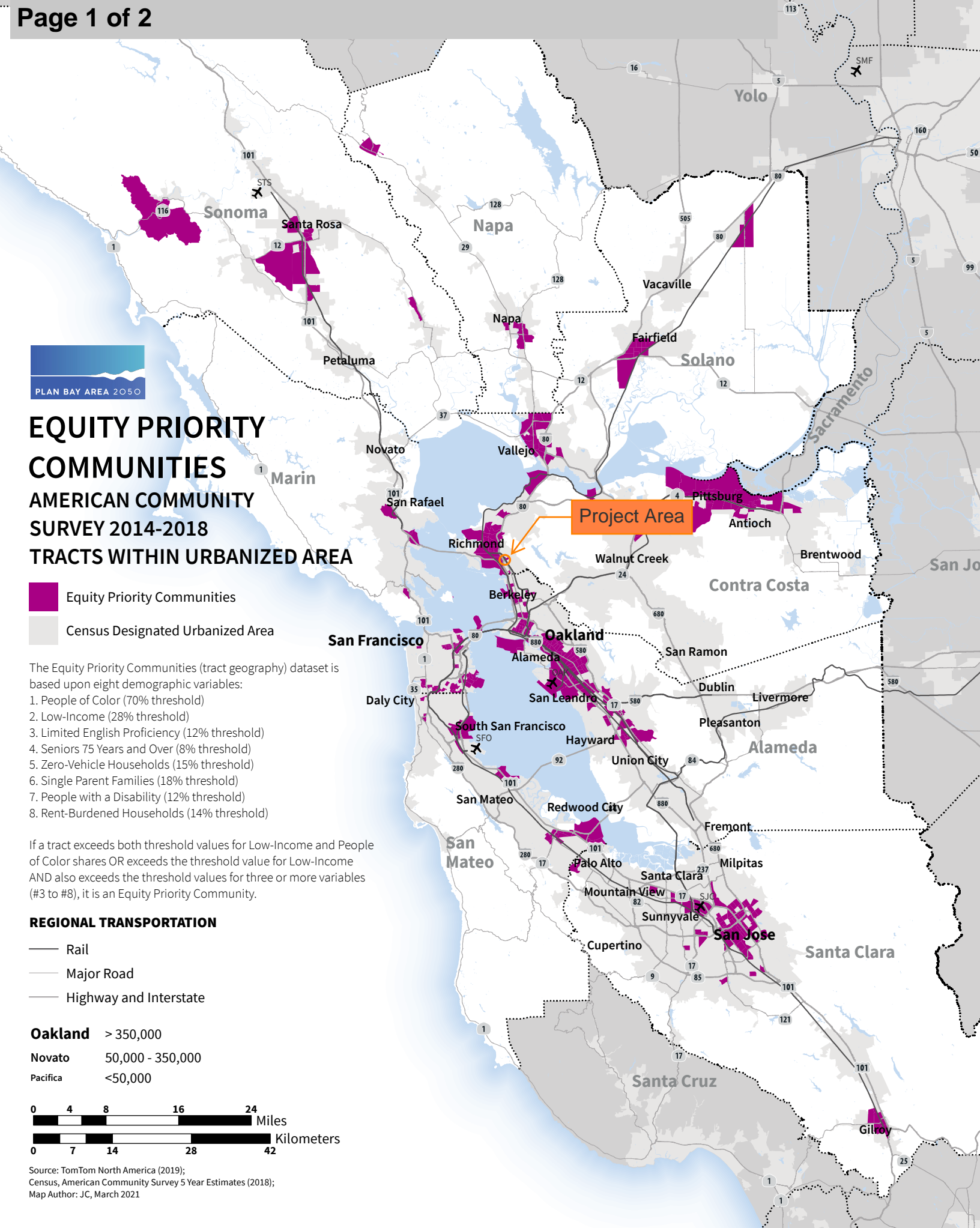
REGIONAL TRANSPORTATION

- Rail
- Major Road
- Highway and Interstate

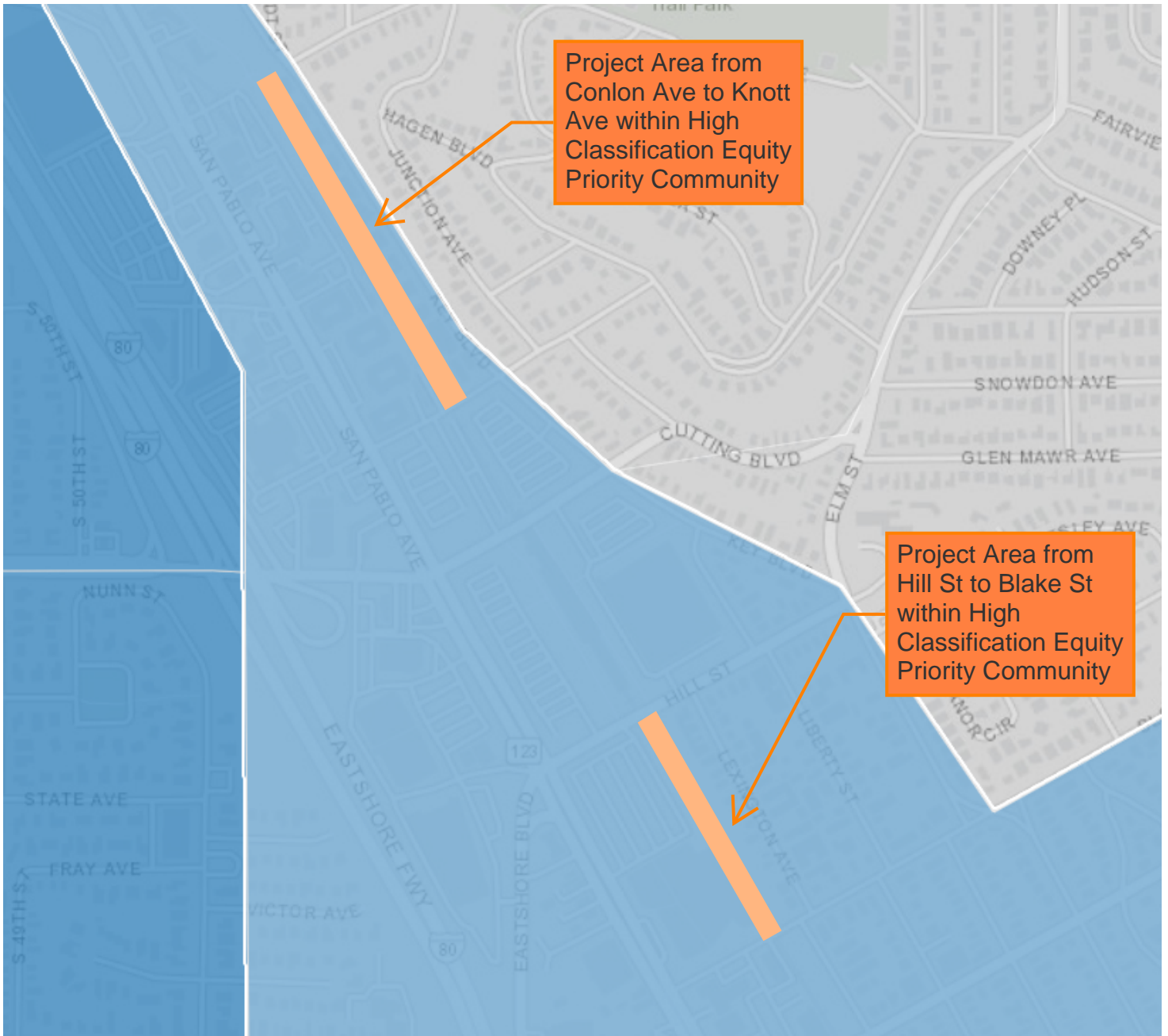
- Oakland** > 350,000
- Novato** 50,000 - 350,000
- Pacifica** <50,000



Source: TomTom North America (2019);
Census, American Community Survey 5 Year Estimates (2018);
Map Author: JC, March 2021



ATTACHMENT 2: MTC EQUITY PRIORITY COMMUNITIES MAP



Source: MTC Equity Priority Communities - Plan Bay Area 2050 Web-based GIS Map



August 30, 2023

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

Submitted Electronically to: jnemeth@wcctac.org
 lgreenblat@wcctac.org

Re: STMP Cycle 2 Application for El Cerrito Plaza TOD East-West Bikeway

Dear John Nemeth:

The City of El Cerrito (City) is pleased to submit this application for **\$1,278,000** in funding from the Subregional Transportation Mitigation Program (STMP) for the El Cerrito Plaza Transit Oriented Development (TOD) East-West Bikeway project (Project).

Project Description

The Project will improve multimodal access, circulation, safety and provide upgraded streetscape elements along Central Avenue between Richmond Street and Carlson Boulevard, constructing the first 0.3-mile phase of an approximately one mile-long low-stress east-west bikeway between Ashbury Avenue and the planned I-80/Central Avenue bikeway undercrossing, initiating a major link and catalyst to the long-envisioned BART-to-Bay Trail connection, the highest priority project in the City's 2016 Active Transportation Plan.

The Project is a critical non-motorized station access complement to the El Cerrito Plaza TOD project. With development streamlining on BART-owned land, as enabled by state law (Assembly Bill 2923), BART and developer partners will construct approximately 700 multifamily units, approximately half affordable, on the existing El Cerrito Plaza BART station rider parking lots. As part of the TOD project, around 150 of the existing 740 BART station rider parking spaces will be replaced, necessitating safe and convenient station access alternatives to driving and parking.

The Project will provide enhanced crosswalks, a new on-street Class IV separated bikeway, and vehicle speed control elements. Specific improvements are as follows:

BIKEWAY

- Curb-protected Class IV separated bikeway on Central Avenue between Richmond Street and Carlson Boulevard.
- Raised crosswalks and/or other speed control elements and crossbikes at minor street intersections to minimize conflicts between vehicles and bicyclists and pedestrians by reducing vehicle speeds and emphasizing right-of-way priority for nonmotorized users.

PEDESTRIAN

- New street lighting including crosswalk safety lighting at existing marked, uncontrolled crosswalks
- High-visibility continental striping, with access provided by directional curb ramps at all crosswalks
- Narrowed travel lanes

PUBLIC REALM

- New street shade trees and landscape buffers

Below please find the project information as requested in Cycle 2 Call for Projects for 2019 STMP Update Funds dated May 12, 2023.

Project Location

The project is located on Central Avenue between San Pablo Avenue and Carlson Boulevard, an approximately 0.3-mile long roadway segment, which connects with the Ohlone Greenway, the El Cerrito Plaza BART Station, and the existing Carlson Boulevard bicycle lanes. The Project location is shown on Attachment 1.

Amount of Requested Funds and Total Estimated Cost of Project

The City is requesting STMP funds in the amount of **\$1,278,000**. The estimated cost of the project is \$6,239,000 based on a recent planning-level engineering estimate completed in February 2023.

STMP Project Category

The project falls under STMP Project Category 14.b: El Cerrito Plaza BART Pedestrian & Bike Safety and Access Improvements.

Use of STMP Funding

The City is requesting to use STMP funds for engineering, detailed design, and construction to implement state-of-the practice bicycle and pedestrian facility design guidelines.

Project Schedule

The City is requesting to use STMP funds for the engineering design (Plans, Specifications, & Estimates), and construction phases.

Phase 1a Project Schedule	Start	End	STMP Funds
Planning & Conceptual Design	7/1/2023	2/29/2024	
Engineering Design (including PS&E)	3/1/2024	6/30/2025	Yes
Construction (incl Bidding & Award)	7/1/2025	9/31/2026	Yes
Open to the Public	October 2026		

Current Readiness for Funding

The City anticipates starting to expend the requested STMP funds beginning in March 2024 to begin the engineering design phase and to maximize coordination with the El Cerrito Plaza TOD project design which is currently underway and expected to conclude in early 2025. The TOD project fronts approximately half

of the 0.25-mile bikeway Project length. As such, coordination between the Project and TOD design is critical to minimize potential design conflicts and avoid missed opportunities.

Committed Funding

The amount and source of other committed funding for project phases for which STMP funding is sought totals \$5,015,000 as summarized below.

Phase	Committed Funding		Proposed Funding	TOTAL	STMP % of TOTAL
	TIRCP	BART TOD Match	STMP		
Planning	\$250,000	-	-	\$250,000	0%
Engineering Design	-	-	\$748,000	\$748,000	100%
Construction	\$665,000	\$1,800,000	\$530,000	\$2,995,000	17.7%
Total	\$3,215,000	\$1,800,000	\$1,278,000	\$6,239,000	20.5%

The requested STMP funds will kickstart the Project’s engineering design phase and support the construction phase. The City has committed Project funding from two other sources: the Transit and Intercity Rail Capital Program (TIRCP) and a match from the BART TOD project team. In all, the estimated STMP share of all funding sources is approximately 20%.

Value of STMP Funds

The STMP funds are critical to maximizing near-term design coordination with the El Cerrito Plaza TOD project, which fronts approximately half of the Project corridor. This coordination will allow the Project opening to occur alongside the TOD project opening, providing BART riders a timely alternative to driving and parking at the station.

Disadvantaged Community

The Project serves an MTC designated Equity Priority Community, specifically Census Tract 3892, which is in the “high” classification. The area is shown in blue in Attachment 2.

Alternative Mode Improvements

The project will improve alternative mode networks by reallocating the use of the public right-of-way. Currently, the El Cerrito Plaza area lacks a low-stress east-west bike facility, despite the proximity to the El Cerrito Plaza BART station and retail, employment, and educational uses. Central Avenue is currently a Class III bikeway with shared lane markings, but as a minor arterial, motor vehicle traffic volume and speeds indicate that a Class IV separated bikeway is the preferred and needed facility to improve the safety and comfort of nonmotorized users.

We look forward to this project’s full funding and implementation and continuing to work our state and regional partners to transform the El Cerrito Plaza area. Thank you for considering this project for STMP funding. If you have any questions, please contact Yvetteh Ortiz, Public Works Director/City Engineer at yortiz@ci.el-cerrito.ca.us or 510.215.4345.

City of El Cerrito
STMP Cycle 2 Application for El Cerrito Plaza TOD East-West Bikeway
August 30, 2023
Page 4 of 4

Sincerely,



Karen Pinkos
City Manager

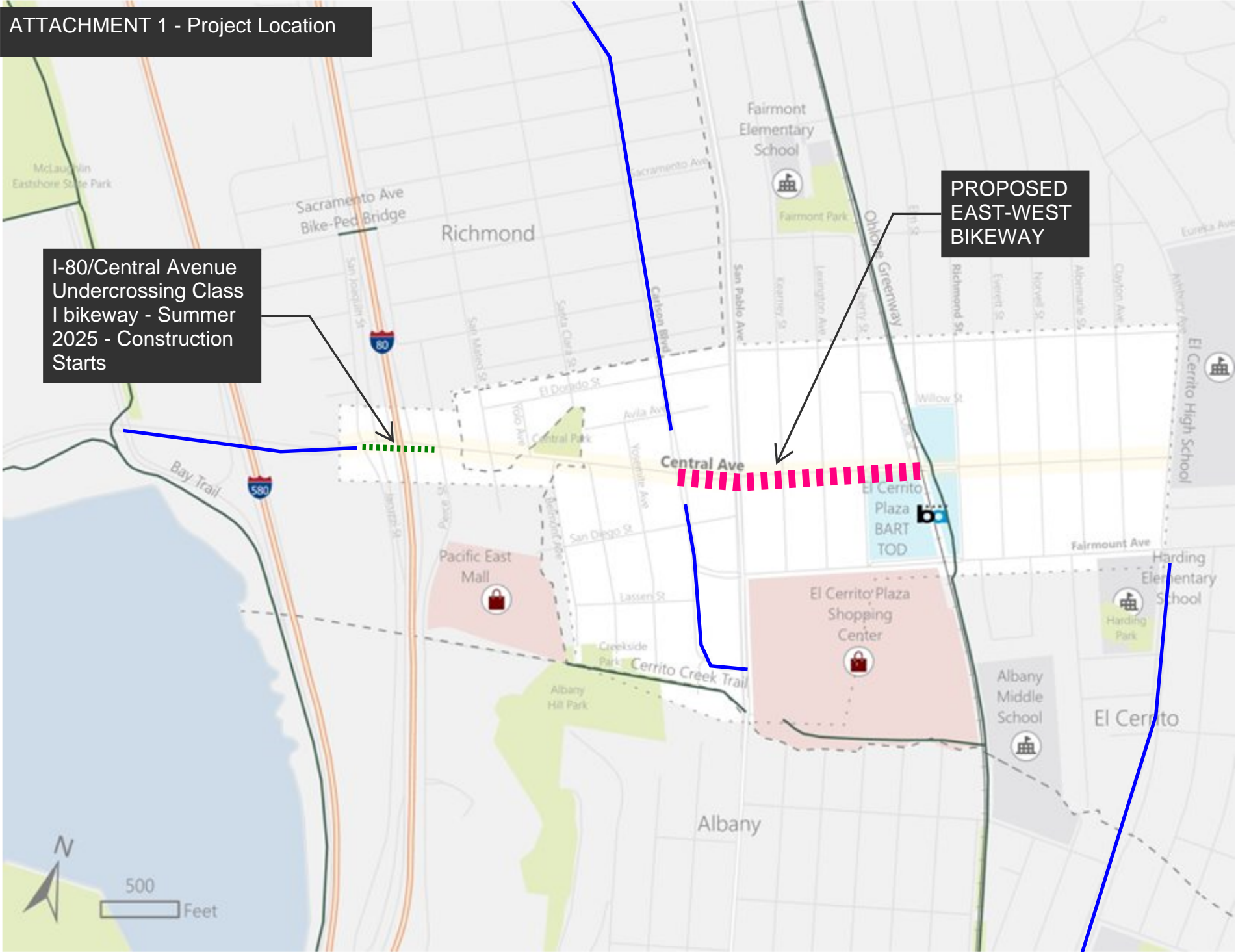


Yvetteh Ortiz, P.E.
Public Works Director/City Engineer

Attachment

1. Project Location Map
2. MTC Equity Priority Communities Map

ATTACHMENT 1 - Project Location



I-80/Central Avenue Undercrossing Class I bikeway - Summer 2025 - Construction Starts

PROPOSED EAST-WEST BIKEWAY

Existing Class I Shared Use Pathway Existing Class II Bicycle Lanes



EQUITY PRIORITY COMMUNITIES
AMERICAN COMMUNITY SURVEY 2014-2018
TRACTS WITHIN URBANIZED AREA

- Equity Priority Communities
- Census Designated Urbanized Area

The Equity Priority Communities (tract geography) dataset is based upon eight demographic variables:

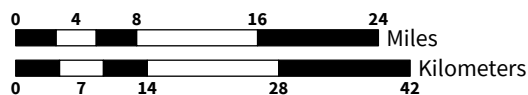
1. People of Color (70% threshold)
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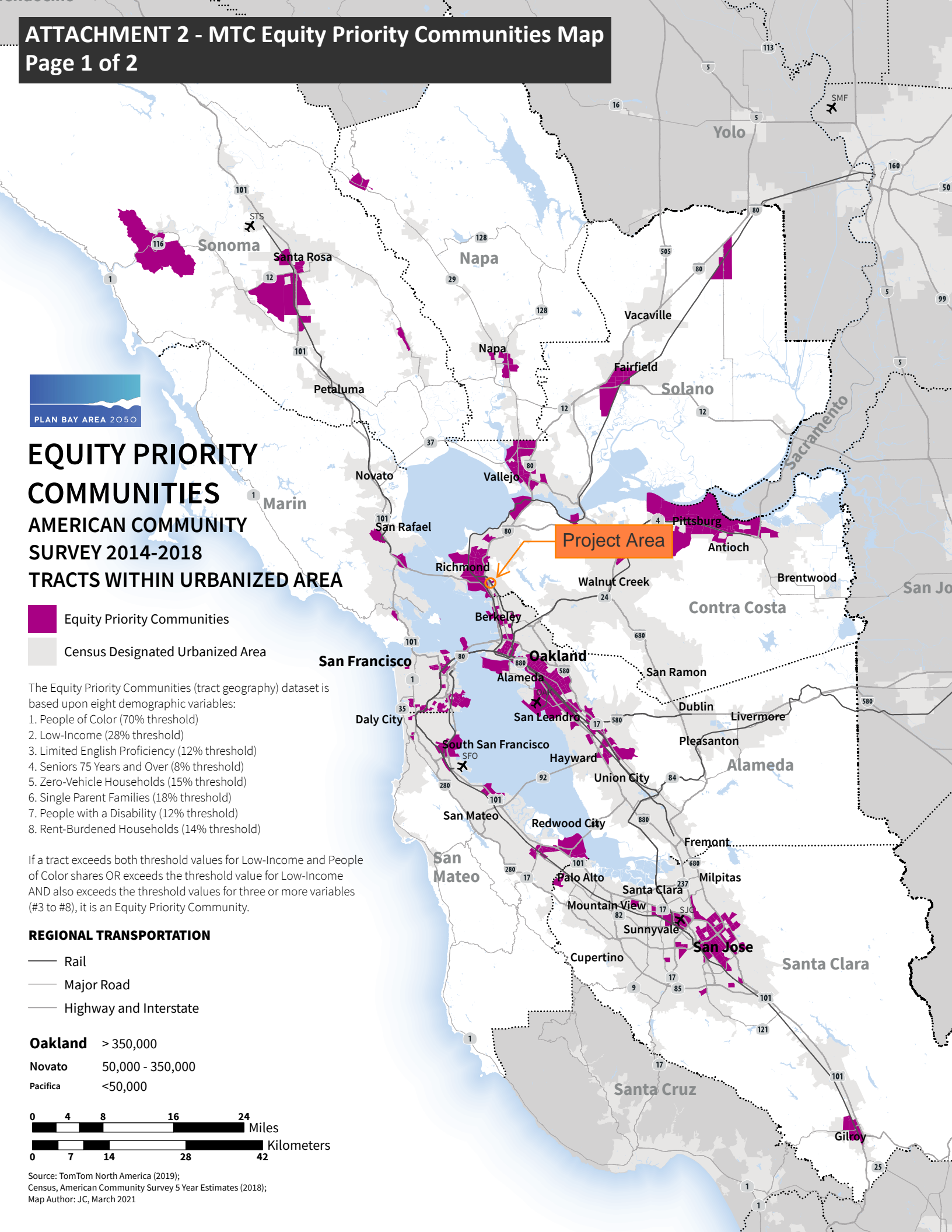
REGIONAL TRANSPORTATION

- Rail
- Major Road
- Highway and Interstate

- Oakland** > 350,000
- Novato** 50,000 - 350,000
- Pacifica** <50,000



Source: TomTom North America (2019);
 Census, American Community Survey 5 Year Estimates (2018);
 Map Author: JC, March 2021





Source: MTC Equity Priority Communities - Plan Bay Area 2050 Web-based GIS Map



August 30, 2023

WCCTAC
6333 Potrero Ave, Suite 100
El Cerrito, CA 94530
Attn: John Nemeth, Executive Director
Via e-mail jnemeth@wcctac.org

Dear Executive Director Nemeth,

The City of Hercules is very excited about the opportunity to advance the Hercules Hub made possible through WCCTAC's administration of the Subregional Transportation Mitigation Program (STMP). The Hub, formerly referred to as Regional Intermodal Transportation Center (RITC), will fulfill the goals and objectives of the Program by creating a regional, state-of-the-art transportation center situated in a transit-oriented village just a short trip from I-80 and SR-4 (refer to Figure 1 and Attachment 1). The Hub improves the alternative modes network by connecting thousands of housing units with a new train stop along the Capitol Corridor, WestCAT bus routes, bicycle and pedestrian pathways, and ferry service. The project aims to shift dependency from single occupancy vehicle trips to intercity rail, ferry, and bus transit trips that are safe, reliable, and sustainable for residents of Hercules and nearby disadvantaged communities. This will significantly reduce vehicle miles traveled (VMT), congestion, and greenhouse gas (GHG) emissions over I-80 and SR-4, two of the region's most congested highways. Given the benefit to West County and the scale of such an impactful project, the City of Hercules is respectfully requesting \$1.5 million in STMP funding for the Hercules Hub under the category of "Transit and Station-Related Improvements." For more information on the Hub, please visit: <https://theherculeshub.com/>

Hercules has successfully implemented a phased approach to building the Hub, which is identified as Project No. 10,

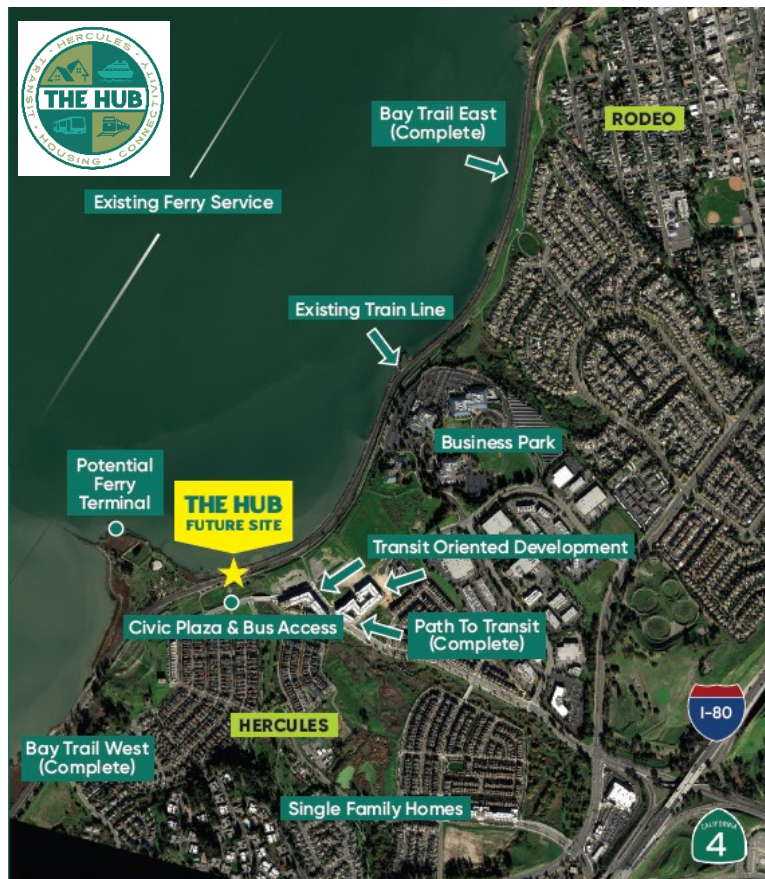


Figure 1: Future Site of the Hercules Hub

“Hercules Regional Intermodal Transportation Center,” on the 2019 STMP Updated Project List. To date, a total of \$46 million in funding has been applied to the project, enabling the City to construct the Bay Trail East, Path-to-Transit, and Bay Trail West phases and initiate the track and station design (refer to Figure 2). Approximately \$107.7 million is needed to complete the design and construction of the remaining phases of the Hub, which include the realignment of tracks, a new track bridge over Refugio Creek, installation of railroad signals, a new platform with pedestrian overcrossing, a new station plaza, bus circulation area, remaining restoration of Refugio Creek, and relocation of utilities. Securing \$12.7 million in funding for the final design for these remaining phases has become a top priority for the City.



Figure 2: Completed and Remaining Project Components

Because of its proximity to transit-oriented developments (see Attachment 2), the Hub is a competitive project that aligns with state and federal legislative funding priorities for addressing climate change. In addition, projects that benefit disadvantaged communities are a major focus at the state and federal levels. The Hub is located approximately 1 mile from Rodeo, a disadvantaged community using MTC’s Equity Priority Community (EPC) designation (PBA 2050) and will be accessible via a short scenic walk or bike via the Bay Trail (see Attachment 3). Beyond MTC’s EPC designation, the Hub will also serve four federally designated Historically Disadvantaged Communities (HDCs) (Census Tracts 3592.02 Pinole; 3640.02 El Sobrante; 3640.02 Tara Hills; 2508.01 Vallejo as shown in Attachment 4). Its proximity to these communities also positions the Hub well for state and federal funding that prioritizes projects that benefit disadvantaged communities.

The City has been actively pursuing state and federal funds for the final design with some success. The Hub was awarded \$2.4 million in state Transit and Intercity Rail Capital Program (TIRCP) funds through a joint application with Capitol Corridor Joint Powers Authority (CCJPA). In addition, the City also recently applied for a Federal State Partnership for Intercity Rail–National (FSP-National) grant and is anticipating an award announcement in December 2023. Both grant programs require a local contribution in the form of matching funds.

The requested \$1.5 million in STMP funds, in addition to the previously awarded STMP funding, will be used as the local match to leverage **7 times** that amount in state and federal funding to complete the final design of the Hub. The final design will provide the approvals necessary to support the construction of the train stop element of the Hercules Hub and a preliminary assessment for the location of the ferry terminal. While the design work has been initiated, the City is strategically preserving the available STMP funds to use as the local match when the FSP-National grant is awarded, which is anticipated to occur by the end of the year. Whether the full request (or a portion) of FSP-National grant amount is awarded, the City will be ready to resume the final design phase in January 2024, as reflected in the schedule below (Figure 4: Milestone Project Schedule).



Figure 3: Train Stop Elements and Ferry Terminal

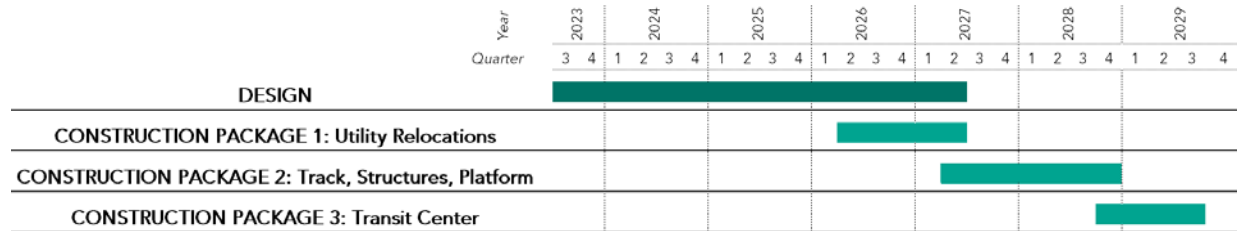


Figure 4: Milestone Project Schedule

Advancing the project through the final design is essential to being competitive for construction phase funding and ultimately the completion of the Hub. The Hub and its surrounding communities will be a model for successful transit-oriented communities in the Bay Area. Funding from WCCTAC’s STMP Program throughout the years has played a critical role in delivering this project, and Hercules is confident that the Hub will be a tremendous benefit to the region and is pleased to be a part of meeting regional needs by hosting this facility.

Sincerely,


 Dante Hall
 City Manager

Cc: Mike Roberts, Public Works Director/City Engineer

Attachments:

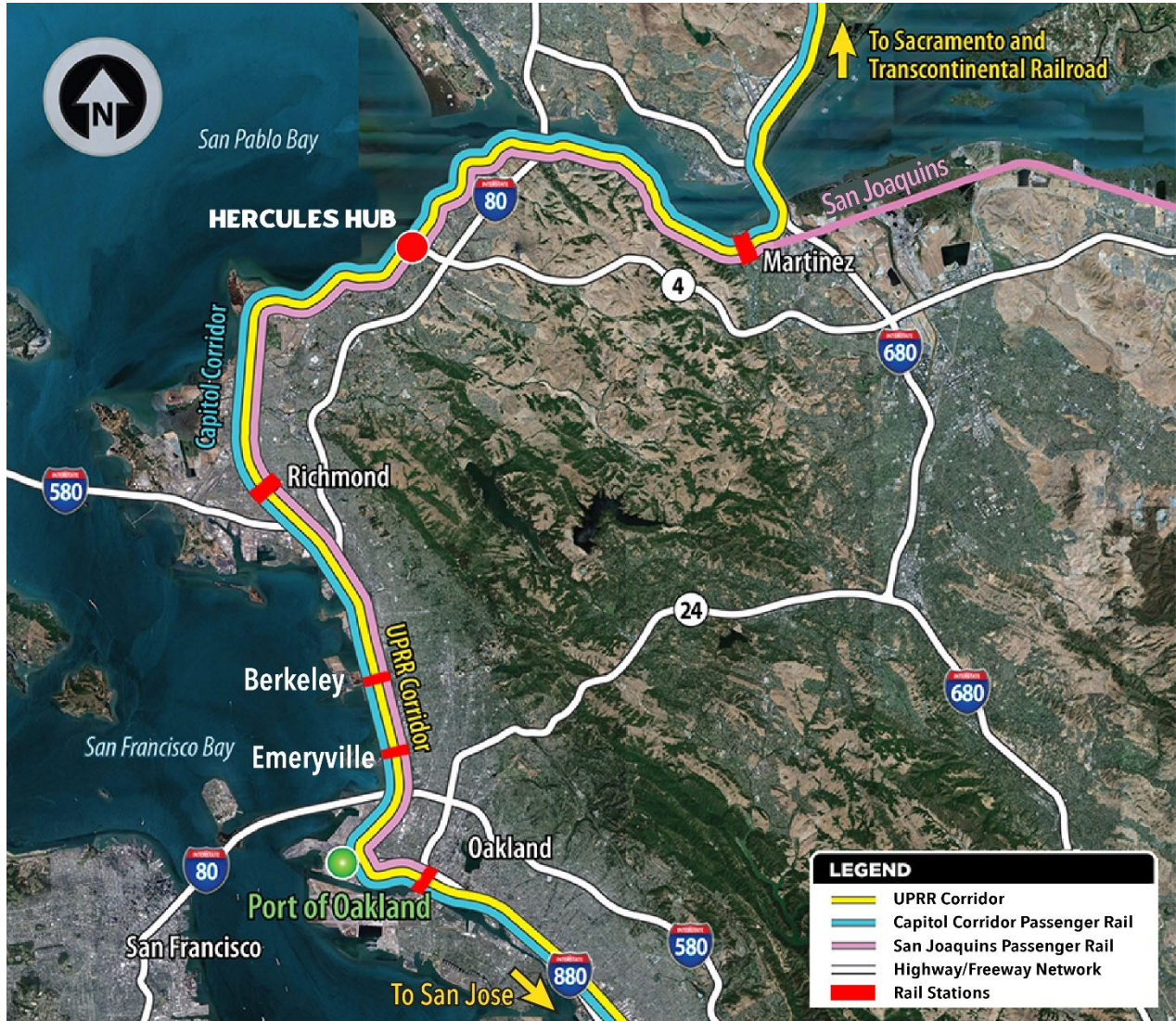
1. Project Location Map
2. Transit Oriented Development
3. MTC Equity Priority Communities
4. Federal Historically Disadvantaged Communities
5. Hercules Hub Collateral



Attachments



ATTACHMENT 1 – Project Location Map



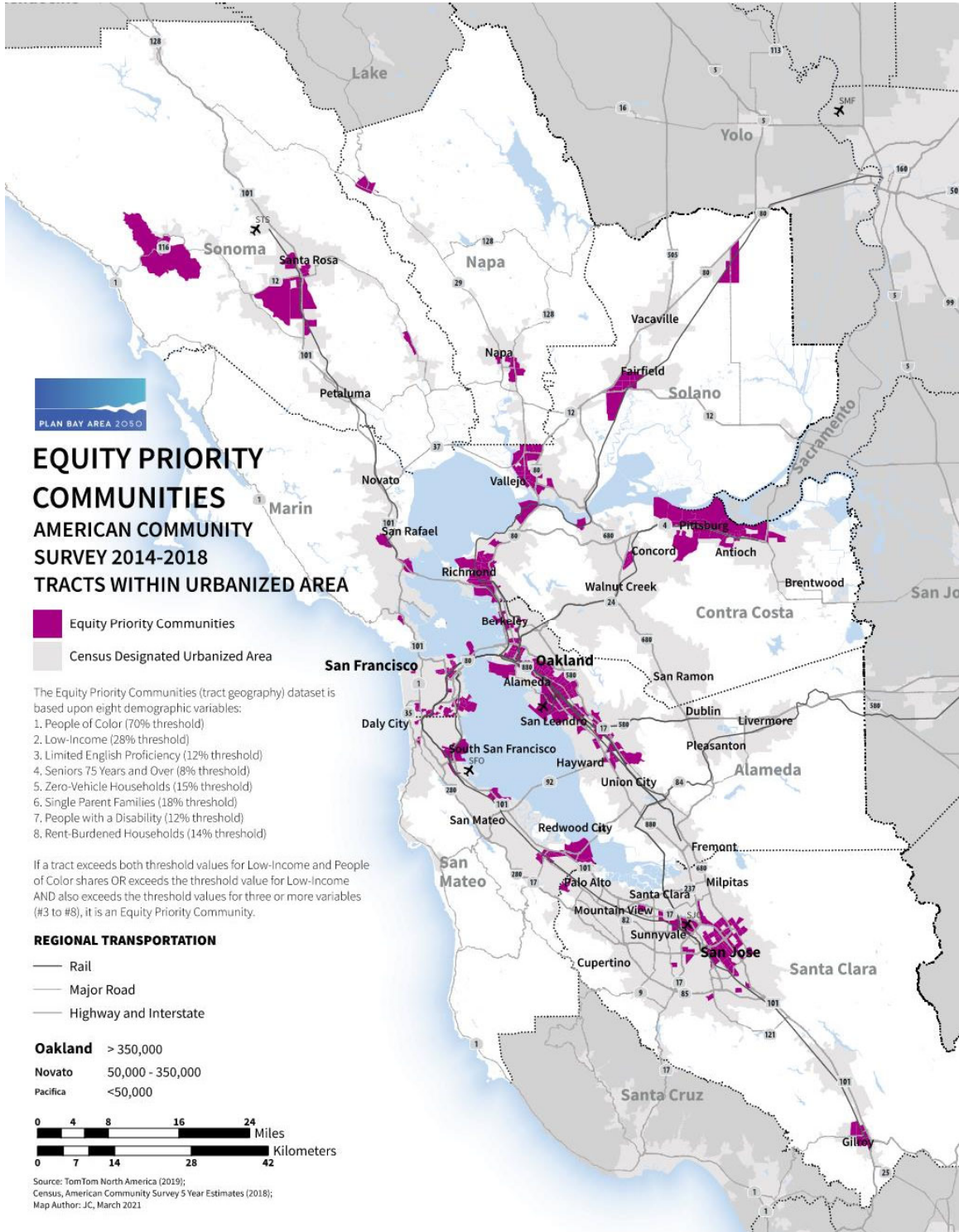


ATTACHMENT 2 – Transit Oriented Development





ATTACHMENT 3 – MTC Equity Priority Communities





ATTACHMENT 4 – Federal Historically Disadvantaged Communities





ATTACHMENT 5 – Hercules Hub Collateral



The Hub: A Sustainable Housing and Transportation Community



The Hercules Hub: Bringing Housing and Transportation Together

The Hercules Hub will create a regional, state-of-the-art housing and transportation community. By connecting thousands of homes with a new train stop along the Capitol Corridor, bicycle and pedestrian pathways, bus routes, carpool options, and ferry service, The Hub and its surrounding community will be a model for successful transit-oriented communities in the Bay Area.

Where Homes and Transportation Meet

The Hub will become a regional model for transit-oriented communities by creating a transit hub that is walking distance to Bayfront transit-oriented development. This is a key component of the City of Hercules' Waterfront District Master Plan, which has already begun redeveloping a 125-acre brownfield site into a mixed-use, pedestrian-friendly, transit-oriented town center. As part of this plan, the City has approved up to 1,400 residential units and 340,000 square feet of retail, commercial, and industrial office space. The Hub is essential to providing these developments and the surrounding existing homes with direct access to bus, train, carpool, ferry, bicycle, and pedestrian options.

Serving Equity Priority Communities and Environmental Justice

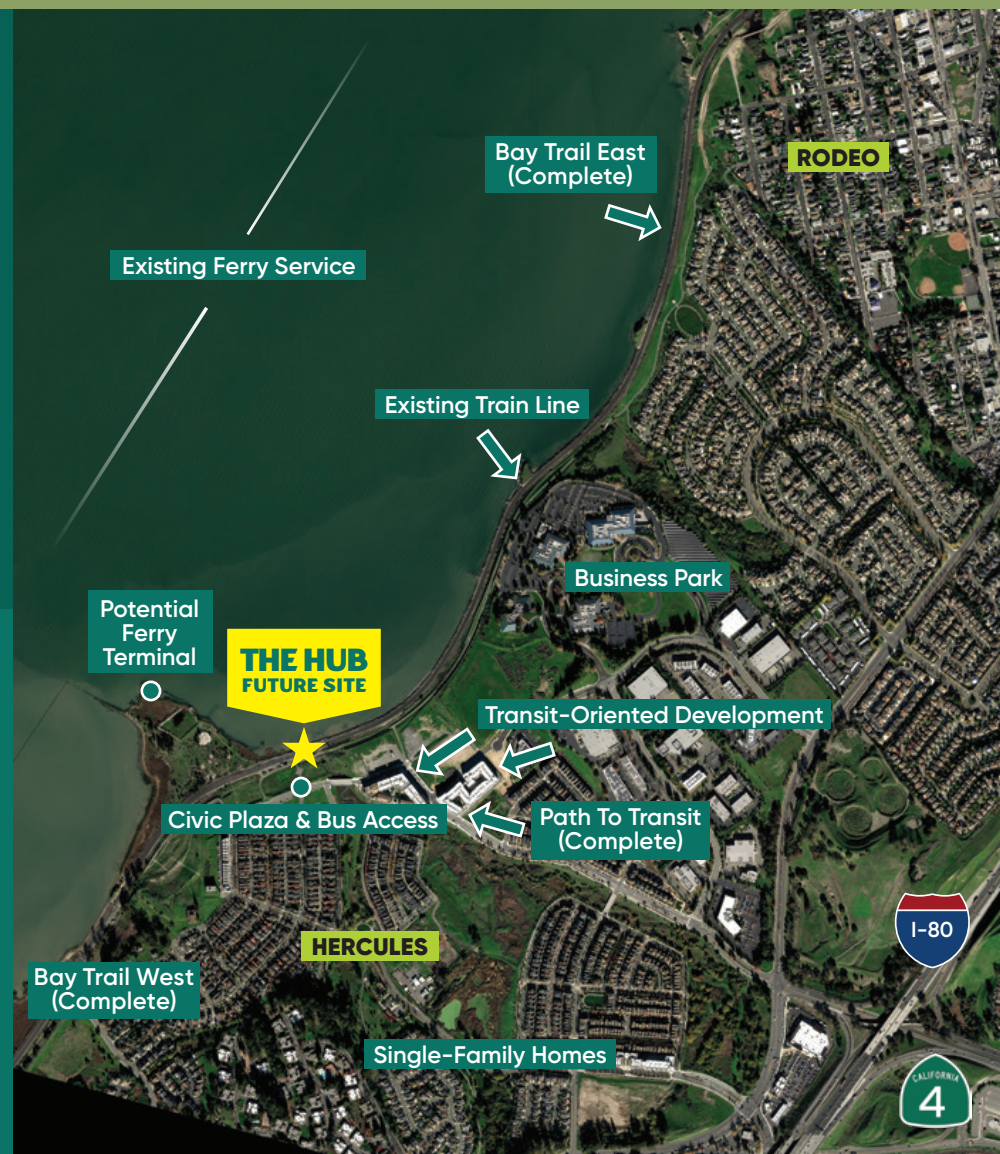
The Hub will provide much-needed commute options for residents of a nearby Community of Concern who will have easy access to carpool, bus, ferry, and rail services. This gives thousands of residents increased connectivity to employment, education, services, and other opportunities. It will take thousands of cars off the roads and allow nearby residents to walk to transit, reducing greenhouse gas emissions and pollution. Long-term resilience will be built into the station, plaza, access roadways, and trails as the designs will accommodate sea level rise projections to 2067.

State-Recognized Sustainable Community Project

The California Department of Housing and Community Development has designated The Hub as one of only thirteen Catalyst Projects in California. Catalyst Projects demonstrate a commitment to sustainable communities and use innovative strategies to increase housing supply and affordability, improve jobs and housing relationships, stimulate job creation and retention, and enhance transportation modal choices.

More Connectivity and Less Traffic Will Improve the Environment

Bay Area traffic is stifling the region, putting a strain on residents' daily lives and the environment. As climate change continues to worsen, solutions are needed to make it easier, safer, and more affordable to move around the region without driving a car. The construction of The Hub will provide direct access to convenient, alternative transportation and help move cars off I-80, the most congested freeway in Northern California. Currently, the Capitol Corridor and Amtrak San Joaquins trains pass through Hercules without stopping. By creating a new stop, The Hub will remove cars from our local roads and freeways, thereby reducing greenhouse gas emissions. This direct connection between the Capitol Corridor train service and nearby pedestrian and bicycle pathways, Richmond BART, Amtrak, and carpool programs will significantly impact commute patterns and help move people through the region – from Contra Costa and Solano Counties to San Francisco, Oakland, the South Bay, and Sacramento. The Hub will change how people move throughout the Bay Area, bringing transportation options directly to thousands of people living and working within walking distance.



TheHerculesHub.com



The Hub: A Sustainable Housing and Transportation Community

Next Steps for the Hercules Hub

The Hub is already well underway. The initial infrastructure, expansion of the Bay Trail, extension of local roadways and sidewalks, and addition of new bicycle and pedestrian trails are now complete. Following this, track and signal work will begin, and then The Hub will be ready to be built.

Additional funding is needed to complete this project—to provide a fully functional and attractive rail station and transit plaza.

Leaders throughout California have been impressed with The Hub because it:

- Advances housing opportunities,
- Reduces road and highway traffic and will significantly help the environment,
- Connects many transportation options, and
- Serves as a model for the development of transit-oriented housing, business, and transportation.



For more information or to receive updates,
go to TheHerculesHub.com



CITY OF PINOLE

Public Works Department

2131 Pear Street
Pinole, CA 94564

Phone: (510) 724-9010
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www.ci.pinole.ca.us

August 30, 2023

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

Sent by email to: jnemeth@wcctac.org and lgreenblat@wcctac.org.

Subject. Tennent Avenue / Bay Trail Gap Closure STMP Cycle 2 Submission

Dear Mr. Nemeth and Ms. Greenblat:

The City of Pinole is pleased to present our application for STMP funding to close a gap in the San Francisco Bay Trail at Tennent Avenue as shown in Figure 1. This project will improve safety for bicyclists, rollers, and walkers at the at-grade crossing of the Union Pacific railroad tracks linking the communities of unincorporated Contra Costa, Richmond, San Pablo, Pinole, and Hercules on a Class 1 facility. Closing this gap will greatly assist bicyclists traveling to the future Hercules Transit Center

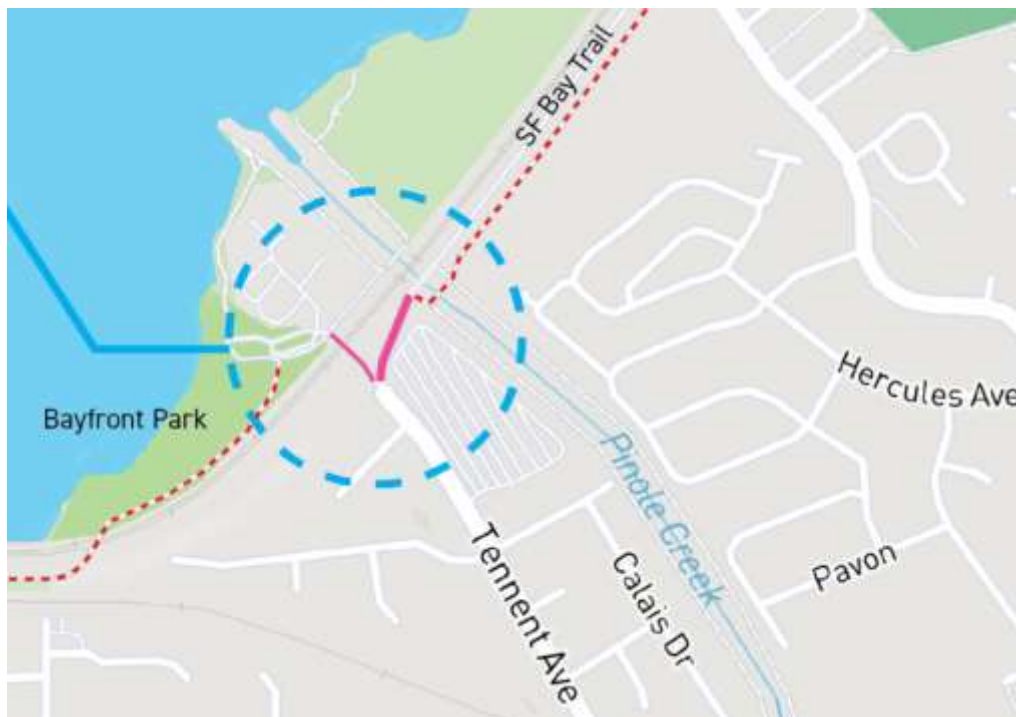


Figure 1. Tennent Avenue Bay Trail Gap Closure

The City is well positioned to complete this project given that it received \$1.020 million from the One Bay Area Grant Cycle 3 program. The project's plans are 35% complete (Attachment II) and the City has secured a General Order 88B approval from Union Pacific and the California Public Utilities Commission. The primary constraint is the City has a current project funding deficit of \$645,000. Without this funding, the City will need to return the OBAG funds and it will not be able to close the gap in the Bay Trail, which is a priority for ABAG/MTC as well as of the Contra Costa Countywide Bicycle and Pedestrian Master Plan

The following are specific responses regarding the application request:

1. **The amount of STMP funds being requested.** The City of Pinole requests \$645,000.
2. **Clear identification of which of the STMP project categories the request falls under. In accordance with section 15.62.030 of the STMP, this project falls under the following categories:** Local street and intersection improvements as well as bicycle and pedestrian-focused improvements.
3. **The location of the project shown on a map.** Please see Figure 1 above, Figure 2 below and Attachment I – Vicinity Map.
4. **A brief but clear description of what the STMP funds would be used for.** These funds will support the approved OBAG 3 grant and will fund various infrastructure improvements, pay Union Pacific Railroad signal improvement costs, support design, and construction management. The attached cost estimate provides a funding breakdown illustrating how the costs are distributed.
5. **A summary project schedule showing estimated month and year of PSE, start of construction, end of construction, and opening to the public. Clearly note which phase of project development the STMP funds would be used for.** The project schedule includes the following:
 - a. Finalize PSE: February 2024
 - b. Bidding: March 2024
 - c. Start Construction: June 2024
 - d. Complete Construction: October 2024
6. **The total estimated cost of the project and/or the cost of the current project phase for which funds are sought.** The total cost of the project is \$1.665 million as shown in the attached cost estimate.
7. **The project's current readiness to use the funds. Provide a best estimate of the month and year when the funds would be spent.** These funds will start to be expended in March 2024 will final reimbursement request by September 2024.
8. **The amount and source of other committed funding for the phase for which STMP funding is sought. Please note if the STMP funds would be used to help leverage other funds.** The City has received \$1.020 million in OBAG funding. These funds will help leverage the OBAG grant. Without this funding, the City will likely need to return the OBAG funds.
9. **A description of the value that the STMP funds would provide in either advancing or completing the project.** The City currently does not have adequate in-kind funding to support the OBAG grant. These funds will help bridge the gap and allow the Bay Trail gap closure to be completed.
10. **Documentation to show that the project is located within, or will serve, a disadvantaged community using MTC's Equity Priority Community designation.** While this project is not

located within an Equity Priority Community, located to the south, east, and north of the gap closure, the Bay Trail passes through this MTC designated community. Thus, community members in Hercules, unincorporated Contra Costa County, and Richmond seeking to reach transit, schools, retail, and recreation will directly benefit from the improved crossing of the Union Pacific Railroad tracks.

11. An explanation of whether, and how, the project improves the alternative mode networks (e.g., pedestrian, bicycle, or transit). The San Francisco Bay Trail is an important off-street transportation resource for folks who walk, bike, or roll. The City of Pinole has a segment of the Bay Trail that links it to Contra Costa County to the south and the City of Hercules to the north except for one gap in the trail at Tennent Avenue as shown in Figure 2. At this location, trail users must cross the Union Pacific railroad tracks and walk southeast along Tennent Avenue and then northeast along Railroad Avenue to again connect with the Bay Trail. This creates conflicts between trail users and cars, trucks, and trains, making this gap in the Bay Trail a potentially dangerous crossing for trail users.

The track serves about 56 trains per day of which 44 are passenger trains traveling at a maximum speed of 40 mph. The crossing is not highly traveled by vehicles with only 384 daily trips on average, as Tennent Avenue ends at the Pinole-Hercules Wastewater Treatment facility, as well as Bayfront Park. The City completed pedestrian, and bicycle counts within the project area in February of 2022 and found that, in the morning, there were 148 pedestrians and 39 bicyclists crossing the tracks. In the afternoon, there were 205 pedestrians and 67 bicyclists crossing the tracks. Police reports show there have been five pedestrian fatalities near the crossing since 2010.

The proposed project will close the trail gap in this vicinity by extending the trail on the northeastern side of Tennent Avenue across the Union Pacific Railroad tracks. These improvements will meet accessibility standards while guiding pedestrians and bicyclists to a safe crossing location by including new fencing as well as new clear signage and striping.

The project adds a Class 1 trail along Railroad Avenue connecting pedestrians and bicyclists to the existing trail across Pinole Creek and closes a 600-foot gap in Pinole's segment of the Bay Trail. The project also modifies Railroad Avenue to prevent conflicting movements between motorists and trail users.



Figure 2. Future Bay Trail gap closure.

Thank you for your review of our application and support of enhancing transportation in Pinole. If we can provide any additional information, please contact me at mdhillon@ci.pinole.ca.us or (510) 724 – 9839.

Sincerely,

Misha Dhillon

Misha Dhillon
Capital Improvement and Environmental Program Manager

Attachments

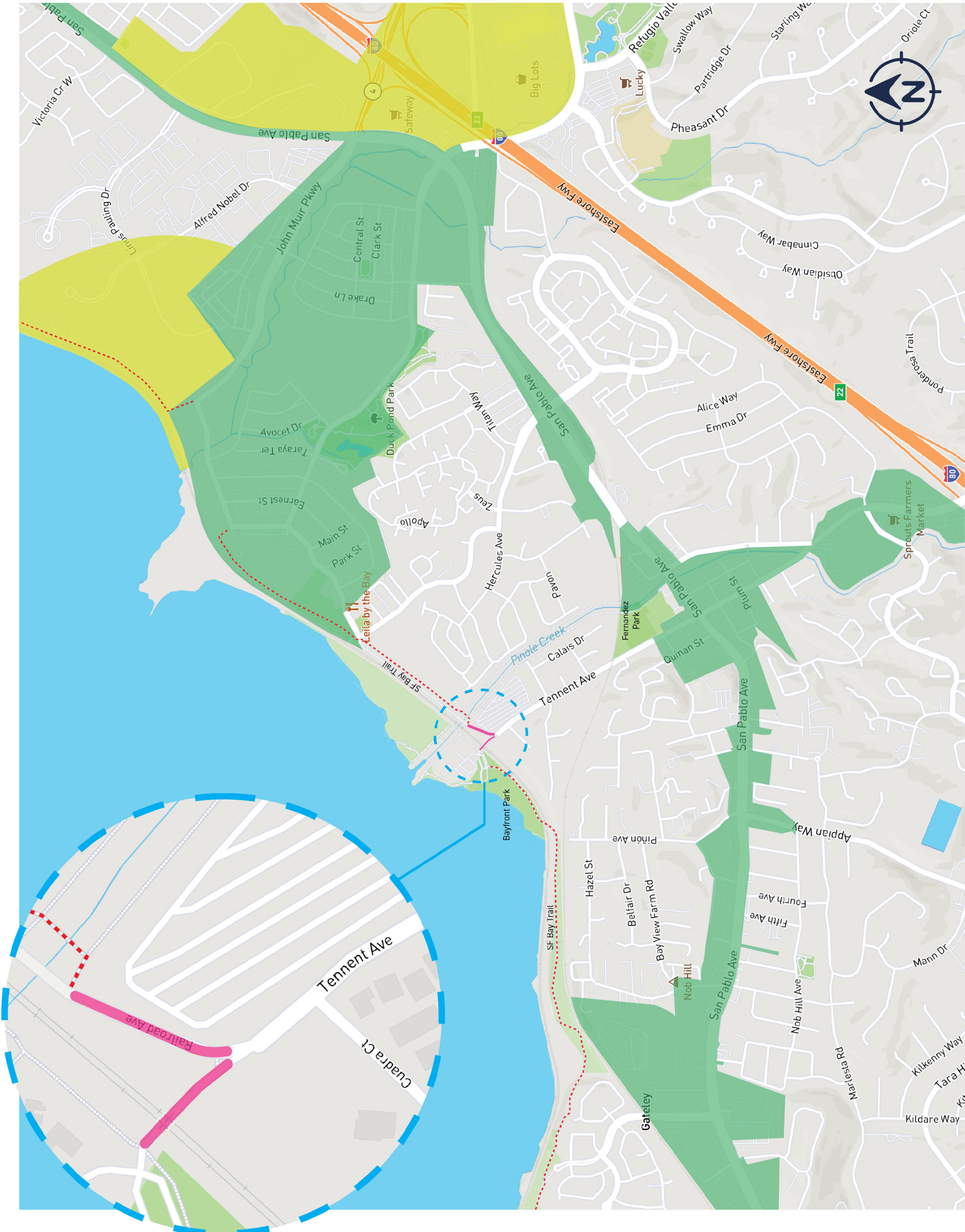
- I. Vicinity Map
- II. Project plan
- III. Cost estimate

ATTACHMENTS

I. VICINITY MAP

Tennent Avenue Bay Trail Gap Closure

Area Map



Legend

Project Limits

Priority Development Area (PDA)

Transit Rich Area (TRA)

SF Bay Trail

II. PROJECT PLAN

III. COST ESTIMATE

Description	Quantity	Unit	Unit Cost	Cost	OBAG/ CIP	STMP
Mobilization	1	LS	\$ 67,344.05	\$ 67,344	\$ 56,370	\$ 10,974
Traffic Control	1	LS	\$ 25,000.00	\$ 25,000	\$ 20,926	\$ 4,074
Water Quality	1	LS	\$ 10,000.00	\$ 10,000	\$ 8,370	\$ 1,630
Clear and Grub	15,000	SF	\$ 1.65	\$ 24,750	\$ 24,750	
Remove Asphalt	4,000	SF	\$ 4.00	\$ 16,000	\$ 16,000	
Mill	25,000	SF	\$ 0.90	\$ 22,500		\$ 22,500
Asphalt Repair	500	SF	\$ 45.00	\$ 22,500		\$ 22,500
Pavement Fabric	3,000	SY	\$ 5.00	\$ 15,000		\$ 15,000
Asphalt Overlay	500	TON	\$ 150.00	\$ 75,000		\$ 75,000
Concrete Curb and Gutter	900	LF	\$ 45.00	\$ 40,500	\$ 40,500	
Concrete Hardscape	8,000	SF	\$ 35.00	\$ 280,000	\$ 280,000	
Union Pacific Costs	1	LS	\$ 500,000.00	\$ 500,000	\$ 250,000	\$ 250,000
Curb Inlet	1	EA	\$ 5,000.00	\$ 5,000	\$ 5,000	
Storm Drain Pipe	15	LF	\$ 800.00	\$ 12,000	\$ 12,000	
Convert Inlet to Junction Structure	1	EA	\$ 3,000.00	\$ 3,000	\$ 3,000	
Utility Adjustment - City	1	LS	\$ 3,000.00	\$ 3,000	\$ 3,000	
Utility Adjustment - Reimbursable	1	LS	\$ 10,000.00	\$ 10,000	\$ 10,000	
Street Light	2	EA	\$ 9,500.00	\$ 19,000	\$ 19,000	
Electrical Conduit and Conductor	500	LF	\$ 50.00	\$ 25,000	\$ 25,000	
Thermoplastic Traffic Line	200	LF	\$ 2.00	\$ 400	\$ 400	
Thermoplastic Crosswalk Line	200	LF	\$ 2.50	\$ 500	\$ 500	
Thermoplastic Traffic Marking	500	SF	\$ 3.00	\$ 1,500	\$ 1,500	
Traffic Sign	4	EA	\$ 700.00	\$ 2,800	\$ 2,800	
			Subtotal	\$ 1,180,794	\$ 779,116	\$ 401,678
			Subtotal with 10% Contingency	\$ 1,299,000	\$ 857,000	\$ 442,000
			Total 2024 Construction Cost with Inflation Adjustment	\$ 1,400,000	\$ 900,000	\$ 500,000
Project Development Costs						
Environmental						
Design				\$ 115,000	\$ 15,000	\$ 100,000
Right of way				\$ -		
Construction Support				\$ 150,000	\$ 105,000	\$ 45,000
Subtotal				\$ 265,000	\$ 120,000	\$ 145,000
Total Project Development Cost				\$ 1,665,000	\$ 1,020,000	\$ 645,000

61%

38.7%



CITY OF PINOLE

Public Works Department

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August 30, 2023

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

Sent by email to: jnemeth@wcctac.org and lgreenblat@wcctac.org.

Subject: San Pablo Avenue Complete Streets Project Federal Project No. BRLS-5126 (015) - STMP Cycle 2 Submission

Dear Mr. Nemeth and Ms. Greenblat:

With this letter of interest, the City of Pinole (City) is formally requesting consideration from WCCTAC for allocating \$855,000 of Cycle 2 of 2019 STMP Update Funds to the City in order to further the development of the proposed San Pablo Avenue bridge over the BNSF railroad in the City of Pinole. This bridge falls under the "Complete Streets Projects" category and received \$1,600,000 Cycle 1 2019 STMP Funding. The City is confident the project meets all the criteria set forth in the Cycle 2 Call for Projects for 2019 STMP Update Funds.

Background & Need

San Pablo Avenue is a four-lane regional arterial through western Contra Costa County that connects Pinole with San Pablo to the south and Hercules to the north. See Attachment 1 for the Vicinity Map. The existing 425-foot-long San Pablo Avenue Bridge at the Burlington Northern Santa Fe Railroad (BNSF) was constructed in 1938 and is a 13-span reinforced concrete slab structure. The current bridge has four 12.5-foot-wide traffic lanes and a 2.5-foot-wide raised shoulder.

The existing bridge is not friendly to bicycle and pedestrian use. The Contra Costa Countywide Bicycle and Pedestrian Plan (2018) identifies existing "Level of Traffic Stress" (LTS) for all major corridors in the county. LTS is a way to evaluate the stress a bike rider will experience while riding on the road. LTS ranges from 1 to 4, with LTS 4 indicating "High-stress streets with high speed limits, multiple travel lanes, limited or non-existent bikeways, and long intersection crossing distances". The existing San Pablo Ave bridge is rated LTS 4, and bicycle and pedestrian use is extremely limited.

Caltrans inspected the bridge in 2018 and classified it as Structurally Deficient with a Sufficiency Rating of 33.5 out of 100 making it eligible for replacement under Federal Highway Administration (FHWA)'s Highway Bridge Program (HBP). In 2015, Quincy Engineering was hired by the City to develop the Project Study Report Equivalent that supported the City's HBP application to Caltrans. The project was accepted into the HBP in 2016.

Originally the State Highway route before I-80, San Pablo Avenue has a current vehicle ADT of 29,500 and is frequently used by pedestrians and bicyclists. The Western Contra Costa Transit Authority operates four lines of

WestCAT buses on San Pablo Avenue north of the downtown area, and this route is also identified as a future segment of the San Francisco Bay Trail.

San Pablo Avenue is a main arterial through the City, running parallel to and north of Interstate 80 and carries a high level of traffic. The roadway is a route of regional significance, linking the communities adjacent to Pinole. The existing bridge is structurally deficient, shows signs of deterioration, and is in poor condition. The bridge also has inadequate clear width for the current ADT, making it functionally obsolete.

The City of Pinole General Plan identifies the San Pablo Avenue corridor as a priority development area. The San Pablo Avenue corridor is also covered under the Three Corridors Specific Plan adopted by the City. The purpose of the Three Corridor Specific Plan intends to guide development of San Pablo Avenue, Pinole Valley Road, and the Appian Way commercial corridors. The City of Pinole has designated these corridors as Priority Development Areas (PDAs) through a regional development conservation strategy that promotes more compact land use patterns for the Bay Area.

The City has prioritized the implementation of multi-modal transportation options along major corridors including San Pablo Avenue in lieu of capacity-increasing improvements that have the potential to change the feel of "Old Town" which is located just west of the bridge project. WestCAT buses (local transit) run along San Pablo Avenue through the project site. There is a bus stop on the westbound direction just west of the project site near the Charles Avenue intersection.

MTC's Equity Priority Community Map (See Attachment 2) shows multiple Equity Priority Communities to the west of the I-80 corridor in the vicinity of the project, as well as the project location itself. As San Pablo Avenue is a four-lane regional arterial, and an alternate route to I-80, it will clearly serve Equity Priority Communities along the corridor, including parts of Richmond, San Pablo, Pinole, Hercules, and Rodeo.

With extensive peak hour congestion on I-80, and widely varying travel times during off-peak hours, this bridge provides a reliable transportation route that will overwhelmingly serve members of Equity Priority Communities traveling by car and public transportation, as well as opening up this section of San Pablo for pedestrians and bicyclists over this facility that did not include facilities for either mode. Without this project there is an increased risk of bridge failure, a long-term gap in transportation, and continued barrier to bicycles and pedestrians along the corridor.

San Pablo Avenue is very important to the region, as it serves as the only viable alternative to Interstate 80 in Contra Costa County. The San Pablo Avenue Bridge over the BNSF railroad is the only alternative route that also traverses this specific stretch of Interstate 80. It also serves as an integral component of the I-80 Mobility Corridor. The City of Pinole, with a population of approximately 20,000 people, and a road network of approximately 56 miles, does not have the resources to replace this regional asset. The City will need to rely on funding from the State and region.

Project Status

The City has evaluated multiple design alternatives and made several presentations to the public, as well as WCCTAC. An extensive Value Analysis, as well as input from the public and other stakeholders, helped to identify a design alternative and advance the design of that alternative to approximately 30% level. The City has coordinated extensively with the neighboring City of Hercules since the onset of the project to ensure that the proposed design satisfies the City and its residents. Comments from the City Hercules and the public will continue to be considered throughout the design and construction of the bridge.

The preferred alternative (See Attachment 3) utilizes the existing alignment, has the second lowest construction cost, least right of way impacts, least utility impacts, and highest overall value of the alternatives considered. The proposed bridge provides four traffic lanes and two Class II bike lanes in either direction, as well as an eight-foot multi-use raised path on the northwest side of the bridge to align with the existing sidewalk facilities.

The total project cost estimate is \$28,800,000. The project estimate breakdown is included below in Table 1.

Table 1: Project Cost Estimate

Bridge Item	Cost
Roadway (Bridge Approach)	\$4,484,000
Bridge Structure	\$19,884,000
Right of Way	\$260,000
Capital Cost Support	\$4,150,000
Total	\$28,800,000

The initial funding programmed by the HBP in 2015 was \$16,766,800, which was based on the cost estimate of the bridge at the time. The cost increase can be attributed to time delays as well as BNSF standards dictating additional horizontal and vertical clearance from the bridge structure, necessitating a more robust bridge design.

The City of Pinole applied for additional HBP funding to cover the additional costs. The City submitted the request to Caltrans Local Assistance in April of 2022. It is the opinion of the City that Caltrans will withhold approval of those funds until the Caltrans Type Selection Process has been completed.

The City has secured funding from Caltrans HBP, CCTA (Measure J: Transportation for Livable Communities), and WCCTAC Cycle 1 STMP. See Table 2 for a summary of funds secured and funds expended through 6/30/2023, as well as additional funding requested to date.

Table 2: Project Funding Sources

Funding Source	Allocation	Expended	Remaining	Additional Funding Requested (Pending Approval)
Caltrans HBP (PE)	\$790,573*	\$724,418	\$66,155*	\$1,865,327*
Caltrans HBP (R/W)	\$88,530*	\$0	\$88,530*	\$274,443*
Caltrans HBP (Construction)	\$13,964,545*	\$0	\$13,964,545*	\$8,983,936*
CCTA (Measure J)	\$387,000	\$270,515	\$116,485	
WCCTAC (2019 STMP Cycle 1)	\$1,600,000	\$93,090	\$1,506,910	
WCCTAC (2019 STMP Cycle 2)				\$855,000
TOTAL	\$16,830,648	\$1,088,023	\$15,742,625	\$11,978,706

*Denotes 88.53% of HBP Participating Cost

Project Readiness

The project is in the Preliminary Engineering and environmental phase and has been awaiting Type Selection review and approval from Caltrans. A Type Selection Report was submitted to Caltrans in October 2022, and the first iteration of comments were received in April of 2023. The City has been responsive to multiple iterations of Caltrans comments, and was successful in coordinating a Type Selection meeting with Caltrans on August 18, 2023. In that meeting there was general concurrence from Caltrans HBP staff on the preferred bridge alternative. The City is in the process of formalizing Type Selection Meeting minutes and working with Caltrans HBP staff to close out the Type Selection Process.

A project schedule is included below in Table 3. See Attachment 4 for the complete project schedule.

Table 3: Milestone Schedule

Phase	Date
NEPA CE Approval	December 2023

IS/MND Approval	February 2024
Right of Way Certification	January 2025
PS&E Approval	May 2025
Ready to List	July 2025
Begin Advertise, Award, Administer (AAA)	July 2025
Begin Construction	November 2025
End Construction	November 2027

Use of STMP Funds

The Caltrans Type Selection process has delayed this project significantly, through no fault of the City. This has hindered the City’s ability to advance the project in an aggressive manner. However, the City now anticipates completing the Type Selection Process in September of 2023, and moving forward with a highly aggressive schedule.

With an award of \$855,000 from Cycle 2 2019 STMP Update Funds, the total WCCTAC funding to \$2,455,000 for this project. The City is currently utilizing Cycle 1 2019 STMP Funds to cover the \$11.47% of the total project cost that is not funded by the HBP. That cost to date has been \$90,971, but the amount needed to cover 11.47% of the entire project is approximately \$3,304,000. As the Type Selection process is coming to a close, and an intensive project development effort ramps up, the City anticipates that the project will be ready to advertise for construction in July 2025. It will be critical to have the Cycle 2 2019 STMP funds secured prior to this point in order to advance and complete the project. These funds are not only valuable, but critical for the delivery of the project.

Thank you for your review of our application and support of enhancing transportation in Pinole. If we can provide any additional information, please contact me at mdhillon@ci.pinole.ca.us or (510) 724 – 9839.

Sincerely,

Misha Dhillon

Misha Dhillon
Capital Improvement and Environmental Program Manager

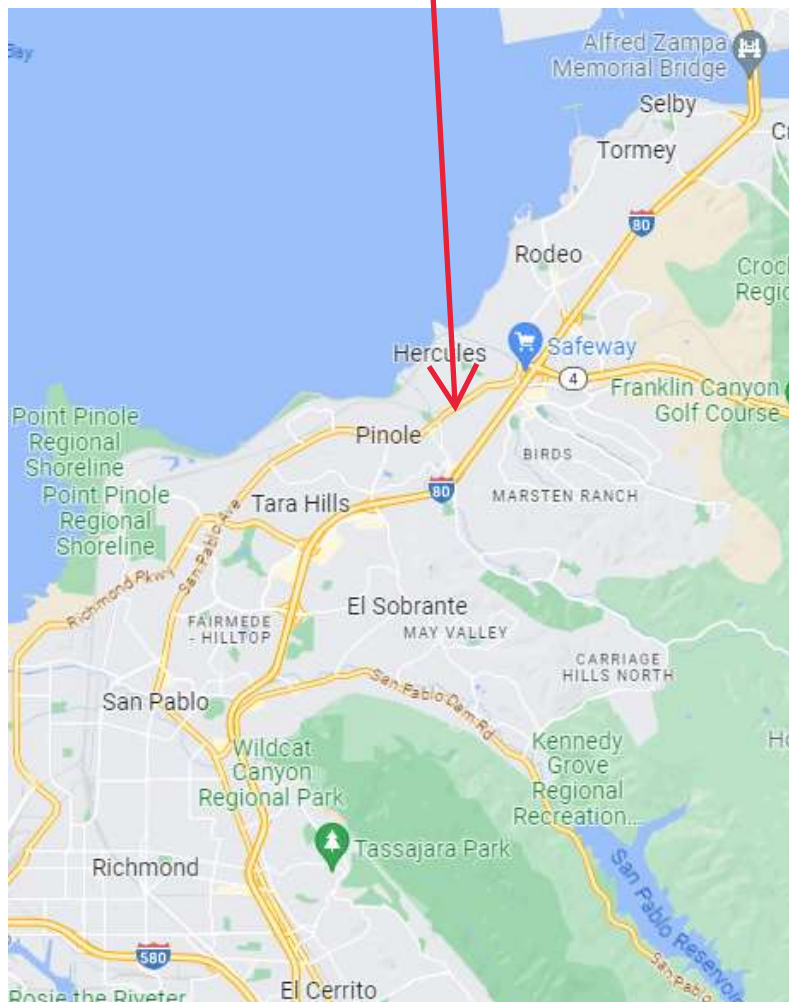
Attachments:

1. Vicinity Map
2. MTC Equity Priority Communities
3. Preferred Bridge Alternative
4. Project Schedule

ATTACHMENTS

ATTACHMENT 1 – VICINITY MAP

Attachment 1 – Vicinity Map



ATTACHMENT 2 – MTC EQUITY PRIORITY COMMUNITIES



EQUITY PRIORITY COMMUNITIES

AMERICAN COMMUNITY SURVEY 2014-2018

TRACTS WITHIN URBANIZED AREA

- Equity Priority Communities
- Census Designated Urbanized Area

The Equity Priority Communities (tract geography) dataset is based upon eight demographic variables:

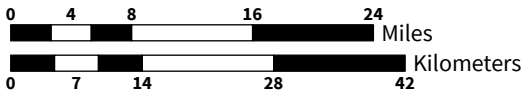
1. People of Color (70% threshold)
2. Low-Income (28% threshold)
3. Limited English Proficiency (12% threshold)
4. Seniors 75 Years and Over (8% threshold)
5. Zero-Vehicle Households (15% threshold)
6. Single Parent Families (18% threshold)
7. People with a Disability (12% threshold)
8. Rent-Burdened Households (14% threshold)

If a tract exceeds both threshold values for Low-Income and People of Color shares OR exceeds the threshold value for Low-Income AND also exceeds the threshold values for three or more variables (#3 to #8), it is an Equity Priority Community.

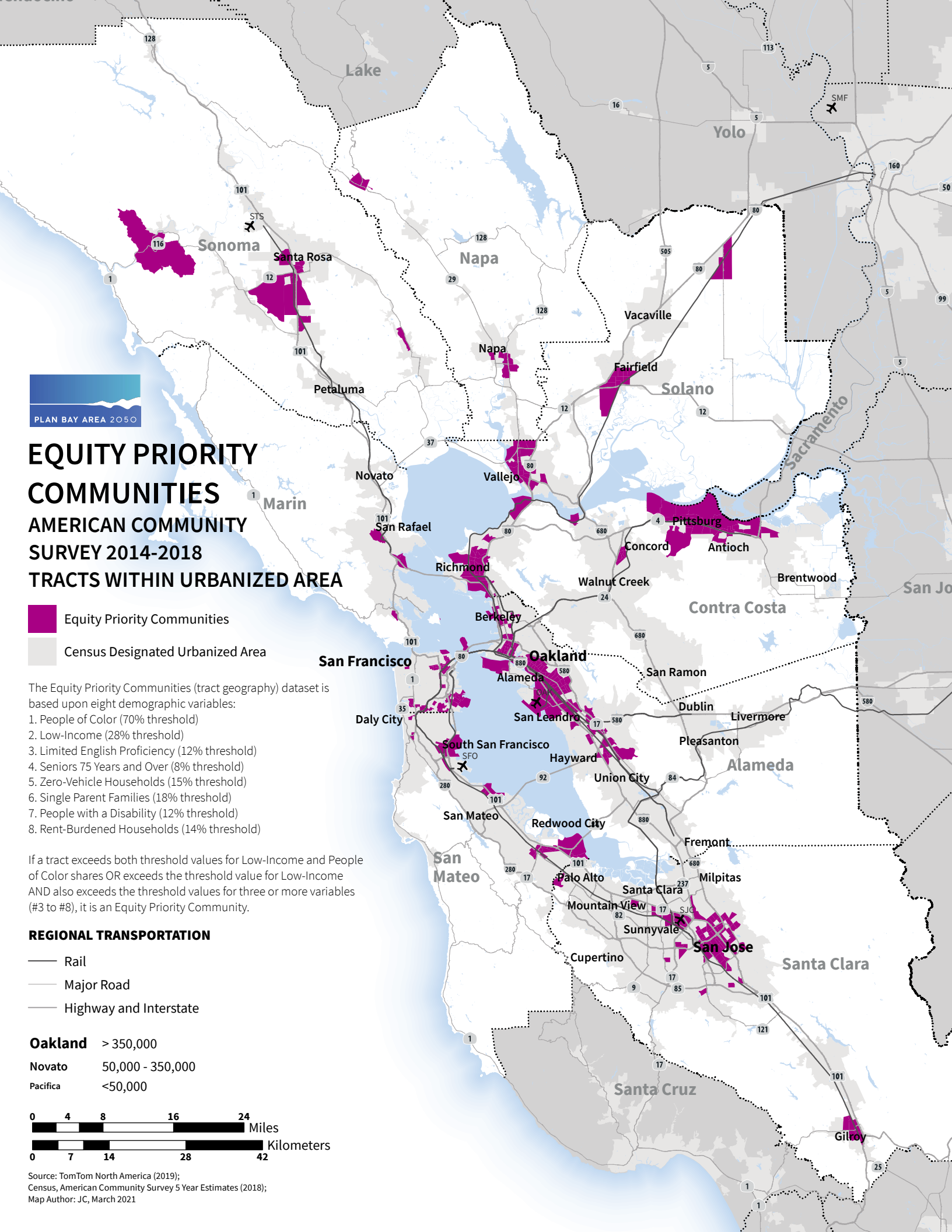
REGIONAL TRANSPORTATION

- Rail
- Major Road
- Highway and Interstate

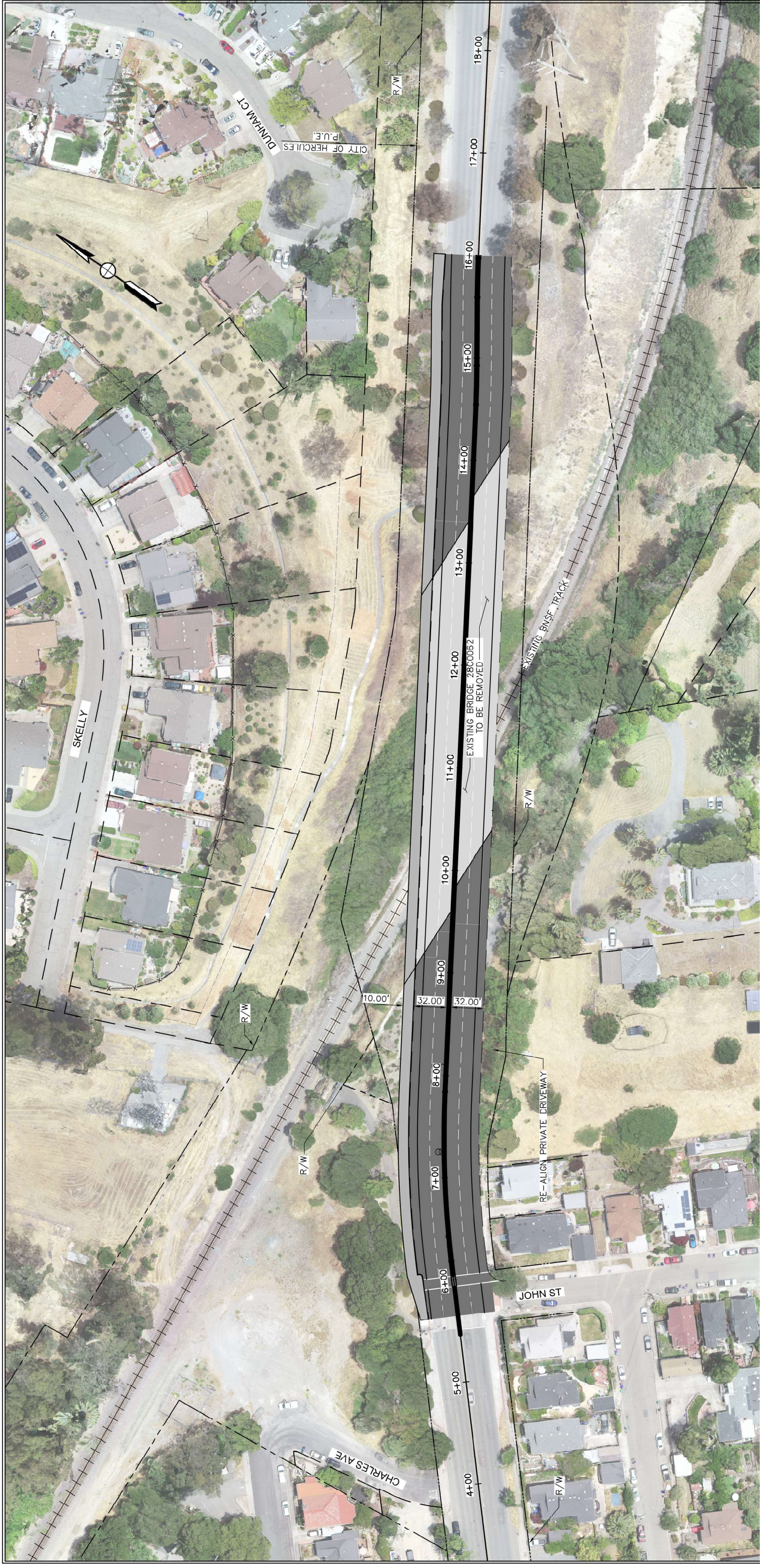
- Oakland** > 350,000
- Novato** 50,000 - 350,000
- Pacifica** <50,000



Source: TomTom North America (2019);
 Census, American Community Survey 5 Year Estimates (2018);
 Map Author: JC, March 2021




ATTACHMENT 3 – PREFERRED BRIDGE ALTERNATIVE



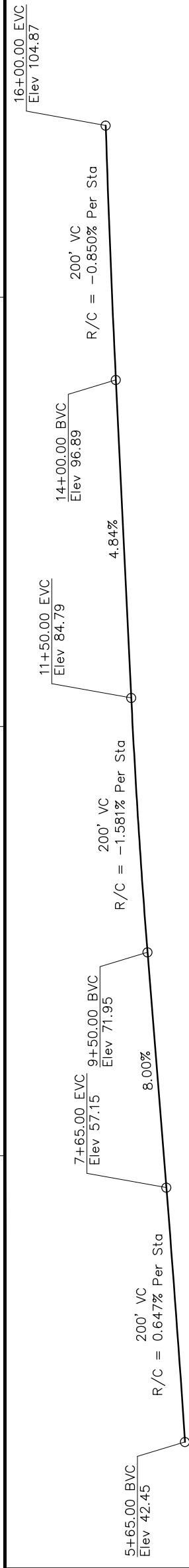
SAN PABLO AVENUE-ALTERNATIVE 1

SCALE: 1" = 40'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT
4	CC	CR	---

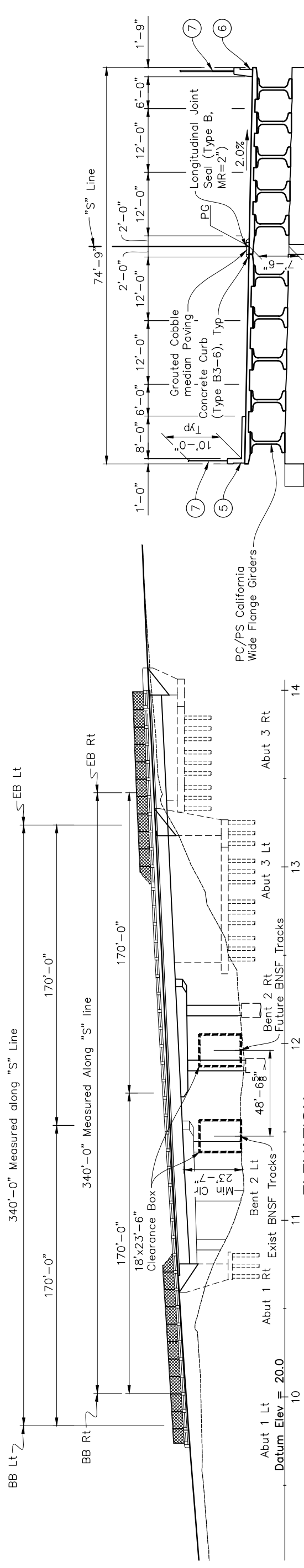


City of Pinole, Public Works Department
2131 Pear Street,
Pinole, CA 94564



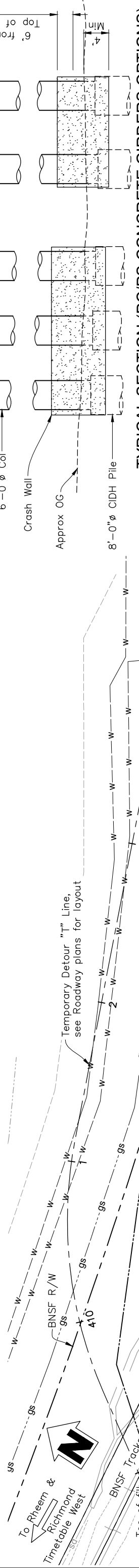
PROFILE GRADE

No Scale



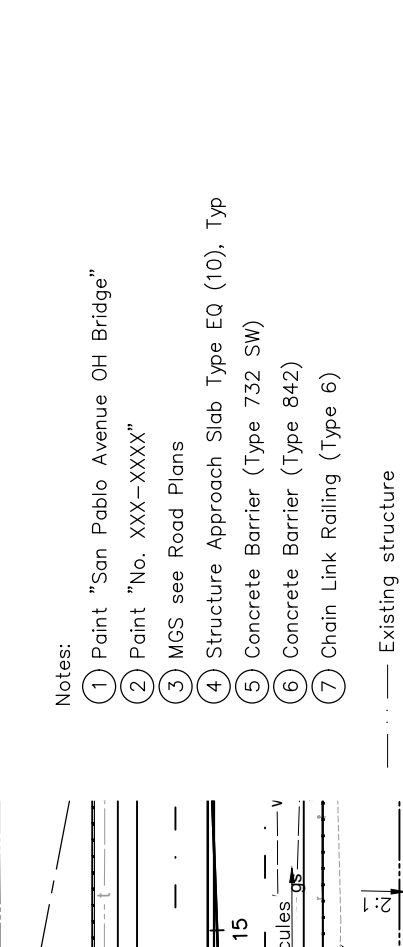
ELEVATION

1" = 30'



TYPICAL SECTION (PC/PS CONCRETE GIRDERS OPTIONS)

1" = 10'



Notes:

- 1 Paint "San Pablo Avenue OH Bridge"
 - 2 Paint "No. XXX-XXXX"
 - 3 MGS see Road Plans
 - 4 Structure Approach Slab Type EQ (10), Typ
 - 5 Concrete Barrier (Type 732 SW)
 - 6 Concrete Barrier (Type 842)
 - 7 Chain Link Railing (Type 6)
- Existing structure

ALTERNATIVE 1	
DESIGNED BY	M. Vaggione
DRAWN BY	D. Polglase
CHECKED BY	S. McCauley
APPROVED	
PROJECT ENGINEER	SCOTT MCCAULEY
ADVANCE PLANNING STUDY	
SAN PABLO AVE OH - BRIDGE (REPLACE)	
BRIDGE NO. XXX-XXXX	UNIT: UNIT
SCALE: AS SHOWN	PROJECT NUMBER: 20-2830

PLAN

1" = 30'

DESIGN OVERSIGHT
SIGN OFF DATE

ATTACHMENT 4 – PROJECT SCHEDULE

ID	Text1	Task Name	Duration	Start	Finish	% Complete	2020	2021	2022	2023	2024	2025	2026	2027
1	TASK	CITY OF PINOLE- SAN PABLO AVENUE BRIDGE REPLACEMENT PROJECT	1015 days	Mon 4/6/20	Fri 2/23/24 34%		H1	H2	H1	H2	H1	H2	H1	H2
2		City of Pinole- Approval of Professional Services Contract	1 day	Mon 4/6/20	Mon 4/6/20 0%									
3		Contract Notice to Proceed	1 day	Tue 4/7/20	Tue 4/7/20 100%									
4	1	PROJECT MANAGEMENT AND COORDINATION	960 days	Wed 4/8/20	Tue 12/12/23 39%									
5	1.1	Project Management	48 mons	Wed 4/8/20	Tue 12/12/23 35%									
6	1.2	Project Meetings	48 mons	Wed 4/8/20	Tue 12/12/23 30%									
7		Kickoff Meeting	1 day	Wed 6/10/20	Wed 6/10/20 100%									
8	1.3	Temporary Rights of Entry for Preliminary Engineering Activities	45 wks	Thu 6/11/20	Wed 4/21/21 90%									
9	2	PRELIMINARY ENGINEERING	968 days	Wed 4/8/20	Fri 12/22/23 48%									
10	2.1	Basis of Design	2 wks	Thu 6/11/20	Wed 6/24/20 100%									
11	2.2	Preliminary Roadway Plans	12 wks	Thu 5/20/21	Wed 8/11/21 100%									
12		Pinole City Council Alternative 1 Approval	1 day	Tue 3/1/22	Tue 3/1/22 100%									
13	2.3	APS and Type Selection Report	34 wks	Wed 3/2/22	Tue 10/25/22 15%									
14		Caltrans Review of Type Selection Report	42 wks	Wed 10/26/22	Tue 8/15/23 100%									
15		Caltrans Type Selection Review Meeting	1 day	Fri 8/18/23	Fri 8/18/23 100%									
16		Respond to Caltrans Type Selection Review Comments	2 wks	Mon 8/21/23	Fri 9/1/23 0%									
17		Caltrans Approval of Final Type Selection Report	2 wks	Mon 9/4/23	Fri 9/15/23 0%									
18	2.4	Railroad Coordination	968 days	Wed 4/8/20	Fri 12/22/23 22%									
22	2.5	Traffic Analysis	278 days	Mon 7/13/20	Wed 8/4/21 88%									
30	2.6	Geotechnical Investigations	169 days	Thu 6/25/20	Tue 2/16/21 100%									
35	2.7	Initial Site Assessment	776 days	Thu 10/22/20	Thu 10/12/23 96%									
39	2.8	Landscape Architecture	40 days	Thu 8/12/21	Wed 10/6/21 0%									
42	2.9	Project Report	4 wks	Wed 5/11/22	Tue 1/15/22 25%									
43	3	SURVEY AND BASE MAPPING	902 days	Thu 9/10/20	Fri 2/23/24 43%									
44	3.1	Control	1 wk	Thu 9/10/20	Tue 4/13/21 100%									
45	3.2	Boundary Survey	1 wk	Thu 9/17/20	Mon 4/19/21 100%									
46	3.3	Topographic Survey	4 wks	Thu 4/22/21	Wed 5/19/21 100%									
47	3.4	Plats and Legals (6)	4 wks	Mon 1/29/24	Fri 2/23/24 0%									
48	3.5	Record of Survey	4 wks	Mon 1/29/24	Fri 2/23/24 0%									
49	4	ENVIRONMENTAL STUDIES/PERMITTING	967 days	Thu 6/11/20	Fri 2/23/24 13%									
50	4.1	Project Management	259 days	Thu 6/11/20	Tue 6/8/21 10%									
51	4.2	Environmental Studies and Documentation	827 days	Thu 12/24/20	Fri 2/23/24 14%									
114	5	PUBLIC MEETINGS	41 days	Wed 12/8/21	Wed 2/2/22 2%									
117	6	UTILITY COORDINATION	744 days	Thu 12/24/20	Tue 10/31/23 30%									
121														
122		Right of Way	14 mons	Mon 1/1/24	Fri 1/24/25 0%									
123		Final PS&E	18 mons	Mon 1/1/24	Fri 5/16/25 0%									
124		Ready to List	2 mons	Mon 5/19/25	Fri 7/11/25 0%									
125		Advertise Award Administer (AAA)	4 mons	Mon 7/14/25	Fri 10/31/25 0%									
126		Construction	24 mons	Mon 11/3/25	Fri 9/3/27 0%									

Project: San Pablo Avenue Bridge Rep
Date: Fri 8/25/23

Task: [Task Icon] Task
Split: [Split Icon] Split
Milestone: [Milestone Icon] Milestone
Summary: [Summary Icon] Summary
Project Summary: [Project Summary Icon] Project Summary

External Tasks: [External Task Icon] External Tasks
External Milestone: [External Milestone Icon] External Milestone
Inactive Task: [Inactive Task Icon] Inactive Task
Inactive Milestone: [Inactive Milestone Icon] Inactive Milestone

Inactive Summary: [Inactive Summary Icon] Inactive Summary
Manual Task: [Manual Task Icon] Manual Task
Duration-only: [Duration-only Icon] Duration-only
Manual Summary Rollup: [Manual Summary Rollup Icon] Manual Summary Rollup
Manual Summary: [Manual Summary Icon] Manual Summary

Start-only: [Start-only Icon] Start-only
Finish-only: [Finish-only Icon] Finish-only
Critical: [Critical Icon] Critical
Critical Split: [Critical Split Icon] Critical Split
Progress: [Progress Icon] Progress

Deadline: [Deadline Icon] Deadline



Ken Cheng, PE
Senior Civil Engineer
Public Works Department
City of Richmond
E-mail: ken_cheng@ci.richmond.ca.us

August 29, 2023

John Nemeth
Executive Director
West Contra Costa Transportation Advisory Committee
E-mail: jnemeth@wcctac.org

RE: Letter of Interest - Cycle 2 Call for Projects for 2019 STMP Update Funds (STMP Cycle 2 Submission)

Dear Mr. Nemeth:

The City of Richmond (City) is responding to the West Contra Costa Transportation Advisory Committee (WCCTAC) Cycle 2 Call for Projects for 2019 STMP Update Funds, dated May 12, 2023. The City hereby requests additional funding from WCCTAC for the **"I-80/Central Avenue Interchange Improvements (Phase 2) Project"** (Project), listed in the project eligibility list as project 18 under Freeway and Interchange Improvements as included in the 2019 STMP Update Project List.

As the City's designated project manager for the Project, I am providing the following information as required in the Call for Projects in support of our additional funding request:

1. The amount of STMP funds being requested.

Maximum request permissible - **\$1.5 Million** (Approximately \$0.2 Million for utility engineering & coordination support and \$1.3 Million for construction)

2. Clear identification of which of the STMP project categories the request falls under.

The Project is currently listed under "Freeway and Interchange Improvements." Phase 2 implementation by the City focuses primarily on "Local Street and Intersection Improvements".

The project aims to improve overall traffic operations at the Interstate 80 (I-80)/ Central Avenue interchange and along Central Avenue between Rydin Road and San Pablo Avenue. The project will be completed in two phases.

The first phase, which is now completed, redirected left turns from Westbound (WB) Central Avenue onto WB I-80 to the adjacent I-580 eastbound on-ramp at Rydin Road during weekend peak hours; and installed traffic signals at the I-580 ramps.

The second phase will increase the spacing between the signalized intersections east of I-80 by connecting Pierce Street and San Mateo Street, convert Pierce Street access at Central Avenue to



“right-in, right-out,” and relocate the traffic signal at Pierce Street/Central Avenue to the San Mateo Street/Central Avenue intersection.

3. The location of the project shown on a map.

See Attachment 1 “Project Vicinity Map”.

4. A brief but clear description of what the STMP funds would be used for.

The STMP funds are requested for support of the Project by providing needed funds for the engineering design, coordination, and construction of required utility undergrounding work for various joint utility poles and services lines for PG&E (electric) and telecommunications providers along San Mateo Street and Pierce Street. See Attachment 2 “Utility Coordination Exhibit” for anticipated undergrounding work. The utility relocation is essential to clear the project right-of-way.

5. A summary project schedule showing estimated month and year of PSE, start of construction, end of construction, and opening to the public. Clearly note which phase of project development the STMP funds would be used for.

PSE: Ongoing to June 2025

RW: Ongoing to June 2025 (current phase, proposed use of STMP funds)

Start of construction: July 2025

End of construction: July 2027

Opening to the public: July 2027

6. The total estimated cost of the project and/or the cost of the current project phase for which funds are sought.

The total estimated cost of the Project is **\$14.07 Million**. The current phase is RW and is estimated at **\$6.0 Million**.

7. The project’s current readiness to use the funds. Provide a best estimate of the month and year when the funds would be spent.

It is estimated that the funds could be used immediately starting **October 2023** for the procurement of utility engineering design and coordination support services (\$0.2 Million request).

With sufficient design funds and the cooperation of local utility companies, utility undergrounding construction could commence within approximately 12 months, or **October 2024** as part of the RW Phase (\$1.3 Million request).

8. The amount and source of other committed funding for the phase for which STMP funding is sought. Please note if the STMP funds would be used to help leverage other funds.

RW Phase: STIP (Federal & State) - **\$4.5 Million** (RW appraisal, acquisition, and relocation activities).

STMP funds would be used to leverage \$4.5 million in secured STIP funds.

9. A description of the value that the STMP funds would provide in either advancing or completing the project.

As the primary party for the joint utility poles in conflict with the Project the City has been coordinating with PG&E's Rule 20A Program since early 2019 to help discuss and coordinate possible solutions to the planned utility conflicts. As part of the CPUC Rule 20 Undergrounding Program, PG&E's Rule 20A program is 100% utility funded and would have covered all anticipated costs related to the undergrounding work. The City has been in continued coordination with PG&E's Rule 20A Program over the years, most recently culminating in the City Council adopting an undergrounding district for the Project in July 2022, submitting a signed Rule 20A Agreements Package in October 2022, and the Project being added to PG&E Rule 20A project queue in November 2022. A planned joint utility site walk scheduled by PG&E in April 2023 was cancelled by PG&E.

The City held a meeting with the PG&E Rule 20A Program in June 2023 where PG&E verbally withdrew all support of the Project's utility undergrounding needs. Despite additional follow-up meetings since then, the City has not been able to restart the planned Rule 20A project with PG&E.

Due to the sudden and un-anticipated complete loss of funding for required utility undergrounding work, the STMP funds would be instrumental in completing the Project as the City has currently no budgeted funds to complete the utility undergrounding component required to complete the RW Phase.

10. Documentation to show that the project is located within, or will serve, a disadvantaged community using MTC's Equity Priority Community designation.

The project resides primarily within the City of Richmond, but also includes portions of the City of El Cerrito. The project site is highlighted in yellow below and includes MTC designated Equity Priority Communities (purple areas) per the Plan Bay Area 2050 Equity Priority Community website.



11. An explanation of whether, and how, the project improves the alternative mode networks (e.g., pedestrian, bicycle, or transit)



The main goal of the Project is to improve traffic operations and reduce traffic delays, and in its implementation also benefits alternative mode networks. The project is relocating two AC Transit bus stops including enhancement of the bus stops by providing ADA compliant bus stop widths, whereas current the bus stops are too narrow to deploy accessible loading ramps. The current joint utility poles proposed for utility undergrounding are in several instances in direct conflict with the sidewalk pedestrian path of travel. The proposed work includes the widening of non-standard, narrow sidewalks thus improving pedestrian mobility and includes the upgrade of ADA compliant curb ramps. Lastly, the existing site has no designated bicycle routes or bike lanes. The project would add new Bicycle Shared Lane Markings (Sharrows) along Pierce Street and San Mateo Street as well as a segment of Class 2 Bike Lane near the San Mateo at Central Avenue intersection providing new connectivity for bicycle users.

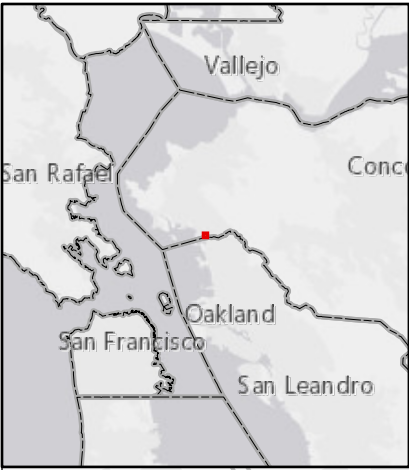
The City greatly appreciates WCCTAC's consideration of our additional funding request for the Project.

Sincerely,

Ken Cheng
Senior Civil Engineer
City of Richmond

Attachments: Attachment 1 – "Project Vicinity Map", Attachment 2 – "Utility Coordination Exhibit"

ATTACHMENT 1



Document Path: P:\Active Projects\Richmond City - A568\568.59.55 - Central Ave at I-80 Construction and Environmental Documents\GIS\AGP\sdavenport\central_sdavenport.aprx

Legend

— Project Area



Central Avenue at I-80 Local Road Improvement Project Project Vicinity Map

Attachment C
Reference No.: 2.2c (4)
March 22-23, 2023

Figure
1

SOURCE
ESRI Human Geography Map

JOB NUMBER
568.59.55

DRAWN
cvaz/sdavenport

DATE
1/27/2022

REVISED
3/2/2023

APPROVED
gervin



NO.	DATE	DESCRIPTION

PROJECT NO:	568,59,55
DESIGNED BY:	JB
DRAWN BY:	KW, BV
CHECKED BY:	DATE: -- --
DATE:	05/13/2022

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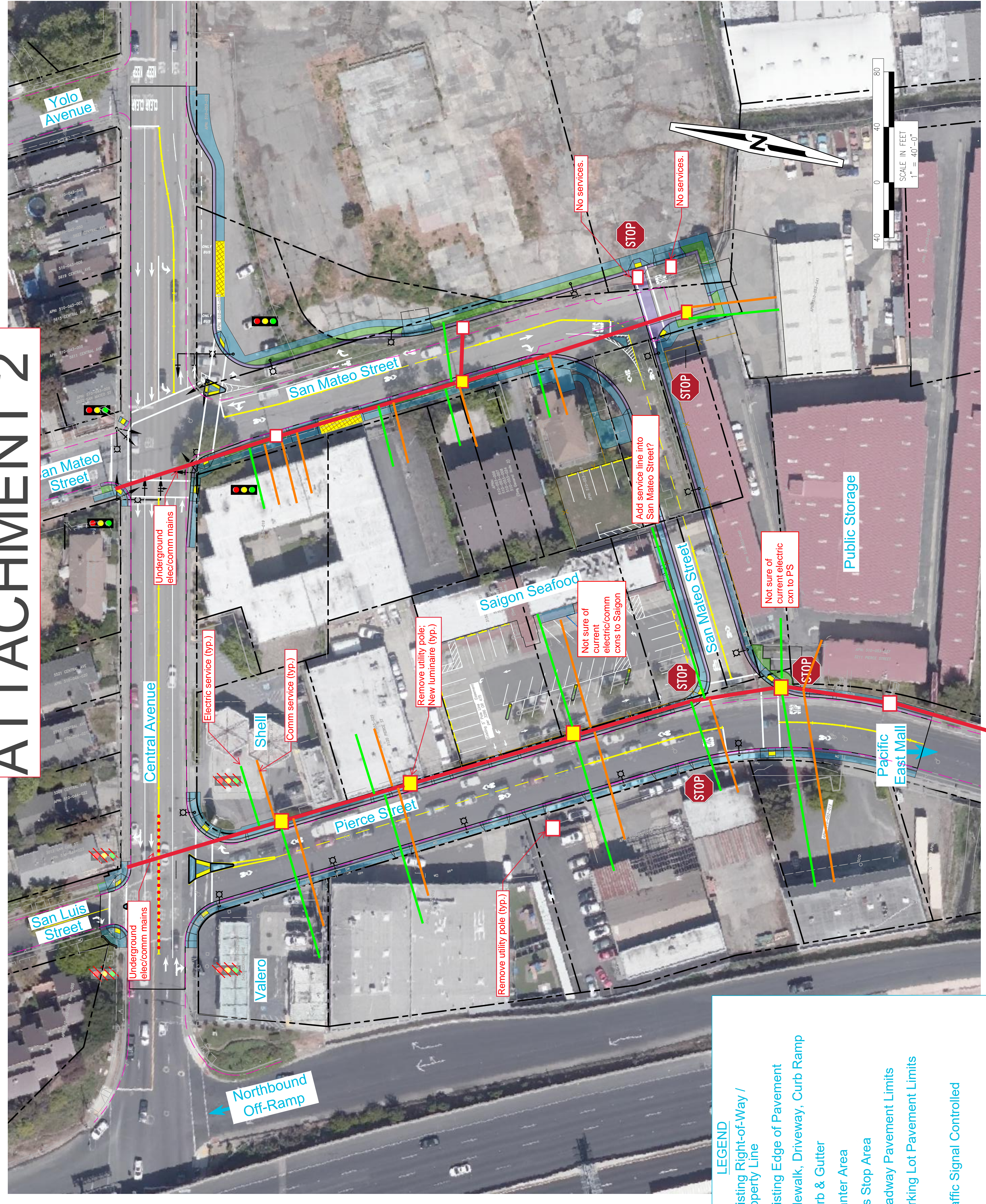
SHEET TITLE

**UTILITY COORDINATION
 EXHIBIT**

DRAWING
A

SHEET 1 OF 1

ATTACHMENT 2



LEGEND

- Existing Right-of-Way / Property Line
- Existing Edge of Pavement
- Sidewalk, Driveway, Curb Ramp
- Curb & Gutter
- Planter Area
- Bus Stop Area
- Roadway Pavement Limits
- Parking Lot Pavement Limits
- Traffic Signal Controlled
- Remove Traffic Signal

DISCLAIMER
 PARCEL PROPERTIES AND ROW ACQUISITION ARE APPROXIMATE AND FOR PLANNING PURPOSES ONLY

To post just south of tributary by parking lot. Option to underground to here or one more pole south.

Public Storage

SCALE IN FEET
 1" = 40'-0"

File: C:\Users\WML1\OneDrive\Work\Projects\2022\Central Avenue at I-80 Local Road Improvement Project\Utility Coordination\Utility Coordination Exhibit\Utility Coordination Exhibit.dwg | Plot: 05/13/2022 9:09am | DWG: 2415 (LMS: TMS)

August 31, 2023

RE: STMP Cycle 2 Application for the San Pablo Ave

In partnership with the cities of El Cerrito and Richmond, WCCTAC is submitting this application for \$325,000 in funding from the Subregional Transportation Mitigation Program (STMP) for the San Pablo Avenue Bus Only Lane Concept Plan. The project will review bus-only lane concepts described in the San Pablo Avenue Multimodal Corridor Study – Phase 2, with the aim of refining a bus-only lane project for San Pablo Avenue in West Contra Costa County. The plan will include extensive public outreach, particularly to the business community along San Pablo Avenue. It builds upon work completed in Phases 1 and 2 of the San Pablo Avenue Multi-modal Corridor Study.

Background

WCCTAC and the Contra Costa Transportation Authority (CCTA) funded and worked on Phase 1 and Phase 2 San Pablo Avenue Corridor Study for several years, in partnership with the Alameda County Transportation Commission (ACTC).

Phase 1 of the study planned for the future of the San Pablo Avenue Corridor and included an initial public engagement process, an assessment of existing conditions, identification of potential improvements, and an evaluation of options.

Phase 2 in West Contra Costa further evaluated conditions and options in West County and developed a package of pedestrian safety improvements including: new and/or improved bicycle and pedestrian crossings, bus stop relocation and consolidation, bus bulbs, bulb-outs into side streets, removal of free right turns, and accessibility enhancements.

Phase 2 also included a bus-only lane demonstration concept but concluded without a consensus around the details. The WCCTAC Board encouraged staff to continue working with local partners to define a bus only lane demonstration project that could work for the bus operator, the local jurisdiction, and the community.

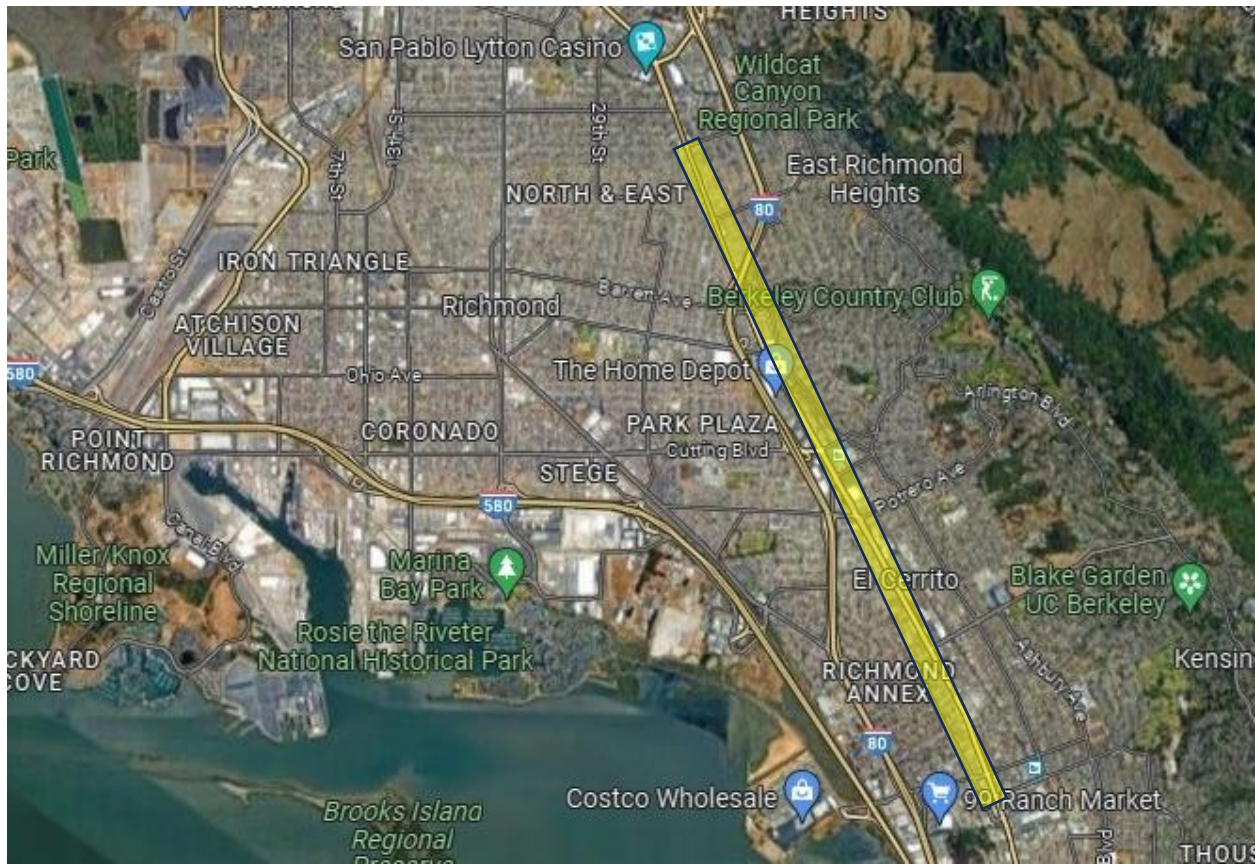
Following further discussion among staff from WCCTAC, CCTA, AC Transit, and the cities of El Cerrito and Richmond, the group further refined a next step. Participating agencies need additional information, feedback, and consensus-building before advancing a project. For this next phase, all parties recognize the need for more outreach to both residents and businesses.

Project

This project will aim to develop a concept plan. Its tasks will include:

- Establishing a multi-agency consensus about a defined bus-only lane project.
- Refining options for a bus only lane segment, which may include considerations of different segments and segment lengths, center and side running scenarios, other potential features, operational considerations, and regulatory or inter-agency issues related to future implementation and operation.
- Expanded outreach with an emphasis on gathering feedback from businesses along the corridor and from neighbors in the vicinity. Feedback could also be gathered from city councils, neighborhood groups, interested stakeholders, and the public at large. Outreach could include public education including expert speakers or panelists, or tours of Bay Area BRT and rapid transit facilities.
- Updating and producing more detailed cost estimates to prepare for next steps in project development and implementation. Additionally, the next steps and more detailed information about the implementation process will be needed.

Location



The project area is San Pablo Avenue within the jurisdictions of El Cerrito and Richmond.

Schedule & Project Readiness

If this project is funded by the WCCTAC Board, WCCTAC staff would refine the scope of work with its project partners and release an RFP for consultant services within the next few months. Funds would likely be spent beginning in early 2024 and continuing through early 2025.

Budget

The budget for this project is \$250,000. This project is not leveraging additional funding. In the absence of STMP funding, however, there is no identified funding source for moving this effort forward.

Equity

The project area is partly (slightly above 50%) in an Equity Priority area.