



TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

DATE & TIME: Thursday, May 12, 2016 • 9:00 AM – 11:00 AM
LOCATION: WCCTAC Offices • 6333 Potrero Ave. at San Pablo Avenue, El Cerrito, CA 94530
TRANSIT OPTIONS: Accessible by AC Transit #72, #72R, #72M & El Cerrito del Norte BART Station

1. CALL TO ORDER and SELF-INTRODUCTIONS

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

2. PUBLIC COMMENT

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

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

3. CONSENT CALENDAR

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

A. Minutes & Sign in Sheet from April 14, 2016

Recommendation: Approve as presented.

Attachment: Yes

4. REGULAR AGENDA ITEMS

A. Appointment of Technical Coordinating Committee (TCC) representative

Description: The TAC must appoint a representative to the CCTA Technical Coordinating Committee to replace the departing Chad Smalley. Yvette Ortiz serves as the other TCC representative

Recommendation: Appoint a TCC representative

Attachment: No

Presenter/Lead Staff: John Nemeth

Estimated Time:* 9:15 AM, (5 minutes)

El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

B. West County High Capacity Transit Study

Description: The TAC previously provided its input on the technical evaluation of alternatives which will go before the Board. WCCTAC Staff and the study's consulting team have used this guidance in developing a draft presentation for the Board's May meeting which they will share at the TAC meeting. Additionally, it includes a summary of the study's latest round of public outreach.

Recommendation: Review draft presentation and consider providing a recommendation to the Board regarding the preliminary alternatives to advance to the next stage of analysis.

Attachment: Yes: Table summarizing opportunities and constraints for study's eight preliminary alternatives

Presenter/Lead Staff: Leah Greenblat and Tam Tran, WSP/Parsons Brinckerhoff

Estimated Time:* 9:20 AM, (60 minutes)

C. Review of Draft WCCTAC Work Program for FY 2016-2017

Description: As part of the annual budget process, the TAC reviews the Draft WCCTAC Work Program for the upcoming fiscal year.

Recommendation: Review and comment on the Draft Work Program

Attachment: Draft WCCTAC Work Program for FY 2016-2017

Presenter/Lead Staff: John Nemeth

Estimated Time:* 10:20 AM, (25 minutes)

2. STANDING ITEMS

A. Updates or Announcements from the TAC and Staff

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTAC's TAC & WCCTAC Staff

Estimated Time:* 10:45 AM, (5 minutes)

B. Technical Coordinating Committee (TCC) Report

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTAC's TCC Representatives & WCCTAC Staff

Estimated Time:* 10:50 AM, (5 minutes)

C. Future Agenda Items

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTAC's TAC & WCCTAC Staff

Estimated Time:* 10:55 AM, (5 minutes)

3. ADJOURNMENT

Description / Recommendation: Adjourn to the next regularly scheduled meeting of the TAC on Thursday, June 9, 2016. The next regular meeting of the WCCTAC Board is Friday, May 27, 2016.

Estimated Time:* 11:00 AM

- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC TAC meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.210.5930 prior to the meeting.
- If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.
- Handouts provided at the meeting are available upon request and may also be viewed at WCCTAC's office.
- Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
- A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.

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WCCTAC TAC Meeting Minutes

El Cerrito

MEETING DATE: April 14, 2016

Hercules

MEMBERS PRESENT: Barbara Hawkins, Chris Gioia, Robert Sarmiento, Nathan Landau, Chad Smalley, Yvetteh Ortiz, Nikki Foletta, Julia Schnell, Rob Thompson, Coire Reilly, Mike Roberts, Coire Reilly, Winston Rhodes

Pinole

GUESTS: Sean Dougan (East Bay Regional Park District), Deidre Heitman (BART), Peter Engel (CCTA), Matt Kelly (CCTA), Dave Campbell (Bike East Bay)

Richmond

STAFF PRESENT: John Nemeth, Joanna Pallock, Leah Greenblat, Danelle Carey, Jessica Downing

San Pablo

ACTIONS LISTED BY: Joanna Pallock

Contra Costa
County

AC Transit

BART

WestCAT



ITEM/DISCUSSION	ACTION/SUMMARY
1. Minutes	Adopted action minutes.
2. Transportation Expenditure Plan (TEP)	<p>Staff reviewed CCTA's Version 2.2 of the Draft TEP. There was a lengthy discussion regarding the Category #1 definition (Local Streets Maintenance and Improvements) versus the Category #2 definition (Major Streets and Complete Streets). Some city representatives voiced concern about a shift of funds away from the flexible return-to-source (local streets) category. The TAC asked staff to clarify this issue for the Board at the April meeting.</p> <p>The TAC also reached consensus on a couple of recommended changes to pass along to the WCCTAC Board. First, it agreed that the Pedestrian, Bicycle and Trail Facilities (PBTF) category should be able to fund project development activities. Secondly, it suggested that the High Capacity Transit category should not be limited to projects included in the current study.</p>

3. STMP Follow-up	<p>Staff provided an update on the recent Board action to make STMP funds available to certain projects. Staff discussed the next steps for the project sponsors.</p> <p>Information Only.</p>
4. Overview of Scope for a Paratransit Study	<p>Staff presented a general overview of the proposed paratransit study. The TAC asked staff to bring back a more detailed scope and RFP to the next TAC meeting.</p>
5. Bike to Work Day	<p>Staff provided a reminder and information about the upcoming Bike to Work Day.</p> <p>Information Only</p>
6. High-Capacity Transit Study Update on Workshops	<p>Staff discussed the two workshops that occurred on the Tuesday and Wednesday before the TAC meeting. A third workshop is scheduled for the evening after the TAC meeting. Turnout was fairly low but comments were relevant and helpful. There was also good media coverage.</p> <p>Information only.</p>

WCCTAC Technical Advisory Committee Meeting:


770NAME	INITIALS	AGENCY	EMAIL	PHONE
Ray Akkawi		ACTC	rakkawi@alamedactc.org	510.208.7424
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Alternative	Opportunities	Challenges	Estimated Timeline ¹
BUS ALTERNATIVES			
<p>Alternative 1: Express Bus Service on I-80</p> 	<ul style="list-style-type: none"> • Current express bus service shows strong demand. • Potential untapped markets in the East Bay and increasing demand for San Francisco. • Direct service, without transfers, to major employment centers. • Takes advantage of HOV/HOT lanes along I-80. • High potential for intercepting through trips. • Least environmental impacts. • High potential for reduction in transportation energy use and greenhouse gas emissions. • Relatively low cost to implement. 	<ul style="list-style-type: none"> • Cost-effectiveness of structured versus surface parking facilities. • Limited points of access. • Capital costs associated with priority bus access to and from park-and-ride facilities and freeway. • Ensuring fast operation of express buses on congested freeways (if no HOV/HOT lanes). • Limited intermodal connectivity due to limited number of stops. 	<ul style="list-style-type: none"> • 1-3 years to add service to existing routes. • 3 years for operations to new East Bay destinations. • 10 years for full suite of proposed improvements: <ul style="list-style-type: none"> ○ 5-7 years for surface park-and-ride ○ 8-10 years for parking structure and interchange/ramp improvements
<p>Alternative 2: BRT on San Pablo/Macdonald Avenues</p> 	<ul style="list-style-type: none"> • Improves bus reliability for existing strong transit market on highly congested San Pablo Avenue. • Relatively low cost implementation. • BRT improvements tailored to meet local character and demand including a variety of possible improvements such as queue jumping, signal priority, improved loading, etc. 	<ul style="list-style-type: none"> • Constrained corridor width limits opportunities for exclusive lanes (e.g., lane reduction in downtown Richmond). • Bus-only lane would allow for the most effective concept but reduces auto and truck capacity. • Full BRT may require removal of curbside parking at stations and signalized intersections. 	<ul style="list-style-type: none"> • 5-15 years, depending on extent of bus-only lane improvements.



¹ Projects requiring Environmental Impact Statements/Environmental Impact Reports and federal funding will require longer timelines.

Alternative	Opportunities	Challenges	Estimated Timeline ¹
	<ul style="list-style-type: none"> • Optional bus-only lanes could reduce traffic conflicts between buses and autos. • Good service to West County transit markets and to potential markets in the East Bay. • Potential for coordinated improvements with Alameda County • High connectivity to regional travel centers. • High accessibility (pedestrian) to low-income populations and underserved travel markets. • High accessibility (pedestrian) to population and employment and to West County PDAs. • AC Transit has already identified this corridor, north to Richmond Parkway Transit Center, as a high priority BRT corridor. • BRT has been successfully implemented around the country, e.g., Eugene, Oregon; Cleveland, Ohio; and Los Angeles resulting in improved transit reliability and ridership. 	<ul style="list-style-type: none"> • Bike lanes along much of corridor may conflict with bus operations. • As corridor is served by both AC Transit and WestCAT, funding and delivery of service along the full length of the corridor would need to be negotiated between the two agencies. • Limited experience with benefits and impacts of BRT in the Bay Area. 	

Alternative	Opportunities	Challenges	Estimated Timeline ¹
<p>Alternative 3: BRT on 23rd Street</p> 	<ul style="list-style-type: none"> • Improves bus reliability for existing strong transit market on highly congested San Pablo Avenue and 23rd Street. • Relatively low cost to implement. • BRT improvements tailored to meet local character and demand including a variety of possible improvements such as queue jumping, signal priority, improved loading, etc. • Bus-only lanes reduce traffic conflicts between buses & autos. • Good service to West County transit markets. • High accessibility (pedestrian) to underserved travel markets. • High accessibility (pedestrian) to population and employment and to West County PDAs. • Opportunity to provide robust transit service to future ferry service in Richmond. • BRT has been successfully implemented around the country, e.g., Eugene, Oregon; Cleveland, Ohio; & L.A. resulting in improved transit reliability and ridership. 	<ul style="list-style-type: none"> • Constrained corridor width limits opportunities for exclusive lanes (e.g., lane reduction in downtown Richmond). • Bus-only lane would allow for the most effective concept but reduces auto and truck capacity. • May require removal of curbside parking at stations and signalized intersections. • As corridor is served by both AC Transit and WestCAT, funding and delivery of service would need to be negotiated between the two agencies. • Limited experience with benefits and impacts of BRT in the Bay Area. 	<ul style="list-style-type: none"> • 5-15 years, depending on extent of bus-only lane improvements.

Alternative	Opportunities	Challenges	Estimated Timeline ¹
COMMUTER RAIL ALTERNATIVES			
<p>Alternative 4: Commuter Rail on UPRR Corridor</p> 	<ul style="list-style-type: none"> • Use of existing rail right-of-way potentially more cost-effective. • Use of subsidized commuter fares for West County residents may have the potential for short-term congestion relief. • Quality connections to other transit operators. • High potential for intercepting through trips from the north. • Programming and funding for the addition of the Hercules Intermodal Station already underway. 	<ul style="list-style-type: none"> • Accommodating both increasing freight and passenger rail demand on a constrained corridor. • Service expansion and improvements in UP ROW would require renegotiated operating agreement with UPRR. • New service within only Contra Costa would be of limited value. • Sea level rise could require further ROW improvements (Martinez Subdivision main tracks follow shoreline). • Curves along shoreline limit travel speeds. • Adding third main track along existing corridor would require: <ul style="list-style-type: none"> ○ Addressing environmental issues such as wetland mitigation ○ ROW widening in Emeryville/Oakland • Long-term service improvements in this railroad corridor may require grade-separated tracks at Jack London Square for freight and pedestrians (not costed). 	<ul style="list-style-type: none"> • 3-20 years, depending on extent of improvements. <ul style="list-style-type: none"> ○ 1-3 years for fare subsidies for West County commuters ○ 5-8 years for providing access to Capital Corridor service in Hercules ○ 10 years for acquiring rolling stock, simple stations, new passing sidings, and crossovers for operations within Contra Costa County. ○ 15-20 years for infrastructure improvements to Jack London Square as corridor requires new track and other improvements.

Alternative	Opportunities	Challenges	Estimated Timeline ¹
<p>Alternative 5: Commuter Rail on UPRR-BNSF Corridor</p> 	<ul style="list-style-type: none"> • Potential for long-term investment. • Fewer curves to limit speed of operations. • Alignment being considered by Capitol Corridor JPA in long-term planning. 	<ul style="list-style-type: none"> • Accommodating both increasing freight and passenger rail demand on a constrained corridor. • Additional service and improvements in UP and BNSF ROWs would require renegotiated operating agreement with UPRR and a new agreement with BNSF. • Would require contractual agreement between UPRR and BNSF. • Adding third main track would require ROW widening in Emeryville/Oakland. • Long-term service improvements in this railroad corridor may require grade-separated tracks at Jack London Square for freight and pedestrians (not costed). 	<ul style="list-style-type: none"> • 3-20 years, depending on extent of improvements. <ul style="list-style-type: none"> ○ 10-15 years for planning, engineering, acquire rolling stock, simple stations, passing sidings, and crossovers for operations to Richmond BART only. ○ 15-20 years to Jack London Square as alignment requires new track.

Alternative	Opportunities	Challenges	Estimated Timeline ¹
BART ALTERNATIVES			
<p>Alternative 6: BART Extension from Richmond Station to Hercules</p> 	<ul style="list-style-type: none"> • BART has the greatest potential for regional connections. • Highest potential for capturing new riders and delivering them quickly to key destinations. • Highest travel time reliability. • High quality of transit connections. • High potential for intercepting trips and providing congestion relief. • High potential for reduction in transportation energy use and greenhouse gas emissions. • BART enjoys a high level of public support. 	<ul style="list-style-type: none"> • Steep grades within I-80 corridor require combination of structures and tunnels. • Constrained capacity for BART to absorb additional ridership, particularly in transbay corridor and downtown and West Oakland. • Potential for takings or potential impacts to existing land uses in Richmond and San Pablo. • Expansion of Richmond maintenance facility may be required. • Very high cost to implement. 	<ul style="list-style-type: none"> • 20-25 years
<p>Alternative 7: BART Extension from El Cerrito del Norte Station to Hercules – Conventional BART technology (7A) or DMU technology (7B)</p> 	<ul style="list-style-type: none"> • BART has the greatest potential for regional connections. • Highest potential for capturing new riders and delivering them quickly to key destinations. • Highest travel time reliability. • High quality of transit connections. • High potential for intercepting trips and providing congestion relief (7A). • High potential for reduction in transportation energy use and greenhouse gas emissions. 	<ul style="list-style-type: none"> • Steep grades within I-80 corridor require combination of structures and tunnels. • Unstable soils (landslide rubble) identified at I-80 near San Pablo Dam Road. • Constrained capacity for BART to absorb additional ridership, particularly in heavily constrained transbay corridor and for trains serving downtown and West Oakland. 	<ul style="list-style-type: none"> • 20-25 years

Alternative	Opportunities	Challenges	Estimated Timeline ¹
	<ul style="list-style-type: none"> • BART enjoys a high level of public support. 	<ul style="list-style-type: none"> • Very high cost to implement. • Expansion of Richmond maintenance facility may be required. • Alternative 7A would require a wye that would result in splitting service north of El Cerrito del Norte and would result in a lower level of service for both lines. • Potential reduction in service to Richmond BART station may require a Civil Rights Act Title 6 analysis. • DMU service would require transfers and timing coordination (7B only). • DMU service would require lead tracks to and new service area at the Richmond maintenance facility due to different track gauge (7B only). • DMU service would not offer major capital costs savings given the need for aerial structures and tunnels (7B only). 	

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WCCTAC FISCAL YEAR 2017 PROPOSED WORK PROGRAM

WCCTAC's activities may be grouped into the following five major areas: Planning and Programming (General Operations), Transportation Demand Management (TDM), Sub-regional Transportation Mitigation Fee Program (STMP), Other Reimbursable Projects, and Office Administration.

Planning and Programming (General Operations)

This program area relates to WCCTAC's function as the Regional Transportation Planning Committee (RTPC) for West Contra Costa County under Measure J. It also includes transportation planning efforts resulting from the agency's Joint Powers Agency function. Staff work in this program area is mainly funded with annual member agency contributions and, to a lesser extent, Measure J dollars.

1. Program and administer West County's Measure J project and programs, including but not limited to:
 - a. Low Income Student Bus Pass Program (Measure J 21b)
 - b. Pedestrian, Bicycle and Trail Facilities (Measure J 13b, 26b)
 - c. Transportation for Seniors and People with Disabilities (Measure J 15b, 20b)
 - d. Sub-regional needs (Measure J 28b)
 - e. Transportation for Livable Communities (Measure J 12b)

2. Participate in regional, countywide, sub-regional, and local planning efforts as appropriate. Some efforts include but are not limited to:
 - a. I-80 Smart Corridor (Integrated Corridor Mobility) project implementation, follow-up, and ongoing special TAC meetings.
 - b. Coordination of local senior and disabled transportation, including a potential mobility management study.
 - c. Transit studies such as the AC Transit Major Corridors Study and CCTA Express Bus Study.
 - d. Complete Streets efforts, such as Rumrill Blvd. and Rodeo to Crockett.
 - e. Bay Trail and other bike path/trail planning and development.
 - f. I-80 Interchange planning and implementation for San Pablo Dam Rd, Central Ave. etc.
 - g. Managed Lanes Improvement Program (MLIP) on I-80, including express lanes.
 - h. Berkeley Global Campus at Richmond Bay (transportation planning issues).
 - i. Safe Routes to School Program and Contra Costa County's Accountable Healthy Communities (AHC) Initiative.
 - j. Hercules Regional Intermodal Transit Center planning and implementation
 - k. Richmond and Hercules ferry planning, implementation and funding identification
 - l. Adapting to rising tides (as related to transportation facilities in Contra Costa)
 - m. General Plan Updates and local specific plans

3. Monitor grant opportunities, inform members about grant opportunities, prepare or assist with grant applications, and facilitate prioritization of West County candidate projects for grants. Some examples of grant opportunities in the upcoming fiscal year include: Active Transportation Program (ATP) grants, OBAG/PDA grants, Measure J's Pedestrian-Bike-Trail Facilities (PBTF) grants, and the State Transportation Improvement Program (STIP).
4. WCCTAC will continue to work with CCTA and member agencies to provide any necessary and appropriate input into the Transportation Expenditure Plan (TEP) development. At the conclusion of the process, WCCTAC will assess the implications of a deferred, failed, or successful ballot measure.
5. WCCTAC will work with CCTA and its consultants to complete Actions Plans, including potential revisions that reflect a shift from the use of level-of-service metrics to vehicles miles travelled. WCCTAC will also monitor Action Plan compliance by reviewing any local General Plans or General Plan Amendments. Lastly, WCCTAC will work to advance goals, objectives and actions within the Action Plan.
6. As part of its routine operations, WCCTAC staff will manage or participate in Board and Committee meetings, including the: WCCTAC Board, WCCTAC TAC, I-80 Smart Corridor TAC, CCTA Board, CCTA Countywide Bicycle and Pedestrian Advisory Committee (CBPAC), CCTA Administration and Projects Committee (APC), CCTA Paratransit Coordinating Committee (PCC), CCTA Technical Coordinating Committee (TCC), CCTA OBAG Subcommittee, and potentially the Caltrans District 4 Pedestrian Advisory Committee.

Transportation Demand Management (TDM).

This program promotes transportation alternatives to the single occupant vehicle by encouraging walking, bicycling, transit, carpooling, and vanpooling, and is coordinated with the larger countywide 511 Contra Costa Program. This program is funded on a reimbursement basis by Measure J, Congestion Management and Air Quality (CMAQ) funds, and grants from the Air District. In the upcoming fiscal year, the TDM program will:

1. Manage the Countywide Guaranteed Ride Home Program.
2. Manage the Commute Incentives Program, which includes: employer outreach and programs, transit incentives, funding for bike racks and lockers, funding for EV charging stations, the "Pass 2 Class" student transit ticket program, and a Guaranteed Ride Home pilot program for Contra Costa College students.
3. Coordinate with the Regional 511 Rideshare and 511 Contra Costa.
4. Coordinate and support the Real-time Rideshare Pilot Program.
5. Support Local Agency Climate Action Plans.
6. Participate in the development of a Countywide TDM Strategic Plan.

Sub-regional Transportation Mitigation Fee Program (STMP).

WCCTAC acts as the trustee for the developer impact fees collected by the West County cities and the unincorporated areas of the County. These funds are to be used for work on eleven pre-identified, regionally-benefitting capital projects. In the upcoming fiscal year, WCCTAC will:

1. Standardize, streamline, and improve fee collection procedures and documentation.
2. Initiate and manage a new Nexus Study and Strategic Plan.
3. Administer funds, oversee contractual agreements, and disburse funds to projects.
4. Issue periodic calls for projects based on fund balance and Board direction.
5. Respond to inquiries from local agencies.

Other Reimbursable Projects

As a JPA, WCCTAC is able to apply for and receive various grants that advance the transportation goals of West Contra Costa. WCCTAC can also serve as a lead for certain studies or projects using other agency contributions.

In the upcoming fiscal year, WCCTAC will continue to manage and complete the West County High Capacity Transit Study and will advance the final recommendations from the study that are adopted by WCCTAC.

Office Administration.

WCCTAC's administration is funded through member dues, a portion of TDM funds, as well as other sources. In the upcoming fiscal year the priorities in this category include, but are not limited to:

1. Completing Annual Work Program, Budget and Audit.
2. Developing and implementing internal organization planning tools.
3. Reviewing and updating the WCCTAC Personnel Policies Manual.
4. Considering alternative financial services options.
5. Providing staff development and training opportunities.
6. Maintaining and expanding content on the WCCTAC website.