



TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

DATE & TIME: Thursday, March 11, 2020 • 9:00 AM – 11:00 AM

REMOTE ACCESS: <https://us02web.zoom.us/j/7321058840?pwd=c1dMVjJyd1-BoYk0yYWVlZWVlWHZ4Zz09>

MEETING ID#: 732 105 8840

PASSWORD (if requested): WCCTAC2020

Remote Participation Only

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

Pursuant to the Governor’s Executive Order N-29-20, TAC members: Yvetteh Ortiz, Mike Roberts, Tamara Miller, Denee Evans, Alan Panganiban, Rob Thompson, Nathan Landau, Jamar Stamps, and Celestine Do may be attending this meeting via teleconference, as may WCCTAC Alternate TAC Members. Any votes conducted during the teleconferencing session will be conducted by roll call.

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

Phone Participation

Dial one of the following numbers, enter the participant PIN followed by # to confirm:

+1 669 900 6833

Meeting ID: 732 105 8840

Password: 066620

Public Comment

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

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

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

El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

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

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

1. **CALL TO ORDER and MEMBER ROLL CALL**

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 from February 11, 2021**

Recommendation: Approve as presented.

Attachment: Yes.

4. **REGULAR AGENDA ITEMS**

A. **Upcoming 2021 STMP Call for Projects**

Description: The 2019 STMP Update became effective July 1, 2019 and has not yet involved a Call for Projects. Given a likely Call for Projects this Spring, WCCTAC staff seeks to review the process, schedule, and criteria with the TAC prior to asking the WCCTAC Board to issue a formal call.

Recommendation: Provide direction to staff on upcoming 2021 STMP Call for Projects.

Attachment: Yes

Presenter/Lead Staff: Leah Greenblat, WCCTAC Staff

Estimated Time: 9:15 AM, (45 minutes)*

B. **Annual STMP Fee Adjustment**

Description: The 2019 STMP Update allows for WCCTAC to annually adjust its STMP fees in accordance with the Engineering News-Record Construction Cost Index for the San Francisco Bay Area for the 12-month period ending with the February index. The rate should be available shortly before the meeting and staff will provide an update. Once available, staff will calculate the adjustment and notify the Board and member jurisdictions.

* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time.

Recommendation: Information only.

Attachment: No

Presenter/Lead Staff: Leah Greenblat, WCCTAC Staff.

Estimated Time:* **10:00 AM**, (10 minutes)

C. Program for Arterial System Synchronization (PASS) Call for Projects

Description: The Metropolitan Transportation Commission (MTC) invites Bay Area public agencies to submit applications for consideration in the Program for Arterial System Synchronization (PASS) FY 2021/22 Cycle. Up to \$2.7 million in federal funds are currently available to fund projects that improve arterial operations through the coordination of traffic signals and related services.

Recommendation: Information only.

Attachment: No

Presenter/Lead Staff: Leah Greenblat, WCCTAC Staff.

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

5. STANDING ITEMS

A. Technical Coordinating Committee (TCC) Report

Description: TCC representatives will report on the last TCC meeting.

Recommendation: None.

Attachment: No

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

Estimated Time:* **10:20 am** (5 minutes)

B. Staff and TAC Member Announcements

Description: TAC members or WCCTAC staff can make general comments or announcements

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTAC Staff and TAC Members

Estimated Time:* **10:25 am** (5 minutes)

6. ADJOURNMENT

Description / Recommendation: Adjourn to the next regularly scheduled meeting of the TAC on Thursday, March 11, 2021. (The next regular meeting of the WCCTAC Board is Friday, February 26, 2021.)

Estimated Time:* **10:30 am**

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- 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.

* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time.

- 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 WCC-TAC'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.

El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

WCCTAC TAC Meeting Action Minutes

MEETING DATE: February 11, 2021

MEMBERS PRESENT: Jamar Stamps, Contra Costa County; Allan Panganiban, San Pablo; Mike Roberts, Hercules; Celestine Do, BART; Tamara Miller, Pinole; Yvetteh Ortiz, El Cerrito; Denee Evans, Richmond; Nathan Landau, AC Transit.

GUESTS: Bill Pinkham, CBPAC West County Representative; Adam Dankberg and Gina Nguyen, Kimley-Horn; Ryan Lau, AC Transit, Mike Moran, City of Lafayette; Robert Reber, City of Hercules; Sarah Kolarik, City of San Pablo

STAFF PRESENT: John Nemeth, Coire Reilly, Joanna Pallock, Leah Greenblat

ACTIONS LISTED BY: WCCTAC Staff

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Call to Order	The meeting was called to order at 9:04 a.m.
2.	Public Comment	Statewide ATP funding recommendations were released. Caltrans Central Ave. ped-bike project was not included.
3.	Consent Calendar: a. Action Minutes from January 14, 2021– Approve as presented.	Stamps moved, Ortiz seconded. The motion to approve the Consent Calendar was approved unanimously.
Regular Agenda Items		
4A.	Proposed Amendment to Lamorinda Action Plan	Mike Moran presented background on a proposed development project that triggered a requested amendment to the Lamorinda Action Plan.

		Miller moved, Roberts seconded, and the TAC unanimously agreed to have WCCTAC's Executive Director send a letter to the Lamorinda Program Management Committee indicating that the TAC found the proposed revision reasonable and it would have negligible effect on West County and its own Action Plan.
4B.	San Pablo Ave. Multimodal Corridor Study – Phase 2	Leah Greenblat and Adam Dankberg provided background on the project and explained that Phase 2 had begun. They sought confirmation from the TAC on the locations of key segments to study. The TAC confirmed via consensus the segments outlined in the scope of work.
4C.	Update on Potential Richmond Parkway Corridor Study	Leah Greenblat thanked the TAC members and WCCTAC staff for helping develop the grant application and noted that it was being submitted. The application sought approximately \$700K. Results are expected in Spring 2021.
4D.	I-80 Design Alternatives Assessment (DAA) Kickoff Update	John Nemeth provided background and explained that MTC was beginning the study and that the first TAC meeting was scheduled for March 10.
5A.	TCC Update	Yvetteh Ortiz recounted that the CCTA's Scope of Work for the Congestion Management Program update was discussed.
5B.	Staff and TAC Member Announcements	Tamara Miller sought traffic counters to borrow and Coire Reilly directed her to the Safe Routes to School program for possible loaners.
6.	Adjournment	The meeting adjourned at 10:45 AM.

TO: WCCTAC Board

MEETING DATE: March 11, 2021

FR: Leah Greenblat, Transportation Planning Manager

RE: Upcoming 2021 STMP Call for Projects

REQUESTED ACTION

Provide direction to WCCTAC staff on upcoming 2021 STMP Call for Projects.

BACKGROUND AND DISCUSSION

WCCTAC staff anticipates holding a 2021 STMP Call for Projects this spring. On July 1, 2019, the 2019 STMP Update went into effect. It implemented a higher fee schedule and a process for annually adjusting STMP fees. WCCTAC held its last 2006 STMP Call for Projects in 2018, prior to the initiation of the new program, to award all funds collected from the 2006 STMP Program. Of the projects awarded STMP funding during the 2018 Call for Projects, there remains outstanding STMP funds committed to the following projects:

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

Accounting for all FY 20-21 Q2 funds expected to be received, the total STMP fund balance will be approximately \$7,170,500. At this time, WCCTAC staff is recommending a 2021 Call for Projects of \$3.75 million. This would leave remaining funds to cover the outstanding committed projects of \$3.15 million; WCCTAC's administrative fees for FY21 and FY22; along with a possible STMP appeal for \$87,410 and still leave a balance of \$84,908.

Screening Criteria

When developing the 2019 STMP Update, the TAC discussed ways of increasing accountability by STMP collecting agencies for the timely submittal of STMP reporting forms and remittance of collected fees. Two methods were identified: 1) WCCTAC staff would log receipt and periodically update the TAC and Board; and 2) It could affect STMP fund eligibility.

Since the start of the updated STMP Program, staff has alerted staff but has not raised the matter at the Board level; however, two jurisdictions are not currently up to date with the submittal of forms and checks.

The TAC previously discussed the possibility that all reporting forms and fees should be remitted as a condition for applying for STMP funds. WCCTAC staff is now proposing this as an eligibility screen of applications. Consequently, WCCTAC would require that all member agencies be caught up on forms and fees to be eligible to apply for STMP funds.

Scoring Criteria

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

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

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

Regarding Project Readiness, for the last Call for Projects, those projects that were already completed received a higher ranking than applications for projects set to go out to bid. Based on input from the TAC, WCCTAC staff now recommends that no additional readiness points be awarded to projects beyond the point of going out to bid.

The TAC may wish to recommend the use of other criteria. Some r previously discussed ideas include: the timing of expenditure of funds (i.e., how soon can funds be spent with sooner being better); the degree to which STMP funds would leverage other funds; the availability of other funding sources for given projects; the size of the funding request; the urgency of the project; and the degree of benefit to the sub-region.

Application Process and Submittals

Agencies eligible to apply for STMP funds include any project sponsor with a project on the current list of 20 approved projects (See Attachment A for 2019 STMP Update Project List). The primary eligible agencies are WCCTAC members and the East Bay Regional Park District (EBRPD).

As with the previous cycle, WCCTAC seeks to have a straightforward submittal process that minimizes staff time in preparing the application. Additionally, in keeping with past practice and acknowledging that STMP is not a “return-to-source” type funding source, there has been substantial interest in distributing the funds to multiple projects.

WCCTAC staff is recommending that each project sponsor submit no more than two applications and that the amount of funds sought by any single project sponsor be no more than half of the total available funds. So, if \$3.75 million were the size of the upcoming call, then no sponsoring agency could seek more than a total of \$1.875 million in STMP funds.

Interested parties would be asked to submit a brief letter of interest and any attachments in one pdf file to WCCTAC c/o Leah Greenblat. The letter should include the following information (*n.b. ~~strikeout~~ and underline are used below to show suggested changes from 2018 Call for Projects particularly if the information is to be used as a criterion.*):

- Clear identification of which of the 20 STMP project categories the proposal falls under.
- ~~Past STMP funding received, including the timing, amount and project category.~~
- The total cost of the project and/or the cost of the current project phase.
- The amount of STMP funds being requested.
- The location of the project as shown on a map.
- A description of what the STMP funds would be used for.
- A summary project schedule showing estimated month and year of PSE, start of construction, end of construction, and opening to the public.
- Identification of Information about the project’s current project readiness status, i.e., how quickly can the STMP funds be used.
- The amount of other committed funding sources and by whom.

Following the submittal of STMP applications, WCCTAC staff will review and rank the projects according to the agreed upon criteria. The TAC will have the opportunity to review the application submittals provided in its TAC agenda packet. At the TAC meeting, staff will review the rankings and facilitate a discussion to develop a consensus ranking to recommend to the WCCTAC Board.

Tentative Schedule for 2021 STMP Call for Projects

WCCTAC staff has outlined a proposed schedule but is seeking the TAC’s feedback.

Draft Schedule	
Task	Date
Check-in with TAC and Review of Submittal Requirements and Criteria.	March 11
Board Officially Releases Call for Projects	March 26
Potential Project Discussion w/ TAC, and/or Further Discussion of Criteria	April 8
STMP Funding Proposals Due	April 26
WCCTAC Staff Screening of Proposals	April 26-May 6
WCCTAC TAC Reviews Proposals in TAC Packet	May 6-13
WCCTAC TAC Meeting: Develop recommendation for Board	May 13
WCCTAC Board Acts on STMP funding recommendations	May 28
Tentative -Post Award Next Steps	
Draft Funding Agreement Prepared	June 14
Draft Agreement Reviewed by Agency Staff	June 15-June 30
WCCTAC Council & Agency Attorney Resolve Outstanding Issues	July 1-9
WCCTAC adopts Funding Agreements	July 23
Agency adopts Funding Agreement	
Agency begins project implementation	
Agency submits invoice and documentation to WCCTAC for STMP funds	
Final Agency invoice submitted for payment	No later than 3 years after funding agreement effective date, unless extended.

ATTACHMENTS:

- A. 2019 STMP Update List of Projects

WEST COUNTY STMP PROJECTS

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

WEST COUNTY STMP PROJECTS

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

WEST COUNTY STMP PROJECTS

ID	Project	Project Description	Total Project Cost Estimate	Other Identified Funding	Eligible STMP Funding Allocation ¹	\$ Based on 75% of Max. Eligible STMP	Sponsor(s)
13	23rd Street Transit Corridor Improvements	23rd Street BRT from Richmond Ferry Terminal and UC Berkeley Richmond Field Station to Richmond BART/Capitol Corridor station, then continuing to Contra Costa College, with possible extension along San Pablo Avenue to Hilltop Mall and Hercules. Improvements to pedestrian facilities that enhance access to BRT stations are also assumed as part of this project. a.) El Cerrito Plaza Station Modernization and Capacity Enhancements: Improve access, expand capacity, enhance placemaking, and address state-of-good repair issues at the 45-year old El Cerrito Plaza BART station. Include an improved kiss n' ride area, landscaping, new stairs and elevators to the platform, new station restrooms, and improved bus intermodal area with raised crosswalks. b.) El Cerrito Plaza BART Pedestrian & Bike Safety and Access Improvements: Enhancements on streets between BART Station and Carlson Blvd, including improved pedestrian lighting, widened sidewalks, improved crosswalks, signal timing adjustments, wayfinding and signage, and upgraded bicycle facilities. c.) Richmond BART Pedestrian & Bike Safety and Access Improvements: Enhancements on streets surrounding BART Station to improve station access and safety, including pedestrian lighting, widened sidewalks, improved crosswalks, signal timing adjustments, wayfinding and signage, and upgraded bicycle facilities. d.) Richmond Crossover Project: Additional Crossover to allow quicker turnbacks, to utilize fleet more effectively, reduce conflicts in yard, and allow increased service frequency. Planning, engineering, environmental studies, and construction of the public transportation-related improvements related to Transit Oriented Development (TOD) in the area around the El Cerrito Del Norte BART station. Funding will provide improvements including, but not limited to: new parking facilities; bicycle, pedestrian, and bus transit access improvements; signage; lighting; improvements to station access or station waiting areas; ADA improvements; improvements to adjacent streets, street crossings, or signals; and/or Ohlone Greenway improvements.	\$121,800,000		\$23,142,000	\$17,356,000	WCCTAC
14	West County BART Station Access, Parking & Capacity Improvements		\$49,442,000		\$9,395,000	\$7,046,250	BART
15	Del Norte Area TOD Public Infrastructure Improvements		\$1,260,000		\$239,000	\$179,250	BART, El Cerrito
			\$3,465,000		\$658,000	\$493,500	BART, Richmond
			\$34,759,000		\$6,604,000	\$4,953,000	BART
			\$37,761,000	\$7,100,000	\$7,175,000	\$5,381,000	El Cerrito
			\$618,090,000	\$8,100,000	\$117,439,000		
Local Street and Intersection Improvements							
16	San Pablo Avenue Intersection Realignment at 23rd Street and Road 20	Realignment of skewed 5-legged intersection as part of a bridge removal project that will enhance pedestrian, bicycle and future BRT access. The project will also include street re-configuration, re-striping and possibly signal modification at this intersection.	\$15,120,000	\$9,500,000	\$1,814,000	\$1,360,000	San Pablo
			\$15,120,000	\$9,500,000	\$1,814,000		

WEST COUNTY STMP PROJECTS

ID	Project	Project Description	Total Project Cost Estimate	Other Identified Funding	Eligible STMP Funding Allocation ¹	\$ Based on 75% of Max. Eligible STMP	Sponsor(s)
Freeway and Interchange Improvements							
17	I-80/San Pablo Dam Road Interchange Improvements (Phase 2)	<p>Reconstruct the existing I-80/San Pablo Dam Road interchange (including modifications to the El Portal Drive and McBryde Avenue ramps) and provide improved pedestrian and bicycle facilities.</p> <p>The project will be completed in two phases. The first phase (under construction) will relocate the El Portal Drive on-ramp to WB I-80 to the north, extend the auxiliary lane along WB I-80 between San Pablo Dam Road off-ramp and El Portal Drive on-ramp, and reconstruct the Riverside Avenue pedestrian overcrossing.</p> <p>The second phase includes the construction of a new connector road on the west side of I-80 to connect SPDR to McBryde Avenue with a new bridge over Wildcat Creek, reconstructing the on- and off-ramps to SPDR, replacing the existing SPDR overcrossing with a 6-lane structure, and realigning Amador Street. Phase 2 is included in this STMP update.</p> <p>Improve traffic operations and multimodal access at the I-80/Central Avenue interchange and along Central Avenue between Rydin Road and San Pablo Avenue. The project will be completed in two phases.</p> <p>The first phase will redirect left turns from WB Central Avenue onto WB I-80 to the adjacent I-580 EB on-ramp at Rydin Road during weekend peak hours; and will install traffic signals at the I-580 ramps. Construction of first phase will be completed in 2018.</p> <p>The second phase will increase the spacing between the signalized intersections east of I-80 by connecting Pierce Street and San Mateo Street, converting Pierce Street access at Central Avenue to "right-in, right-out," and relocating the traffic signal at Pierce Street/Central Avenue to the San Mateo Street/Central Avenue intersection. The second phase is included in this STMP update.</p>	\$84,788,000	\$9,200,000	\$16,110,000.00	\$12,082,000.00	San Pablo, CCTA
18	I-80/Central Avenue Interchange Improvements (Phase 2)	<p>The project may include the following improvements:</p> <ul style="list-style-type: none"> -Improve merge onto the I-80 mainline from the EB Pinole Valley Road on-ramp to address vehicles accelerating uphill after stopping at ramp meter. -Widen Pinole Valley Road ramp-terminal intersections at I-80 to provide a dedicated right turn lane to the EB and WB I-80 on-ramps. -Pinole Valley Road/I-80 intersection crossing enhancements. 	\$15,225,000	\$13,873,000	\$2,588,000	\$1,941,000	El Cerrito, Richmond, CCTA
19	I-80/Pinole Valley Road Interchange Improvements		\$10,959,000		\$1,534,000	\$1,150,000	Pinole, CCTA
			\$110,972,000	\$23,073,000	\$20,232,000		
Administrative Projects							
20	Future Nexus Study Updates	Two comprehensive nexus studies and fee updates, over the 22-year planning horizon of the 2019 STMP Fee.	\$500,000		\$500,000	\$375,000	WCCTAC
			\$855,002,000	\$40,673,000	\$161,781,000		

Notes:

- Column summarizes the portion of the capital costs that would be allocated to the STMP.
- Complete Streets projects typically involve improvements to transit, pedestrian and bicycling infrastructure with the goal of increased usage of those modes, thus reducing vehicle volumes on Routes of Regional Significance.
- Timing of BART extension implementation may extend beyond 2040; however, the STMP could fund early planning and design tasks.