



TECHNICAL ADVISORY COMMITTEE MEETING NOTICE AND AGENDA

DATE & TIME: Thursday, September 12, 2013, 9:00 – 10:30 a.m.

LOCATION: City of San Pablo, Council Chambers
13831 San Pablo Avenue (at Church Lane)

San Pablo, California (*Accessible by AC Transit #72 and #72R*)

1. Call to Order and Self-Introductions

2. Public Comment. 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.*

3. Minutes & Sign-In Sheet from June 11, 2013 Meeting and August 21 Special Meeting. (*Attachments – APPROVE*)

INFORMATION – no items

4. SB 1339 (Commuter Benefits Program) Update. MTC and the BAAQMD are developing rules for the new program. To that end, they will be holding a series of public workshops to get feedback from employers and the public in general. Attached are some communications regarding the direction this program is going and examples of the early outreach materials. (*WCCTAC Staff; Attachments; Action: receive update*).

DISCUSSION

5. Action Plan Update. Work continues on the Action Plan update following the TAC Special meeting of August 21st. This meeting will focus on an update of the MTSO Forecasts; Revised MTSO language for Routes of Regional Significance; Updated examples of Person-Delay calculations; and Action Items for major routes. (*Julie Morgan, Fehr & Peers; Attachments; ACTIONS: Set direction on MTSO statements; decide whether to use Person-Delay as a metric; and provide input on Action Items for major routes*).

6. I-80 Integrated Corridor Management Project. Staff from the Alameda County Transportation Commission will present an update on this project. (*ACTC Staff; No Attachments; Action: receive update and discuss status*).

7. TAC & Staff Member Comments and Announcements

8. Other Business

9. Upcoming meetings:

- a. Board – Friday, September 27, 7:30 am;
- b. TAC – Thursday, October 10, 9:00 am

THERE WILL NOT BE A SEPARATE I-80 ICM TAC MEETING

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- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC Board meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.215.3217 prior to the meeting.
 - If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.
 - Handouts provided at the meeting are available upon request and may also be viewed at WCCTAC's offices.
 - Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
 - A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.



Draft Minutes of July 11, 2013 WCCTAC-TAC Meeting

- 1. Self-Introductions:** A quorum had not been reached at the start of the meeting, so Jerry Bradshaw became the El Cerrito representative and Joanna Pallock led the meeting, until a quorum was reached during introductions.
- 2. Public Comment:** None
- 3. Minutes and Sign In Sheet from April 11, 2013: APPROVED**
It was noted that Jim Cunradi would be representing AC Transit from this point on. Nathan Landau is no longer the representative. It was also noted that Adele Ho was at the last meeting in June; her name will be marked on sign in sheet.

INFORMATION

- 4. I-80 ICM (bumped to after Item 7 due to late arrival)**
Action: None
Discussion: John Hemiup presented an update on each program section within the project.

DISCUSSION

- 5. Set Date for Special TAC Meeting in August to Address Action Plan**
Action: WCCTAC Staff will send out doodle poll for date
Discussion: Jerry Bradshaw explained the need for an August meeting of the TAC to focus on the Action Plan and developing final RRS.
- 6. Countywide Strategic Plan**
Action: The chart below identifies the TAC's recommendations to the Board for the seven projects, their funding amounts and the timing of their allocation.

<u>Project</u>	<u>Capacity</u>	<u>Near Term</u>	<u>Out Years</u>	<u>Total</u>
Hercules ITC	2.4	2.4	0	2.4
San Pablo Dam Rd Interchange	9.7	5.0	0	5.0
Central Ave Interchange		0	2.3	2.3
I-80 ICM Operations		0	1.0	1.0
Richmond Parkway	5.2	1.2	0.3	1.5
BART Access, Parking & Other	4.8	0	4.8	4.8
Add'l Bus Transit Enhancements	0.2	0	0	0
TOTAL	22.3	8.6	8.4	17.0

Discussion: The TAC members presented possible projects to submit for \$17 million in additional funds made available due to low interest rates on bonds and an upturn in the economy.

The final project on the list is for Additional Bus Transit Enhancements. This is actually a pay-as-you-go program, but a small amount of that was set aside in prior Strategic Plans to help fund a capital need for WestCAT. That capital project is no longer feasible, and therefore the remaining capacity of \$200,000 will be placed back into the PAYG program.

The following representatives gave overviews of their projects:

William Silva: Hercules ITC – William explained the benefit of being project ready and able to absorb funds quickly into their construction phase. They are also waiting to hear on an application they submitted for TIGER funds. They are requesting all \$2.4 million.

Scott Christie: City of San Pablo-San Pablo Dam Road Project: Scott presented the Phase 1 set of upgrades to the bridge at I-80 and SPDR. They are requesting all \$5 million available for use now.

Jerry Bradshaw: City of El Cerrito - Central Avenue at I-80: Jerry explained that is a joint project with the City of Richmond and not much progress has been made on getting partnership buy-in from the neighborhood. He stated that there is not a need for funds in the near term, but will be in the outer years (post 2019).

Chad Smalley: City of Richmond - Richmond Parkway: Chad explained how the original expenditure plan line item for this RRS was geared to an upgrade of the Richmond Parkway with the intention of turning the parkway over to Caltrans. The costs associated with the upgrade and the fact that Caltrans might not want to take it over has led to a “Plan B”; allowing funds to be used for a ferry terminal in Richmond. Richmond’s proposal at this time is to still apply for funds from the additional pot of money and use that money to install LED lights on the parkway as well as create more secure lock boxes to prevent theft of copper wiring. This project is ready to go and the request is to obtain \$1,220,000 to apply to an overall \$5 million project.

Deidre Heitman: BART – BART Station Modernization for one or both of El Cerrito’s BART stations. This project would seek \$4.8 million and BART has committed an equal amount as matching

funds for a total of \$9.6 million to improve lighting, station signs, landscaping and other items related to safety.

Calculations and negotiating led to a decision to recommend the Board fund amounts listed in chart above.

7. State Transportation Improvement Program (STIP) Call for Projects

Action: Projects will submit directly to CCTA on July 19. The Board will review the list as a handout at the July 26 meeting.

Discussion: Jerry explained the Call for Project process for the STIP. Some possible projects include San Pablo Dam Road replacement of the pedestrian overcrossing, I-80 ICM O&M funds, Appian Way complete streets in El Sobrante, and the Phase 2 of the Richmond Transit Village.

8. TAC & Staff Member Comments and Announcements

Action: None

Discussion: Bill Pinkham announced the event at EBBC Jack London Square.

9. Other Business

10. Upcoming Meeting- TAC- Staff will contact TAC member to set an August meeting

WCCTAC Technical Advisory Committee Meeting: July 11, 2013

NAME	INITIALS	AGENCY	EMAIL	PHONE
Amin AbuAmara		CCTA	aabuamara@ccta.net	925.256.4740
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 William Silva
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 RITA VANCE



Draft Minutes of August 21, 2013 WCCTAC-TAC Special Meeting

1. **Self-Introductions:** The meeting began at 10:10 when a full quorum was met.
2. **Public Comment:** None

INFORMATION

3. **Safe Routes to School**

Action: None

Discussion: Brad Beck reviewed efforts CCTA and the SRTS Task Force are taking to assess the “average” schools projects and programs that meet student’s needs to encourage more biking and walking to school. The SRTS consultants will be reaching to TAC members to learn more about efforts made at select schools that have either implemented a wide range of mitigations or have identified projects to improve access and safety around the school campus.

DISCUSSION

4. **Review of Action Plan Update Items**

Action: The TAC reviewed elements of the 2009 Action Plan and made recommendation to change various elements and finalize at the September TAC meeting. Recommendations will be brought to the Board at the end of September.

Discussion: See attached meeting summary from Fehr/Peers staff.

5. **TAC & Staff Member Comments and Announcements**

Action: None

6. **Other Business**

7. **Upcoming Meetings-**

September 12, 2013 TAC at 9:00 a.m.

September 27, 2013 Board at 7:30 a.m.

WCCTAC Technical Advisory Committee Ad-Hoc Meeting: August 21, 2013

NAME	INITIALS	AGENCY	EMAIL	PHONE
Amin AbuAmara		CCTA	aabuamara@ccta.net	925-256.4740
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Linda Young

From: Christine Maley-Grubl [CMaley-Grubl@mtc.ca.gov]
Sent: Wednesday, September 04, 2013 3:00 PM
To: Corinne Dutra-Roberts; Lynn Overcashier; Kara Vucich; Rochelle Wheeler; Rick Ruvolo; Kristina Chu; kroselius@baaqmd.gov; lfasano@baaqmd.gov; Matthew Nichols; John Andoh; Linda Young; Kelly Doyle; Deborah Brunner; Tom Madalena; Stephanie Anderson; John Ford; ina_gerhard@dot.ca.gov; Jean Finney; Lew Wingate; James Paxon; robins@rideshare.511.org; A.J. Tendick; damaral@sanramon.ca.gov; Lisa Bobadilla; Nathan Luedtke; Tegan Speiser; Diane Dohm; Janet Spilman; Suzanne Smith; krute.singa@sfgov.org; Yvette Davis; Daryl Halls; Judy Leaks; Sorel Klein; Diane Steinhauser; Kim Martinson; Stuart Coltrill; Marcella Rensi
Cc: dburch@baaqmd.gov; jwinkel@baaqmd.gov; Ann Flemer; Alysha Nachtigall; Barbara Laurenson; Christine Maley-Grubl; Emily Van Wagner; Ken Kirkey; Kearey Smith; Leslie Lara; Melanie Crotty; Pierce Gould; Rebecca Long; Radiah Victor; Sean Co; Susan Heinrich; Stefanie Hom; Ursula Vogler; AriasG@pbworld.com; Jim Bourgart; CohnH@pbworld.com; Debbie Maus; Jon Eastlund; Kit Powis; Lydia Thornton
Subject: SB 1339, Bay Area Commuter Benefits Program Public Workshop Notice
Attachments: Workshop Notice_9 3 13.pdf; SB 1339 Public Workshop Email to Employers 9.04.13.docx

To RRP TAC Members:

As requested at the recent RRP TAC meeting, and on behalf of Barb Laurenson, attached is the SB 1339, Bay Area Commuter Benefits Program Public Workshop Notice that will be mailed by regular mail to Bay Area employers with 50 or more employees early next week.

Also attached, as requested by the 511 Regional Rideshare Program and delegated counties who conduct employer outreach, is some suggested text that can be used to provide to employers within each county via email. You will see that all the information about the Public Workshops and the Program is included on the Air District's website: www.baaqmd.gov/commuterbenefits. At your earliest convenience, your assistance by providing the attached email with a link to the information (as indicated in the suggested text) through your individual county TDM outreach databases is appreciated.

If you should have any questions, please contact me (my contact information is below) or Jackie Winkel (Email: jwinkel@baaqmd.gov) or Dave Burch (Email: dburch@baaqmd.gov) at the Air District.

Thank you,

Christine Maley-Grubl

Christine Maley-Grubl, CAE
Project Manager
Bay Area Commuter Benefits Program
Metropolitan Transportation Commission
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(Suggested Text for Email to Employers re: SB 1339 Public Workshops)

Senate Bill 1339, signed into law in fall 2012, authorizes the Bay Area Air Quality Management District (Air District) and Metropolitan Transportation Commission (MTC) to adopt and implement a regional ordinance, known as the Bay Area Commuter Benefits Program (Program). The Program would require employers with 50 or more full-time employees in the Bay Area to select one of the following four commuter benefit options to offer to their employees:

- The option for employees to pay for their transit or vanpool expenses with pre-tax dollars, as allowed by current federal law;
- A transit or vanpool subsidy to reduce, or cover, employees' monthly transit or vanpool costs;
- A low-cost or free shuttle, vanpool, or bus service operated by or for the employer; or
- An alternative method that would be equally as effective as the other options in reducing single-occupant vehicle trips (and/or vehicle emissions).

Building on the success of similar programs adopted in the cities of San Francisco, Berkeley and Richmond, as well as the San Francisco International Airport, the Bay Area Commuter Benefits Program facilitates a regional approach to encourage the use of sustainable commute modes, such as public transit, ridesharing, bicycling and walking, in the effort to reduce greenhouse gas emissions from the transportation sector, reducing traffic congestion and improving air quality.

In Bay Area cities where these programs are already in place, most employers have chosen the pre-tax option, which can provide economic benefits to both employers and employees through tax savings. Employers can reduce payroll taxes (approximately 9 percent of subject wages), and employees can lower their commute costs by up to 40 percent.

The Air District and the MTC are currently developing plans for adopting and implementing the Program, and will conduct public workshops to present, discuss and receive comments on the Program (Draft Regulation 14, Rule 1: the Bay Area Commuter Benefits Program). The Workshop Notice, including dates and locations of the upcoming workshops, and additional information about the Program is available at www.baaqmd.gov/commuterbenefits.



METROPOLITAN
TRANSPORTATION
COMMISSION

WORKSHOP NOTICE

September 6, 2013

TO: INTERESTED PARTIES
FROM: EXECUTIVE OFFICER, BAY AREA AIR QUALITY MANAGEMENT DISTRICT
EXECUTIVE DIRECTOR, METROPOLITAN TRANSPORTATION COMMISSION

SUBJECT: PUBLIC WORKSHOP – DRAFT REGULATION 14, RULE 1: BAY AREA
COMMUTER BENEFITS PROGRAM

The staff of the Bay Area Air Quality Management District (Air District) and the Metropolitan Transportation Commission (MTC) will conduct public workshops to present, discuss, and receive comments on draft Regulation 14, Rule 1: The Bay Area Commuter Benefits Program. The details of the upcoming workshops are provided below:

ALAMEDA COUNTY

Monday, October 7
2:00 PM - 4:00 PM
Joseph P. Bort MetroCenter
Auditorium
101 Eighth Street
Oakland

**Meeting will be audiocast*

SOLANO COUNTY

Wednesday, October 9
2:00 PM - 4:00 PM
Fairfield Community Center
Lakeside Suite A
1000 Kentucky Street
Fairfield

SANTA CLARA COUNTY

Tuesday, October 22
10:00 AM - 12:00 PM
San Jose State University
MLK Public Library
Room 255/257
1 Washington Square
San Jose

CONTRA COSTA COUNTY

Tuesday, October 8
1:00 PM - 3:00 PM
San Ramon Community
Center, Alcosta Room
12501 Alcosta Boulevard
San Ramon

SONOMA COUNTY

Thursday, October 10
10:00 AM - 12:00 PM
Finley Community Center
Cypress Room
2060 W. College Avenue
Santa Rosa

SAN MATEO COUNTY

Tuesday, October 22
2:00 PM - 4:00 PM
Downtown Redwood City
Public Library, 2nd Floor
1044 Middlefield Road
Redwood City

NAPA COUNTY

Wednesday, October 9
10:00 AM - 12:00 PM
Napa Public Library
Community Room
580 Coombs Street
Napa

MARIN COUNTY

Thursday, October 10
2:00 PM - 4:00 PM
San Rafael Corporate Center
Tamalpais Room
750 Lindero Street
San Rafael

SAN FRANCISCO COUNTY *

Friday, October 25
10:00 AM - 12:00 PM
BAAQMD (Air District),
Boardroom
939 Ellis Street
San Francisco
**Meeting will be webcast*

BAAQMD 939 ELLIS STREET • SAN FRANCISCO CALIFORNIA 94109 • 415.771.6000 • WWW.BAAQMD.GOV

MTC 101 EIGHTH STREET • OAKLAND CALIFORNIA 94607 • 510.817.5700 • WWW.MTC.CA.GOV

BACKGROUND

Motor vehicles are the largest source of greenhouse gases and other air pollutants in the San Francisco Bay Area. Reducing the growth in vehicle miles traveled is necessary to achieve the State's bold climate protection targets set by AB 32 and SB 375, and to reduce other air pollutants that adversely impact public health. The Bay Area Commuter Benefits Program would assist the Bay Area in achieving these targets and goals.

Senate Bill 1339, signed into law in fall 2012, authorizes the Air District and MTC to adopt and implement a regional ordinance, known as the Bay Area Commuter Benefits Program (Program). The Program would require employers with 50 or more full-time employees in the Bay Area to select one of the following four commuter benefits options to offer to their employees:

- The option for employees to pay for their transit or vanpool expenses with pre-tax dollars, as allowed by current federal law;
- A transit or vanpool subsidy to reduce, or cover, employees' monthly transit or vanpool costs;
- A low-cost or free shuttle, vanpool, or bus service operated by or for the employer; or
- An alternative method that would be equally effective as the other options in reducing single-occupant vehicle trips (and/or vehicle emissions).

Building on the success of similar ordinances adopted in the cities of San Francisco, Berkeley and Richmond, the Bay Area Commuter Benefits Program would facilitate a regional approach to encourage the use of sustainable commute modes, such as public transit, ridesharing, bicycling and walking. In developing the regional Commuter Benefits Program, the Air District and MTC will seek to support and complement existing employer programs and local ordinances to the greatest extent feasible.

INFORMATION AND COMMENTS

In addition to the draft Regulation 14, Rule 1, Air District staff has prepared a Workshop Report to provide background and additional information on the draft rule. The workshops are the next step in the Air District's and MTC's public engagement process. Staff is interested in comments and questions about the draft rule. Staff is also available to meet with interested parties regarding the proposal. Following the workshops and the close of the public comment period, staff will assess the need for changes to the draft rule, and may consider further workshops, or may proceed to a public hearing before the District's Board of Directors and MTC's Commissioners in early 2014. For copies of the draft Regulation 14, Rule 1 and the Workshop Report, please visit www.baaqmd.gov/commuterbenefits. Interested parties are invited to submit comments on the draft rule or the Workshop Report. To do so, please email commuterbenefits@baaqmd.gov, call 415-749-8671, or send written comments to: David Burch, BAAQMD, 939 Ellis Street, San Francisco, CA 94109. The deadline to submit comments on this proposal is November 7, 2013.

Multi-Lingual Assistance:

Para asistencia en español, llame al 415-749-4609.

如需华语服务，请致电 415-749-4609.

Para sa tulong sa Tagalog, tumawag sa 415-749-4609.

Neáu muoán bieát theâm chi tieát baèøng tieáng Vieät haõy goĩ soá 415-749-4609.



HANDOUTS

WCCTAC TAC Meeting, September 12, 2013

West County Action Plan Update

1. Update on 2040 MTSO forecasts
2. Revised draft language for MTSO on all arterial RRSs except San Pablo
 - a. *ACTION*: Need direction on this MTSO statement
3. Updated example of Person Delay calculations
 - a. *ACTION*: Need decision on whether to apply Person Delay as the performance metric on San Pablo Avenue
4. Action items on specific major routes
 - a. *ACTION*: Need input on specific actions for each route

MTSO Forecasting Results

I-580 Freeway Analysis: Average Demand

Direction	MTSO		Lanes	2013 Observations			2040 Forecasts		
	LOS	LOS		Average Demand AM	PM	LOS	Average Demand AM	PM	LOS
EB	E	E	3	2600	2650	C	2,869	3,871	C
WB	E	E	3	2900	2050	D	3,935	3,065	E

I-80 Freeway Analysis: Delay Index

Segment	Direction	MTSO		2013 Observations			2040 Forecasts				
		Delay Index	Delay Index	Average Speed AM	PM	Delay Index AM	PM	Average Speed AM	PM		
Carquinez Bridge to SR-4	EB	3	3	58	60	1.1	1.1	55	52	1.2	1.3
	WB	3	3	32	55	2.1	1.2	20	58	3.3	1.1
SR-4 to Cutting Blvd	EB	3	3	61	40	1.1	1.7	54	38	1.2	1.7
	WB	3	3	36	58	1.8	1.1	24	42	2.7	1.5
Cutting Blvd to County Line	EB	3	3	67	41	1.0	1.6	56	38	1.2	1.7
	WB	3	3	63	63	1.1	1.1	50	48	1.3	1.4

SR-4 Corridor: Average Demand

Direction	MTSO		Lanes	2013 Observations			2040 Forecasts		
	LOS	LOS		Average Demand AM	PM	LOS	Average Demand AM	PM	LOS
EB	E	E	2	1900	1800	C	2,570	2,500	D
WB	E	E	2	1600	1900	C	2,575	2,630	D

5-3

5-3

Major West County projects assumed in modeling of 2040 MTSOs:

Project ID	Project Code	Project Name	Project Type	Description	Year
2601	0086b	Alhambra Avenue Improvements: Phases 2 and 3, SR 4 to MacAlvey	Arterial/Roadway	Phases II and III: Widen Alhambra Avenue from 2 to 4 lanes, with medians, turn lanes, bicycle lanes, bus turnouts, sidewalks, retaining walls, landscaping and soundwalls; SR-4 to McAlvey Drive	2025
2758	0100	Valley View Road: Widen, San Pablo Dam Rd. to Appian	Arterial/Roadway	Widen to 4 lanes	2025
2779	0110b	Richmond Parkway	Arterial/Roadway	Construct new roadway	2020
2830	0069a	I-80: Construct Eastbound HOV Lanes, Willow Road to Crockett I/C	Freeway	Construct eastbound HOV lane from Willow Ave. (where existing HOV lanes end) north to the Crockett interchange, where they will connect with HOV lanes that will be constructed as part of the Carquinez Bridge project	2025
2832	0070	Richmond Parkway and San Pablo Avenue: Construct Grade-Separated Interchange	Interchange	Construct interchange to eliminate existing at-grade signalized intersection.	2020
2836	0022a	I-80/SR 4 Interchange: WB to EB Direct Connectors	Interchange	Construct direct connectors between westbound Interstate 80 and eastbound State Route 4	2035
3194	0042b	State Route 4 West: Phase 2 (Full Freeway)	Freeway	Construct full freeway	2030
3366	0969	I-80/Central Avenue Interchange Modification	Interchange	Construction of interchange modifications at the I-80/Central Avenue interchange consisting of the addition of a loop-on-ramp for westbound Central Avenue traffic to westbound I-80 traffic and associated realignments of the westbound I-80 off-ramp and the	2020

5-4

5-4

Draft Policy Language for MTSO on All Arterial Routes Except San Pablo Avenue

Peak hour LOS at signalized intersections along Routes of Regional Significance other than San Pablo Avenue should be LOS D or better, based on the method of analysis presented in the Authority's Technical Procedures. Within Priority Development Areas, any physical improvement identified as a result of applying the above standard shall be evaluated for its effects on all intersection users, including pedestrians, cyclists, and transit users.

Multi-Modal MTSO Option for San Pablo Avenue

(Person Delay by Mode)

Options for San Pablo Avenue in West County Action Plan

Route Description

San Pablo Avenue extends through West Contra Costa County (and into Alameda County), parallel to Interstate 80. San Pablo Avenue serves as the main alternative reliever route to Interstate 80 during periods of severe freeway congestion, as the primary transit spine of the West County subregion, and as an important connector between West County jurisdictions.

Route Goal

The highest priority along San Pablo Avenue will be to improve conditions for transit and for active transportation modes.

MTSO Options

1. Maintain LOS "C" or better (maximum of 35 seconds of delay) for pedestrians, bicyclists, and bus riders along San Pablo Avenue.
2. The share of intersection delay experienced by any non-auto mode should not exceed the person-based mode share for that mode.

Measured using the Person Delay calculations attached to this Action Plan

Key Objectives

- A. Improve characteristics of the built environment that are associated with increasing walking, biking, and riding the bus.
- B. Improve pedestrian and bicycle access to transit stops with related safety enhancements.
- C. Prioritize development on or near San Pablo Avenue, at BART stations, and at other transit hubs to facilitate transit-oriented development.
- D. Extend the San Pablo Avenue SMART Corridor to Crockett, and seek ongoing operations and management funding for the SMART Corridor.

Example Calculation of Person Delay at Intersections

Elements of the calculation for a typical peak hour:

- Automobile Person Delay = Average Auto Occupancy * Intersection Volume * Intersection Signal Delay
- Bus Rider Delay = Sum of Bus Rider Delays by direction on each route
 - Bus Rider Delay on each route = Average Number of Riders per Bus * Frequency of Bus Route * Signal Delay for Bus Movement(s)
- Pedestrian Delay = Sum of Pedestrian Delay at all crosswalks
 - Pedestrian delay at each crosswalk = Delay Waiting for Walk Signal * Pedestrian Demand
- Bicyclist Delay = Intersection Average Signal Delay * Total Bicycle Demand

 - New calculation; requires additional data beyond what is typically done for intersection analysis

 - New calculation; does not require additional data

Applying this metric to the intersection of San Pablo Avenue/Cutting Boulevard:

Table 1
Intersection Operations – PM Peak Hour¹

Location	Intersection		Route 72 Movement	
			WBR ²	
	Delay	LOS	Delay	LOS
San Pablo Avenue / Cutting Blvd	31.0	C	39.0	D

1. Auto, pedestrian, and bike volumes collected in May 2012; PM peak hour from 5:00 PM to 6:00 PM
2. WBR – Westbound right onto San Pablo Avenue

Table 2
Explanation of Variables, Estimated Values and Data Sources

Variable	Estimated Values	Source
Automobile volumes	3,206 vehicles/hour	Intersection counts, June 2012
Auto Occupancy	1.2 people/vehicle	Regional average
72R, 72M, 72 Frequency	15 mins, 30 mins, 30 mins	AC Transit schedule
Bicycle volumes	12 bikes/hour	Intersection counts, June 2012
Pedestrian volumes	WB: 31 peds/hour EB: 0 peds/hour (no crosswalk) NB: 14 peds/hour SB: 11 peds/hour	Intersection counts, June 2012
Maximum average bus load, per route	Route Dir Pax 72 NB 29 72M NB 27 72R NB 31	AC Transit APC data, Fall 2012
Maximum average bus passenger volume, per direction	267 riders/hour	AC Transit APC data, Fall 2012

Example Calculations:

$$\text{Auto person delay} = 3206 \frac{\text{vehicles}}{\text{hour}} * 1.2 \frac{\text{people}}{\text{vehicle}} * 31.0 \frac{\text{seconds}}{\text{hour}} = 119,263 \text{ seconds}$$

$$\text{Bus riders, NB direction} = 31 \frac{\text{riders}}{\text{bus}} * 5 \frac{\text{buses}}{\text{hour}} + 27 \frac{\text{riders}}{\text{bus}} * 2 \frac{\text{buses}}{\text{hour}} + 29 \frac{\text{riders}}{\text{bus}} * 2 \frac{\text{buses}}{\text{hour}} = 267 \frac{\text{riders}}{\text{hour}}$$

$$\text{Bus person delay} = 267 \frac{\text{riders}}{\text{hour}} * 39.0 \frac{\text{seconds}}{\text{hour}} = 10,413 \text{ seconds}$$

$$\text{Bike person delay} = 12 \frac{\text{bikes}}{\text{hour}} * 31.0 \frac{\text{seconds}}{\text{hour}} = 372 \text{ seconds}$$

$$\text{Pedestrian delay, WB crosswalk} = \frac{(120 \text{ sec} - 14 \text{ sec})^2}{2 * 120 \text{ sec}} * 31 \frac{\text{peds}}{\text{hour}} = 1,451 \text{ seconds for the WB crosswalk}$$

$$\text{Pedestrian delay} = 1,451 \text{ seconds} + 758 \text{ seconds} + 565 \text{ seconds} = 2,774 \text{ seconds}$$

Table 3
Person Delay and Mode Share Results – PM Peak Hour

Mode	People	Total Delay (person-seconds)	Average Delay (seconds)	Person-Based Mode Share (%)	Person-Based Delay Share (%)
Auto	3,847	119,263	31.0	92.0	89.8
Bus Rider ¹	267	10,413	39.0	6.4	7.8
Pedestrian ²	57	2,774	48.7	1.4	2.1
Bike	12	372	31.0	0.3	0.3
<i>Total</i>	<i>4,183</i>	<i>130,771</i>	<i>30.1</i>		

1. Includes routes 72R, 72M, and 72 only. Ridership Data from AC Transit, 2012.
2. Pedestrian delay includes delay at the three available crosswalks. Because the southern leg of the intersection does not have a crosswalk, an additional time penalty could be estimated to account for that inconvenience to some pedestrians.

Specific Projects/Actions on Major Routes

Route-Specific Actions and Projects on Freeways and Major Corridors ***(items in italics for particular attention in agency review)***

I-580

- Richmond-San Rafael Bridge Pedestrian/Bike PSR
- Study of operational improvements (*ramp metering?*)
- *Access improvements between I-580 and Richmond Ferry Terminal site*

I-80

- Implementation of I-80 ICM
- Reconstruction of I-80/SPDR and I-80/Central interchanges
- Increase park-and-ride lot capacity
- Conversion of I-80 HOV lanes to Express Lanes
- Add auxiliary lanes to I-80 where appropriate
- *Improve I-80/Pinole Valley Rd interchange EB on-ramp*
- *Construct new connector ramps from I-80 to Del Norte BART*
- *Direct connectors between WB I-80 and EB SR 4*

SR 4

- Complete full freeway between I-80 and Cummings Skyway
- Implement recommendations of SR 4 Integrated Corridor Analysis

San Pablo Avenue

- Implementation of I-80 ICM
- Improve bicycle and pedestrian access to BART stations
- Implement Complete Streets projects in El Cerrito and San Pablo
- *Enhance reliability and efficiency of bus service along San Pablo Avenue by:*
 - *Implementing 10-minute service frequencies of the 72 Rapid Route*
 - *Implementing transit signal priority at all signalized intersections*
 - *Studying opportunities for queue-jump and transit-only lanes*
 - *Applying minimum bus stop spacing of 800-1300 feet*
 - *Considering peak-hour parking restrictions near bus stops*

Richmond Parkway

- Implement recommendations of North Richmond Truck Study
- Conduct a bicycle route feasibility study
- Make Bay Trail crossing improvements at Wildcat Creek; close Bay Trail gaps
- Make improvements to transit service and pedestrian crossings

San Pablo Dam Road

- Reconstruction of I-80/SPDR interchange
- *Increase frequency and connectivity of bus services*
- *Implement signal coordination and intersection improvements for pedestrian/bike access*