

# DRAFT TECHNICAL MEMORANDUM

Date: February 15, 2018

To: Leah Greenblat and John Nemeth, WCCTAC

From: Francisco Martin and Julie Morgan, Fehr & Peers

Subject: West County STMP Update: Draft Projects for Consideration

OK17-0177

The West Contra Costa Subregional Transportation Mitigation Program (STMP) is a development impact fee program that generates funds for regional and subregional transportation improvement projects. The STMP was first adopted in 1997, and an updated nexus study was prepared in 2005. The current effort is to update the program by completing a new nexus study; the following tasks have been reviewed by the West Contra Costa Transportation Advisory Committee (WCCTAC) Technical Advisory Committee (TAC) and completed to date:

- Conducted a review of the 2005 nexus study, current fee levels, and fee program administration and compared its methods to current professional best practices<sup>1</sup>.
- Reviewed historical and projected housing and job growth in West County<sup>2</sup>. The WCCTAC
  TAC recommended a 0.9 percent annual housing growth rate and 1.2 percent annual job
  growth assumption for use in the nexus study update during the September 14, 2017 TAC
  meeting.
- Developed a set of filtering criteria that can be applied to proposed transportation projects in West County to define STMP-eligible projects<sup>3</sup>. The criteria were accepted by the TAC during the September 14, 2017 meeting.

<sup>&</sup>lt;sup>1</sup> The information is summarized in the technical memorandum titled West County STMP Update: Review of Prior Nexus Study, Current Fee Levels, and Fee Program Administration (Fehr & Peers, July 25, 2017).

<sup>&</sup>lt;sup>2</sup> The information is summarized in the technical memorandum titled *West County STMP Update: Review of Growth Projections* (Fehr & Peers, August 21, 2017).

<sup>&</sup>lt;sup>3</sup> The information is summarized in the technical memorandum titled *West County STMP Update: Potential New Project List Criteria* (Fehr & Peers, September 5, 2017).

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 Prepared an Existing Conditions summary of current transportation operations along Routes of Regional Significance, existing transit services, and existing pedestrian and bicycle infrastructure to identify existing deficiencies<sup>4</sup>.

An important element of a nexus study is to identify the capital improvement projects that will be eligible to receive funds from the fee program. This memorandum presents an updated draft list of projects to be considered by the TAC. Note that the Mitigation Fee Act specifies that impact fees should be used to fund capital projects, and not for ongoing operating or maintenance costs; therefore, emphasis will be placed on defining a set of capital projects that achieve the regional goals of the STMP program.

# PROJECT LIST CRITERIA

There are many transportation needs in West County, and many projects have been considered or are in various phases of planning. To define projects that are consistent with the regional emphasis of the STMP program, the following criteria were considered and accepted by the TAC during the September 14, 2017 meeting.

As a first step, all STMP-eligible projects must meet the following criterion:

• Does the project have a reasonable expectation of implementation during the timeframe of the fee program (i.e., year 2040)?

Then, a project should meet at least one of the following criteria to be eligible for STMP funding:

- Does the project address the impacts of congestion on regional travel?
- Is the project located on a Route of Regional Significance?
- Does the project improve access to BART stations, transit centers or major transit hubs?
- Does the project increase transit ridership?
- Does the project improve bicycle or pedestrian access to transit?

Although the focus of the STMP project list is to identify improvements that serve regional travel needs by reducing congestion or increasing accessibility along Routes of Regional Significance and

<sup>&</sup>lt;sup>4</sup> The information is summarized in the technical memorandum titled West County STMP Update: Review of Existing Conditions (Fehr & Peers, September 6, 2017).

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major transit facilities, it is important to note that projects that are not directly located on such routes may also be considered. Specifically, projects along other roadways that could indirectly improve regional travel or the operations of Routes of Regional Significance may meet one or more of the above criteria, and thus be STMP-eligible.

The WCCTAC Board received a presentation about these criteria on December 8, 2017, and had no comments or concerns.

# TAC RECOMMENDED DRAFT PROJECT LIST

The draft project list recommended by the TAC is presented in **Attachment A**. This list contains a combination of projects currently in the STMP, as well as projects that have been identified as potential additions to the STMP through the review of recent planning documents, the application of the project eligibility criteria described above, and feedback from the TAC. The following sections describe how this draft project list was developed.

#### CURRENT STMP PROJECT LIST

The current STMP provides funding for 11 projects that were the subject of the 2005 Update of the STMP nexus study. These projects are varied, ranging from interchange improvements along Interstate 80 (I-80) and State Route 4 (SR 4), traffic/pedestrian/transit improvements along arterial corridors such as San Pablo Avenue and San Pablo Dam Road, parking and access improvements at transit stations (including BART and intermodal stations in Richmond and Hercules), and investments in completing the Bay Trail. Note that two projects, the Richmond Intermodal Station (original ID #1) and the Hercules Transit Center at the I-80/SR 4 interchange (original ID #10), have been completed and therefore have been removed from the draft project list.

For reference purposes, the approved filtering criteria were applied to the current STMP project list. Most projects met at least one of the criteria, with the following caveats.

• The Bay Trail Gap Closure project (ID #6) has limited relation to the criteria since only certain segments of the Bay Trail provide direct access to major transit services. Some transit-focused STMP projects, such as the Hercules Intermodal Transit Center and the Richmond Ferry Terminal, include elements to address gaps in the Bay Trail near those facilities. Other Bay Trail segments that fit the STMP project criteria could also be considered for inclusion.

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• The North Richmond Connector project (ID #9) does not appear to meet any of the criteria, unless it could be demonstrated that its function would be to reduce demand and regional congestion on Richmond Parkway, a designated Route of Regional Significance. This project was removed from the draft project list based on feedback from the TAC.

As part of the current nexus study update, the TAC and Board may decide to continue to include some or all of the remaining STMP projects in the updated fee program.

### POTENTIAL ADDITIONAL STMP-ELIGIBLE PROJECTS

Fehr & Peers, in coordination with WCCTAC staff, developed a preliminary list of additional STMP-eligible projects that meet at least one of the approved filtering criteria. These additional projects were identified by reviewing a number of planning and environmental clearance documents addressing West County's existing and future transportation needs. The potential additional projects were discussed with the TAC on November 16<sup>th</sup>, January 11<sup>th</sup>, and February 8<sup>th</sup>. TAC comments have been incorporated and are reflected in the TAC recommended draft project list presented in **Attachment A**. The set of comments provided by TAC members and the corresponding responses by WCCTAC and Fehr & Peers staff can be provided separately if requested. The following documents were reviewed to develop the preliminary draft project list:

- Regional Measure 3 Expenditure Plan (MTC, September 2017)
- 2016 Express Bus Study Update Final Report (CCTA, June 2017)
- 2017 Countywide Comprehensive Transportation Plan Public Review Draft (CCTA, May 2017)
- West Contra Costa High-Capacity Transit Study (WCCTAC, May 2017)
- 2015 Update of the Contra Costa Congestion Management Program (CCTA, December 2015)
- 2014 Comprehensive Transportation Project List (CCTA, March 2015)
- West County Action Plan for Routes of Regional Significance (CCTA, January 2014)
- BART Sustainable Communities Operations Analysis (BART, June 2013)
- West Contra Costa Transit Enhancement and Wayfinding Plan (WCCTAC, October 2011)
- 2009 Contra Costa Countywide Bicycle and Pedestrian Plan (CCTA, October 2009)
- Various planning and environmental documents completed in the past several years and available on agency websites, including the following:
  - o Final Hercules Safeway Project Transportation Impact Assessment (City of Hercules,
  - Administrative Draft San Pablo City Hall Site Reuse Project Transportation Impact Assessment (City of San Pablo, June 2017)



- San Pablo Avenue Complete Streets Study Feasibility Report (Contra Costa County Public Works, April 2017)
- Administrative Draft West County Health Center Transportation Impact Analysis
   (Contra Costa County, April 2017)
- Draft CEQA Initial Study/Mitigated Negative Declaration Goodrick Avenue Bay Trail
   Gap Closure Project (City of Richmond, January 2017)
- CVS/Pharmacy & Wireless Communication Facility Relocation Initial Study (City of Pinole, October 2015)
- o South Richmond Transportation Connectivity Plan (City of Richmond, July 2015)
- Bay Walk Mixed-Use Project Final Initial Study and Mitigated Negative Declaration (City of Richmond, July 2015)
- o Pinole Gateway Shopping Center Initial Study (City of Pinole, January 2015)
- o San Pablo Avenue Specific Plan (City of El Cerrito, December 2014)
- Final Sycamore Crossing Transportation Assessment (City of Hercules, November 2014)
- Final Environmental Impact Report San Pablo Avenue Specific Plan (City of El Cerrito, August 2014)
- Richmond Central Project Initial Study Checklist Public Review Draft (City of Richmond, April 2014)
- Draft Environmental Impact Report Bottoms Property Residential Project (City of Richmond, March 2014)
- o Final Report for the San Pablo Avenue Complete Streets Study (Cities of Richmond and San Pablo, September 2013)
- o City of Richmond Bicycle Master Plan (City of Richmond, October 2011)
- o Ohlone Greenway Master Plan (City of El Cerrito, June 2009)

Fehr & Peers reviewed the documents listed above and identified an initial list of capital projects that were either located on a Route of Regional Significance or could indirectly improve operations on such Routes. This initial screening process identified more than 150 projects. Fehr & Peers then removed duplicative projects, consolidated projects that contained similar elements based on project descriptions, and applied the approved filtering criteria, thereby developing a preliminary draft list of 39 new projects, in addition to the 11 projects on the current STMP list.

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#### DRAFT PROJECT LIST CONSIDERATIONS

The draft project list was discussed with the TAC at their meetings on November 16, January 11, and February 8. The TAC also took into consideration comments from the December 8 WCCTAC Board meeting, at which the Board expressed a strong consensus that the STMP should focus on sustainable transportation projects and on projects that primarily serve the travel needs of West County residents and employees, and should not emphasize projects that primarily benefit users from other regions. The Board views the STMP program as a good source of funds for planning and design activities that get projects shovel-ready and able to compete effectively for other sources of construction funding.

The conclusion of the TAC's discussions is a list of 18 projects presented in Attachment A, which the TAC has recommended to the Board for consideration. A table of TAC comments and responses can be provided separately if requested.

# **NEXT STEPS**

The TAC-recommended draft project list that is presented as Attachment A in this memo will be presented at the February 23<sup>rd</sup> Board meeting for review and approval.

Please contact Francisco Martin or Julie Morgan if you have any questions or comments.

#### **Attachments**

**Attachment A** – TAC Recommended West County Draft STMP Projects

# Attachment A TAC Recommended West County Draft STMP Projects

FEHR PEERS

		TAC RECOMMENDED WEST COUNTY DRAFT STN	MP PROJECTS				
ID	Project	Project Description	Document Reference	Total Project Cost Estimate	Other Identified Funding	Eligible STMP Funding Allocation <sup>1</sup>	Sponsor(s)
Co	mplete Streets Projects						
1	San Pablo Avenue Complete Streets Projects <sup>2</sup>	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.	Countywide Transportation Plan (2017), West County Transit Enhancement and Wayfinding Plan (2011)	\$8,200,000			County
		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.	West County Transit Enhancement and Wayfinding Plan	\$3,000,000			Richmond
		c.) Construct bike, pedestrian and transit improvements along San Pablo Avenue from Rivers Street in San Pablo to Lowell Avenue in Richmond.	Countywide Transportation Plan, San Pablo Bicycle and Pedestrian Master Plan (2017)	\$13,100,000			San Pablo
		d.) Implement Complete Streets improvements along San Pablo Avenue including directional cycle track and other bicycle, pedestrian and transit improvements in El Cerrito.	Countywide Transportation Plan, El Cerrito San Pablo Avenue Specific Plan (2014)	\$7,800,000			El Cerrito
		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.	West County Transit Enhancement and Wayfinding Plan	\$296,400			Hercules
		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.	Countywide Transportation Plan	\$16,000,000			Pinole
2	Appian Way Complete Streets Project <sup>2</sup>	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 in unincorporated El Sobrante between Allview Avenue and San Pablo Dam Road. Improvements in the City of Pinole will also be considered.	Countywide Transportation Plan	\$22,200,000			County, Pinole
3	San Pablo Dam Road Improvements in Downtown	Revitalization of the downtown business district in El Sobrante including traffic calming, additional signals, pedestrian improvements, transit	2005 Update of the Subregional Transportation Mitigation Program				
	El Sobrante <sup>2</sup>	improvements, turn lanes, etc. that are identified in the Downtown El Sobrante Transportation and Land Use Plan (and subsequent documents).  Complete Stre	(STMP)  eets Project Category - Total Cost Estimate	\$6,900,000 <b>\$77,496,400</b>			County
Ot	her Bicycle and Pedestrian						
4		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.					County, Pinole,
	Bay Trail Gap Closure	Projects listed above are key gap closures that can improve access to transit facilities near the Bay Trail.	Countywide Transportation Plan	\$11,135,000			Richmond
5	Improvements	Implement crossing, wayfinding, signing, lighting, safety and security, and landscaping improvements along Ohlone Greenway.	Countywide Transportation Plan, Ohlone Greenway Master Plan (2009)	\$2,900,000			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.	West County Transit Enhancement and Wayfinding Plan, South Richmond Transportation Connectivity Plan (2015)	\$386,500			Richmond
7	I-580/Marina Bay Parkway Interchange Pedestrian &	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	West County Transit Enhancement and	<del>-</del>			Neimond
	Bicycle Access Improvements	-Stripe crosswalks at freeway ramps for pedestrian and bicycle travel across rampsSquare the freeway off-ramps to slow speeds and improve sightlines between drivers and bicyclists/pedestrians.	Wayfinding Plan, City of Richmond Bicycle Master Plan (2011)	\$815,300			Richmond
	·		sed Project Category - Total Cost Estimate				

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,	TAC RECOMMENDED WEST COUNTY DRAFT STMP PROJECTS								
Express Dus Service on High Trans Transic Center south to Berkeley, Coregoing Lockands, and expanded service to San Francisco with intermediate props at the Richmond Parkway range improvements. Conditional Hospital Hosp	ID	Project	Project Description	Document Reference		Identified	Funding	Sponsor(s)	
incorrecalities stops at the Richmond Parkway Transt Center and a potential 180/Moderaled Avenue Express Ruy/881 transit center. Expansion of park-and-field bits of free-year pain provisements to policy and park and field bits of free-year pain provisements could could in the medium to long-term.  A series of Richmond Parkway Transt Center improvements for the Sharp Sha	Tra	ansit and Station-Related I	mprovements						
Current phase of Hercules REC is to complete construction of the new train stop for Capital Corridor service, including parking, station platform, including parking and platas, rain improvements in the corridor in Mest Courts (Sista, Including track improvements, service) and parking from Irchmood Transportation (Planning & Correction Irchmood Planning & Correction Irch	8	(Short & Mid-Term	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.  A series of Richmond Parkway Transit Center Improvements may also include: -Improve pedestrian and bicycle crossings at the I-80/Blume Drive and I-80/Fitzgerald Drive intersections	(2017), 2016 Express Bus Study Update	\$104,003,000			WCCTAC	
BART Extension (Planning & Conceptual Engineering hases) from Ikk-mond SART Station to the City of Fare Palsib. Only the planning, conceptual engineering and program level environmental clearance phases of the project and included.  BET on San Pablo Avenue approximating the existing 72R Rapid Bus route from downtown Oakland to the Erichmond Parkway Transit Center and exceeding Pagad Bus Information Parkway Transit Center and exceeding Pagad Bus Improvements could be extended to Richmond Parkway than Station to the City of San Pablo Avenue approximating the existing 72R Rapid Bus route from downtown Oakland to the Erichmond Parkway Transit Center and introducing to control costs of Costs of Costs Costs College and Hilliop Mall and the Costs of Costs of Costs Costs College and Hilliop Mall and the Costs of Costs of Costs Costs College and Hilliop Mall and the Costs of Costs	9	Hercules Regional Intermodal Transportation	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	West County High-Capacity Transit Study, Countywide Transportation Plan, 2005				II.	
Conceptual Engineering Phases Promitection Station to Hercules <sup>3</sup> Part Engineering Phases Promitection Station to Hercules <sup>3</sup> Part Or San Pablo. Only the planning, conceptual engineering and program level environmental clearance phases of the project are included.  BIT or San Pablo Avenue approximating the existing 72R Rapid Bus route from downtown Oxional to the Richmond Parkway Transit Center and in the short-term, Rapid Bus improvements could be extended to therrouse Transit Center in the short-term, Rapid Bus improvements could be extended to therrouse Transit Center in the short-term, Rapid Bus improvements could be extended to the City of Hercules Transit Center and introducing improvements Corridor improvements  23 and Fart Engineering Improvements  24 part Street Transit Corridor Improvements  25 part Street Transit Corridor Improvements  26 part Street Transit Corridor Improvements  27 part Street Street Could part Improvements  28 part Street Transit Corridor Improvements  29 part Station Improvements  29 part Station Improvements  20 part Street Transit Corridor Improvements  20 part Station Improvements  20 part Station Improvements  20 part Station Improvements  20 part Station Improvements  21 part Station Improvements  22 part Street Transit Corridor Improvements  23 part Station Improvements  24 part Station Include an improved kiss in 'ide area, landscaping, new stairs and elevators to the platform, new station restrooms, and improved bus intermedal Improvements  24 part Station Improvements  25 part Station Include an improved kiss in 'ide area, landscaping, new stairs and elevators to the platform, new station restrooms, and improved bus intermedal Improvements  25 part Station Improvements  26 part Station Improvements  26 part Station Improvements  27 part Station Improvements  28 part Station Improvements  28 part Station Improvements  28 part Station Im				Update of the STMP	\$51,000,000			Hercules	
BRT on San Pablo Avenue approximating the existing 72R Bapid Bus route from downtown Oakland to the Richmond Parkway Transit Center on extending Rapid Bus from the Richmond Parkway Transit Center on in the short-term, Rapid Bus Improvements outlined be extended to Richmond Parkway with service to Contrac Costa College and Hilltop Mall and transit priority treatments introduced along the corridor. Extending Rapid Bus treatments north to the Hercules Transit Control University of Control Improvements bus-only lanes on San Pablo Avenue from El Cerrito del Norte north to 23rd Street outlined and Extending Rapid Bus Improvements of Control Costa College, with possible extension along San Pablo Avenue from El Cerrito del Norte north to 23rd Street BRT from Richmond Feldy Richmond Field Station to Richmond BART/Capitol Corridor station, then Underwise the Improvements of Control Costa College, with possible extension along San Pablo Avenue to Hercules. Improvements of Control Costa College, with possible extension along San Pablo Avenue to Hercules. Improvements of Control Costa College and Hilltop Mall and Hercules. Improvements of Control Costa College and Hilltop Mall and Hercules. Improvements of Control Costa College and Hilltop Mall and Hercules. Improvements of Control Costa College and Hilltop Mall and Hercules. Improvements of Control Costa College and Hilltop Mall and Hercules. Improvements of Control Costa College and Hilltop Mall and Hercules. Improvements of Control Costa College and Hilltop Mall and Hercules. Improvements of Control Costa College and Hilltop Mall and Hercules. Improvements of Control Costa College and Hilltop Mall and Hercules. Improvements of Control Costa College and Hilltop Mall and Hercules. Improvements of Costa College And	10	Conceptual Engineering Phases) from Richmond	BART extension from the Richmond BART Station to the City of Hercules. The Project will evaluate viable options and may consider a one-stop extension to the City of San Pablo. Only the planning, conceptual engineering and program level environmental clearance phases of the project	West County High Canasity Transit Study	\$56,000,000			WCCTAC	
23rd Street PRT 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 of 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 in 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:  Access, Parking & Capacity Improvements  C.) Richmond BART Pedestrian & Bike Safety and Access improvements:  C.) Richmond BART Pedestrian & Bike Safety and Access Improvements:  C.) Richmond BART Pedestrian & Bike Safety and Access Improvements:  C.) Richmond BART Pedestrian & Bike Safety and Access Improvements:  C.) Richmond BART Pedestrian & Bike Safety and Access Improvements:  C.) Richmond BART Pedestrian & Bike Safety and Access Improvements:  C.) Richmond Crossover Project:  Additional Crossover Project:  Additional 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 at the El Cerrito Del Norte BART station is minuted to: new parking facilities; bicycle, pedestrian, and bus transit access improvements; improvements to adjacent streets, street crossings, or signals; and/or Ohlone Greenway improvements.  24 Del Norte Area TOD Public Improvements to adjacent streets, street crossings, or signals; and/or Ohlone Greenway improvements.  25 Del Norte Area TOD Public Improvements to a	11	San Pablo Avenue Transit	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						
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.  West County BART Station  Access, Parking & Capacity Improvements  Corsswalks, signal timing adjustments, wayfinding and signage, and upgraded bicycle facilities. C.) Richmond 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.  A) Richmond Crossover Project: A) Richmond Crossover Project: A) Richmond Crossover Project: A) Richmond Crossover Project: A) 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 at the El Cerrito Del Norte BART Station's Transit Oriented Development project. Funding will provide improvements in the El Cerrito Del Norte BART Station's Transit Oriented Development project. Funding will provide improvements to station access or station waiting areas; ADA Improvements improvements in adjacent streets, street crossings, or signals; and/or Ohlone Greenway improvements.  BART Walk and Bicycle Gap Study (2017)  \$2,2,00,000  BART Sustainable Communities Operations Analysis (20	12	23rd Street Transit Corridor	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						
Access, Parking & Capacity Improvements  Imp		West County BART Station	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.	El Cerrito Plaza and Del Norte Stations -				BART	
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 at the El Cerrito Del Norte  BART Sustainable Communities Operations Analysis (2013) \$27,000,000 BART  BART Station's Transit Oriented Development project. 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.  2005 Update of the STMP \$25,000,000 \$7,100,000 El Cerrito	13	Access, Parking & Capacity	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.	BART Walk and Bicycle Gap Study (2017)	\$1,200,000			BART, El Cerrito	
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 at the El Cerrito Del Norte  BART station's Transit Oriented Development project. 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.  Operations Analysis (2013) \$27,000,000 \$27,000,000 \$27,000,000 \$El Cerrito			Enhancements on streets surrounding BART Station to improve station access and safety, including pedestrian lighting, widened sidewalks,	BART Walk and Bicycle Gap Study	\$3,300,000			BART, Richmond	
Del Norte Area TOD Public Infrastructure Improvements in luding, 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; improvements to adjacent streets, street crossings, or signals; and/or Ohlone Greenway improvements.  BART station's Transit Oriented Development project. Funding will provide improvements including, but not limited to: new parking facilities; bicycle, pedestrian, and bus transit access improvements to station access or station waiting areas; ADA improvements; improvements; improvements to adjacent streets, street crossings, or signals; and/or Ohlone Greenway improvements.  2005 Update of the STMP \$25,000,000 \$7,100,000 El Cerrito			Additional Crossover to allow quicker turnbacks, to utilize fleet more effectively, reduce conflicts in yard, and allow increased service frequency.		\$27,000,000			BART	
	14	Infrastructure	BART station's Transit Oriented Development project. 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	2005 Undate of the STMP	\$25,000,000	\$7 100 000		El Cerrito	
		improvements		·		\$7,100,000		Li Cellito	

	TAC RECOMMENDED WEST COUNTY DRAFT STMP PROJECTS								
ID	Project	Project Description	Document Reference	Total Project Cost Estimate	Other Identified Funding	Eligible STMP Funding Allocation <sup>1</sup>	Sponsor(s)		
Loca	Local Street and Intersection Improvements								
	San Pablo Avenue						ı		
15	Intersection Realignment at	Realignment of skewed 5-legged intersection as part of a bridge removal project that will enhance pedestrian, bicycle and future BRT access. The					ļ		
	23rd Street and Road 20	project will also include street re-configuration, re-striping and possibly signal modification at this intersection.	Countywide Transportation Plan	\$14,400,000	\$9,500,000		San Pablo		
		Local Street and Intersect	ion Project Category - Total Cost Estimate	\$14,400,000					
Free	way and Interchange Im	provements							
	·	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.  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,							
16	L 90/Can Dahla Dam Daad	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.  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, reconstruction of a new connector road on the west side of 1-80 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	Countywide Transportation Plan, 2005						
	• •	realigning Amador Street. Phase 2 is included in this STMP update.	Update of the STMP	\$80,750,000	\$9,200,000		San Pablo, CCTA		
	(Filase 2)	Improve traffic operations at the I-80/Central Avenue interchange and along Central Avenue between Rydin Road and San Pablo Avenue. The	Opuate of the STMF	\$80,730,000	33,200,000		Sali Pablo, CCIA		
		project will be completed in two phases.							
		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							
17		peak hours; and will install traffic signals at the I-580 ramps. Construction of first phase will be completed in 2018.							
	I-80/Central Avenue	The second phase will increase the spacing between the signalized intersections east of I-80 by connecting Pierce Street and San Mateo Street,							
	Interchange Improvements	converting Pierce Street access at Central Avenue to "right-in, right-out," and relocating the traffic signal at Pierce Street/Central Avenue to the	Countywide Transportation Plan, 2005				El Cerrito,		
		San Mateo Street/Central Avenue intersection. The second phase is included in this STMP update.	Update of the STMP	\$14,500,000	\$13,873,000		Richmond, CCTA		
	· · · · · · · · · · · · · · · · · · ·	The project may include the following improvements:	·						
		-Improve merge onto the I-80 mainline from the EB Pinole Valley Road on-ramp to address vehicles accelerating uphill after stopping at ramp							
18		meter.	Countywide Transportation Plan, West						
	· ·	-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.	County Transit Enhancement and						
	Interchange Improvements	-Pinole Valley Road/I-80 intersection crossing enhancements.	Wayfinding Plan	\$10,437,000			Pinole, CCTA		
Freeway and Interchange Project Category - Total Cost Estimate									
			Total Project List Cost Estimate	\$822,033,200					

- 1. Column summarizes the portion of the capital costs that would be allocated to the STMP. The column is currently blank; will be determined during the next phase of the STMP nexus study update.
- 2. 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.

  3. Timing of BART extension implementation may extend beyond 2040; however, the STMP could fund early planning and design tasks.