

El Cerrito

TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

Hercules

DATE & TIME: Thursday, September 8, 2022 • 9:00 AM – 12:00 PM

Pinole

REMOTE ACCESS: <https://us02web.zoom.us/j/7321058840>

MEETING ID#: 732 105 8840

PASSWORD (if requested): WCCTAC2020

Richmond

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.**

San Pablo

Pursuant to the Governor’s Executive Order N-29-20, TAC members: Yvetteh Ortiz, Mike Roberts, Sanjay Mishra, Denee Evans, Sarah Kolarik, Rob Thompson, Nathan Landau, Jamar Stamps, and Esther Suh 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.

Contra Costa
County

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

AC Transit

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.

BART

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

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 July 14, 2022 Meeting

Recommendation: Approve as presented

Attachment: Yes

4. REGULAR AGENDA ITEMS

A. State Route 4 Corridor Vision Project

Description: Contra Costa Transportation Authority (CCTA) staff and its consultant will provide an update on the State Route 4 Corridor Vision Project.

Recommendation: Provide comments and feedback as needed.

Attachments: No

Presenter/Lead Staff: John Hoang, CCTA staff and Sasha Dansky, Mark Thomas

Estimated Time: 9:10 AM, (35 minutes)*

B. STMP Administrative Guidelines – Proposed Revisions

Description: The current STMP Administrative Guidelines were last updated in January 2020. Since that time, there have been appeals related to the fee, as well as questions from local staff regarding how to apply the fee. To address these matters, staff has identified proposed clarifications to the Guidelines' text. Staff has also flagged topics for discussion with the TAC. Julie Morgan from Fehr and Peers, the consultant who worked on

the Guidelines, provided input on the proposed text changes, shown in Track Changes attached. Areas for TAC discussion are noted in yellow highlight.

Recommendation: Review proposed revisions and provide comments on proposed changes and discussion items.

Attachments: Yes

Presenter/Lead Staff: Leah Greenblat, WCCTAC Staff.

Estimated Time:* **9:45 AM**, (40 minutes)

C. **OBAG 3 Re-Cap**

Description: The CCTA is close to completing its process of nominating projects to MTC for potential OBAG 3 funding. Projects in West County composed almost half of the applications submitted. This item provides an opportunity to review the process.

Recommendation:

Attachments: No

Presenter/Lead Staff: Leah Greenblat, WCCTAC Staff.

Estimated Time:* **10:25 AM**, (15 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:* **10:40 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:* **10:45 AM** (5 minutes)

6. **ADJOURNMENT**

Description / Recommendation: Adjourn to the next regularly scheduled meeting of the TAC on Thursday, October 13, 2022. The next meeting of the WCCTAC Board is Friday, September 23, 2022.

Estimated Time:* **10:50 PM**

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

El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

WCCTAC TAC Meeting Action Minutes

MEETING DATE: July 14, 2022

MEMBERS PRESENT: Jamar Stamps, Contra Costa County; Yvetteh Ortiz, El Cerrito; Esther Suh, BART; Sarah Kolarik, San Pablo; Sanjay Mishra and Misha Kaur, Pinole; Nathan Landau, AC Transit; Mike Roberts, Hercules.

GUESTS: Matt Kelly and John Hoang, CCTA; Bill Pinkham, WCCTAC citizen representative to CCTA’s CBPAC; Luz Guzman, Contra Costa County; Erin Vaca, DKS; Raul Tovar, Torina Wilson, Charlie Knox, Placeworks; Julie Morgan, Fehr and Peers; Rachel Factor, BART

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

ACTIONS LISTED BY: WCCTAC Staff

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Call to Order	The meeting was called to order at 9:04 AM
2.	Public Comment	None.
3.	Consent Calendar: A. Minutes from June 9, 2022, Meeting	Jamar Stamps moved, Mike Roberts seconded, and the TAC unanimously approved the Consent Calendar.
Regular Agenda Items		
4.	A. TFCA Carryover Funds	Coire Reilly, of WCCTAC staff explained that only one project submitted met the BAAQMD’s cost effectiveness requirements: the City of El Cerrito’s del Norte TOD Complete Streets project. He noted that a decision on providing \$185,000 in Air District, TFCA funds for that project would be forwarded to the WCCTAC Board for its concurrence.

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
4.	B. Draft West County Action Plan and County-wide Transportation Plan (CTP) Update	Torina Wilson presented the draft Countywide Maps for all Routes of Regional Significance and Regional Transportation Objectives (RTOs). The TAC provide feedback. One comment noted that transit is a priority on San Pablo Ave. and recommended included a transit travel time RTO. It was also suggested that there could be a pullout box with all things related to San Pablo Avenue. Ms. Wilson said that the draft Action Plans would be going to the TAC and WCCTAC Board in the fall for review. She anticipated WCCTAC Board adoption in Winter 2022 and Authority Board adoption in Early 2023.
Standing Items:		
5.	A. Technical Coordinating Committee Report	There was no TCC meeting
5,	B. Staff and TAC Member Announcements	None.
6.	Adjournment	The meeting adjourned at 11:04 AM.

SR 4 Corridor Vision Study

Scope of Work Overview

John Hoang

Director, Planning

Contra Costa Transportation Authority

Sasha Dansky

Principal

Mark Thomas

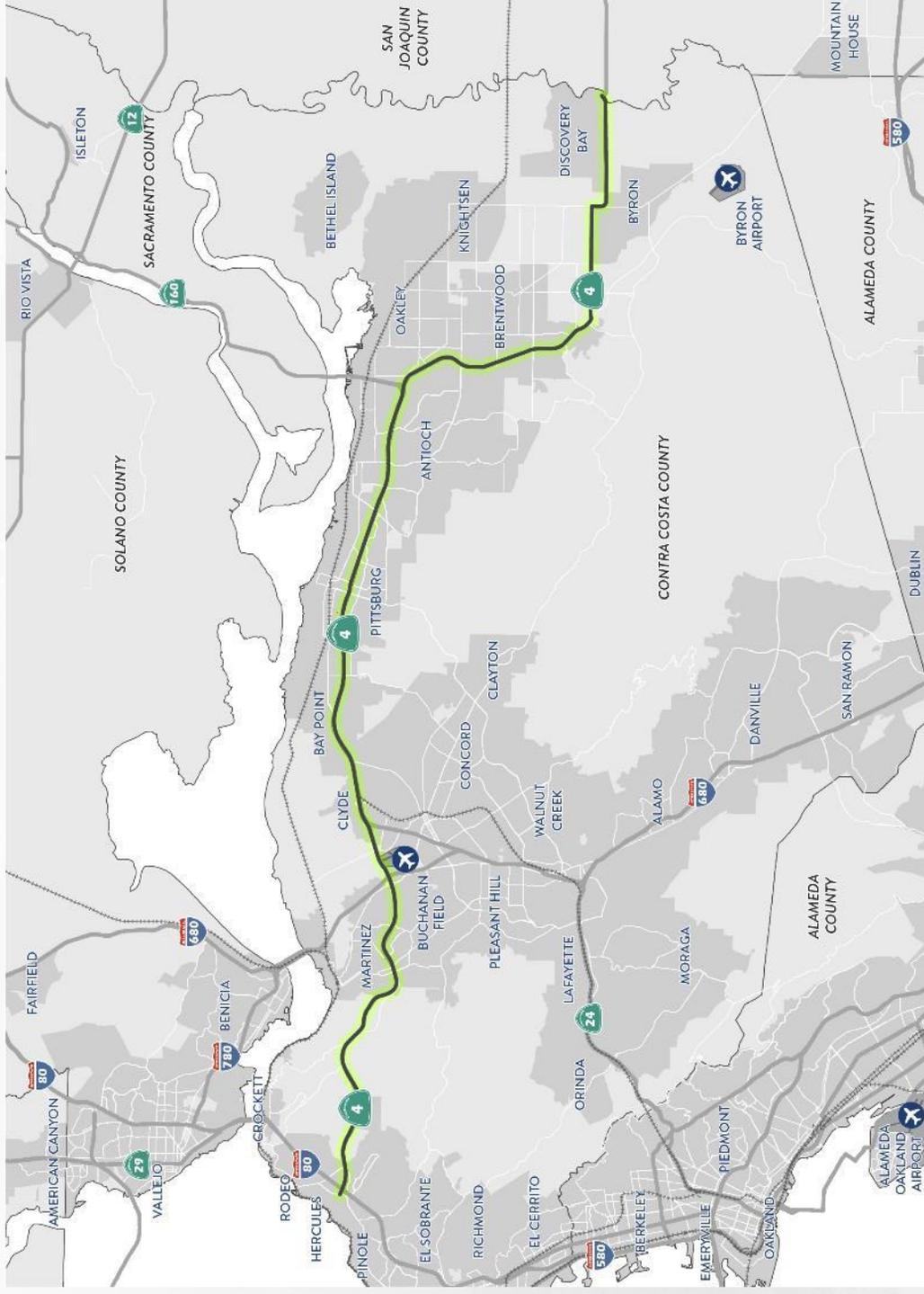
September 8, 2022



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SR4 Corridor Vision

Create a long-term, sustainable, transportation vision to guide future investments.



Comprehensive Multimodal Study of SR 4 Corridor

▲ Scope Based on Caltrans Comprehensive Multimodal Corridor Plan Requirements

▲ Auto

▲ Transit

▲ Freight

▲ Bicycle

▲ Pedestrian

▲ Emerging Technology

SR 4 Corridor Vision Study Elements

- Study Builds Upon Extensive Existing Efforts
- Document Existing Plans & Guidelines
- Perform Analysis of:
 - Corridor Safety
 - Freight System
 - Arterial Network Operations
 - Identify Emerging Technologies

SR 4 Corridor Vision Stakeholder Outreach

- Broad Engagement with Multiple Stakeholders
 - Public Agencies
 - Non-Profits
 - Transit Providers
 - Business Groups
 - Developers
 - Environmental Interest Groups
 - Social Equity Organizations
 - Active Transportation and Public Health Advocates
 - Technology and Broadband Stakeholders
 - Others

SR 4 Corridor Vision Evaluation Criteria

- Safety
- Congestion
- Accessibility
- Economic Development - Job Creation and Retention
- Air Quality and Greenhouse Gas Emissions Reduction
- Efficient Land Use

SR 4 Corridor Vision

- Baseline Performance Assessment – how will currently planned improvements perform?
- Establish Evaluation Criteria
- Primary and Secondary Screening – Select Vision Elements
- Document in SR 4 Corridor Vision
- **Next Steps** - Engage Caltrans to complete Comprehensive Multimodal Corridor Plan (needed for SB1 Congested Corridors Funding)

Thank you



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DRAFT

**WEST CONTRA COSTA
TRANSPORTATION ADVISORY
COMMITTEE**

**SUBREGIONAL
TRANSPORTATION
MITIGATION PROGRAM
(STMP) FEE
ADMINISTRATIVE
GUIDELINES**

**APPROVED BY WCCTAC EXECUTIVE
DIRECTOR JANUARY 28, 2020**

REVIEWED BY WCCTAC TAC 1/9/2020

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A. INTRODUCTION

The purpose of these Administrative Guidelines is to assist WCCTAC and Agency staff with implementation of the STMP Fee. These Guidelines provide additional detail not included in the Master Cooperative Agreement (“Coop Agreement”), and the Coop Agreement is an integral part of these Guidelines. “Agency” or “Agencies” is used in these Guidelines as the term is used in the Master Cooperative Agreement to indicate the cities and the County that are members of WCCTAC and responsible for collecting the STMP Fee and for sponsoring certain capital projects funded by the STMP Fee. The term Agencies excludes AC Transit and the Bay Area Rapid Transit District that are also members of WCCTAC because these agencies have no role in collecting the STMP Fee. Future modifications to these Guidelines will be reviewed by the WCCTAC Technical Advisory Committee (TAC) before approval by the WCCTAC Executive Director.

B. DEVELOPMENT PROJECTS

Agencies shall apply the STMP Fee to building permits associated with all Development Projects as defined in this section, unless exempt under Section D.9 of the Coop Agreement.

1. New Construction
Includes construction of new building space for either residential or non-residential use(s), including the addition of building space to existing developed property.
2. Intensification of Use
Includes the intensification of use of all or part of an existing building, whether vacant or not. An intensification of use occurs when a Development Project would pay a higher fee under the proposed use compared to the existing permitted use based on the current STMP Fee schedule. All accessory dwelling units are not considered an intensification of use and no STMP Fee would be applied.

In the case of the re-use of a vacant building, the building’s current use shall be the use when the building was occupied if the vacancy had occurred within three years prior to the date of the building permit application. If the vacancy had occurred greater than three years prior to the date of the building permit application, then the STMP Fee shall be applied as if the project was New Construction. The building permit applicant bears the burden of demonstrating that the building was in use within this time period through submittal of documents acceptable to the Agency such as executed lease agreements or lease payment records.

C. LAND USE CATEGORIES

The Agency, as part of their typical process of reviewing a proposed Development Project, shall determine the applicable land use category(ies) ~~that are applicable~~ and shall calculate the STMP fee. This applies to both private and public Development Projects. The following sections offer guidance to the Agency as they make those determinations.

Every Development Project will have specific characteristics that are unique to that Project. It is not possible to anticipate all possible combinations of Project characteristics that might affect a Project's transportation impacts; instead, the STMP land use categories described below are general in nature and each one is intended to cover a range of Project characteristics. For example, one of the STMP categories is Retail/Service. There are many types of retail Projects and each one will have different trip generation rates. The Retail/Service category is intended to provide a single standardized category that will apply to all Projects that contain retail uses. Therefore, it is anticipated that almost all Development Projects will fit within one or more of the standard STMP categories and Agency staff should identify the category(ies) that best match the Project's characteristics, with the understanding that a perfect match is rarely possible.

1. Residential Land Uses

- i. Single Family Residential: Dwelling units that are one single family detached unit on a parcel, and excluding Senior Housing.
- ii. Multi-Family Residential: Dwelling units that are apartments, condominiums, townhomes, multiplexes, or mobile homes in mobile home parks, except Senior Housing. Accessory dwelling units are not required to pay the STMP Fee.
- iii. Senior Housing: All senior age-restricted dwelling units regardless of type of housing.

2. Non-residential Land Uses

- i. Hotel: Temporary lodging establishments including hotels, motels, resorts and bed and breakfast establishments.
- ii. Office: Office facilities where the primary use is not direct service to customers, including branch and head offices, multi-tenant buildings, and business parks.
- iii. Retail/Service: Neighborhood, community, and thoroughfare commercial districts, including retail and personal service businesses, restaurants, and medical offices.
- iv. Industrial: Light and heavy industrial uses, including manufacturing, processing, fabrication, and warehousing/distribution.
- v. Storage Facility: Facilities used for the purposes of renting or leasing individual storage space.

3. Other Land Uses

- i. Other: The Other land use category is intended for Development Projects with land uses that do not fit within the standard ~~residential or non-residential~~ categories defined above ~~where number of dwelling units or building square footage are the usual measures of trip generation. As stated previously, it~~ is anticipated that most Development Projects will fit within the standard STMP categories, However, there are some land use types that are substantially different from any of the categories described above; but it is understood that some Projects will contain land uses with trip generation characteristics that are not adequately captured by the standard STMP categories. Examples of such land uses could include gas stations, drive-through facilities, private schools, buildings for religious worship, and theaters or other sports or entertainment venues, among others. In those cases, ~~t~~he Agency will determine whether a particular Development Project involves land uses that should be treated within the Other category; conferral with WCCTAC staff is highly recommended if there are questions or discussion items. Application of the Other category will require the estimation of the number of AM peak hour trips that will be generated by the proposed land use.

D. FEE CALCULATION

1. New Construction

$$\text{STMP Fee} = \frac{\text{STMP Fee per Dwelling Unit or per Square Foot Based on Applicable Land Use Category or Categories}}{\text{Applicable Land Use Category or Categories}} \times \begin{matrix} \text{New Dwelling Units or} \\ \text{New Square Feet} \end{matrix}$$

For Development Projects with multiple land use categories, the STMP Fee equals the sum of STMP Fees applied to each land use category.

2. Intensification of Use

First calculate the STMP Fee for the proposed new use, using the formula provided in the section above on New Construction. Then calculate what the STMP Fee would be for the existing permitted use (that is, the existing square footage multiplied by the STMP Fee per square foot for the existing permitted land use category). Subtract the existing permitted use fee from the proposed new use fee. If the difference is greater than zero, that difference represents the STMP Fee due as a result of the intensification of use. If the difference is less than zero, then no STMP Fee is due, nor will there be any STMP Fee refund or credit.

3. Other Land Use Category

$$\text{STMP Fee} = \frac{\text{STMP Fee per AM Peak Hour Trip}}{\text{Peak Hour Trip}} \times \begin{matrix} \text{Number of New AM} \\ \text{Peak Hour Trips} \\ \text{Estimated for} \\ \text{Proposed Use} \end{matrix}$$

As described above, the Agency will determine the applicability of the Other category, as part of its typical process of evaluating the transportation and other impacts of a proposed Development Project. Transportation impact analysis requires the processes and methods outlined in the *Technical Procedures* adopted by the Contra Costa Transportation Authority.

Part of a transportation impact analysis involves estimating the trip generation of the proposed Development Project. This typically involves reference to the most current edition of *Trip Generation* published by the Institute of Transportation Engineers (ITE), but may also involve conducting trip generation surveys at other sites that share the Development Project's characteristics, as further described in the ITE manual and in the *Technical Procedures*. For reference purposes, see the Appendix for the trip generation rates used in the STMP nexus study for each land use category.

4. Mixed Use Buildings

What guidance is needed? Thresholds for calculating separate components?

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E. **CREDITS AND REIMBURSEMENTS**

Refer to the approved Master Cooperative Agreement, Section D. Fees, paragraph 10. Credits and Reimbursements.

F. **APPEALS FOR FEE EXEMPTIONS, ~~AND WAIVERS,~~ AND FEE CALCULATION METHODOLOGY**

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No exemption or waiver of the STMP Fee for a development project is allowed except as permitted by this section.

1. If the Agency exempts or waives all other local impact fees, then the STMP fee may also be exempted or waived; the Agency must report this action to WCCTAC.

2. If an applicant appeals the local jurisdictions land use categorization or a local jurisdiction's methodology for calculating the fee amount...

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3. Otherwise, to be granted a STMP fee exemption or waiver, the Agency or the development project applicant must:

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- Pay the STMP Fee pursuant to these Administrative Guidelines under protest pending the resolution of the appeal.

- Appeal the STMP Fee to the Agency and WCCTAC no later than the date of application for the building permit for the Development Project.
- Bear the burden of establishing satisfactory factual proof of the basis for the appeal based on the opinion of a registered traffic engineer.
- Submit all information in support of the appeal necessary for WCCTAC’s consideration of the appeal. The Agency or applicant may submit any documentation it thinks WCCTAC should consider as part of the appeal. Additional issues raised once the appeal is submitted will not be considered by WCCTAC. WCCTAC may require, at the expense of the Project Applicant, review of the submitted materials by a third party with appropriate technical knowledge.
- Pay the cost of processing the appeal, as determined by WCCTAC.
 - How much? Cost refunded if successful?
- The appeal will be considered by the WCCTAC Board within 180 days. The appellants may, at the sole discretion of WCCTAC, have the opportunity to present oral testimony, in addition to the written documents submitted in support of the appeal.
- If all other local impact fees are not waived, then any STMP fee exemption or waiver must receive approval from the WCCTAC Board.

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G. ANNUAL FEE ADJUSTMENT

The annual fee adjustment provided for in Section D.8 of the Master Cooperative Agreement is based on the annual percentage change in the Engineering News-Record Construction Cost Index for the San Francisco Bay Area. WCCTAC staff will annually calculate the increase and is responsible for notifying all Agencies of the change bringing the adjusted STMP Fee schedule to a regular meeting of the WCCTAC Board as an information item, and providing the adjusted STMP fee schedule to the Agencies in a timely manner each year so that Agencies can begin collecting the updated adjusted fees by July 1. Agencies are responsible for incorporating the annual fee adjustment into their fee schedules.

H. CONCEPTUAL PROCESS FOR STMP FUNDING

WCCTAC is responsible for implementing the STMP. Periodically, WCCTAC will issue a call for projects to invite Agencies to submit requests for funding for STMP-eligible projects. Under normal circumstances, a call for projects will occur every 1-3 years, at WCCTAC’s discretion and depending on fund availability.

Evaluation of the projects submitted will be undertaken by WCCTAC staff at the direction of the WCCTAC Board, with input from the WCCTAC TAC. The Board will make the final decisions about which projects will receive STMP funds and in what amounts. Factors to be considered in evaluating projects may include (but not be limited to) characteristics

such as project readiness, ability to use funds quickly, amount of funds requested compared to amount available, reasonable distribution of funds across all project categories, and reasonable distribution of funds across all Agencies.

I. QUARTERLY REPORTING FORM AND FEE SUBMITTAL PROCEDURES

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Whether or not there has been STMP fees collected, a local jurisdiction must submit a completed quarterly reporting form within 30 days of the close of the quarter. If STMP fees were collected, a copy of that quarter's completed reporting form must accompany the submittal of fees to WCCTAC. This may require coordination between departments (e.g. public works and finance) to ensure this occurs.

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APPENDIX A. A.M. PEAK HOUR TRIP GENERATION RATES

A.M. Peak Hour Trip Generation Rates for STMP Land Use Categories

Land Use Category	ITE Land Use Code	Unit	A.M. Peak Hour Vehicle Trip Generation Rate
Single-Family Residential	210	Dwelling Unit	0.74
Multi-Family Residential	221	Dwelling Unit	0.36
Senior Housing	252	Dwelling Unit	0.20
Hotel	310	Room	0.47
Retail/Service	820	1,000 Square Feet	0.94
Office	710	1,000 Square Feet	1.16
Industrial	110	1,000 Square Feet	0.70
Storage Facility	151	1,000 Square Feet	0.10

Source: Institute of Transportation Engineer, *Trip Generation* (10th Edition). Note that these are intended to serve as average rates for the land use category; it is understood that each Development Project will have individual characteristics that may affect the trip generation rate for that particular Project, but the intent of the STMP is that most Projects will fit within one or more of the general categories above. no trip adjustments have been applied to these trip generation rates; adjustments might be appropriate depending on the characteristics of the Development Project being evaluated.

APPENDIX B: STMP FEE SUBMITTAL FORM

**West County Subregional Transportation Mitigation Program (STMP) Developer Fees
 JURISDICTIONS' QUARTERLY TRANSMITTAL REPORT FORM for FY 2022-23**

Jurisdictions are required to submit this completed form to WCCTAC no later than 30 days following the close of each calendar quarter, whether or not there are fees to submit, continuing through the life of the Master Cooperative Agreement.

Check Appropriate Box: **Fiscal Year:**
Reporting Period: FY Q1 FY Q2 FY Q3 FY Q4
 July-Sept Oct-Dec Jan-Mar Apr-June
 31-Oct 30-Jan 30-Apr 31-Jul

Fee Submittal Due Date: _____

Jurisdiction's Name: _____

Contact Name: _____

Contact Email: _____

No development to report this period. OR Notes:
 Insert below the # of Units or # of Sq. Ft. to calculate the amt. of fee collected.
 List each project or project component separately. Add rows as needed.

Type of Fee	Project Address	Development Name	STMP Fee per Unit	STMP Fee per Square ft.	Total # Units or Sq. Ft.	STMP \$ Collected
Single Family			\$ 6,458			\$ -
Multi Family			\$ 3,181			\$ -
Senior Housing			\$ 1,744			\$ -
Hotel (per room)			\$ 4,133			\$ -
Storage Facility				\$ 0.90		\$ -
Retail / Service				\$ 7.82		\$ -
Industrial				\$ 6.60		\$ -
Office				\$ 10.35		\$ -
Other (per AM pk hr trng)			\$ 8,727			\$ -
TOTAL FEES COLLECTED:						\$ -

This should be the amount of your check to WCCTAC. 

If a jurisdiction is collecting STMP fees for a development application at a rate different than what is currently in effect, provide on the following page the name and address of each development and which reason applies:

A. The development project is subject to a development agreement executed on _____;

B. The development submitted a vesting tentative map that was approved on _____;

C. Other (explain legal basis for development not paying current adopted rates; n.b., a development application submitted in a prior year alone is an insufficient explanation) _____.

During the reporting period, has your agency granted:

- 1. STMP Fee Credits to any development? Yes No
- 2. STMP Fee Waivers/Exemptions to any development? Yes No

If yes to either of the above, please respond to the questions on the next page.

If STMP Credits were granted, for each development complete the questions below:

- 1. What is the name and address of the development project receiving the credit?
- 2. What was the dollar value of the credit?
- 3. Which of the 20 STMP Projects was the credit used for?
- 4. What elements of the STMP project were completed with the credited funds?

If Waivers/Exemptions of STMP Fees were granted, for each development, complete the questions below:

- 1. Were all other local fees waived/exempted for the development project? Yes No
- 2. Briefly explain why the development project's STMP fee was waived/exempted?

Respond to Different Fee Rates/Credit and Waiver/Exemption Questions here:

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**West County Subregional Transportation Mitigation Program (STMP) Developer Fees
JURISDICTION'S QUARTERLY TRANSMITTAL REPORT FORM**

Jurisdictions are required to submit this completed form to WCCTAC no later than 30 days following the close of each calendar quarter; whether or not there are fees to submit, continuing through the life of the Master Cooperative Agreement.

Check Appropriate Box:

Fiscal Year:	<input type="checkbox"/> FY Q1	<input type="checkbox"/> FY Q2	<input type="checkbox"/> FY Q3	<input type="checkbox"/> FY Q4
Reporting Period:	July-Sept	Oct-Dec	Jan-Mar	Apr-June
Fee Submittal Due Date:	31-Oct	30-Jan	30-Apr	31-Jul

All sections of the report must be completed. Attach check, payable to WCCTAC, to this report. Submit check and completed transmittal report to:

WCCTAC
6333 Potrero Ave., Suite 100
El Cerrito, CA 94530

Jurisdiction's Name: _____

Contact Name: _____

Contact Email: _____

No development to report this period. OR Notes:
Insert below the # of Units or # of Sq. Ft. to calculate the amnt. of fee collected. List each project or project component separately. Add rows as needed.

Type of Fee	Project Address	Development Name	STMP Fee per Unit	STMP Fee per Square ft.	Total # Units or Sq. Ft.	STMP \$ Collected
Single Family			\$ 5,439			\$ -
Multi Family			\$ 2,679			\$ -
Senior Housing			\$ 1,489			\$ -
Hotel (per room)			\$ 3,481			\$ -
Retail / Service Office				\$ 6.59		\$ -
Industrial				\$ 8.72		\$ -
Storage Facility				\$ 5.56		\$ -
Other (per AM pk hr trip)			\$ 7,350			\$ -
TOTAL FEES COLLECTED:						\$ -

This should be the amount of your check to WCCTAC. →

During the reporting period, has your agency granted:

- STMP Fee Credits to any development? Yes No
- STMP Fee Waivers/Exemptions to any development? Yes No

If yes to either of the above, please respond to the questions on the next page.

If STMP Credits were granted, for each development complete the questions below:

- What is the name and address of the development project receiving the credit?
- What was the dollar value of the credit?
- Which of the 20 STMP Projects was the credit used for?
- What elements of the STMP project were completed with the credited funds?

If Waivers/Exemptions of STMP Fees were granted, for each development, complete the questions below:

- Were all other local fees waived/exempted for the development project? Yes No
- Briefly explain why the development project's STMP fee was waived/exempted?

Respond to Credit and Waiver/Exemption Questions here:

Revised 4/30/2019

3136145.1