WCCTC | WEST CONTRA COSTA TRANSPORTATION COMMISSION

El Cerrito | Hercules | Pinole | Richmond | San Pablo | Contra Costa County | AC Transit | BART | WestCAT

TECHNICAL ADVISORY COMMITTEE
MEETING NOTICE & AGENDA

DATE & TIME: Thursday, September 11, 2025 • 9:00 AM – 11:00 AM
LOCATION: WCCTC Offices • 6333 Potrero Ave. at San Pablo Avenue, El Cerrito, CA 94530
TRANSIT OPTIONS: Accessible by AC Transit #72, #72R, #72M & El Cerrito del Norte BART

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1. **CALL TO ORDER**
   Estimated Time:* **9:00 AM**

2. **PUBLIC COMMENT**
   Estimated Time:* **9:00 AM,** (3 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:* **9:03 AM** (2 minutes)

   A. **Minutes from July 10, 2025, meeting**
   Recommendation: Approve as presented.

   Attachment: Yes

4. **REGULAR AGENDA ITEMS**

   A. **Integrated Transit Plan (ITP) Update**
   Description: CCTA will provide an update on the Integrated Transit Plan (ITP), including project evaluation results, estimated capital and operations costs for proposed ITP projects, and a summary of how feedback from WCCTC on the update has been addressed.

   Recommendation: Receive information and provide feedback as needed.

   Attachments: Yes

   Presenter/Lead Staff: Danille Elkins, CCTA; Adam Dankberg, Kimley-Horn; Kevin Connolly, TYLin

   Estimated Time:* **9:05 AM,** (45 minutes)

B. **Review of Potential Nominations for CCTA "Five-Star Projects"**

Description: CCTA requested that all agencies submit nominations for "Five-Star Projects." Selected projects will be highlighted in the Countywide Transportation Plan 2050 and may be included in a future ballot measure. Each jurisdiction may nominate two projects. Projects must have: a cost greater than $10M, documented community support; a high level of effectiveness, strong rationale for anticipated benefits, and an impact on the County. Completed nominations are due September 12, 2025, to the CCTA.

Recommendation: Review each jurisdiction's nominations, discuss West County approach and coordinate submittals.

Attachments: Yes: Summary list of West County projects under consideration for nomination.

Presenter/Lead Staff: Leah Greenblat, WCCTC Staff

Estimated Time:* **9:50 AM,** (25 minutes)

C. **Applying AB 3177 Changes to STMP Fee Calculations**

Description: Due to changes in state law, transportation impact fees must be reduced for residential developments located within transit priority areas that also meet certain other requirements. The change impacts how STMP fees are calculated.

Recommendation: Discuss interim and long-term options for calculating STMP fee reductions in response to legislative changes to California's Fee Mitigation Act under AB3177. Seek to create a consensus among fee-collecting agencies on how to implement these changes.

Attachments: Yes: Staff Report

Presenter/Lead Staff: Leah Greenblat, WCCTC Staff

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

D. **Update on Measure J 28b Allocation for Small Scale Projects**

Description: The WCCTC Board recently allocated $720,000 in Measure J 28b funds to member agencies for small-scale projects. Staff will provide an update on the status of the funding and the next steps in the process.

Recommendation: Receive update

Attachments: No

Presenter/Lead Staff: John Nemeth, WCCTC Staff

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

E. **Staff Update on TFCA FY26 Call for Projects**

Description: Staff will provide a brief update on the ongoing status of the TFCA Fiscal Year 2026 Call for Projects, a funding source traditionally used to support Transportation Demand Management (TDM) programs.

Recommendation: Receive information and provide feedback as needed.

Attachments: Yes

Presenter/Lead Staff: Coire Reilly, WCCTC Staff

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

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

5. **STANDING ITEMS**

A. **Technical Coordinating Committee (TCC) Report**

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

Recommendation: Receive update.

Attachment: No

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

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

B. **Staff and TAC Member Announcements**

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

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTC Staff and TAC Members

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

6. **ADJOURNMENT**

Description / Recommendation: Adjourn to the next regular meeting of the TAC on Thursday, October 9, 2025. The next scheduled meeting of the WCCTC Board is Friday, September 26, 2025.

*Estimated Time**: **11:00 AM**

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

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

WCCTC | WEST CONTRA COSTA TRANSPORTATION COMMISSION

El Cerrito | Hercules | Pinole | Richmond | San Pablo | Contra Costa County | AC Transit | BART | WestCAT

DRAFT WCCTC TAC Meeting Action Minutes

MEETING DATE: July 10, 2025

MEMBERS PRESENT: Janney Lockman, Richmond; Jamar Stamps, Contra Costa County; Glen Dombeck, Hercules, Finn Wurtz, WestCAT; Celestine Do, BART; Heba El-Guindy, Pinole (Arrived at 9:25am)

GUESTS: Steve Price & Jenna Byron - Walk and Roll, ECRA; Dani Lanis - Bike East Bay; Hisham Noeimi - CCTA

STAFF PRESENT: John Nemeth, Leah Greenblat, Coire Reilly, Mia Carrasco

ACTIONS LISTED BY: WCCTC Staff

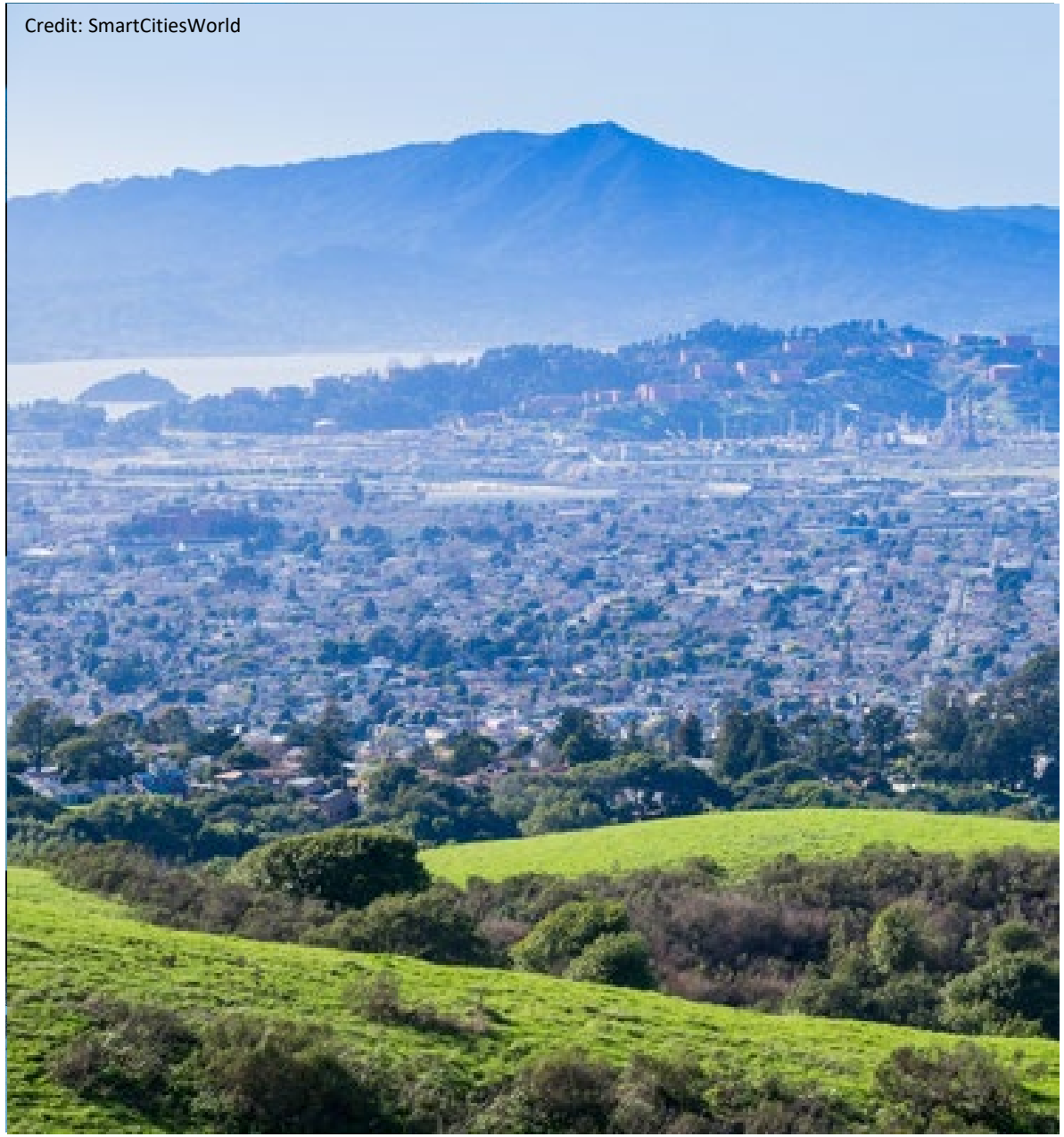
ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Call to Order	The meeting was called to order at 9:06 AM
2.	Public Comment	Steve & Jenna from Walk and Roll commented about the need for a safer, new bridge for pedestrians and cyclists.
3.	Consent Calendar: Minutes from June 12, 2025, Meeting.	Motioned: Matt Brown (San Pablo) Seconded: Robert Armijo (Richmond) Consent Calendar was approved unanimously
Regular Agenda Items		
4A.	2025 Measure J Strategic Plan	Hisham Noeimi, of the Contra Costa Transportation Authority (CCTA), provided an update on the Measure J Strategic Plan, which was last adopted in September 2022. The update included the revenue forecast adopted by the Authority Board in June 2025, and a brief overview of the Measure J capital projects that remain uncompleted.

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
4B.	Small-Scale Capital Grant Program Concept	The TAC developed a recommendation for the WCCTC Board to provide $720K in Measure J 28b funds to member agencies for small scale capital improvements. The proposed allocation was $60K for typical member agencies, $180K for Richmond, and $60K to WCCTC to implement bike rack installations in multiple jurisdictions in West County. TAC members also discussed administrative issues relating to this allocation, including the need for agencies that directly receive funds to be a party to a Cooperative Agreement with CCTA.
4C.	Staff Update on TFCA FY26 Call for Projects	Staff provided an update on the ongoing status of the TFCA Fiscal Year 2026 Call for Projects—a funding source traditionally used to support Transportation Demand Management (TDM) programs. Staff noted that it might be facing cuts to the program but that it was still trying to work through the issue with CCTA and other RTPCs
Standing Items:		
5A.	Technical Coordinating Committee (TCC) Report	At the previous TCC Meeting, the first presentation was on state route 4 vision spending, there was discussion of the integrated transit plan, and there were elections.
5B.	Staff and TAC Member Announcements	Finn Wurtz informed the TAC about upcoming WestCAT schedule changes.
6.	Adjournment	The meeting adjourned at 11:00 AM.

CONTRA COSTA
transportation
authority

Contra Costa Transportation Authority Integrated Transit Plan

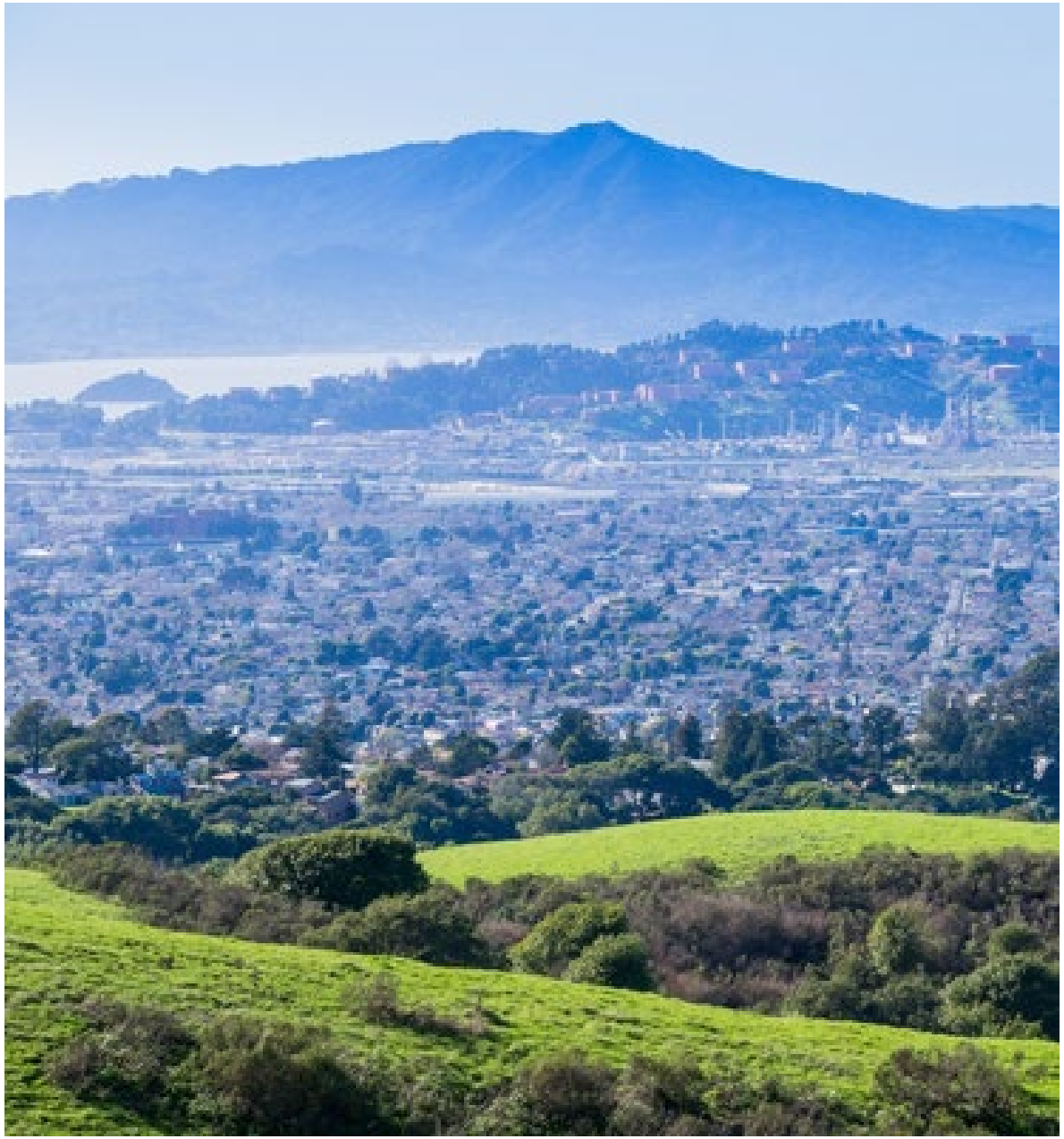
WCCTC TAC
September 2025


Credit: SmartCitiesWorld

Agenda

1. How we addressed WCCTC feedback from the Spring
2. Project Evaluation Results
3. Capital and Operations Cost Estimates
4. Next Steps

How we addressed WCTCC feedback from the Spring



Agreed & Incorporated

- Robust frequencies (15 mins or better), service till midnight
- Need for operational funding
- Microtransit zones in Richmond
- Countywide pot of money for transit improvements outside of TPCs/frequent bus network

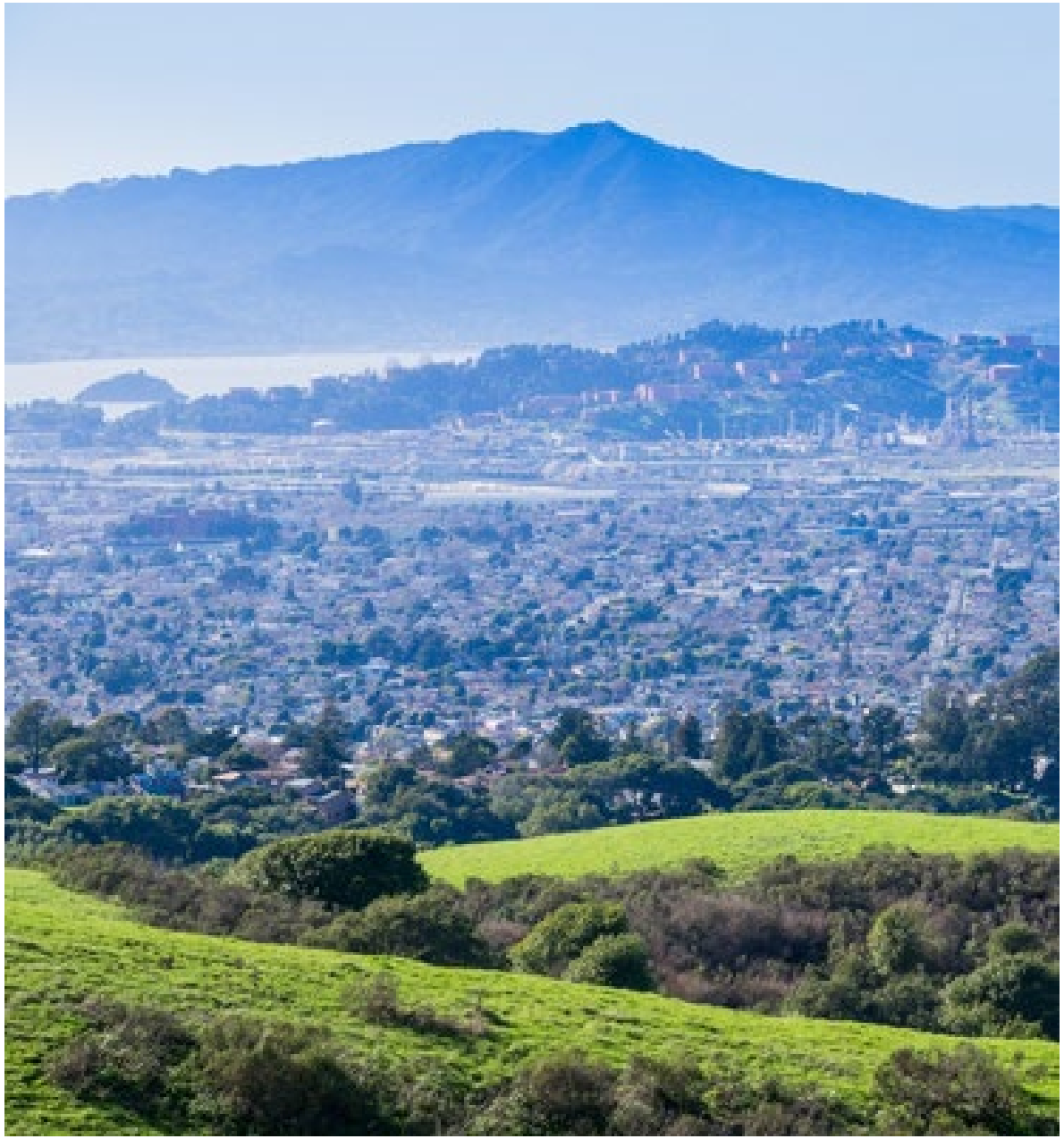
Screened Out (Did Not Advance)

- Transit improvements linking I-80 to I-680 via Route 4 corridor
- Express bus investment on I-80 in Contra Costa

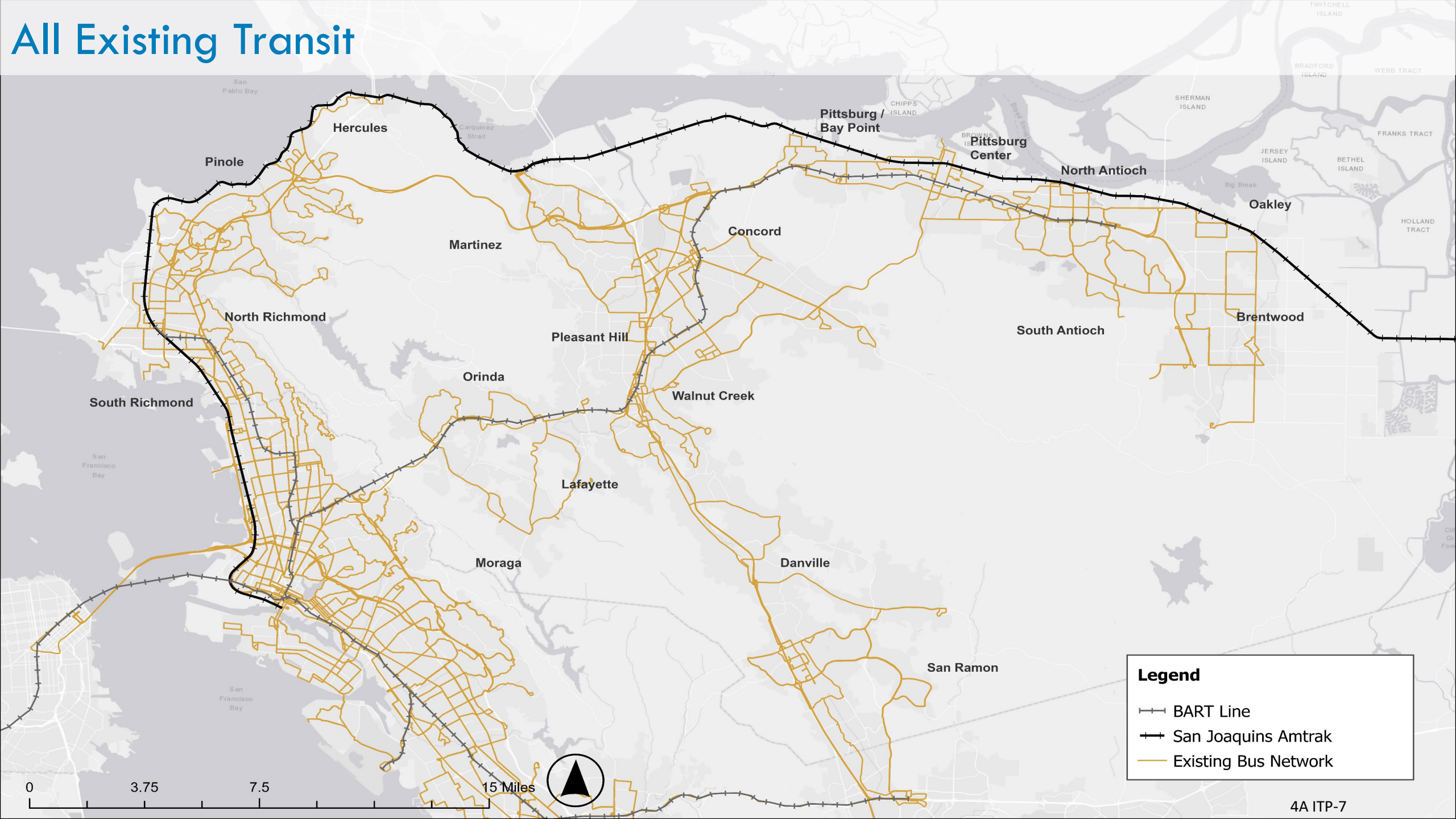
Planned for Future Action

- Engagement directly with City staff
- Details of dedicated lanes on San Pablo
- Desire for geographic equity, greater West County investment (for TEP)
- Prioritization/hierarchy of corridors (to be discussed today)

Project Evaluation

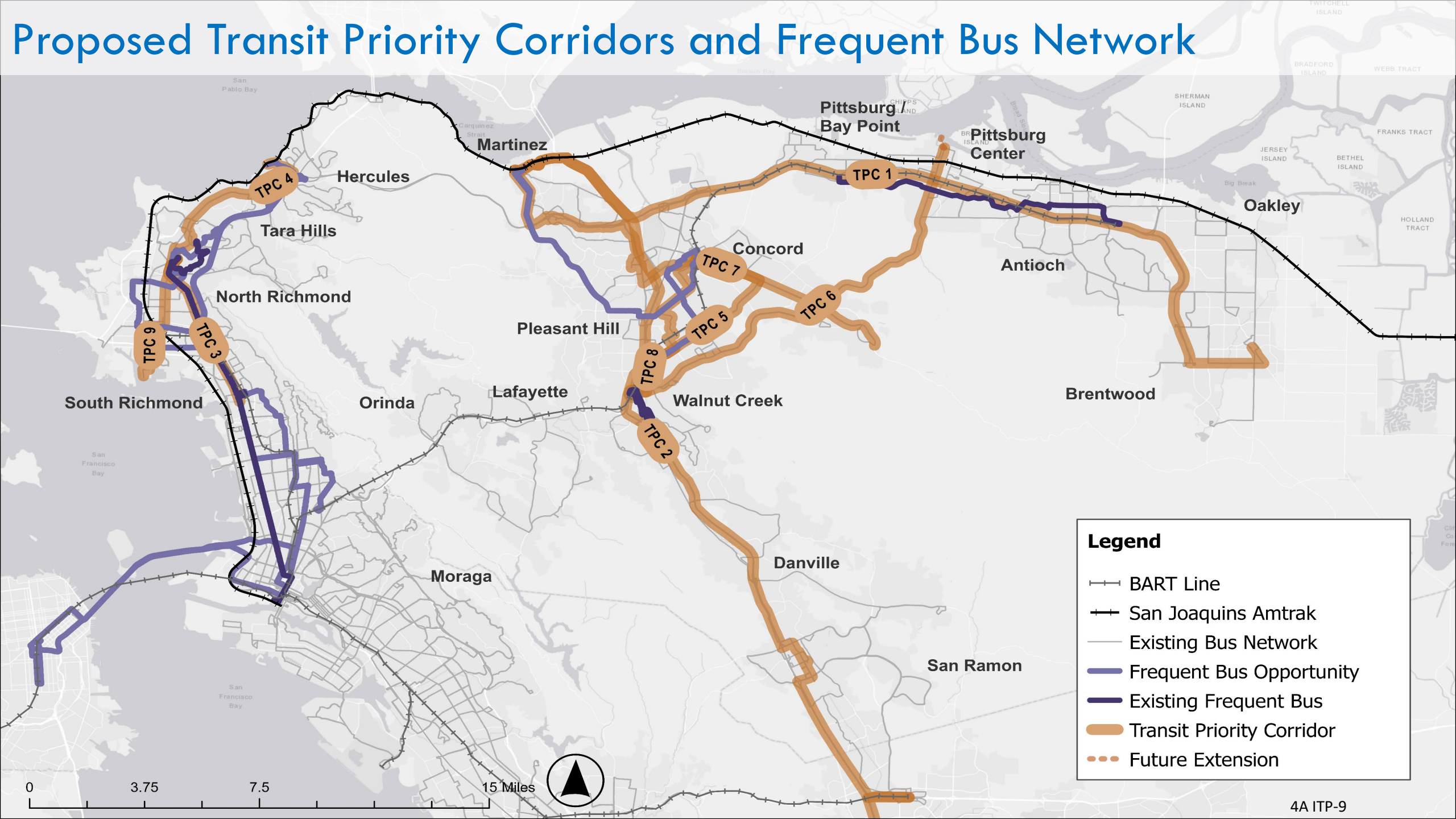


All Existing Transit



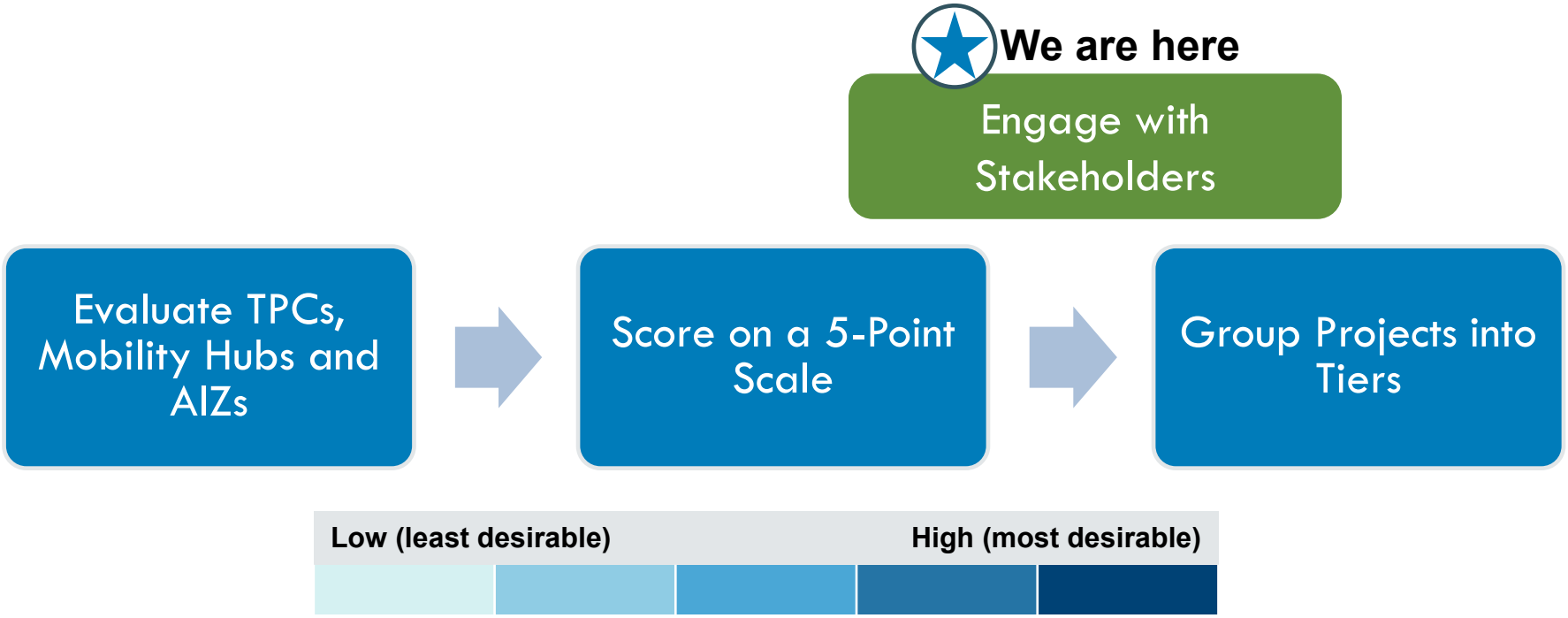
Existing Frequent Bus Service

Proposed Transit Priority Corridors and Frequent Bus Network



Locations of TPCs and Candidate TPC Improvements

Evaluation Process



Evaluation Criteria

Network-Wide Benefits

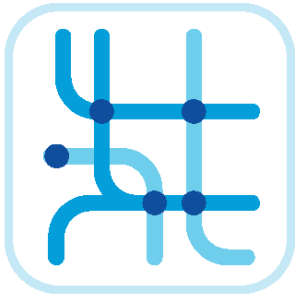
Accessibility to High Frequency Transit

Connecting People to Jobs with Transit

Alignment With Regional Priorities

Alignment with Regional Priorities

Addresses a Regional Transit Gap



Equity

Benefits Equity Priority Communities

Ridership Potential

Ridership Potential: All Trips

Ridership Potential: Existing Transit Trips

Travel Time Benefits

Transit Travel Time Savings

Projected Speed Degradation without TPC Treatments

Development

Opportunities to Promote Economic Development

1. Accessibility to High-Frequency Transit

- **Objective:** Calculate the change in access to high-frequency transit with proposed transit investments
- **Performance Measure:** Change in population and jobs within 0.5 miles of high-frequency transit

Evaluation Results

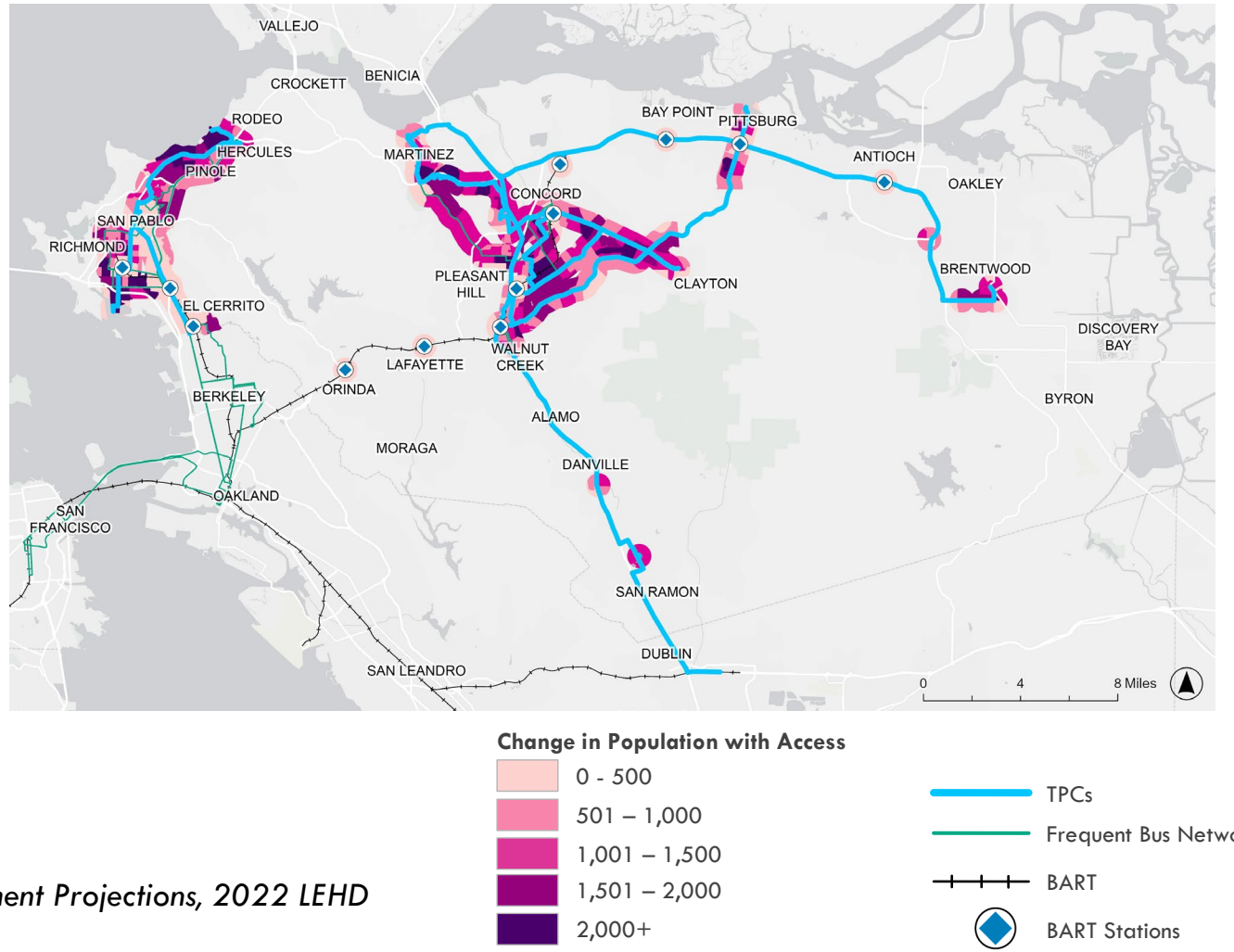
Existing

+317,000 people (+27% of county)
+139,000 jobs (+37% of county)

2050 Projections

+343,000 people (+24% of county)
+172,000 jobs (+32% of county)

Change in Existing Population with Access to High-Frequency Transit With Improvements



Data source: 2023 5-Year ACS, PBA 2050 Population and Employment Projections, 2022 LEHD Origin-Destination Employment Statistics

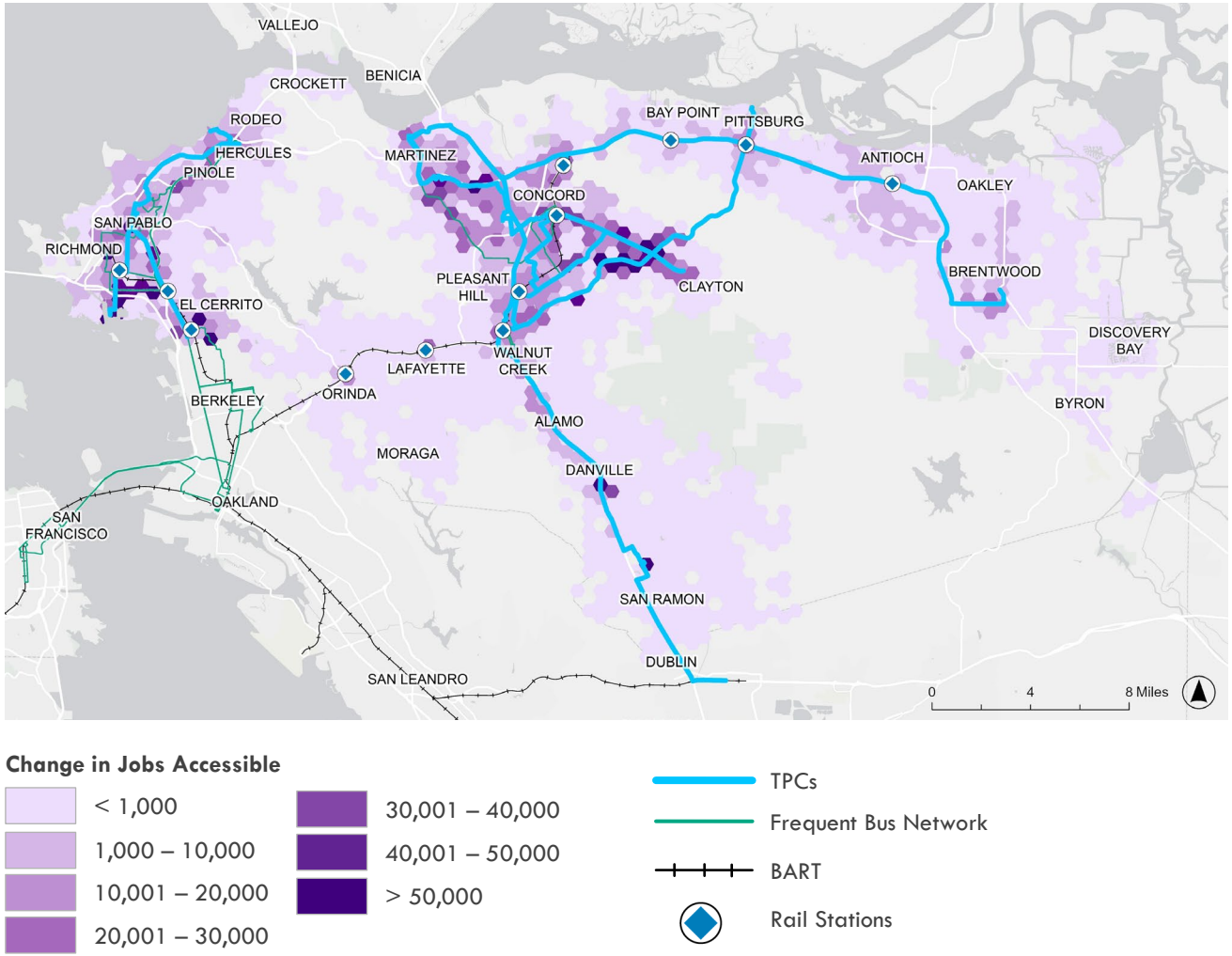
2. Connectivity of Transit Network

- **Objective:** Calculate the change in connectivity to jobs countywide by investing in transit
- **Performance Measures:** Change in jobs accessible within 45-minute transit trip from each hextile center

Evaluation Results

Average change in number of jobs accessible within 45-minutes by transit:
+78% more jobs

Increase in Jobs Accessible within 45-minutes by Transit With Improvements



Data source: Cal ITP Transit Speed Data (Feb 2025), 2022 LEHD Origin-Destination Employment Statistics

Transit Investment Evaluation Summary – TPC Results

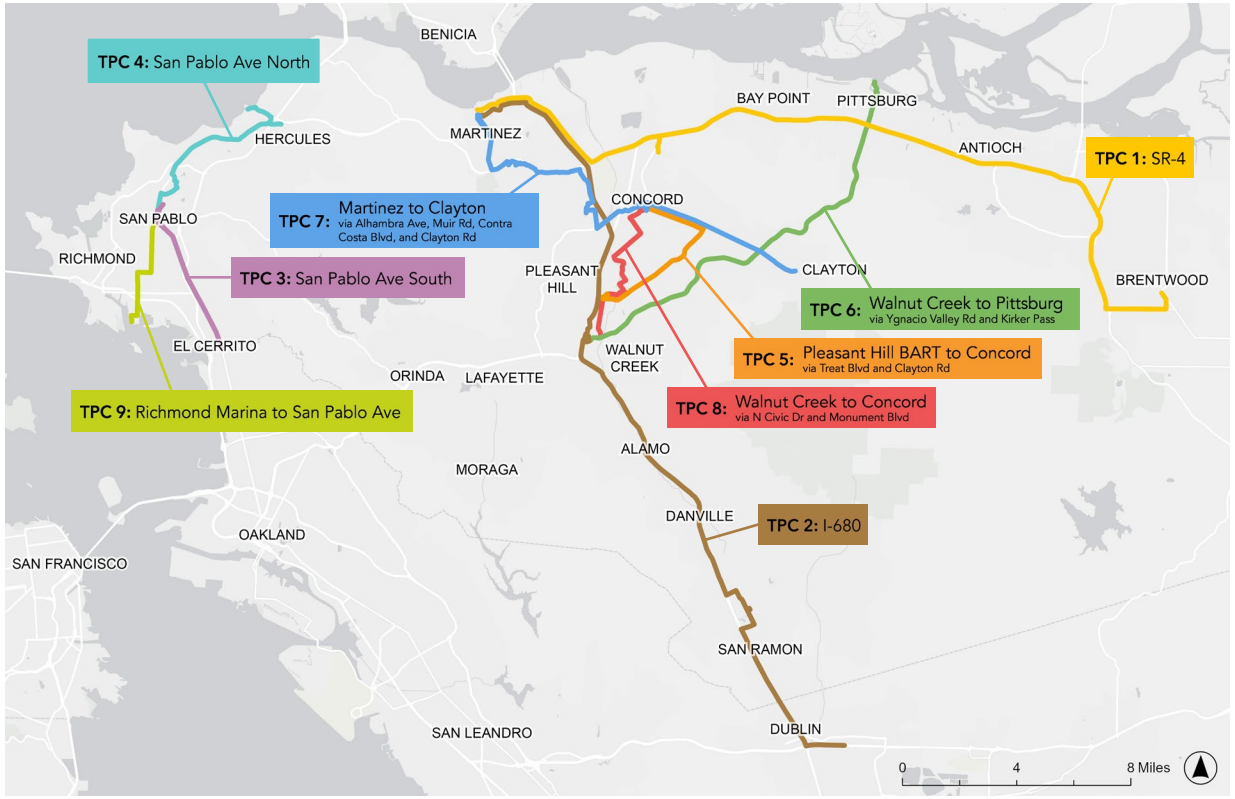
	Evaluation Category							
	Alignment with Regional Priorities		Ridership Potential			Transit Travel Time Benefit		
	3. Planned Projects	4. Regional Transit Gaps	5. Markets Served	6. Existing Transit Trips Served	7. Equity	8. Transit Travel Time Savings	9. Projected Speed Degradation w/o TPC Treatments	10. Economic Development Potential
TPC 1: SR-4	Yes	Yes						
TPC 2: I-680	Yes	No						
TPC 3: San Pablo Ave South	Yes	Yes						
TPC 4: San Pablo Ave North	Yes	No						
TPC 5: Pleasant Hill BART to Concord via Treat Blvd and Clayton Rd	No	No						
TPC 6: Walnut Creek to Pittsburg via Ygnacio Valley Rd and Kirker Pass	No	Yes						
TPC 7: Martinez to Clayton via Alhambra Ave, Muir Rd, Contra Costa Blvd, and Clayton Rd	No	No						
TPC 8: Walnut Creek to Concord via N Civic Dr and Monument Blvd	No	No						
TPC 9: Richmond Marina to San Pablo Ave	Yes	No						

Low (least desirable) — High (most desirable)

Transit Investment Evaluation Summary – TPC Scoring

Point value assigned by rating:

- Criteria 3 and 4: Yes = 1 and No = 0
- Criteria 5 to 10: Low = 1 and High = 5



	Total Score
TPC 3: San Pablo Ave South	**24**
TPC 1: SR-4	**20**
TPC 9: Richmond Marina to San Pablo Ave	**18**
TPC 2: I-680	**17**
TPC 4: San Pablo Ave North	**16**
TPC 7: Martinez to Clayton via Alhambra Ave, Muir Rd, Contra Costa Blvd, and Clayton Rd	**16**
TPC 8: Walnut Creek to Concord via N Civic Dr and Monument Blvd	**16**
TPC 6: Walnut Creek to Pittsburg via Ygnacio Valley Rd and Kirker Pass	**15**
TPC 5: Pleasant Hill BART to Concord via Treat Blvd and Clayton Rd	**11**

Transit Investment Evaluation Summary – Mobility Hub Results

ID	Hub Name	5. Markets Served	6. Existing Transit Trips	7. Equity	10. Economic Develop. Potential
7	Contra Costa College*				
30	**Richmond Amtrak/BART**				
6	Concord BART				
12	**El Cerrito del Norte BART**				
20	Marina Way S & Wright Ave				
27	**Pittsburg Center BART**				
18	Hilltop Mall				
36	Walnut Creek BART*				
13	El Cerrito Plaza BART Station				
21	Martinez Amtrak*				
28	Pittsburg-Bay Point BART				
29	**Pleasant Hill/Contra Costa Centre BART**				
1	Antioch BART				
4	Brentwood Innovation Center				
31	Richmond Ferry Terminal				
2	Antioch Rail Station				
5	Brentwood Park-and-Ride				
14	Future Clayton Park-and-Ride				

ID	Hub Name	5. Markets Served	6. Existing Transit Trips	7. Equity	10. Economic Develop. Potential
17	**Hercules Transit Center**				
19	Lafayette BART				
23	North Concord Martinez BART				
25	Orinda BART				
35	San Ramon Transit Center*				
9	**Danville Sycamore Valley Park-and-Ride**				
15	Future Development on Naval Weapons Base				
16	Hercules Hub				
32	**Richmond Parkway Park-and-Ride**				
34	San Pablo Dam Rd & I-80				
22	Shadelands Hub				
8	Contra Costa County Health Facilities on Center Ave				
11	Downtown Pleasant Hill				
24	Future Oakley Amtrak Station				
33	Rudgear Rd & I-680 Park-and-Ride				
3	Blackhawk Plaza				
10	Dougherty Bark & Ride				
26	Pacheco Park-and-Ride				

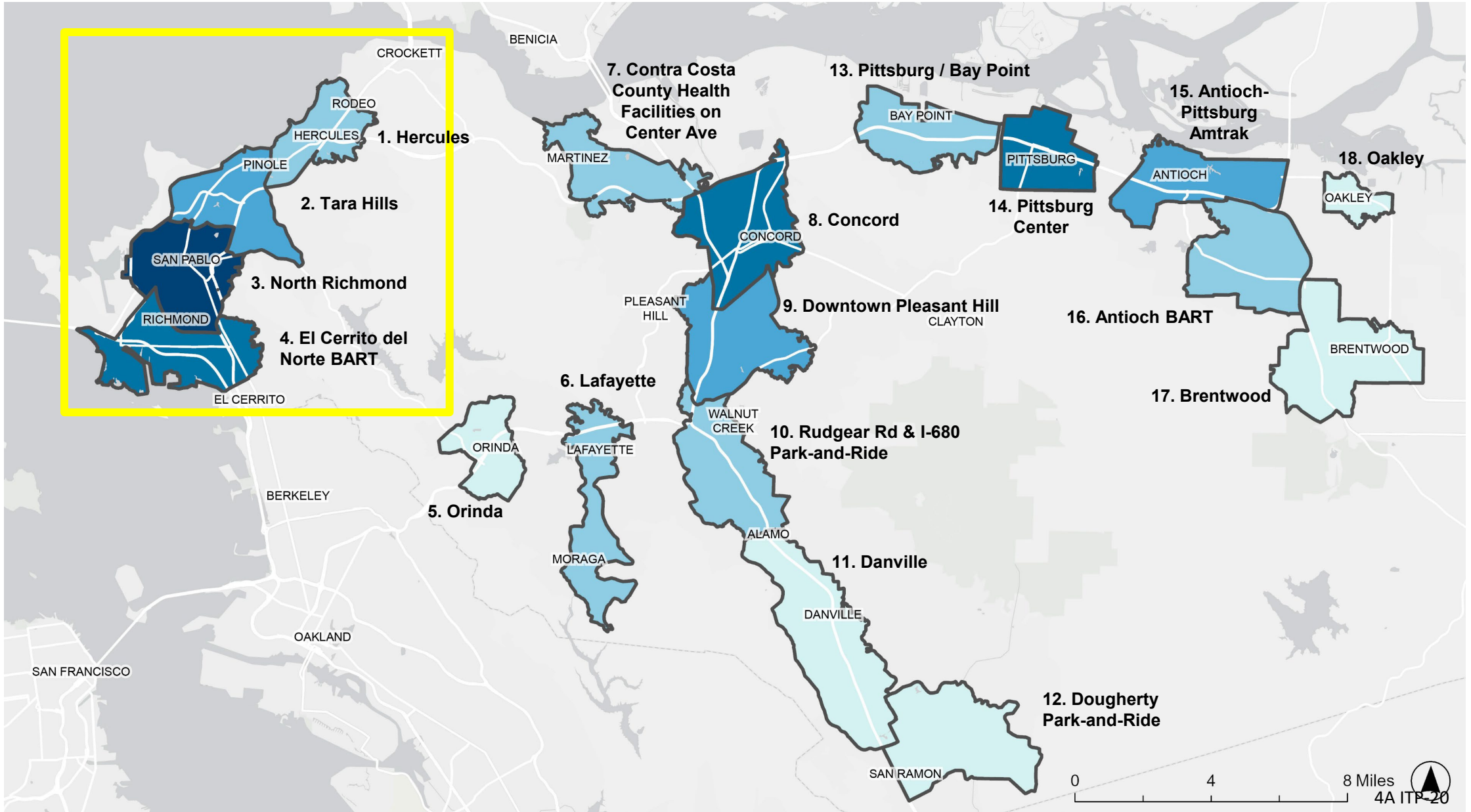
Mobility Hubs **bolded** are included in MTC's Top 25 Hub Cluster Lists
Mobility Hubs with an asterisk (*) have received funding through MTC Regional Mobility Hubs Capital Grant Program or through the Transit and Intercity Rail Capital Program (TIRCP)
Future Antioch Park and Ride mobility hub will be added once a specific site is identified through that project

Mobility Hubs Evaluation Summary Results Map

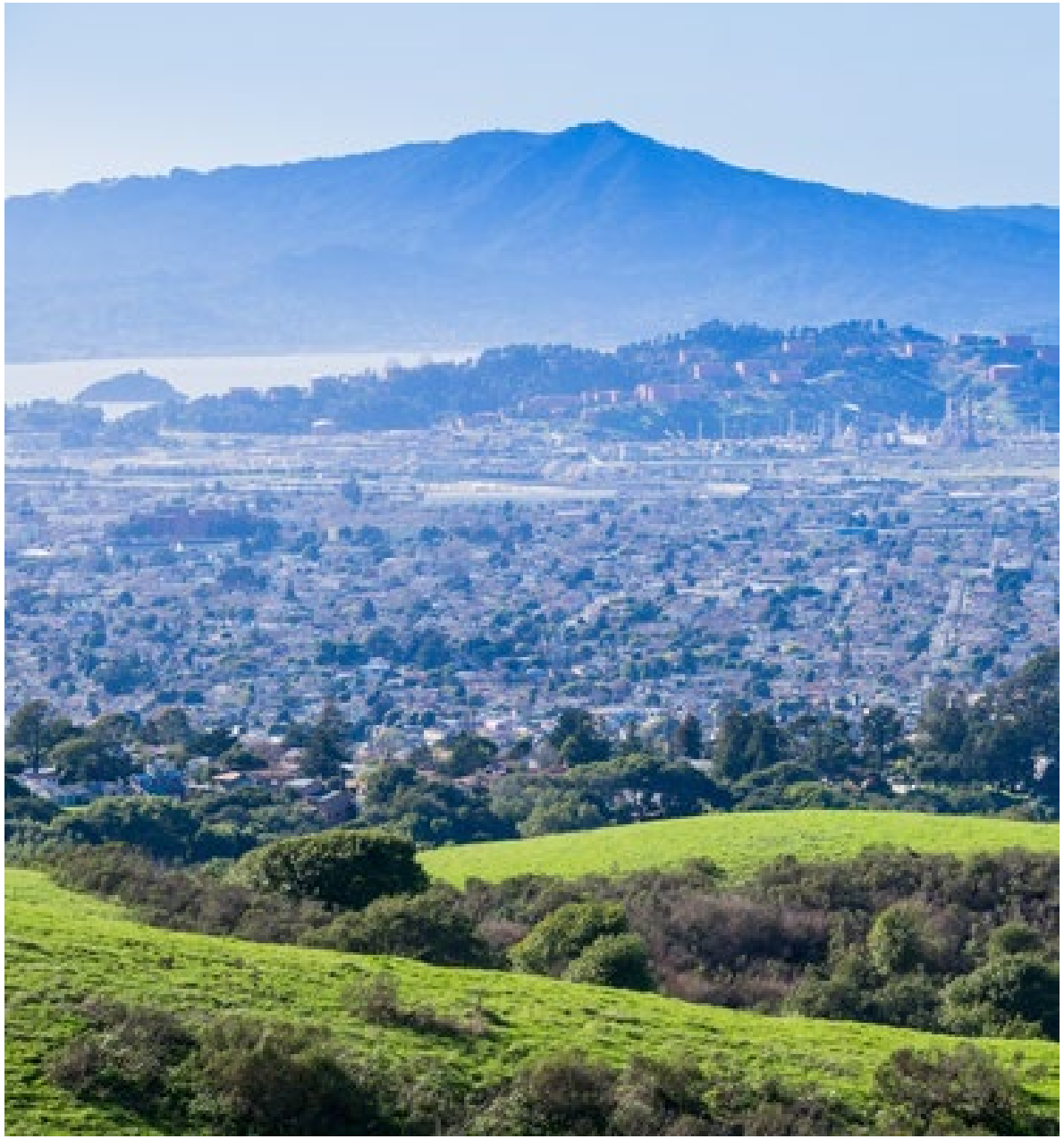
Transit Investment Evaluation Summary – Access Improvement Zones

ID	Hub Name	5. Markets Served	6. Existing Transit Trips	7. Equity	10. Economic Develop. Potential
3	North Richmond				
4	El Cerrito del Norte BART				
14	Pittsburg Center				
8	Concord				
15	Antioch-Pittsburg Amtrak				
2	Tara Hills				
9	Downtown Pleasant Hill				
10	Rudgear Rd & I-680 Park-and-Ride				
16	Antioch BART				
1	Hercules				
13	Pittsburg / Bay Point				
7	Contra Costa County Health Facilities on Center Ave				
11	Danville				
6	Lafayette				
18	Oakley				
17	Brentwood				
12	Dougherty Park-and-Ride				
5	Orinda				

Access Improvement Zones Evaluation Summary Results Map



Capital and Operations Cost Estimates



Capital Cost Estimates - TPCs

- Bus stop improvements
  - New shelters, real-time information, concrete bus pads
- Intersection improvements
  - TSP, traffic signal upgrades, safety, and accessibility improvements
- Bus-only lane where noted as Candidate for Transit Lanes
  - Assumes repurposing vehicle lane, parking/shoulder, or median, and does not include roadway widening involving ROW acquisition
  - Includes associated roadway improvements, utility relocations, and bike facilities (where planned)
  - Queue jumps in other locations
- New zero-emission buses
- Costs are current year dollars

	Length of Corridor (miles)	Low Cost Estimate	High Cost Estimate
TPC 1: SR-4	30.9	$ 270M	$ 330M
TPC 2: I-680	29.7	$ 100M	$ 140M
TPC 3: San Pablo Ave South	5.8	$ 400M	$ 500M
TPC 4: San Pablo Ave North	7.5	$ 270M	$ 350M
TPC 5: Pleasant Hill BART to Concord via Treat Blvd and Clayton Rd	7.8	$ 240M	$ 300M
TPC 6: Walnut Creek to Pittsburg via Ygnacio Valley Rd and Kirker Pass	15.6	$ 550M	$ 690M
TPC 7: Martinez to Clayton via Alhambra Ave, Muir Rd, Contra Costa Blvd, and Clayton Rd	19.7	$ 360M	$ 460M
TPC 8: Walnut Creek to Concord via N Civic Dr and Monument Blvd	9.4	$ 180M	$ 220M
TPC 9: Richmond Marina to San Pablo Ave	5.0	$ 80M	$ 100M

Mobility Hub Capital Cost Estimates and Assumptions

- Bus stop improvements
  - New shelters, real-time information, concrete bus pads, driver relief, battery electric bus charging
- Intersection improvements at the intersections and streets directly adjacent to the hubs
  - TSP, accessibility upgrades, pedestrian walkways and lighting, low-stress bikeways, improved curb ramps as needed
- Support services and amenities
  - Kiosks, restrooms, package delivery stations, solar panel canopies
- Does not assume right-of-way cost
  - Most locations already publicly-owned
- Costs are current year dollars

	Number of Mobility Hubs	Total Cost Range
Mobility Hub Improvements	36	$660M - $850M

Mobility Hub Category	Cost Per Mobility Hub
Community Hub	$10M - $14M
Regional Access Hub	$10M - $35M
Regional Transfer Hub	$11M - $37M

Access Improvement Zone Capital Cost Estimates and Assumptions

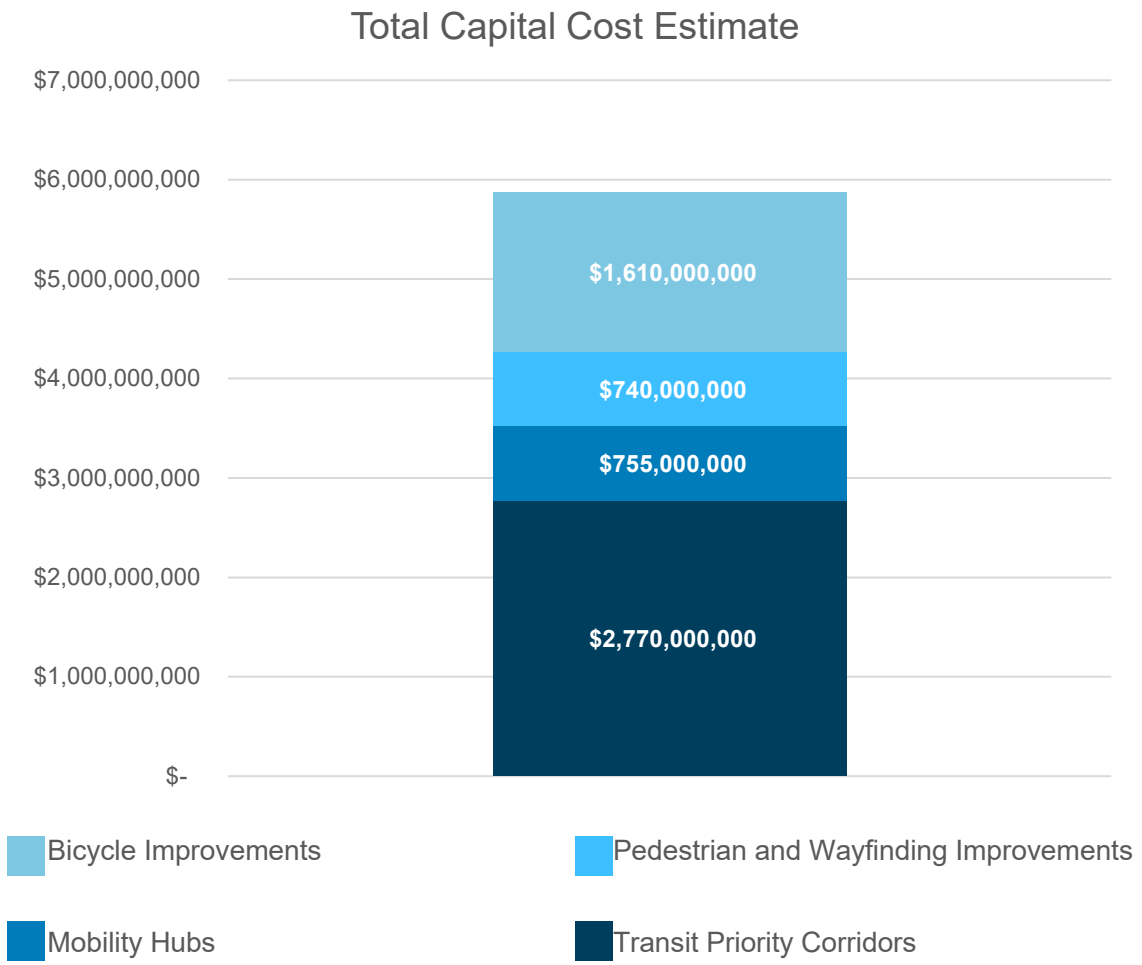
- Pedestrian and wayfinding improvements
  - Rectangular Rapid Flashing Beacons, wayfinding signage, and intersection improvements (ADA curb ramps, high-visibility crosswalks, striping, and Accessible Pedestrian Signals), and new or upgraded sidewalk
- Bicycle improvements
  - Mix of proposed bicycle facilities (Class IIB and Class IV), with bikeshare and bicycle charging stations
- Costs are current year dollars

	Improvement Length (miles)	Total Cost Range
Pedestrian and Wayfinding Improvements	250	$660M- $820M
Bicycle Improvements	200	$1,440M - $1,780M

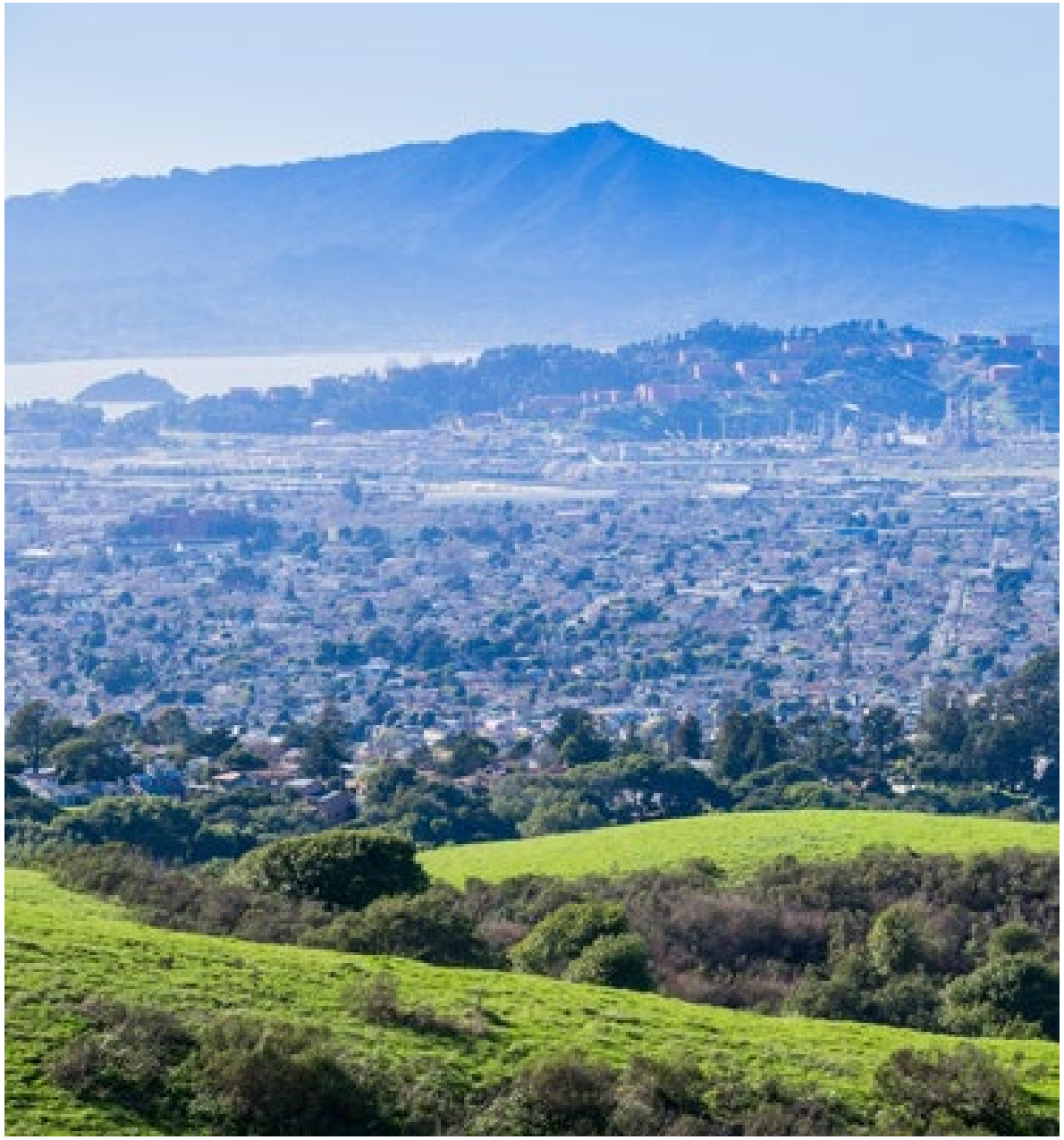
ID	Access Improvement Zone	Pedestrian and Wayfinding Length (miles)	Existing Bike Facility Length (miles)
1	**Hercules**	11	8
2	**Tara Hills**	10	5
3	**North Richmond**	25	12
4	**El Cerrito del Norte BART**	25	26
5	**Orinda**	4	4
6	**Lafayette**	6	10
7	**Contra Costa County Health Facilities on Center Ave**	15	6
8	**Concord**	17	16
9	**Downtown Pleasant Hill**	27	14
10	**Rudgear Rd & I-680 Park-and-Ride**	13	11
11	**Danville**	9	17
12	**Dougherty Park-and-Ride**	11	14
13	**Pittsburg / Bay Point**	5	14
14	**Pittsburg Center**	11	10
15	**Antioch-Pittsburg Amtrak**	11	9
16	**Antioch BART**	7	9
17	**Brentwood**	10	7
18	**Oakley**	6	2

Total Capital Improvements and Costs

Capital Improvements	Quantity
Transit Priority Corridors	9 corridors
Mobility Hubs	36 mobility hubs
Pedestrian and Wayfinding Improvements	250 miles
Bicycle Improvements	200 miles



Operations Cost Estimates



General Cost Modeling Approach

- Annual revenue hours required x NTD 2023 Cost per Revenue Hour
- All but TPC 3 (San Pablo South) modeled as new routes*
- 1/3 Mile Stop Spacing
- **TPC runtimes updated based on bus priority treatments developed for capital cost estimates.**

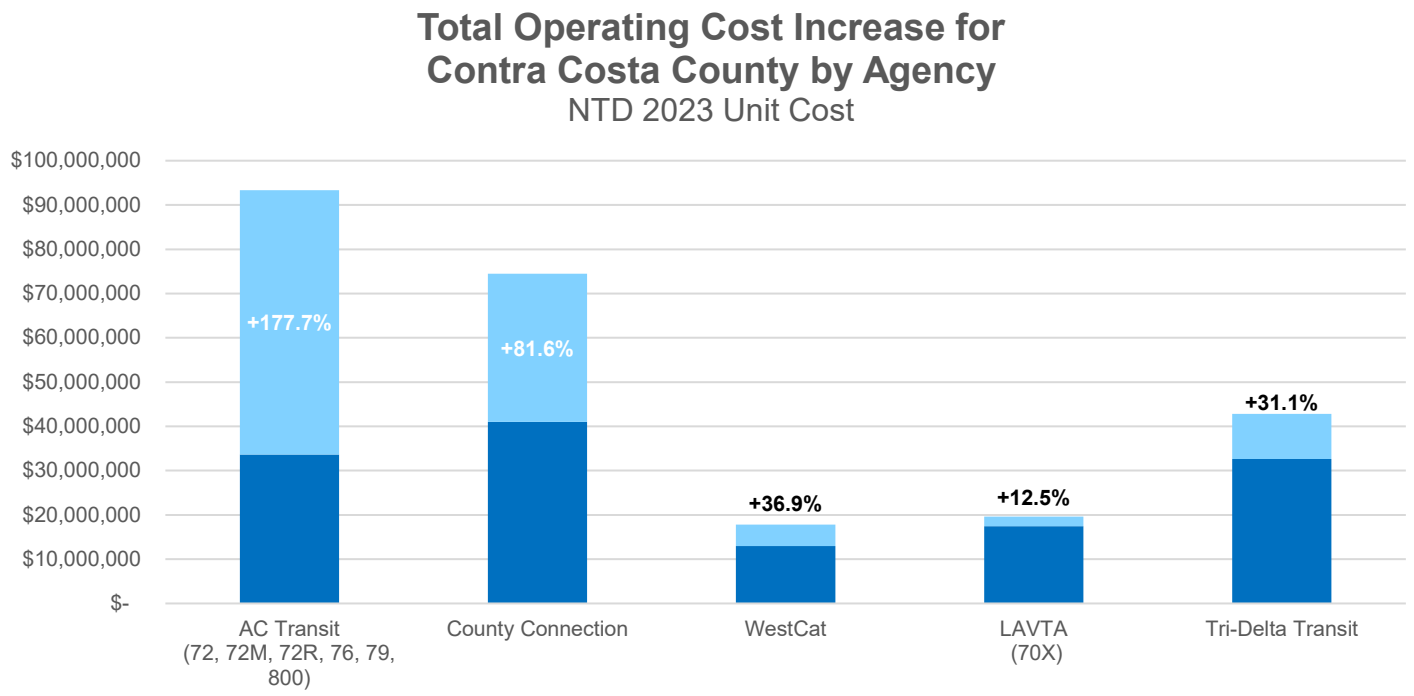
	# of Routes	Assumed Frequency	Proposed Span	Days per Week
Transit Priority Corridors	8 + 1 *(New Routes + Improved Route*)*	15-20 min	19 hrs (5a-12a)	7
Frequent Bus	12 *(Improved Routes)*	15-20 min	19 hrs (5a-12a)	7
Station Feeders	6 *(New Routes)*	One Bus	19 hrs (5a-12a)	7

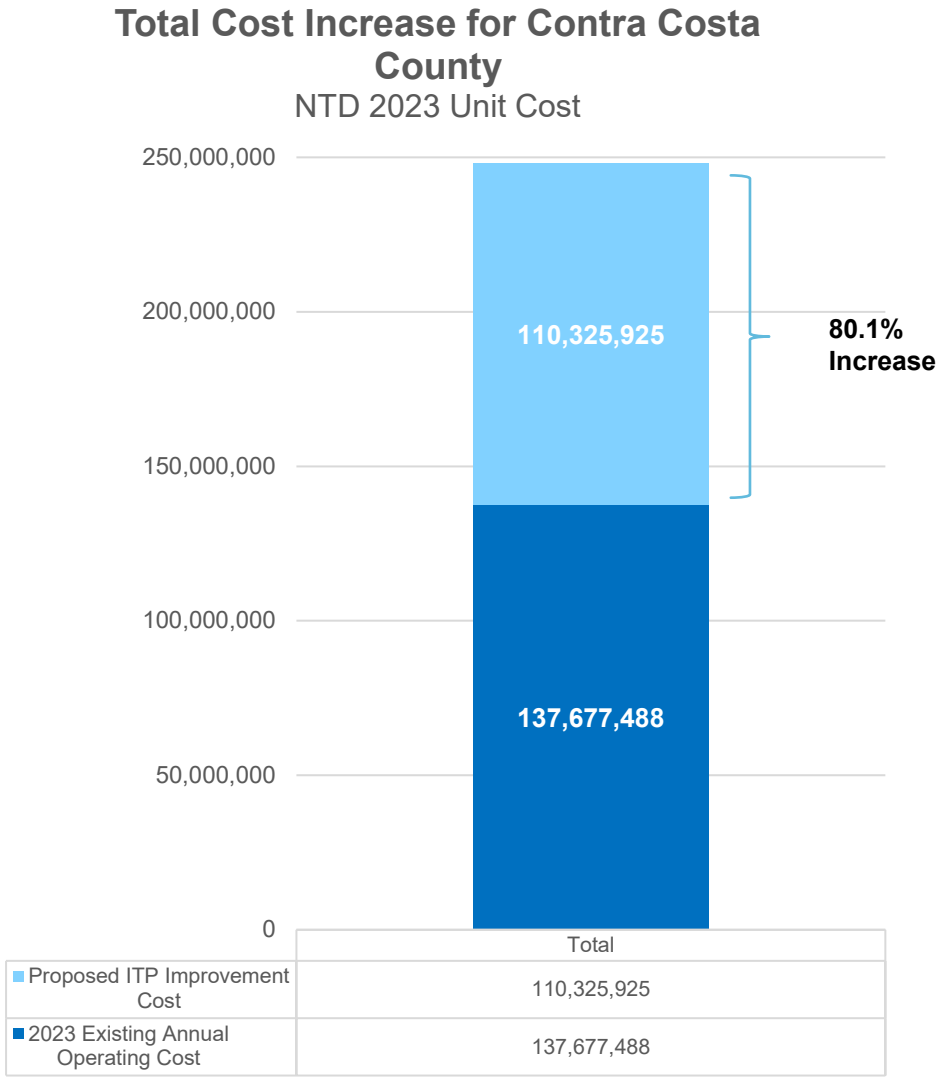
Notes:
- The modeled costs are in FY2023 dollars. Inflation figures should be applied based on when the funding is requested.
- Modeling assumptions are preliminary and high-level. Cost may vary as more detailed project planning progresses.

*Hours from existing AC 72, 72M and 72R assumed to cover TPC 3

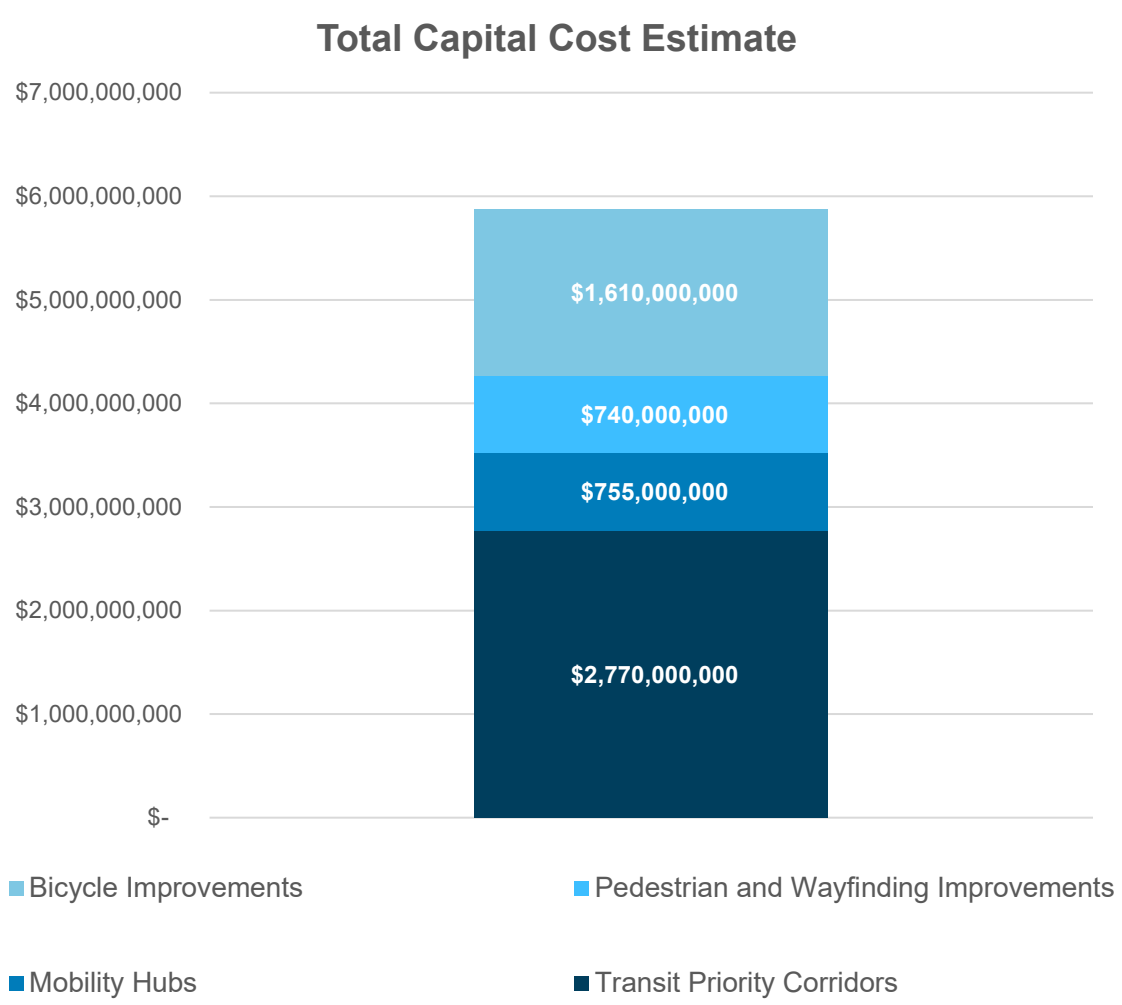
Integrated Transit Plan Operations Cost

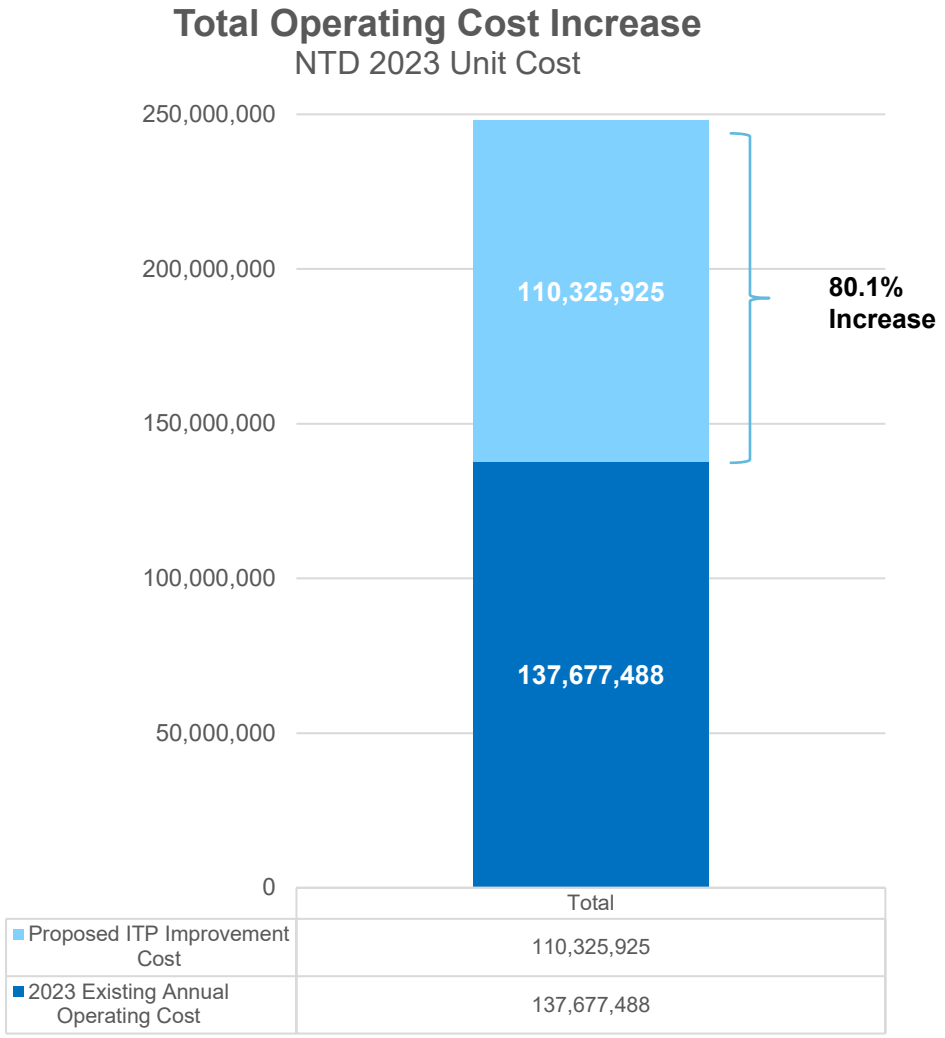
- ITP Annual Operating Cost (above existing): $110M/year
- Baseline includes only the portion of service in Contra Costa for AC Transit and LAVTA



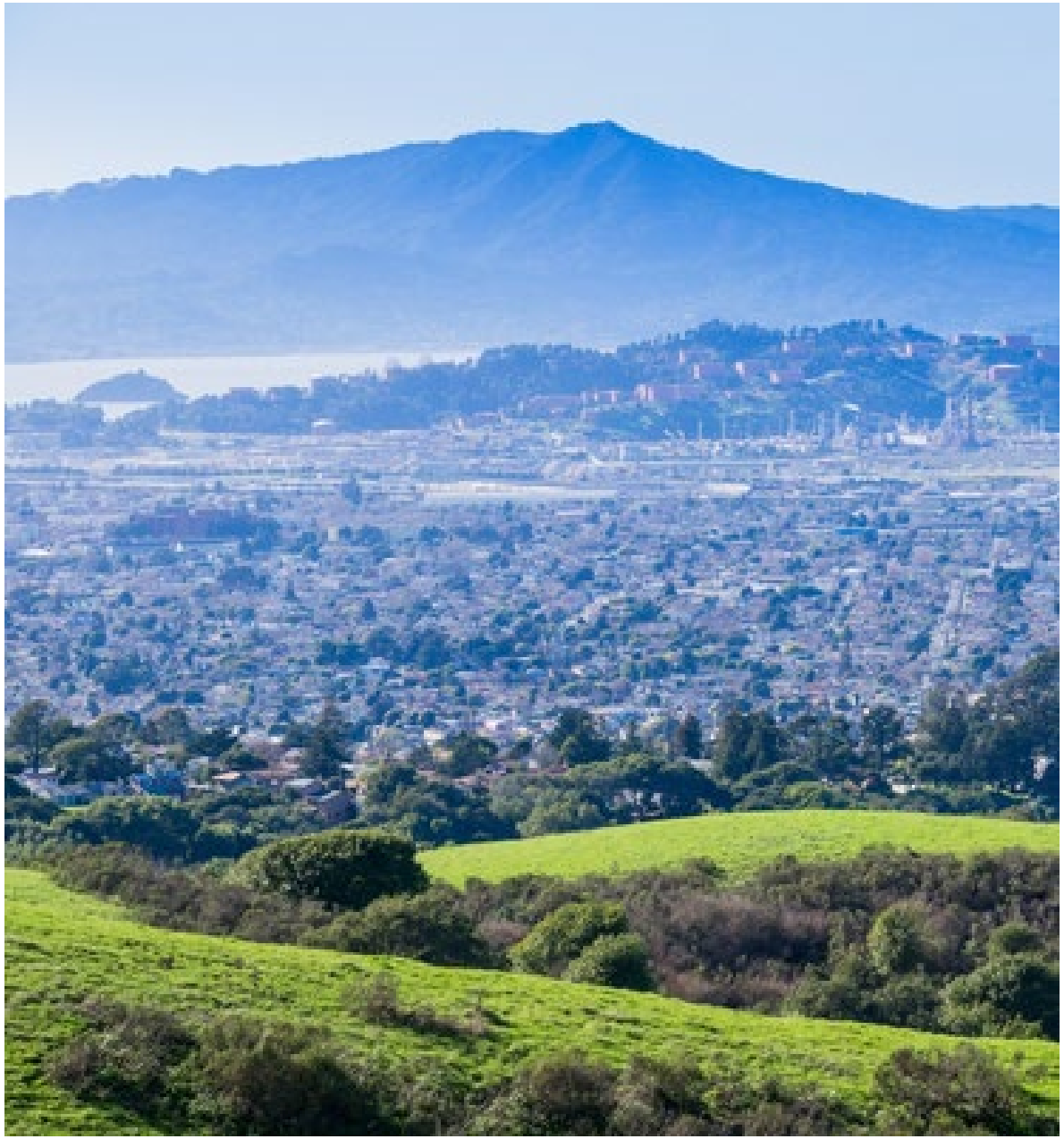


Integrated Transit Plan Operations Cost





Next Steps



Next Steps

1. Present similar content at all RTPC TACs and Boards (Sept – Oct)
2. CCTA Board Adoption
3. Draft Final Report

Appendix Slides

Agreed & Incorporated

Feedback	Response
Support for TPCs in West County	Noted, thank you.
Belief that ridership potential should be high and frequencies robust (15 minutes or better)	Agreed. Robust frequencies are needed to justify capital investments and dedicated lanes. In some segments, additional local bus services can help achieve this level of service.
Service should operate later than 8 PM	TPCs and the frequent bus network are recommended to operate until midnight.
Need for additional operational funding	Agreed. Operations cost estimate to be discussed today.
Moving bus stops to far side should be a baseline TPC improvement	Noted. Reconsideration of existing stop locations and spacing is assumed with each TPC.
Interest in underserved portions of Richmond as good candidates for microtransit	Confirmed. These areas are identified for microtransit recommendations.
Desire for more transit lanes on 23rd and Macdonald for the 72M	Cost estimates will include a countywide pot of funds for transit infrastructure improvements outside designated TPC corridors.

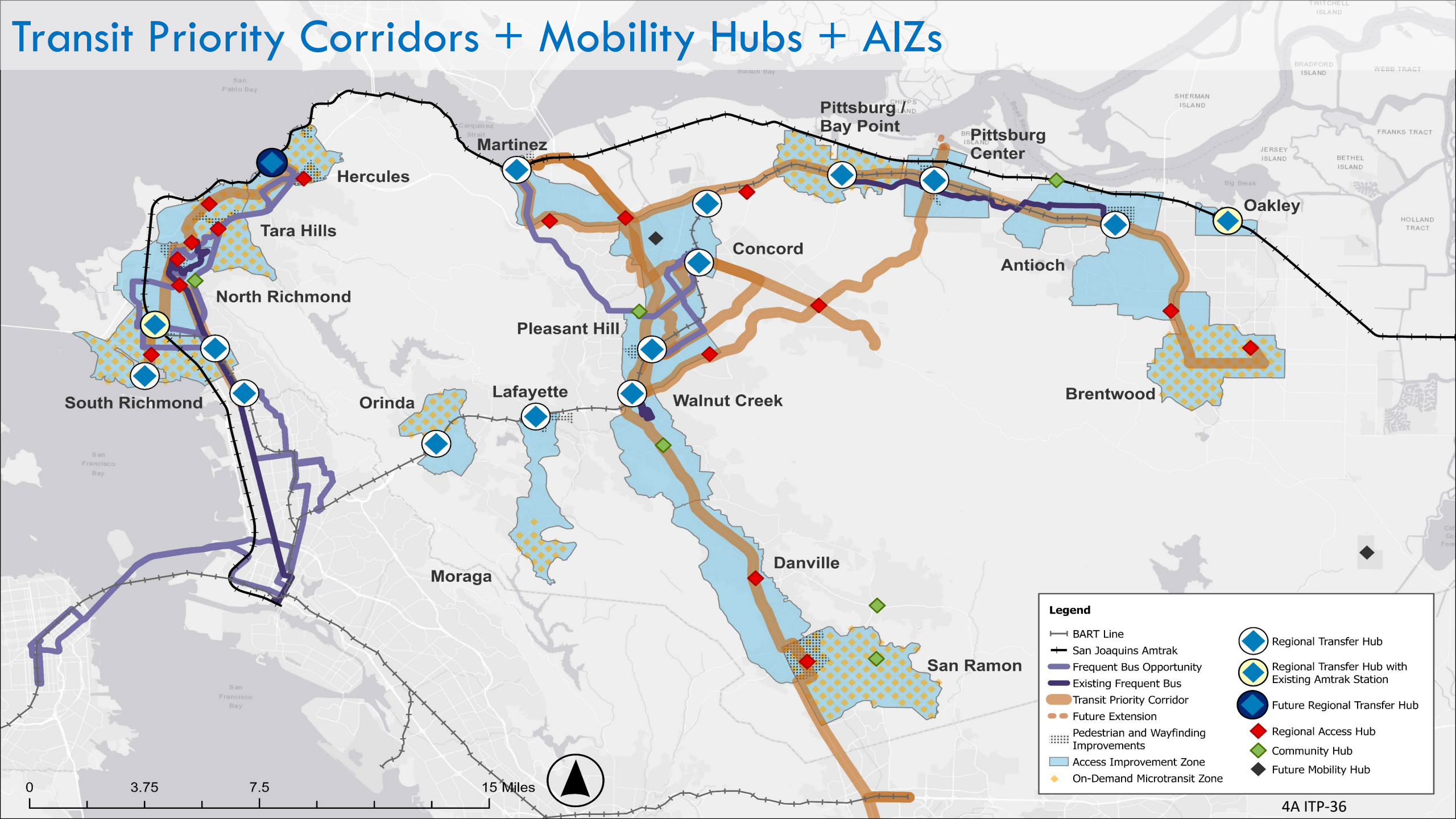
Screened Out (Did Not Advance)

Feedback	Response
Desire for transit improvements linking I-80 to I-680 via Route 4 corridor	Examined early in analysis but screened out: • Modest travel market compared to other potential TPCs • Very high operating expense due to corridor length and crossing multiple service areas
Interest in I-80 as a target for Express Bus investment	Examined initially but screened out: • Demand largely regional (outside Contra Costa) • I-80 already has a robust network of HOV lanes and dedicated ramps (mostly in Alameda County) • Corridor is already under MTC-led studies (e.g., Smart Transbay Transit project)

Planned for Future Action

Feedback	Response
Interest in getting perspectives from City staff where TPCs are proposed	RTPCs will be revisited this fall. Where corridors show potential for further study and project development, relevant City staff will be engaged.
Question about whether plan will create a prioritization or hierarchy of corridors	Yes. To be discussed today, and recommendations will be incorporated into the Countywide Transportation Plan.
Concern about equity (geographic and disadvantaged communities); desire to see greater West County investment	Comment noted for future sales tax and expenditure plan discussions.
Dedicated lanes may not be feasible on all parts of San Pablo Avenue	Noted. Exact locations of dedicated lane segments will be determined in the future San Pablo Multimodal Corridor study.

Transit Priority Corridors + Mobility Hubs + AIZs



1. Accessibility to High-Frequency Transit

- **Objective:** Calculate the change in access to high-frequency transit with proposed transit investments
- **Performance Measure:** Change in population and jobs within 0.5 miles of high-frequency transit

Evaluation Results

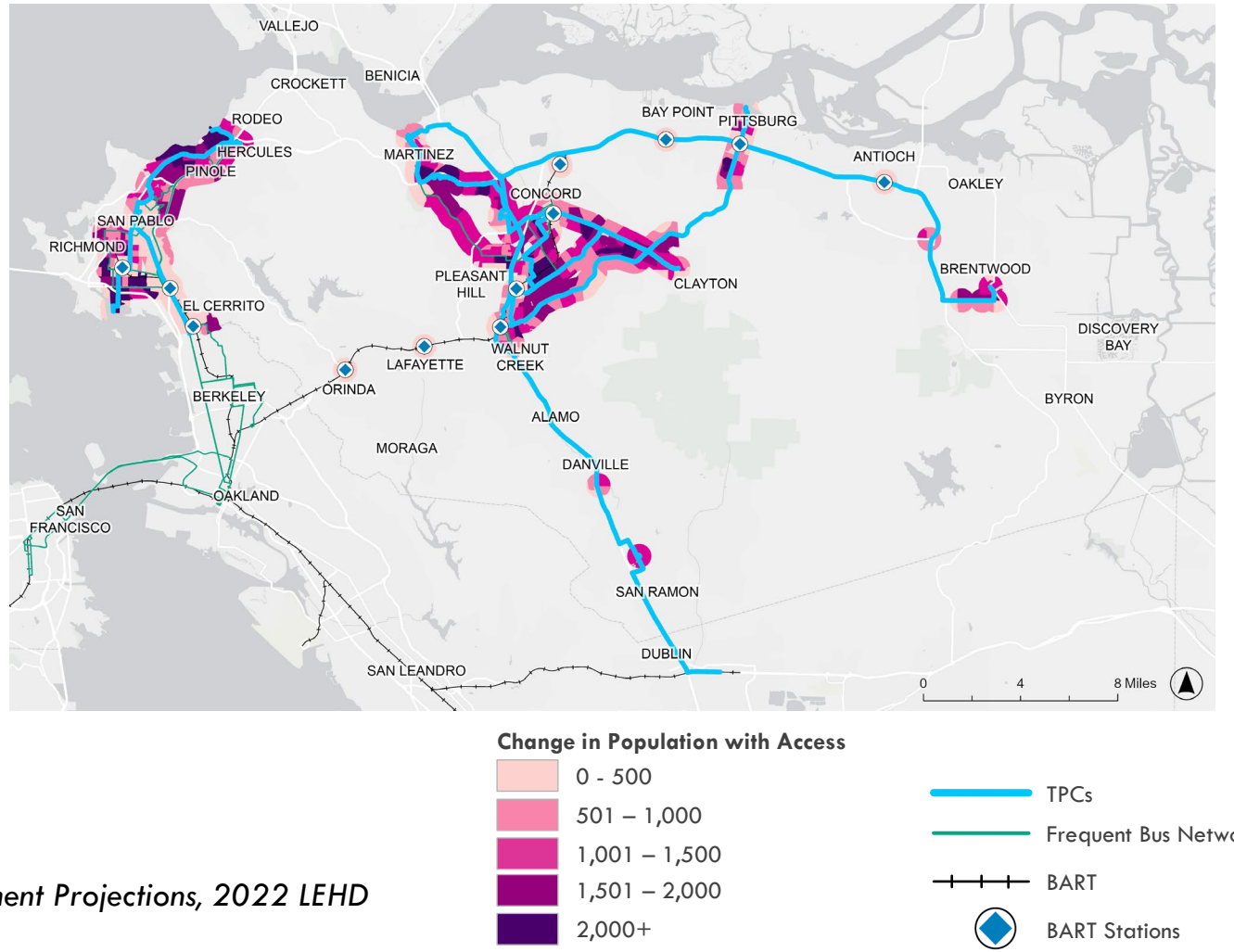
Existing

+317,000 people (+27% of county)
+139,000 jobs (+37% of county)

2050 Projections

+343,000 people (+24% of county)
+172,000 jobs (+32% of county)

Change in Existing Population with Access to High-Frequency Transit With Improvements



Data source: 2023 5-Year ACS, PBA 2050 Population and Employment Projections, 2022 LEHD Origin-Destination Employment Statistics

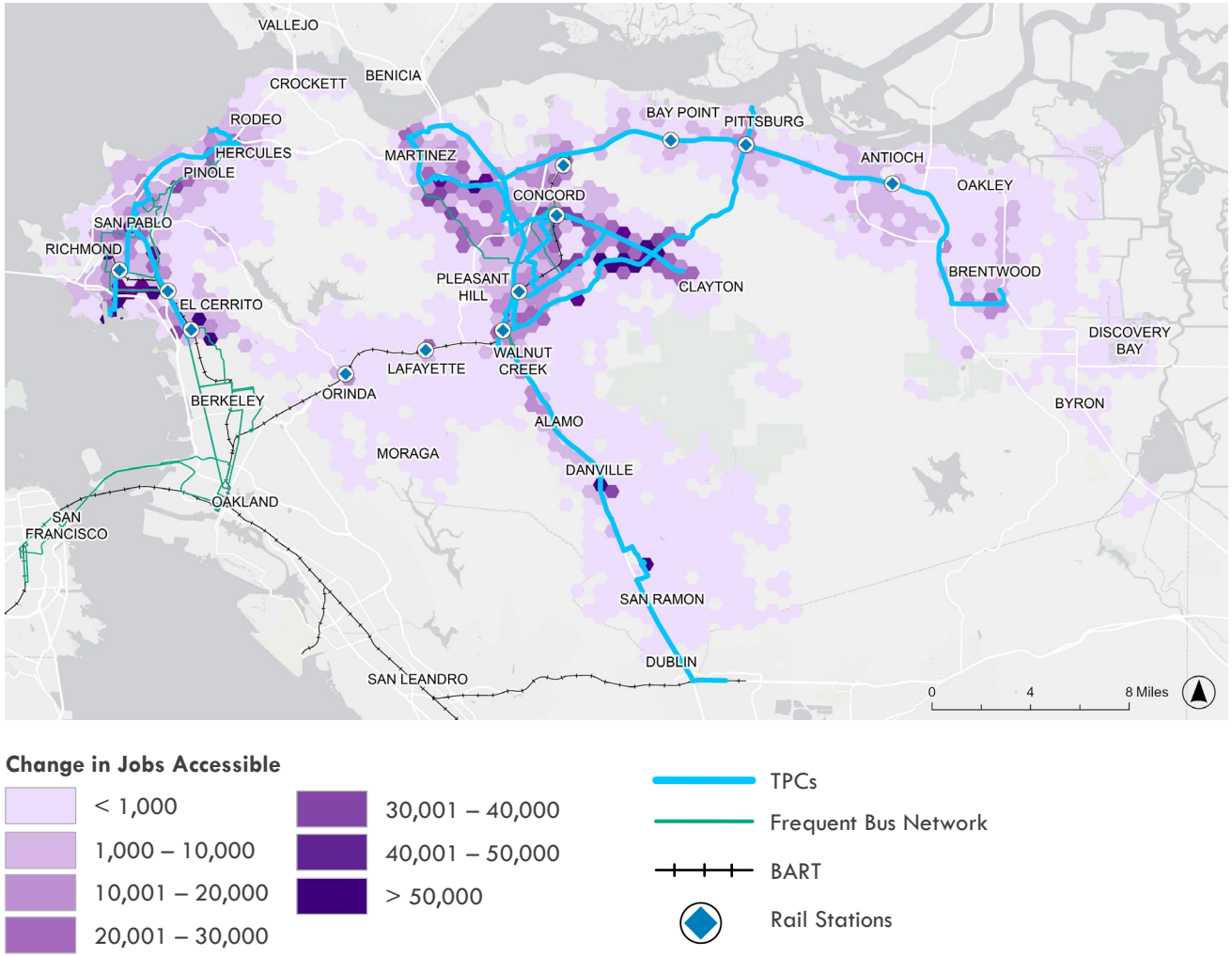
2. Connectivity of Transit Network

- **Objective:** Calculate the change in connectivity to jobs countywide by investing in transit
- **Performance Measures:** Change in jobs accessible within 45-minute transit trip from each hextile center

Evaluation Results

Average change in number of jobs accessible within 45-minutes by transit:
+78% more jobs

Increase in Jobs Accessible within 45-minutes by Transit With Improvements



Data source: Cal ITP Transit Speed Data (Feb 2025), 2022 LEHD Origin-Destination Employment Statistics

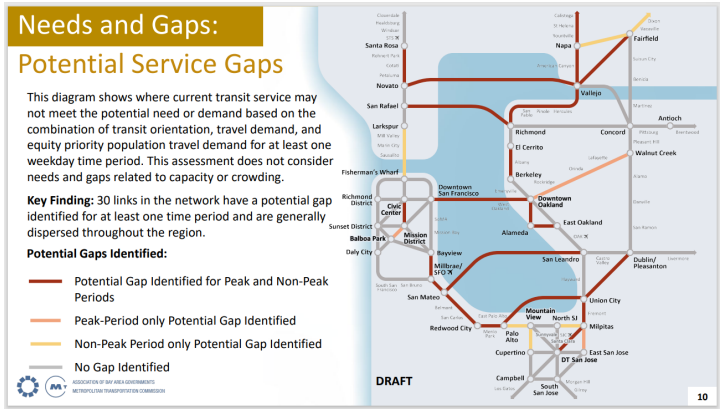
3. Planned Projects

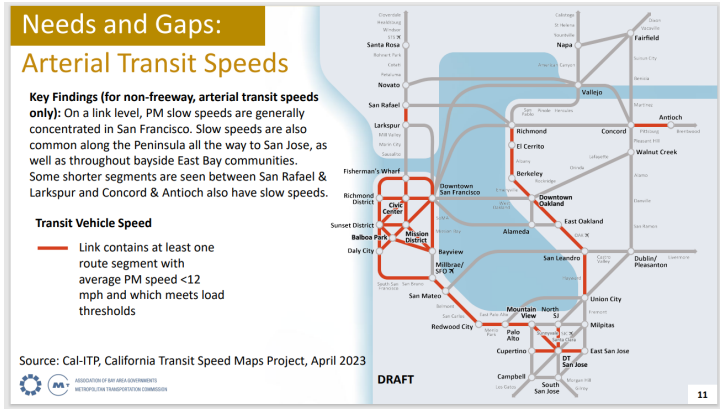
- **Objective:** Assess if TPC project aligns with existing plans
- **Performance Measure:** Yes/No of whether project aligns with one of the following regional or subregional:
  - Transit 2050+ Project List
  - CCTA's Countywide Action Plans
    - West County, Central County, East County, Tri-Valley, and Lamorinda
  - CCTA's Innovate 680
  - WCCTC's San Pablo Avenue Multimodal Corridor Study
  - WCCTC's West County High-Capacity Transit Study

TPC Aligns with Existing Plan	
TPC 1: SR-4	**MTC's Transit 2050+**
TPC 2: I-680	**CCTA's Innovate 680** **MTC's Transit 2050+**
TPC 3: San Pablo Ave South	**WCCTC's San Pablo Avenue Multimodal Corridor Study** **MTC's Transit 2050+**
TPC 4: San Pablo Ave North	**WCCTC's West County High-Capacity Transit Study**
TPC 9: Richmond Marina to San Pablo Ave	**MTC's Transit 2050+** **WCCTC's West County High-Capacity Transit Study**
No Existing Plan Found that Aligns with TPC	
TPC 5: Pleasant Hill BART to Concord via Treat Blvd and Clayton Rd	
TPC 6: Walnut Creek to Pittsburg via Ygnacio Valley Rd and Kirker Pass	
TPC 7: Martinez to Clayton via Alhambra Ave, Muir Rd, Contra Costa Blvd, and Clayton Rd	
TPC 8: Walnut Creek to Concord via N Civic Dr and Monument Blvd	

4. Regional Transit Gaps

- **Objective:** Assess if TPC project addresses regional transit gaps identified by the MTC's Plan Bay Area 2050+
- **Performance Measure:** Yes/No of whether project fills an identified transit service or speed gap.





Meets a Regional Transit Gap

TPC 1: SR-4

TPC 3: San Pablo Ave South

TPC 6: Walnut Creek to Pittsburg
via Ygnacio Valley Rd and Kirker Pass

Does not meet a Regional Transit Gap

TPC 2: I-680

TPC 4: San Pablo Ave North

TPC 5: Pleasant Hill BART to Concord
via Treat Blvd and Clayton Rd

TPC 7: Martinez to Clayton
via Alhambra Ave, Muir Rd, Contra Costa Blvd, and Clayton Rd

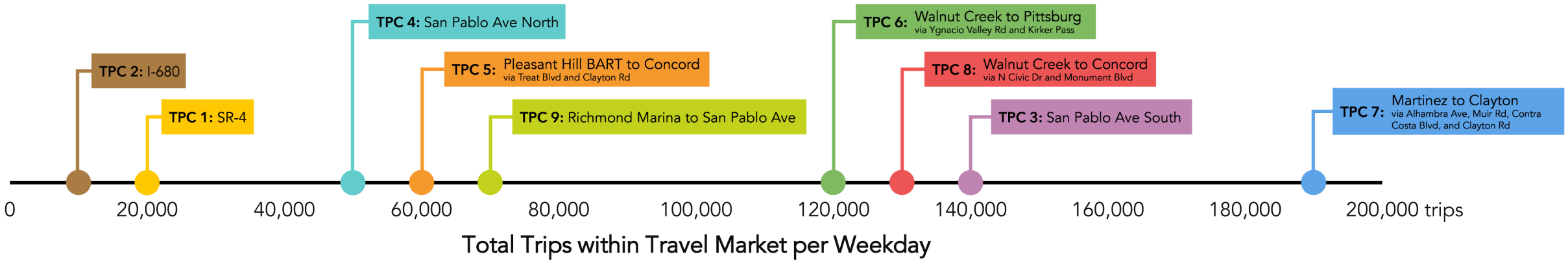
TPC 8: Walnut Creek to Concord
via N Civic Dr and Monument Blvd

TPC 9: Richmond Marina to San Pablo Ave

Data source: Transit 2050+ Existing Conditions Analysis

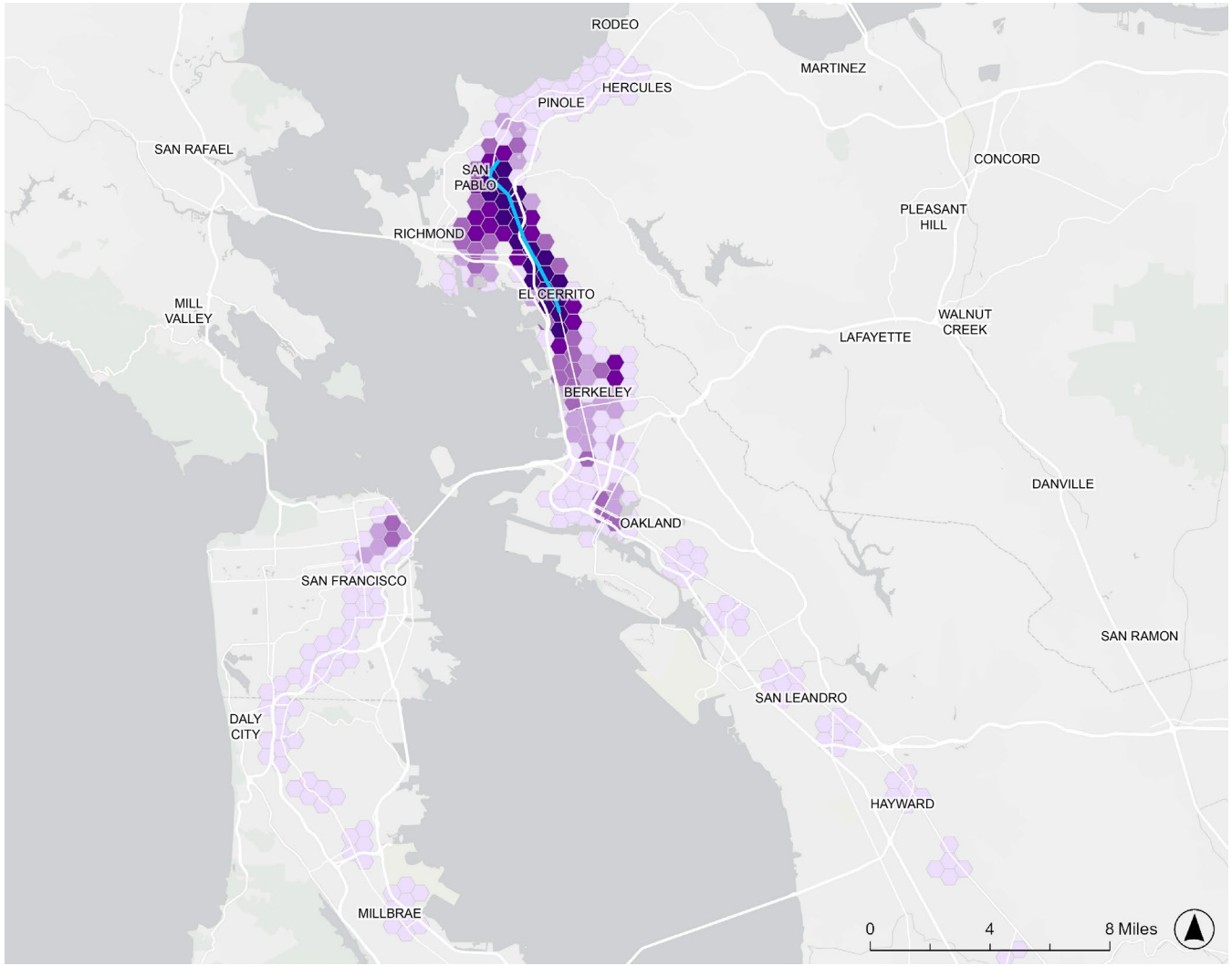
5. Markets Served

- **Objective:** Identify the potential existing travel for the transit investment, which may correlate to potential ridership, mode shift, and support of regional VMT/GHG reduction goals
- **Performance Measure:** Total travel market that may be served by transit investment, which are trips that start and/or end along the TPC that could be served by TPC in a one-seat or one-transfer ride on high-frequency transit



Data source: Replica (Fall 2024)

5. Markets Served – TPC 3 Results



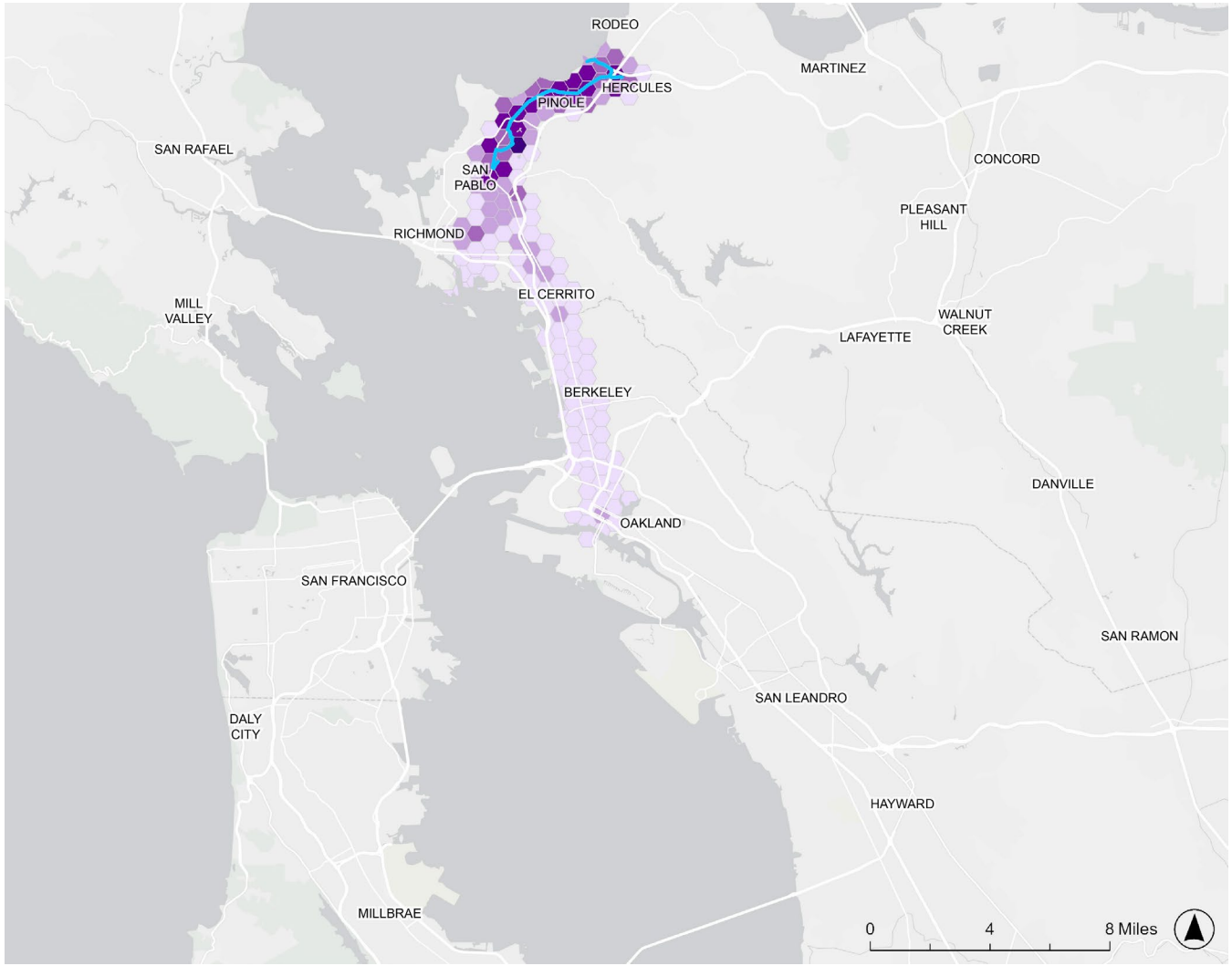
TPC 3

Start/End Locations of Trips Within TPC 3's Market, Per Weekday

- 1 - 500
- 501 – 1,000
- 1,001 – 2,000
- 2,001 – 4,000
- 4,000+

Data source: Replica (Fall 2024)

5. Markets Served – TPC 4 Results



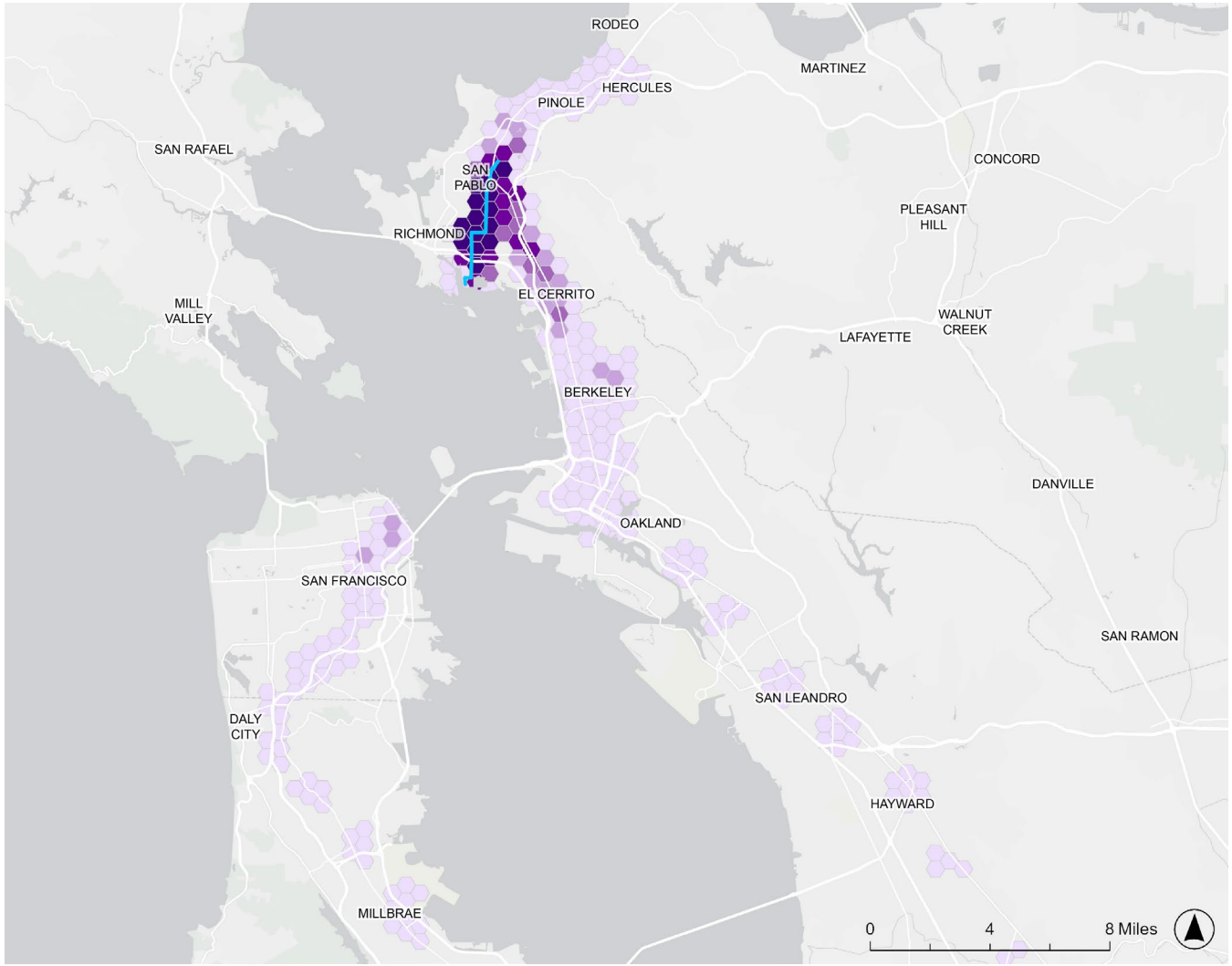
TPC 4

Start/End Locations of Trips Within TPC 4's Market, Per Weekday

- 1 - 500
- 501 – 1,000
- 1,001 – 2,000
- 2,001 – 4,000
- 4,000+

Data source: Replica (Fall 2024)

5. Markets Served – TPC 9 Results



TPC 9

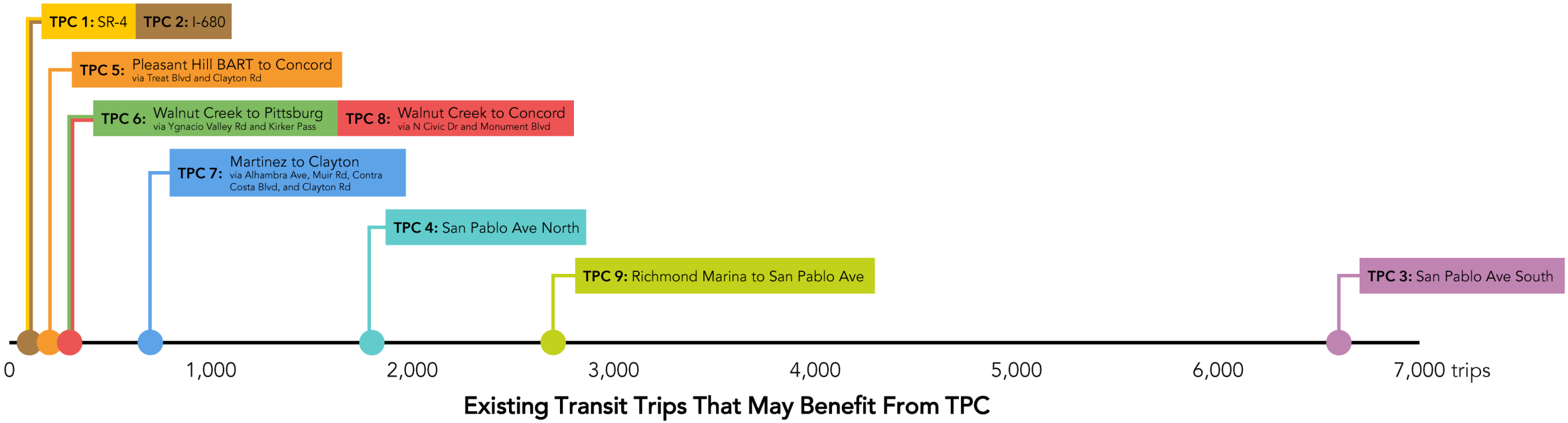
Start/End Locations of Trips Within TPC 9's Market, Per Weekday

- 1 - 500
- 501 – 1,000
- 1,001 – 2,000
- 2,001 – 4,000
- 4,000+

Data source: Replica (Fall 2024)

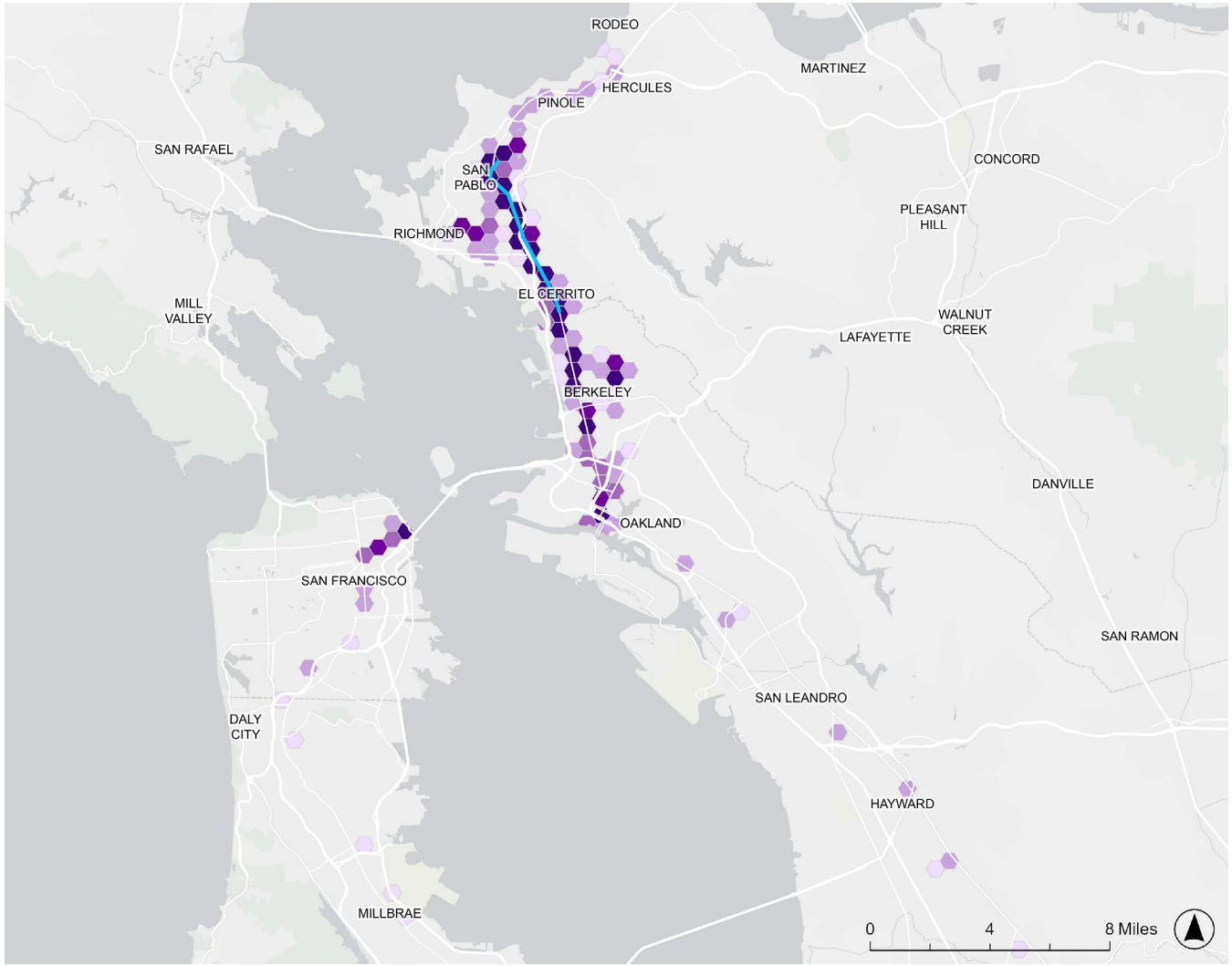
6. Existing Transit Trips Served

- **Objective:** Measure existing transit trips served by each transit investment, which may allow for comparison of magnitude of potential ridership within investment categories
- **Performance Measure:** Total existing transit trips that may benefit by each transit investment



Data source: MTC Regional Onboard Survey

6. Existing Transit Trips Served – TPC 3 Results



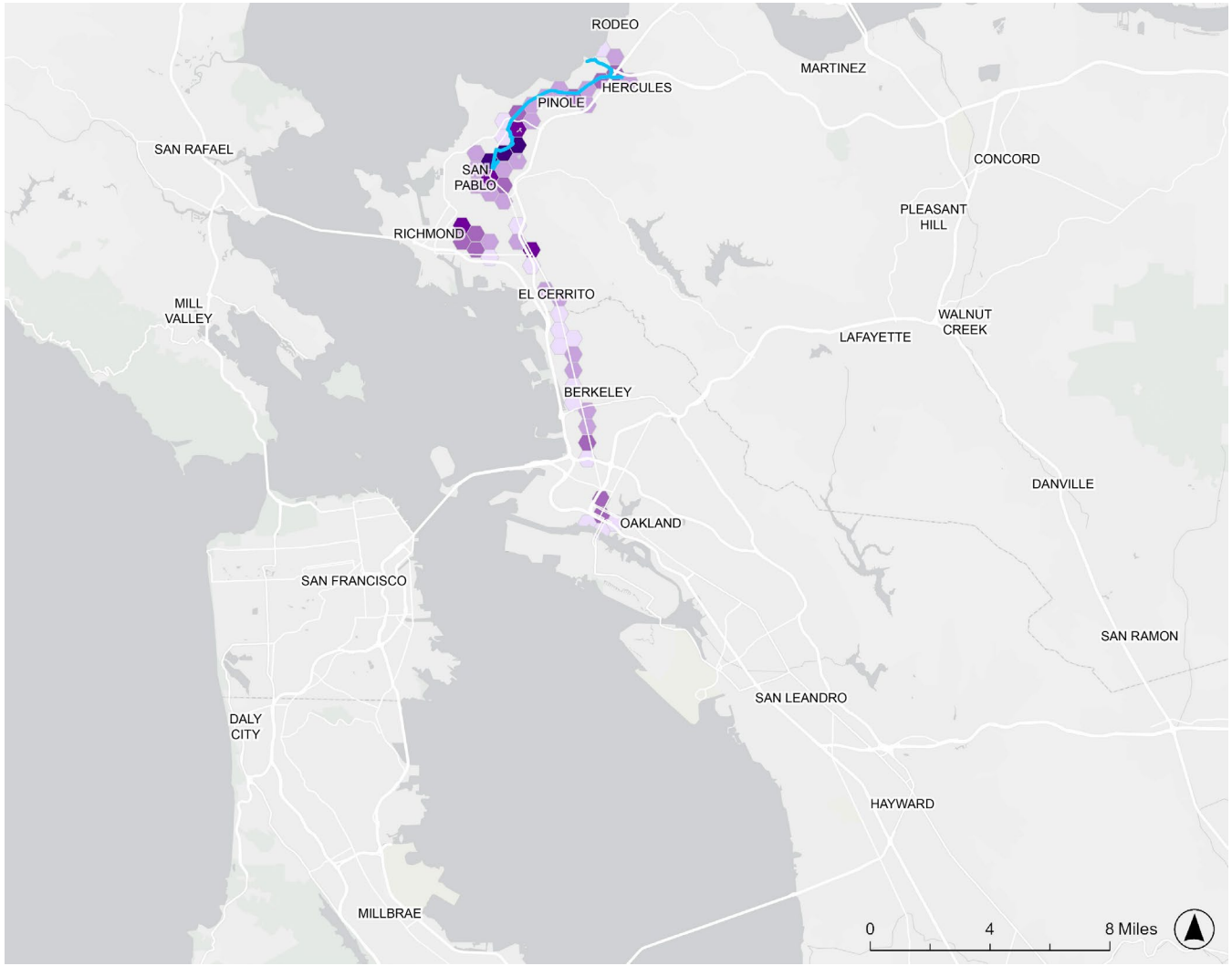
TPC 3

Start/End Locations of Existing Transit Trips that Could Benefit from TPC 3, Per Weekday

- 0 – 10
- 10 – 50
- 50 – 100
- 100 – 200
- 200+

Data source: MTC Regional Onboard Survey

6. Existing Transit Trips Served – TPC 4 Results



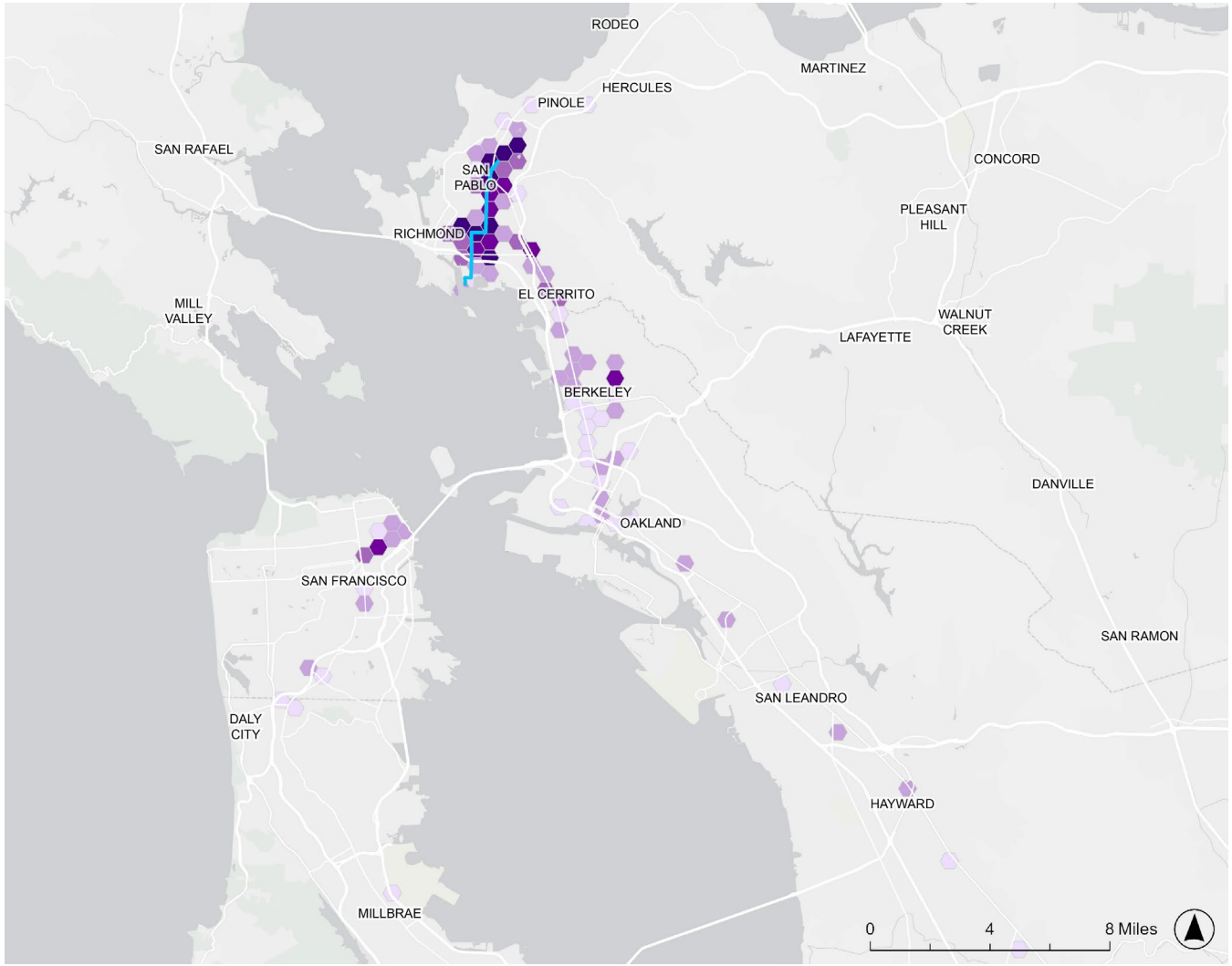
TPC 4

Start/End Locations of Existing Transit Trips that Could Benefit from TPC 4, Per Weekday

- 0 – 10
- 10 – 50
- 50 – 100
- 100 – 200
- 200+

Data source: MTC Regional Onboard Survey

6. Existing Transit Trips Served – TPC 9 Results



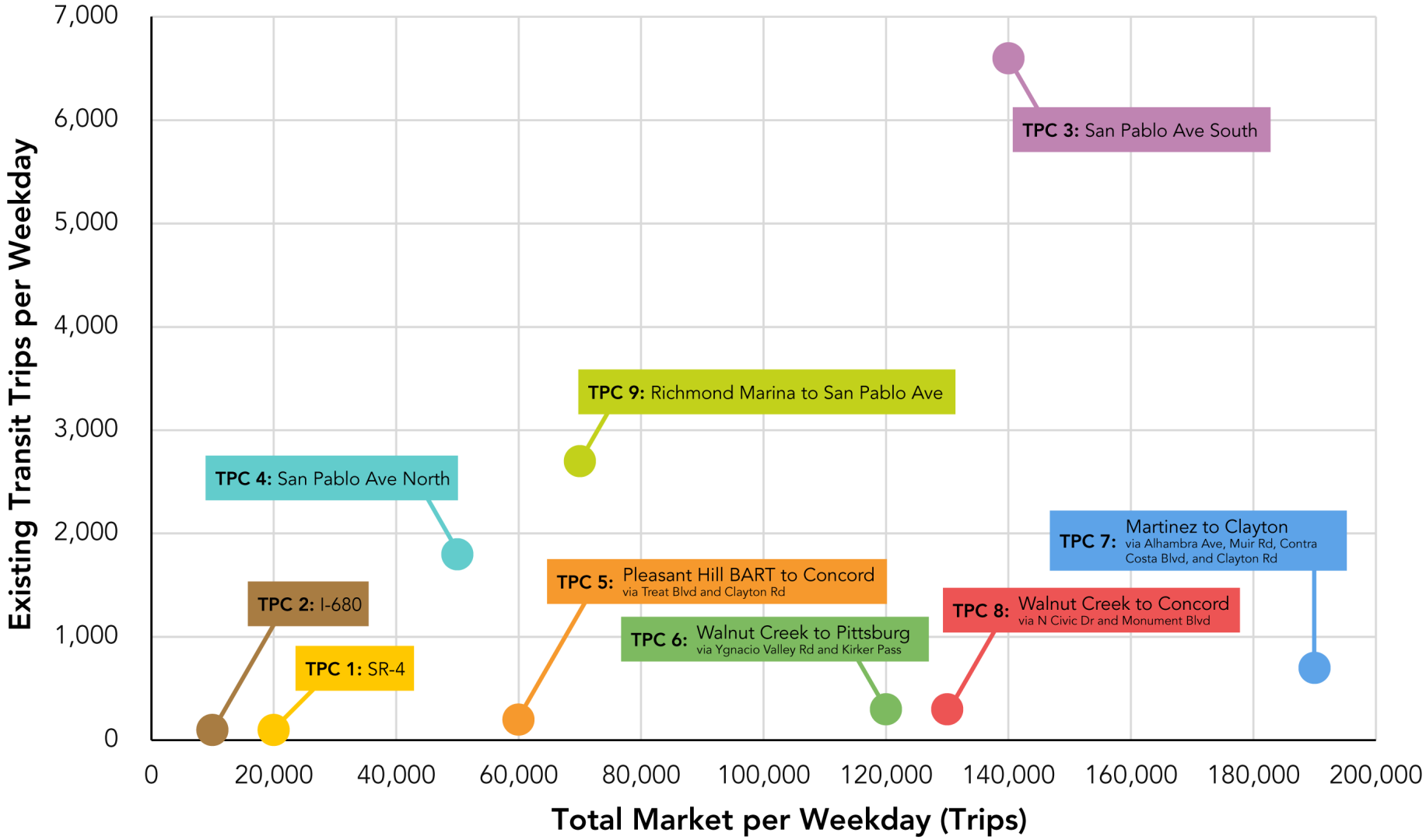
TPC 9

Start/End Locations of Existing Transit Trips that Could Benefit from TPC 9, Per Weekday

- 0 – 10
- 10 – 50
- 50 – 100
- 100 – 200
- 200+

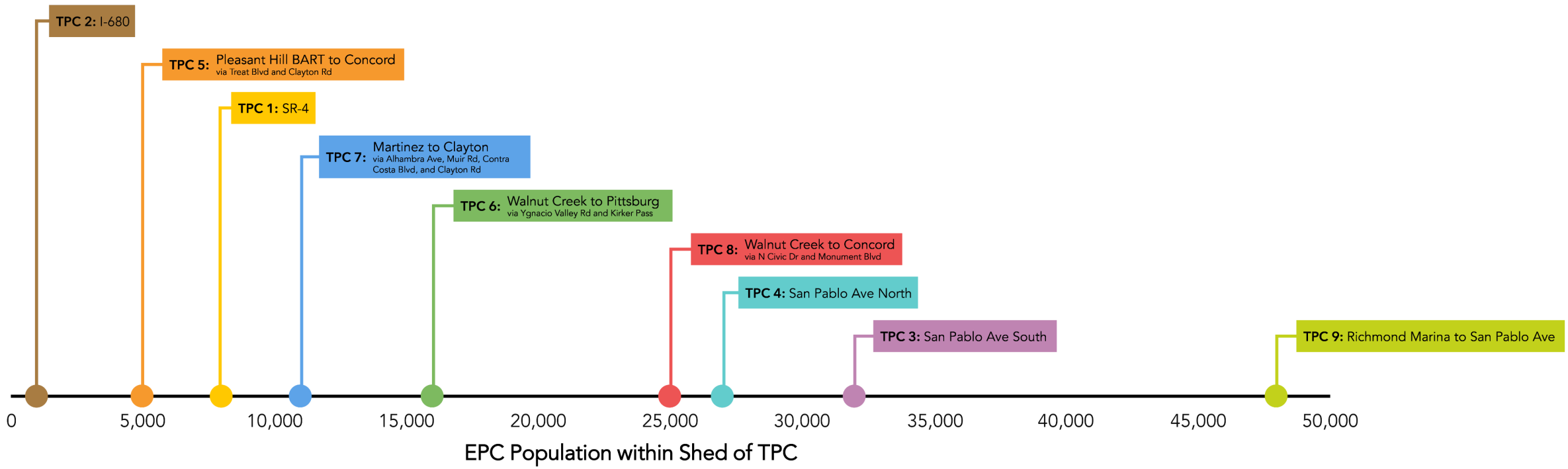
Data source: MTC Regional Onboard Survey

Existing Transit Trips vs Total Market



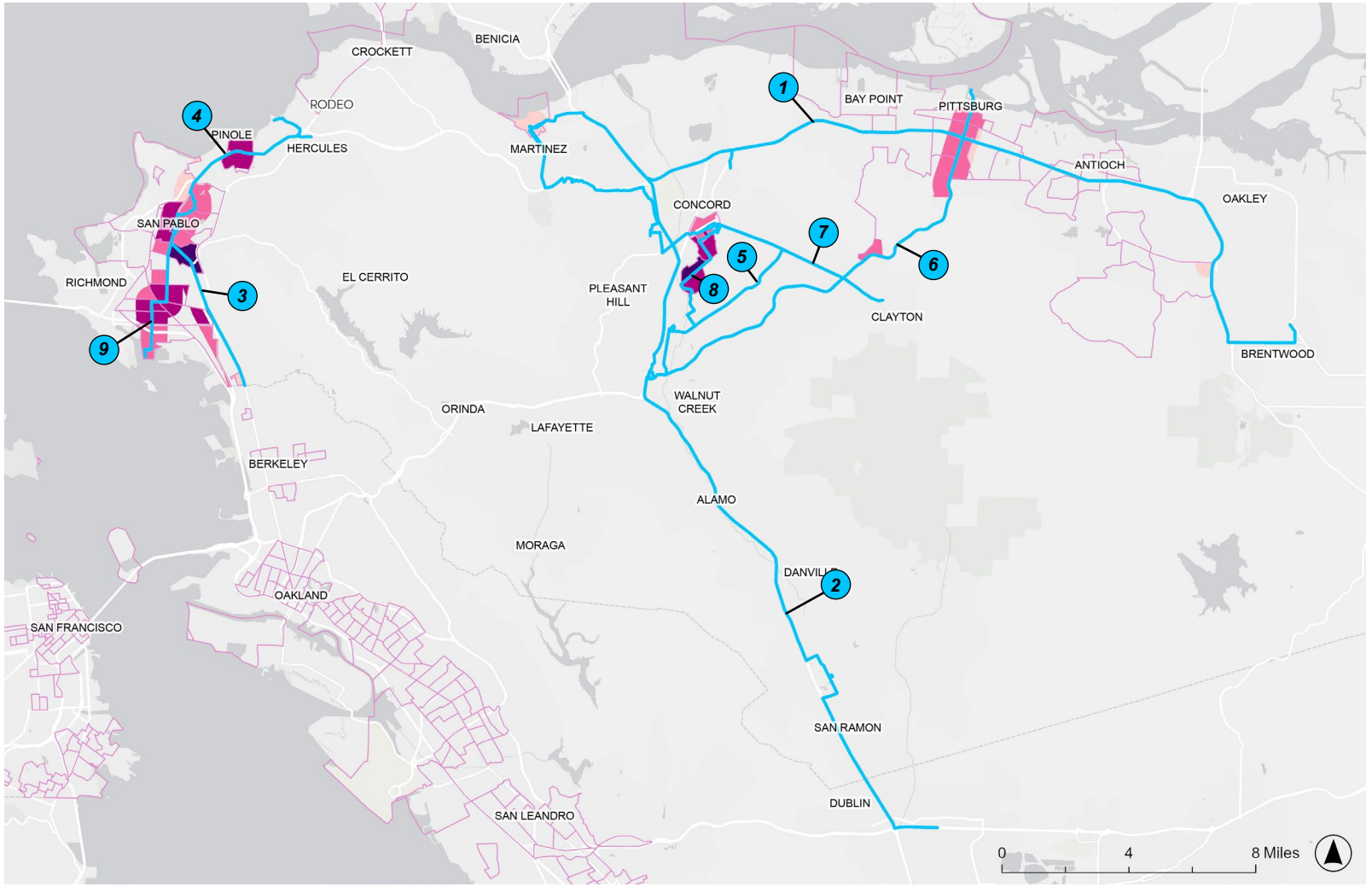
7. Equity

- **Objective:** Measure to the extent by which Equity Priority Communities (EPCs) would benefit from proposed investment
- **Performance Measure:** Total EPC population served by each improvement.



Data source: PBA 2050+ Equity Priority Area Definitions

7. Equity



TPCs

EPC Boundary

EPC Population Within 0.5mi of TPC

0 – 2,000

2,001 – 4,000

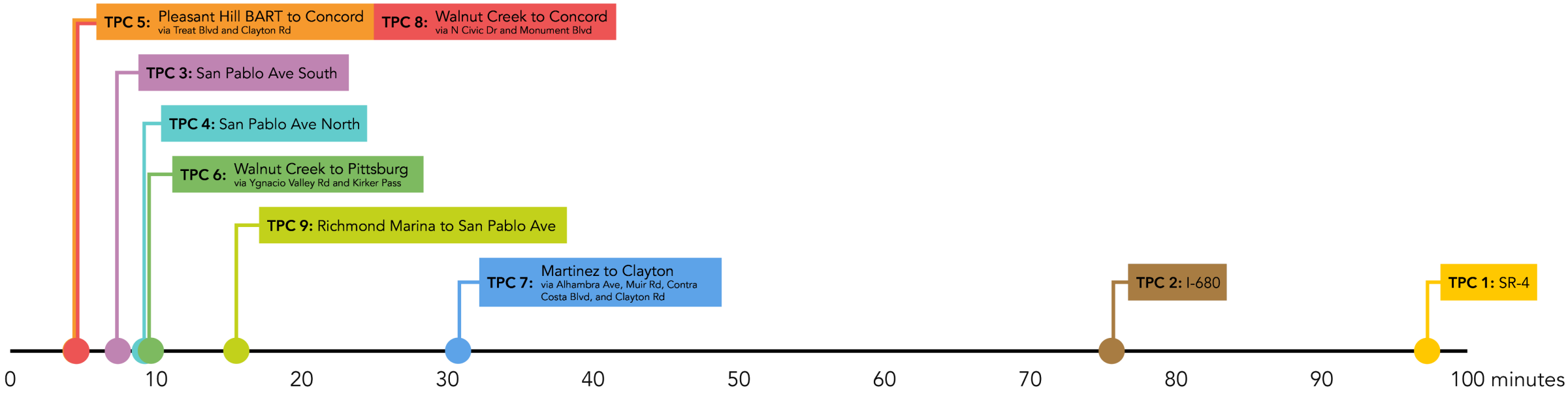
4,001 – 6,000

6,000+

Data source: PBA 2050+ Equity Priority Area Definitions

8. Transit Travel Time Savings

- **Objective:** Estimate change in transit travel time after improvements
- **Performance Measure:** Change in estimated transit travel time between key locations with the transit investment.

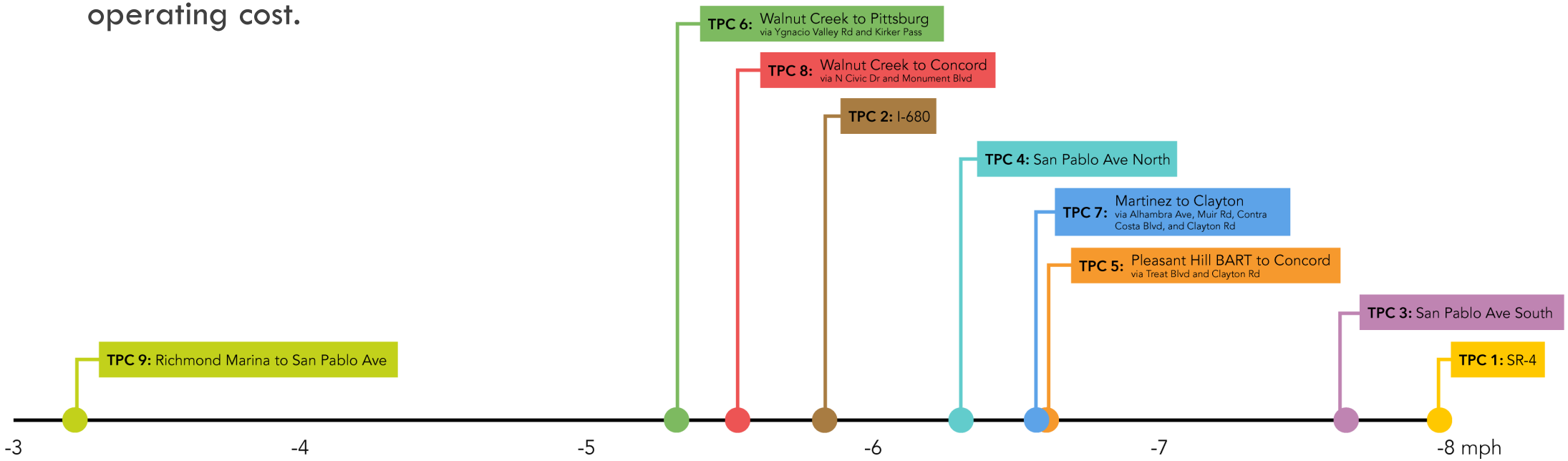


Transit Travel Time Savings for Travel between Major Points of Interest along TPC

Data source: Google Maps; Cal ITP Transit Speed Data (Feb 2025)

9. Projected Speed Degradation without TPC Treatments

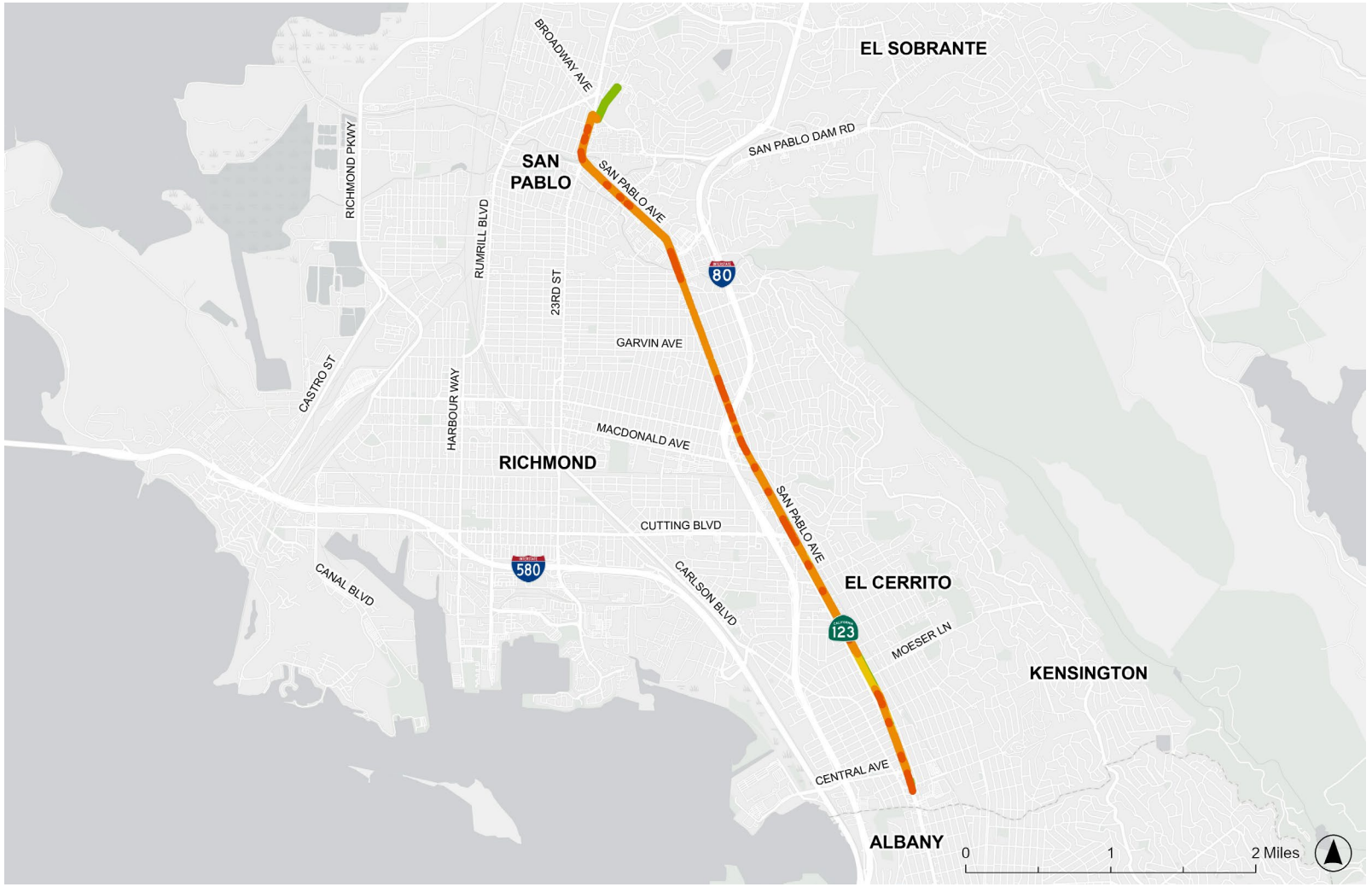
- **Objective:** Evaluate degree to which travel speeds on each TPC are projected to decrease in the future without TPC transit investments.
- **Performance Measure:** Change in speeds from 2020 to 2050 without transit investment. Higher speed reduction translates to greater need for transit investment to avoid impacts to overall mobility and transit operating cost.



Average Projected Speed Degradation without TPC Treatments, 2020 to 2050

Data source: CCTA Travel Demand Model

9. Projected Speed Degradation (2020 to 2050) without TPC Treatments – TPC 3 Results



Percent Change in Speed During PM Peak Without TPC Treatments

- >-10%
- -20% to -10%
- -30% to -20%
- -40% to -30%
- -50% to -40%
- <-50%

Future Speed < 15 mph

Data source: CCTA Travel Demand Model, PM Peak, 2020 to 2050

9. Projected Speed Degradation (2020 to 2050) without TPC Treatments – TPC 4 Results

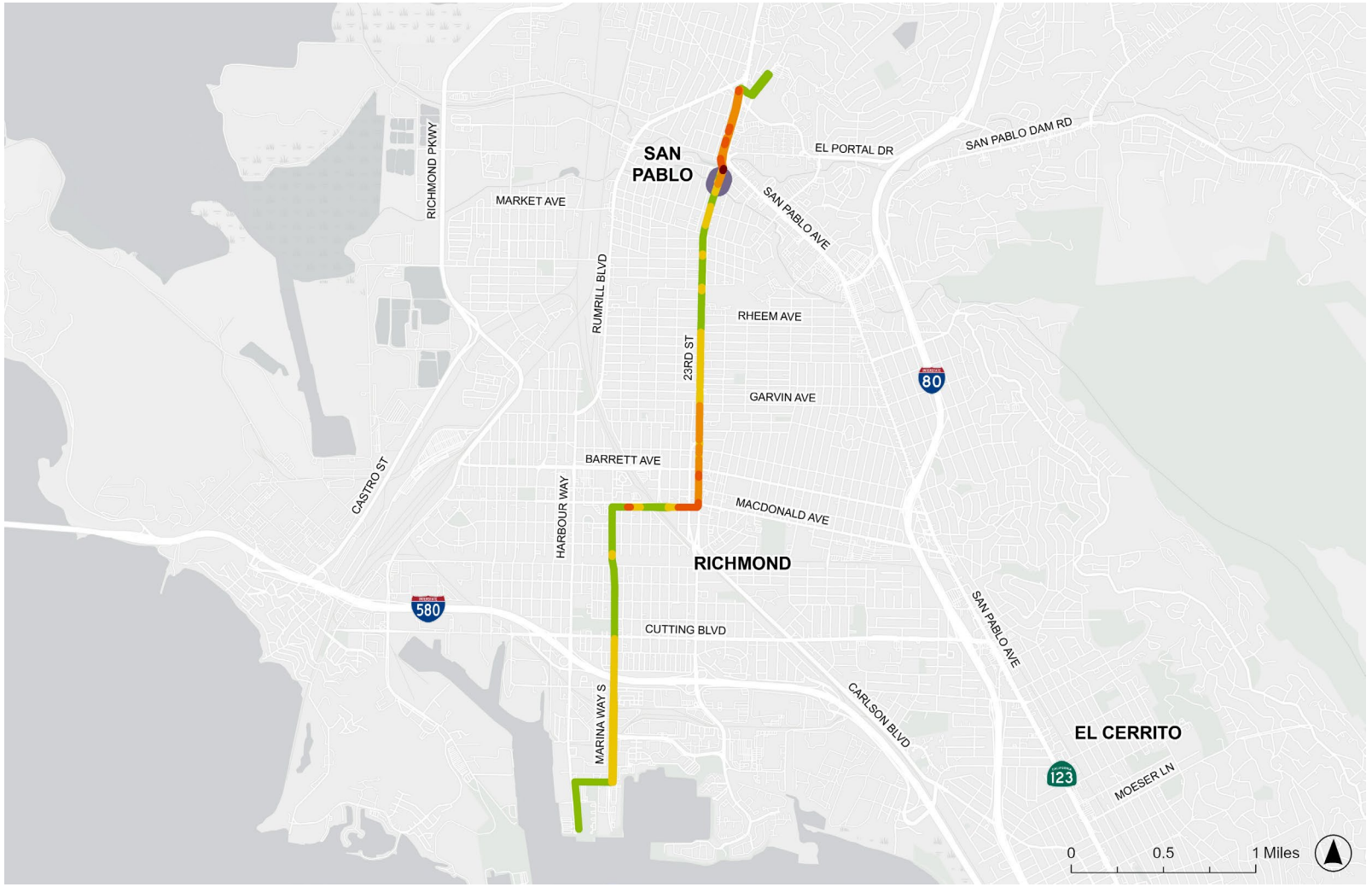
Percent Change in Speed During PM Peak Without TPC Treatments

- >-10%
- -20% to -10%
- -30% to -20%
- -40% to -30%
- -50% to -40%
- <-50%

Future Speed < 15 mph

Data source: CCTA Travel Demand Model, PM Peak, 2020 to 2050

9. Projected Speed Degradation (2020 to 2050) without TPC Treatments – TPC 9 Results



Percent Change in Speed During PM Peak Without TPC Treatments

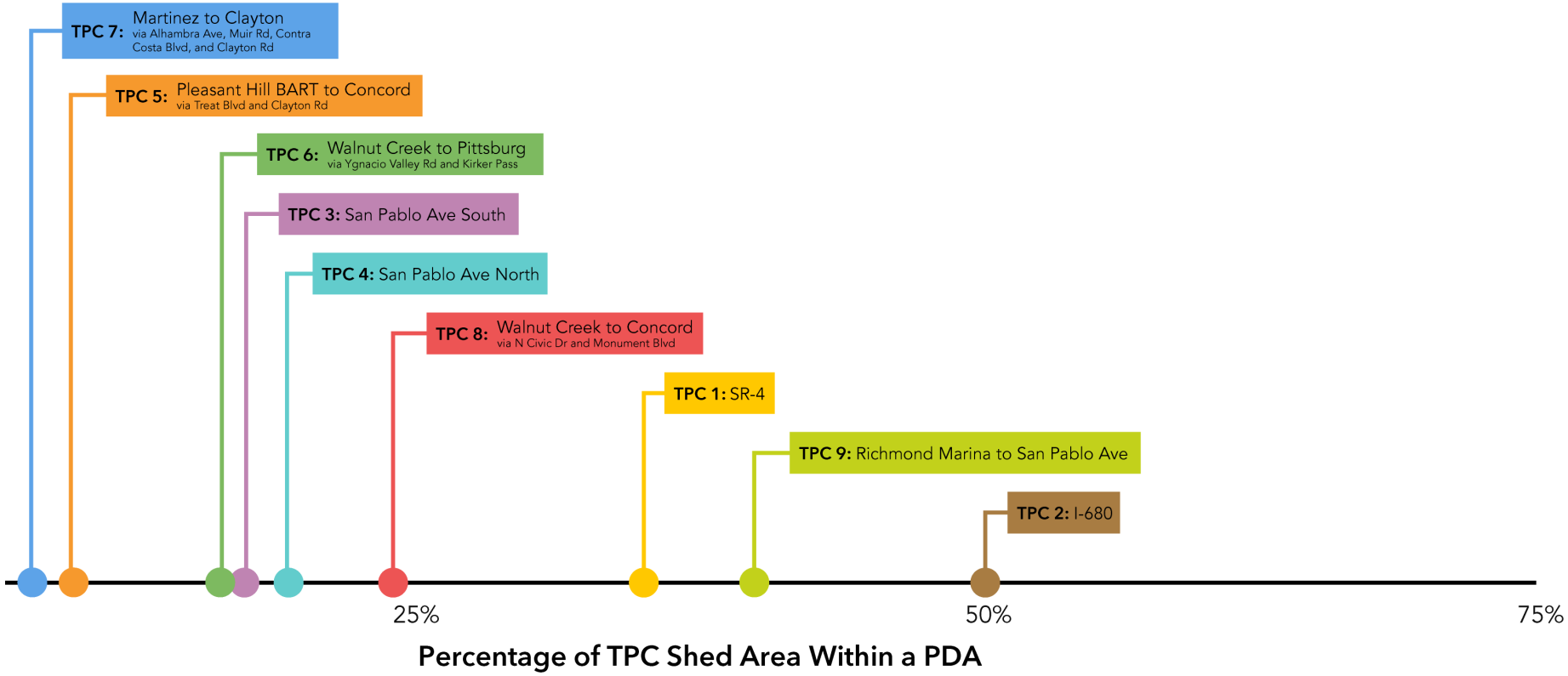
- >-10%
- -20% to -10%
- -30% to -20%
- -40% to -30%
- -50% to -40%
- <-50%

Future Speed < 15 mph

Data source: CCTA Travel Demand Model, PM Peak, 2020 to 2050

10. Economic Development Potential

- **Objective:** Estimate potential for project to encourage economic activity through redevelopment identified in MTC's Priority Development Area (PDA)
- **Performance Measure:** Percent of shed area (0.5-mile buffer around TPC) that is within a PDA



Data source: PBA 2050+ Priority Development Areas

10. Economic Development Potential

TPCs

PDAs Within TPC Shed Area

PDA Borders

PDA Area Within 0.5 miles of TPC

Data source: PBA 2050+ Priority Development Areas

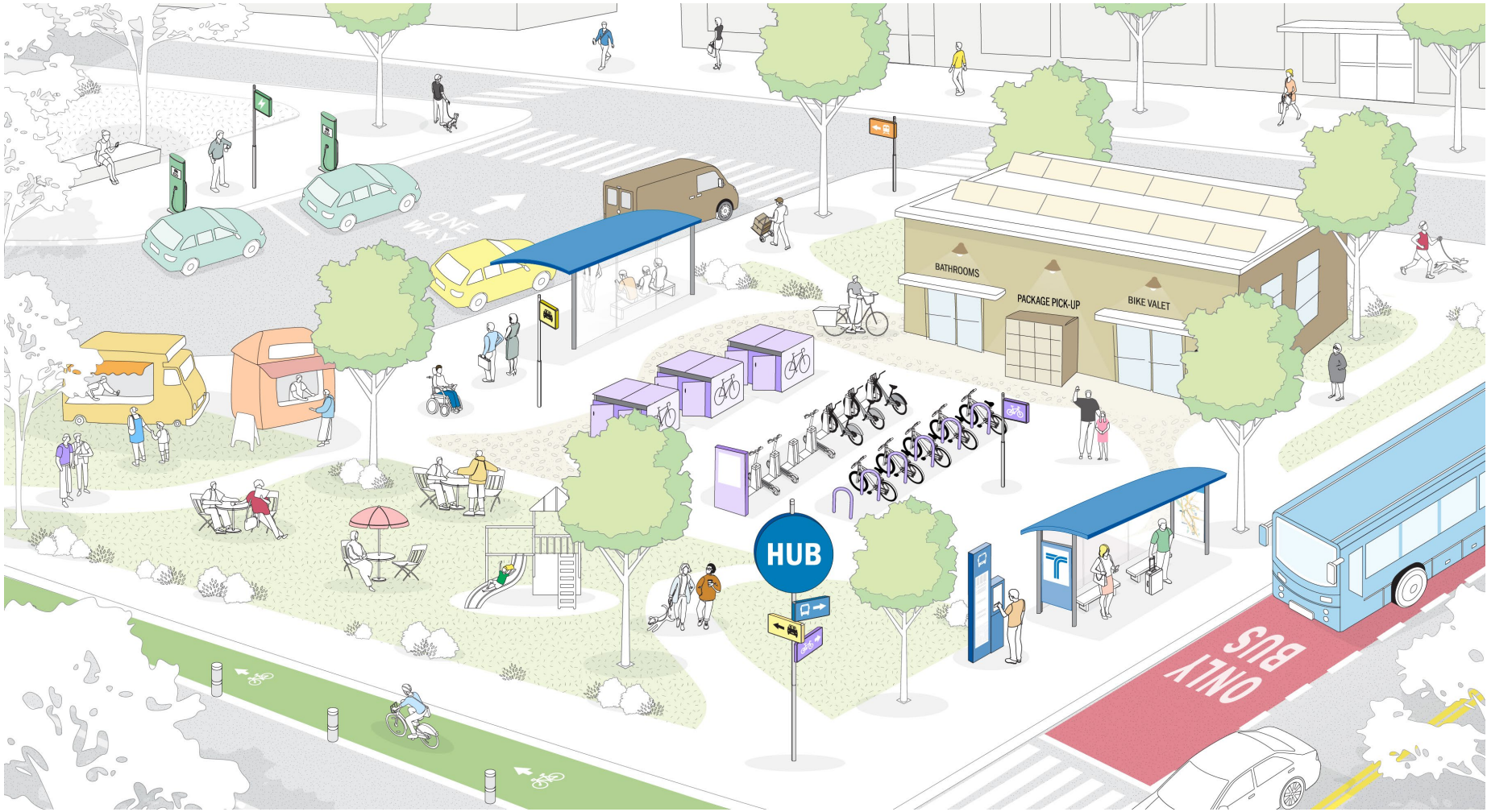
Mobility Hubs Typology

1 Regional Transfer Hubs

Serve as access points for high-capacity transit and rail services (e.g. BART stations).

2 Regional Access Hubs

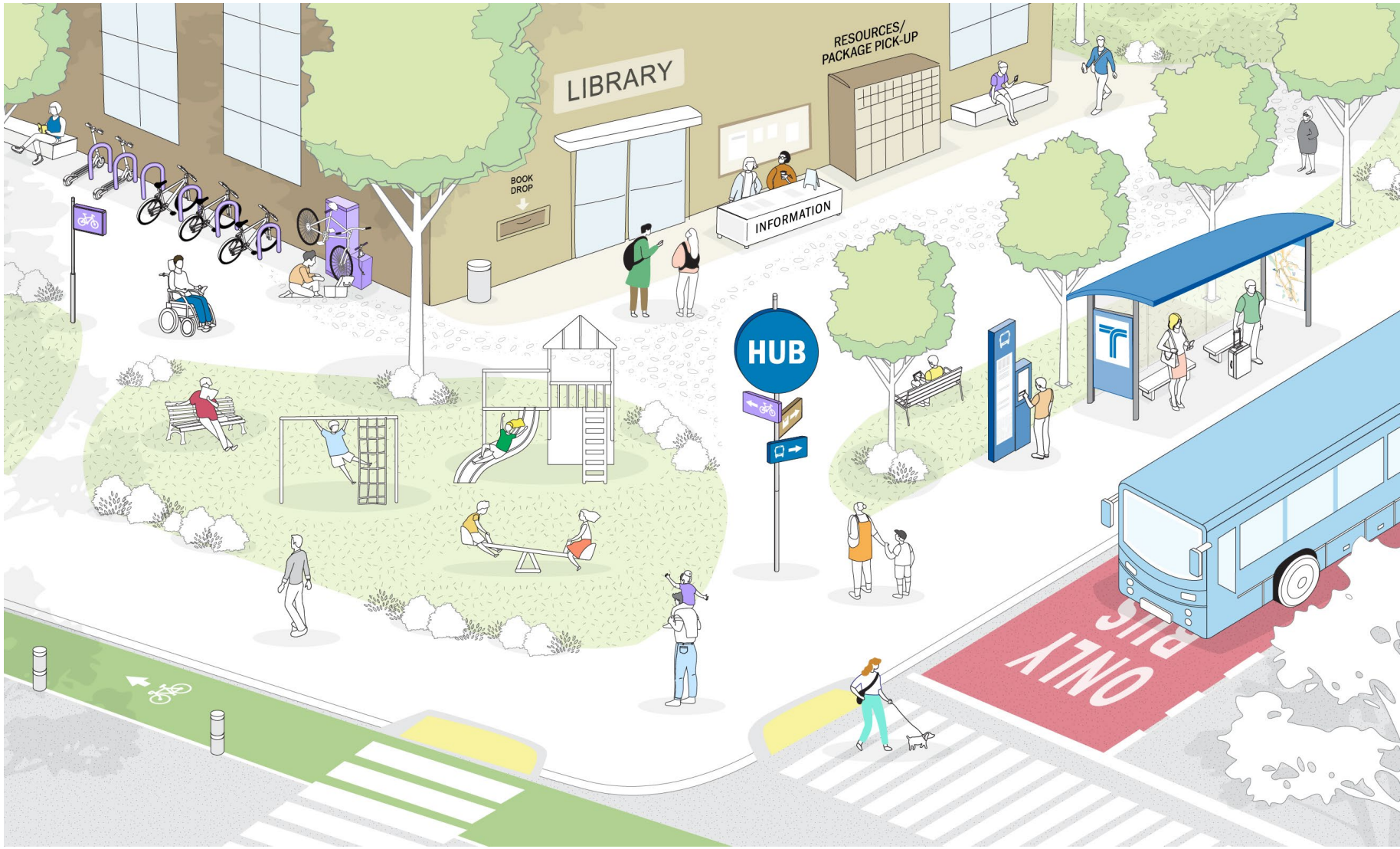
Serve as access points to TPCs and frequent transit services.



Mobility Hubs Typology (continued)

3 Community Hubs

Serve as hubs for local access.



Microtransit Modeling Assumptions

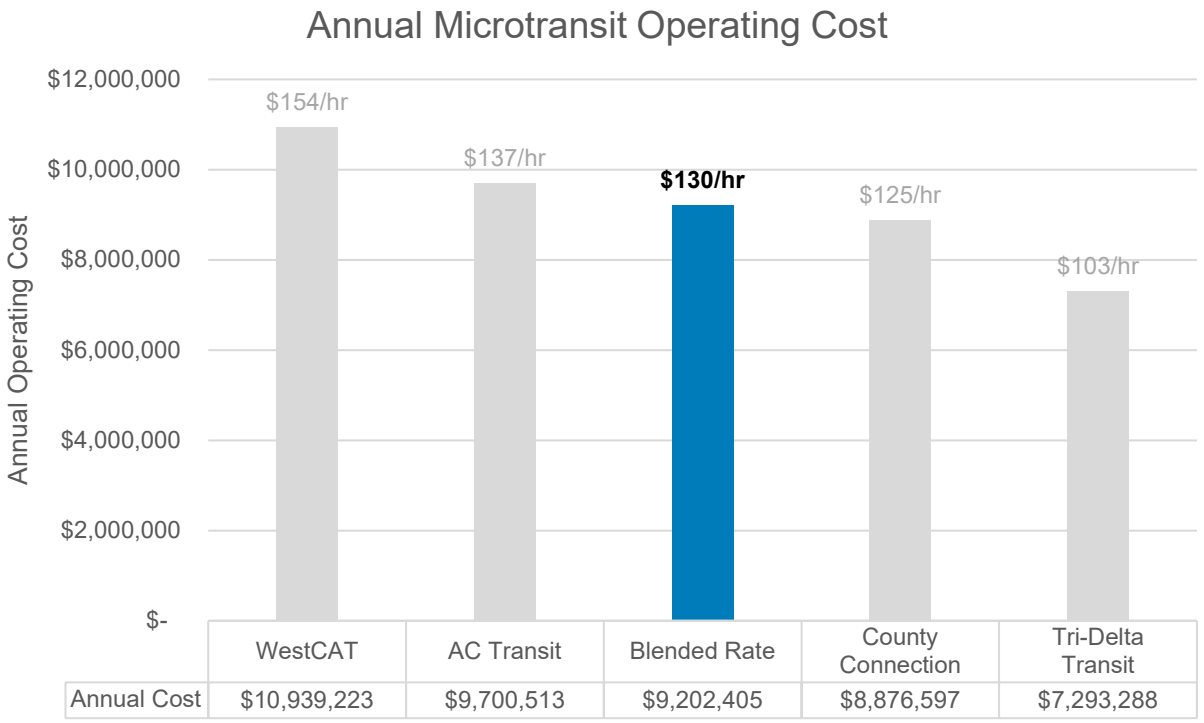
- Vehicle requirements for each zone were scaled based on existing Tri MyRide service area characteristics
  - Antioch/Oakley, Pittsburg/Bay Point details shown in table
- Weekday Span: 5am-9pm
- Weekend Span: 8am-5pm

Zone	Weekday Vehicles	Weekend Vehicles
*Tri MyRide Antioch/Oakley**	3	1
*Tri MyRide Pittsburg/Bay Point**	2	1
Brentwood	2	1
Bay Point/Pittsburg	2	1
Greater San Ramon	3	1
Moraga	1	1
Tara Hills	1	1
Orinda	1	1
South Richmond	2	1
Rodeo	1	1
Bayview	2	1

*Currently Operating. Shown for comparison

Proposed Microtransit Annual Operating Costs

- Annual Revenue Hours: **70,905**
- Annual Operating Cost: **$9.2M***



Service	2023 Demand Response Cost per Revenue Hour
WestCAT	$154.28
AC Transit	$136.81
County Connection (CCCTA)	$125.19
Livermore / Amador Valley Transit Authority (Wheels)	-
Tri Delta Transit	$102.86
Blended Rate:	**$129.79**

*Hourly cost based on blended rate of current costs for different operators

Project Name	Detailed Project Description	Project Extents	Sponsor	Cost
Possible West County Project Nominations:				
The Hercules Hub: Multi-modal Transportation Center	To enhance regional multimodal connectivity, construct an intercity passenger rail station in Hercules, California, near San Pablo Bay and along the Capitol Corridor rail line that is designed to bring together intercity trains, local and regional buses, and walking and biking paths. The project includes building a new station plaza and bus circulation area, realignment of tracks, new track bridge and installation of rail signals, relocation of utilities, and remaining restoration of Refugio Creek with a new platform with a pedestrian bridge.		City of Hercules and possibly WestCAT	
Hercules Ferry	Possible submittal		City of Hercules	
San Pablo Avenue Multimodal Corridor	San Pablo Avenue Multimodal Corridor The El Cerrito segment of the San Pablo Avenue Multimodal Corridor stretches 2.5 miles from the Albany-El Cerrito border to the Richmond-El Cerrito border, connecting with two BART stations and key east-west corridors including Central Avenue and Cutting Boulevard. As El Cerrito's "main street," the corridor directly serves the City's San Pablo Avenue Specific Plan area and San Pablo Avenue Corridor Priority Development Area, where the City has planned for over 4,000 new residential units. Improving safety and mobility for all modes, particularly pedestrians and bus transit riders, are key changes needed to encourage mode shift, a core objective of the City's land use plans.	2.5 miles from the Albany-El Cerrito border to the Richmond-El Cerrito border	City of El Cerrito	

Project Name	Detailed Project Description	Project Extents	Sponsor	Cost
BART to Bay Trail Connection:	BART to Bay Trail Connection: The El Cerrito Plaza BART station is only one mile from the San Francisco Bay Trail, making it the East Bay's closest BART connection with the Bay Trail. Connecting the two is the highest priority project in the City of El Cerrito's 2016 Active Transportation Plan and highlighted in CCTA's Countywide Bicycle & Pedestrian Plan and MTC's Regional Active Transportation Network. However, there are many engineering, right-of-way, jurisdictional, and environmental challenges which much be overcome to create an all-ages and abilities bicycle and pedestrian connection, including limited right-of-way, coordination with three cities, two counties, Caltrans, the CCTA, and watercourse regulators. When completed, the connection will improve access to transit, services, and recreation for West County residents, including three Equity Priority Communities located immediately adjacent to the corridor.	The El Cerrito Plaza BART station is only one mile from the San Francisco Bay Trail,	City of El Cerrito	
East Side Bikeways:	East Side Bikeways: The City of El Cerrito's 2016 Active Transportation Plan calls for creating three north-south bikeway corridors: San Pablo Avenue, the Ohlone Greenway, and East Side. The East Side corridor serves established residential neighborhoods, three public schools, two parks, and the City's landmark public pool and community center. The East Side corridor would include a mixture of facility types to enable all-ages connections to these important community destinations and complement growing local community interest in non-motorized safe routes to school.		City of El Cerrito	

Project Name	Detailed Project Description	Project Extents	Sponsor	Cost
Del Norte Complete Streets Phase 2	This project would implement a bundle of three complete streets and trail projects as one project: • Potrero Avenue Bikeway – An approximately 0.5 mile-long project which would upgrade the existing Class III bikeway with dedicated bicycle facilities between Richmond Street to the east and South 55th Street to the west, improving connectivity across San Pablo Avenue and the I-80 / Potrero Ave interchange. The I-80 interchange is a major active transportation barrier and "Top Tier" improvement project listed in the Caltrans District 4 Bike Plan Update 2025. • Ohlone Greenway Uptown Improvements – An approximately 0.5 mile-long project would widen the existing Ohlone Greenway shared-use path to 12 to 14-feet, construct safety upgrades at one street crossing, and install lighting, all of which would deliver the final set of Ohlone Greenway upgrades envisioned in the City's 2016 Active Transportation Plan and provide space for powered micromobility and other path users to safely share space. • Cutting Boulevard Class IV Bikeway – Approximately one block, or 300-feet of Class IV bikeway would be installed along Cutting Boulevard between the El Cerrito del Norte BART station and San Pablo Avenue, upgrading both the westbound Class II bikeway and eastbound Class III bikeway to a Class IV bikeway, providing a continuous east-west Class IV bikeway between the BART Station, across San Pablo Avenue, and to the Richmond-El Cerrito Border, which bisects the I-80 / Cutting Blvd interchange.		City of El Cerrito	
Richmond Greenway Gap Project	This project will construct a new bike-pedestrian bridge on the Richmond Greenway trail to connect the 500-foot trail gap between Carlson Blvd and 23rd St (including over the UPRR tracks), which currently requires users to detour about half a mile to continue on the greenway. The facility will provide an all-ages-and-abilities Class I connection with ADA-compliant approaches, lighting, wayfinding, and safety features, tying directly into the existing Greenway on both sides of the gap.		City of Richmond	

Project Name	Detailed Project Description	Project Extents	Sponsor	Cost
23rd Street Multimodal Corridor Project	This project will transform 23rd Street throughout the City of Richmond from an automobile-centered thoroughfare to convert it to a balanced multimodal corridor that prioritizes access for people to destinations, emphasizing active transportation and transit over vehicles. The goals of this project include: reducing vehicle speeds throughout the corridor; increasing pedestrian visibility with enhanced striping and signage, especially near schools and parks; reducing frequency of intersection conflicts, particularly left-turn conflicts, using traffic control and intersection enhancements; creating consistency with the three-lane portion of 23rd Street in City of San Pablo; continuing to build out the bicycle network in Richmond; and incorporating streetscape and placemaking improvements to support a vibrant multimodal corridor.		City of Richmond	
Richmond Parkway Transportation Plan Implementation	Implement key strategies from RPTP including: Strategy S-1 Safety Improvements; Strategy S-2 Reduce Speeding; Strategy PH-2 Trees and Green Infrastructure; Strategy WB-1 Upgrade Bikeways and Connect Sidewalk Gaps; Strategy WB-2 Wildcat Creek Trail Crossing; Strategy DG-1 Upgrade and coordinate traffic signals.	Richmond Parkway between I-580 to I-80	WCCTC	
San Pablo Ave. and Macdonald Ave. Multimodal Improvements	The BRT improvements on San Pablo and Macdonald Avenues approximate the existing 72R Rapid Bus that run along these two streets. The proposed project would introduce BRT service from downtown Oakland to the Richmond Parkway Transit Center and extend Rapid Bus from the Richmond Parkway Transit Center north to the Hercules Transit Center	Alameda/Contra Costa County border via Contra Costa College to Hercules Hub	WCCTC	
West County Express Bus Implementation	Transit signal priority at 42 intersections; freeway access improvements at SR-4/John Muir Parkway/I-80 (FA1), Richmond Parkway/I-80 (FA2), and San Pablo Dam Road/I-80 (FA3); I-80 Part-Time Transit Lanes on Shoulder between Hercules Transit Center and Richmond Parkway Transit Center; and Transit Centers/Mobility Hubs at Tara Hills, San Pablo Dam Road, Bissell Ave., and Wright Ave. and Richmond Parkway and Hercules Transit Centers Enhancements.	Multiple locations	WCCTC	
San Pablo Dam Road Interchange Improvements		I-80 and San Pablo Dam Road	WCCTC/CCTA	

MEETING DATE:	September 11, 2025
TO:	West Contra Costa Transportation Commission TAC
FROM:	Leah Greenblat, Transportation Planning Manager
SUBJECT:	**Applying AB 3177 Changes to STMP Fee Calculations**

REQUESTED ACTION

Discuss interim and long-term options for calculating STMP fee reductions in response to legislative changes to California's Fee Mitigation Act under AB3177. Seek to create a consensus among fee-collecting agencies on how to implement these changes.

BACKGROUND AND DISCUSSION

Legislative Context

In September 2024, California enacted AB 3177, amending the Mitigation Fee Act. The new law requires that transportation impact fees be reduced for certain residential developments located within Transit Priority Areas (TPAs), defined as areas within ½ mile of a major transit stop. These stops include:

- Rail or bus rapid transit stations
- Ferry terminals served by bus or rail
- Intersections of two or more major bus routes with service every 20 minutes or less during peak commute periods

In order to apply a reduced fee, the housing development must also:

- Be located within one-half mile of convenience retail uses, including a store that sells food, and
- Provide either the minimum number of parking spaces required by the local ordinance, or no more than one onsite parking space for zero to two-bedroom units, and two-onsite parking spaces for three or more-bedroom units, whichever is less.

The legislation acknowledges that residential developments in TPAs typically generate fewer vehicle trips and therefore should pay a reduced transportation impact fee. However, AB 3177 does not prescribe a methodology for calculating this reduction, leaving it to local agencies to determine the amount.

Local Implications

Significant portions of West Contra Costa County fall within TPAs, according to the Metropolitan Transportation Commission's (MTC) 2021 Transit Priority Map (see

Attachment A). As a result, local jurisdictions must now adjust how they calculate fees under the West County Subregional Transportation Mitigation Program (STMP) for qualifying residential developments.

Earlier this year, Contra Costa County Public Works staff contacted WCCTC to discuss a potential approach and shared a technical memo by Fehr & Peers (Attachment B), outlining a methodology the County is using. The County has adopted a 13% fee reduction for qualifying residential developments within TPAs for its own transportation impact fee program.

Although the memo is based on analysis of PM peak hour trip generation at one location in West County (while the STMP uses AM peak hour trips), the 13% reduction could serve as a reasonable interim approach for applying AB 3177 across West County. WCCTC's legal counsel has reviewed the issue and recommends that an interim method be adopted until the 2026 STMP Update process—already scoped to address AB 3177—can provide a refined, subregion-wide methodology.

WCCTC staff conferred with its legal counsel to discuss an interim and long-term approach for calculating STMP fee reductions. As the change in state law is relatively new, there is limited guidance on how the required reduction should be calculated.

Interim Options

Until WCCTC's 2026 STMP Update refines the methodology, staff proposes the following options for consideration.

1. Unform Interim Approach: Local jurisdictions determine if a project qualifies as being within a TPA and meets the additional state criteria and then apply a 13% fee reduction to the residential portions of the STMP project fees.
2. Jurisdiction Specific Reductions: Each jurisdiction develops and applies its own fee reduction percentage, with supporting documentation provided to WCCTC.
3. Consultant-Supported Methodology: WCCTC or its member jurisdictions hire a consultant to develop an interim methodology specific to STMP and West County.

Discussion Questions

A. Have any West County cities already developed their own AB 3177 fee reduction methodologies?
B. Should STMP use one percentage for the entire sub-region or permit individual jurisdictions to apply their own percentages?
C. Is using a 13% interim reduction satisfactory until the 2026 STMP Update is completed?
D. What guidance should WCCTC provide to consultants during the 2026 STMP Update to ensure AB 3177 compliance?

Staff Recommendation

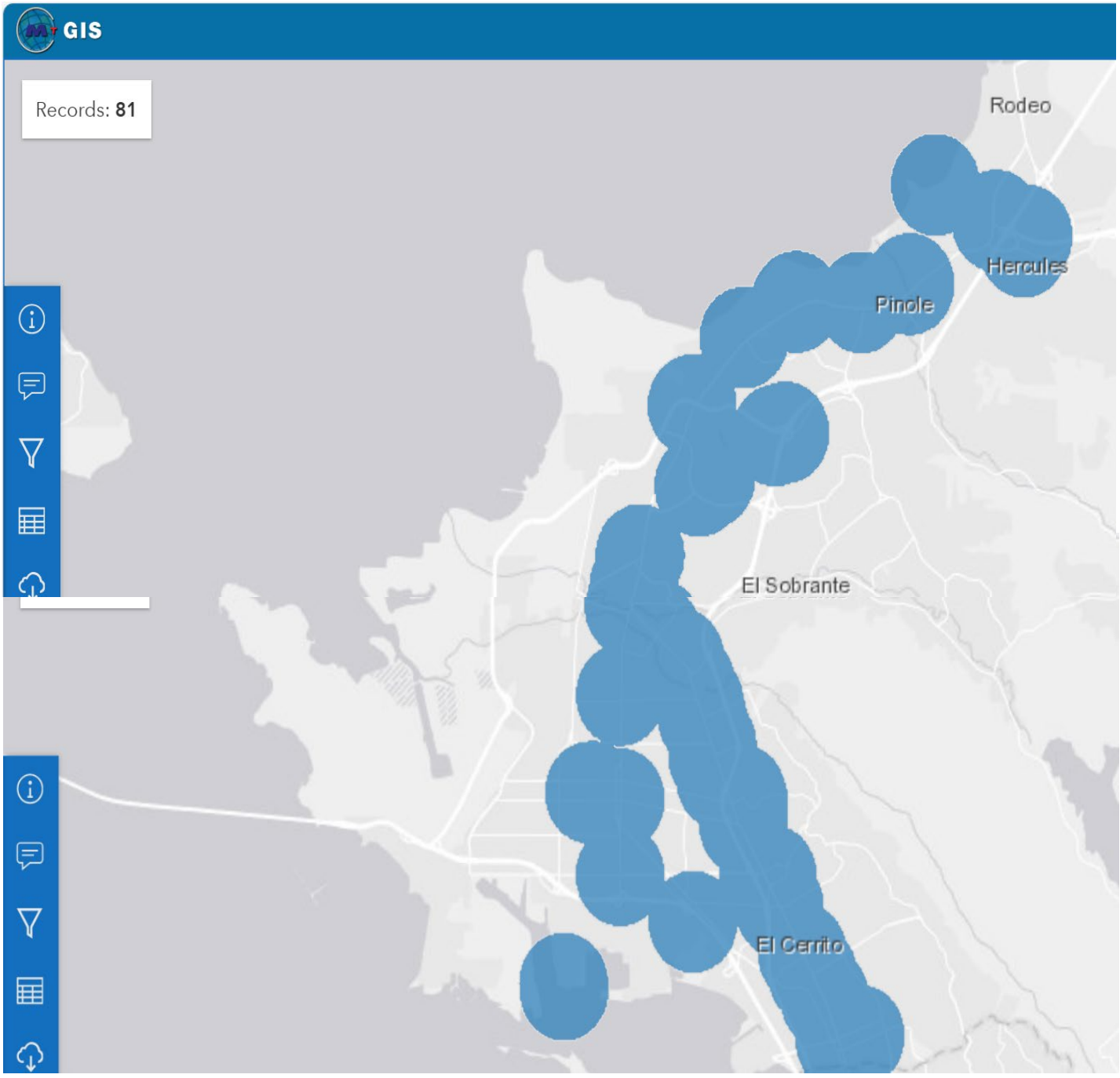
Given the limited guidance from the state and the need for consistency in fee collection across jurisdictions, WCCTC staff recommends that all West County jurisdictions utilize the Uniform Interim Approach and apply a 13% STMP fee reduction for qualifying residential

developments in TPAs, as an interim measure, until the 2026 STMP Update refines the methodology.

ATTACHMENTS:

A. West County Transit Priority Map (MTC 2021)
B. January 31, 2025 Technical Memo from Fehr and Peers

West Contra Costa County Transit Priority Areas (MTC, 2021)



Technical Memorandum

Date: January 31, 2025

To: Joe Smithonic, Program Manager, Contra Costa Public Works Department

From: Julie Morgan, Nahal Hakim and Bruno Lertora, Fehr & Peers

Subject: Technical Support for Contra Costa County Fee Reduction Policy Analysis

WC24-4140

Background

State legislation known as AB 3177, adopted in September 2024, modifies a section of the Mitigation Fee Act (Government Code section 66005.1) to specify that transportation impact fees should be reduced for residential developments located within transit priority areas that meet certain requirements. A "transit priority area" is defined as an area within one-half mile of a major transit stop; a "major transit stop" would include a rail or bus rapid transit station, a ferry terminal served by either bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods.

Specifically, residential developments that satisfy all of the following characteristics should be charged a lower transportation impact fee to reflect that the development is likely to have lower trip generation rates compared to housing developments without these characteristics; the agency imposing the fee has discretion to determine the amount of the reduction.

- The housing development is located within a transit priority area (TPA) around an existing or planned major transit stop, and the major transit stop, if planned, is programmed to be completed before or within one year of the scheduled completion and occupancy of the housing development.
- Convenience retail uses, including a store that sells food, are located within one-half mile of the housing development.

- The housing development provides either the minimum number of parking spaces required by the local ordinance, or no more than one onsite parking space for zero to two bedroom units, and two onsite parking spaces for three or more bedroom units, whichever is less.

Contra Costa County staff have asked Fehr & Peers for assistance in determining how this provision of the Mitigation Fee Act would apply to the County's transportation impact fee programs, which are generally referred to as Area of Benefit or AOB programs.

Identifying Affected Locations

Understanding whether a proposed residential development would be affected by this Mitigation Fee Act requirement would involve first identifying the TPA locations within unincorporated Contra Costa County, and then determining whether a proposed residential development is located within one of those TPAs and also meets the other criteria outlined above (related to the presence of nearby convenience retail uses and the development's parking supply). It should be noted that the definition of TPA and the eligibility criteria for getting a reduced transportation impact fee are currently set in state law and may change over time with future legislative actions. As of now, a current source of information about the locations of TPAs in the Bay Area is the "Transit Priority Areas (2021)" map available at https://opendata.mtc.ca.gov/datasets/MTC::transit-priority-areas-2021-1. The County's GIS team may also have maps showing TPAs within Contra Costa County. The determination about whether a proposed residential development meets the other criteria would depend on the specific characteristics of the proposed development and would be determined during the review of the development application.

Estimating Fee Reduction

The purpose of the analysis presented in this memo is to help the County estimate a percentage reduction in transportation impact fees that could be applied to proposed residential developments that meet the criteria presented above. For the purposes of this exercise, County staff and Fehr & Peers identified several transit-oriented locations that definitely or are likely to meet the definition of a TPA and where there is unincorporated land within the TPA. These locations included the Richmond Parkway Transit Center and the BART stations at Orinda, Pittsburg/Bay Point, Pleasant Hill/Contra Costa Center, and Walnut Creek. The El Cerrito Plaza BART station was also identified as a potential location, but it was excluded from the analysis due to the very small overlap between land within the TPA and unincorporated land, and the existing land use of the unincorporated land.

The legislative intent of the new Mitigation Fee Act requirements is to offer a reduced transportation impact fee to reflect the reduced automobile trip generation associated with transit-proximate housing developments. To estimate the effects of transit-oriented development characteristics on vehicular trip generation, the Fehr and Peers' MXD+ tool has been used. This

tool was selected because the traditional ITE *Trip Generation* methodologies are primarily based on data collected at single-use, freestanding sites located in suburban areas where there is limited accessibility by transit. These defining characteristics limit the data's applicability to development projects located in more pedestrian-friendly and transit-accessible places and with a mix of uses available in close proximity.

Background on MXD+ Method

The development of the MXD+ technique began in response to the limitations in the ITE *Trip Generation* methodology. With the goal of providing a straightforward and empirically validated method of estimating vehicle trip generation at mixed-use developments, the U.S. Environmental Protection Agency (EPA) sponsored a national study of the trip generation characteristics of mixed-use sites. Travel survey data was gathered from 239 mixed-use developments (called MXDs) in six major metropolitan regions and correlated with the characteristics of the sites and their surroundings. The findings indicated that the amount of traffic generated by each site is affected by a wide variety of factors including the mix of jobs and residents at the site, the overall size and density of the development, the availability of convenient internal connections for walking or driving between nearby uses, the availability of transit service to the site, and the surrounding trip destinations within the immediate area. None of these factors is explicitly accounted for in the traditional application of the ITE *Trip Generation* manual method. These characteristics were statistically related to trip behavior observed at the development sites and the resulting equations predict how the trip generation from a particular mixed-use site would be reduced as compared to the traditional ITE methods. Applying these vehicle trip reduction percentages to the "raw trips" predicted by the ITE methods produces an estimate for the number of vehicle trips traveling in or out of a site.

Application of MXD+ Method to Selected Locations

To estimate how automobile trip generation might be affected for new housing developments covered by the provisions of Section 66005.1, the MXD+ methodology was applied to a hypothetical multi-family residential development that was assumed to be located within each of the transit-oriented locations selected for this analysis. It was also assumed that the hypothetical residential development exhibited all of the other characteristics required under Section 66005.1 to qualify for a reduced fee (that is, it met the criteria related to proximity of convenience retail uses and parking supply). Each test case, one for each of the five selected locations, is described in the following tables, with the average results presented in **Table 6**.

As shown, the MXD+ model estimates that residential developments that exhibit the characteristics specified in Section 66005.1 would have, on average, PM peak hour trip generation rates that are approximately 13% lower than the standard ITE methods. The County's AOB fee programs typically calculate fees based on PM peak hour trip generation characteristics. Therefore, based on the analysis presented here, a residential project that meets the criteria in

Section 66005.1 could be granted a fee reduction of 13% compared to the standard residential fee for that project.

Please contact us with any questions.

Table 1: Vehicle Trip Generation - Hypothetical Project near Richmond Parkway Transit Center

Land Use	ITE Code	Quantity[1]	Daily	PM Peak Hour		
				In	Out	Total
Multifamily Housing (Low-rise)	220	150 du	1,011	49	28	77
MXD+ Trip Reductions[2]			-82	-7	-5	-11
Net New Project Trips			929	42	23	66
Trip Reduction (%)			**-8%**	**-13%**	**-17%**	**-14%**

Note:

1. 1 du = 1 dwelling unit
2. MXD+ Trip Reductions include travel within project or to nearby uses and trips made by non-automobile modes

Source: Fehr & Peers, 2024.

Table 2: Vehicle Trip Generation - Hypothetical Project near Orinda BART

Land Use	ITE Code	Quantity[1]	Daily	PM Peak Hour		
				In	Out	Total
Multifamily Housing (Low-rise)	220	150 du	1,011	49	28	77
MXD+ Trip Reductions[2]			-31	-5	-2	-8
Net New Project Trips			980	44	26	69
Trip Reduction (%)			**-3%**	**-11%**	**-9%**	**-10%**

Note:

1. 1 du = 1 dwelling unit
2. MXD+ Trip Reductions include travel within project or to nearby uses and trips made by non-automobile modes

Source: Fehr & Peers, 2024.

Table 3: Vehicle Trip Generation - Hypothetical Project near Pittsburg/Bay Point BART

Land Use	ITE Code	Quantity[1]	Daily	PM Peak Hour		
				In	Out	Total
Multifamily Housing (Low-rise)	220	150 du	1,011	49	28	77
MXD+ Trip Reductions[2]			-53	-6	-2	-9
Net New Project Trips			958	43	26	68
Trip Reduction (%)			**-5%**	**-13%**	**-9%**	**-11%**

Note:

1. 1 du = 1 dwelling unit
2. MXD+ Trip Reductions include travel within project or to nearby uses and trips made by non-automobile modes

Source: Fehr & Peers, 2024.

Table 4: Vehicle Trip Generation - Hypothetical Project near Pleasant Hill/Contra Costa Center BART

Land Use	ITE Code	Quantity[1]	Daily	PM Peak Hour		
				In	Out	Total
Multifamily Housing (Low-rise)	220	150 du	1,011	49	28	77
MXD+ Trip Reductions[2]			-95	-8	-4	-12
Net New Project Trips			916	41	24	65
Trip Reduction (%)			**-9%**	**-16%**	**-14%**	**-15%**

Note:

1. 1 du = 1 dwelling unit
2. MXD+ Trip Reductions include travel within project or to nearby uses and trips made by non-automobile modes

Source: Fehr & Peers, 2024.

Table 5: Vehicle Trip Generation - Hypothetical Project near Walnut Creek BART

Land Use	ITE Code	Quantity[1]	Daily	PM Peak Hour		
				In	Out	Total
Multifamily Housing (Low-rise)	220	150 du	1,011	49	28	77
MXD+ Trip Reductions[2]			-65	-7	-3	-10
Net New Project Trips			946	42	25	67
Trip Reduction (%)			**-6%**	**-14%**	**-10%**	**-13%**

Note:

1. 1 du = 1 dwelling unit
2. MXD+ Trip Reductions include travel within project or to nearby uses and trips made by non-automobile modes

Source: Fehr & Peers, 2024.

Table 6: Vehicle Trip Generation - Average of all Hypothetical Projects

Land Use	ITE Code	Quantity[1]	Daily	PM Peak Hour		
				In	Out	Total
Multifamily Housing (Low-rise)	220	150 du	1,011	49	28	77
MXD+ Trip Reductions[2]			-65	-7	-3	-10
Net New Project Trips			946	42	25	67
Trip Reduction (%)			**-6%**	**-13%**	**-12%**	**-13%**

Note:

1. 1 du = 1 dwelling unit
2. MXD+ Trip Reductions include travel within project or to nearby uses and trips made by non-automobile modes

Source: Fehr & Peers, 2024.

WCCTC WEST CONTRA COSTA TRANSPORTATION COMMISSION

TO:	WCCTC TAC	**MEETING DATE:**	September 11, 2025
FR:	Coire Reilly, Program Manager		
RE:	**TFCA Workplan / 511 Contra Costa**		

REQUESTED ACTION
Receive report on the status of TFCA funding.

BACKGROUND AND DISCUSSION
Each year, the Bay Area Air Quality Management District allocates Transportation Fund for Clean Air (TFCA) funds to the Contra Costa Transportation Authority (CCTA). Historically, CCTA has distributed these funds to the Regional Transportation Planning Committees (RTPCs) using a formula based on jobs and population. These funds primarily support the "511 Contra Costa" Transportation Demand Management (TDM) program.

In June 2024, CCTA adopted a new policy for TFCA distribution, introducing a competitive application process. Under this policy, countywide programs are funded first, with remaining funds allocated to subregions through a competitive process.

In the most recent cycle, WCCTC submitted proposals for two programs:

1. West County Commuter Incentive Program
2. Countywide Guaranteed Ride Home Program

Due to limited available subregional funding, WCCTC had to scale back its proposal. This resulted in the removal of the bicycle rack program and a reduction in the number of incentives offered during the program year.

For the upcoming cycle, WCCTC requested $221,817 to continue the West Contra Costa Incentive Program**.** However, only $179,547 is being offered—roughly equivalent to last year's allocation, but still short of the request. This total includes rollover funds from the SWAT region**,** meaning the actual allocation would have been even lower without those unspent funds. This trend suggests that future funding levels may remain flat or decline**.**

To align with the reduced budget, WCCTC is proposing a further reduction in the number of incentives offered. Staff has also noted that meeting the Air District's cost-effectiveness (C/E) thresholds, a key measure for emissions reduction impact, will be challenging under the current funding level.

However, the Air District is expected to ease C/E requirements in upcoming cycles, particularly for High Priority Communities, which includes many areas in West County. This may help future program applications meet eligibility criteria more easily.