



El Cerrito

MEETING NOTICE AND AGENDA

DATE & TIME: Friday, March 25, 2016, 8:00 a.m. – 10:00 a.m.

Hercules

LOCATION: City of El Cerrito, Council Chambers
10890 San Pablo Avenue (at Manila Ave)
El Cerrito, California (Accessible by AC Transit #72, #72M and #72R)

Pinole

1. Call to Order and Self-Introductions. (Sherry McCoy - Chair)

2. Public Comment. The public is welcome to address the Board on any item that is not listed on the agenda. *Please fill out a speaker card and hand it to staff.*

Richmond

CONSENT CALENDAR

3. Minutes of February 26, 2016 Board Meeting. (Attachment; Recommended Action: Approve)

San Pablo

4. Minutes of March 4, 2016 Special Board Meeting. (Attachment; Recommended Action: Approve)

5. Monthly Update on WCCTAC Activities. (Attachment; Recommended Action: Information Only)

Contra Costa
County

6. Financial Reports. The reports show the Agency's revenues and expenses for February 2016. (Attachment; Recommended Action: Information Only)

7. Payment of Invoices over \$10,000. WCCTAC paid \$20,524.59 to the WCCUSD as part of the student bus pass program.

AC Transit

REGULAR AGENDA ITEMS

8. Subregional Transportation Mitigation Program (STMP)

After several years of relatively low proceeds, the STMP program is beginning to generate more revenue. Consistent with the intent of the program, staff recommends that funds should be made available to eligible projects. Staff recently solicited interest from members of the TAC and other potential project sponsors and has received several funding request letters. Staff will discuss options for distributing funds based on the TAC's suggested criteria. (John Nemeth – WCCTAC Staff; Attachments; Recommended Action: Provide direction to staff.)

BART

WestCAT

- 9. Transportation Expenditure Plan (TEP) Recommendations.** The Initial Draft Transportation Expenditure Plan (TEP) document was discussed at a Special WCCTAC Board meeting on March 4, 2016. Staff forwarded the Board's proposed revisions to CCTA. An updated version of the TEP (version 2.1) is expected to be available from CCTA prior to March 23rd and will be distributed to the Board when it's available. At the Board meeting, staff will provide an update on the status of the TEP and the Board will have an opportunity to begin discussing the most current TEP draft. The discussion can be continued to the April meeting, and if further time is needed, another special meeting can be scheduled. The most current draft of the TEP document (version 2.0) can found at this [link](#) on the CCTA website, although it will soon be superseded. *(John Nemeth – WCCTAC Staff and/or CCTA staff; No Attachments; Recommended Action: Receive information and provide comments and direction to staff as needed.)*
- 10. West Contra Costa High Capacity Transit Study: Workshop Update and Last Meeting Follow-Up.** Staff will provide information on the upcoming first round of public workshops. At the Board's direction, staff also prepared responses to prior comments made by Mike Roberts, City Engineer, City of Hercules. *(Leah Greenblat – WCCTAC Staff; Attachments; Recommended Action: Information Only.)*

STANDING ITEMS

- 11. Board and Staff Comments.**
- a. Board Member Comments, Conference/Meeting Reports (AB 1234 Requirement), and Announcements
 - b. Report from CCTA Representatives (*Directors Abelson & Butt*)
 - c. Executive Director's Report
- 12. Other Business.**
- 13. General Information Items.**
- a. Letter to CCTA Executive Director with February 26, 2016 and March 4, 2016 Summary of Board Actions
 - b. Letter to CCTA Executive Director with March 4, 2016 Summary of Board Actions
 - c. Acronym List
- 14. Adjourn.** Next meeting is: April 22, 2016 @ 8:00 a.m.
in the El Cerrito City Hall Council Chambers, located
at 10890 San Pablo Avenue, El Cerrito.
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- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC Board meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.210.5930 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 offices.
- Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
- A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.

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**West Contra Costa Transportation Advisory Committee
Board of Directors Meeting
Meeting Minutes: February 26, 2016**

MEMBERS PRESENT: Sherry McCoy, Chair (Hercules); Janet Abelson, Vice-Chair (El Cerrito); Tom Butt, (Richmond); Gayle McLaughlin (Richmond); Roy Swearingen (Pinole); Aleida Andrino-Chavez (WestCat); Cecilia Valdez (San Pablo); Zakhary Mallett (BART); John Gioia (County); Chris Peeples (AC Transit); Vinay Pimplé (Richmond), Joe Wallace (AC Transit)

STAFF PRESENT: John Nemeth, Joanna Pallock, Valerie Jenkins, Leah Greenblat, Danelle Carey, Ben Reyes (legal counsel)

ACTIONS LISTED BY: Valerie Jenkins

Meeting Called to Order: 8:03 AM

Meeting Adjourned: 10:30 AM

Public Comment: Mike Vukelich (El Cerrito Resident) provided suggestions on dealing with traffic problems in West County.

Consent Calendar: Motion by *Director Mallett*; Seconded by *Director Wallace*; passed unanimously.

3. Minutes of the January 22, 2016 Board Meeting.

4. Monthly Update on WCCTAC Activities.

5. Financial Reports for January 2016.

6. Payment of Invoices over \$10,000.

ITEM/DISCUSSION	ACTION
Item #7 Transportation Expenditure Plan (TEP) Recommendations	Staff provided an overview of the recently released Initial Draft TEP. <i>Director Chavez</i> motioned to continue this item to a Special Meeting on March 4, 2016 from 8:30am to 10:30 am; <i>Director Swearingen</i> seconded; motion passed unanimously.
Item #8 West Contra Costa High Capacity Transit Study	The project consultant provided a follow-up review of the Alternatives in the Study. <i>Director Mallett</i> motioned to move ahead with the scheduled Public Workshop meeting in April and the evaluation phase; <i>Director Swearingen</i> seconded; motion passed unanimously.

**West Contra Costa Transportation Advisory Committee
Board of Directors Meeting
Special Board Meeting Minutes: March 4, 2016**

MEMBERS PRESENT: Sherry McCoy, Chair (Hercules); Janet Abelson, Vice-Chair (El Cerrito); John Gioia (CC); Gayle McLaughlin (Richmond); Roy Swearingen (Pinole); Maureen Powers (WestCat); Zakhary Mallett (BART); Chris Peebles (AC Transit), Cecilia Valdez (San Pablo); Tom Butt (Richmond)

STAFF PRESENT: John Nemeth, Joanna Pallock, Valerie Jenkins, Leah Greenblat, Ben Reyes (legal counsel)

ACTIONS LISTED BY: Valerie Jenkins

Meeting Called to Order: 8:33 AM

Meeting Adjourned 10:49AM

ITEM/DISCUSSION	ACTION
Item # 3 <i>Continued from 02-26-16</i> Initial Draft Transportation Expenditure (TEP) Recommendations	<i>Vice-Chair Abelson</i> motioned to have the High Capacity Study listed as a separate category in the TEP with \$20 million; Bus Operations and Improvements- \$30 million; Transportation for Seniors and People with Disabilities-\$10 million and Regional Choice -\$9.7 million. Seconded by <i>Director McLaughlin</i> ; motion passed. <i>Director Butt</i> and <i>Director Peebles</i> , opposed.

TO: WCCTAC Board

DATE: March 25, 2016

FR: John Nemeth, Executive Director

RE: Monthly Update on WCCTAC Activities – March

Initial Draft Transportation Expenditure Plan (TEP)

The CCTA Board is holding four special meetings in March related to the development of the Transportation Expenditure Plan (TEP). Some key topics of discussion include: the complete streets policy and program; urban limit line requirements as part of the checklist for streets and roads and TLC funding; and comments received from RTPCs, the EPAC, and other stakeholders.

On March 4, 2016, the WCCTAC Board held a special meeting focused on the Initial Draft TEP. Board recommendations from that discussion were forwarded to the CCTA for its consideration in subsequent revisions to the draft TEP document. Staff expects to receive a new and updated draft of the TEP from CCTA (version 2.1) before March 23rd. The Board will have opportunities to discuss new updates and provide feedback at its March 25, 2016 and April 22, 2016 meetings. If necessary, to fully assess the latest drafts of the TEP, the WCCTAC Board can schedule a special Board meeting.

Subregional Transportation Mitigation Program (STMP) Funds



After several years of generating relatively modest revenue during and just after the Great Recession, the Subregional Transportation Mitigation Program (STMP) now has a growing fund balance. As a result, some agencies have been inquiring about the availability of these funds. In response WCCTAC staff reached out to all member agencies, as well as other potential project sponsors (EBRPD, CCTA), to solicit formal funding requests. WCCTAC now has five distinct requests for STMP funds.

Staff is recommending that funds be distributed to some or all of these projects. This will be a key agenda item for the March 25, 2016 WCCTAC Board meeting.

West County High Capacity Transit Study Workshops



WCCTAC will be hosting a first round of three community workshops in April to gather public input on the West County High Capacity Transit Study. Participants will learn about and help to shape eight different alternatives that include bus, commuter rail and BART options. All meetings run from 6:30-8:30 pm and each workshop will focus on all of West Contra Costa County. Outreach materials such as pre-written text and graphics for websites, e-blasts, newsletters, Facebook, twitter, local jurisdiction's television channels, etc. will be distributed to local agencies, organizations, media and other bodies to invite the public to these workshops. The meeting dates and locations are as follows below:

April 12 – San Pablo City Council Chambers (13831 San Pablo Ave.)

April 13 – Pinole City Council Chambers (2131 Pear Street)

April 14 – Richmond City Council Chambers (440 Civic Center Plaza)

I-80 SMART Corridor (I-80 ICM) Update



The installation of all equipment on the I-80 SMART Corridor project has been completed. The current focus is system testing and installing and configuring equipment in each city. The rollout of the project will be a sequenced activation, which is an incremental activation of system elements to provide motorists with adequate time to adjust. A DRAFT outreach plan to support sequenced activation will be presented to the Executive Steering Committee in late March 2016. If approved, a campaign will launch in/around April with media outreach, eblasts, social media, and public service announcements to inform motorists and stakeholders what they can expect during the phased systems rollout.

Bicycle Locker and Racks Program

Thanks to the Bay Area Air Quality Management District, Transportation for Clean Air (BAAQMD TFCA) grants and local Measure J funds, the WCCTAC-TDM program has been implementing a Bike Lockers and Racks Program for local employers/businesses to encourage bicycle use.

In partnership with the City of San Pablo, WCCTAC's TDM program had two (2) bicycle racks installed at Café Soleil in San Pablo, CA. As a part of this effort, the City of San Pablo Public Works Department is creating a bike parking sign to display near the bike racks (pictured below).



In partnership with the City of Richmond, WCCTAC's TDM program had two (2) bicycle racks installed at Angelo's Gourmet Deli in Richmond, CA (pictured below).



Funding is still available for bicycle infrastructure for interested employers/businesses. For more information on the Bike Lockers and Racks Program, contact Danelle Carey, WCCTAC TDM Program Manager, at (510)210-5932 or dcarey@wcctac.org.



Countywide Guaranteed Ride Home Promotion

WCCTAC's TDM program manages the Countywide Guaranteed Ride Home (GRH) Program. To expand our reach after a complete overhaul of the program, we launched an in-theater ad with National Cine Media (NCM). The promotion is a fifteen second video advertisement that will run February 26-March 24, 2016, in movie theatres across Contra Costa County. To view the complete ad visit our [website](http://www.wcctac.org) (www.wcctac.org).

Hercules Kids Expo 2016

On Sunday, March 13th, the Hercules Chamber of Commerce hosted local families for the Hercules Kids Expo. Hundreds of children packed into the Hercules Community Center to meet local businesses, community organizations, and to participate in fun activities. WCCTAC staff hosted a table to conduct outreach to Hercules families by promoting clean commute alternatives. Interested attendees were given information about their local public transit routes as well as the suite of services offered by WCCTAC/511 Contra Costa.



If you are interested in having WCCTAC/511 Contra Costa host a table to provide transportation/commuter information at your community event, please contact Jessica Downing, TDM Assistant, at (510) 210-5936.

Korematsu Middle School Gets Help from WCCTAC

Fred Korematsu Middle School, formerly named Portola Middle School, is opening its doors on March 28th at its new location, next to Castro Park in El Cerrito. WCCTAC, the City of El Cerrito, WCCUSD, AC Transit and Safe Routes to School are planning an information day to take place soon after the school opens. The goal is to educate students and families on their commute options such as bus, bike and walking.



Reminder: Employee Transportation Study



The West Contra Costa Transportation Advisory Committee (WCCTAC) TDM Program will be distributing an Employee Transportation Survey to participating employers on March 21, 2016. The survey will be open for two weeks; closing on April 4th. Each participating employer has an opportunity to include any site-specific questions, and will also receive a customized report about the survey once the data is analyzed. The final reports from this survey will be completed between May and June 2016.

OBAG, PBTF, ATP Funding

Three grant opportunities, OBAG 2, Transportation for Livable Communities (TLC) and Pedestrian, Bike and Trail Funds (PBTF), are all being issued by CCTA as part of one 2016 cycle. In an effort to reduce the paperwork for potential applicants, CCTA is coordinating the timing and guidelines of the grant application so one application may potentially be submitted for three different funding sources. WCCTAC will keep its member agencies updated on these grant opportunities over the coming months



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General Ledger

Balance Sheet

User: JenniferL
Printed: 03/10/2016 - 4:44PM
Fund: 773
Period: 9
Fiscal Year: 2016



Fund ALFRE

Account Type	Amount
773 - STMP	
Assets	
Cash/Cash Equivalents	
773-0000-10199 - Fund Cash	2,249,537.66
Total Cash/Cash Equivalents:	2,249,537.66
Accounts Receivable	
773-0000-12600 - Due From other Governments	144,710.32
773-0000-12601 - Due from Other Governments	0.00
Total Accounts Receivable:	144,710.32
Interest Receivable	
773-0000-10400 - Interest Receivable LAIF	0.00
Total Interest Receivable:	0.00
Total Assets:	2,394,247.98
Liabilities	
Accounts Payable	
773-0000-20200 - Accounts Payable	0.00
Total Accounts Payable:	0.00
Total Liabilities:	0.00
Fund Balance	
Fund Balance - Unreserved	
773-0000-25320 - Fund Balance - Unreserved	2,113,386.64
Total Fund Balance - Unreserved:	2,113,386.64
Total Fund Balance:	2,113,386.64
Total Liabilities and Fund Balance:	2,113,386.64
Total Retained Earnings:	280,861.34
Total Fund Balance and Retained Earnings:	2,394,247.98
Total Liabilities, Fund Balance, and Retained Earnings:	2,394,247.98
Totals for Fund 773 - STMP:	0.00

	Current Period Actuals	Net Budget Adjustments	YTD Budget	YTD Actuals	YTD Variance	Encumbered Amount	Available Amount	Available %
Salary and Benefits								
41000. Salary	22,444	273,691	273,691	171,598	102,093	0	102,093	37
41002. Buy Back Compensation	36	0	0	206	-206	0	-206	0
41105. Workers Compensation	0	9,812	9,812	0	9,812	0	9,812	100
41200. PERS Retirement	3,706	37,956	37,956	26,191	11,765	0	11,765	31
41210. Pension Benefits	0	0	0	2,609	-2,609	0	-2,609	0
41310. Medical Insurance	4,702	43,610	43,610	30,743	12,867	0	12,867	30
41311. Retiree Healthcare	157	2,180	2,180	1,847	333	0	333	15
41400. Dental	348	4,362	4,362	2,446	1,916	0	1,916	44
41500. Vision	0	1,090	1,090	4,250	-3,160	0	-3,160	0
41800. LTD Insurance	172	127	127	1,202	-1,075	0	-1,075	0
41900. Medicare	320	3,725	3,725	2,411	1,314	0	1,314	35
41903. Employee Assistance Program	0	1,453	1,453	0	1,453	0	1,453	100
41904. Life Insurance	39	454	454	274	180	0	180	40
41911. Liability Insurance	0	4,055	4,055	11,056	-7,001	0	-7,001	0
Sub Total Salary and Benefits	31,924	382,515	382,515	254,833	127,682	0	127,682	
Service and Supplies								
43500. Office Supplies	177	4,000	4,000	2,450	1,550	0	1,550	39
43501. Postage	0	500	500	0	500	0	500	100
43520. Copies/Printing/Shipping/Xerox	572	3,500	3,500	2,372	1,128	0	1,128	32
43530. Office Furn & Equipmt <\$5000	0	2,000	2,000	28	1,972	0	1,972	99
43600. Professional Services	10,661	50,250	50,250	40,418	9,832	0	9,832	20
43900. Rent/Building	2,770	16,124	16,124	12,162	3,962	0	3,962	25
44000. Special Department Expenses	440	11,800	11,800	2,383	9,417	0	9,417	80
44320. Travel/Training Staff	75	4,000	4,000	2,967	1,033	0	1,033	26

	Current Period Actuals	Net Budget Adjustments	YTD Budget	YTD Actuals	YTD Variance	Encumbered Amount	Available Amount	Available %
Sub Total Service and Supplies	14,694	92,174	92,174	62,779	29,395	0	29,395	
Report Total :	46,618	474,689	474,689	317,612	157,077	0	157,077	

	Current Period Actuals	Net Budget Adjustments	YTD Budget	YTD Actuals	YTD Variance	Encumbered Amount	Available Amount	Available %
Salary and Benefits								
41000. Salary	19,894	217,335	217,335	135,267	82,068	0	82,068	38
41002. Buy Back Compensation	144	0	0	824	-824	0	-824	0
41105. Workers Compensation	0	5,173	5,173	0	5,173	0	5,173	100
41200. PERS Retirement	3,455	43,208	43,208	24,225	18,983	0	18,983	44
41210. Pension Benefits	0	0	0	2,327	-2,327	0	-2,327	0
41310. Medical Insurance	4,881	47,926	47,926	32,721	15,205	0	15,205	32
41400. Dental Insurance	413	4,489	4,489	2,839	1,650	0	1,650	37
41500. Vision Care	0	1,141	1,141	0	1,141	0	1,141	100
41800. LTD Insurance	98	1,065	1,065	685	380	0	380	36
41900. Medicare	284	2,967	2,967	1,928	1,039	0	1,039	35
41902. FICA	146	0	0	225	-225	0	-225	0
41903. Employee Assistance Program	0	1,217	1,217	0	1,217	0	1,217	100
41904. Life Insurance	24	457	457	171	286	0	286	63
41911. Liability Insurance	0	4,055	4,055	3,676	379	0	379	9
Sub Total Salary and Benefits	29,339	329,033	329,033	204,888	124,145	0	124,145	
Service and Supplies								
43500. Office Supplies	0	6,500	6,500	167	6,333	0	6,333	97
43501. TDM Postage	1,064	0	0	1,781	-1,781	0	-1,781	0
43502. TDM Postage	0	7,123	7,123	2,259	4,864	0	4,864	68
43520. Copies/Printing/Shipping/Xerox	572	9,190	9,190	2,297	6,893	0	6,893	75
43600. Professional Services	3,075	61,844	61,844	26,413	35,431	0	35,431	57
43900. Rent/Building	3,815	22,452	22,452	16,360	6,092	0	6,092	27
44000. Special Department Expenses	6,534	169,974	169,974	78,382	91,592	0	91,592	54
44320. Travel/Training Staff	708	3,339	3,339	3,392	-53	0	-53	0

	Current Period Actuals	Net Budget Adjustments	YTD Budget	YTD Actuals	YTD Variance	Encumbered Amount	Available Amount	Available %
Sub Total Service and Supplies	15,768	280,422	280,422	131,051	149,371	0	149,371	
Report Total :	45,106	609,455	609,455	335,939	273,516	0	273,516	

	Current Period Actuals	Net Budget Adjustments	YTD Budget	YTD Actuals	YTD Variance	Encumbered Amount	Available Amount	Available %
Salary and Benefits								
41000. Salary	0	10,000	10,000	0	10,000	0	10,000	100
Sub Total Salary and Benefits	0	10,000	10,000	0	10,000	0	10,000	
Service and Supplies								
44000. Special Department Expense	0	500,000	500,000	0	500,000	0	500,000	100
Sub Total Service and Supplies	0	500,000	500,000	0	500,000	0	500,000	
Report Total :	0	510,000	510,000	0	510,000	0	510,000	

	Current Period Actuals	Net Budget Adjustments	YTD Budget	YTD Actuals	YTD Variance	Encumbered Amount	Available Amount	Available %
Service and Supplies								
43600. Professional Services	0	0	0	43,236	-43,236	0	-43,236	0
44000. Special Department Expense	0	1,065,000	1,065,000	396,042	668,958	0	668,958	63
Sub Total Service and Supplies	0	1,065,000	1,065,000	439,279	625,721	0	625,721	
Report Total :	0	1,065,000	1,065,000	439,279	625,721	0	625,721	



TO: WCCTAC Board

DATE: March 25, 2016

FR: Leah Greenblat, Project Manager

RE: Funding Current STMP Requests

REQUESTED ACTION

Provide direction to staff on current requests for Sub-regional Transportation Mitigation Program (STMP) funds.

BACKGROUND AND DISCUSSION

Historical Context

Adopted in 1988, Measure C required the development of a regional traffic mitigation fee program to fund regional and sub-regional transportation projects. Measure J continued the requirement. In 1997, WCCTAC adopted the Sub-regional Transportation Mitigation Program (STMP). In order to establish the fee amounts and the eligible projects, WCCTAC conducted a nexus study, which is required periodically to justify the fee.

The nexus study evaluated the traffic impacts of future growth and the needed transportation improvements to mitigate those impacts. Then, the study determined what portion of the improvement costs would be attributable to the new development and could be collected as a fee during the permitting process for new development.

In 2005 WCCTAC updated the nexus study and in 2006 it updated the STMP program. Subsequently, each city and the county adopted an ordinance to implement the collection of fees based on the STMP Update. The ordinance listed eleven project categories eligible for STMP funds; see Attachment #1 for the complete listing of projects.

The current fiscal year's Work Program includes a review of the STMP program. Having conducted that review, staff believes that there are three distinct efforts that should be pursued in parallel. They include:

1. Development of an updated Nexus study.
2. Addressing fee collection and administrative issues with local jurisdictions to ensure program consistency, transparency, and efficiency.
3. Providing funding to eligible projects given a growing STMP fund balance

The March 25, 2016 Board meeting will focus on item #3 above. Staff will return at a future meeting to discuss an RFP and Scope of Work for item #1. It will return to discuss item #2, if necessary.

Current STMP Balance

Prior to the Great Recession, STMP did not generate fees in the amounts anticipated by the 2005 Nexus Study, resulting in relatively few dollars to distribute to eligible projects. During and immediately following the Great Recession, the rate of fee collection slowed further. Subsequently, the fund balance remained low and the ability to fund projects was limited. For the last few years, the agency has had a general practice of not establishing new cooperative agreements for funding, given the modesty of the STMP fund balance.

Recently, and particularly within the last year and a half, fee contributions have increased to a point where there is a balance large enough to warrant a distribution to eligible projects, consistent with the intent of the program. As of March 10, 2016, the current balance of WCCTAC's Sub-regional Transportation Mitigation Program was \$2,249,538.

REQUESTS FOR STMP PROJECT FUNDING

WCCTAC staff recently made project sponsors aware of the potential availability of STMP funds (A list of eligible projects as defined in the Nexus Study is included as Attachment #1). At its last two meetings, the WCCTAC TAC discussed the STMP program and recent requests for STMP funding. To date, WCCTAC has received notification from the following agencies, attached, requesting STMP funds:

- The City of Richmond alerted the TAC to a 2011 WCCTAC commitment to allow the City to incur costs for the Richmond Intermodal Station, East Side Improvements Project without prejudice to receive future reimbursements from STMP up to \$527,000. This project is eligible for funding under STMP Project ID# 1.
- The City of Hercules is requesting \$1,000,000 in funding for its *Path-To-Transit* Phase of the Regional Intermodal Transit Center (RITC). The project will extend John Muir Parkway to the future intermodal station and will allow immediate bus service to existing transit-oriented developments and the planned 1,300 home Bayfront development. This project is eligible for funding under STMP Project ID# 3.
- The East Bay Regional Park District is requesting \$500,000 to construct approximately 1,800 linear feet of the Bay Trail at Lone Tree Point in Rodeo. This project is eligible for funding under STMP Project ID# 6.
- BART and the City of El Cerrito submitted a joint request for \$1,300,000 for the El Cerrito del Norte Station Access Improvements Project and the Ohlone Greenway BART Station Area Access, Safety and Placemaking Improvements Project. One million dollars is requested for the BART project and \$300,000 is intended for the City of El Cerrito's project. The projects are adjacent to one another and developed in coordination. BART's project is eligible for funding under STMP Project ID# 5 and El Cerrito's project is eligible for funding under STMP Project ID# 11.

In addition to these projects, the City of San Pablo and CCTA may be considering a request for up to \$2,000,000 for the I-80 / San Pablo Dam Road interchange project. These funds would be used for the construction contingency for Phase 1. As of the time of writing, WCCTAC has not received a formal, written request for STMP funds. This project would be eligible for funding under STMP Project ID# 2. For informational purposes, this project was included in the analysis below, since it was discussed at the TAC meeting.

OTHER STMP FUNDING NEEDS

New Nexus Study

WCCTAC completed its last STMP nexus study in 2005. In order for the fee assessments to accurately reflect the needs of the sub-region and for the fee to remain legally defensible, WCCTAC needs to update the study periodically. A new nexus study will reflect changes in planned land use and transportation projects since the adoption of the prior nexus study. WCCTAC staff plans to bring an RFP and Scope of Work to the Board in the summer and anticipates undertaking a new nexus study in the fall of 2016. Based on a similar recent effort in another sub-region of the County, staff estimates that this study would cost up to \$250,000. WCCTAC staff and TAC recommend completion of a new nexus study as a high priority.

FY 16 & FY 17 Program Expenses

It should be noted that some fees should be retained in the fund over the current and upcoming fiscal years in order to cover WCCTAC administrative expenses. The STMP ordinance allows for a recovery of administrative costs up to two percent of the STMP monies disbursed. Only \$10,000 was budgeted in FY16 for administrative expenses. Given staff projections regarding disbursements in FY17 (based on 2% of \$2 million), WCCTAC anticipates budgeting up to \$40,000 in the next fiscal year (This amount is still lower than actual administrative expenses).

SUMMARY OF EXPENSE AND FUNDING REQUESTS

The total estimate for anticipated expenses (new nexus study and FY 16 and FY 17 administrative fees) is \$300,000. When combined with formal funding requests of \$3,327,000, the total equals \$3,627,000. With a current STMP fund balance of approximately \$2,250,000, the anticipated expenses and funding requests exceed the available funds by \$1,377,000.

Staff anticipates that STMP fund proceeds will continue to be strong over the near term, although revenue generation is difficult to predict. For a recent historical perspective, the amount of STMP fees collected over the last few fiscal years, is shown in the table below.

Fiscal Year	STMP Revenue Generated
FY 11-12	\$312,471
FY 12-13	\$150,417
FY 13-14	\$186,361
FY 14-15	\$855,085
FY 15-16 (through Feb)	\$328,819

EVALUATION OF FUNDING REQUESTS

WCCTAC TAC Discussion Regarding Prioritization

As there are currently insufficient dollars available to fund fully all requests, the WCCTAC TAC discussed options for prioritizing projects. It did not reach a consensus about who should receive available funds. However, it did embrace three objective evaluation criteria to apply to project requests, as follows:

1. Project Readiness
2. Past Recipients of STMP Funds
3. Percentage of Funding Projects Previously Received

At the direction of the TAC, WCCTAC staff conducted an analysis of funding requests based on the TAC's criteria, using a ranking for each of the three categories. In this analysis, lower numbers are better. As noted previously, the San Pablo / CCTA project is included in the analysis below for informational purposes.

Project Readiness

At the TAC meeting, each project sponsor provided an update on their project's readiness. Staff used this information as the basis for the ranking below. Those projects in construction were deemed very ready to use funds. Those in earlier stages of development may have a longer timeframe in which STMP funds could be useful. They ranked lower as a result. In the case of Richmond, the project is complete but represents an outstanding receivable.

Project Readiness		
Agency/Sponsor	Status	Rank
Richmond	Completed (IOU)	1
Hercules	Construction	2
San Pablo / CCTA	Construction	2
El Cerrito	Nearing Bidding	3
BART	Nearing Bidding	3
EBRPD	Nearing Design	4

Sponsor Receipt of STMP Funds

Staff also ranked each project based on how recently that sponsor has received STMP funds. As of December 2015, the following agencies had received STMP funding:

RECIPIENTS OF STMP FUNDS 1998-2015						
	BART	EBRPD	Hercules	ACTC	CCTA	Richmond
2015	\$ 33,771					
2014	\$ 71,199	\$ 1,108				
2013		\$ 20,000				
2012		\$ 138,728				
2011		\$ 327,529	\$ 300,000			
2010						
2009						
2008				\$ 87,000		
2007			\$ 4,963			
1998-2004					\$ 2,100,435	\$ 135,391
Totals:	\$ 104,970	\$ 487,365	\$ 304,963	\$ 87,000	\$ 2,100,435	\$ 135,391

Those sponsors receiving funds most recently were ranked the lowest, as show in the table below.

Recent Recipients (Equity)		
Agency/Sponsor	Status	Rank
El Cerrito	Never Received	1
Richmond	Received 1998-2004	2
San Pablo / CCTA	Received 1998-2004	2
Hercules	Received 2011	3
EBRPD	Received 2011-2014	4
BART	Received 2014-2015	5

Funding Received as Share of Programmed Funds

Staff examined how much funding has already been provided to eligible STMP projects as a share of the funding that was programmed to each (see Attachment #2). Those project that have already received a relatively larger amount of their programmed funding were ranked lower, as shown the table below:

Funding Previously Received		
Agency/Sponsor	Status	Rank
Hercules	0.00%	1
El Cerrito	0.00%	1
BART	0.41%	2
Richmond	0.90%	3
San Pablo / CCTA	14.71%	4
EBRPD	32.28%	5

Total Project Ranking

The project rankings for each of the TAC's criteria above were added together for an overall score that was then placed in rank order.

Totals of Combined Criteria		
Agency/Sponsor	Score	Rank
El Cerrito	5	1
Richmond	6	2
Hercules	6	2
San Pablo / CCTA	8	3
BART	10	4
EBRPD	13	5

The WCCTAC Board is free to award funding as it deems appropriate. Please note again that while the TAC recommended criteria, it did not have a consensus funding recommendation. Note again too that the San Pablo / CCTA concept was included for informational purposes and was not a request at the time of writing.

One option for the Board would be to fully fund requests and to base prioritization on the ranking above. The top three project scores are clustered close in range and can all be accommodated within available funds. This would result in the following allocation:

STMP Funding Option Based On Rank	Dollar Amount
<i>Funds Available</i>	<i>\$2,249,538</i>
El Cerrito	\$300,000
Richmond	\$527,000
Hercules	\$1,000,000
Subtotal	\$1,827,000
Nexus Study	250,000
Administrative Costs through FY17	\$50,000
Total	\$2,127,000
<i>Remaining Fund Balance</i>	<i>\$122,538</i>

An alternative, and a concept also discussed by the TAC, would be to reimburse Richmond and then spread the remainder across some or all of the eligible projects. There are, of course, many other ways to allocate the funding as well.

It is possible that the Board could select a method (such as the option in the table above) in which some projects do not receiving funding at this time. These projects could be prioritized for the next funding round or they could simply be part of the mix to be analyzed again with other competing project requests. The next funding round could be initiated at a specified date or when the fund balance reaches a particular level.

Attachments:

1. Projects Currently Eligible for STMP Funding
2. Eligible STMP Projects Funded Previously
3. Request for a Letter of No Prejudice for STMP funds from the City of Richmond, October 5, 2011
4. WCCTAC letter to the City of Richmond confirming approval of a Letter of No Prejudice for STMP funds
5. Request for STMP funds from the City of Hercules
6. Request for STMP funds from the East Bay Regional Park District
7. Request for STMP funds from BART and the City of El Cerrito

ATTACHMENT #1:

Projects Currently Eligible for STMP Funding

Based on the 2005 nexus study, the model ordinance listed eleven projects eligible for the funds raised by the STMP fees. According to the ordinance, the STMP fees shall be used exclusively for the following projects:

1. **Richmond Intermodal Station** – Public improvements including, but not limited to: the parking garage, station building, transit center, east side improvements, lighting and real-time transit information.
2. **Interchanges on I-80 at San Pablo Dam Road and Central Avenue; and on Highway 4 at Willow Avenue** – Upgrade and improve the interchange at I- 80/San Pablo Dam Road including provisions for bicyclists and pedestrians; enhance operations and vehicular, bicycle, pedestrian safety in the vicinity of the interchange. Modify and realign the interchange and ramp at I-80/Central Avenue, and/or other improvements to improve access to/from I-80 and I-580 at Central Avenue. Relocate and realign ramps at Willow Avenue to meet current standards for improved local access and freeway movements.
3. **Capitol Corridor Improvements** – Parking, station platform, signage and plazas, rail improvements, etc. at the Hercules Passenger Rail Station and/or track improvements, drainage, fencing, safety improvements and/or other improvements along the Capitol Corridor line in West Contra Costa County.
4. **Ferry Service to San Francisco from Richmond and/or Hercules/Rodeo** – New ferry service utilizing high-speed vessels and funds for capital improvements such as terminals, landside improvements, parking, lighting, transit feeder service, signage, etc.
5. **BART Access and/or Parking Improvements** – Parking, aesthetic, and/or access improvements, station capacity improvements, sidewalks, lighting/restroom renovations, bicycle storage, expanded automatic fare collection equipment, etc. at the El Cerrito Plaza, El Cerrito Del Norte, and/or Richmond BART stations.
6. **Bay Trail Gap Closure** – Close gaps in the Bay Trail in West Contra Costa County, including, but not limited to the following: (1) the one-mile gap along the Richmond Parkway between Pennsylvania and Gertrude Avenues; (2) the 1.8 mile gap north of Freethy Boulevard to Payne Drive in Richmond; (3) the two-mile gap from Payne Drive to Cypress Avenue in Richmond; (4) the one-mile gap from Pinole Shores to Railroad Avenue in Pinole; and (5) the 1.8 mile gap from Railroad Avenue to Parker Avenue in Hercules.
7. **San Pablo Dam Road Improvements in Downtown El Sobrante** – Traffic calming, additional signals, pedestrian improvements, turn lanes, etc. that are identified in the Downtown El Sobrante Transportation and Land Use Plan (and subsequent documents).

8. **San Pablo Avenue Corridor Improvements** – Infrastructure improvements on San Pablo Avenue through West Contra Costa County within a half-mile walking distance of San Pablo Avenue in either direction and/or San Pablo Avenue SMART Corridor improvements.
9. **North Richmond Road Connection Project** – Extend Seventh Street northward to connect to an eastward extension of Pittsburg Avenue in North Richmond.
10. **Hercules Transit Center** – Relocate and expand the Hercules Transit Center on the east side of Highway 4.
11. **Del Norte Area Transit Oriented Development Project Public Improvements**– Parking facilities; bicycle, pedestrian, and/or bus transit access improvements;-signage; lighting; improvements to station access or station waiting areas; ADA improvements; improvements to adjacent streets, street crossings, or signals; and/or Ohlone Greenway improvements.

ATTACHMENT #2: Eligible STMP Projects Funded Previously

WCCTAC has distributed the following dollar amounts to STMP eligible projects as of December 2015:

	Eligible STMP Project	Original Rec. from Nexus Study	Year of STMP Disbursement								Total Funds Awarded	Funds Awarded as % of Original Rec.
			1998-2004	2007	2008	2011	2012	2013	2014	2015		
		A									B	= A/B
1.	Richmond Intermodal	\$ 15,000,000	\$ 135,391	-	-	-	-	-	-	-	\$ 135,391	0.90%
2.	I-80/San Pablo Dam Rd.; I-80/Central Ave.; Hwy 4/Willow Ave.	\$ 14,280,000	\$2,100,435	-	-	-	-	-	-	-	\$2,100,435	14.71%
3.	Capitol Corridor Improvements	\$ 13,255,000		-	-	-	-	-	-	-	\$ -	0.00%
4.	Ferry Service to SF from Richmond &/or Hercules/Rodeo	\$ 12,650,000		-	-	-	-	-	-	-	\$ -	0.00%
5.	BART Access and/or Parking Improvements	\$ 25,330,000		-	-	-	-	-	\$ 71,199	\$ 33,771	\$ 104,970	0.41%
6.	Bay Trail Gap Closure	\$ 1,510,000				\$327,529	\$138,728	\$ 20,000	\$ 1,108	-	\$ 487,365	32.28%
7.	San Pablo Dam Rd. Improvements in Downtown El Sobrante	\$ 1,900,000		-	-	-	-	-	-	-	\$ -	0.00%
8.	San Pablo Ave. Corridor Improvements	\$ 1,650,000		-	\$ 87,000	-	-	-	-	-	\$ 87,000	5.27%
9.	N. Richmond Rd. Connection Project	\$ 4,000,000		-	-	-	-	-	-	-	\$ -	0.00%
10.	Hercules Transit Ctr.	\$ 1,650,000		\$ 4,963	-	-	\$300,000	-	-	-	\$ 304,963	18.48%
11.	Del Norte Area TOD Public Improvements	\$ 6,875,000		-	-	-	-	-	-	-	\$ -	0.00%
		\$ 98,100,000									\$3,220,125	



October 5, 2011

Christina Atienza
Executive Director
West Contra Costa Transportation Advisory Committee
13831 San Pablo Ave.,
San Pablo, CA 94806

Re: STMP Funding of Richmond Intermodal Station – East Side Improvements

Dear Ms. Atienza:

The Richmond Community Redevelopment Agency ("Agency") hereby requests a "letter of no prejudice" for the future commitment of \$527,000 from the Subregional Transportation Mitigation Fee Program ("STMP") for Richmond Intermodal Station East Side Improvements. Funds will be used for design and engineering work for the Nevin Avenue Improvements: BART to 19th Street Project ("Project").

STMP Considerations

The Project is programmed in the STMP as part of the "Richmond Intermodal Station" line item, which is associated with an apportionment of \$15,000,000 of STMP funding. The Richmond Intermodal Station line item is defined in the STMP as "including, but not limited to: the parking garage, station building, transit center, east side improvements, lighting and real-time transit information". The Project is part of the east side improvements.

We understand the WCCTAC Board has directed staff to develop a strategic plan that addresses the significant shortfall in STMP receipts before considering allocations of STMP funds. In light of this, the Agency is requesting a "letter of no prejudice" ("LONP"), to allow the Agency to advance the Project with local funds, with reimbursement at a later date to be determined by the forthcoming strategic plan for these funds.

Project Description

The Project is a pedestrian and bicycle-focused transit access project that seeks to encourage walking and bicycling by residents and Civic Center-area workers to and from the Richmond Intermodal Transit Station; and to support the development of Phase II of the Richmond Transit Village. In order to accomplish this, the Project includes:

- a total reconstruction of the east entrance to the BART station to remove the existing non-ADA compliant walkway and replace with an at-grade extension of Nevin Avenue, terminating at a "kiss-and-ride" cul-de-sac

-installation of pedestrian and bicycle-oriented streetscape elements along the above-referenced extension of Nevin Avenue including wide sidewalks, bulb outs, curb ramps, enhanced crosswalks, bicycle sharrows, pedestrian scaled lighting, wayfinding signage and street trees.

-installation of an stairway, elevator, canopy and pedestrian plaza to provide direct access to the station, similar to the work already completed for the west entrance to the station.

The Richmond Intermodal Transit Station is a major transit hub in the Bay Area, with approximately 6,751 transit riders daily, including 3,680 BART riders, 962 riders on four Amtrak lines, and 2,109 riders on 13 AC Transit routes. This project is a critical link between these existing transit services and the neighborhood, commercial, and civic destinations located east of the station.

The Agency is obligated to complete this Project as part of the Disposition and Development Agreement between the Olson Company, BART and the Agency. Thus, this Project is an existing obligation that will be completed regardless of the outcome of the current litigation addressing the existence of redevelopment agencies in California.

Project Costs and Funding Plan

The Agency, in recognition of the serious shortfalls in the STMP and recognizing that the full \$15,000,000 programmed amount may not be available for the Richmond Intermodal Station project components, has aggressively and successfully pursued other funding sources for the Richmond Intermodal Station components. As a result of the Agency's efforts, the parking structure, station building and transit center funding plans were all completed without the use of STMP funds.

For the east side improvements, a funding gap remains, despite the Agency's efforts to secure additional funding to backfill the STMP. In 2008, the Bay Area Air Quality Management District awarded \$600,000 in Transportation for Clean Air funds for the east side improvements. In 2009, the Metropolitan Transportation Commission ("MTC") awarded \$750,000 in Safe Routes to Transit funding to the Project. In 2010, the east side improvements were split into two phases (Nevin from BART to 19th, and Nevin from 19th to 27th) to allow portions of the project to advance independently in an effort to better compete for funding, and as a result, MTC awarded \$2,650,000 from the Regional Transportation for Livable Communities ("TLC") program for construction of the 19th to 27th phase, and the Contra Costa Transportation Authority awarded \$1,217,000 for construction of the BART to 19th phase from its TLC Block Grant program.

In summary, the Agency's success over the last three years has relieved the STMP of an additional \$5,217,000 from its original \$15,000,000 programmed obligation.

The following tables describe the current estimated Project costs and proposed funding plan for the East Side Improvements, BART to 19th phase:

Project Costs

Environmental and Preliminary Design	\$15,000
Plans, Specifications and Engineering	\$615,235
<u>Construction</u>	<u>\$3,500,000</u>
<i>Total Cost</i>	<i>\$4,130,235</i>

Project Funding

Redevelopment Funds - Environmental	\$15,000
CCTA TLC Block Grant - Construction	\$1,217,000
Safe Routes to Transit - Design	\$88,235
Agency, proposed Measure J TLC, etc.	\$2,283,000
<u>Proposed STMP - Design</u>	<u>\$527,000</u>
<i>Total Funding</i>	<i>\$4,130,235</i>

The Agency plans to pursue a number of funding sources to contribute to construction funding for the Project, including the upcoming Measure J TLC.

Project Status and Schedule

The Agency circulated a Request for Proposals for design and engineering services and received three proposals in response. Pending affirmative approval of this request for a STMP LONP, the Agency Board will award the contract in late November. Design is expected to be completed in summer 2012 with construction commencing October 2012 or spring of 2013, pending analysis of potential weather impacts to Project implementation.

It is noteworthy that the grants the Agency secured for construction funding (Safe Routes to Transit, TLC Block Grant) are funds that are at risk if the design of the Project is not completed by February 2012. It is this urgency that has led to this request for a STMP letter of no prejudice. In addition to identifying and securing additional construction funding, the Agency will work with the funding agencies to align the timelines for use of these grants to allow more time to assemble additional STMP and non-STMP funding.

Thank you for your assistance with this important project. If you have any questions, or require additional information, please feel free to contact Chadrick Smalley, Development Project Manager at 510-412-2067.

Sincerely,



Alan Wolken, Director
Richmond Community Redevelopment Agency



El Cerrito

November 14, 2011

Hercules

Alan Wolken,
Director
Richmond Community Redevelopment Agency
440 Civic Center Plaza
Richmond CA 94804

Pinole

**RE: Letter of No Prejudice Approval Authority
for Richmond Intermodal Station, East Side Improvements Project**

Richmond

Dear Alan:

San Pablo

At its October 28 meeting, the West Contra Costa Transportation Advisory Committee (WCCTAC), as the fiscal agent for the Subregional Transportation Mitigation Impact Fee Program (STMP), reviewed and approved Richmond Community Redevelopment Agency's (Agency) request, dated October 5, 2011, for a Letter of No Prejudice (LONP) allowing the Agency to proceed to incur costs for design and engineering work for the Nevin Avenue Improvements: BART to 19th Street Project in the amount of \$527,000. The project is an element of the Richmond Intermodal Station, one of eleven projects that comprise the STMP. Under the current STMP Strategic Plan, \$15 million is apportioned to the Richmond Intermodal Station, but funding is not available due to slow revenue receipts. The Agency plans to advance the project with local funds at this time, in order to prevent other grant funds from lapsing.

Contra Costa
County

AC Transit

This approval allows the Agency to incur the subject costs without prejudice to the project's eligibility to receive future reimbursements from STMP up to the amount stated above for the same work that the Agency funds with local sources. The timing and phasing for the reimbursement will be determined as part of the ongoing STMP Strategic Plan Update. This approval is contingent upon the Agency's and the City of Richmond's continued commitment to pursue other grant funds to substitute for the STMP funds committed under this LONP; and in the event that the Agency and/or City is successful in the receipt of such grant funds, the Agency's agreement to rescind from the request the portion of the expenses that are funded with such grant.

BART

WestCAT

Please feel free to contact me if you have any questions regarding this approval authority.

Sincerely,

Christina M. Atienza
Executive Director



CITY OF HERCULES

111 CIVIC DRIVE, HERCULES CA 94547
PHONE: (510) 799-8200

February 23, 2016

Mr. John Nemeth
Executive Director
West Contra Costa Transportation Advisory Committee
6333 Potrero Avenue, Suite 100
El Cerrito, CA 94530

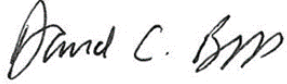
Dear Mr. Nemeth:

The City of Hercules respectfully requests \$1.0M in Subregional Transportation Mitigation Program (STMP) funding for the Path to Transit Phase of the Regional Intermodal Transit Center (RITC) in Hercules, which was previously known as the Hercules Intermodal Transportation Center (ITC). The Regional Intermodal Transit Center will connect bus, rail, and ferry services at one location and serve as a major multimodal transportation hub for West Contra Costa County. This will be of tremendous regional benefit and Hercules is pleased to be a part of meeting regional needs by hosting this facility. Completion of the RITC was identified as a proposed action in the West County Action Plan and a total of \$13.3 was allocated to the RITC in the 2006 STMP nexus study upon which the regional impact fee was developed and the basis for which the fees are being collected. Priority should continue to be provided to those 2006 STMP nexus study still in need of funding and which have not yet been completed, and the RITC falls into that high priority category.

Construction on the RITC is well underway. The initial phase, the \$11M Bay Trail East, was opened to the public in September 2015. Construction on the \$12M Path To Transit phase, which is the subject of this funding request, began in September 2015 and is anticipated to be completed in October 2016. Path to Transit is extending John Muir Parkway to the future train station site and will provide immediate bus service to 1,100 existing homes in surrounding transit-oriented developments and the planned 1,300 home Bayfront development. Our request for this phase is \$1.0M, which is needed to fully fund the project and prevent borrowing from local road maintenance resources. Three additional phases totaling approximately \$50M are needed to provide the infrastructure for a train to stop

We are excited about the progress of the RITC and the positive impact it will have in relieving congestion on I-80, the most congested corridor in the Bay Area, and the benefit it will provide to local residents. We respectfully request your Board's consideration of this funding request.

Sincerely,

A handwritten signature in black ink, appearing to read "David C. Biggs". The signature is fluid and cursive, with the first name "David" being the most prominent.

David Biggs
City Manager

CC: Michael Roberts, Hercules Public Works Director/City Engineer



John Nemeth
WCCTAC - Executive Director
6333 Potrero Ave, Suite 100
El Cerrito, CA 94530

February 17, 2016

RE: Request for \$500,000 of STMP Funds for Lone Tree Point Project

Dear Mr. Nemeth:

The East Bay Regional Park District (EBRPD) is requesting \$500,000 in STMP funds to construct a new segment of the San Francisco Bay Trail at Lone Tree Point.

In 1990, the District acquired the 20-acre Lone Tree Point property located at San Pablo Bay Regional Shoreline in Rodeo. On June 2, 1992, by Board Resolution No. 1992-06-156, an Interim Land Use Plan for the property was adopted. The plan included a future segment of the San Francisco Bay Trail across the property. Several Bay Trail segments connecting the communities of Pinole and Hercules to Lone Tree Point from the west have now been completed, including the "Bio-Rad" segment of the Bay Trail completed in 2015 as part of the Hercules Intermodal Transit Center project. To the northeast of Lone Tree Point, improvements at the site of the Rodeo Marina, including a restaurant, proposed bed and breakfast, winery and Bay Water Trail launch site are currently underway. Additionally, Contra Costa County is currently undertaking a study to narrow three miles of San Pablo Avenue from Crockett to Rodeo which will include a Bay Trail connection to the terminus of the proposed Bay Trail at Lone Tree Point.

EBRPD completed a feasibility study in January 2016 for the extension of the Bay Trail at Lone Tree Point. The study identified a preferred alternative that will require a pedestrian bridge over a wetland, approximately one half mile of paved trail, and a non-signalized crossing of Pacific Avenue. The total estimated project cost in 2016 is approximately \$2.5 million. EBRPD is ready to move forward with the design and is seeking additional funding.

The Subregional Transportation Mitigation Fee Program (STMP) was established in West Contra Costa County in 1997 to allow for new development to mitigate transportation impacts by helping to fund local and regional transportation projects. Lone Tree Point is an ideal project for this program as it completes a key connection for non-motorized transportation in the West Contra Costa community.

Please contact me if you have any questions. Thank you for your consideration.

Sincerely,

Tiffany Margulici
Acting Grants Manager
(510) 544-2204
tmargulici@ebparks.org

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March 9, 2016

Mr. John Nemeth
Executive Director
West Contra Costa Transportation Advisory Committee
6333 Potrero Avenue, Suite 100
El Cerrito, CA 94530

Dear Mr. Nemeth,

The San Francisco Bay Area Rapid Transit (BART) District and City of El Cerrito jointly request \$1.3 million in Sub-regional Transportation Mitigation Program (STMP) funds for the El Cerrito del Norte Station Access Improvements Project and the Ohlone Greenway BART Station Area Access, Safety and Placemaking Improvements Project.



BART El Cerrito del Norte Station Access Improvements Project

The project includes redesigning and moving the passenger drop-off area, which currently runs parallel and adjacent to the Ohlone Greenway, to the parking lot on the west side of the station. In addition to improving circulation, moving this facility will free up space immediately adjacent to the Ohlone Greenway, enabling expansion of the Greenway on the east side into a pedestrian promenade. The promenade will feature seating, additional trees, a raised crosswalk, and improvements to the bus drop-off lane.

These improvements will improve access to the station for those arriving by all modes of transportation, including car, bus, walking and cycling. In combination with the City of

El Cerrito project described below, enhancements to the Ohlone Greenway would also help to reduce vehicle-miles traveled, and would foster a healthy, active and more connected community.

These improvements fall under STMP Project Category 5: BART Access and/or parking improvements.

City of El Cerrito Ohlone Greenway BART Station Area Access, Safety and Placemaking Improvement (Ohlone ASP) Project

The project will improve the Ohlone Greenway at the El Cerrito del Norte and El Cerrito Plaza BART Stations. The Ohlone Greenway, often referred to as the “BART path,” is a heavily used, multi-use path that extends the length of El Cerrito. Currently, in these two BART Station areas, the Ohlone Greenway becomes narrower than other segments of the Greenway and has an irregular alignment at street crossings, while at the same time having higher pedestrian, bicycle, automobile and bus traffic that contribute to increased conflicts between all modes of travel. The project will widen the mixed-use path; enhance landscaping, lighting and other placemaking elements; and establish “pedestrian crossing zones” on the adjacent streets with new striping, special pavement, and improved signage including flashing lights to complement other recently flashing crosswalk installations along the Greenway. The goals of the project are to improve bicycle and pedestrian routes to transit, commercial nodes and housing; bring new vibrancy to a Priority Development Area to encourage housing development; increase user safety and accessibility at the El Cerrito Plaza and El Cerrito del Norte BART Stations; and improve the integration of the two BART Stations with the surrounding community.

These improvements fall under STMP Project Category 11: Del Norte Area TOD Public Improvements.

The BART and City projects together will greatly improve the usability of the Ohlone Greenway and provide a large pedestrian promenade for BART passengers as well as others traveling through the station area.

Project Funding

The full cost of the BART El Cerrito del Norte Station Access Improvements Project is \$3.35 million, and the project is currently unfunded. \$1.0 million in STMP funds under Category 5 are requested for this project. Because these funds do not fully cover the cost of this project, we propose using the funds in the following way. BART is currently in the process of issuing a Request for Proposals (RFP) for the El Cerrito del Norte Station Modernization Project (estimated cost of nearly \$30 million), and this project is Option #1 in the RFP. It is anticipated that bids will come in lower than the engineer’s estimate, and BART will be able to apply both the project savings and the STMP funds to fully fund the El Cerrito del Norte Station Access Improvements Project. If bids are not low enough to provide a savings, BART intends to apply for OBAG funds in Summer/Fall 2016 and use the STMP funds as a local match.

The full cost of the Ohlone ASP is estimated to be \$4.2 million, with current funding of \$3.9 million. Therefore, the STMP funding request for this project is \$0.3 million, under Category 11. The City

anticipates bidding the project later this spring. As with the BART project, the City is hopeful that bids will come in lower than the engineer's estimate, and the City would then apply the savings and a portion of STMP funds to fully fund the project.

The STMP funds would therefore help to bridge two related projects currently in progress. Design of the new passenger drop-off facility and Ohlone Greenway enhancements have been completed, and STMP funds would be used for project construction. The funds would fill a critical funding gap, and would leverage existing plans, designs and projects to greatly benefit the surrounding community and all users of the station.

We appreciate your consideration in awarding STMP funds for this valuable, community enhancing project.

Sincerely,

Nikki Foletta, AICP
Principal Planner
Grant Development
San Francisco Bay Area Rapid Transit District

Yvetteh Ortiz
Public Works Director/City Engineer
City of El Cerrito

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TO: WCCTAC Board

DATE: March 25, 2016

FR: Leah Greenblat, Project Manager

RE: Upcoming Workshops and Last Meeting Follow Up

REQUESTED ACTION

Information only.

BACKGROUND AND DISCUSSION

At its February 26, 2016 meeting, the WCCTAC Board authorized staff to proceed with the first round of community workshops in mid-April for the West County High Capacity Transit Study. At the March 26, 2016 meeting, staff will provide additional information regarding the workshops. The consultant team has prepared outreach tools to promote these workshops. As an example, attached is a flyer which BART is in the process of translating into both Spanish and Chinese.

QUESTIONS AND ANSWERS FROM FEBRUARY

Also the last meeting, Mike Roberts, City Engineer from the City of Hercules addressed the Board with questions on several of the study's technical memos, which he provided to staff in an email (attached). Chair McCoy requested that staff prepare a response for the Board. The questions are summarized below along with responses prepared by staff and the consultant. Please note that all technical memos referred to are available on the study's website:

www.westcountytransitcenter.com

Tech Memo 7: Indicate where consideration of ferry service is covered; why it is not an alternative and how will it be addressed in the final report

The January 2016 version of Tech Memo 5, pages 46-50 includes an extensive discussion of the planned ferry service in Hercules. Because the Hercules Ferry project already exists in adopted planning documents such as the West County Action Plan, the Countywide Plan, the Regional Transportation Plan (and even in funding measures such as Measure J), the project was not included as an option for evaluation with projects that are still in a "theoretical" state. Similarly, the Richmond Ferry project is currently underway and will likely begin operation in the next couple of years. Technical Memo 9, page 5 further explains that "Ferry service is also an option for expanded transit service in the study area, but enhancements to the ferry service are already programmed and moving ahead, so it is not identified as a specific new project alternative."

Tech Memo 7: How are current and emerging markets not conforming with traditional socio-economic metrics considered? What are the strategies for attracting Millennials?

Speed, reliability, convenience, and safety are important factors for all users in determining whether or not to take transit. The study is therefore focusing on ways to upgrade services for all users in the most viable transit markets, i.e. those areas that are most likely to generate transit ridership if service is improved. Because the focus of this study is looking at investments in high capacity transit for West County, we have focused on conditions such as, density of employment and housing, income levels, and auto ownership that have proven to be the most indicative of potential transit ridership. When linking high travel demand between two areas that have high potential for transit ridership, e.g. El Cerrito/Central Richmond with Berkeley, and a high level of congestion, the potential for transit usage increases because the demand can support a higher level of service. This goes beyond the socio-economic factors of the individuals using transit. This study is focused on identifying these high demand areas and where high levels of transit investment might be warranted. There are emerging markets for on-demand ride-sharing and for private transit services. While these will likely have a place in West County and can support access to expanded public transit services, they are likely to serve in more of a supporting role to high-capacity transit systems in the near future.

Tech Memo 8: For Alternative 4 UPRR Corridor Commuter Rail, why is a third track needed if four trains are added within the current gaps of Capital Corridor train service. How does sea level rise provide an opportunity to provide needed coastal protection?

Per an existing agreement with the Union Pacific Rail Road (see Tech Memo 5, pg. 14-17), there is a limit to the number of passenger trains permitted on the tracks. The existing passenger rail service on the UP line is almost at the limit of this agreement. Alternative 4 includes adding additional train service which will require the third track so as not to interfere with the operations of other Union Pacific train operations.

Tech Memo 9: Are the criteria used to evaluate alternatives weighted? Is there a criteria that directly measures cost? Are some alternatives financially infeasible due to the magnitude of cost?

The criteria are not weighted. They were established to align with the study's seven goals and sixteen corresponding objectives the Board adopted for this study. As this is a technical analysis, weighting criteria can become a challenging exercise and could result in unintended bias. Applying weight to the various criteria is a policy decision for each elected official to consider and apply based on their individual priorities. At this stage in the process, alternatives have not been deemed infeasible due to their cost.

Attachments:

1. Announcement flyer for the first round of community workshops for the West County High Capacity Transit Study
2. March 1, 2016 email from Mike Roberts, City of Hercules, regarding his comments on technical memos



Do you live, work, or travel in West County?

Learn how you can shape the future of West County transportation!

Help us design public transportation that works for you! We need your input to bring expanded and improved mass transit options like BART, commuter rail, bus rapid transit, and express buses one step closer to reality.

Community Workshops - Evenings in Mid-April

Tuesday, April 12
13831 San Pablo Avenue
San Pablo

Wednesday, April 13
2131 Pear Street
Pinole

Thursday, April 14
440 Civic Center Plaza
Richmond

*All workshops will be held in City Council Chambers from 6:30 p.m. to 8:30 p.m. and include the same information.
Pick the date that works for you!*

At each of the meetings, you'll have a chance to win five pre-loaded Clipper Cards (courtesy of 511ContraCosta.org), and we are also providing refreshments. Starting one week before the meetings, you'll also be able to participate in a brief online survey at www.WestCountyTransitStudy.com to speak up for your preferred travel methods and favorite destinations.

Be a part of the solution, and make sure your voice is heard!

Visit www.WestCountyTransitStudy.com for more info.



From: [Mike Roberts](#)
To: [Leah Greenblat](#)
Cc: [John Nemeth](#); [David Biggs](#); [Sherry McCoy](#)
Subject: FW: WCCTAC High Capacity Study Memo Comments
Date: Tuesday, March 1, 2016 7:28:36 AM

Hi Leah – I hope all is well. Please see below regarding my comments from the last Board meeting. I also added Director Abelson’s request. I’m looking forward to the ridership analysis for the completed RITC Parsons committed to. Thanks again for the opportunity to comment.

Regards,
Mike

Tech Memo 7

Pg. 1 , Section 1.2 “Study Purpose” – indicates study will consider ferry service. Please explain where this was covered, and why ferry service is not being pursued as an alternative. How will Richmond’s and Hercules’ proposed ferry stations will be addressed in the final report? (*Tech Memo 9/Pg. 5 provides a possible explanation, “programmed and moving ahead”*)

Pg.23, Transit Suitability Index – Should a strong indicator of transit ridership be added for congestion on a major corridor (I-80) to capture current and emerging markets not conforming to traditional socio-economic metrics? (i.e. such as WestCat’s Lynx service for Hercules residents to SF Bay Terminal?) [Director Abelson requests strategies for Millenials.](#)

Tech Memo 8

Alternative 4 “UPRR Corridor Commuter Rail (Pg. 72) – Please explain need for a 3rd track if 4 commuter trains are added in morning and evening within the current gaps of Capital Corridor train service. Looking forward and outside the box, isn’t sea level rise an opportunity given coastal protection will be needed in the future? There will likely be grant opportunities for projects that address sea level rise.

-

Tech Memo 9

Does the five point evaluation scale for rating alternatives (consisting of the filled in circle) carry the same weight for each of the criteria considered? In other words, is “improved transit connections” on the same scale as “make efficient use of public funds”? Regarding this latter criteria, it doesn’t directly measure cost so is there a separate criteria that does? Would some alternatives be financially infeasible due to sheer magnitude of cost?

Michael Roberts, PE
Public Works Director/City Engineer
City of Hercules
111 Civic Drive
Hercules, CA 94519
(510)799-8241
MikeRoberts@ci.hercules.ca.us



El Cerrito

March 1, 2016

Hercules

Mr. Randell Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek CA 94597

Pinole

RE: WCCTAC Board Meeting Summary

Dear Randy:

Richmond

The WCCTAC Board, at its February 26 2016 meeting, took the following actions that may be of interest to CCTA:

San Pablo

1. Determined that a Special Board meeting be set for March 4th, 2016 in order to prepare a response to the current Initial Draft TEP by mid-March.
2. Reviewed elements of the High Capacity Transit Study efforts and approved the dates for the upcoming public workshops in April.

Contra Costa
County

Sincerely,

AC Transit

A handwritten signature in blue ink that reads "John Nemeth". The signature is fluid and cursive, with the first name "John" and last name "Nemeth" clearly visible.

John Nemeth
Executive Director

BART

cc: Danice Rosenbohm, CCTA; Corrine Dutra-Roberts, TRANSPAC; Jamar Stamps, TRANSPLAN; Lisa Bobadilla, SWAT

WestCAT

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El Cerrito

March 9, 2016

Hercules

Mr. Randell Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek CA 94597

Pinole

RE: WCCTAC Board Meeting Summary

Dear Randy:

Richmond

The WCCTAC Board, at its Special Board Meeting on March 4, 2016, took the following actions that may be of interest to CCTA:

San Pablo

1. Prepared a response to the current Initial Draft TEP; see letter dated March 8, 2016 to Ross Chittenden with details on the specifics of the WCCTAC recommended changes to incorporate with the next version of the TEP document. Briefly they include:

Contra Costa
County

- Create two separate funding categories for "I-80 Interchange Improvements" and "Transit Improvements";
- Add \$30 million to "Non-Rail Transit Enhancements" category;
- Change the name "Non-Rail Transit Enhancements" to "Bus Operations and Improvements";
- Add \$10 million to the "Transportation for Seniors and People with Disabilities" category;
- Leave a portion of the "Regional Choice" category unallocated until further notice.

AC Transit

BART

Sincerely,

A handwritten signature in blue ink that reads "John Nemeth". The signature is fluid and cursive, with the first name "John" and last name "Nemeth" clearly distinguishable.

WestCAT

John Nemeth
Executive Director

cc: Danice Rosenbohm, CCTA; Corrine Dutra-Roberts, TRANSPAC; Jamar Stamps, TRANSPLAN; Lisa Bobadilla, SWAT

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ACRONYM LIST. Below are acronyms frequently utilized in WCCTAC communications.

ABAG: Association of Bay Area Governments
ACCMA: Alameda County Congestion Management Agency (now the ACTC)
ACTC: Alameda County Transportation Commission (formerly ACCMA)
ADA: Americans with Disabilities Act
APC: Administration and Projects Committee (CCTA)
ATP: Active Transportation Program
BAAQMD: Bay Area Air Quality Management District
BATA: Bay Area Toll Authority
BCDC: Bay Conservation and Development Commission
Caltrans: California Department of Transportation
CCTA: Contra Costa Transportation Authority
CEQA: California Environmental Quality Act
CMAs: Congestion Management Agencies
CMAQ: Congestion Management and Air Quality
CMIA: Corridor Mobility Improvement Account (Prop 1B bond fund)
CMP: Congestion Management Program
CTP: Contra Costa Countywide Comprehensive Transportation Plan
CSMP: Corridor System Management Plan
CTC: California Transportation Commission
CTPL: Comprehensive Transportation Project List
DEIR: Draft Environmental Impact Report
EBRPD: East Bay Regional Park District
EIR: Environmental Impact Report
EIS: Environmental Impact Statement
EVP: Emergency Vehicle Preemption (traffic signals)
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
FY: Fiscal Year
HOV: High Occupancy Vehicle Lane
ICM: Integrated Corridor Mobility
ITC or HITC: Hercules Intermodal Transit Center
ITS: Intelligent Transportations System
LOS: Level of Service (traffic)
MOU: Memorandum of Understanding
MPO: Metropolitan Planning Organization
MTC: Metropolitan Transportation Commission
MTSO: Multi-Modal Transportation Service Objective
NEPA: National Environmental Policy Act

O&M: Operations and Maintenance
OBAG: One Bay Area Grant
PAC: Policy Advisory Committee
PBTF- Pedestrian, Bicycle and Trail Facilities
PC: Planning Committee (CCTA)
PDA: Priority Development Areas
PSR: Project Study Report (Caltrans)
RHNA: Regional Housing Needs Allocation (ABAG)
RPTC: Richmond Parkway Transit Center
RTIP: Regional Transportation Improvement Program
RTP: Regional Transportation Plan
RTPC: Regional Transportation Planning Committee
SCS: Sustainable Communities Strategy
SHPO: State Historic and Preservation Office
SOV: Single Occupant Vehicle
STA: State Transit Assistance
STARS: Sustainable Transportation Analysis & Rating System
STIP: State Transportation Improvement Program
SWAT: Regional Transportation Planning Committee for Southwest County
TAC: Technical Advisory Committee
TCC: Technical Coordinating Committee (CCTA)
TDA: Transit Development Act funds
TDM: Transportation Demand Management
TFCA: Transportation Fund for Clean Air
TEP: Transportation Expenditure Plan
TLC: Transportation for Livable Communities
TOD: Transit Oriented Development
TRANSPAC: Regional Transportation Planning Committee for Central County
TRANSPLAN: Regional Transportation Planning Committee for East County
TSP: Transit Signal Priority (traffic signals and buses)
VMT: Vehicle Miles Traveled
WCCTAC: West County Costa Transportation Advisory Committee