



El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa County

AC Transit

BART

WestCAT

TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA (Revised)

DATE & TIME: Thursday, June 8, 2017 • 9:00 AM – 11:00 AM
LOCATION: WCCTAC 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 Station

1. CALL TO ORDER and SELF-INTRODUCTIONS

Estimated Time:* 9:00 AM, (5 minutes)

2. PUBLIC COMMENT

Estimated Time:* 9:05 AM, (5 minutes)

The public is welcome to address the TAC on any item that is not listed on the agenda. Please fill out a speaker card and hand it to staff. Please limit your comments to 3 minutes. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The WCCTAC TAC may direct staff to investigate and/or schedule certain matters for consideration at a future TAC meeting.

3. ADOPTION OF AGENDA

Estimated Time:* 9:10 AM (2 minutes)

4. CONSENT CALENDAR

Estimated Time:* 9:12 AM (3 minutes)

A. Minutes & Sign in Sheet from May 11, 2017

Recommendation: Approve as presented.

Attachment: Yes

B. **New Item:** Fiscal Year 2017-18 TDM Budget

Recommendation: Forward a recommendation to the WCCTAC Board to adopt the draft budget.

Attachment: Yes

5. REGULAR AGENDA ITEMS

A. Re-affirmation of the WCCTAC Action Plan "Proposal for Adoption" for Transmittal to CCTA and Incorporate in to 2017 CTP

Description: In November 2014, the WCCTAC Board approved the West County Action Plan "Proposal for Adoption" and forwarded it to the Contra Costa Transportation Authority (CCTA) for incorporation into the final Countywide Transportation Plan (CTP). Adoption of

the CTP was postponed, however, pending further incorporation of comments received and incorporation of Senate Bill 743 considerations. WCCTAC's Action Plan is included in the Draft 2017 CTP Update by reference, and the full Action Plan is available for review on the CCTA website at <http://www.ccta.net/uploads/5924600a41121.pdf> Adoption of the Final CTP, including the Action Plans, is scheduled for September 2017. At that time, the Authority will environmentally clear both the CTP and Action Plans through a CEQA EIR. CCTA now seeks WCCTAC's re-affirmation of its November 2014 "Proposal for Adoption West County Action Plan" for incorporation into Contra Costa's 2017 CTP.

Recommendation: Forward a recommendation to the WCCTAC Board to re-affirm the "Proposal for Adoption version of the West County Action Plan with the updates to the list of actions contained in Attachment A.

Attachment: Yes: Staff report with attachments

Presenter/Lead Staff: Matt Kelly, CCTA staff and Martin Engelmann, CCTA staff

Estimated Time:* 9:15 AM (15 minutes)

B. Review Draft 2017 Countywide Transportation Plan (CTP) Update

Description: CCTA has released a draft 2017 CTP Update for review by all interested parties. The CTP provides the Authority's vision, goals, and strategies for addressing our existing and future transportation challenges. The centerpiece of the Plan is a Long Range Transportation Investment Program (LRTIP) that specifies how CCTA could invest \$6.4 billion in leveraged, new revenues on streets and highways, BART, ferries, buses, bicycle, and pedestrian facilities through the year 2040. The Plan is available at www.2017CTPupdate.net . Comments on the 2017 Draft CTP are due by 5:00 p.m. on Friday, July 28, 2017.

Recommendation: Information Only—WCCTAC Staff anticipates returning with draft comments at future TAC meeting.

Attachment: Yes: May 24, 2017 Public Review Draft's Executive Summary

Presenter/Lead Staff: Matt Kelly: CCTA Staff and Martin Engelmann: CCTA staff

Estimated Time:* 9:30 AM (10 minutes)

C. STMP Nexus Study Update: Review of Prior Nexus Study, Current Fee Levels, and Fee Program Administration

Description: The consultant team for the STMP Nexus Study Update will attend the meeting to present their technical memo on the prior nexus study, current fee levels and the fee program's administration.

Recommendation: **PLEASE HAVE LOCAL STAFF WHO WORK WITH THE STMP PROGRAM ATTEND THIS SEGMENT OF THE MEETING.** Provide feedback on Technical Memo and comments for June presentation to WCCTAC Board.

Attachment: Yes: May 31, 2017 Technical Memo

Presenter/Lead Staff: Julie Morgan and Francisco Martin, Fehr & Peers and Bob Spencer, Urban Economics

Estimated Time:* 9:40 AM, (70 minutes)

D. TCC Nominations for Representative and Alternate(s)

Description: The Technical Coordinating Committee is a standing committee of CCTA responsible for providing advice on technical matters that may come before the Authority.

The committee member's review and comment on various plans and grant applications. Each Regional Transportation Planning Committee (RTPC) appoints three members (and alternates) representing the planning, engineering and transportation disciplines. Currently, WCCTAC's representatives are Yvetteh Ortiz and Leah Greenblat. Barbara Hawkins has asked to be replaced. WCCTAC's designated alternate is Lori Reese-Brown.

Recommendation: Identify a TAC member for the WCCTAC Board to appoint as a representative to the TCC. Consider identifying additional TAC members to serve as an alternate.

Attachment: No

Presenter/Lead Staff: Joanna Pallock, WCCTAC Staff

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

6. **STANDING ITEMS**

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

Recommendation: Receive update.

Attachment: No

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

Estimated Time:* 10:55 AM, (3 minutes)

B. **Future Agenda Items**

Recommendation: Receive update.

Attachment: No

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

Estimated Time:* 10:58 AM, (2 minutes)

7. **ADJOURNMENT**

Description / Recommendation: Adjourn to the next regularly scheduled meeting of the TAC on Thursday, July 13, 2017. (The next regular meeting of the WCCTAC Board is Friday, June 23, 2017.)

Estimated Time:* 11:00 AM

I, Joanna Pallock, declare under penalty of perjury that this agenda has been posted at least 72 hours in advance at the WCCTAC Offices, 6333 Potrero Ave. El Cerrito, CA and on WCCTAC's website: www.wcctac.org.

Joanna Pallock, WCCTAC Project
Manager

- 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.
-



WCCTAC TAC Meeting Minutes

El Cerrito

MEETING DATE: May 11, 2017

Hercules

MEMBERS PRESENT: Julia Schnell, Tamara Miller, Yvetteh Ortiz, Barbara Hawkins, John Cunningham, Denee Evans, Lori Reese-Brown, Nikki Foletta, Robert Thompson, Nathan Landau, Mike Roberts,

Pinole

GUESTS: Matt Kelly – CCTA, Bill Pinkham – Bike/Ped rep, Sean Co – Consultant Toole Design Group

STAFF PRESENT: John Nemeth, Leah Greenblat and Joanna Pallock

Richmond

ACTIONS LISTED BY: WCCTAC Staff

ADJOURN: 11:00 a.m.

San Pablo

ITEM/DISCUSSION	ACTION/SUMMARY
1. Minutes	Adopted action minutes.
2. AC Transit Presentation on Multimodal Corridor	Sean Co, consultant from Toole Design, gave a PowerPoint presentation on the process AC transit is undertaking to develop a guide to support the planning and design of bicycle facilities that enhance transit. The group asked questions and gave feedback from the local city perspective.
3. STMP Nexus Study Update	Leah Greenblat gave a brief update on where the Study is going and that the STMP consultant team will present at the June TAC.
4. Comments on Draft Plan Bay Area 2040	WCCTAC prepared a letter with comments to the Draft Plan. No additional comments were added. The letter will go out at the end of May.
5. Update on the CTPL 2017 for CMP Capital Improvement Program	Matt Kelly from CCTA reviewed the status of the CTPL list and the need for member agencies to submit their project list for the next seven year.

Contra Costa County

AC Transit

BART

WestCAT

Sign in Sheet for the WCCTAC Technical Advisory Committee Meeting

WCCTAC TAC	INITIALS	AGENCY	EMAIL	PHONE
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GUEST				
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Bill Pinkham	BP	CBPAC Rep	Bpinkham3@gmail.com	510.734.8532
Rita Xavier		San Pablo Res.		

TDM PROJECT INFORMATION

- A. Project Number: 18CC01
- B. Project Title: West Contra Costa County Emissions/Trip Reduction Program
- C. TFCA County Program Manager Funds Allocated: \$321,340
- D. TFCA Regional Funds Awarded (if applicable):n/a
- E. Total TFCA Funds Allocated (sum of C and D): \$321,340
- F. Total Project Cost: \$508,615

G. Project Description:

The 511 Contra Costa (West Contra Costa) Commute Incentive Program is managed by WCCTAC and promotes the use of commute/travel alternatives to individuals who drive alone in the West Contra Costa region. TFCA funds will be used to implement a Countywide Guaranteed Ride Home Program, ridematching, trip reduction and emissions reduction programs through outreach to employers, residents, municipalities and schools in West Contra Costa County and John Swett School Districts.

West Contra Costa County Emissions and Trip Reduction Program:

511 Contra Costa staff will work with employers, employees and the community to encourage clean trips in West Contra Costa County. In coordination with local transit agencies, the program provides information and incentives for transit and transportation services. Outreach will be conducted through community and employer events; targeted mailings, employer/TDM program database e-blasts, and notice of promotions through City and County residential activities, radio, movies, online/digital advertising, Chambers of Commerce, local and community locations and events. Additionally, the 511 Contra Costa and 511.org websites, newsletter and social media platforms will be used to inform West Contra Costa/Contra Costa County commuters of the programs and services available.

The FY 2017/18 Program activities include:

- Circulate commute promotions to decrease SOV and encourage alternative modes of transportation through incentives, commute challenges and on-site employer and community events. Assistance with the development of and/or maintenance of commute programs and compliance with the Bay Area Commuter Benefits Program and local ordinance requirements.
- Incentives for participating worksites in the form of bicycle racks, corrals, lockers, fix it stations equipment, and EV charging stations at locations available to the public.
- Bike to Work Day, encourage employer participation and interest in Bike to Work Day/Month activities. Promote bicycle repair workshops and bicycle safety to increase bicycle ridership.

- Promote Real-time ridesharing with Transportation Network Companies technology. Provide incentives to individuals that use carpooling technology for their commute to/from or through West County. Assist in the marketing and outreach effort to increase the number of carpoolers in West Contra Costa County/ along the I80 corridor.
- Administer a Countywide Guaranteed Ride Home (GRH) Reimbursement Program to encourage the use of carpools, vanpools, transit, walking and biking. Research partnerships with transportation network companies (TNC) to provide GRH reimbursements to their existing rideshare system.
- Continue to improve the new database model that has been developed for the Countywide Guaranteed Ride Home Program. Update the GRH reimbursement model to offer 100% reimbursement of all (6) trips to registrants in the calendar year.
- Administer a Countywide “Try Transit” Program to encourage the use of public transit. Individuals who live/work in Contra Costa County who pledge to try transit to travel to/from work can receive a clipper card pre-loaded with fifteen dollars.
- Partner with SolTrans (Solano Transit) to promote Buy One Get One (BOGO) transit pass incentives to reduce vehicle trips through encouraging commuters to travel to work via express commuter buses from Solano to Contra Costa County.
- Work with municipalities/employer sites to gauge interest in electronic charging infrastructure to promote electric vehicle use.
- Countywide Promotions: Text-your-Commute Challenge

School Trip Reduction:

- Student Travel Program: 511 Contra Costa Staff will work with the West Contra Costa Unified and John Swett School Districts (as well as the local private and charter schools) to encourage congestion relief at schools by providing incentives to encourage parents to form or join carpools and reduce vehicle idle time. Infrastructure to include bicycle racks, lockers, skateboard racks to encourage the use of active transportation. Promotion of youth clipper program to create awareness of clipper as transit agencies transition into clipper.
- Student Transit Pass Program: 511 Contra Costa Staff will offer free public passes on WestCAT transit (2- 12 trip passes) or (1) 31-day pass on AC Transit, to encourage students to use public transit as their primary mode of transportation to/from school instead of being driven by parents. Continue WestCAT summer youth pass subsidy program in coordination with Central/East County program.
- College Transit Program: Promote “Try Transit” to Community Colleges in Contra Costa County to encourage students to use public transit as an alternative to reach the campus. The contribution of 511 Contra Costa will be pre-loaded clipper cards with value equivalent to (3) trips.

Project Schedule Start Date: July 2017

Final Report Due Date: No later than June 2019

WCCTAC 2017-18 TDM Budget

FUNDING	TFCA	MJ	
PROJECT #	18CC01	18MJ17W	Total Project Cost
	\$ 321,340.00	\$187,275.00	\$ 508,615.00

Purchase Order #

Expenditure category

Salaries/Benefits (4100s)	\$ 221,321.91	\$ 110,853.00	\$ 332,174.91
Pers Retirement (unknown)	\$ -	\$ 13,000.00	\$ 13,000.00
Professional Services (43600)	\$ 11,800.00	\$ 33,584.00	\$ 45,384.00
Rent/Utilities (43900)	\$ 6,200.00	\$ 18,000.00	\$ 24,200.00
Incentives/Swag (44000)	\$ 71,876.27	\$ 1,000.00	\$ 72,876.27
Travel & Training (44320)	\$ -	\$ 1,500.00	\$ 1,500.00
Printing/Marketing (43520)	\$ 8,641.82	\$ 4,000.00	\$ 12,641.82
Postage (43501)	\$ 1,000.00	\$ 500.00	\$ 1,500.00
Liability Insurance (41911)		\$ 4,338.00	\$ 4,338.00
Program Supplies (43500)	\$ 500.00	\$ 500.00	\$ 1,000.00
Project Budget	\$ 321,340.00	\$ 187,275.00	\$ 508,615.00
	TFCA	\$ 321,340.00	
	Measure J	\$ 187,275.00	
	Total	\$ 508,615.00	



TO: WCCTAC Board **MEETING DATE:** June 8, 2017
FR: Leah Greenblat, Project Manager
RE: Re-affirmation of the WCCTAC Action Plan “Proposal for Adoption” for Transmittal to CCTA and Incorporate in to 2017 CTP

REQUESTED ACTION

Forward a recommendation to the WCCTAC Board to re-affirm the West County Action Plan with the updates to the list of actions contained in Attachment A.

BACKGROUND AND DISCUSSION

Action Plans for Routes of Regional Significance are an element of the CCTA’s Countywide Transportation Plan (CTP). The latest “proposal for adoption” draft West County Action Plan was completed in January 2014; but due to a number of issues, the CCTA did not take a final action to adopt the CTP containing the action plan. CCTA now requests that the WCCTAC Board re-affirm the “proposal for adoption” as the CCTA is preparing to adopt the CTP.

While the CCTA is not requesting a full update of the plan, WCCTAC staff has noted that the list of actions is no longer current. For example, completion of the Regional Intermodal Transit Center at Hercules (Action #39) is listed as an action; however, most of the West County High Capacity Transit Study recommendations are not fully reflected in the existing list of actions. WCCTAC staff recommends the changes to the list of actions contained in Attachment A. An excerpt of the Action Plan’s Goals and Actions are provided as Attachment B. The full text of the draft Action Plan is available on the WCCTAC website at http://www.wcctac.org/app_pages/view/211

ATTACHMENT:

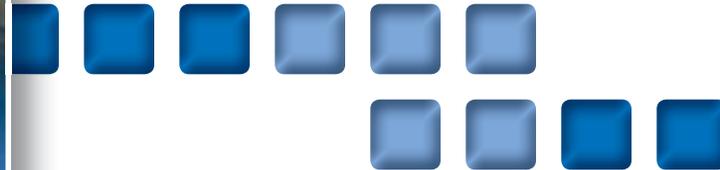
- A. WCCTAC Staff proposed changes to Actions
- B. Excerpt of Goals and Actions from the draft 2014 West County Action Plan

ATTACHMENT A: WCCTAC STAFF'S PROPOSED CHANGES TO LIST OF ACTIONS

	Action	Responsible Agency	Applicable Goals	Affected Routes	Proposal
46	Participate in a study of high-occupancy transit options in the I-80 corridor in West County	WCCTAC, Local jurisdictions, CCTA, Transit providers	B	5	Delete, study completed
	Implement the Express Bus recommendations from the West County High Capacity Transit Study	WCCTAC, Local jurisdictions, CCTA, Transit providers	A, B, H,	5	Add action
	Implement the San Pablo/Macdonald Avenues Bus Rapid Transit recommendations from the West County High Capacity Transit Study	WCCTAC, Local jurisdictions, CCTA, Transit providers	A, B,	8	Add action
	Implement the 23rd Street Bus Rapid Transit recommendations from the West County High Capacity Transit Study	WCCTAC, Local jurisdictions, CCTA, Transit providers	A, B	11	Add action
	Implement the recommendations from the West County High Capacity Transit Study regarding a possible BART Extension from the Richmond Station (via Rumrill Boulevard)	WCCTAC, Local jurisdictions, CCTA, Transit providers	A, B,	5	Add action

Draft

West County Action Plan for Routes of Regional Significance



Prepared for:



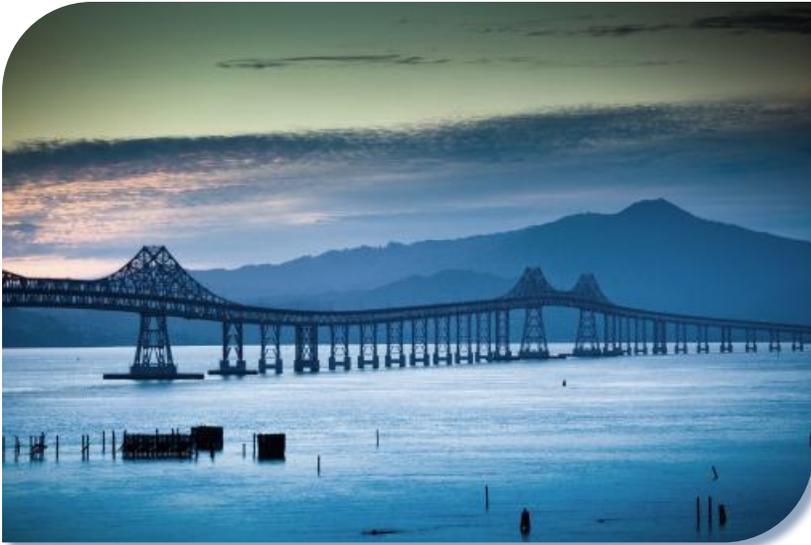
and



January 2014

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2 Routes of Regional Significance

The Action Plan designates a system of Routes of Regional Significance, as defined in this chapter.

2.1 Designating Routes of Regional Significance

One of the key elements of the Action Plan is the designation of the Routes of Regional Significance. The RTPCs have the authority to propose designation of Routes of Regional Significance in their regions. In considering what routes to designate, the Measure J GMP guidelines recommend four questions that are outlined below. These are not absolute rules (i.e., a transportation facility that answers yes to one or

more of these questions is not required to be designated as a Route of Regional Significance), but are meant to guide the RTPC in identifying the routes that are very important transportation corridors in their region.

1. Does the road connect two or more “regions” of the County?
2. Does the road cross County boundaries?
3. Does the road carry a significant amount of through-traffic?
4. Does the road provide access to a regional highway or transit facility (e.g. a BART station or freeway interchange)?

The RTPC may propose, and the Authority may designate, a Regional Route that meets one or more of the above criteria. Alternatively, some routes that meet one or more of the criteria can remain undesignated, provided that a consensus not to designate such routes is reached among affected jurisdictions. Furthermore, routes that enter or leave the RTPC require joint discussions among the affected regional committees to determine if consensus can be reached regarding designation.

In this Action Plan, the WCCTAC Board has chosen to remove the Route of Regional Significance designation from four previously-designated routes, namely: Cutting Boulevard, El Portal Drive, Macdonald Avenue, and Willow Avenue. In its discretion, the Board determined that these routes primarily or exclusively served travel within a single jurisdiction, and that these routes would not receive enough benefit from the inter-jurisdictional planning process required by this Action Plan to justify their inclusion in the Regional Route network.



El Cerrito | Hercules | Pinole | Richmond | San Pablo
 Bayview-Montalvin | Crockett | East Richmond Heights
 El Sobrante | Hasford Heights | Kensington | North Richmond
 Port Costa | Rodeo | Rollingwood | Tara Hills

2.2 List of Routes of Regional Significance

The Routes of Regional Significance are shown in Figure 2-1. A description of each route is as follows:

- 1. Appian Way.** From San Pablo Avenue to San Pablo Dam Road.
- 2. Carlson Boulevard.** From 23rd Street to San Pablo Avenue.
- 3. Central Avenue.** From San Pablo Avenue to I-580.
- 4. Cummings Skyway.** From San Pablo Avenue to SR 4.
- 5. Interstate 80.** From the Alameda County line to the Solano County line. I-80 is the primary inter-regional commute corridor through West County, and has major regional significance to the Bay Area.
- 6. Interstate 580.** From I-80 to the Marin County line. I-580 carries inter-regional traffic between the East Bay and the North Bay.
- 7. Richmond Parkway.** From I-80 to I-580 (including Garrard Boulevard portion). Richmond Parkway is an important connector for traffic traveling between I-80 and I-580.
- 8. San Pablo Avenue.** From the Alameda County line to I-80/Pomona Street in Crockett. San Pablo Avenue is the most important corridor for inter-city travel in West County: it is the primary transit spine of the region, it travels through all of the West County cities (in many cases, functioning as “Main Street”), and it is the primary reliever route to I-80 during periods of severe freeway congestion.

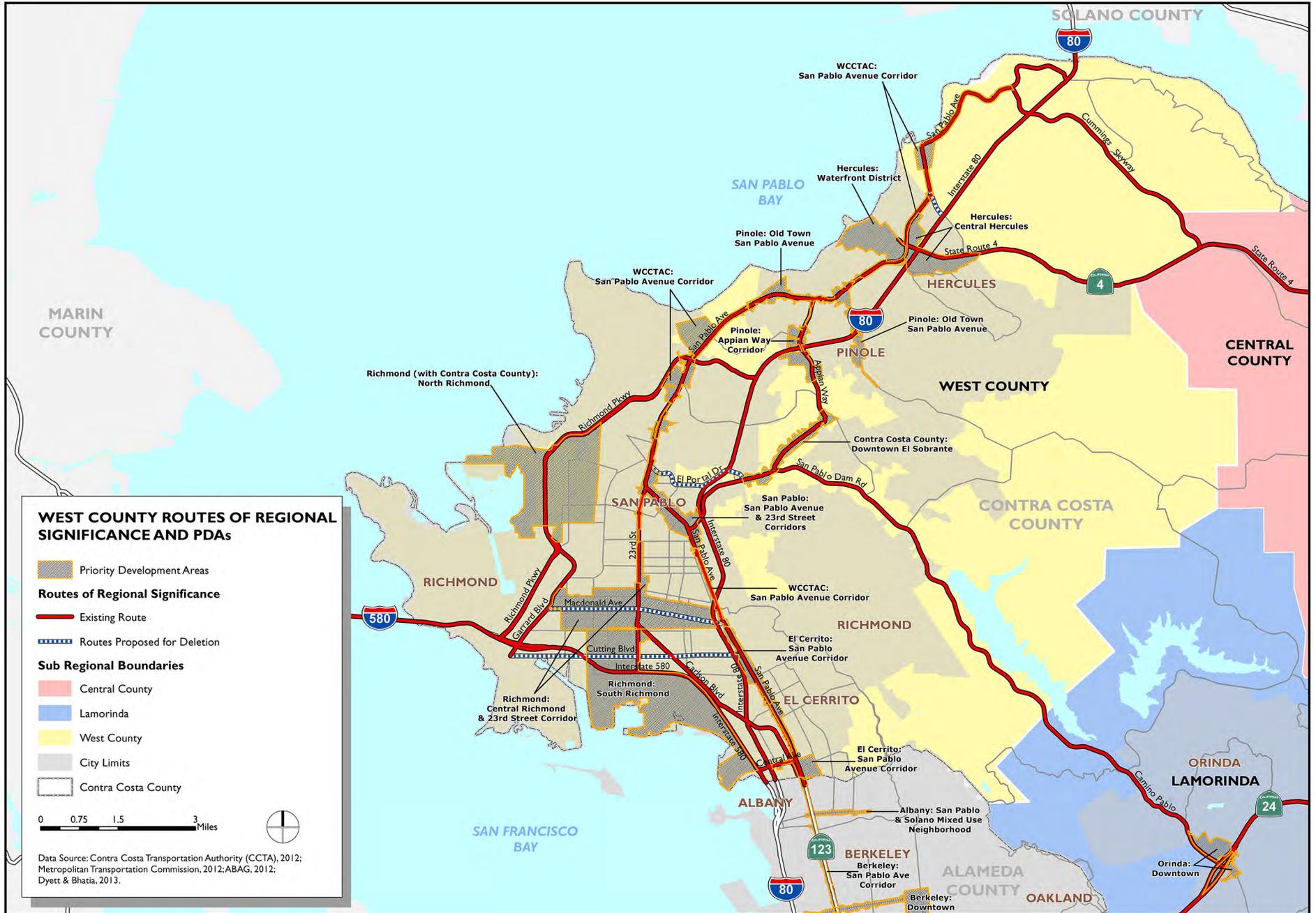
9. San Pablo Dam Road. From San Pablo Avenue to the boundary with the Lamorinda region. San Pablo Dam Road is an important intra-County route, connecting travelers from I-80 in West County to SR 24 in Orinda, and it also serves as the primary commercial corridor for El Sobrante.

10. State Route 4. From I-80 to Cummings Skyway. SR 4 carries intra-County traffic between West County, Central County and East County.

11. 23rd Street. From San Pablo Avenue to I-580.



Figure 2-1 West County Routes of Regional Significance





4 Action Plan Goals and Objectives

4.1 Action Plan Goals

This Action Plan contains nine goals for West County.

A. Provide efficient and effective local and regional transit services.

Increasing levels of congestion on major highways and arterials in West County requires continual investment in transit services that can help to address the effects of traffic growth. Enhanced local transit service helps to reduce congestion on arterials and provides critical access to existing regional transit services such as BART and Amtrak. Bus connections to

major BART stations such as Richmond and El Cerrito del Norte will continue to be important areas for improvement. BART services and facilities should also be expanded as needed to serve future demand.

B. Expand high-capacity transit in West County.

The existing high-capacity transit in West County is heavily utilized, but directly serves only some of the local residents and workplaces. Extending high-capacity transit to reach more of the area would increase the number of regional travel options for West County and beyond, thus spreading the travel demand over multiple modes.

C. Increase use of active transportation modes.

Walking and biking provide the dual benefit of environmentally friendly travel that also achieves public health goals for higher levels of physical activity. Combined with transit, walking and biking can replace longer auto trips for additional congestion and environmental benefits. West County is committed to increasing the number of trips taken via active transportation modes.

D. Complete and expand the regional trail system.

Regional trails support the use of active transportation for both recreation and commute purposes. Regional trails can also attract visitors by serving as a destination, potentially stimulating economic activity along the trail, and can help to alleviate congestion during weekends and



other non-commute periods. West County supports efforts to complete planned trail segments and to increase connectivity to existing trails.

E. Implement Complete Streets enhancements identified in local plans.

West County jurisdictions have adopted Complete Streets policies into their General Plans, codifying the importance of accommodating multiple modes on local streets. West County supports this effort and encourages its expansion.

F. Pursue and sponsor transportation demand management programs to reduce single-occupant vehicle travel.

Constraints on highway and roadway capacity require management of vehicle demand for those facilities. Transportation demand management (TDM) programs include a variety of strategies for increasing travel choices, including the emerging use of social media applications; these strategies are often more efficient and environmentally friendly than travel by single-occupant vehicle. Coupled with providing more travel choices, TDM programs also include an education component, thus increasing the likelihood of success. TDM strategies should be included in a package of options for decreasing the number of single-occupant auto trips.

G. Actively manage growth to support regional land use and transportation goals.

West County goals include attracting more employment to invigorate commercial centers and provide more economic opportunities for local residents, and targeting growth around high-capacity transit hubs to encourage development within Priority Development Areas (PDAs) for more efficient use of local and regional transportation resources.

H. Improve the efficiency of highway and arterial operations.

Highways and major arterials in West County will continue to serve as key connections to major economic centers of the Bay Area. Improving connectivity to these facilities will ensure efficient goods movement and discourage heavy truck traffic through residential communities. Operational improvements will smooth and balance traffic flow over all time periods, making optimal use of the existing investments in West County facilities.

I. Maintain existing transportation facilities in adequate condition to provide safe and effective service.

West County jurisdictions and transit operators should seek adequate funds and systems to properly maintain the multimodal transportation system, recognizing that adequate maintenance is an important aspect of increasing the design life of capital investments and improving public safety.

J. Support and improve quality of life in communities impacted by rail transport.



reference to “Local Jurisdictions” is intended to indicate all of the cities as well as Contra Costa County. Note that Appendix A contains a table that cross-references the Routes of Regional Significance with the proposed actions that apply to each route.

5 Proposed Regional Actions

The following table presents all of the actions proposed for this West County Action Plan. Each action is cross-referenced to the Route(s) of Regional Significance to which it applies (see the key to the Routes at the bottom of each page), as well as to the applicable Action Plan Goal(s). The agencies responsible for taking each action are also identified;



El Cerrito | Hercules | Pinole | Richmond | San Pablo
 Bayview-Montalvin | Crockett | East Richmond Heights
 El Sobrante | Hasford Heights | Kensington | North Richmond
 Port Costa | Rodeo | Rollingwood | Tara Hills

ACTIONS FOR WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

Action #	Action	Responsible Agency	Applicable Goals	Affected Routes
1	Work with local transit providers and regional funding agencies to identify funding for and provide bus-oriented improvements along local routes, and to improve headways and expand bus service along important corridors in West County.	WCCTAC, Local jurisdictions, Transit providers	A, I	1, 2, 3, 7, 8, 9, 11
2	Implement transit-oriented development in the designated Pedestrian-Bicycle-Transit (PBT) zones using design principles that support local bus services and pedestrian/bicycle access.	Local jurisdictions, transit providers	A	8, 11
3	Encourage development of plans, programs and projects that support transit-oriented development within all Priority Development Areas.	Local jurisdictions, BART	G	All
4	Encourage development of new or expanded park-n-ride lots along freeway corridors and at major activity centers.	WCCTAC, Caltrans, Local jurisdictions, Transit providers	A, I	5, 6, 10
5	Partner with the Water Emergency Transportation Authority and MTC to plan and fund ferry service in West County.	WCCTAC, Cities of Richmond and Hercules	A	
6	Participate in studies regarding passenger rail improvements in West County, such as expansion of service on the Capital Corridor or San Joaquin Corridor.	WCCTAC, Local jurisdictions, Capitol Corridor JPA, San Joaquin JPA, BART	A, B, J	
7	Complete the West Contra Costa Transportation Investment Study, including evaluation of transit opportunities, roadway improvements, and other projects.	WCCTAC, Local jurisdictions, Transit providers, MTC	A, B	All

Routes of Regional Significance:

1. Appian Way | 2. Carlson Boulevard | 3. Central Avenue | 4. Cummings Skyway | 5. Interstate 80 | 6. Interstate 580
 7. Richmond Parkway | 8. San Pablo Avenue | 9. San Pablo Dam Road | 10. State Route 4 | 11. 23rd Street

ACTIONS FOR WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

Action #	Action	Responsible Agency	Applicable Goals	Affected Routes
8	Support projects and programs that improve the passenger experience, upgrade systems and expand the capacity of BART stations in West County.	WCCTAC, BART, Cities of El Cerrito and Richmond	A	
9	Continue to update and implement local and regional bicycle and pedestrian plans, and support the preparation of bicycle and pedestrian plans in those communities where they do not currently exist.	WCCTAC, Local jurisdictions, CCTA	C	All
10	Support the WCCTAC TDM program in promoting commute methods and modes that reduce single-occupant vehicle travel at peak times.	WCCTAC, Local jurisdictions, 511 Contra Costa	F	All
11	Participate in the countywide Safe Routes to School needs assessment, and use the results of that effort to identify and seek funding for bicycle and pedestrian improvements in West County school areas.	WCCTAC, Local jurisdictions, Transit providers, CCTA	C	1, 2, 3, 7, 8, 9, 11
12	Support and participate in the efforts of Contra Costa Health Services in providing Safe Routes to School education and encouragement programs in area schools.	WCCTAC, Local jurisdictions	C	1, 2, 3, 7, 8, 9, 11
13	Consider bicycle and pedestrian needs in all neighborhood and roadway planning and design efforts, particularly within Priority Development Areas.	Local jurisdictions, BART	C	All
14	Require new development projects to provide bike racks, lockers and other secure bike parking options at appropriate locations, and seek funding to provide bike parking at key activity centers throughout West County.	Local jurisdictions, WCCTAC	C	All
15	Support and fund programs, such as the Street Smarts Program, to increase the level of public education about bicycle safety and to reduce injuries due to pedestrian or bicycle collisions.	WCCTAC, Local jurisdictions	C	

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ACTIONS FOR WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

Action #	Action	Responsible Agency	Applicable Goals	Affected Routes
16	Participate in planning studies for the Bay Trail extension along I-580, from Castro Street to the Richmond-San Rafael Bridge.	WCCTAC, City of Richmond	C, D	6
17	Improve pedestrian and bicycle access through freeway interchange areas.	Local jurisdictions, Caltrans	C	1, 2, 3, 5, 6, 8, 9, 11
18	Conduct a bicycle route feasibility study along Richmond Parkway, and work to improve the Bay Trail crossing at Wildcat Creek and close other trail gaps along the Parkway.	City of Richmond, Contra Costa County	C, D	7
19	Plan and implement enhanced railroad crossings to reduce noise and quality-of-life impacts throughout West County; enhancements may involve implementing quiet zones, grade separations, train-traffic signal preemption systems, or other measures.	WCCTAC, Local jurisdictions, CCTA	H, J	2, 3, 7, 8, 11
20	Complete the reconstruction of the I-80/San Pablo Dam Road interchange.	City of San Pablo, CCTA, Caltrans	E, H	5, 9
21	Support implementation, operations and maintenance of the I-80 Integrated Corridor Mobility project.	WCCTAC, Local jurisdictions, Caltrans	H	1, 3, 4, 5, 7, 8, 9, 10
22	Enhance State Route 4 to a full freeway between I-80 and Cummings Skyway, including adding a connection between westbound I-80 and eastbound SR 4.	WCCTAC, CCTA, Caltrans, City of Hercules	H	4, 10
23	Implement recommendations of the State Route 4 Integrated Corridor Analysis.	WCCTAC, CCTA	H	10

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ACTIONS FOR WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

Action #	Action	Responsible Agency	Applicable Goals	Affected Routes
24	Explore options to extend the truck climbing lane on Cummings Skyway, and to implement a Class II bike lane on Cummings Skyway between San Pablo Avenue and Franklin Canyon Road.	Contra Costa County	C, H	4
25	Work with WCCTAC, local jurisdictions and CCTA to seek funding to implement recommendations of the North Richmond Truck Route Study (or other mutually agreed upon implementation measures), to improve connectivity to designated truck routes, discourage non-local heavy truck traffic on local streets, and improve public health and safety in West County communities.	Contra Costa County, Cities of Richmond and San Pablo, CCTA, WCCTAC	H	6, 7
26	Complete the improvements associated with the I-80/Central Avenue interchange.	Cities of El Cerrito and Richmond	H	3, 5
27	Close gaps in the regional trail and bicycle route systems, and develop local bike route links to the Bay Trail and Richmond and Ohlone Greenways to facilitate longer-distance bicycle travel through West County and to neighboring regions.	WCCTAC, Local jurisdictions, CCTA	C, D	3, 8
28	Maintain pavement management systems and schedules, and continue to seek additional funding for local roadway maintenance.	Local jurisdictions	I	1, 2, 3, 4, 7, 8, 9, 11
29	Complete a West County goods movement study, focused on ensuring efficient movement of goods while reducing impacts (environmental, health, quality-of-life) on West County residents.	WCCTAC, Local jurisdictions, Caltrans, CCTA, MTC	H, I, J	4, 5, 6, 7, 8, 9, 10
30	Comply with the CCTA Growth Management Program through monitoring of new development proposals and General Plan amendments, and allowing for collaboration and comment from other jurisdictions.	WCCTAC, Local jurisdictions	G	

Routes of Regional Significance:

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ACTIONS FOR WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

Action #	Action	Responsible Agency	Applicable Goals	Affected Routes
31	Explore ways to increase revenue to maintain roads, transit facilities, trails, and all associated infrastructure.	WCCTAC, CCTA, Local jurisdictions, Transit providers	I	All
32	Investigate and support opportunities for using new technologies to reduce single-occupant vehicle travel and to use existing system capacity more efficiently; examples may include real-time ridesharing programs, online traveler information systems, smart highways, connected vehicles, and other technologies.	WCCTAC, Local jurisdictions, CCTA, Transit providers	F	All
33	Support and implement the West County Subregional Transportation Mitigation Program, which generates funds to support specific capital improvements throughout West County.	WCCTAC, Local jurisdictions	A, E, G	All
34	Improve the reliability and efficiency of bus service along San Pablo Avenue.	Local jurisdictions, Transit providers	A	8
35	Implement the recommendations of the Complete Streets plans that affect San Pablo Avenue.	Cities of El Cerrito, Richmond and San Pablo	A, C, E	1, 3, 7, 8, 9
36	Implement the San Pablo Avenue Complete Streets/Bay Trail project between Rodeo and Crockett.	Contra Costa County	A, C, E	8
37	Implement the recommendations of the Appian Way Alternatives Analysis and Complete Streets Study.	Contra Costa County, City of Pinole	A, C, E	1, 8

Routes of Regional Significance:

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ACTIONS FOR WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

Action #	Action	Responsible Agency	Applicable Goals	Affected Routes
38	Implement the recommendations of the Downtown El Sobrante Study.	Contra Costa County	A, C, E	1, 9
39	Complete the implementation of the Hercules Intermodal Station.	City of Hercules, Transit providers	A	5, 8, 10
40	Participate in studies and implement the plans related to the Lawrence Berkeley National Lab Second Campus.	Cities of Richmond and El Cerrito, WCCTAC, Transit providers	A, C, G	2, 6, 11
41	Implement the recommendations of the WCCTAC Transit Enhancements and Wayfinding Study, which identifies specific local access improvements to the West County BART stations and intermodal transfer centers.	Local jurisdictions, Transit providers	A, C, E	2, 3, 7, 8, 11
42	Support completion of the Wildcat Creek Trail, including the Bay Trail to Ridge Trail connector.	Cities of Richmond and San Pablo, Contra Costa County	C, D	
43	Implement the recommended actions in the I-80 Corridor System Management Plan (CSMP).	WCCTAC, Local jurisdictions, Caltrans, CCTA	H	5
44	Implement the recommendations of the specific plans along 23 rd Street.	Cities of Richmond and San Pablo	A, C, E	11

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ACTIONS FOR WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

Action #	Action	Responsible Agency	Applicable Goals	Affected Routes
45	Continue to evaluate long-term solutions to congestion around the El Cerrito del Norte BART station, with particular attention to methods that could improve local and regional transit and auto access to the station, along with improving multimodal access and circulation for transit-oriented development and businesses in the area.	City of El Cerrito, Transit providers, WCCTAC	A, C, H	8
46	Participate in a study of high-occupancy transit options in the I-80 corridor in West County.	WCCTAC, Local jurisdictions, CCTA, Transit providers	B	5

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2017 Countywide Comprehensive Transportation Plan

Volume I

**PUBLIC
REVIEW
DRAFT**

May 24, 2017



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Executive Summary

The Contra Costa Countywide Transportation Plan, or CTP, is the blueprint for Contra Costa’s transportation system over the coming decades. This long-range vision for transportation identifies the projects, programs, and policies that the Authority Board hopes to pursue. The CTP identifies goals for bringing together all modes of travel, networks and operators, to meet the diverse needs of Contra Costa and to support Plan Bay Area.

By improving the transportation system, we can help to address the challenges that a growing population, more jobs, and more traffic will bring. We also see new opportunities—from technological innovation to the benefits of active transportation—to address the challenges of growth and change without more roads. The CTP lays out a vision for our transportation future, the goals and strategies for achieving that vision, and the future transportation investments needed to promote a growing economy, advance technological changes, protect the environment, and improve our quality of life.

INNOVATION IS THE KEY

Innovation is the guiding theme for this CTP, with the Authority taking the lead on introducing and managing new technology, funding and constructing improvements to the county's transportation infrastructure, and overseeing ongoing transportation programs. These new initiatives, coupled with current programs and projects and the Authority's growth management program, will reduce congestion, improve air quality, and provide mobility options for all residents without undertaking major expansion projects. Since 1989 the Authority has been actively and successfully engaged in long-range planning for critical transportation infrastructure projects and programs that connect our communities, foster a strong economy, manage traffic, expand transit service, and safely and efficiently get people to their destination of choice. Building on prior CTPs, the 2017 CTP sets forth a viable, transformative framework to continue this mission, using technology and innovation to make the best use of available resources.

To be effective and responsive, the Authority works closely with the Regional Transportation Planning Committees (RTPCs), local jurisdictions, transit agencies and paratransit providers and regional and state partners – MTC, ABAG, the Bay Area Air Quality Management District, the Bay Conservation and Development Commission, Caltrans, and the California Air Resources Board, among others.

CHALLENGES AND OPPORTUNITIES

The population of Contra Costa and the region will continue to grow. Nearly 300,000 new people, 88,000 new households and 122,000 new jobs are expected in Contra Costa County by 2040, accounting for between 10 and 13 percent of total growth for the region. Increased population and jobs will place new demands on our transportation system, but we also have new tools and innovative approaches to help meet those demands.

Challenges

The challenges will be to plan for future needs in areas of growth, facilitate economic development, and help local jurisdictions respond to and facilitate new technologies, including electric vehicles, transportation network companies, and connected/autonomous vehicles, to serve development and respond to changing demographics and travel patterns. Responding to environmental mandates, particularly

air quality, and concerns about rising tides, public health, and equity also will be important. And finally, maintaining and operating the system we have remains a pressing challenge.

Projected Growth in Population and Jobs

While the rate of growth in Contra Costa is slowing, the Authority still expects substantial growth through 2040. A 27 percent increase in our population, a 31 percent increase in our workforce, and a 36 percent increase in the number of jobs is expected by 2040 in Contra Costa. To accommodate that growth, Contra Costa will need to provide housing, as well as the schools, stores and other services needed to support the projected population increase.

Table ES-1: ABAG Projections 2013 for Contra Costa County 2010 and 2040				
	2010	2040	Change	% Change
Population	1,049,000	1,328,000	279,000	27%
Households	375,000	464,000	89,000	24%
Employed Residents	442,000	580,000	138,000	31%
Jobs	345,000	468,000	123,000	36%

Source: ABAG Projections 2013.

While both jobs and population will increase throughout Contra Costa, growth will be faster in some areas of the county than others. Population growth in West, Central, and East County is expected to be the highest. Job growth in East and Central County is expected to outpace other areas, with the lowest rate of growth found in the Lamorinda subarea.

The demographics of the county will change as well. The median age of the county is likely to increase as “Baby Boomers” age. Seniors may rely more on transit and paratransit than the working population because of mobility challenges. For them, services provided by transportation network companies such as Lyft and Uber and, over the longer term, shared autonomous vehicles, will be a real benefit. However, these private operations will need to adapt to senior’s mobility challenges, or the impact on publicly funded paratransit services will be substantial.

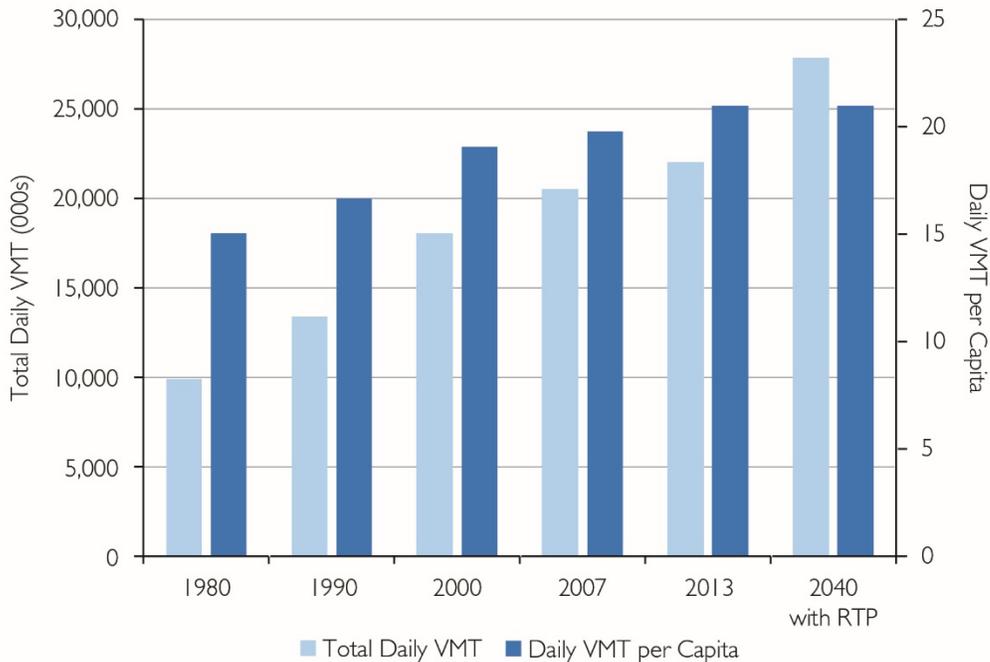
In addition, as more families move to Contra Costa County, especially into the East County, Central, and Tri-Valley areas, safe transportation options for school children

will become increasingly important. The “millennials,” as the generation born after 1980 is known, are driving less frequently than older generations, but whether this is a trend or only a short-term phenomenon is not yet clear. Partly, they are responding to the high cost of owning and operating a vehicle, and also many are choosing to live in close-in, walkable neighborhoods. If this trend continues, and it may not, it would mean that forecasts of increased congestion may be excessively dire; however, we also expect more delay on our roadways, especially those used for the daily commute to work.

How Will Growth Affect Travel and Congestion?

The increase in population will increase travel demand throughout the transportation system; it also will affect congestion throughout the county. The share of trips taken by car is expected to remain at about 92 percent of all trips. Therefore, vehicle miles traveled (VMT) will continue to increase even though the amount individuals drive, VMT per capita, is expected to level off, as shown in Figure ES-1. But an increase in total VMT does not translate into more air pollutants; as more electric and clean-fuel vehicles take to the road, tailpipe emissions will become cleaner.

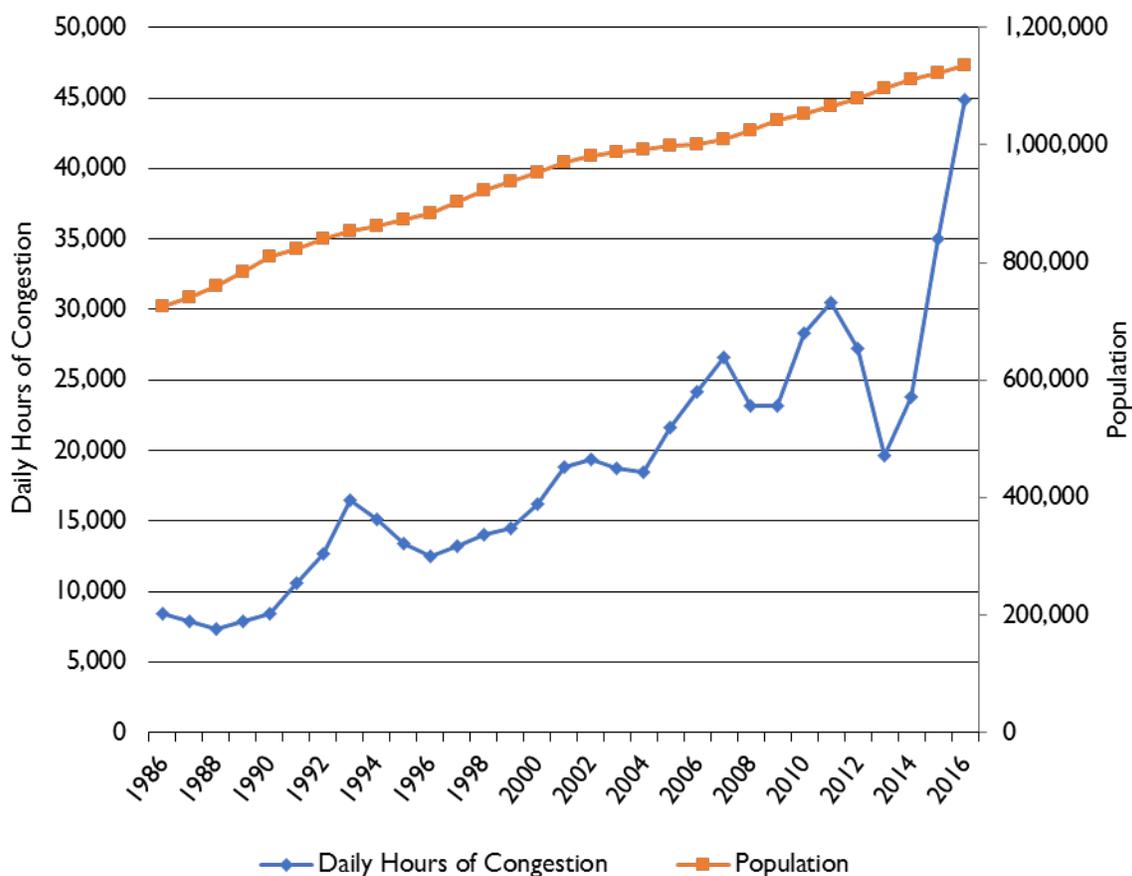
Figure ES-1: Average Weekday VMT and VMT per Capita in Contra Costa County 1980-2040



Source: Year 1980 estimated based on ARB Almanac 2007; Years 1990-2007 from 2005 MTC Travel Forecasts; Year 2013 and 2040 from Fehr and Peers and Dyett & Bhatia, 2015.

Over the past 30 years, overall traffic congestion has increased at a faster rate than population growth, as shown in Figure ES-2. In 1986, for example, drivers in the county experienced about 8,400 hours of delay on streets and highways; by 2012, this delay had increased over three-fold to 27,300 hours. More recently, the past three years show average vehicle hours of delay increasing by 50 percent over 2012. Downturns in the growth trend occurred during economic recessions. The County’s population, by contrast, only grew 43 percent during this same time period. Before the fourth bore of the Caldecott tunnel opened at the end of 2013, the SR-24 bottleneck in Orinda was one of the Bay Area’s top ten list of worst bottlenecks. The SR-4 widening from four to eight lanes, which was completed in 2015, lessened congestion on this segment of the highway, but further east and in the I-680 corridor, traffic congestion remains an issue.

Figure ES-2: Population Growth and Average Daily Hours of Congestion in Contra Costa County, 1986-2016



Data Sources: Caltrans District 4, 1986-2008 Hi-Comp Report; 2009-2016 Mobility Performance Report

While these improvements added new capacity to our roadway system, and eliminated some bottlenecks, latent demand added new traffic, somewhat offsetting the perceived benefits of these projects. Corridor management techniques, such as the Integrated Corridor Management approach used on I-80, can serve to meter new demand and reduce congestion.

Looking ahead to 2040, congestion is expected to continue to increase with average vehicle delay more than doubling. New roadway and vehicle technologies, however, can serve to reduce vehicle delay and mitigate lost time and productivity spent in traffic. This would be a significant economic benefit.

Environment and Health; the “Vision Zero” Concept

The transportation system affects our environment and public health. It is responsible for about 40 percent of the greenhouse gas (GHG) emissions in California. The system also is vulnerable to the effects of climate change, most notably rising tides, and more needs to be done to make the system resilient to these changes. Air pollution from mobile sources, especially diesel engines, increases the risk of asthma and lung diseases. Traffic collisions cause fatalities and injuries, and time spent in cars directly relates to increased rates of obesity. However, more opportunities for active transportation, and advanced vehicle technology (electric cars and zero emissions vehicles) and better vehicle connectivity can reduce pollution, improve public health, and reduce accidents.

Vision Zero is an international approach to road safety thinking, which originated in Sweden in the mid-1990s and continues to evolve. It can be summarized in one sentence: No loss of life is acceptable. The Vision Zero approach has proven highly successful as a guiding principle for many transportation organizations and plans. For example, the Intelligent Transportation Society of America (ITSA) has adopted Vision Zero as a primary driver towards intelligent transportation technologies that can improve safety. Indeed, a key part of travel safety is vehicle technology, such as connected/autonomous vehicles, but safety also is provided by roadway design, traffic controls, connectivity, education and training. Increased mobility depends on effective road safety, and this concept is a fundamental component of the CTP.

Equity

The Authority is committed to the principle of fairness, meaning benefits and burdens that occur from transportation investments should be equally distributed to all residents. The Authority also invites all residents to participate in the decision-making processes through outreach activities, which are described on the following pages.

The equity implications of the Long-Range Transportation Investment Program presented in this CTP were evaluated using MTC's performance targets. The results of this analysis are contained in Volume 2. Overall the 2017 CTP supports *Plan Bay Area's* equity targets for the Regional Transportation Plan (RTP) by offering equitable transportation opportunities for all residents, including those living in Communities of Concern and for minority and low-income residents.

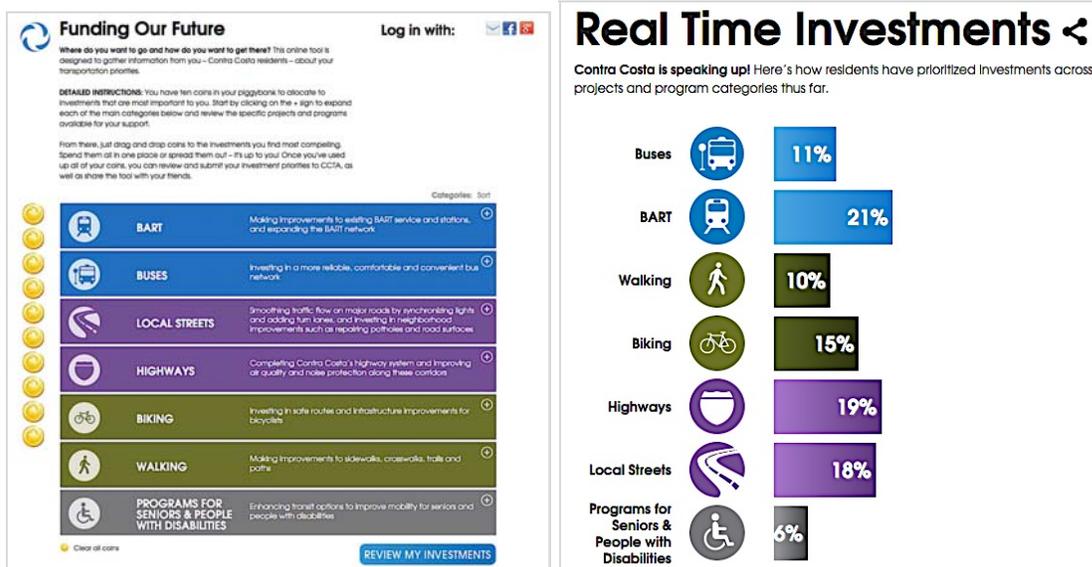
Opportunities

The CTP supports improvements to the efficiency of existing infrastructure, strategic investments in new capacity, advanced technology, and new potential funding sources to provide opportunities to improve the mobility and accessibility in Contra Costa. New technology, which supports express lanes and integrated corridor management, coupled with proven technologies for traffic signal coordination and ramp metering, is already improving the efficiency of existing roads and freeways. Shared-use mobility services through transportation network companies that facilitate carpooling are filling unused seating capacity of the vehicles traveling on the roads. And the technology on the horizon, such as fully connected and autonomous vehicles, provides huge opportunities for improved efficiency through potential reduction of accidents and increased roadway capacity.

PUBLIC ENGAGEMENT; OUTREACH ACTIVITIES

The CTP has been prepared with substantial public input since work began on the update in 2014. The Authority's outreach spanned the gamut from traditional forums, public meetings and newsletters to new technologies, including social media. This extensive outreach effort enabled the Authority to learn how residents generally viewed the Plan's proposals and transportation needs. An online public engagement survey/comment tool and a telephone Town Hall, one of the first in the Bay Area, offered individuals the opportunity to engage with the Authority's Board members and

senior staff. The Authority also hosted a website portal that enabled residents to express their priorities by showing how they would allocate funding and prioritize investments across an array of projects and programs.



Those participating in the outreach activities supported a broad range of projects and programs; many also expressed concerns about congestion on arterial corridors and highways across the county; funding for bicycle and pedestrian projects; and climate change. These comments guided Authority staff in making revisions that have been incorporated into the 2017 CTP.

Following release of the Draft 2017 CTP, the Authority will initiate a public engagement process that will allow Contra Costa's residents to weigh in on the Draft Plan. This effort will include:

- Countywide workshops using an “open house” format to facilitate participation;
- Meetings with the Authority’s Citizens Advisory Committee;
- Public meetings starting in June to enable the Authority to hear comments from residents and others on the Draft Plan and the Environmental Impact Report (EIR) on the Plan;
- Focus group and stakeholder outreach;

- Workshops and study sessions with the Regional Transportation Planning Committees (RTPCs); and
- Presentations to City Councils, boards and commissions, upon request; and
- An online open house from the end of May through July for residents to learn more about the Plan and provide feedback.

VISION, GOALS AND STRATEGIES

The following vision encapsulates the role the transportation system will play in supporting the people, economy, and environment of Contra Costa:

Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and strong economy to benefit all people and areas of Contra Costa, through (1) a balanced, safe, and efficient transportation network, (2) cooperative planning, and (3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.

To achieve this vision, the Authority identified five goals for the 2017 CTP.

1. Support the efficient, safe, and reliable movement of people and goods using all available travel modes;
2. Manage growth to sustain Contra Costa's economy, preserve its environment and support its communities;
3. Expand safe, convenient and affordable alternatives to the single-occupant vehicle;
4. Maintain the transportation system; and
5. Continue to invest wisely to maximize the benefits of available funding.

For each of these goals, the Authority has identified strategies for achieving them.

Investing Wisely

One of the Authority’s goals is to “invest wisely”, because our funding needs far exceed our funding resources. Creating a “wise” investment package will require using our funds to attract funds from other sources and evaluating proposed projects to identify those that best meet the Authority’s vision.

The 2017 CTP outlines the investment priorities proposed by the Authority., It begins with the priorities expressed in MTC’s 2013 RTP, and uses that as a building block to establish new priorities through the Action Plans developed by the RTPCs, from public and stakeholder input, and from recently completed studies that focus on specific corridor issues. It reflects a “bottoms-up” approach, drawing together all of the suggestions for funding that have been submitted since the last CTP was adopted in 2009. Priorities were reviewed with the RTPCs, stakeholders, and the Authority’s advisory committees, and the results of packages of project and programs were evaluated and compared using performance measures established by MTC. The building blocks for the Long-Range Transportation Investment Program (LRTIP) included in the CTP reflects the consensus that emerged from these discussions and Authority direction on a preferred approach.

Measure C and Measure J together have made a substantial dent in funding needed for projects and programs, not only from the revenues they generated, but also the funding they attracted from other sources. The following table shows Measure C/J expenditures by category, including the amount of funds leveraged, for a total of 6.5 billion in Year of Expenditure (YOE) dollars.

Table ES-2: Measures C and J Past and Future Project Expenditures (Year of Expenditure Dollars in Millions)			
Measure C and Measure J	Past	Future	Total
Roadway (highways, arterials and maintenance)	\$755	\$1,031	\$1,785
Transit (rail, bus, ferry, express bus, paratransit, commute alternatives)	\$434	\$738	\$1,171
Pedestrian & Bicycle, including Transportation for Livable Communities, trails, safe transport for children, and subregional needs	\$11	\$323	\$334
Other	\$144	\$373	\$517
Subtotal	\$1,344	\$2,464	\$3,808
Leveraged funds on Measure C & J projects	\$1,721	\$970	\$2,691
TOTAL FUNDS	\$3,065	\$3,434	\$6,499

Note: Past expenditures are through FY 2014-15 up to June 30, 2015.

The Authority maintains a “master” project list that includes all projects – completed, under construction, and proposed. Called the Comprehensive Transportation Project List, or CTPL, this financially-unconstrained project list is used to track all potential projects and their funding status. All told, over \$29 billion in new projects and programs have been identified to maintain and improve our roads, freeways, transit systems, and bicycle and pedestrian facilities, meaning there is a significant unfunded need.

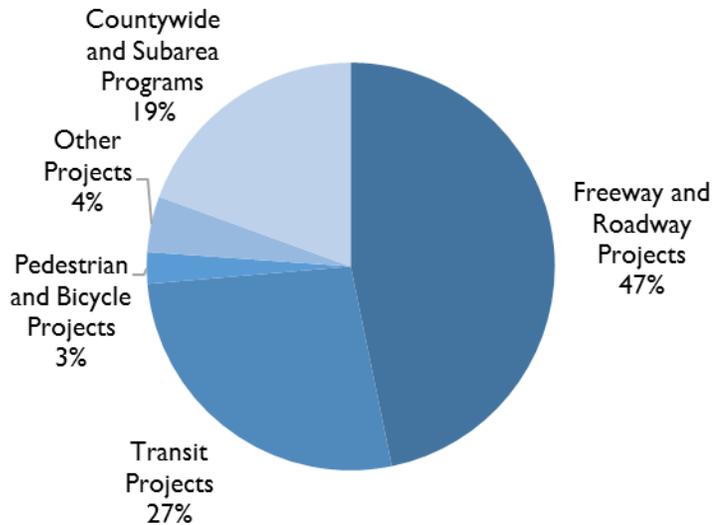
Table ES-3 presents the proposed 2040 funding program that has been developed by the Authority. It reflects a combination of existing and new potential revenue sources and leverage of local sources through State and federal grant programs, with priority given to those programs and projects that will help transform and maintain the transportation system with technology and innovation.

Table ES-3: LRTIP Funding Overview (2017 \$ in Millions)		
	Total Cost	% of Total
Freeway and Roadway Projects	\$3,742	47%
Transit Projects	\$2,150	27%
Pedestrian and Bicycle Projects	\$200	3%
Other Projects	\$355	4%
Countywide and Subarea Programs	\$1,555	19%
Subtotal (Additional Revenues)	\$8,002	100%
2013 RTP Projects Total (Assumed Revenues)	\$3,672	
TOTAL FUNDS	\$11,674	

Note: Numbers may not sum precisely due to rounding.

Figure ES-3 shows a high-level summary of the funding allocations in the LRTIP, including the split between projects and programs and the travel modes supported. Public feedback on these allocations will help the Authority determine whether any adjustments should be made in the final plan to be considered for adoption.

Figure ES-3: Funding Allocations in the LRTIP (excluding 2013 RTP)



Maintaining our System

One of the Authority’s greatest challenges is to ensure adequate maintenance of the transportation system, so the capital investments that have been and will be made are not compromised. The 2017 CTP includes new strategies to establish effective preventive maintenance and reduce the backlog of transportation rehabilitation and maintenance needs. Creating a stable funding source for long-term maintenance costs is a Plan priority. With this in mind, the Authority intends to expand the Regional Transportation Mitigation Program to ensure that fees collected cover the costs of ongoing maintenance. New facilities should not be built if they cannot be maintained. Deferred maintenance of existing facilities also is addressed, along with the role of external partnerships, such as the California Transportation Infrastructure Priorities Work Group among others, in helping secure needed funding.

IMPLEMENTING THE PLAN

The 2017 CTP will play an important role in shaping our transportation policy and investment decisions. But how will the Plan be carried out? The CTP outlines the strategies, the partnerships and the guidelines essential for a smooth transition from concept to reality. The Authority will need to work with many agencies to fund and prioritize the programs and projects in the LRTIP. New revenue sources will be

investigated. The potential for public-private partnership also will be explored as they have proven particularly effective in the Bay Area and elsewhere.

Detailed implementation tasks to follow through on the goals and strategies listed in the CTP are grouped into the following eight broad categories:

- Implement Measure J funding programs
- Plan for Contra Costa's transportation future
- Respond to State and federal legislative mandates
- Support Growth Management Program
- Design and construct transportation improvements
- Improve systems management and maintenance
- Build and maintain partnerships
- Secure long-term funding for transportation improvements

The 2017 CTP represents the Authority's long-term plan for investment in our transportation system, cooperative planning, and growth management. Working with its partner agencies, the Authority will apply the strategies outlined in the 2017 CTP to achieve this vision.

TECHNICAL MEMORANDUM

Date: May 31, 2017

To: Leah Greenblat and John Nemeth, WCCTAC

From: Julie Morgan, Fehr & Peers
Bob Spencer, Urban Economics

Subject: West County STMP Update: Review of Prior Nexus Study, Current Fee Levels, and Fee Program Administration

OK17-0177

The West County Subregional Transportation Mitigation Program (STMP) is a development impact fee program that generates funds for regional and subregional transportation improvement projects. Per the requirements of the state Mitigation Fee Act (MFA), an impact fee program should be established based on the results of a "nexus study" which analyzes the relationships between the transportation demand of new development and the cost of constructing capital improvements to serve that demand. The West County STMP was first adopted in 1997, and an updated nexus study was prepared in 2006. The current effort is to update the program by completing a new nexus study.

An important early task in the current STMP update effort is to review the prior nexus study and compare its methods to current professional best practices. The prior nexus study is titled *2005 Update of the Subregional Transportation Mitigation Program (STMP)*, dated May 5, 2006 and prepared by TJKM Transportation Consultants.

OVERVIEW OF THE STMP

The STMP is an important mechanism for regional collaboration in West County. The program involves all six jurisdictions (the five incorporated cities of El Cerrito, Hercules, Pinole, Richmond, and San Pablo, along with Contra Costa County) and was established to comply with the Measures C and J Growth Management Program requirements for a mitigation program to fund



improvements needed to meet the transportation demands resulting from growth. Regional, multi-jurisdictional fee programs are more complicated than local mitigation fee programs administered by a single jurisdiction; however, in exchange for that added complication, regional programs offer a forum for cooperation and coordination that allows the agencies involved to make more comprehensive transportation investments than any single jurisdiction could do on its own.

REVIEW OF 2005 UPDATE OF THE STMP

In general, the *2005 Update of the STMP* report takes a reasonable and conservative approach to calculating the maximum justified STMP fee. However, certain components of the approach have some inconsistencies or do not appear to follow current professional best practices. Comments follow on several of the key components of the nexus study.

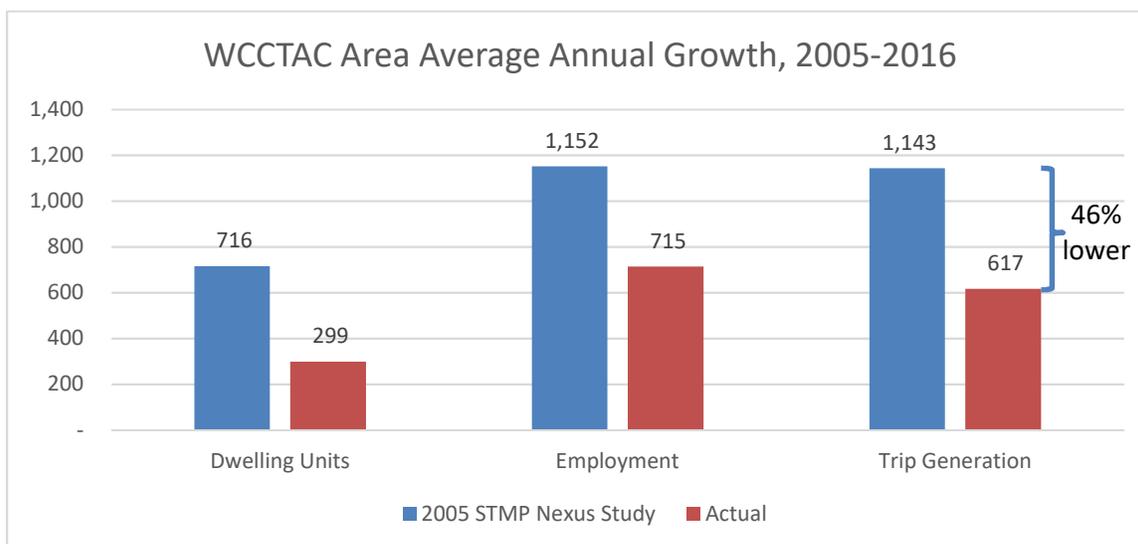
GROWTH AND REVENUE PROJECTIONS

One of the important elements of a nexus study is a projection of the amount of new development likely to occur during the time period studied. This information is important both for calculating the maximum justifiable fee and for estimating the amount of revenue the fee program will generate. The *2005 Update of the STMP* report used regional growth projections prepared by the Association of Bay Area Governments (ABAG) in 2003; using these types of regional growth projections is a common practice in nexus studies.

Current data indicates that the pace of growth in West County has been substantially slower than was projected in the *2005 Update of the STMP* report. Figure 1 below shows the average annual amount of new development assumed in the *2005 Update of the STMP* projections (2005-2030), compared to the actual amounts to date (2005-2016). When converted to trip generation using the factors from the *2005 Update of the STMP*, growth to date has been 46 percent lower than the ABAG projections. One reason for this shortfall is the significant economic recession that occurred during this time period, which was not anticipated in the ABAG projections. For an impact fee program, the effect of having slower-than-predicted growth is that the amount of annual fee revenue will be lower than projected, which will affect the timing of capital improvement projects. As a counter-vailing factor, if growth is slower than projected, then the need for capital improvements may also be reduced.



Figure 1: Average Annual Growth Rates



Source: TJKM Transportation Consultants, 2005 Update of the STMP; California Department of Finance; U.S. Census.

In addition to lower growth rates, the 2005 Update of the STMP used two different sets of trip generation rates, one to calculate the STMP cost per trip and the other to apply the fees to each land use category. The result of this discrepancy is that fee revenue has been generated more slowly than predicted.

Specifically, the report assumed an average rate of 0.60 peak hour trips per employee, and applied that rate to the ABAG employment projections in order to calculate the number of new trips associated with new employment. That was added to the number of new trips associated with new housing to calculate the total number of new trips expected in the WCCTAC area. The cost of the projects was then divided by that total number of new trips to establish the STMP cost per trip.

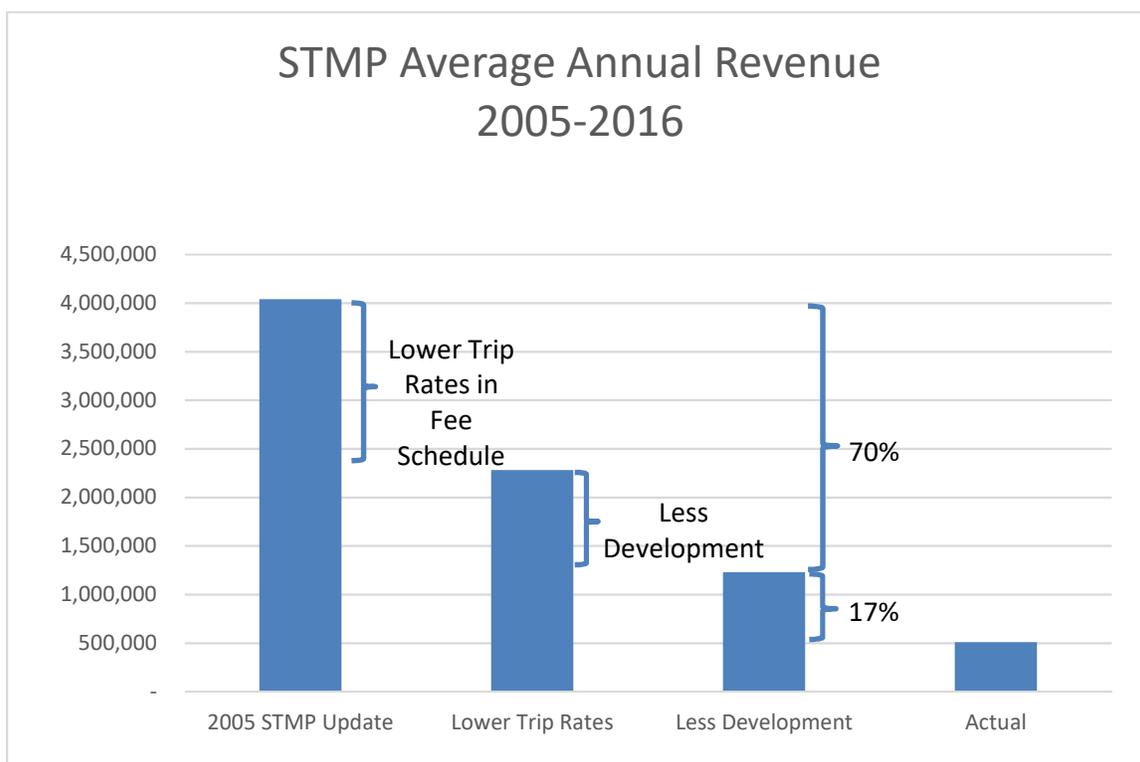
The next step in the process was to establish a fee for each land use category, based on the number of peak hour trips each category would generate. As explained on page 18 of the 2005 Update of the STMP, instead of using standard trip rates consistent with those used in the earlier calculations described above, it was decided to reduce the trip rates for the retail, office, and industrial categories; retail rates were reduced by 50%, office rates by 25%, and industrial rates by 22%. These reductions may have been applied intentionally with the goal of attracting more nonresidential



development, although the report does not provide much description. All other factors being equal, we estimate that the result of using lower trip rates in the fee schedule than were used in the earlier cost calculations is that the STMP will generate about 35 percent less revenue from nonresidential development compared to what was projected in the *2005 Update of the STMP* report.

Actual STMP revenue received since 2005 compared to projections in the *2005 Update of the STMP* report is displayed in Figure 2. The STMP has generated an average of about \$510,000 annually since 2005, or about 87 percent less than the report's estimate of \$4 million annually. About 70 percent of this reduction is due to the two factors explained above (i.e., slower overall growth, and reduced trip rates for retail/office/industrial uses). The remaining 17 percent is not clearly explained, but could at least in part be due to variability in the estimates necessary to calculate the first two factors.

Figure 2: STMP Average Annual Revenue



Source: TJKM Transportation Consultants, *2005 Update of the STMP*; California Department of Finance; U.S. Census; WCCTAC.



Suggested Best Practices for Growth and Revenue Projections

To follow best practices for transportation nexus studies, we would suggest that for the STMP update:

- Growth projections be based on the latest available regional projections, modified if appropriate to reflect input from member jurisdictions.
- A consistent set of trip rates be used throughout the nexus analysis, and any discounts that are applied to particular land use categories be clearly explained and documented.

PROJECT SELECTION

Another important element of a nexus study is to identify the capital improvement projects that will be eligible to receive funds from the fee program. The MFA specifies that impact fees should be used to fund capital projects, and not for ongoing operating or maintenance costs. Further, as a subregional fee program, the intent of the STMP is to collect fees throughout the West County area and use those revenues for the construction of capital projects that address subregional transportation needs.

The *2005 Update of the STMP* identified a list of 11 projects that were the subject of the nexus study. These projects are varied, ranging from interchange improvements along I-80 and SR 4, traffic/pedestrian/transit improvements along arterial corridors such as San Pablo Avenue and San Pablo Dam Road, parking and access improvements at transit stations (including BART and intermodal stations in Richmond and Hercules), and investments in completing the Bay Trail. Several of the projects are located along routes that have been designated as “routes of regional significance” in the West County Action Plan, while other projects are not located along such designated routes. For reference purposes, a map of the 11 project locations and a table showing the amount of STMP revenues disbursed to each project are attached to this memo.

One potential issue is that, while the 11 projects address a range of travel modes, the methods used in the nexus study focus just on vehicular travel, such as by using vehicle trip generation as the metric for calculating fee amounts. Broadening the nexus analysis to address all modes of travel would help to make a stronger connection with the multimodal capital improvement projects eligible for funding through the program. Other questions on specific projects include:

- The report does not clearly articulate a reasonable relationship between the need for the Bay Trail Gap Closure project and increased subregional vehicle trip generation from new



development. Except for the trail gap parallel to the Richmond Parkway, the gaps are not directly related to a route of regional significance, and there is no discussion of how the Bay Trail's primary use as a recreational facility might be connected to congestion reduction for regional travelers. This project may not be appropriate for inclusion in the STMP, or the STMP nexus approach might need to be significantly modified to establish an appropriate nexus relationship.

- The San Pablo Dam Road Improvement in Downtown El Sobrante is described as a "revitalization" project, suggesting more localized as opposed to regional benefits. The report does not clearly articulate the elements of this project or how there is a reasonable relationship between the need for this project and increased subregional travel from new development.
- The North Richmond Road Connection project is described as serving "growth in truck traffic resulting from new development in the North Richmond area" and involves extensions of Seventh Street and Pittsburg Avenue. These streets are not routes of regional significance and the report does not articulate how this project might improve levels of service on Richmond Parkway (which is a route of regional significance) or otherwise contribute to serving subregional needs.

Suggested Best Practices for Project Selection

To follow best practices for transportation nexus studies, we would suggest that the STMP update define a set of criteria to determine the capital improvement projects eligible for funding through the fee program. Below are examples of criteria that would satisfy MFA requirements, support the defensibility of the fee program, and support the purpose of the STMP as a mechanism for subregional collaboration and investment.

- Projects should have a reasonable expectation of implementation during the timeframe of the fee program
- Projects should be included in an adopted regional plan
- Project locations should be generally distributed throughout the West County area
- Projects should contribute to congestion reduction for regional travelers, such as:
 - By addressing congestion impacts on routes of regional significance through direct improvements on those routes or nearby parallel facilities, or
 - By reducing vehicular demand through investments in public transit that serves regional travel, or
 - By making it easier to use regional transit by improving bicycle or pedestrian access to transit stations or major transfer points.



As a note, there is increasing interest in using vehicle miles of travel (VMT) as a metric in transportation planning studies. While VMT can be a useful way to measure overall travel demand and it is directly related to other topics such as air pollutants and greenhouse gas emissions, it is not useful in helping to answer questions about what type of physical improvement is needed at a specific location, and is therefore of limited use in selecting the projects to be funded through a mitigation fee program. VMT could be used at a later stage of the nexus study when calculating the fee amounts to be charged to different land use categories, in which those categories that generate longer trips could be assessed a higher fee.

ALLOCATING COSTS TO NEW DEVELOPMENT

One of the key steps in a nexus study is to allocate the costs of the capital improvement projects to the new development in a way that is reasonably proportional to that new development's impacts. In this way, the amount of the fee to be levied on each new development can be calculated. In the *2005 Update of the STMP*, most of the project costs are allocated to the STMP using a conservative, technically defensible approach. Three projects use a more aggressive approach that allocates greater costs to the STMP, although their overall share of the total STMP cost is small.

- Most projects (8 out of 11) used new development's share of total trips at the planning horizon in 2030 (27.5 percent) to allocate total project costs to the STMP fee. This approach is conservative and is commonly used when no other analysis is available to quantify new development's fair share of costs for a particular facility.
- The allocation of costs to the STMP fee for the remaining three projects ranges from 40 percent for the Richmond Intermodal Station, to 50 percent for the Willow Avenue interchange and the North Richmond Road Connection project. The report does not present a quantitative justification for these allocations, which appear to be based on professional judgement. Best practices suggest the use of a quantitative justification for all cost allocation factors. Lacking such an analysis, it would have been appropriate to apply the 27.5 percent allocation factor described above to all projects. However, the effect of this change would be relatively small: only about nine percent of total costs allocated to the STMP are associated with the share of project cost allocations that are greater than 27.5 percent.

Suggested Best Practices for Allocating Costs to New Development

To follow best practices, the nexus study should explicitly describe the fee program's purpose and intent. The STMP has traditionally been used as a source of funds for completing critical initial



project phases, such as environmental studies or preliminary design, or for leveraging other sources of funds that may require a local match. Thus, while STMP revenue has been relatively limited in magnitude, it can nonetheless be crucial in advancing a project to a state of readiness such that it can attract other funds.

If the updated STMP is to have the same focus, we suggest that the nexus study clearly explain that the intent of the program is not to fully fund particular projects, but rather to contribute partial funding to a range of projects. In this way, the conservative nexus approach used in the *2005 Update of the STMP*, based on the amount of new trips generated by new development, remains an appropriate method for establishing the relationship between the need for the improvement and the role of new development in contributing to that need.

OTHER SOURCES OF FUNDS

The Mitigation Fee Act statute that governs adoption and implementation of development impact fees in California requires a set of findings every five years regarding funds that have been collected but not yet disbursed. In particular, the findings should identify the sources, amounts, and approximate timing of additional funds anticipated in order to construct incomplete projects. The ordinance used to adopt the STMP fee in 2006 also requires preparation of these findings every five years (see Section IV.K). However, it appears that these findings have not been documented, either in the *2005 Update of the STMP* report or in subsequent reports.

Suggested Best Practices for Describing Fund Sources

To follow best practices, the findings specified in the MFA should be adopted every five years, describing any STMP funds not yet spent and the sources, amounts, and approximate timing of other funding anticipated in order to complete the projects.

CURRENT STMP FEE LEVELS

The STMP fees from the fee schedule shown in the *2005 Update of the STMP* are presented in Table 1. The model STMP ordinance specifies an inflation index to be used to adjust the fee levels annually to reflect changes in construction costs. This is a common practice in fee programs, to ensure that the “purchasing power” of the fee revenue keeps up with changes in the cost of building capital



projects. The index is also shown in Table 1, along with a calculation of what the fees would currently be if they had been indexed for inflation.

Table 1: WCCTAC 2005 STMP Fee Schedule Indexed for Inflation

Unit		2005 STMP Fee Schedule	Index (Jun. 2006 - Jun. 2016)	FY 2016-17 Fee Schedule If Indexed
Single family	per dwelling unit	\$2,595	1.37	\$3,555
Multi-family	per dwelling unit	\$1,648	1.37	\$2,258
Senior Housing	per dwelling unit	\$701	1.37	\$960
Hotel	per room	\$1,964	1.37	\$2,691
Retail	per 1,000 sq. ft.	\$1.82	1.37	\$2.49
Office	per 1,000 sq. ft.	\$3.51	1.37	\$4.81
Industrial	per 1,000 sq. ft.	\$2.45	1.37	\$3.36
Storage Facility	per 1,000 sq. ft.	\$0.53	1.37	\$0.73
Church	per 1,000 sq. ft.	\$1.58	1.37	\$2.16
Hospital	per 1,000 sq. ft.	\$4.21	1.37	\$5.77

Note: The index is based on the Engineering-News Record Construction Cost Index for the San Francisco Bay Area, as described in WCCTAC's STMP model ordinance.

WCCTAC staff conducted a survey of STMP fees imposed by member jurisdictions as of April 2016, and found that the fees varied by jurisdiction. See Table 2 for an update of that survey based on a review of currently adopted master fee schedules for WCCTAC member jurisdictions. This survey found that the fees charged by Contra Costa County are very similar to the fully-indexed fees calculated in Table 1, suggesting that the County has been increasing its fees for inflation based on the index presented in the model ordinance. Fee amounts levied in the other jurisdictions are lower than the calculated indexed fees, and in some cases remain equal to the original fee schedule from the 2005 STMP nexus study. Thus, the purchasing power of the overall fee program has eroded over time, and is smaller than was anticipated in the *2005 Update of the STMP*.

For comparison purposes, Table 2 also lists transportation mitigation fees adopted by other subregions of Contra Costa County to comply with the Measure J Growth Management Program. The West County STMP fees for residential uses are lower than the fees charged in other subregions of the County. Fees for non-residential uses are more variable, with the West County fees being lower than those charged in the Lamorinda or Tri-Valley areas, and higher than those charged in East County.



Table 2: Subregional Transportation Mitigation Program (STMP) Fees

Jurisdiction	Single Family (per unit)	Multi-Family (per unit)	Retail (per sq. ft.)	Office (per sq. ft.)	Industrial (per sq. ft.)
WCCTAC Area					
WCCTAC (original)	\$2,595	\$1,648	\$1.82	\$3.51	\$2.45
WCCTAC (indexed)	\$3,555	\$2,258	\$2.49	\$4.81	\$3.36
County	\$3,500	\$2,204	\$2.46	\$4.74	\$3.32
El Cerrito	\$2,595	\$1,648	\$1.82	\$3.51	\$2.45
Hercules	\$2,904	\$1,844	\$2.04	\$3.93	\$2.74
Pinole	\$2,595	\$1,648	\$1.82	\$3.51	\$2.45
Richmond	\$3,210	\$2,039	\$2.25	\$4.34	\$3.03
San Pablo	STMP fee not listed in master fee schedule				
Other Subregions in Contra Costa					
East County	\$18,186	\$11,164	\$1.80	\$1.56	\$1.56
Lamorinda	\$7,269	\$5,088	\$7.78 (all nonresidential land uses)		
Tri-Valley	\$4,369	\$3,010	\$3.48	\$7.43	\$4.32

Notes:

Jurisdictions in Central Contra Costa County do not have a uniform subregional fee and instead impose mitigations on a project-by-project basis.

Jurisdictions in Southern Contra Costa County have fees in addition to the Tri-Valley fee that vary by subdivision.

Local transportation mitigation fees are also charged by many individual jurisdictions, for the purposes of improving local streets and other non-regional transportation facilities. Such local fee programs are separate from and in addition to any regional or subregional fee programs that may also apply in that area. For informational purposes, local fees in nearby jurisdictions are shown in Appendix A.

Suggested Best Practices for Setting Fee Levels

To follow best practices, all jurisdictions participating in a subregional fee program should impose the same fee amounts, and the fee should be indexed for inflation in order to maintain its purchasing power. Therefore, at a minimum, all jurisdictions in West County should apply the indexed STMP fee amounts shown in Table 1, and the fees should be indexed annually.

Further, as part of this STMP update, consideration should be given to increasing the fees beyond the inflation-indexed amount. As real estate values continue to increase faster than inflation, and as the WCCTAC STMP fees are lower than other subregional fees in other parts of Contra Costa, it



may be feasible to consider a fee increase in order to support greater levels of investment in the region's transportation infrastructure.

FEE PROGRAM ADMINISTRATION

As a regional fee program, the STMP involves every jurisdiction in West County and requires a high level of coordination. The local agencies (cities and County) that issue building permits are responsible for collecting the fees and submitting the funds to WCCTAC. WCCTAC is responsible for administering the program, tracking revenues and expenditures, and disbursing the funds to project sponsors.

As with any program of this nature, administrative issues can arise over time that affect the efficiency and consistency of the program. After the technical nexus study is complete, we will develop a set of administrative guidelines to help streamline the administrative process and ensure consistent application of the fees. In preparation for that, we welcome input from each jurisdiction on the following questions or other topics related to how the program is administered, along with any suggestions for methods to make it more efficient.

1. Application of the fee to particular land use types
 - a. Should there be exemptions or discounts for certain uses?
 - b. Should the fee be based on AM or PM peak hour trip generation?
 - c. How should the fee be applied in cases of redevelopment of an existing vacant or occupied site?
2. Reporting of fees to WCCTAC
 - a. Quarterly reporting form: what is the current experience with the quarterly reporting process, and are there ways to streamline and make it more consistent?
 - b. What steps could be taken to ensure timeliness of submitting quarterly reports and STMP revenues?
 - c. Should the local jurisdictions receive a percentage for processing and submitting the fees to WCCTAC, and if so, how should that be calculated?
3. Administration of program
 - a. Are there suggestions for how to decide which projects receive funds and how those funds should be disbursed?
 - b. How should WCCTAC's administrative percentage be calculated?



KEY QUESTIONS AND NEXT STEPS

This West County STMP update process is an opportunity for the West County area to reinforce its commitment to funding regionally-important capital improvements. This is an important step not just for continued compliance with the Measure J Growth Management Program, but also to support the region's long-term goals for improving its transportation infrastructure and ensuring that the impacts of new development are mitigated.

To guide the STMP update process, this memo has reviewed the prior nexus study and made suggestions for best practices in several important areas. Key areas where stakeholder input is needed include:

1. Project selection: Are the criteria for project selection that are suggested on page 6 of this memo appropriate for the STMP? Should the STMP continue to focus on supporting initial project development costs (such as environmental studies or conceptual design) for a wide range of projects?
2. Setting fee amounts: In light of current economic conditions and the STMP's status compared to other subregional fee programs, would it be feasible to consider increasing the fee amounts? If so, what range of fee levels would be appropriate?
3. Fee program administration: What steps could be taken to make the program operate more efficiently, specifically in the areas of calculating the fees for particular land use types and reporting the fees to WCCTAC?

After getting feedback from the WCCTAC TAC and Board on this memo and the key questions above, the consultant team will recommend a nexus analysis approach that will comply with MFA requirements and support the subregion's goals.



APPENDIX A: INFORMATION ON LOCAL FEE PROGRAMS

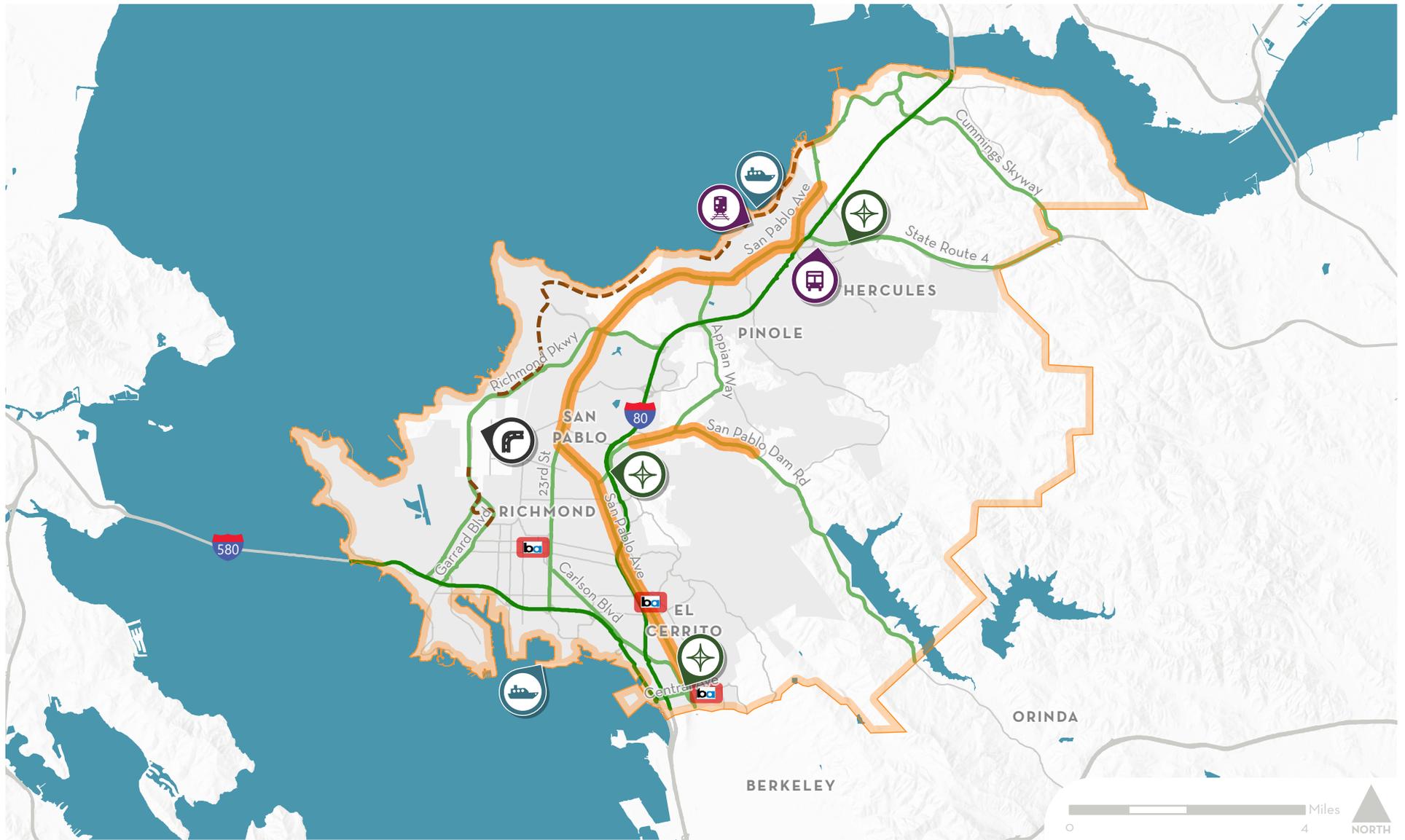
The Measure J Growth Management Program requires local jurisdictions to adopt a local transportation mitigation program. Local programs are different from subregional fee programs, in that they are intended to mitigate impacts on local streets and other non-regional facilities, and are imposed in addition to whatever regional or subregional fee programs exist in that area. For information purposes, current local transportation mitigation fees for jurisdictions in western and central Contra Costa, as well as in northern Alameda County, are shown in Table A-1. Jurisdictions that do not have a local fee program usually determine mitigations for development impacts on a project-by-project basis, typically through use of the California Environmental Quality Act (CEQA).

Table A-1: Local Transportation Mitigation Fees

Jurisdiction	Single Family (per unit)	Multi-Family (per unit)	Retail (per sq ft)	Office (per sq ft)	Industrial (per sq ft)
Northern Alameda County					
Alameda	\$2,096	\$1,627	\$3.92	\$3.86	\$3.25
Albany	No local transportation mitigation fee				
Berkeley	No local transportation mitigation fee				
Emeryville	\$2,661	\$1,650	\$4.97	\$3.97	\$2.58
Oakland	\$1,000	\$750	\$0.75	\$0.85	\$0.95
Western Contra Costa County					
El Cerrito	No local transportation mitigation fee				
Hercules	\$982	\$630	\$2.01	\$1.45	\$4.77
Pinole	No local transportation mitigation fee				
Richmond	\$1,740	\$1,391	\$4.32	\$3.81	\$1.39
San Pablo	No local transportation mitigation fee				
Contra Costa County Area of Benefit Programs					
Hercules/Rodeo/Crockett	\$1,648	\$1,319	\$4.12	\$2.63	\$1.15
North Richmond	\$3,582	\$2,874	\$9.08	NA	\$2.50
Richmond/El Sobrante	\$3,178	\$2,555	\$7.93	\$5.05	NA
West County	\$4,694	\$3,757	\$8.96	NA	NA
Central Contra Costa County					
Clayton	\$1,456	\$1,019	\$0.50	\$0.50	\$0.50
Concord	\$3,251	\$2,624	\$8.81	\$7.04	\$2.98
Martinez	\$2,221	\$1,528	\$2.23	\$1.81	\$0.99
Pleasant Hill	\$3,148	\$2,524	\$8.14	\$6.92	\$2.55
Contra Costa County Area of Benefit Programs					
Briones	\$2,300	\$1,840	\$5.75	\$3.68	\$1.60
Central County	\$5,471	\$4,863	\$10.45	\$8.88	\$3.83
Martinez	\$6,023	\$4,837	\$15.11	\$9.65	\$4.23
Pacheco	\$990	\$990	\$2.05	\$3.35	\$1.35
S. Walnut Creek	\$7,083	\$7,083	\$13.46	\$11.32	NA



Attachments: Map and Table of Current West County STMP Projects



West County

City Limits

Routes of Regional Significance

Freeway
 Arterial



Interchange Improvements



Transit Center



New Train Station



Corridor Improvements



New Ferry Service



Local Street Extensions



Station Access, Capacity,
and/or Intermodal
Improvements

Bay Trail Gap Closure Improvements



Current West County STMP Projects

Current West County STMP Project List and Status

ID	STMP Project List	Cost Estimate (2005 \$)	STMP Funding (2005 \$)	% Allocated to STMP	Status	Total STMP Fund Disbursements as of 12/31/16	Total STMP Funds Received for Administrative Costs	STMP Fund Balance as of 12/31/16	STMP Revenue Generated as of 12/31/16
1	Richmond Intermodal Station	\$ 36,000,000.00	\$ 15,000,000.00	41.67%	Partially Completed	\$ 223,116.36			
2	I-80/San Pablo Dam Road, I-80/Central Avenue, SR 4/Willow Avenue Interchange Improvements	\$ 39,207,000.00	\$ 14,280,000.00	36.42%	Partially Completed	\$ 2,800,435.39			
3	Capitol Corridor Improvements (Hercules Passenger Rail Station)	\$ 48,200,000.00	\$ 13,255,000.00	27.50%	Not Completed	\$ 896,513.75			
4	Ferry Service to SF from Richmond and/or Hercules/Rodeo	\$ 46,000,000.00	\$ 12,650,000.00	27.50%	Not Completed	\$ -			
5	BART Access and/or Parking Improvements (El Cerrito Plaza, El Cerrito Del Norte, and/or Richmond BART Stations)	\$ 92,100,000.00	\$ 25,330,000.00	27.50%	Partially Completed	\$ 631,970.06			
6	Bay Trail Gap Closure	\$ 5,490,000.00	\$ 1,510,000.00	27.50%	Partially Completed	\$ 487,365.06			
7	San Pablo Dam Road Improvements in Downtown El Sobrante	\$ 6,900,000.00	\$ 1,900,000.00	27.54%	Not Completed	\$ -			
8	San Pablo Avenue Corridor Improvements	\$ 6,000,000.00	\$ 1,650,000.00	27.50%	Not Completed	\$ -			
9	North Richmond Connection Project	\$ 7,950,000.00	\$ 4,000,000.00	50.31%	Not Completed	\$ -			
10	Hercules Transit Center	\$ 6,000,000.00	\$ 1,650,000.00	27.50%	Completed	\$ 304,963.13			
11	Del Norte Area TOD Public Infrastructure Improvements	\$ 25,000,000.00	\$ 6,875,000.00	27.50%	Not Completed	\$ -			
N/A	Alameda Congestion Management Agency					\$ 87,000.00			
Total		\$ 318,847,000.00	\$ 98,100,000.00	30.77%		\$ 5,431,363.75	\$ 50,000.00	\$ 3,117,000.00	\$ 8,598,363.75
								Revenue 1998-2004	\$ 2,942,031.00
								Revenue 2005-2016	\$ 5,656,332.75