

WCCTAC

West Contra Costa Transportation Advisory Committee



West Contra Costa High-Capacity Transit Study

WCCTAC Board Meeting

April 28, 2017



Discussion Items

- 1) Outreach Summary
- 2) Summary of Survey Results
- 3) Draft Final Report with Funding Strategies
- 4) Advancing the Alternatives
- 5) What is Next for These Alternatives and What is WCCTAC's Role?



Study Process

Public Outreach & Participation

Assessment

- Goals & Objectives
- Relevant Prior Studies
- Existing & Future Transportation & Land Use
- Market Analysis

Alternatives Development & Analysis

- Conceptual Alternatives
- Evaluation Criteria
- Preliminary Evaluation ← *Tier 1 Evaluation*
- Alternatives Refinement
- Ridership Modeling
- Cost Estimates

Final Alternatives

- Funding Options
- Final Alternatives Evaluation ← *Tier 2 Evaluation*

Final Plan

- Summary of Findings/Recommendations
- Next steps beyond this study

We are Here!

Review of Alternatives

Alternative	Yes	No
 1: Express Bus		
 2: San Pablo/Macdonald BRT		
 3: 23rd Street BRT		
 4: UPRR Commuter Rail		
 5: BNSF Commuter Rail		
 6: BART Extension from Richmond		
 7A: BART Extension from El Cerrito del Norte		
 7B: BART DMU Extension from El Cerrito del Norte		



Outreach Summary



Outreach Summary

- Media coverage:

EAST BAY TIMES



- Informational Display Posters
- Six Council Presentations
 - February-March 2017
 - Objectives:
 - Inform public and solicit input on refined alternatives
 - Provide study update to council members
- Online survey – English, Spanish, and Chinese
 - Available 2/16 – 3/26

Council Presentations

- Common Themes
 - I-80 congestion getting worse and compromising quality of life
 - Universal support for short-term bus improvements, Express Bus and BRT, as alternatives to driving on I-80
 - General support for BART as long-term solution given potential ridership and regional connectivity
 - Support for commuter rail fare subsidies and new station in Hercules were mixed
 - General concern about the ability to fund transit improvements, especially BART
 - Interest in better understanding the trade-offs between costs and benefits





Summary of Survey Results



Survey Information

- Survey available 2/21 to 3/26
- Conducted for public outreach and educational purposes; not statistical accuracy
- 12 questions covering refined alternatives
 - Where trips start/end
 - Likelihood to use alternative
 - Alternative that best meets transportation needs
- Survey results will be available on project website
 - WestCountyTransitStudy.com

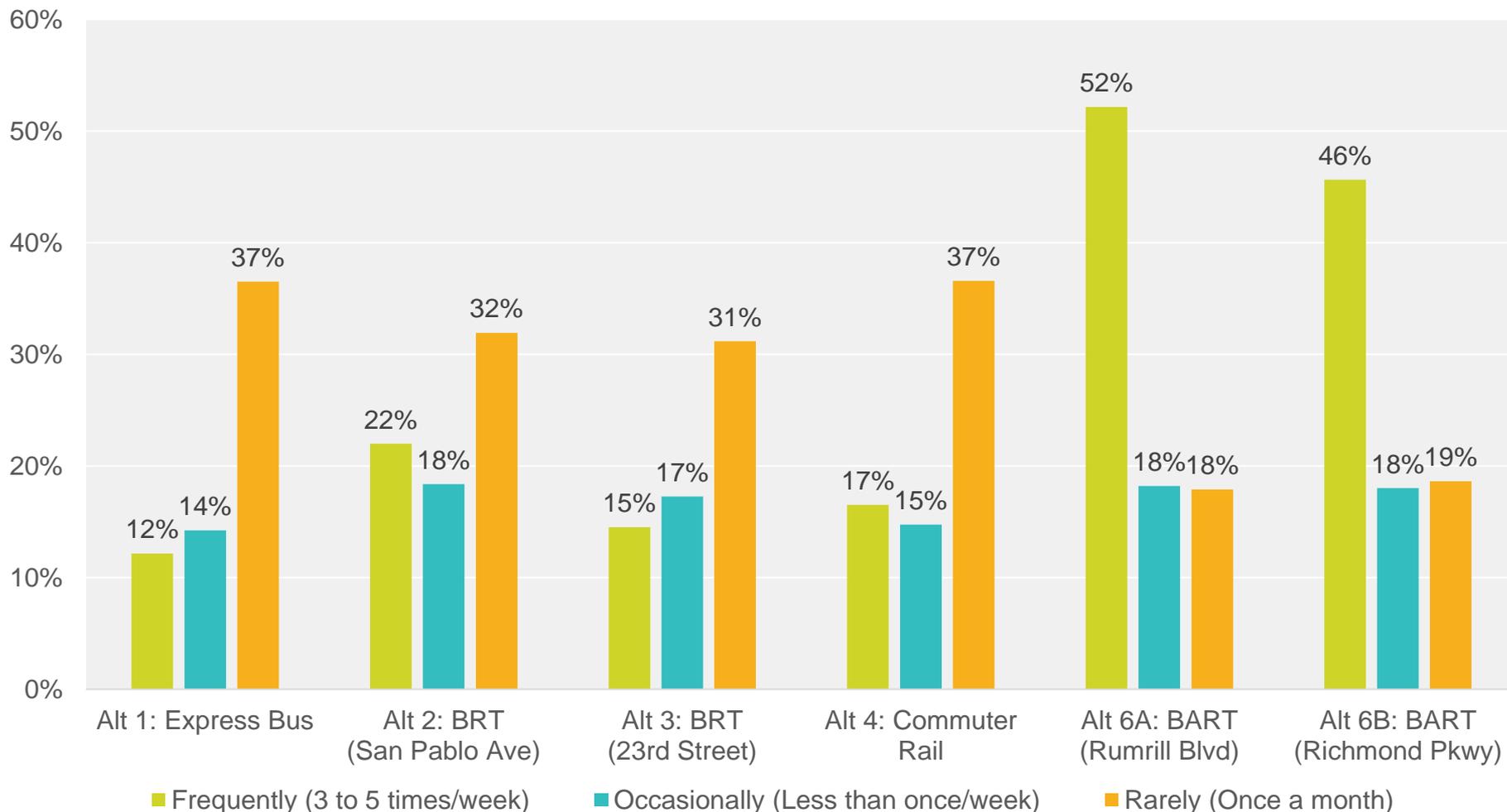


Survey Respondents

- 622 respondents
 - Captured a large market area
 - 353 respondents begin their commutes in the West County study area
 - 98 respondents end their commutes in the West County study area
 - Respondents learned about the survey through:
 - Posters
 - Twitter
 - E-Blasts
 - Media Coverage

Trips Starting in West County

Q: Given your transportation needs, how likely would you use each alternative?

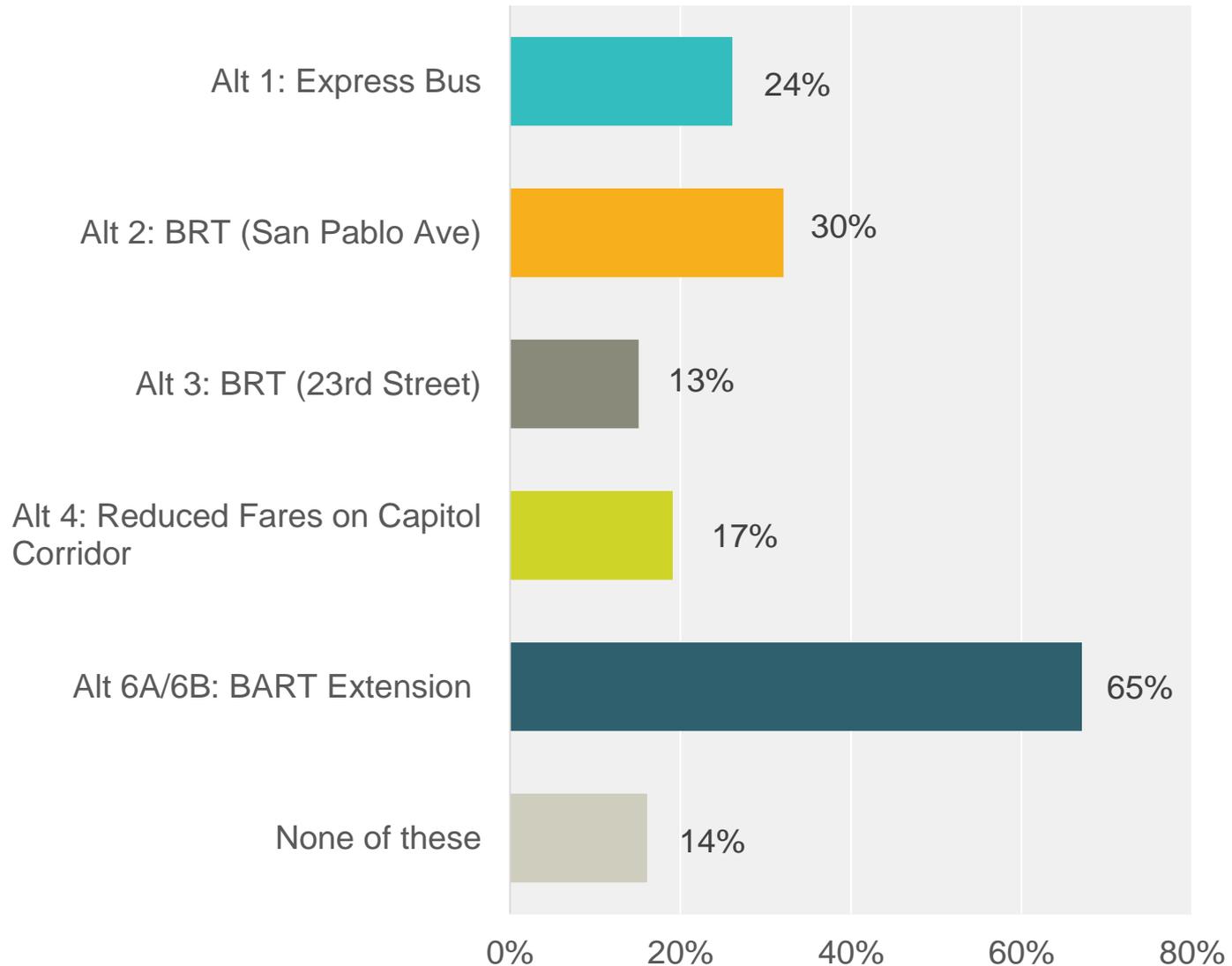


Trips Starting in West County – Preferred Mode

Q: Given all you know, which option(s) would best fit your transportation needs?

Check all that apply.

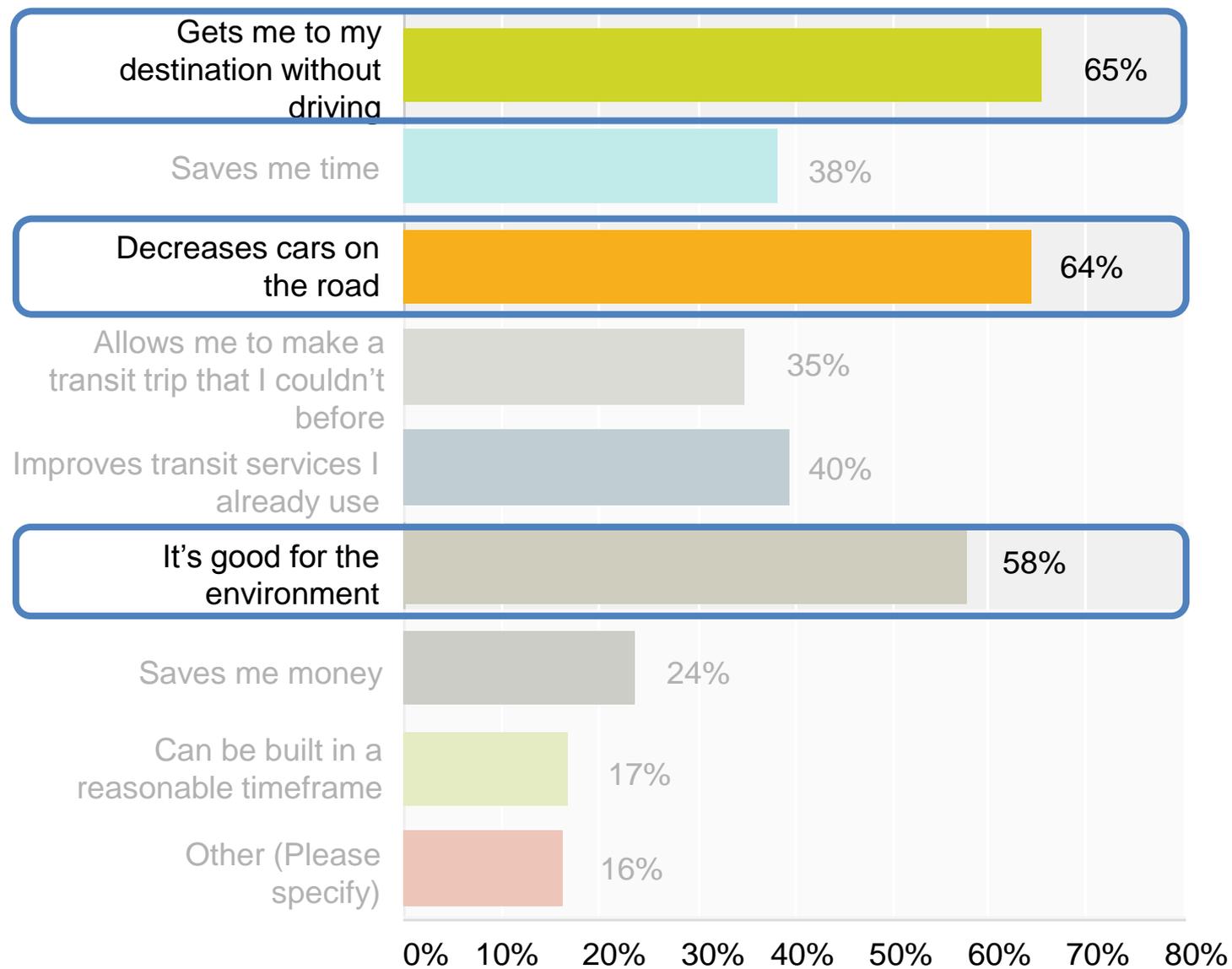
N = 319



Trips Starting in West County – Reasons

Q: What are the key reasons for your selection(s) above?

Check all that apply.



N = 306

Trips Starting in West County - Suggestions

Q: Any suggestions for improving your commute in West County?

- Express Bus and BRT
 - Add express bus service that provides seamless connections to BART
 - Reinstate AC Transit service to and from Orinda BART
- Commuter Rail
 - Improve access to and service on Amtrak and Capitol Corridor
- BART
 - Extend BART routes and expand train capacity
 - Increase parking capacity at BART stations and improve cleanliness and reliability of trains

Trips Starting in West County – Suggestions (Cont'd)

Q: Any suggestions for improving your commute in West County?

- Ferry
 - Add ferry service from West County to San Francisco, Marin, and Alameda
- Highway improvements and Law Enforcement
 - Expand hours of HOV lanes, require more people to qualify as carpool, and increase enforcement of HOV lanes



Draft Final Report



Draft Final Report



West Contra Costa High-Capacity Transit Study



Draft Final Report
May 2017

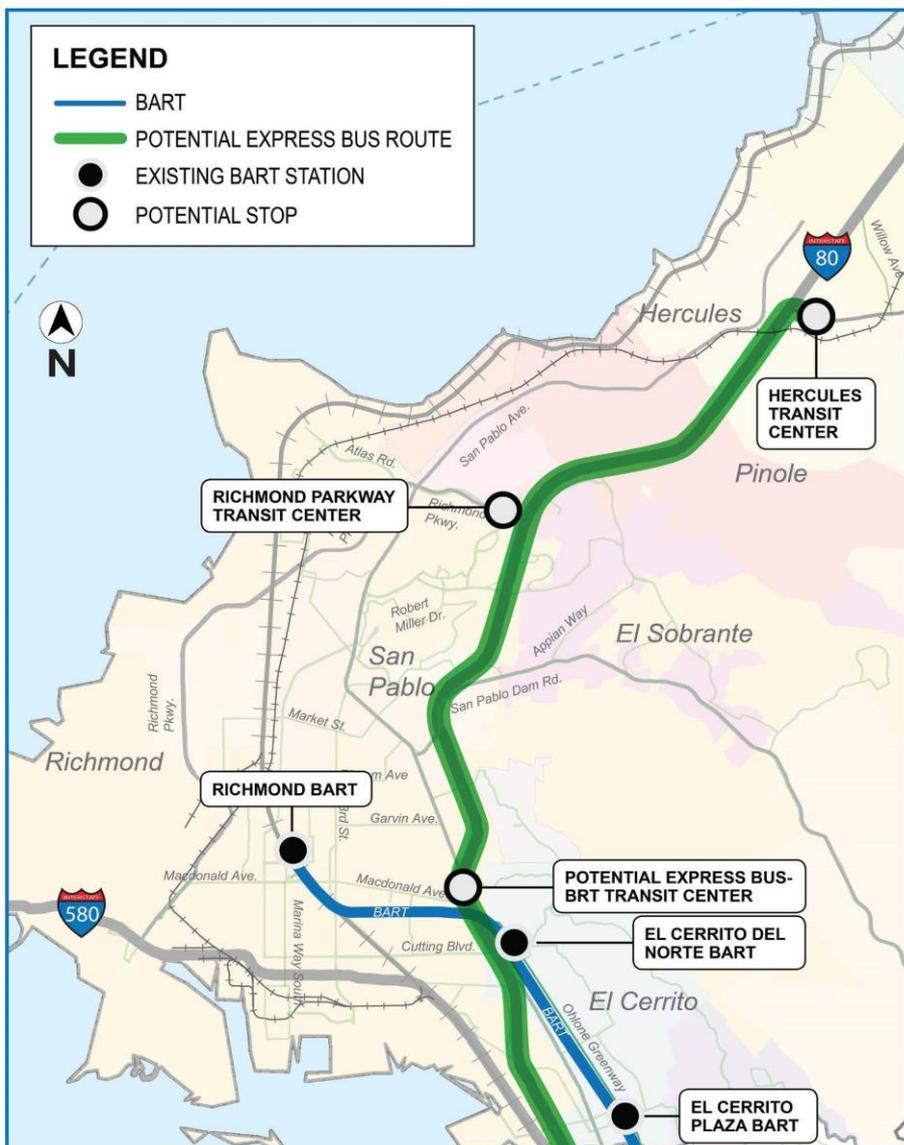


Draft Final Report: What's in it?

- Based on prior technical memos
 - Travel Market Analysis
 - Development of Alternatives
 - Ridership Modeling
 - Earlier Outreach Efforts
- New information includes:
 - Summary of Council Presentations and Second Survey
 - Updated evaluation of each Refined Alternative against criteria and performance measures
 - Funding strategies
 - Reflects high, moderate, and no federal funding scenarios
 - Guidance for advancing alternatives



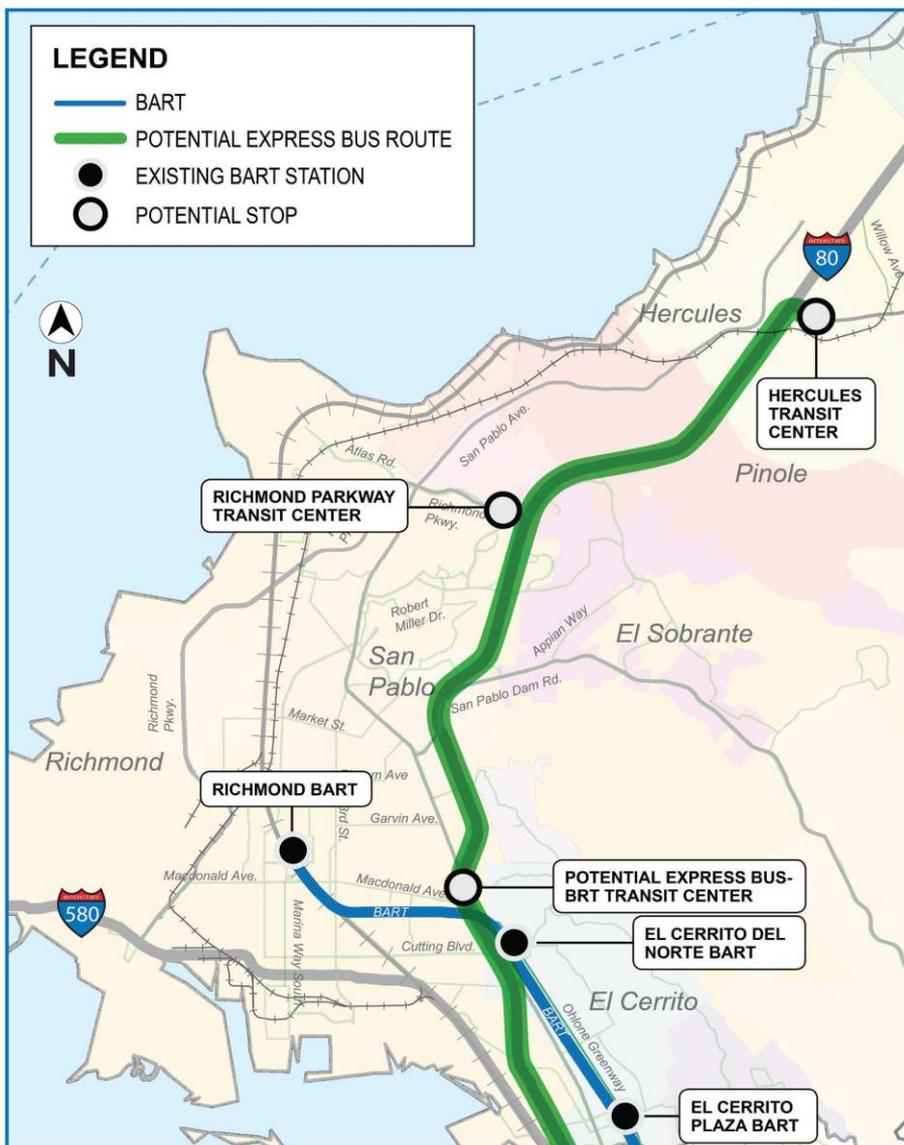
What Would it Take to Advance Express Bus?



- Enhance existing service
 - Purchase six new buses
 - Transit-priority improvements
 - Identify locations for transit-priority signals and queue jumps
- Engage MTC and Caltrans
 - Advocate for limited access to HOV lanes
 - Integrate transit priority in proposed I-80/SR 4 interchange upgrades
 - Explore ramp modifications at Richmond Parkway
- New service to Alameda County
 - Determine Express Bus operator
 - Develop service plan (e.g., routing, schedule, stop locations)
 - Seek funding for a pilot program
- Preliminary studies to expand existing P&R ride lots
- Introduce new Express Bus service from West County
- Consider study for potential increased transit service from Solano County



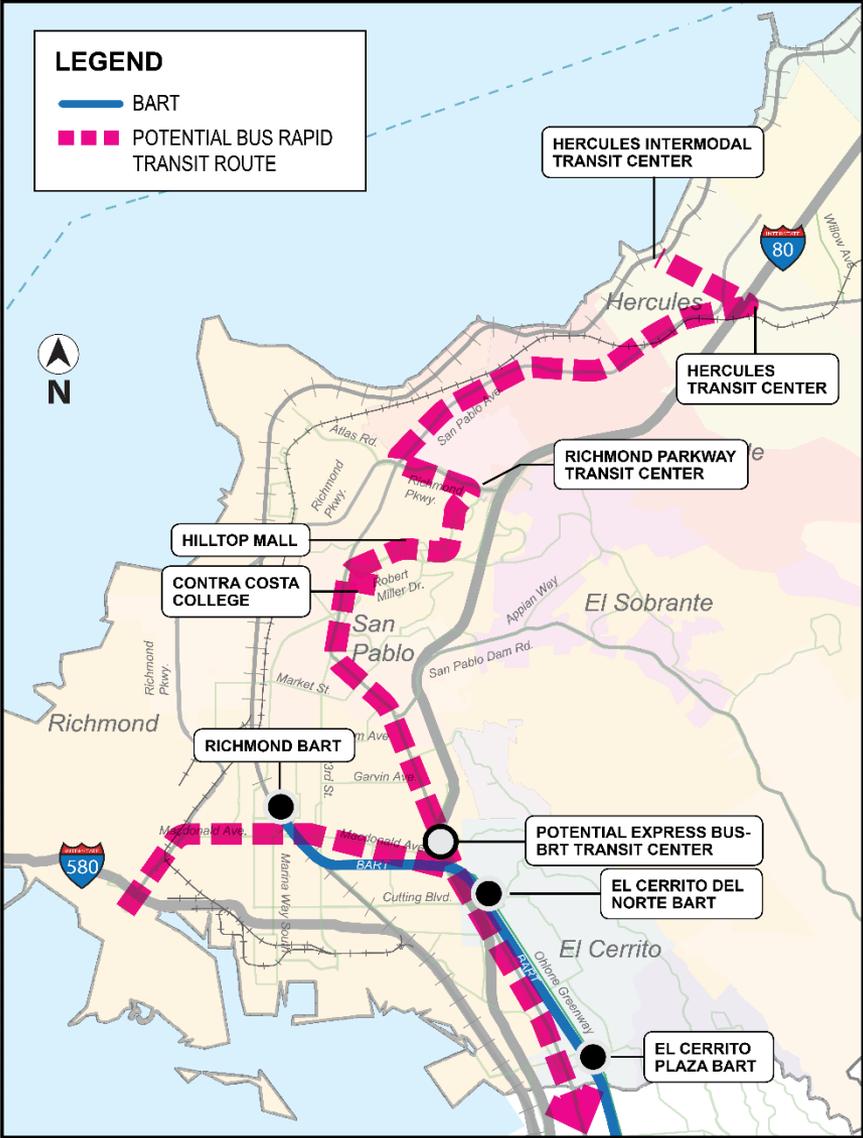
Potential Funding Sources for Express Bus Alternative



- Federal Funding
 - Transportation Investment Generating Economic Recovery (TIGER) grant
 - Section 5339 Bus and Bus Facilities grants
- State, Regional, and Local Funding
 - Cap and Trade
 - Sales Tax
 - Property Tax
 - Toll Revenue
 - Fare Revenue
 - Motor Vehicle Registration Fees
 - Local Government Contributions
 - Developer Contributions
 - Subregional Transportation Mitigation Program (STMP)

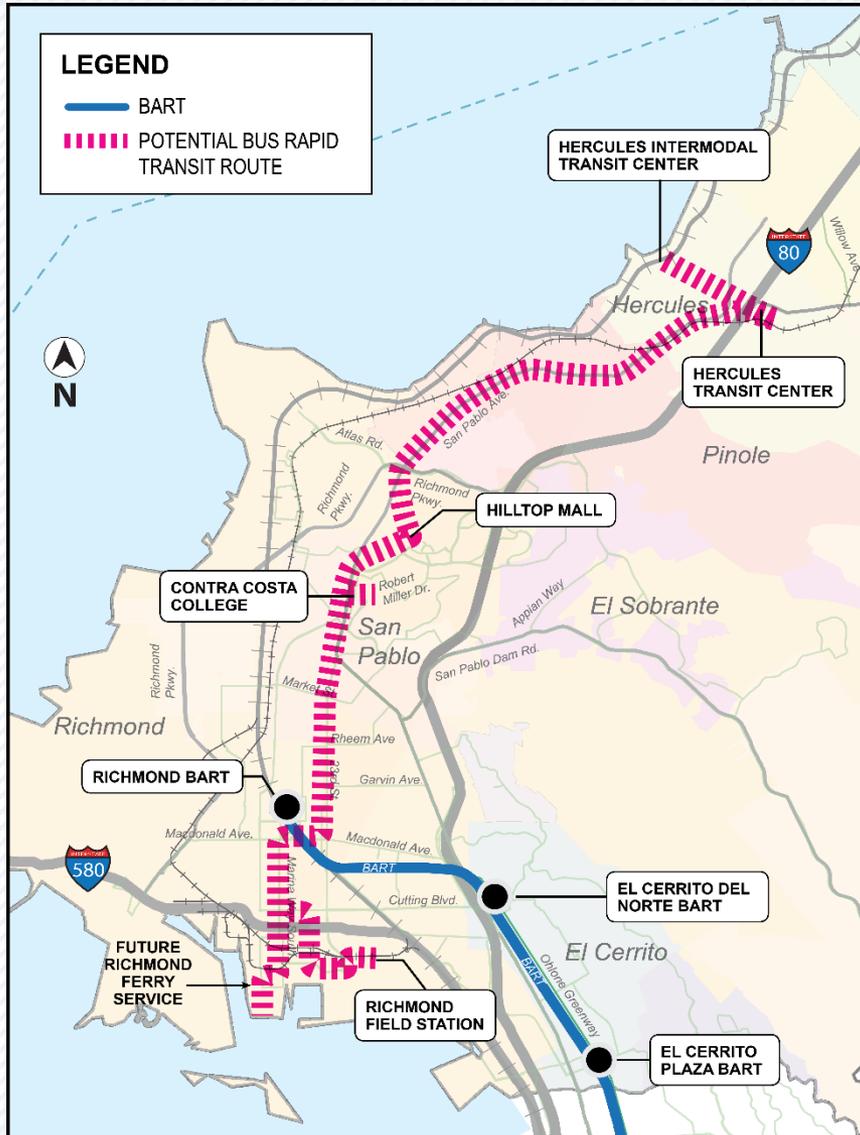


What Would it Take to Advance BRT on San Pablo/Macdonald?



- Advance San Pablo Avenue Multimodal Corridor Study
 - Alameda CTC is lead agency for AC Transit service area
 - WCCTAC and CTA have contributed funds to the study
 - Study will develop a concept and preliminary design for the corridor
- Extend 72R bus service to Richmond Parkway Transit Center
- Purchase additional vehicles as required
- Expand real-time information capabilities
- Determine if Macdonald BRT should be pursued
- Incorporate BRT concepts into WestCAT and city plans

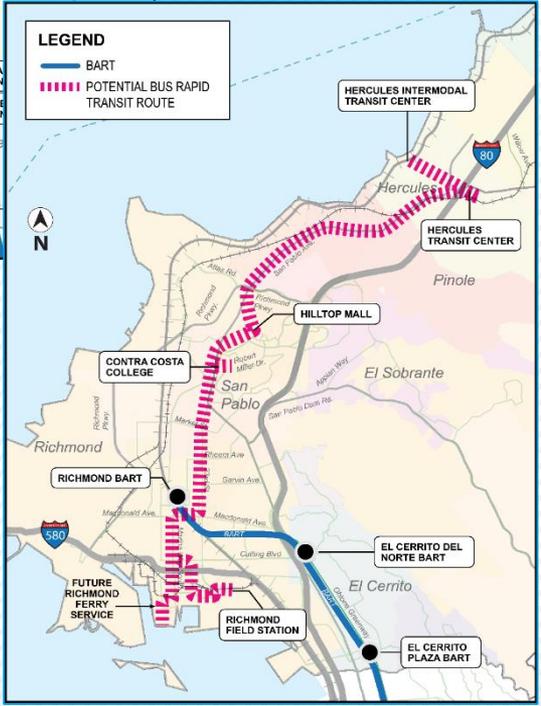
What would it take to Advance BRT on 23rd Street?



- Initiate a corridor-specific project development effort
 - Identify lead agency and seek funding
 - Develop program and phasing of operational and physical facilities
- Consider initial pilot service for the defined route
 - Develop service plan (e.g., routing, schedule, stop location)
 - Seek funding
 - Identify interface facilities required
- Incorporate BRT concepts into WestCAT, AC Transit, and city plans



Potential Funding Sources for BRT Alternatives



- Federal Funding
 - CIG Small Starts grant
- State, Regional, and Local Funding
 - Cap and Trade
 - Sales Tax
 - Property Tax
 - Toll Revenue
 - Joint Development
 - Fare Revenue
 - Motor Vehicle Registration Fees
 - Parking Fees
 - Local Government Contributions
 - Developer Contributions
 - Subregional Transportation Mitigation Program (STMP)
 - Community Facilities District
 - Tax Increment Financing

What Would it Take to Advance Commuter Rail?



- Conduct more detailed economic and ridership analysis to assess costs/benefits of fare subsidy
 - Identify and secure funding for pilot project
 - Work with Capitol Corridor to participate in program
- Continue RITC build-out (City of Hercules)
 - Need agreement with Capitol Corridor and/or San Joaquin regarding Hercules station



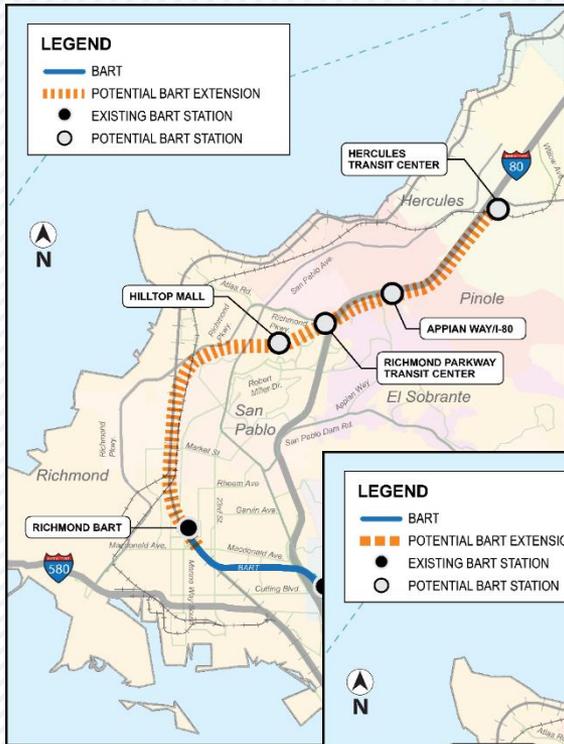
Potential Funding Sources for Commuter Rail



- Federal Funding
 - Transportation Investment Generating Economic Recovery (TIGER) grant
- State, Regional, and Local Funding (Committed)
 - Regional Measure 2
- State, Regional, and Local Funding (Potential)
 - Cap and Trade
 - Sales Tax
 - Property Tax
 - Toll Revenue (RM 3)
 - Motor Vehicle Registration Fees
 - Local Government Contributions
 - Subregional Transportation Mitigation Program (STMP)
 - Transportation Expenditure Plan

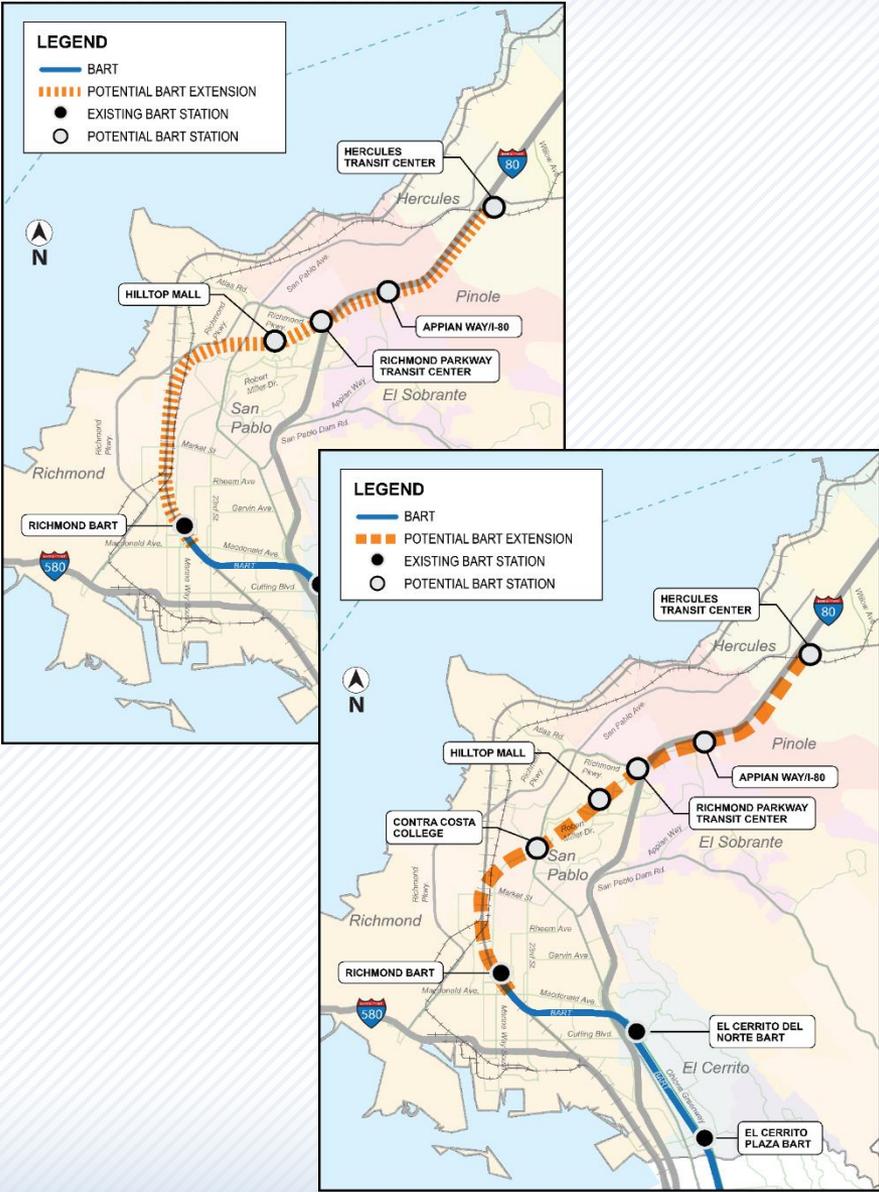


What Would it Take to Advance BART Extensions?



- Present initial findings to BART staff and Board
- Conceptual Engineering Design and Operational Analysis
 - Assess a one-stop extension to San Pablo
 - Further study of stations and alignment for this corridor
- Initiate program-level EIR/EIS
- Right-of-way
 - Preliminary investigations of ROW needed
- Funding
 - Identify funding for design and analysis
 - Initiate discussions with CCTA, MTC, and FTA to advance funding strategy
- Incorporate into long-range plans (e.g., MTC, CCTA, BART)

Potential Funding Sources for BART Alternatives



- Federal Funding
 - CIG New Starts grant
- State, Local, and Regional Funding
 - Cap and Trade
 - Sales Tax
 - Property Tax
 - Toll Revenue
 - Joint Development
 - Fare Revenue
 - Motor Vehicle Registration Fees
 - Parking Fees
 - Local Government Contributions
 - Developer Contributions
 - Subregional Transportation Mitigation Program (STMP)
 - Community Facilities District
 - Tax Increment Financing



Advancing the Alternatives



Funding Approach

- Assessed federal, state, regional, and local funding sources
- Matched alternatives to best suited funding sources
 - Still no guarantee, very competitive
- Recommended funding sources best suited for each alternative
 - Short time frame vs. long time frame for implementation of alternatives
- Provided different scenarios for federal funding to reflect:
 - Uncertainty of federal funds
 - Projects contributing a higher share of local funds are more likely to get funding, if otherwise competitive
- Completed prior to new state transportation funding package recently passed by the legislature

Summary of Funding Source Combinations

Funding Sources Best Suited for Each Alternative	 1	 2	 3	 4	 6A	 6B
Federal Grants						
TIGER	✓			✓		
Section 5539	✓					
CIG Small Starts		✓	✓			
CIG New Starts					✓	✓
State, Regional, and Local Funds						
Cap and Trade	✓	✓	✓	✓	✓	✓
Sales Tax	✓	✓	✓	✓	✓	✓
Property Tax	✓	✓	✓	✓	✓	✓
Toll Revenue	✓	✓	✓	✓	✓	✓
Joint Development		✓	✓		✓	✓
Fare Revenue	✓	✓	✓		✓	✓
Motor Vehicle Registration Fees	✓	✓	✓	✓	✓	✓
Parking Fees		✓	✓		✓	✓
Local Government Contributions	✓	✓	✓	✓	✓	✓
Developer Contributions	✓	✓	✓		✓	✓
STMP	✓	✓	✓	✓	✓	✓
Community Facilities District		✓	✓		✓	✓
Tax Increment Financing (TIF)		✓	✓		✓	✓

Advancing the Alternatives

Advancing any alternative would require:

- Working together in West County
- Sustained effort to advance larger projects
- Engaging executive level leadership at regional and local levels
- Implementing land use plans and policies that support transit
- Emphasizing statewide and regional significance of I-80
- Engaging CCTA, MTC, and Caltrans in development of a regional funding strategy
- Creating a more detailed strategy (including funding) for each alternative

What should be next for these projects?

- What is the Board's interest in advancing these projects?
- What's WCCTAC's role?
 - Coordination with other agencies/transit operators
 - Action plan
 - Work program
 - STMP funds
 - Future expenditure plans
 - Future studies
 - Advocacy



Discussion





Additional Slides





Funding Strategy for Alt 1: Express Bus

Base Year Dollars (millions)	Total Estimated Capital Cost	Federal Funding		State Funding		Regional / Local Funding	
		TIGER Grants	5339 Grants	Cap and Trade		Combination	
				Low End	High End	Low End	High End
Scenario 1: High Federal (35% share)							
Alternative 1	\$245						
Short-term	\$11						\$11 (100%)
Medium-term	\$91			\$5 (5%)	\$46 (50%)	\$46 (50%)	\$87 (95%)
Long-term	\$143	\$25 (17%)	\$25 (17%)			\$93 (65%)	\$93 (65%)
Scenario 2: Moderate Federal (20% share)							
Alternative 1	\$245						
Short-term	\$11						\$11 (100%)
Medium-term	\$91			\$5 (5%)	\$46 (50%)	\$46 (50%)	\$87 (95%)
Long-term	\$143	\$15 (10%)	\$15.0 (10%)			\$113 (80%)	\$113 (80%)
Scenario 3: No Federal (0% share)							
Alternative 1	\$245						
Short-term	\$11						\$11 (100%)
Medium-term	\$91			\$5 (5%)	\$46 (50%)	\$46 (50%)	\$87 (95%)
Long-term	\$143					\$143 (100%)	\$143 (100%)

Source: WSP | Parsons Brinckerhoff

Funding Strategy for Alt 2: BRT on San Pablo/Macdonald



Base Year Dollars (millions)	Total Estimated Capital Cost	Federal Funding	State Funding		Regional / Local Funding	
		Small Starts Grants	Cap and Trade		Combination	
			Low End	High End	Low End	High End
Scenario 1: High Federal (50% share)						
Alternative 2	\$243					
Short-term	\$3				\$3 (100%)	\$3 (100%)
Medium-term	\$180	\$90 (50%)			\$90 (50%)	\$90 (50%)
Long-term	\$60		\$3 (5%)	\$30 (50%)	\$30 (50%)	\$57 (95%)
Scenario 2: Moderate Federal (30% share)						
Alternative 2	\$243					
Short-term	\$3				\$3 (100%)	\$3 (100%)
Medium-term	\$180	\$54 (30%)			\$126 (70%)	\$126 (70%)
Long-term	\$60		\$3 (5%)	\$30 (50%)	\$30 (50%)	\$57 (95%)
Scenario 3: No Federal (0% share)						
Alternative 2	\$245					
Short-term	\$11				\$3 (100%)	\$3 (100%)
Medium-term	\$91				\$180 (100%)	\$180 (100%)
Long-term	\$143		\$3 (5%)	\$30 (50%)	\$30 (50%)	\$57 (95%)

Source: WSP | Parsons Brinckerhoff

Funding Strategy for Alt 3: BRT on 23rd Street



Base Year Dollars (millions)	Total Estimated Capital Cost	Federal Funding	State Funding		Regional / Local Funding	
		Small Starts Grants	Cap and Trade		Combination	
			Low End	High End	Low End	High End
Scenario 1: High Federal (50% share)						
Alternative 3	\$179					
Short-term	\$17				\$17 (100%)	\$17 (100%)
Medium-term	\$99	\$50 (50%)			\$50 (50%)	\$50 (50%)
Long-term	\$63		\$3 (5%)	\$32 (50%)	\$32 (50%)	\$60 (95%)
Scenario 2: Moderate Federal (30% share)						
Alternative 3	\$179					
Short-term	\$17				\$17 (100%)	\$17 (100%)
Medium-term	\$99	\$30 (30%)			\$69 (70%)	\$69 (70%)
Long-term	\$63		\$3 (5%)	\$32 (50%)	\$32 (50%)	\$60 (95%)
Scenario 3: No Federal (0% share)						
Alternative 3	\$179					
Short-term	\$17				\$17 (100%)	\$17 (100%)
Medium-term	\$99				\$99 (100%)	\$99 (100%)
Long-term	\$63		\$3 (5%)	\$32 (50%)	\$32 (50%)	\$60 (95%)

Source: WSP | Parsons Brinckerhoff

Funding Strategy for Alt 4: Commuter Rail



Base Year Dollars (millions)	Total Estimated Capital Cost	Federal Funding	Committed State/Regional/ Local Funding*	Unidentified Regional/ Local Funding*
		TIGER Grants	Various Sources	Combination
Scenario 1: High Federal (25% share)				
Alternative 4	\$69			
Short/Medium-term	\$69	\$17 (25%)	\$41 (60.3%)	\$10 (14.7%)
Scenario 2: Moderate Federal (15% share)				
Alternative 4	\$69			
Short/Medium-term	\$69	\$10 (15%)	\$41 (60.3%)	\$17 (24.7%)
Scenario 3: No Federal (0% share)				
Alternative 4	\$69			
Short/Medium-term	\$69		\$41 (60.3%)	\$27 (39.7%)

Source: WSP | Parsons Brinckerhoff

Note: Approximately \$41.4 million in funding has already been committed to the project by the State of California, regional partners and the City of Hercules, leaving a funding gap of \$27.2 million.

Funding Strategy for Alt 6A: BART (Rumrill Blvd)



Base Year Dollars (millions)	Total Estimated Capital Cost	Federal Funding	State Funding		Regional / Local Funding	
		New Starts Grants	Cap and Trade		Combination	
			Low End	High End	Low End	High End
Scenario 1: High Federal (50% share)						
Alternative 6A	\$3,582					
Short-term	\$56				\$56 (100%)	\$56 (100%)
Medium-term	\$74		\$3 (5%)	28 (50%)	\$46 (50%)	\$71 (95%)
Long-term	\$3,452	\$1,726 (50%)			\$1,726 (50%)	\$1,726 (50%)
Scenario 2: Moderate Federal (30% share)						
Alternative 6A	\$3,582					
Short-term	\$56				\$56 (100%)	\$56 (100%)
Medium-term	\$74		\$3 (5%)	28 (50%)	\$46 (50%)	\$71 (95%)
Long-term	\$3,452	\$1,036 (30%)			\$2,416 (70%)	\$2,416 (70%)
Scenario 3: No Federal (0% share)						
Alternative 6A	\$3,582					
Short-term	\$56				\$56 (100%)	\$56 (100%)
Medium-term	\$74		\$3 (5%)	28 (50%)	\$46 (50%)	\$71 (95%)
Long-term	\$3,452				\$3,452 (100%)	\$3,452 (100%)

Source: WSP | Parsons Brinckerhoff

Funding Strategy for Alt 6B: BART (Richmond Parkway)

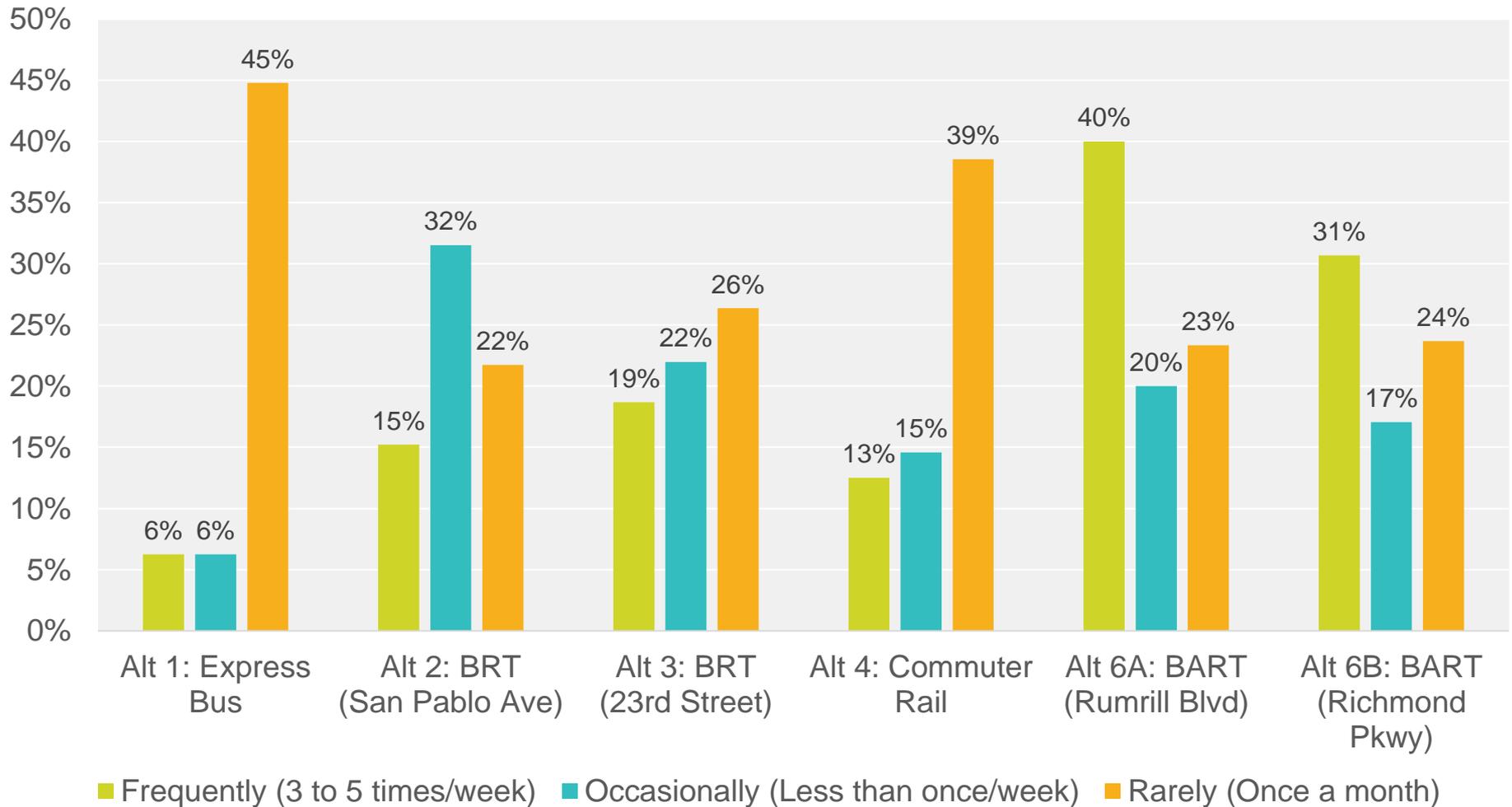


Base Year Dollars (millions)	Total Estimated Capital Cost	Federal Funding	State Funding		Regional / Local Funding	
		New Starts Grants	Cap and Trade		Combination	
			Low End	High End	Low End	High End
Scenario 1: High Federal (50% share)						
Alternative 6B	\$4,156					
Short-term	\$69				\$69 (100%)	\$69 (100%)
Medium-term	\$92		\$5 (5%)	\$46 (50%)	\$46 (50%)	\$87 (95%)
Long-term	\$3,995	\$1,998 (50%)			\$1,998 (50%)	\$1,998 (50%)
Scenario 2: Moderate Federal (30% share)						
Alternative 6B	\$4,156					
Short-term	\$69				\$69 (100%)	\$69 (100%)
Medium-term	\$92		\$5 (5%)	\$46 (50%)	\$46 (50%)	\$87 (95%)
Long-term	\$3,995	\$1,199 (30%)			\$2,797 (70%)	\$2,797 (70%)
Scenario 3: No Federal (0% share)						
Alternative 6B	\$4,156					
Short-term	\$69				\$69 (100%)	\$69 (100%)
Medium-term	\$92		\$5 (5%)	\$46 (50%)	\$46 (50%)	\$87 (95%)
Long-term	\$3,995				\$3,995 (100%)	\$3,995 (100%)

Source: WSP | Parsons Brinckerhoff

Trips Ending in West County

Q: Given your transportation needs, how likely would you use each alternative?

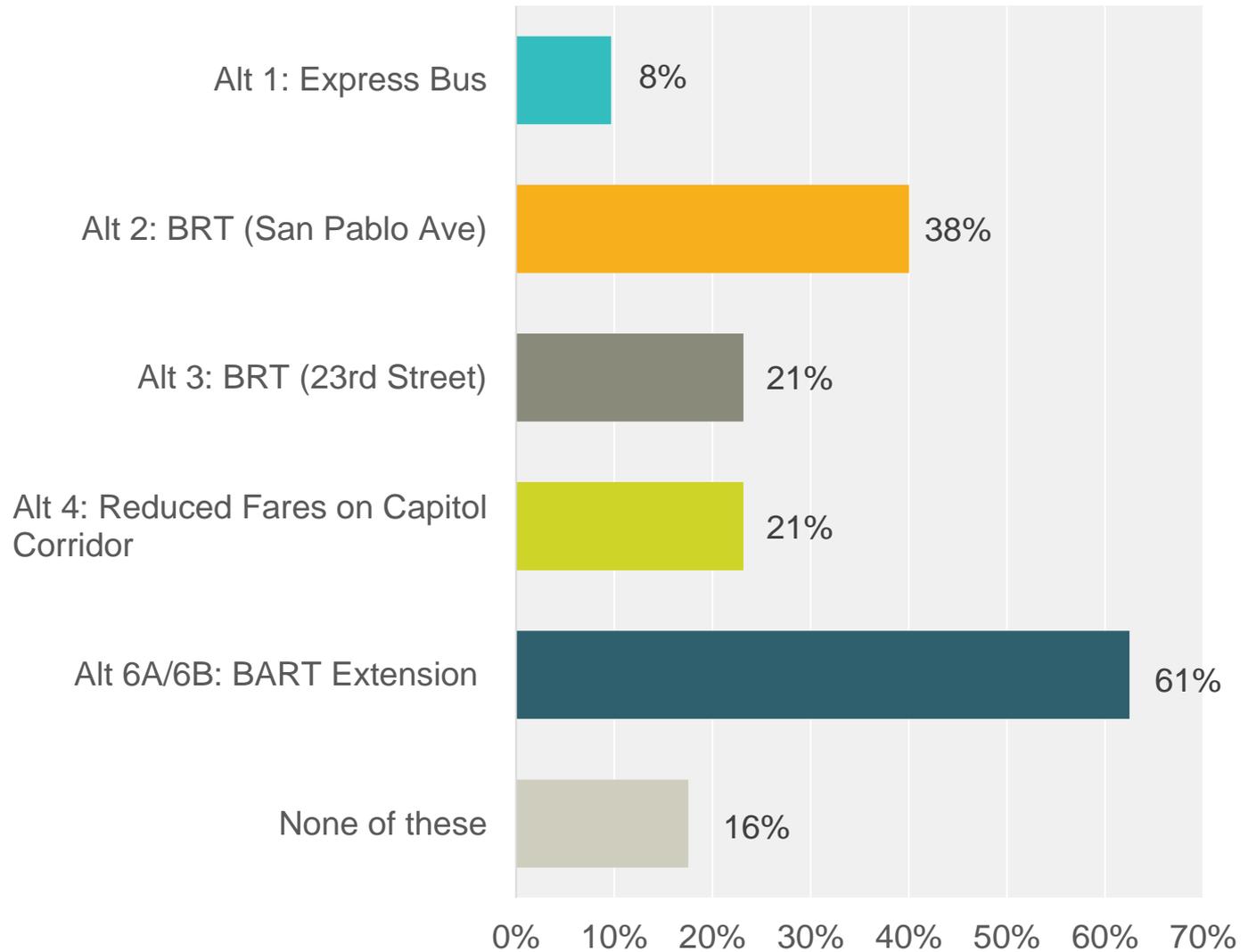


Trips Ending in West County – Preferred Mode

Q: Given all you know, which option(s) would best fit your transportation needs?

Check all that apply.

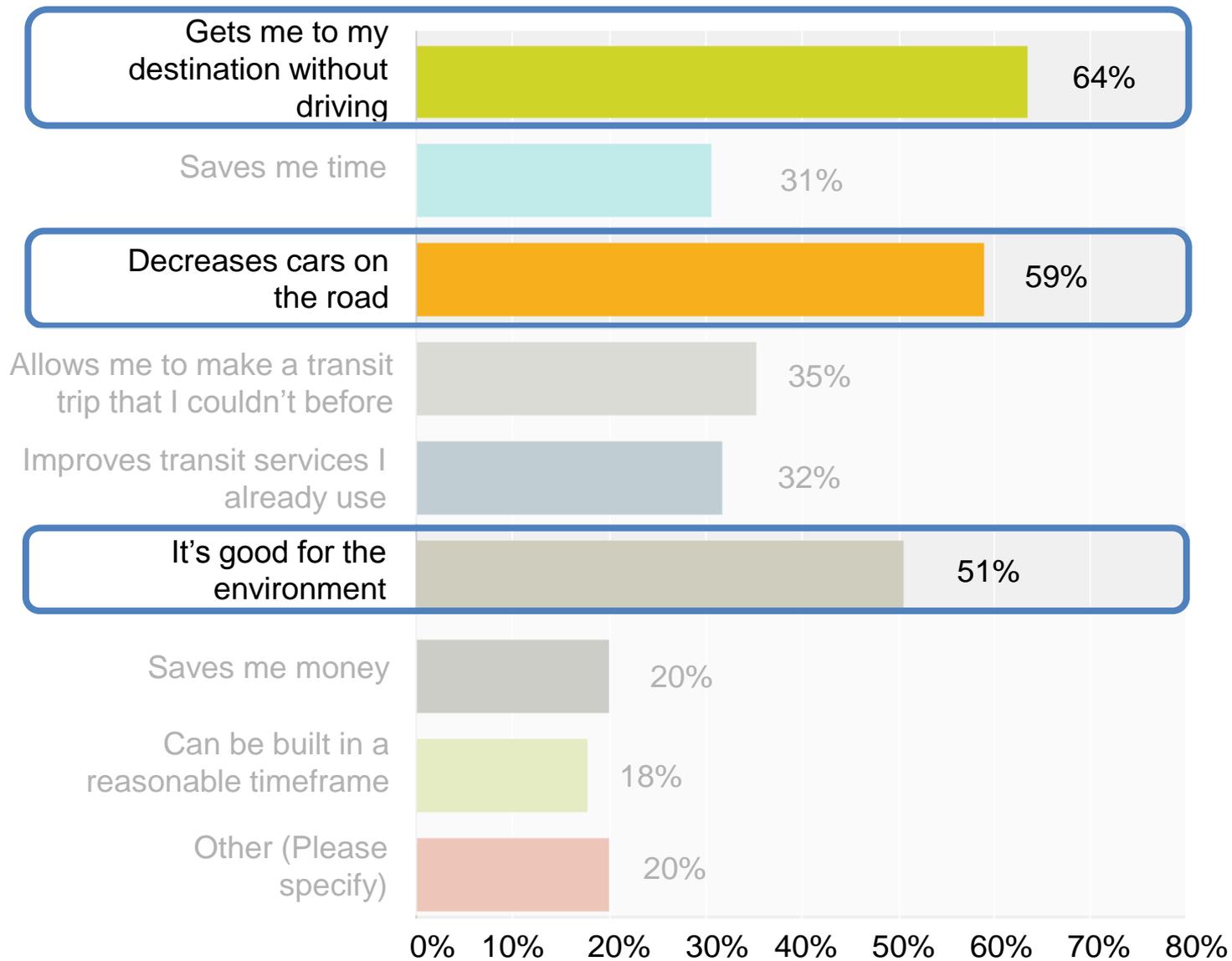
N = 89



Trips Ending in West County – Reasons

Q: What are the key reasons for your selection(s) above?

Check all that apply.



N = 85