



TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

DATE & TIME: Thursday, October 11, 2018 • 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 TAC may direct staff to investigate and/or schedule certain matters for consideration at a future TAC meeting.

3. CONSENT CALENDAR

Estimated Time:* 9:10 AM, (5 minutes)

A. Minutes & Sign in Sheet from September 13, 2018

Recommendation: Approve as presented.

Attachment: Yes

4. REGULAR AGENDA ITEMS

A. STMP Nexus Update: Feedback from Local Staff on Draft Model Ordinance and Revised Outline for Administrative Guidelines

Description: At the September 28, 2018 meeting, the WCCTAC Board agreed to recommend setting STMP fees based on 75% of the maximum potential fee for all land uses. The consultants prepared a draft model ordinance, attached, which WCCTAC’s counsel has reviewed, that incorporates the work and decisions made to date. The draft ordinance will be discussed at the meeting in preparation of TAC members seeking their counsels’ review of the document. Also, for the TAC’s review is an updated version of the outline of administrative guidelines and a draft of a new STMP reporting form. Please review the attachments prior to the meeting, as we plan on soliciting feedback on these items.

Recommendation: Review and provide feedback on the draft model ordinance in preparation of seeking feedback from TAC members’ attorneys. Provide comments on the revised outline of the Administrative Guidelines and Draft STMP Reporting Form.

El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

Attachments: Yes

Presenter/Lead Staff: Bob Spencer, Urban Economics, Julie Morgan and Francisco Martin, Fehr and Peers / Leah Greenblat, WCCTAC Project Manager

Estimated Time:* **9:15 AM**, (50 minutes)

B. STMP Call for Projects: Review Possible Projects and Questions

Description: The WCCTAC Board formally released the 2018 STMP Call for Projects at its September meeting. The TAC previously requested the opportunity to discuss possible projects for submittal. Approximately \$3 million in STMP funds will be available for the Board to allocate. Staff prepared a draft summary of previously funded STMP projects which would serve as the basis for evaluating new proposals and seeks confirmation from TAC members of the information presented.

Recommendation: Provide general information about potential STMP proposals and provide comments on draft material.

Attachments: Yes

Presenter/Lead Staff: Leah Greenblat, WCCTAC Staff

Estimated Time:* **10:05 AM**, (50 minutes)

5. 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**, (5 minutes)

6. ADJOURNMENT

Description / Recommendation: Adjourn to the next regularly scheduled meeting of the TAC on Thursday, November 8, 2018.

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

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

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

El Cerrito

WCCTAC TAC Meeting Minutes

Hercules

MEETING DATE: September 13, 2018

Pinole

MEMBERS PRESENT: Mike Roberts, Hercules; Yvetteh Ortiz, El Cerrito; Rob Thompson, WestCAT; Nathan Landau, AC Transit; John Cunningham, County; Jill Mercurio, San Pablo; Lori Reese-Brown, Richmond; Aileen Hernandez, BART

Richmond

GUESTS: Julie Morgan, Fehr and Peers; Bob Spencer, Urban Economics; Hisham Noeimi, CCTA; Brad Beck, CCTA, Celestine Do, BART, Dane Rogers, City of Richmond, Shannon Beasley, County Health

San Pablo

STAFF PRESENT: Leah Greenblat, Joanna Pallock and Coire Reilly

ACTIONS LISTED BY: WCCTAC Staff

Contra Costa
County

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Called to Order	The meeting was called to order at 9:03 a.m.
2.	Public Comment	None.
3.	Consent Calendar: a. Action Minutes and Sign-in Sheet from July 12, 2018	Moved by Landau, seconded by Hernandez and unanimously adopted.
4.	STMP Nexus Update: Feedback from Local Staff and Outline for Administrative Guidelines	TAC members provided feedback from their cities on the potential new STMP fee rates. Several TAC members indicated that setting fees at 50%-75% of the maximum would be acceptable. Based on the Board's discussion in August, Richmond may support the maximum allowable fee. El Cerrito is developing its own local impact fee which could impact their recommendation on setting the STMP fee level. Bob Spencer of Urban Economics presented an outline for the future STMP Administrative Guidelines. He explained details on types of developments

AC Transit

BART

WestCAT

		that come under the STMP fee. The TAC discussed possible exemptions. The concept of an outside audit to check that funds are properly collected, reported and submitted was dismissed in favor of alerting the Board and city managers. Pinole staff was not present and should be contacted to give their feedback. WCCTAC will draft a new, draft reporting form for use by local agencies that TAC members will be able to review.
5.	STMP Call for Projects	There will be another Call for Projects for roughly \$3 million in the W. Co STMP fund. The C4P will go be on the Board's September 28 agenda and requests for funding are due October to John AND Leah on. Mike Robert asked that this item be on the Oct TAC agenda as a discussion item to see what others are doing.
6.	Additional Safe Routes to School Funding Options	Brad Beck reviewed the memo in the packet. The group voted unanimously to select Option 2b from the memo. Motion: Roberts; Second: Reese-Brown.
7.	West Co Express Bus Implementation Plan: Status Update	Leah gave a brief update on the consultant selection of Kimley Horn and Placeworks. She announced that the first TAC meeting will be in October.
8.	TCC Update	None; recent meetings were cancelled.
9.	Adjourn	The meeting adjourned at 11:07 AM.

Sign in Sheet for the WCCTAC Technical Advisory Committee Meeting

WCCTAC TAC	INITIALS	AGENCY	EMAIL	PHONE
Lori Reese Brown	YLB	Richmond	Lori_reese-brown@ci.richmond.ca.us	510.620.6869
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Ryan Greene-Roesel		BART	rgreene@bart.gov	510.287.4797
WCCTAC STAFF				
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GUEST				
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Rita Xavier		San Pablo Res.		
Julie Morgan	JM	Fehr + Peers	jmorgan@fehrandpeers.com	925-357-3370
Shannon Beasley		Contra Costa Health	shannon-beasley@hcd.cccounty.w	925-313-6813

***** MODEL ORDINANCE *****

ORDINANCE NO. _____

AN ORDINANCE OF THE [CITY OF _____ /COUNTY OF CONTRA COSTA]

RESCINDING ORDINANCE _____; DATED _____ AND UPDATING THE WEST CONTRA COSTA SUBREGIONAL TRANSPORTATION MITIGATION PROGRAM (STMP)

SECTION _____ OF THE [CITY/COUNTY] MUNICIPAL CODE IS ADDED TO READ AS FOLLOWS AND ALL OTHER SECTIONS AND PROVISIONS OF THE [CITY/COUNTY] MUNICIPAL CODE SHALL REMAIN IN FULL FORCE AND EFFECT:

WHEREAS, Measure C, the Contra Costa County half-cent sales tax measure adopted in 1988 for transportation projects and programs, requires the Contra Costa Transportation Authority (CCTA or Authority) to:

- Develop a program of regional traffic mitigation fees, assessments, or other mitigations, as appropriate, to fund regional and subregional transportation projects, as determined in the Comprehensive Transportation Plan of the Authority.
- Consider such issues as jobs/housing balance, carpool and vanpool programs, and proximity to transit service in the establishment of the regional traffic mitigation program.
- Implement the development mitigation program with the participation and concurrence of local jurisdictions in determining the most feasible methods of mitigating regional traffic impacts. The Authority shall take existing regional traffic impact fees into account.

WHEREAS, Measure J, the successor to Measure C, was passed by the voters in Contra Costa County in November 2004, extending the half-cent sales tax through March 31, 2034 and also containing a Growth Management component with the same obligations regarding regional traffic mitigation fees as described above;

WHEREAS, West Contra Costa County traffic is heavily impacted by a combination of traffic generated by residents and employees of West County, as well as through traffic from other regions in Contra Costa County and other counties; and West Contra Costa County provides congestion relief through a regional traffic mitigation fee collected and expended to mitigate traffic on regional routes through capacity improvements on those routes, improved transit

services for subregional and regional travel, and improved facilities that allow West County residents to more efficiently access regional routes and transit services;

WHEREAS, the West Contra Costa Transportation Advisory Committee (WCCTAC) is comprised of elected officials from the cities of El Cerrito, Hercules, Pinole, Richmond, and San Pablo and the agencies AC Transit, BART, WestCAT and Contra Costa County, is governed by a Joint Exercise of Powers Agreement (JPA) and has been in existence since 1990;

WHEREAS, WCCTAC is empowered to coordinate and administer fee revenues for regional transportation improvements and has been doing so since the West County Subregional Transportation Mitigation Program (STMP) fee was originally adopted in 1997 and updated in 2006;

WHEREAS, through the aegis of WCCTAC, the West County jurisdictions and Contra Costa County have reached consensus on the 2019 STMP Update, as described in the Master Cooperative Agreement By and Among the Contra Costa Transportation Authority, the Cities of El Cerrito, Hercules, Pinole, Richmond, and San Pablo, the County of Contra Costa and the West Contra Costa Transportation Advisory Committee for the 2019 Subregional Transportation Mitigation Fee Program (“Cooperative Agreement”), and are adopting this Ordinance to implement the collection of fees relative to the STMP in order to provide funding for regional transportation improvements necessary as part of each jurisdiction’s contribution to regional needs;

WHEREAS, the [City/County] desires to assure that new development in the [City/County] contributes to such needed regional improvements based on the development’s proportionate contribution to the need for new or improved regional circulation and transit improvements;

WHEREAS, WCCTAC’s consultant, Fehr & Peers, has prepared a nexus study report, which is attached as Exhibit A, and incorporated by reference herein, which outlines the basis for the updated STMP fee;

WHEREAS, the aforementioned report describes the regional transportation improvements that will be necessary in the [City/County] and the other member jurisdictions because of new development expected under the adopted general plans of member jurisdictions, estimates the full cost of building said regional capital improvements, and sets forth the fees necessary to fund such necessary and vital improvements;

WHEREAS, the General Plan of the [City/County] requires new developments to pay their fair share of impacts to existing public facilities and upgrading or constructing new public facilities and that the [City/County] work with other jurisdictions in order to establish and utilize regional funding mechanisms, including fees on new development, to fund regional transportation improvements. **[WCCTAC General Counsel Note: Each member jurisdiction should examine their General Plans for language and provisions regarding developer fees in general and regional impact fees. Citations to such provisions should be added here. Please modify this recital as appropriate.]**

WHEREAS, in adopting the updated transportation impact fee described herein, the [City/County] has found the fee to be consistent with its General Plan and existing

ordinances.... [WCCTAC General Counsel Note: Each member jurisdiction should also examine existing ordinances and resolutions implicating housing, development and/or traffic and note their consistency with this ordinance, if appropriate.]

WHEREAS, Measure J also requires that all Contra Costa County jurisdictions participate in the regional transportation mitigation program, and jurisdictions that are not participating in such a program are at risk of losing their Measure J local street maintenance and improvement funds;

WHEREAS, adoption and approval of the STMP fee are also exempt from CEQA pursuant to Public Resources Code § 21080(b)(8)(D) and 14 Cal. Code Regs. § 15273(a), since they constitute the modification, restructuring or approval of a fee or charge needed to obtain funds for capital projects that are necessary only to maintain service within existing service areas within the [City/County], pursuant to the findings set forth herein.

NOW, THEREFORE, BE IT ORDAINED AS FOLLOWS:

SECTION I – TITLE

The title of this Chapter of the [City/County's Code] is the **West County Subregional Transportation Mitigation Program Update.**

SECTION II – PURPOSE

The purpose of the STMP Update and the STMP fee set forth in this Ordinance is to meet the intent of Measure J by levying a fee on new development to mitigate the regional impacts of new trips generated by that development. Further, the purpose of the STMP fee set forth in this Ordinance is to raise funds for regional transportation projects in West County.

SECTION III – FINDINGS

- A. The STMP fee is required to defray all or a portion of the costs of building transportation capital improvement projects needed to mitigate impacts of new development projects.
- B. The STMP fee will raise funds for twenty projects, in the general categories of freeway and interchange improvements, local street and intersection improvements, transit and station-related improvements, bicycle and pedestrian-focused improvements, and complete streets projects. A detailed description of the projects can be found in Section V.
- C. The total cost of the twenty projects is approximately \$855 million in 2018 dollars. The nexus study report determined the amount of eligible funding that could be collected through the STMP program at \$161.8 million.
- D. The nexus findings, in conformance with Government Code § 66000 et seq. can be found in the “2018 Nexus Update of the Subregional Transportation Mitigation Program (STMP)” prepared by Fehr & Peers for WCCTAC. Two copies of the Update are on file with the (City Clerk/Clerk of the Board) and also attached as Exhibit A.

- E. The 2018 STMP Nexus Update included the following steps:
- Projecting the amount of new development anticipated in West County;
 - Setting criteria for identifying eligible capital improvement projects;
 - Specifying the transportation improvements needed to accommodate growth;
 - Evaluating the relationship between the improvements, the share of funding from new development, and the impacts of new trip generation;
 - Allocating the costs across land use types; and;
 - Preparing fee schedules and implementation documents.
- F. After considering the 2018 STMP Nexus Update, the testimony received at a noticed public hearing, the agenda statements, the General Plan, and all correspondence received (together, the “Record”), the [City Council/Board of Supervisors] approves and adopts the 2018 Nexus Update of the STMP and incorporates such report herein.
- G. Adoption of the STMP fee set forth in this Ordinance, as it relates to development within the [City/County], is intended to obtain funds for capital projects necessary to maintain service within the WCCTAC area. Accordingly, this fee, as it relates to development within the [City/County], is not a “project” within the meaning of the California Environmental Quality Act. (Pub. Res. Code § 21080(b)(8)(D)).
- H. The Record establishes:
- That there is a reasonable relationship between the use of the STMP fee set forth in this Ordinance (funding for transportation capital infrastructure projects) and the type of development projects on which this fee is imposed in that all development in the [City/County]—both residential and non-residential—will contribute to the need for the projects listed in Section V of this Ordinance; and
 - That there is a reasonable relationship between the need for the projects listed in Section V of this Ordinance and the type of development projects on which this fee is imposed in that new development in the [City/County]—both residential and non-residential—will generate persons who live, work, shop, travel to and from, commute to and from, and visit the [City/County] and who, therefore, contribute to the need for the projects listed in Section V of this Ordinance; and
 - That there is a reasonable relationship between the amount of the fee set forth in this Ordinance and the cost of the projects listed in Section V of this Ordinance or portion of such projects attributable to the development on which this fee is imposed in that such fee is calculated based on projections of new development, the total cost of the projects listed in Section V, allocation of a fair share of costs to new development, and trip generation by land use type.

SECTION IV – FEES

- A. Levy of the Fee and Fee Structure. In order to fund the program and projects stated herein, it is agreed that the following updated STMP fee schedule shall be

implemented July 1, 2019 and shall terminate on March 31, 2040. The following fees, to be updated annually for inflation pursuant to Section IV(J), are payable to the [City/County] at the time of issuance of a building permit.

<u>LAND USE TYPE</u>	<u>FEE</u>
Single Family Residential	\$5,423/DU*
Multi-Family Residential	\$2,672/DU
Senior Housing	\$1,759/DU
Hotel	\$4,104/Room
Retail/Service	\$6.57/SF**
Office	\$8.69/SF
Industrial	\$5.54/SF
Storage Facility	\$1.20/SF
Other	\$7,321 per AM peak hour trip

*DU = Dwelling Unit

**SF = Square Foot

- B. No development shall be exempt from the fee, except (i) if application of the fee to the development would be unlawful under and/or conflict with federal, state, or local law and/or regulation, (ii) if the development is a public facility owned by the [city/county] imposing the fee, or (iii) if the development is a traditional or charter public school serving students in any grade from kindergarten through grade 12.
- C. A project that reconstructs or re-uses an existing structure or development is subject to the fee only to the extent that it would generate more peak hour vehicle trips than the existing development.
- D. A developer may request a reduction in fees with the approval of WCCTAC and the [City/County] if it is determined that the project will generate a lower number of trips than the trip generation rates that were used as the basis for the current fee schedule. Any such fee reduction would be based on a traffic study. The methodology for conducting the study is described in the STMP Master Cooperative Agreement. The [City of ___/County of Contra Costa] shall determine the appropriate fee reduction based on the proportionate reduction in trips demonstrated in the traffic study.

Fees for uses not identified in Section IV.A. shall be determined by the [City/County] using the “Other” land use type and according to methodology provided by WCCTAC in the STMP Master Cooperative Agreement.

- E. A developer may receive credit against fees for the dedication of land for right-of-way and/or construction of improvements for 2018 STMP projects listed in Section V, where such right-of-way or construction is beyond that which would otherwise be required for approval of the proposed development. The calculation of the amount of credit against fees for 2018 STMP dedications or improvements shall be based upon a determination by the [City/County] that such credits are in fact exclusive of the dedications, setbacks, improvements, and/or traffic mitigation measures which are required by local ordinance, standards, or other practice. In addition, the credit shall be calculated based upon the

actual cost of construction of improvements or, in the case of land dedication, on an independent appraisal approved by the local jurisdiction. A developer may receive reimbursement from STMP fees paid by other development projects to the extent that the amount of the credit is greater than the STMP fee obligation of the development project. Credits against STMP fees and reimbursement from STMP fees shall be granted in accordance with the requirements of the STMP Master Cooperative Agreement.

- F. The fees specified herein shall be made a condition of approval of all tentative and final subdivision maps. The fees shall be collected at the time of the issuance of any building permit.
- G. The STMP fees specified above shall be collected for projects in the entire [City/unincorporated West County area].
- H. Fees paid pursuant to this Ordinance shall be deposited in a separate segregated interest-bearing account, and together with any interest accumulated on amounts on deposit, shall be remitted on a quarterly basis to WCCTAC or its designee, to be placed in a fund to be used solely for the purposes described in this Ordinance and in the Cooperative Agreement. Any interest accumulated on such funds shall also be used only for the purposes specified in this Ordinance.
- I. The fees will be used for, but are not limited to, the administration of the STMP, planning, environmental documentation, design, acquisition of right-of-way, and construction of the projects.
- J. Effective July 1, 2020 and on each subsequent anniversary date of such date, the amount of each of the developer fees, set forth in Section IV.A. above, shall increase or decrease by the percentage change in the Engineering News Record Construction Cost Index for the San Francisco Bay Area for the twelve month period ending on [redacted] of the preceding fiscal year. The percentage change will be calculated by WCCTAC, which will notify all signatories to the Cooperative Agreement of the change.
- K. Pursuant to Government Code section 66001(d), after the fifth fiscal year following the first deposit of 2019 STMP revenues and every five (5) years thereafter, WCCTAC shall make all required findings with respect to that portion of the fee account or fund remaining unexpended, whether committed or uncommitted. Such findings shall be made in connection with the release of public information required by Government Code section 66006(b).
- L. Pursuant to Government Code Section 66006, as specified, WCCTAC shall submit a public report to the [Council/Board] on an annual basis, identifying the amount of fee revenues collected and other statutorily required information.

SECTION V – PROJECT DESCRIPTIONS, FUNDING COMMITMENTS, AND ELIGIBLE COSTS, AND IMPLEMENTATION SCHEDULE

- A. List of Projects. The STMP fees provided for in this ordinance shall be used exclusively for the following projects (note that more detailed project descriptions can be found in

the 2018 STMP Update nexus study report):

1. **San Pablo Avenue Complete Streets Projects** – Transit, bicycle, and pedestrian improvements along several segments of San Pablo Avenue.
2. **Appian Way Complete Streets Project** – Pedestrian, bicycle, and transit access improvements along Appian Way in El Sobrante and potentially in City of Pinole.
3. **San Pablo Dam Road Improvements** – Multimodal access improvements along San Pablo Dam Road through downtown El Sobrante.
4. **Bay Trail Gap Closure** – Improve transit access by closing three key Bay Trail gaps: along Goodrick Avenue in Richmond, between Bayfront Park and Pinole Creek in Pinole, and between Atlas Road and Cypress Avenue in unincorporated Contra Costa County.
5. **Ohlone Greenway Improvements** – Crossing, wayfinding, lighting and landscaping improvements along Ohlone Greenway.
6. **I-580/Harbor Way Interchange Improvements** – Improve pedestrian and bicycle access across interchange, to serve movements between waterfront/ferry terminal and central Richmond.
7. **I-580/Marina Bay Parkway Interchange Improvements** – Improve pedestrian and bicycle access across interchange, to serve movements between waterfront and downtown Richmond.
8. **Richmond Ferry to Bridge Bicycle Improvements** – Improve bicycle access between Richmond Ferry Terminal and Bay Trail near Richmond-San Rafael Bridge.
9. **I-80 Express Bus** – Improve I-80 Express Bus service between Hercules Transit Center and Oakland/Emeryville/Berkeley, with possible intermediate stops.
10. **Hercules Regional Intermodal Transportation Center** – Complete construction of new Capitol Corridor train stop, with associated track improvements, parking and access facilities.
11. **BART Extension from Richmond Station (Planning and Conceptual Engineering Phases)** – Planning, conceptual engineering and/or program level environmental clearance phases of potential BART extension to Contra Costa College/City of San Pablo.
12. **San Pablo Avenue Transit Corridor Improvements** – Extension and improvement of BRT and/or rapid bus service along San Pablo Avenue through West County, with stops including Richmond Parkway Transit Center and Hercules Transit Center.

13. **23rd Street Transit Corridor Improvements** – Provision of BRT and/or rapid bus service along 23rd Street from Richmond Ferry Terminal/UC Berkeley Richmond Field Station to Richmond BART, to Contra Costa College, and potentially to Hilltop Mall.
14. **West County BART Station Access and Parking Improvements** – Station modernization and capacity enhancements, parking, and access improvements at El Cerrito Plaza, El Cerrito del Norte, and Richmond BART stations, and Richmond Crossover Project to allow increased frequency along Richmond line.
15. **Del Norte Area TOD Public Infrastructure Improvements** – Parking facilities, bicycle, pedestrian, and/or bus transit access improvements, signage, lighting, improvements to station access or station waiting areas, ADA improvements, improvements to adjacent streets, street crossings, or signals, and/or Ohlone Greenway improvements.
16. **San Pablo Avenue Intersection Realignment** – Intersection reconfiguration, potential signal modifications to accommodate pedestrian, bicycle, and BRT access at intersection of San Pablo Avenue, 23rd Street, and Road 20.
17. **I-80/San Pablo Dam Road Interchange Improvements, Phase 2** – Interchange reconstruction, new bridge over Wildcat Creek, and improved bicycle and pedestrian facilities.
18. **I-80/Central Avenue Interchange Improvements, Phase 2** – Increase intersection spacing to increase vehicle capacity, connect Pierce Street and San Mateo Street, convert Pierce Street access at Central Avenue to right-in/right-out.
19. **I-80/Pinole Valley Road Interchange Improvements** – Improve merge from eastbound on-ramp to I-80, widen ramp terminal intersections, and make pedestrian crossing improvements.
20. **Future Nexus Study Updates** – Two comprehensive nexus studies and fee updates, over the 22-year planning horizon of the 2019 STMP fee.

B. Funding commitments and Eligible Costs. Program revenues shall be available for project costs through completion of construction. Costs include, but are not limited to, environmental clearance, conceptual engineering, traffic studies, design, right-of-way acquisition, utility relocation, and costs of construction. Actual funding commitments will depend upon STMP fee revenues collected and project priorities as determined by WCCTAC.

Administrative costs for WCCTAC shall not exceed four percent (4%) of the STMP fee revenues collected under the Master Cooperative Agreement during each quarterly period.

- C. Implementation Schedule. WCCTAC, the project sponsors and co-sponsors, shall work to promote steady progress on all of the projects, to the extent that funding and project readiness permit.

SECTION VI – NOTICE AND HEARINGS

This Ordinance was adopted pursuant to the procedures established by state law, and all required notices have been given, and the public hearing has been properly held and conducted.

SECTION VII – EFFECTIVE DATE

This Ordinance shall take effect and be enforced sixty (60) days after the date of its adoption, and prior to the expiration of fifteen (15) days from the passage thereof, the ordinance or a summary thereof shall be posted or published as may be required by law, and thereafter the same shall be in full force and effect.

SECTION VII – SEVERABILITY

If any section, subsection, sentence, clause or phrase or word of this ordinance is for any reason held to be unconstitutional, unlawful or otherwise invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The [City/County] hereby declares that it would have passed and adopted this ordinance and each and all provisions thereof irrespective of the fact that any one or more of said provisions be declared unconstitutional, unlawful or otherwise invalid.

First read at a regular meeting of the [City Council/Board of Supervisors] on the _____ day of _____, 2019, and passed and adopted at a regular meeting of the [City Council/Board of Supervisors] held on the _____ day of _____, 2019, by the following vote:

YES:

NOES:

ABSENT:

[Mayor of the City of _____
of the Board of Supervisors]

ATTEST:

[City Clerk/Clerk of the Board]

3066992.1
10/3/18

DRAFT

STMP FEE ADMINISTRATIVE GUIDELINES

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 - c. Supporting Documents (nexus study, model ordinance, master co-op agreement)
2. Administrative Organization & Responsibilities
 - a. Local Agencies
 - i. Apply Fee to Development Projects (based on fee schedule in place at time of vesting rights)
 - ii. Track Permit Activity & Fee Revenues
 - iii. Comply with WCCTAC Reporting Requirements (quarterly)
 - iv. Transfer of Funds To WCCTAC (quarterly)
 - b. WCCTAC
 - i. Receive and Manage Funds
 - ii. Verify Agency-Reported Revenue & Permit Activity
 - iii. Complete Mitigation Fee Act Reporting Requirements
 - iv. Hold and Disburse of Funds
3. Applicability of STMP Fee (by local agencies)
 - a. New Construction (dwelling units or nonresidential building space)
 - b. Intensification of Use (existing non-residential building including re-use of a vacant building)
4. Exemptions & Waivers (not allowed without pre-approval of WCCTAC except those listed)
 - a. Local Government Facilities (constructed by member agency within its jurisdiction)
 - b. School Facilities (traditional and charter K-12 public schools)
5. Calculation of STMP Fee
 - a. Use Categories
 - i. Residential
 - (1) Single Family Residential (includes attached units, e.g. townhomes)
 - (2) Multi-Family Residential (includes condominiums, apartments, and accessory dwelling units)

- (3) Senior Housing
 - ii. Nonresidential
 - (1) Hotel
 - (2) Office
 - (3) Retail/Service (includes medical office)
 - (4) Industrial
 - (5) Storage Facility
 - iii. Other (e.g. uses not covered by standard categories)
 - b. Fee Calculation
 - i. Residential Development Projects
 - ii. Nonresidential Development Projects
 - iii. Mixed Use Development Projects
 - iv. Existing Building Intensification of Use (including re-use of vacant buildings)
 - v. Other Land Uses (“per trip fee” for uses not covered by standard categories)
6. Credits & Reimbursements
- a. Definitions
 - b. Credit & Reimbursement Agreement
 - c. Approval Process (WCCTAC Executive Director concurrence for credits, WCCTAC Board approval for reimbursements)
7. Appeals (developer or local agency applies to WCCTAC, final decision by WCCTAC Executive Director)
8. Local Agency Fund Accounting
- a. Separate Account (interest earning)
 - b. Transfer of STMP Fee Funds (with interest to WCCTAC on quarterly basis)
 - i. Transmittal Report (form)
 - ii. Supporting Documentation (local agencies to identify available data and efficient method to report building activity and corresponding fee revenue by project)
 - c. Verification (various methods: ad hoc analysis by WCCTAC staff; periodic report to WCCTAC Board about agency compliance with reporting requirements; and/or auditing by professional firm engaged by WCCTAC)
9. Periodic STMP Fee Adjustments and Reporting
- a. Annual Fee Adjustment
 - i. Revised Fee Schedule (based on ENR-CCI for prior year calculated by WCCTAC and delivered to local agencies by March 1)
 - ii. Adoption (local agencies act by May 1 so fees effective July 1)

- b. Reporting (required by Mitigation Fee Act)
 - i. Annual Report (prepared by WCCTAC annually by Dec. 31)
 - ii. Five-year Program Review (prepared by WCCTAC every five years)
- 10. Expenditure of STMP Fee Revenue
 - a. STMP Fee Administration (four percent of fee revenue collected; local agency administrative costs determined by each agency and in addition to STMP fee)
 - i. Ongoing
 - ii. Five-year Review
 - b. STMP Disbursements for Capital Projects (policies and procedures for call-for-projects, project prioritization, referencing other documents e.g. funding agreement)

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

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

Check Appropriate Box:

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

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

Fiscal Year: 2019/18

Reporting Period:

Fee Submittal Due Date:

Jurisdiction's Name:

Contact Name:

Contact Email:

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FY Q1	FY Q2	FY Q3	FY Q4
July-Sept	Oct-Dec	Jan-Mar	Apr-June
31-Oct	30-Jan	30-Apr	31-Jul

City of Progress

Sandy Day

SD@progress.ca.us

No development to report this period. OR

Notes:

Insert below the # of Units or the # of Sq. Ft. to calculate the amt. of fee collected.
List each project or project component separately

The City of Progress charges applicants a processing fee of 1% above the STMP fee amount and the city has retained the 1%.

Type of Fee	Project Address	Development Name	STMP Fee per Unit	STMP Fee per Square ft.	Total # Units or Sq. Ft.	STMP \$ Collected
Single Family	123 Cort Court	Happy Homes	\$ 2,595.00		3	\$ 7,785.00
Single Family	321 Singing Lane	n/a	\$ 2,595.00		1	\$ 2,595.00
Multi Family	456-502 ocean view	Sea breeze apts.	\$ 1,648.00		12	\$ 19,776.00
Multi Family	654 Todd St.	Terrific TOD	\$ 1,648.00		50	\$ 82,400.00
Senior Housing	987 Ageless Lane	Better w/ Time Residences	\$ 701.00		35	\$ 24,535.00
Hotel (per room)			\$ 1,964.00			\$ -
Storage Facility	3 Shed St.	Sheds R Us		\$ 0.53	12000	\$ 6,360.00
Church				\$ 1.58		\$ -
Retail	19 Retail Blvd.	Glamour Hair		\$ 1.82	1000	\$ 1,820.00
Retail	29 Retail Blvd.	Dressy Dress		\$ 1.82	1500	\$ 2,730.00
Retail	654 Todd St.	Terrific TOD		\$ 1.82	23000	\$ 41,860.00
Industrial				\$ 2.45		\$ -
Office				\$ 3.51		\$ -
Hospital				\$ 4.21		\$ -
TOTAL FEES COLLECTED:						\$182,076.00

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

WEST COUNTY STMP PROJECTS

ID	Project	Project Description	Document Reference	Total Project Cost Estimate	Other Identified Funding	Eligible STMP Funding Allocation ¹	Sponsor(s)
Complete Streets Projects							
1	San Pablo Avenue Complete Streets Projects ²	a.) Construct bike and pedestrian improvements along San Pablo Avenue from Rodeo to Crockett by reducing roadway from 4 lanes to 3 lanes plus Class I path.	Countywide Transportation Plan (2017), West County Transit Enhancement and Wayfinding Plan (2011)	\$8,610,000		\$1,636,000	County
		b.) Construct bicycle and pedestrian improvements along San Pablo Avenue between La Puerta Road and Hilltop Drive. Including new sidewalk installation on San Pablo Avenue between Lancaster Drive and Robert Miller Drive on the east side, and on Robert Miller between San Pablo Avenue and Hilltop Drive, to improve pedestrian access to the Contra Costa College Transit Hub and the Hilltop Mall Area.	West County Transit Enhancement and Wayfinding Plan	\$3,150,000		\$599,000	Richmond
		c.) Construct bike, pedestrian and transit improvements along San Pablo Avenue from Rivers Street in San Pablo to Lowell Avenue in Richmond.	Countywide Transportation Plan, San Pablo Bicycle and Pedestrian Master Plan (2017)	\$13,755,000		\$2,613,000	San Pablo
		d.) Implement Complete Streets improvements along San Pablo Avenue including directional cycle track and other bicycle, pedestrian and transit improvements in El Cerrito.	Countywide Transportation Plan, El Cerrito San Pablo Avenue Specific Plan (2014)	\$8,190,000		\$1,556,000	El Cerrito
		e.) San Pablo Avenue Class I Boardwalk between John Muir Parkway and Sycamore Avenue. Project is necessary to provide pedestrian and transit access to a recently approved shopping center on San Pablo Avenue, across the street from the planned boardwalk.	West County Transit Enhancement and Wayfinding Plan	\$398,000		\$76,000	Hercules
		f.) Complete bicycle/pedestrian connection on San Pablo Avenue over Santa Fe Railroad tracks by upgrading the existing bridge or constructing new dedicated bicycle/pedestrian bridge.	Countywide Transportation Plan	\$16,800,000		\$3,192,000	Pinole
2	Appian Way Complete Streets Project ²	Provide continuous sidewalks and bike lanes throughout the corridor. The project will also consider future/existing bus stop locations, on-street parking and sidewalk treatments, such as bulb outs and median refuge islands, while also improving access consistent with ADA. Project limits are along Appian Way from San Pablo Dam Road in unincorporated El Sobrante to about 900 lineal feet north of the city limit within the City of Pinole.	Countywide Transportation Plan	\$23,310,000		\$4,429,000	County, Pinole
3	San Pablo Dam Road Improvements in Downtown El Sobrante ²	Provide complete street improvements on San Pablo Dam Road between El Portal Drive and Castro Ranch Road. Improvements may include multimodal infrastructure on San Pablo Dam Road as well as completion of Pitt Way which will provide a circulation loop in the center of town that will provide enhanced access to community space and commercial areas in downtown El Sobrante.	2005 Update of the Subregional Transportation Mitigation Program (STMP)	\$10,422,000		\$1,980,000	County
Complete Streets Project Category - Total Cost Estimate				\$84,635,000	\$0	\$16,081,000	
Other Bicycle and Pedestrian-Focused Improvements							
4	Bay Trail Gap Closure	Close Bay Trail gaps in West Contra Costa County along the following segments: 1.) 0.3-mile segment along Goodrick Avenue in Richmond. 2.) 1.5-mile segment between Atlas Road and Cypress Avenue in unincorporated Contra Costa County. 3.) 0.1-mile segment between Bayfront Park and Pinole Creek in Pinole. Projects listed above are key gap closures that can improve access to transit facilities near the Bay Trail.	Countywide Transportation Plan	\$12,276,000		\$2,333,000	County, Pinole, Richmond
5	Ohlone Greenway Improvements	Implement crossing, wayfinding, signing, lighting, safety and security, and landscaping improvements along Ohlone Greenway.	Countywide Transportation Plan, Ohlone Greenway Master Plan (2009)	\$3,045,000		\$579,000	El Cerrito
6	I-580/Harbour Way Interchange Pedestrian & Bicycle Access Improvements	Improve pedestrian and bicycle crossings at the I-580/Harbour Way interchange ramps, to improve pedestrian and bicycle connections between waterfront (including future Ferry terminal) and central Richmond.	West County Transit Enhancement and Wayfinding Plan, South Richmond Transportation Connectivity Plan (2015)	\$519,000		\$156,000	Richmond
7	I-580/Marina Bay Parkway Interchange Pedestrian & Bicycle Access Improvements	Improve pedestrian and bicycle crossings at the I-580/Marina Bay Parkway interchange ramps. The following improvements may be considered: -Stripe and sign bike lanes along Marina Parkway, connect bike lanes to the Officer Moody Class I path at Meeker Avenue/Marina Bay Parkway intersection. -Consider narrowing or removing travel lanes on South 23rd Street to provide a bicycle and pedestrian connection to downtown Richmond. -Stripe crosswalks at freeway ramps for pedestrian and bicycle travel across ramps. -Square the freeway off-ramps to slow speeds and improve sightlines between drivers and bicyclists/pedestrians.	West County Transit Enhancement and Wayfinding Plan, City of Richmond Bicycle Master Plan (2011)	\$1,095,000		\$197,000	Richmond

WEST COUNTY STMP PROJECTS

ID	Project	Project Description	Document Reference	Total Project Cost Estimate	Other Identified Funding	Eligible STMP Funding Allocation ¹	Sponsor(s)
8	Richmond Ferry to Bridge Bicycle Network Improvements	a.) Point Richmond area: from the new trail at Tewksbury & Castro to existing bay trail at S Garrard & Richmond Ave. This segment could vary from short-term bicycle boulevard-style improvements through the neighborhood to a long-term goal of a Class I path through railroad and Caltrans ROW along Railroad Ave and Tewksbury Ave. (Approximately 2,300 ft)	N/A (Project Identified by City of Richmond Staff)	\$1,150,000		\$322,000	Richmond
		b.) Point Richmond to Richmond Greenway: including S Garrard Blvd and W Ohio Ave. Because acquisitions or easements on railroad property have failed, there is a proposal to build a Class I trail along the north side of W Ohio between Garrard and 2nd St. The curb and gutter on this side of the road would need to be rebuilt. A similar trail or 2-way cycle track could be extended along S Garrard to existing facilities at W Cutting. (W Ohio Ave segment: 3,100 ft, S Garrard Blvd: 2,800 ft)	N/A (Project Identified by City of Richmond Staff)	\$2,950,000		\$826,000	Richmond
		c.) W Cutting Blvd, Cutting Blvd, and Hoffman Blvd. A two-way cycle track is proposed by reducing the number of vehicle travel lanes. Local businesses have requested the City add parking on the north side of West Cutting Blvd, and this will be studied in conjunction with the proposed bicycle facilities. This is also one of our focus areas for stormwater pollution mitigation, so a bioswale buffer between the cycle track and roadway would be ideal. Bicycle and pedestrian improvements adjacent to freeway access points are also necessary at Hoffman & Cutting and Hoffman & Harbour Way South. (W Cutting and Cutting Blvd segment: 5,500 ft, Hoffman Blvd: 1,600 ft)	N/A (Project Identified by City of Richmond Staff)	\$3,550,000		\$994,000	Richmond
		d.) Harbour Way South: Hoffman to Ferry Terminal. Private developments are in the process of planning and building portions of a two-way cycle track along the frontage of their properties between Hoffman and the Cannery property, and this project would connect and extend those improvements. (2,200 ft total)	N/A (Project Identified by City of Richmond Staff)	\$1,100,000		\$308,000	Richmond
Other Bicycle and Pedestrian-Focused Project Category - Total Cost Estimate				\$25,685,000	\$0	\$5,715,000	
Transit and Station-Related Improvements							
9	I-80 Express Bus Service (Short & Mid-Term Improvements)	Express Bus Service on I-80 from Hercules Transit Center south to Berkeley, Emeryville, Oakland, and expanded service to San Francisco, with intermediate stops at the Richmond Parkway Transit Center and a potential I-80/Macdonald Avenue Express Bus/BRT transit center. Expansion of park-and-ride lots and freeway ramp improvements could occur in the medium to long-term. A series of Richmond Parkway Transit Center Improvements may also include: -Improve pedestrian and bicycle crossings at the I-80/Blume Drive and I-80/Fitzgerald Drive intersections -New sidewalks and bicycle lanes providing access to the transit center.	West County High-Capacity Transit Study (2017), 2016 Express Bus Study Update Final Report (2017)	\$109,203,000		\$20,749,000	WCCTAC
10	Hercules Regional Intermodal Transportation Center	Current phase of Hercules RITC is to complete construction of the new train stop for Capitol Corridor service, including parking, station platform, signage and plazas, rail improvements, bicycle and pedestrian access improvements (e.g. Bay Trail connections), etc. Capital improvements along the corridor in West Contra Costa, including track improvements, drainage, fencing, safety improvements, etc. Future capital improvements could include preparation for ferry service.	West County High-Capacity Transit Study, Countywide Transportation Plan, 2005 Update of the STMP	\$53,550,000	\$1,000,000	\$10,175,000	Hercules
11	BART Extension (Planning & Conceptual Engineering Phases) from Richmond Station ³	BART extension from the Richmond BART Station. Only the planning, conceptual engineering and program level environmental clearance phases of the project are included for Segment 1 from Richmond to Contra Costa College/City of San Pablo.	West County High-Capacity Transit Study	\$14,700,000		\$2,793,000	WCCTAC
12	San Pablo Avenue Transit Corridor Improvements	BRT on San Pablo Avenue approximating the existing 72R Rapid Bus route from downtown Oakland to the Richmond Parkway Transit Center and extending Rapid Bus from the Richmond Parkway Transit Center to the Hercules Transit Center. In the short-term, Rapid Bus Improvements could be extended to Richmond Parkway with service to Contra Costa College and Hilltop Mall and transit priority treatments introduced along the corridor. Extending Rapid Bus treatments north to the Hercules Transit Center and introducing bus-only lanes on San Pablo Avenue from El Cerrito del Norte north to 23rd Street could occur in the medium-term.	West County High-Capacity Transit Study	\$192,150,000		\$36,509,000	WCCTAC

WEST COUNTY STMP PROJECTS

ID	Project	Project Description	Document Reference	Total Project Cost Estimate	Other Identified Funding	Eligible STMP Funding Allocation ¹	Sponsor(s)
13	23rd Street Transit Corridor Improvements	23rd Street BRT from Richmond Ferry Terminal and UC Berkeley Richmond Field Station to Richmond BART/Capitol Corridor station, then continuing to Contra Costa College, with possible extension along San Pablo Avenue to Hilltop Mall and Hercules. Improvements to pedestrian facilities that enhance access to BRT stations are also assumed as part of this project.	West County High-Capacity Transit Study	\$121,800,000		\$23,142,000	WCCTAC
14	West County BART Station Access, Parking & Capacity Improvements	a.) El Cerrito Plaza Station Modernization and Capacity Enhancements: Improve access, expand capacity, enhance placemaking, and address state-of-good repair issues at the 45-year old El Cerrito Plaza BART station. Include an improved kiss n' ride area, landscaping, new stairs and elevators to the platform, new station restrooms, and improved bus intermodal area with raised crosswalks.	El Cerrito Plaza and Del Norte Stations - Modernization Concept Plan (2013)	\$49,442,000		\$9,395,000	BART
		b.) El Cerrito Plaza BART Pedestrian & Bike Safety and Access Improvements: Enhancements on streets between BART Station and Carlson Blvd, including improved pedestrian lighting, widened sidewalks, improved crosswalks, signal timing adjustments, wayfinding and signage, and upgraded bicycle facilities.	BART Walk and Bicycle Gap Study (2017)	\$1,260,000		\$239,000	BART, El Cerrito
		c.) Richmond BART Pedestrian & Bike Safety and Access Improvements: Enhancements on streets surrounding BART Station to improve station access and safety, including pedestrian lighting, widened sidewalks, improved crosswalks, signal timing adjustments, wayfinding and signage, and upgraded bicycle facilities.	BART Walk and Bicycle Gap Study	\$3,465,000		\$658,000	BART, Richmond
		d.) Richmond Crossover Project: Additional Crossover to allow quicker turnbacks, to utilize fleet more effectively, reduce conflicts in yard, and allow increased service frequency.	BART Sustainable Communities Operations Analysis (2013)	\$34,759,000		\$6,604,000	BART
15	Del Norte Area TOD Public Infrastructure Improvements	Planning, engineering, environmental studies, and construction of the public transportation-related improvements at the El Cerrito Del Norte BART station's Transit Oriented Development project. Funding will provide improvements including, but not limited to: new parking facilities; bicycle, pedestrian, and bus transit access improvements; signage; lighting; improvements to station access or station waiting areas; ADA improvements; improvements to adjacent streets, street crossings, or signals; and/or Ohlone Greenway improvements.	2005 Update of the STMP	\$37,761,000	\$7,100,000	\$7,175,000	El Cerrito
Transit and Station-Related Project Category - Total Cost Estimate				\$618,090,000	\$8,100,000	\$117,439,000	
Local Street and Intersection Improvements							
16	San Pablo Avenue Intersection Realignment at 23rd Street and Road 20	Realignment of skewed 5-legged intersection as part of a bridge removal project that will enhance pedestrian, bicycle and future BRT access. The project will also include street re-configuration, re-striping and possibly signal modification at this intersection.	Countywide Transportation Plan	\$15,120,000	\$9,500,000	\$1,814,000	San Pablo
Local Street and Intersection Project Category - Total Cost Estimate				\$15,120,000	\$9,500,000	\$1,814,000	

WEST COUNTY STMP PROJECTS

ID	Project	Project Description	Document Reference	Total Project Cost Estimate	Other Identified Funding	Eligible STMP Funding Allocation ¹	Sponsor(s)
Freeway and Interchange Improvements							
17	I-80/San Pablo Dam Road Interchange Improvements (Phase 2)	Reconstruct the existing I-80/San Pablo Dam Road interchange (including modifications to the El Portal Drive and McBryde Avenue ramps) and provide improved pedestrian and bicycle facilities. The project will be completed in two phases. The first phase (under construction) will relocate the El Portal Drive on-ramp to WB I-80 to the north, extend the auxiliary lane along WB I-80 between San Pablo Dam Road off-ramp and El Portal Drive on-ramp, and reconstruct the Riverside Avenue pedestrian overcrossing. The second phase includes the construction of a new connector road on the west side of I-80 to connect SPDR to McBryde Avenue with a new bridge over Wildcat Creek, reconstructing the on- and off-ramps to SPDR, replacing the existing SPDR overcrossing with a 6-lane structure, and realigning Amador Street. Phase 2 is included in this STMP update.	Countywide Transportation Plan, 2005 Update of the STMP	\$84,788,000	\$9,200,000	\$16,110,000.00	San Pablo, CCTA
18	I-80/Central Avenue Interchange Improvements (Phase 2)	Improve traffic operations and multimodal access at the I-80/Central Avenue interchange and along Central Avenue between Rydin Road and San Pablo Avenue. The project will be completed in two phases. The first phase will redirect left turns from WB Central Avenue onto WB I-80 to the adjacent I-580 EB on-ramp at Rydin Road during weekend peak hours; and will install traffic signals at the I-580 ramps. Construction of first phase will be completed in 2018. The second phase will increase the spacing between the signalized intersections east of I-80 by connecting Pierce Street and San Mateo Street, converting Pierce Street access at Central Avenue to "right-in, right-out," and relocating the traffic signal at Pierce Street/Central Avenue to the San Mateo Street/Central Avenue intersection. The second phase is included in this STMP update.	Countywide Transportation Plan, 2005 Update of the STMP	\$15,225,000	\$13,873,000	\$2,588,000	El Cerrito, Richmond, CCTA
19	I-80/Pinole Valley Road Interchange Improvements	The project may include the following improvements: -Improve merge onto the I-80 mainline from the EB Pinole Valley Road on-ramp to address vehicles accelerating uphill after stopping at ramp meter. -Widen Pinole Valley Road ramp-terminal intersections at I-80 to provide a dedicated right turn lane to the EB and WB I-80 on-ramps. -Pinole Valley Road/I-80 intersection crossing enhancements.	Countywide Transportation Plan, West County Transit Enhancement and Wayfinding Plan	\$10,959,000		\$1,534,000	Pinole, CCTA
Freeway and Interchange Project Category - Total Cost Estimate				\$110,972,000	\$23,073,000	\$20,232,000	
Administrative Projects							
20	Future Nexus Study Updates	Two comprehensive nexus studies and fee updates, over the 22-year planning horizon of the 2019 STMP Fee.		\$500,000		\$500,000	WCCTAC
Total Project List Cost Estimate				\$855,002,000	\$40,673,000	\$161,781,000	

Notes:

- Column summarizes the portion of the capital costs that would be allocated to the STMP.
- Complete Streets projects typically involve improvements to transit, pedestrian and bicycling infrastructure with the goal of increased usage of those modes, thus reducing vehicle volumes on Routes of Regional Significance.
- Timing of BART extension implementation may extend beyond 2040; however, the STMP could fund early planning and design tasks.

PREVIOUSLY FUNDED STMP PROJECTS

DRAFT

STMP Project Category	Project Funded	Award Date	Funding Agreement Date	Projects Sponsor	Award Amount	% of Total
1: Richmond Intermodal Station	Nevin Ave. Improvements: BART to 19th St. Project (Richmond Intermodal Station, East Side Improvements)	10/28/2011 and 03/2016	6/30/2016	City of Richmond	\$ 527,000	11.68%
2: I-80 Interchanges (SPDR, Central, Hwy4/Willow	San Pablo Ave. Interchange Ph. 1	1/27/2017		CCTA	\$ 700,000	15.51%
3: Capitol Corridor Improvements	Path to Transit	3/1/2016		City of Hercules	\$ 1,000,000	22.16%
4: Ferry Service to Richmond, Hercules/Rodeo	Planning and Design HITC	5/27/2011	7/1/2011	City of Hercules	\$ 300,000	6.65%
5: BART Access and Parking	Del Norte Modernization	9/29/2017	12/28/2017	BART	\$ 1,000,000	22.16%
5: BART Access and Parking	Richmond Station	2/27/2009	6/1/2010	BART	\$ 186,200	4.13%
6: Bay Trail Gap Closure	Plans for Pinole Shores to Bayfront Park Trail Gap Closure	2/29/2008	2/4/2009, 7/1/2011, 10/25/2013	EBRPD	\$ 500,000	11.08%
7: San Pablo Dam Rd. in El Sobrante						
8: San Pablo Ave. Corridor Improvements						
9: North Richmond Rd. Connection Project						
10: Hercules Transit Center						
11: Del Norte Area TOD Improvements	Ohlone Greenway BART Stn Access, Safety & Placemaking	3/25/2016	8/24/2016	City of El Cerrito	\$ 300,000	6.65%

Total Funds Awarded \$ 4,513,200 100%

2005 STMP PROJECT LIST

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



TO: WCCTAC Board **MEETING DATE:** September 28, 2018
FR: Leah Greenblat, Project Manager
RE: **Proposed 2018 STMP Call for Projects**

REQUESTED ACTION

Authorize release of the 2018 STMP Call for Projects.

BACKGROUND AND DISCUSSION

WCCTAC is currently in the process of updating the Nexus Study for its Sub-regional Transportation Mitigation Program (STMP). The process will culminate in a model ordinance with a new STMP project list that each West County local jurisdiction will be asked to adopt, as well as a master cooperative agreement for each jurisdiction to authorize.

Once the new program is established, funds will begin to be collected under the rules of the new program and will stop being collected under the rules of the old program. Funds collected after this transition can only be spent on the new STMP project list. (There are several projects that will carry over from the old program to the new program and any unspent funds remaining from the old program can only go towards the carried over projects.) The transition between programs provides an opportunity to allocate funds from the old program prior to closing that program out and will simplify the administration and tracking of funds under both programs.

Funding Available

The balance in the WCCTAC STMP account as of July 2018 is approximately \$4,420,934. Of this amount, WCCTAC has budgeted or existing obligations for completion of the STMP Nexus Study, STMP projects with BART, El Cerrito and Hercules and FY 208-19 Program Administrative Expenses. The total STMP funds available for the WCCTAC Board to allocate to eligible STMP projects is approximately \$3 million. The table below summarizes the revenue balance and current funding commitments.

Current STMP Balance as of July 2018		\$4,420,934
STMP Budgeted or Obligated Items		
Prior funding commitments (BART, El Cerrito and Hercules)	\$1,311,266	
Completion of STMP Nexus Study	\$94,250	
FY 18-19 Administrative (budgeted)	\$50,000	
<i>Subtotal of funding commitments</i>	<i>\$1,455,516</i>	<i>-\$1,455,516</i>
Total STMP Funds Available to Program		\$2,965,418

Application Process

Agencies eligible to apply for STMP funds include any project sponsor with a project on the current list of 11 approved projects (See Attachment A for 2005 STMP Project List). The primary eligible agencies are WCCTAC members and the East Bay Regional Park District (EBRPD).

Interested parties should submit a brief letter of interest and any attachments in one pdf file to WCCTAC c/o both John Nemeth and Leah Greenblat by October 25, 2018. The letter should include the following information:

- Identification of which of the 11 STMP project categories the proposal falls under.
- Past STMP funding received, including the timing, amount and project category.
- The total cost of the project and/or the cost of the current project phase.
- The amount of STMP funds being requested.
- The location of the project as shown on a map.
- A description of what the STMP funds would be used for.
- A summary project schedule showing estimated month and year of PSE, start of construction, end of construction, and opening to the public.
- Identification of the project’s current project readiness status.

The proposed schedule for the Call for Projects is as follows:

Activity	Date
Notification to WCCTAC TAC of Proposed Call for Projects	Sept 13
Release Call for Projects	Sept 28
Funding Proposals Due	Oct 25
WCCTAC Staff Review of Proposals	Oct 26-Nov 1
Funding Proposals Reviewed by WCCTAC TAC	Nov 2-Nov 8
TAC forwards recommendation to WCCTAC Board	Nov 8
WCCTAC Board takes action to allocate STMP funds	Dec 14

Evaluation Criteria

WCCTAC staff and TAC concurred to evaluate funding requests using the TAC’s evaluation method developed in 2016. That method recommended giving higher priority to: 1) projects that were further along in the development process (project readiness), 2) projects with sponsors that have not recently received funding, to ensure a balance across agencies, and 3) projects in STMP categories that have not recently received funding, to ensure a balance across project categories.

Project requests would be ranked from top to bottom for each of the three criteria. A “1” would be given the project that best fit the criteria, a “2” for the next best, and so on. Then the scores for each of the three criteria would be combined. The project with the lowest overall score would be considered the top ranked project, the second lowest score would be the second ranked project, and so on.

From this initial ranking provided by WCCTAC staff, the TAC could propose adjustments in order to develop a consensus recommendation for the WCCTAC Board’s consideration.

Next Steps

If the Board authorizes the release of the 2018 STMP Call for Projects, WCCTAC staff would notify its member agencies and EBRPD of the official release of the Call for Projects. The WCCTAC TAC at its October meeting plans to discuss which agencies might be considering submitting proposals before reviewing actual proposals at its November meeting. WCCTAC staff anticipates bringing a programming recommendation for the STMP funds back to the Board at its December 2018 meeting.

ATTACHMENTS:

- A. 2005 STMP Project List