

El Cerrito

## TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

Hercules

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**DATE & TIME:** Thursday, November 8, 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

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Pinole

**1. CALL TO ORDER and SELF-INTRODUCTIONS**  
*Estimated Time\*:* 9:00 AM, (5 minutes)

**2. PUBLIC COMMENT**  
*Estimated Time\*:* 9:05 AM, (5 minutes)

Richmond

*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.*

San Pablo

**3. CONSENT CALENDAR**  
*Estimated Time\*:* 9:10 AM, (5 minutes)

**A. Minutes & Sign in Sheet from October 11, 2018**  
*Recommendation:* Approve as presented.  
*Attachment:* Yes

Contra Costa  
County

**4. REGULAR AGENDA ITEMS**

**A. STMP Nexus Update: Review of Draft Documents and Planning for Board and Councils Review**

*Description:* In preparation for WCCTAC Board action in December, followed by local Council action in January and February of 2019, the consultant team has developed four documents to be reviewed by the TAC and, as appropriate, local jurisdictions' legal counsel: 1) Draft STMP Ordinance; 2) Draft Master Cooperative Agreement; 3) Draft Administrative Guidelines and 4) Draft Final STMP Nexus Report.

AC Transit

*Recommendation:* Review and provide feedback on the draft documents. Prepare for formal feedback from TAC member agencies' attorneys by November 19. Identify target dates for local Council meetings.

BART

*Attachments:* Yes

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

WestCAT

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

**B. STMP Call for Projects: Evaluation and Recommendations**

*Description*: In response to the 2018 STMP Call for Projects, WCCTAC received eight funding requests totaling over \$7.2 million. At this time, just under \$3 million is available to program. The TAC previously established some criteria to help evaluate STMP proposals. Staff conducted an initial evaluation based on those criteria and prepared initial rankings, which are attached. Also attached are the actual funding requests submitted by project sponsors. Given the upcoming transition to a new program in 2019, WCCTAC staff recommends the TAC propose an allocation of STMP fees collected between now and June 30, 2019, the proposed effective end date of the old program and start date of the new program.

*Recommendation*: Evaluate funding requests and make a recommendation to the WCCTAC Board. Include a recommendation for funding STMP-eligible project/s that with funds generated between the Board's action and the current program's conclusion on June 30, 2019.

*Attachments*: Yes

*Presenter/Lead Staff*: John Nemeth and 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, tentatively scheduled for on Thursday, January 10, 2019.

*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.

El Cerrito

## WCCTAC TAC Meeting Minutes

Hercules

**MEETING DATE:** October 11, 2018

Pinole

**MEMBERS PRESENT:** Yvetteh Ortiz, El Cerrito; Rob Thompson, WestCAT; Nathan Landau, AC Transit; Jill Mercurio, San Pablo; Denee Evans, Richmond; Celestine Do, BART; Tamara Miller, Pinole.

Richmond

**GUESTS:** Julie Morgan, Fehr and Peers; Hisham Noeimi, CCTA; Dane Rogers, City of Richmond,

**STAFF PRESENT:** John Nemeth, Leah Greenblat, and Joanna Pallock

**ACTIONS LISTED BY:** WCCTAC Staff

San Pablo

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Called to Order	The meeting was called to order at 9:03 a.m.
2.	Public Comment	Leah Greenblat announced WCTAC's APA award and showed the actual award to the TAC.
3.	Consent Calendar: a. Action Minutes and Sign-in Sheet from September 13, 2018	Moved by Mercurio, seconded by Do, and unanimously adopted.
4.	STMP Nexus Update: Feedback from Local Staff and Outline for Administrative Guidelines	TAC members provided feedback on the proposed new STMP fee rates. The discussion on exemptions for certain businesses and ADUs resulted in a decision to not recommend exemptions to the WCCTAC Board and to allow developers and cities to appeal on a case by case basis. The TAC also address considerations of vacancy lengths and what land uses qualify for the "other" category. A final DRAFT version of the ordinance will be sent out by staff for review by city attorneys.

Contra Costa  
County

AC Transit

BART

WestCAT

5.	STMP Call for Projects	Staff noted that the WCCTAC Board approved another Call for Projects for roughly \$3 million available in the STMP fund. Requests for funding were due to WCCTAC staff by Thursday, October 25th. Member agencies discussed possible requests. BART made a brief presentation on the Del Norte Modernization project funding needs.
6.	TCC Update	None; recent meetings were cancelled.
7.	Adjourn	The meeting adjourned at 11:37 AM.

Sign in Sheet for the WCCTAC Technical Advisory Committee Meeting

WCCTAC TAC	INITIALS	AGENCY	EMAIL	PHONE
Lori Reese Brown		Richmond	Lori_reese-brown@ci.richmond.ca.us	510.620.6869
Chareles Ching		San Pablo	charlesc@sanpabloca.gov	
John Cunningham		CCC DCD	John.cunningham@dcd.cccounty.us	925.674.7833
G. Aileen Hernandez		BART	ghernan@bart.gov	510.464.6564
Deneé Evans	<i>DE</i>	Richmond	Denee.evans@ci.richmond.ca.us	510.621.1718
Carol Huang		San Pablo	carolh@sanpabloca.gov	
Nathan Landau		AC Transit	NLandau@actransit.org	510.891.4792
Jill Mercurio	<i>JAM</i>	San Pablo	jillm@sanpabloca.gov	
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Yvetteh Ortiz	<i>YO</i>	El Cerrito	yortiz@ci.el-cerrito.ca.us	510.215.4345
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Mike Roberts		Hercules	miker@ci.hercules.ca.us	510.799.8241
Robert Sarmiento		CCC DCD	robert.sarmiento@dcd.cccounty.us	925.674.7822
Holly Smith		Hercules	hsmyth@ci.hercules.ca.us	510.245.6531
Michael Tanner		BART	mtanner@bart.gov	
Robert Thompson		WestCAT	rob@westcat.org	510.724.3331
Ryan Greene-Roesel		BART	rgreene@bart.gov	510.287.4797
<b>WCCTAC STAFF</b>				
Leah Greenblat		WCCTAC	lgreenblat@wcctac.org	510.210.5935
Valerie Jenkins		WCCTAC	vjenkins@wcctac.org	510.210.5931
John Nemeth		WCCTAC	jnemeth@wcctac.org	510.210.5933
Joanna Pallock		WCCTAC	jpallcock@wcctac.org	510.210.5934
Coire Reilly		WCCTAC	creilly@wcctac.org	510.210.5932
<b>CCTA STAFF</b>				
Brad Beck		CCTA	bbeck@ccta.net	925.256.4726
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Hisham Noeimi		CCTA	hnoeimi@ccta.net	925.256.4731
<b>JURISDICTION AGENCY STAFF</b>				
Charlie Anderson		WESTCAT	charlie@westcat.org	510.724.3331
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Jim Cunradi		AC Transit	jcunradi@actransit.org	510.891.4841
Deidre Heitman		BART	dheitma@bart.gov	510.287.4796
Dane Rodgers	<i>DR</i>	Richmond	Dane_rodgers@ci.richmond.ca.us	510-307-8112
Robert Del Rosario		AC Transit	rdelrosa@actransit.org	510.891.4734
Rod Simpson		San Pablo	Rods@sanpablo.gov	510.215.3036
Lina Velasco		Richmond	lina_velasco@ci.richmond.ca.us	510.620.6841
Patrick Phelan		Richmond	Patrick_phelan@ci.richmond.ca.us	510.307.8111
<b>GUEST</b>				
Dave Campbell		Bike East Bay	dave@bikeeastbay.org	510.701.5971
Bill Pinkham	<i>BP</i>	CBPAC Rep	Bpinkham3@gmail.com	510.734.8532
Rita Xavier		San Pablo Res.		
<i>Julie Morgan</i>	<i>JM</i>	<i>Fehr+Peers</i>	<i>j.morgan@fehrandpeers.com</i>	<i>925-357-3370</i>



**\*\*\* 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 2019 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 “2019 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 2019 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 20189 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 2019 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	\$5,439/DU*
Multi-Family Residential	\$2,679/DU
Senior Housing	\$1,764/DU
Hotel	\$4,116/Room
Retail/Service (except gas stations)	\$6.59/SF**
Office	\$8.72/SF
Industrial	\$5.56/SF
Storage Facility	\$1.20/SF
Other	\$7,350 per AM peak hour trip

\*DU = Dwelling Unit

\*\*SF = Square Foot

- B. In addition to the STMP fee imposed by section IV.A above, each applicant shall pay the [City/County] an administrative fee of \_\_\_\_\_, payable to the [City/County] at the time of issuance of a building permit. The administrative fee shall be no greater than the cost incurred by the [City/County] to adopt and administer this Ordinance.
- C. No development shall be exempt from the fee, except if application of the fee to the development would be unlawful under and/or conflict with federal, state, or local law and/or regulation.
- D. A project that reconstructs or re-uses an existing structure or development that has been occupied within the previous three years is subject to the fee only to the extent that it would generate more A.M. peak hour vehicle trips than the existing development.
- E. An applicant 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 trip generation study. The methodology for conducting the study is described in the STMP Master Cooperative Agreement. The [City of \_\_\_\_\_/County of Contra Costa] shall calculate the appropriate fee reduction based on the proportionate reduction in trips demonstrated in the trip generation study and the WCCTAC Executive Director shall approve any reduction.

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.

- F. An applicant may receive credit against fees for the dedication of land for right-of-way and/or construction of improvements for 2019 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 2019 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. An applicant 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 and must be approved by the WCCTAC Board.
- G. 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.
- H. The STMP fees specified above shall be collected for projects in the entire [City/unincorporated West County area].
- I. 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.
- J. 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.
- K. 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 annual percentage change in the Engineering News Record Construction Cost Index for the San Francisco Bay Area for the for the twelve month period ending with the February index of the same calendar year. The percentage change will be calculated by WCCTAC, which will notify all signatories to the Cooperative Agreement of the change.
- L. 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).

- M. 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.
- N. Any application may appeal the determination of the amount of the STMP fee due, and such appeal shall be made in writing to WCCTAC with supporting documentation. The WCCTAC Board shall consider the appeal at a regularly scheduled meeting, and shall make a decision on the appeal. The decision of the WCCTAC Board is final.

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 summary of 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 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 and Oakland/Emeryville/Berkeley/San Francisco, 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. **23<sup>rd</sup> Street Transit Corridor Improvements** – Provision of BRT and/or rapid bus service along 23<sup>rd</sup> 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, 23<sup>rd</sup> 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.

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]

3073074.1  
11/1/18

DRAFT

**MASTER COOPERATIVE AGREEMENT  
BY AND AMONG 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**

This AGREEMENT is made and entered into as of this \_\_\_\_\_ day of \_\_\_\_\_, 2019, by and between the cities of El Cerrito, Hercules, Pinole, Richmond, San Pablo, and the County of Contra Costa, collectively referred to herein as AGENCIES; and individually as an AGENCY, and the West Contra Costa Transportation Advisory Committee, a Joint Exercise of Powers Agency organized pursuant to a Joint Exercise of Powers Agreement among the cities of El Cerrito, Hercules, Pinole, Richmond, and San Pablo, the County of Contra Costa, and the transit agencies AC Transit, Bay Area Rapid Transit District, and Western Contra Costa Transit Authority, hereinafter referred to as WCCTAC. The AGENCIES, and WCCTAC shall sometimes be referred to collectively herein as the “Parties” and individually as a “Party”.

**RECITALS**

**WHEREAS**, AGENCIES, and WCCTAC, pursuant to the Contra Costa Transportation Improvement and Growth Management Expenditure Plan and Ordinance (referred to herein as “Measure C”) adopted and approved by the voters in 1988, and pursuant to the extension of the transportation sales tax (referred to herein as “Measure J”) adopted and approved by the voters in November 2004, hereby desire to enter into a Cooperative Agreement for transportation improvements in West Contra Costa County to be funded in whole or in part by developer fees collected under the West County Subregional Transportation Mitigation Program (“STMP”). The 2019 program (the “2019 STMP”) is intended to update the STMP adopted in 2006 (the “2006 STMP”). The transition from the 2006 STMP to the 2019 STMP is outlined herein. This Agreement shall terminate and replace the prior Master Cooperative Agreement Between 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, dated June 13, 2006; and

**WHEREAS**, each AGENCY by local ordinance or resolution, enacted the STMP, which levies a fee on new development to mitigate the impacts of new trips generated by that development in conformity with the Mitigation Fee Act (Gov. Code §§ 66000 et seq., referred to herein as the “Act”); and

**WHEREAS**, fees from the 2006 STMP partially funded eleven regional transportation projects; and

**WHEREAS**, fees from the 2019 STMP are proposed to partially fund twenty regional transportation projects, as more particularly described herein (collectively referred to herein as the “Projects” and individually as a “Project”); and

**WHEREAS**, the nexus findings, in conformity with Government Code section 66000 et seq. can be found in the 2019 STMP Update, including the “Project Nexus Discussion” for each project; and

**WHEREAS**, this Agreement outlines the roles and responsibilities of the Parties relative to the administrative, fiscal, and project management of the 2019 STMP projects; and

**WHEREAS**, WCCTAC is the primary responsible entity for the program, and will coordinate and administer the STMP expenditures, the priority for fee disbursements, and provide general management of the STMP consistent with its mission; and

**WHEREAS**, WCCTAC has evaluated the components of the 2019 STMP and finds that the establishment, imposition, collection, transfer and use of development fees for the purposes and Projects described herein are necessary to mitigate traffic impacts caused by new development and authorized by all applicable legal authorities;

**NOW, THEREFORE**, in consideration of the foregoing, the Parties hereby agree as follows:

**A. PURPOSE**

The purpose of this Agreement is to formalize the institutional arrangements for the collection, oversight, and expenditure of the 2019 STMP fees and the close out of the 2006 STMP program.

**B. LIST OF PROJECTS**

Fees from the 2019 STMP are proposed to partially fund the Projects identified in this Paragraph B, as more particularly described in the 2019 STMP Update. Each Project shall have one or more designated project sponsors (each a “**Project Sponsor**”). A Project Sponsor may be an AGENCY, WCCTAC or another governmental agency. WCCTAC will enter into a funding agreement with each Project Sponsor as part of funding of each Project, and such funding agreement shall set forth the duties and responsibilities of the Project Sponsor. The Project Sponsor(s) for each Project are listed in parenthesis below after the description of each Project.

1. **San Pablo Avenue Complete Streets Projects** – Transit, bicycle, and pedestrian improvements along several segments of San Pablo Avenue. (*WCCTAC Cities/Contra Costa County*);
2. **Appian Way Complete Streets Project** – Pedestrian, bicycle, and transit access improvements along Appian Way in El Sobrante and in City of Pinole. (*Contra Costa County; City of Pinole*);
3. **San Pablo Dam Road Improvements** – Multimodal access improvements along San Pablo Dam Road through downtown El Sobrante. (*Contra Costa County*);
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. (*East Bay Regional Park District, Contra Costa County, Cities of Richmond and Pinole*);

5. **Ohlone Greenway Improvements** – Crossing, wayfinding, lighting and landscaping improvements along Ohlone Greenway. (*City of El Cerrito*);
6. **I-580/Harbor Way Interchange Improvements** – Improve pedestrian and bicycle access across interchange, to serve movements between waterfront/ferry terminal and central Richmond. (*City of Richmond*);
7. **I-580/Marina Bay Parkway Interchange Improvements** – Improve pedestrian and bicycle access across interchange, to serve movements between waterfront and downtown Richmond. (*City of Richmond*);
8. **Richmond Ferry to Bridge Bicycle Improvements** – Improve bicycle access between Richmond Ferry Terminal and Bay Trail near Richmond-San Rafael Bridge. (*City of Richmond*);
9. **I-80 Express Bus** – Improve I-80 Express Bus service between Hercules and Oakland/Emeryville/Berkeley/San Francisco, with possible intermediate stops. (*WCCTAC, WestCAT and AC Transit*);
10. **Hercules Regional Intermodal Transportation Center** – Complete construction of new Capitol Corridor train stop, with associated track improvements, parking and access facilities. (*City of Hercules*);
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. (*WCCTAC, BART*);
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. (*WCCTAC Cities/Contra Costa County*);
13. **23<sup>rd</sup> Street Transit Corridor Improvements** – Provision of BRT and/or rapid bus service along 23<sup>rd</sup> Street from Richmond Ferry Terminal/UC Berkeley Richmond Field Station to Richmond BART, to Contra Costa College, and potentially to Hilltop Mall. (*Cities of Richmond and San Pablo*);
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. (*BART, WCCTAC*);
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. (*BART, Cities of El Cerrito and Richmond*);

16. **San Pablo Avenue Intersection Realignment** – Intersection reconfiguration, potential signal modifications to accommodate pedestrian, bicycle, and BRT access at intersection of San Pablo Avenue, 23<sup>rd</sup> Street, and Road 20. (*City of San Pablo*);
17. **I-80/San Pablo Dam Road Interchange Improvements, Phase 2** – Interchange reconstruction, new bridge over Wildcat Creek, and improved bicycle and pedestrian facilities. (*Authority*);
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. (*Authority*);
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. (*Authority, City of Pinole*); and
20. **Future Nexus Study Updates** – Two comprehensive next studies and fee updates over the 22-year planning horizon of the 2019 STMP Fee. (*WCCTAC*).

**C. CLOSE-OUT OF FEE COLLECTION AND EXPENDITURE FROM THE 2006 STMP**

Fees will no longer be collected for the eleven projects from the 2006 STMP as of the Effective Date. All fees collected and unspent for these projects as of the Effective Date shall be used for Projects that are the same as or substantially similar to a project from the 2006 STMP, in order to further the purposes for which the 2006 STMP was adopted.

**D. FEES**

1. Imposition of the Fees. In order to fund the 2019 STMP, SPONSORS shall consider the adoption, by ordinance or resolution, the following developer fees, to be payable at the time of issuance of building permits:

<u>LAND USE</u>	<u>FEE</u>
Single-Family Residential	\$5,439/DU*
Multi-Family Residential	\$2,679/DU
Senior Housing	\$1,469/DU
Hotel	\$3,481/Room
Retail/Service (except gas stations)	\$6.59/SF**

Office	\$8.72/SF
Industrial	\$5.56/SF
Storage Facility	\$0.76/SF
Other	\$7,350 per AM peak hour trip

\*DU = Dwelling Unit

\*\*SF = Square Foot

The fees for uses not listed above shall be determined by WCCTAC according to information generated by appropriate trip generation studies in accordance with the Institute of Traffic Engineers (ITE) Manual and the Contra Costa Transportation Authority’s Technical Procedures.

2. Administrative Fee.

In addition to the STMP fee imposed by section D.1 above, each AGENCY may impose an administrative fee payable to the AGENCY at the time of issuance of a building permit. The administrative fee shall be no greater than the cost incurred by the AGENCY to adopt the ordinance or resolution establishing the 2019 STMP and collected the 2019 STMP.

3. Tribal Gaming Facility Developments.

The Parties agree that a tribal gaming facility’s subregional traffic impacts should be mitigated and that WCCTAC shall be included in any evaluation and determination of such impacts and their mitigation. Monies to pay for mitigation of such subregional impacts may be governed by a tribal-state compact or a tribal-local agency agreement. The collection of any such monies shall be subject to applicable state and federal law, including but not limited to the Indian Gaming and Regulatory Act, 25 U.S.C. §§ 2701-2721.

4. Transfer of the Fees.

No more than thirty (30) days following the close of each calendar quarter ending after the Effective Date, all STMP fee revenue collected by an AGENCY, and any interest accrued on such revenue, will be transferred by the AGENCY to WCCTAC with a brief Quarterly Report that identifies each development project subject to STMP, the revenue collected for the development and any fee adjustments or reduction(s) authorized by WCCTAC during the reporting period. Prior to the transfer of all STMP fee revenue, AGENCY shall keep and maintain all STMP fee revenue in accordance with the requirements of the Mitigation Fee Act. WCCTAC shall deposit the funds into a separate interest-bearing capital facilities account for the STMP revenues to be used solely for the purposes described herein, and in the fee resolutions or ordinances adopted by the AGENCIES pursuant to this Agreement. The revenues, including any accrued interest from the account, will be disbursed and expended only for the twenty projects identified in Section B above.

5. Reports.

Pursuant to Government Code section 66006(b)(1), within 150 days after the end of each fiscal year, WCCTAC, in cooperation with the Project Sponsors, shall make available to the public and to AGENCIES a status report on the progress attained and costs incurred to date on each Project in the 2019 STMP, including but not limited to:

- i. A brief description of the type of fee in the account or fund.
- ii. The amount of the fee.
- iii. The beginning and ending balance of the account or fund.
- iv. The amount of the fees collected and the interest earned.
- v. An identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement, including the total percentage of the cost of the public improvement that was funded with fees.
- vi. An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement, as identified in paragraph (2) of subdivision (a) of Section 66001 of the Government Code, and the public improvement remains incomplete.
- vii. A description of each interfund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, and, in the case of an interfund loan, the date on which the loan will be repaid, and the rate of interest that the account or fund will receive on the loan.
- viii. The amount of refunds made pursuant to subdivision (e) of Section 66001 and any allocations pursuant to subdivision (f) of Section 66001.

6. Report Reviews.

Pursuant to Government Code section 66006(b)(2), the WCCTAC Board shall review the information contained in the report referenced in Section D.6 of this Agreement at the next regularly-scheduled public meeting not less than fifteen (15) days after this information is made available to the public. Thereafter, such report and any comments or amendments made by the WCCTAC Board, shall be forward to the AGENCIES.

7. Periodic Findings.

After the fifth fiscal year following the first deposit of 2019 STMP revenues and every five (5) years thereafter, WCCTAC shall make all findings required by Government Code section 66001(d). Such findings shall be made in connection with the release of public information required by Government Code section 66006(b) and Section D.6 of this Agreement.

8. Fee Adjustments.

A provision shall be included in the fee resolutions or ordinances adopted by AGENCIES pursuant to this Agreement, requiring automatic annual fee increases or decreases, effective July 1 of each year after 2019, based on the annual percentage change in the Engineering News-Record Construction Cost Index for the San Francisco Bay Area for the 12-month period ending with the February index of the same calendar year. WCCTAC will calculate the annual percentage increase in the STMP fee and notify all AGENCIES of this change. Each AGENCY shall be responsible for implementing this annual change in the STMP Fee.

9. Exemptions.

No exemptions for any development subject to the 2019 STMP Fee shall be allowed without pre-approval of WCCTAC except as noted here. Developments shall be exempted from the 2019 STMP and the development fees pursuant thereto if the development has obtained rights vested prior to the effective date of the applicable 2019 STMP fee ordinance or resolution, pursuant to Government Code section 66498.1

10. Credits.

A developer may receive credit against fees for the dedication of land for right-of-way and/or construction of improvements for specific 2019 STMP projects, 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 2019 STMP dedications or improvements shall be based upon a determination by AGENCY 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 AGENCY. An applicant 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. The award of any credit or reimbursement by AGENCY must be preapproved by the WCCTAC Board.

11. Appeals.

Should a developer or AGENCY seek an appeal of the fee due, the appeal shall be made in writing to WCCTAC with supporting documentation. The WCCTAC Board shall consider the appeal at a regularly scheduled meeting, and shall make a decision on the appeal. The decision of the WCCTAC Board is final.

12. Verification.

In addition to the quarterly reporting form submitted by the local jurisdictions, WCCTAC in conjunction with the AGENCIES may undertake steps to verify AGENCIES compliance with the 2019 STMP Program. This may include periodic reports to the WCCTAC Board and City/County Managers about compliance with reporting requirements, and/or requesting information on building permits issued to compare with the information contained in the quarterly reporting form.

**E. FUNDING COMMITMENTS AND ELIGIBLE COSTS**

1. Use of Fees.

Fee revenues shall be available for Project costs through completion of construction. Costs include, but are not limited to, environmental clearance, conceptual planning and engineering, traffic studies, design, right-of-way acquisition, utility relocation, and costs of construction. Funding amounts are in 2018 dollars and actual funding commitments will depend upon the 2019 STMP fee revenues collected by the AGENCIES. Eligible Project costs will be determined by WCCTAC based on the cost criteria listed above and other factors consistent with applicable law, in WCCTAC’s sole discretion. Project costs will be reimbursed pursuant to procedures determined by WCCTAC.

2. STMP Projects and Funding.

ID	Project Name	Maximum STMP Amount
1	San Pablo Avenue Complete Streets Projects	\$9,672,000
2	Appian Way Complete Streets Project	\$4,429,000
3	San Pablo Dam Road Improvements in El Sobrante	\$1,980,000
4	Bay Trail Gap Closure	\$2,333,000
5	Ohlone Greenway Improvements	\$579,000
6	I-580/Harbour Way Interchange Pedestrian & Bicycle Access Improvements	\$156,000
7	I-580/Marina Bay Parkway Interchange Pedestrian & Bicycle Access Improvements	\$197,000

<b>ID</b>	<b>Project Name</b>	<b>Maximum STMP Amount</b>
8	Richmond Ferry to Bridge Bicycle Network Improvements	\$2,450,000
9	I-80 Express Bus Service	\$20,749,000
10	Hercules Regional Intermodal Transportation Center	\$10,175,000
11	BART Extension from Richmond Station	\$2,793,000
12	San Pablo Avenue Transit Corridor Improvements	\$36,509,000
13	23rd Street Transit Corridor Improvements	\$23,142,000
14	West County BART Station Access, Parking & Capacity Improvements	\$16,896,000
15	Del Norte Area TOD Public Infrastructure Improvements	\$7,175,000
16	San Pablo Avenue Intersection Realignment at 23rd Street and Road 20	\$1,814,000
17	I-80/San Pablo Dam Road Interchange Improvements (Phase 2)	\$16,110,000
18	I-80/Central Avenue Interchange Improvements (Phase 2)	\$2,588,000
19	I-80/Pinole Valley Road Interchange Improvements	\$1,534,000
20	Future Nexus Study Updates	\$500,000
<b>Totals</b>		<b>\$161,781,000</b>

**F. PROJECT IMPLEMENTATION**

WCCTAC and AGENCIES will work to promote steady progress on all Projects, to the extent that funding and Project readiness permit. Subject to environmental clearance, right of way acquisition and dedication, utility relocation, and other factors (the timing of which may be beyond the control of SPONSORS, and/or WCCTAC), and subject to the availability of regional fee and other funding sources as may be required.

**G. ADMINISTRATIVE OVERSIGHT AND COST RECOVERY**

1. The following parties shall be entitled to recover the following costs and expenses:
  - i. WCCTAC. WCCTAC is entitled to recovery of reasonable administrative costs and expenses actually incurred, not to exceed 4% of the STMP fees collected under this Agreement to provide the 2019 STMP services relating to or incurred in the performance of the following duties:

coordination, administration and oversight of Project expenditures; determination of the priority of fee disbursements; provision of general management of the Projects; provision of financial and accounting services, including but not limited to serving as the repository of the STMP fee revenues and other funds collected under this Agreement and preparation of quarterly reports with the amount of fee revenues collected and the distribution of fees to the Projects.

- ii. AGENCIES. In addition to the STMP fee imposed by section D.1 above, each AGENCY may impose an administrative fee payable to the AGENCY at the time of issuance of a building permit. The administrative fee shall be no greater than the cost incurred by the AGENCY to adopt the ordinance or resolution establishing the 2019 STMP and collected the 2019 STMP.

## **H. TERM**

The term of this Agreement shall commence on July 1, 2019, (the “Effective Date”) and shall terminate on December 31, 2040, unless terminated earlier in accordance with the terms of this Agreement.

## **I. TERMINATION**

This Agreement will remain in effect until the termination date stated in Section H. above, unless terminated earlier by written agreement of the Parties. However, in no event shall the Parties to this Agreement terminate this Agreement if such a termination would conflict with, cause a default under or otherwise violate the terms or conditions of any revenue bonds.

## **J. INDEMNIFICATION**

1. WCCTAC shall defend, indemnify, save and hold harmless the Cities of El Cerrito, Hercules, Pinole, Richmond and San Pablo; and the County of Contra Costa and their officers, agents and employees from any and all claims, costs and liability arising out of or in connection with an act or failure to act under this Agreement, or breach of any term of this Agreement, by WCCTAC, except to the extent such claims, costs or liability arise from the negligence of El Cerrito, Hercules, Pinole, Richmond, San Pablo, Contra Costa County or their officers, agents or employees.
2. El Cerrito shall defend, indemnify, save and hold harmless WCCTAC; the cities of Hercules, Pinole, Richmond and San Pablo; and the County of Contra Costa; and their officers, agents and employees from any and all claims, costs and liability arising out of or in connection with any act or failure to act under this Agreement, or breach of any term of this Agreement, by El Cerrito, except to the extent such claims, costs or liability arise from the negligence of WCCTAC, Hercules, Pinole, Richmond, San Pablo, Contra Costa County or their officers, agents or employees.

3. Hercules shall defend, indemnify, save and hold harmless WCCTAC; the cities of El Cerrito, Pinole, Richmond and San Pablo; and the County of Contra Costa and their officers, agents and employees from any and all claims, costs and liability arising out of or in connection with any act or failure to act under this Agreement, or breach of any term of this Agreement, by Hercules, except to the extent such claims, costs or liability arise from the negligence of WCCTAC, El Cerrito, Pinole, Richmond, San Pablo, Contra Costa County or their officers, agents or employees.
4. Pinole shall defend, indemnify, save and hold harmless WCCTAC; the cities of El Cerrito, Hercules, Richmond and San Pablo; and the County of Contra Costa and their officers, agents and employees from any and all claims, costs and liability arising out of or in connection with any act or failure to act under this Agreement, or breach of any term of this Agreement, by Pinole, except to the extent such claims, costs or liability arise from the negligence of WCCTAC, El Cerrito, Hercules, Richmond, San Pablo, Contra Costa County or their officers, agents or employees.
5. Richmond shall defend, indemnify, save and hold harmless WCCTAC; the cities of El Cerrito, Hercules, Pinole and San Pablo; and the County of Contra Costa and their officers, agents and employees from any and all claims, costs and liability arising out of or in connection with any act or failure to act under this Agreement, or breach of any term of this Agreement, by Richmond, except to the extent such claims, costs or liability arise from the negligence of WCCTAC, El Cerrito, Hercules, Pinole, San Pablo, Contra Costa County or their officers, agents or employees.
6. San Pablo shall defend, indemnify, save and hold harmless WCCTAC; the cities of El Cerrito, Hercules, Pinole and Richmond; and the County of Contra Costa and their officers, agents and employees from any and all claims, costs and liability arising out of or in connection with any act or failure to act under this Agreement, or breach of any term of this Agreement, by San Pablo, except to the extent such claims, costs or liability arise from the negligence of WCCTAC, El Cerrito, Hercules, Pinole, Richmond, Contra Costa County or their officers, agents or employees.
7. Contra Costa County shall defend, indemnify, save and hold harmless WCCTAC; the cities of El Cerrito, Hercules, Pinole, Richmond, and San Pablo and their officers, agents or employees from any and all claims costs and liability arising out of or in connection with any act or failure to act under this Agreement, or breach of any term of this Agreement, by Contra Costa County, except to the extent such claims, costs or liability arise from the negligence of WCCTAC, El Cerrito, Hercules, Pinole, Richmond, San Pablo, or their officers, agents or employees.

**K. PRIMACY OF THE DOCUMENTS**

If a dispute arises, the terms of this Agreement shall take precedence over the WCCTAC Joint Exercise of Powers Agreement (“JEPA”) and /or the model Ordinance Establishing the 2019 West Contra Costa Subregional Transportation Mitigation Program (“Ordinance”).

**L. ALTERNATIVE DISPUTE RESOLUTION**

1. In General. This Paragraph L. establishes the exclusive process by which disputes between or among the Parties to this Agreement concerning or relating to this Agreement shall be resolved. The dispute resolution process established herein shall apply to disputes related to the interpretation or enforcement of, or compliance with, the terms and provisions of this Agreement. Disputes that are not alleged to relate to the interpretation of, or compliance with, this Agreement are not subject to this dispute resolution process.
2. Informal Conferral. If a dispute arises as described above in Paragraph L.1., the parties to the dispute (the “Disputing Parties”) will first attempt to resolve it through informal discussions, which may include designated representatives of the staff of WCCTAC, AUTHORITY and AGENCIES, at their discretion. Disputing Parties will advise the other Parties of the existence of a dispute and coordinate the date, time and location of informal conferral.
3. Mediation. In the event a dispute cannot be resolved through informal conferral within twenty-one (21) calendar days, the aggrieved Disputing Party, acting through its governing body, shall give written notice to all other Parties to this Agreement, setting forth the nature of and basis for the dispute and facts demonstrating that such Disputing Party is materially and adversely affected thereby. The Disputing Parties, acting through their designated representatives, including counsel, shall endeavor to settle the dispute by mediation. The Disputing Parties shall select a neutral third party with expertise in land use matters to mediate the dispute. The other Parties may, but are not required to, participate in the mediation.
4. Judicial Review. The dispute resolution process described above shall be undertaken in good faith and exhausted prior to resort to judicial review; provided, however, that by agreeing to this dispute resolution process, no Party hereby loses or waives its right to sue under any applicable statute of limitations or loses or waives its right to assert the operation of any applicable statute of limitations as an affirmative defense. In the event that an applicable statute of limitations would run during the pendency of the dispute resolution process described above, the Disputing Parties shall agree in writing to toll such statute of limitations for such period as may reasonably be necessary to complete the dispute resolution process, but in no event shall such statute of limitations be tolled for more than ninety (90) calendar days.

5. **Conduct of Judicial Review.** Should any Party to this Agreement ultimately seek judicial review of a dispute concerning or relating to the implementation, interpretation or enforcement of, or compliance with, the terms and provisions of this Agreement, all Parties will submit to the jurisdiction of a court of competent jurisdiction; provided, however, that the Parties shall cooperate in seeking the appointment of a neutral Judge as defined in California Code of Civil Procedure section 394 to sit in Contra Costa County Superior Court, to preside over any such dispute.
6. **Equitable Relief.** Because the amount of damages in the event of a breach of this Agreement may be difficult or impossible to determine, the obligations of the Parties to this Agreement shall be enforceable by specific performance or other equitable relief, in addition to any other available remedy.

**M. NOTICES**

Any notices which may be required under this Agreement shall be in writing, shall be effective upon receipt, and shall be given by personal service, by certified or registered mail, or by U.S. mail, to the City Clerks of the cities of El Cerrito, Hercules, Pinole, Richmond, and San Pablo; to the Board Clerk for the County of Contra Costa; and to the Executive Director of the AUTHORITY, and to the individuals and addresses set forth below, or to such other addresses which may be specified in writing to the Parties.

**To WCCTAC:**  
6333 Potrero Ave., Suite 100  
El Cerrito, CA 94530  
Attn: Executive Director

**To City of El Cerrito:**  
10890 San Pablo Avenue  
El Cerrito, CA 94530  
Attn: City Clerk

**To City of Hercules:**  
111 Civic Drive  
Hercules, CA 94574  
Attn: City Clerk

**To City of Pinole:**  
2131 Pear Street  
Pinole, CA 94564  
Attn: City Clerk

**To City of Richmond:**  
1401 Marina Way South  
Richmond, CA 94804  
Attn: City Clerk

**To City of San Pablo:**  
13831 San Pablo Avenue  
San Pablo, CA 94806  
Attn: City Clerk

**To County of Contra Costa:**  
651 Pine Street, 1<sup>st</sup> Floor  
Martinez, CA 94553  
Attn: Clerk of the Board of Supervisors

**N. ADDITIONAL ACTS AND DOCUMENTS**

Each Party agrees to do all such things and take all such actions, and to make, execute and deliver such other documents and instruments, as shall be reasonably requested to carry out the provisions, intent, and purpose of the Agreement.

**O. INTEGRATION**

Except with respect to matters provided for in the JEPA and/or the Ordinance and subject to the primacy of this Agreement as provided in Paragraph K hereto, this Agreement represents the entire Agreement of the parties with respect to the subject matter hereof. No representation, warranties, inducements, or oral agreements have been made by any of the parties except as expressly set forth herein, or in other contemporaneous written agreements.

**P. AMENDMENT**

This Agreement may not be changed, modified, or rescinded except in a written instrument signed by all of the Parties. Any attempt at oral modification of this Agreement shall be void and of no effect.

**Q. INDEPENDENT AGENCIES**

The Parties are and at all times shall be considered entirely independent parties. The Parties will each act in an independent capacity and not as officers, employees or agents of the other. No Party shall have the right to control the other, except as expressly referenced in this Agreement. Nothing in this Agreement establishes, constitutes or shall be construed to establish or constitute a partnership, agency or employment relationship between the Parties.

**R. ASSIGNMENT**

The Agreement, and the rights, duties, and obligations of a Party hereunder, may not be assigned, transferred, hypothecated, or pledged by any Party without the express written consent of the other parties.

**S. BINDING ON SUCCESSORS, ETC.**

The Agreement shall be binding upon the successor(s), assignee(s), or transferee(s) of the AGENCIES, or WCCTAC as the case may be. This provision shall not be construed as an authorization to assign, transfer, hypothecate, or pledge this Agreement other than as provided above.

**T. SEVERABILITY**

Should any part of this Agreement be determined to be unenforceable, invalid, or beyond the authority of any Party to enter into or carry out, such determination shall not affect the validity of the remainder of this Agreement which shall continue in full force and

effect; provided that, the remainder of this Agreement can, absent the excised portion, be reasonably interpreted to give effect to the intentions of the parties.

**U. HEADINGS; RECITALS**

The headings of sections, paragraphs and subparagraphs of this Agreement are included for convenience only and shall not be deemed to constitute part of this Agreement or to affect its construction. The recitals are intended to be, and shall be deemed to constitute, part of this Agreement.

**V. COUNTERPARTS**

This Agreement may be executed in multiple counterparts, each of which shall be an original and all of which together shall constitute one agreement.

**IN WITNESS WHEREOF**, the parties have caused this Agreement to be duly executed and attested by their respective officers, duly authorized so to act, as of the date set forth in the first paragraph of this Agreement.

**City of Pinole**

**City of San Pablo**

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Mayor

ATTEST:

ATTEST:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

\_\_\_\_\_  
City Attorney

**County of Contra Costa**

**West Contra Costa Transportation  
Advisory Committee**

By: \_\_\_\_\_  
Chair, Board of Supervisors

\_\_\_\_\_  
Chair

ATTEST: David Twa, Clerk of the Board of  
Supervisors and County Administrator

ATTEST:

By: \_\_\_\_\_  
Deputy

\_\_\_\_\_  
Secretary

APPROVED AS TO FORM:  
Sharon Anderson

\_\_\_\_\_  
County Counsel

By: \_\_\_\_\_  
Deputy

**City of Hercules**

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

APPROVED AS TO FORM:

\_\_\_\_\_  
Legal Counsel

**City of El Cerrito**

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
Secretary

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

**City of Richmond**

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

3075453.1

**WEST CONTRA COSTA  
TRANSPORTATION ADVISORY  
COMMITTEE**

**SUBREGIONAL  
TRANSPORTATION  
MITIGATION PROGRAM  
(STMP) FEE  
ADMINISTRATIVE  
GUIDELINES**

**ADOPTED \_\_\_\_\_, 2019**

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## A. INTRODUCTION

The purpose of these Administrative Guidelines is to assist WCCTAC and Agency staff with implementation of the STMP Fee. These Guidelines provide additional detail not included in the Master Cooperative Agreement (“Coop Agreement”), and the Coop Agreement is an integral part of these Guidelines. “Agencies” is used in these Guidelines as the term is used in the Master Cooperative Agreement to indicate the cities and the County that are members of WCCTAC and responsible for collecting the STMP Fee and for sponsoring certain capital projects funded by the STMP Fee. The term Agencies excludes AC Transit and the Bay Area Rapid Transit District that are also members of WCCTAC because these agencies have no role in collecting the STMP Fee.

## B. DEVELOPMENT PROJECTS

Agencies shall apply the STMP Fee to building permits associated with all Development Projects as defined in this section, unless exempt under Section D.9 of the Coop Agreement.

### 1. New Construction

Includes construction of new building space for either residential or non-residential use(s), including the addition of building space to existing developed property.

### 2. Intensification of Use

Includes the intensification of use of an existing building, whether vacant or not. An intensification of use occurs when a Development Project would pay a higher fee under the proposed use compared to the existing permitted use based on the current STMP Fee schedule. Accessory dwelling units added within the existing building footprint are not considered an intensification of use and no STMP Fee would be applied.

In the case of the re-use of a vacant building, the building’s current use shall be the use when the building was occupied if the vacancy had occurred within three years prior to the date of the building permit application. If the vacancy had occurred greater than three years prior to the date of the building permit application, then the STMP Fee shall be applied as if the project was New Construction.

## C. LAND USE CATEGORIES

### 1. Residential Land Uses

i. Single Family Residential: Dwelling units that are single family detached units or attached units such as townhomes and excluding Senior Housing.

ii. Multi-Family Residential: Dwelling units that are apartments, condominiums, multiplexes, manufactured housing, mobiles homes, or detached accessory units, except Senior Housing. Accessory dwelling

units within footprint of an existing dwelling unit are not required to pay the STMP Fee.

- iii. Senior Housing: All age-restricted dwelling units regardless of type.

2. Non-residential Land Uses

- i. Hotel: Temporary lodging establishments including hotels, motels, resorts and bed and breakfast establishments.
- ii. Office: Office facilities where the primary use is not direct service to customers, including branch and head offices, multi-tenant buildings, and business parks.
- iii. Retail/Service: Neighborhood, community, and thoroughfare commercial districts, including retail and personal service businesses, restaurants, and medical offices. Gas stations are included in the “Other” category because trip generation does not vary with building size.
- iv. Industrial: Light and heavy industrial uses, including manufacturing, processing, fabrication, and distribution.
- v. Storage Facility: Facilities used for the purposes of renting or leasing individual storage space.

3. Other Land Uses

- i. Other: The Other land use category only applies to Development Projects that do not clearly conform to one of the defined residential or non-residential categories. Residential and non-residential land use categories are defined to be inclusive of nearly any type of Development Project, so the Other category is considered applicable only in exceptional cases.

**D. FEE CALCULATION**

1. New Construction

$$\text{STMP Fee} = \frac{\text{STMP Fee per Dwelling Unit or per Square Foot Based on Applicable Land Use Category}}{\text{Applicable Land Use Category}} \times \text{New Dwelling Units or New Square Feet}$$

For Development Projects with multiple land use categories, the STMP Fee equals the sum of STMP Fees applied to each land use category.

2. Intensification of Use

$$\text{STMP Fee} = \left[ \begin{array}{l} \text{STMP Fee per} \\ \text{Square Foot or per} \\ \text{Dwelling Unit} \\ \text{Based on Proposed} \\ \text{STMP Fee Land} \\ \text{Use Category} \end{array} \right] - \left[ \begin{array}{l} \text{STMP Fee per Square} \\ \text{Foot or per Dwelling} \\ \text{Unit Based on Highest} \\ \text{STMP Fee Land Use} \\ \text{Category for Existing} \\ \text{Permitted Use} \end{array} \right] \times \begin{array}{l} \text{Additional} \\ \text{Square} \\ \text{Feet} \end{array}$$

There is no impact from a Development Project and therefore no STMP Fee if the STMP Fee for the proposed use is less than the fee for the existing permitted use. In this case, there is no STMP Fee refund or credit.

3. Other Land Use Category

$$\text{STMP Fee} = \begin{array}{l} \text{STMP Fee per A.M.} \\ \text{Peak Hour Trip} \end{array} \times \begin{array}{l} \text{Applicable Trip} \\ \text{Generation Rate} \end{array} \times \begin{array}{l} \text{New Dwelling Units} \\ \text{or New Square Feet} \end{array}$$

The Applicable Trip Generation Rate shall be determined and include any adjustments such as for pass-by trips in conformance with *Technical Procedures* adopted by the Contra Costa Transportation Authority. The Applicable Trip Generation Rate shall be subject to approval by WCCTAC staff.

The Agency shall identify the applicable trip generation rate for the Development Project based on the most current edition of *Trip Generation* published by the Institute of Transportation Engineers (ITE). The Applicable Trip Rate shall be the weighted average rate for “Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.” specified in *Trip Generation*. If the weighted average rate for the peak hour of adjacent street traffic is not available, the weighted average rate for the “A.M. Peak Hour of Generator” can be substituted. See the Appendix for the trip generation rates used to calculate the fee for each STMP Fee land use category.

For development projects with unusual characteristics such that the categories in the *Trip Generation Manual* may not be applicable, the project applicant may, subject to approval by WCCTAC, conduct a trip generation surveys at other sites that share the Development Project’s characteristics, thereby developing a use-specific morning peak hour trip generation rate.

The *Technical Procedures* also includes a description of adjustments to the trip generation rates that can be applied if the development project being studied has specific characteristics for which the application of an average trip generation rate would not be adequate. This may be particularly applicable in situations where the proposed development project includes multiple land use types on one site.

One of the adjustments described in the *Technical Procedures* is for “pass-by trips”, in which a portion of the trips that come to some retail uses are drawn from

the existing traffic stream and thus are not newly generated by that development. It should be noted that, for most retail uses, pass-by trips are more common in the afternoon peak than in the morning. Because the STMP fee calculations are based on AM peak hour trips any pass-by trip adjustments should be carefully considered and justified through reference to industry publications or well-documented survey data.

#### **E. APPEALS FOR FEE EXEMPTIONS, REDUCTIONS, AND WAIVERS**

No exemption, reduction, or waiver of the STMP Fee for a development project is allowed except as permitted by this section.

To be granted a fee exemption, reduction, or waiver the Agency or the development project applicant must:

- Appeal the STMP Fee no later than the date of application for the building permit for the Development Project.
- Pay the STMP Fee pursuant to these Administrative Guidelines pending the resolution of the appeal.
- Bear the burden of establishing satisfactory factual proof of the basis for the appeal based on the opinion of a registered traffic engineer.
- Submit full information in support of their submittal as requested by the WCCTAC and may not raise additional issues once the application is submitted. WCCTAC may require, at the expense of the Project Applicant, review of the submitted materials by a third party.
- Pay any fee as determined by WCCTAC to cover the cost of processing the appeal.

Any fee exemption, reduction, or waiver must be approved by the WCCTAC Board.

#### **F. FEE ADJUSTMENT**

WCCTAC will provide Agencies with a revised STMP Fee schedule based on the annual fee adjustment provided for in Section D.8 of the Coop Agreement by March 1 of each year so that Agencies can adopt the updated fees by July 1.

**APPENDIX A. A.M. PEAK HOUR TRIP GENERATION RATES****A.M. Peak Hour Trip Generation Rates for STMP Land Use Categories**

<b>Land Use Category</b>	<b>ITE Land Use Code</b>	<b>Unit</b>	<b>A.M. Peak Hour Vehicle Trip Generation Rate</b>
Single-Family Residential	210	Dwelling Unit	0.74
Multi-Family Residential	221	Dwelling Unit	0.36
Senior Housing	252	Dwelling Unit	0.20
Hotel	310	Room	0.47
Retail/Service	820	1,000 Square Feet	0.94
Office	710	1,000 Square Feet	1.16
Industrial	110	1,000 Square Feet	0.70
Storage Facility	151	1,000 Square Feet	0.10

Source: Institute of Transportation Engineer, *Trip Generation* (10<sup>th</sup> Edition).

**APPENDIX B: STMP FEE SUBMITTAL FORM**

**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

<b>Fiscal Year:</b> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Reporting Period:</b>	FY Q1	FY Q2	FY Q3	FY Q4
	July-Sept	Oct-Dec	Jan-Mar	Apr-June
<b>Fee Submittal Due Date:</b>	31-Oct	30-Jan	30-Apr	31-Jul

**Jurisdiction's Name:** \_\_\_\_\_

**Contact Name:** \_\_\_\_\_

**Contact Email:** \_\_\_\_\_

**No development to report this period. OR** **Notes:**  
Insert below the # of Units or # of Sq. Ft. to calculate the amnt. of fee collected.  
List each project or project component separately. Add rows as needed.

--

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			\$ 5,439			\$ -
Multi Family			\$ 2,679			\$ -
Senior Housing			\$ 1,469			\$ -
Hotel (per room)			\$ 3,481			\$ -
Retail / Service				\$ 6.59		\$ -
Office				\$ 8.72		\$ -
Industrial				\$ 5.56		\$ -
Storage Facility				\$ 0.76		\$ -
Other (per AM pk hr trip)			\$ 7,350			\$ -
<b>TOTAL FEES COLLECTED:</b>						\$ -

This should be the amount of your check to WCCTAC.

3075520.1



Prepared by

**FEHR & PEERS**

2201 Broadway  
Suite 602  
Oakland, CA 94612

*November 2018*

Draft Report

# **2019 Update of the Subregional Transportation Mitigation Program (STMP)**

Prepared for:  
West Contra Costa Transportation  
Advisory Committee (WCCTAC)

# **2019 Update of the Subregional Transportation Mitigation Program (STMP) – Draft Report**

Prepared for:  
West Contra Costa Transportation Advisory Committee  
(WCCTAC)

November 2018

OK17-0177

FEHR  PEERS

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# 1. Introduction

The West Contra Costa Transportation Advisory Committee (WCCTAC) is a regional planning agency charged with obtaining the funding for regional transportation improvement projects in West Contra Costa County. WCCTAC's jurisdiction encompasses the western portion of the County, including unincorporated areas as well as the Cities of El Cerrito, Hercules, Pinole, Richmond and San Pablo.

WCCTAC first implemented a transportation impact fee via the Subregional Transportation Mitigation Program (STMP) in 1997. Impact fees are established under a state law known as Assembly Bill (AB) 1600, the Mitigation Fee Act. Fees charged pursuant to this legislation are used to build capital facilities needed to offset the impacts generated by new development. The STMP was designed to provide a contribution from new development toward a series of regional transportation improvements. WCCTAC conducted an update of the fee program in 2005 to help fund an expanded list of regional transportation improvements. Working with the member agencies, WCCTAC has successfully utilized fee revenue to fund various transportation projects throughout the region. This report documents a new update of the STMP, undertaken to update the program for current conditions.

## 1.1 Purpose

The purpose of this study is to provide the technical basis for updating the STMP. The focus of the updated program is to support a regional multimodal transportation system in West County that serves the expected future demand. This report documents the analytical approach for establishing the required nexus between anticipated future development in West Contra Costa County and the need for regional transportation improvements.

## 1.2 Study Area

As shown on **Figure 1-1**, the study area includes the unincorporated portions of western Contra Costa County, as well as the Cities of El Cerrito, Hercules, Pinole, Richmond and San Pablo.

## 1.3 Study Process

This study was developed under the direction of WCCTAC staff. Input was obtained at key points in the study process from the WCCTAC Technical Advisory Committee (TAC) and the WCCTAC Board of Directors (Board). Review was also provided by the WCCTAC Counsel.



 West County  
 City Limits



Figure 1-1  
 STMP Update Study Area  
 4A-40

After the results of the fee study are approved by the Board, the updated fee program will be presented to the Contra Costa County Board of Supervisors and the City Councils of El Cerrito, Hercules, Pinole, Richmond and San Pablo. Each jurisdiction will be asked to adopt an updated ordinance and Master Cooperative Agreement to implement the updated fee program.

## 1.4 Report Organization

This report contains a total of five chapters including this introductory chapter.

- **Chapter 2 – Fee Program Background** summarizes the status of the current West County STMP.
- **Chapter 3 – Capital Improvement Projects** describes the process for identifying the project list, including cost estimates for each project.
- **Chapter 4 – Growth Projections** summarizes the residential and non-residential growth projections anticipated in the planning horizon (year 2040) of the study.
- **Chapter 5 – Nexus Analysis** describes the methodology and results of the nexus analysis.
- **Chapter 6 – Summary of Required Program Elements** confirms that this report addresses all of the fee program elements as required by Assembly Bill (AB) 1600, the Mitigation Fee Act.

## 2. Fee Program Background

West Contra Costa County is an area that has experienced population and employment growth within the last decade and where new development is anticipated to continue, causing increased demand on the region's multimodal transportation system. This chapter describes the current status of the regional fees in West County. The West County STMP was first adopted in 1997, and an updated nexus study was prepared in 2005/06. The prior nexus study is titled *2005 Update of the Subregional Transportation Mitigation Program* (2005 Update of the STMP), dated May 5, 2006 and prepared by TJKM Transportation Consultants.

### 2.1 Overview of the STMP

The STMP is an important mechanism for regional collaboration in West County. The program involves all six jurisdictions (Contra Costa County and the five incorporated cities of El Cerrito, Hercules, Pinole, Richmond and San Pablo) and was established to comply with the countywide 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, 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.

It is also worth noting that local transportation mitigation fees are charged by some of the STMP member agencies, for the purposes of improving local streets and other non-regional transportation facilities. Such local fee programs are separate from and in addition to the STMP.

### 2.2 Current STMP Fee Levels

The STMP fees from the fee schedule shown in the 2005 Update of the STMP are shown in **Table 2-1**. The STMP ordinance specifies that an inflation index will 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 2-1, along with a calculation of what the fees would currently be if they had been indexed for inflation.

**Table 2-1: WCCTAC 2005 STMP Fee Schedule Indexed for Inflation**

Land Use	Unit	2005 STMP Fee Schedule	Index (Jun. 2006 - Jun. 2018)	FY 2017-18 Fee Schedule If Indexed
Single family	per dwelling unit	\$2,595	1.42	\$3,697
Multi-family	per dwelling unit	\$1,648	1.42	\$2,348
Senior Housing	per dwelling unit	\$701	1.42	\$995
Hotel	per room	\$1,964	1.42	\$2,789
Retail	per 1,000 sq. ft.	\$1.82	1.42	\$2.59
Office	per 1,000 sq. ft.	\$3.51	1.42	\$5.00
Industrial	per 1,000 sq. ft.	\$2.45	1.42	\$3.49
Storage Facility	per 1,000 sq. ft.	\$0.53	1.42	\$0.75
Church	per 1,000 sq. ft.	\$1.58	1.42	\$2.24
Hospital	per 1,000 sq. ft.	\$4.21	1.42	\$5.98

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.

In reviewing the actual fees being charged by the member agencies, it was found that there had not been consistent indexing over time. See **Table 2-2** for the currently adopted (as of July 2018) fee schedules for the five primary land use categories administered by WCCTAC member jurisdictions; the fee schedules for the Senior Housing, Hotel, Storage Facility, and other land use categories are not listed in Table 2-2. One objective of this new STMP update is to establish procedures for annual indexing of the fee, and to ensure that there is consistency in the fees being charged across all member agencies.

**Table 2-2: Subregional Transportation Mitigation Program (STMP) Fees as of July 2018**

Jurisdiction	Single Family (per dwelling unit)	Multi-Family (per dwelling unit)	Office (per square feet)	Retail (per square feet)	Industrial (per square feet)
WCCTAC (original 2005)	\$2,595	\$1,648	\$3.51	\$1.82	\$2.45
WCCTAC (if indexed)	\$3,697	\$2,348	\$5.00	\$2.59	\$3.49
County	\$3,768	\$2,392	\$5.10	\$2.65	\$3.56
El Cerrito	\$2,595	\$1,648	\$3.51	\$1.82	\$2.45
Hercules	\$2,904	\$1,844	\$3.93	\$2.04	\$2.74
Pinole	\$2,595	\$1,648	\$3.51	\$1.82	\$2.45
Richmond	\$2,655	\$1,686	\$4.00	\$2.00	\$3.00
San Pablo	\$2,595	\$1,648	\$3.51	\$1.82	\$2.45

Note: Table 2-2 summarizes the current fee schedules for the five primary land use categories only. Fee schedules for the following land use categories are not listed: Senior Housing, Hotel, Storage Facility, and Other.

## 3. Capital Improvement Projects

The Mitigation Fee Act indicates that impact fees should be used to fund capital projects, and not for ongoing operating or maintenance costs; for the purposes of this STMP update, emphasis was placed on defining a set of capital projects that achieve the subregional goals of the STMP.

### 3.1 Project List Criteria

There are many transportation needs in West County, and many projects have been considered or are in various phases of planning. To define projects that are consistent with the regional emphasis of the STMP, the following criteria were defined and accepted by the TAC and Board.

As a first step, all STMP-eligible projects must meet the following criterion:

- Does the project have a reasonable expectation of implementation during the timeframe of the fee program (i.e., year 2040)?

Then, a project should meet at least one of the following criteria to be eligible for STMP funding:

- Does the project address the impacts of congestion on regional travel?
- Is the project located on a Route of Regional Significance?
- Does the project improve access to BART stations, transit centers or major transit hubs?
- Does the project increase transit ridership?
- Does the project improve bicycle or pedestrian access to transit?

Although the focus of the STMP project list is to identify improvements that serve regional travel needs by reducing congestion or increasing accessibility along Routes of Regional Significance and major transit facilities, it is important to note that projects that are not directly located on such routes were also considered. Specifically, projects along other roadways that could indirectly improve regional travel or the operations of Routes of Regional Significance may meet one or more of the above criteria, and thus be STMP-eligible.

### 3.2 Project Research

Fehr & Peers, in coordination with WCCTAC staff, developed a preliminary list of projects that meet at least one of the approved criteria. These projects were identified by reviewing a large number of planning and

environmental review documents addressing West County's existing and future transportation needs. The following documents were reviewed to develop the preliminary draft project list:

- *Regional Measure 3 Expenditure Plan* (MTC, September 2017)
- *2016 Express Bus Study Update Final Report* (CCTA, June 2017)
- *2017 Countywide Comprehensive Transportation Plan Public Review Draft* (CCTA, May 2017)
- *West Contra Costa High-Capacity Transit Study* (WCCTAC, May 2017)
- *2015 Update of the Contra Costa Congestion Management Program* (CCTA, December 2015)
- *2014 Comprehensive Transportation Project List* (CCTA, March 2015)
- *West County Action Plan for Routes of Regional Significance* (CCTA, January 2014)
- *BART Sustainable Communities Operations Analysis* (BART, June 2013)
- *West Contra Costa Transit Enhancement and Wayfinding Plan* (WCCTAC, October 2011)
- *2009 Contra Costa Countywide Bicycle and Pedestrian Plan* (CCTA, October 2009)
- Various planning and environmental documents completed in the past several years and available on agency websites, including the following:
  - *Final Hercules Safeway Project Transportation Impact Assessment* (City of Hercules,
  - *Administrative Draft San Pablo City Hall Site Reuse Project Transportation Impact Assessment* (City of San Pablo, June 2017)
  - *San Pablo Avenue Complete Streets Study Feasibility Report* (Contra Costa County Public Works, April 2017)
  - *Administrative Draft West County Health Center – Transportation Impact Analysis* (Contra Costa County, April 2017)
  - *Draft CEQA Initial Study/Mitigated Negative Declaration Goodrick Avenue Bay Trail Gap Closure Project* (City of Richmond, January 2017)
  - *CVS/Pharmacy & Wireless Communication Facility Relocation Initial Study* (City of Pinole, October 2015)
  - *South Richmond Transportation Connectivity Plan* (City of Richmond, July 2015)
  - *Bay Walk Mixed-Use Project Final Initial Study and Mitigated Negative Declaration* (City of Richmond, July 2015)
  - *Pinole Gateway Shopping Center Initial Study* (City of Pinole, January 2015)
  - *San Pablo Avenue Specific Plan* (City of El Cerrito, December 2014)
  - *Final Sycamore Crossing Transportation Assessment* (City of Hercules, November 2014)
  - *Final Environmental Impact Report San Pablo Avenue Specific Plan* (City of El Cerrito, August 2014)
  - *Richmond Central Project Initial Study Checklist Public Review Draft* (City of Richmond, April 2014)

- *Draft Environmental Impact Report Bottoms Property Residential Project* (City of Richmond, March 2014)
- *Final Report for the San Pablo Avenue Complete Streets Study* (Cities of Richmond and San Pablo, September 2013)
- *City of Richmond Bicycle Master Plan* (City of Richmond, October 2011)
- *Ohlone Greenway Master Plan* (City of El Cerrito, June 2009)

Fehr & Peers reviewed the documents listed above and assembled a comprehensive initial list of capital projects that were either located on a Route of Regional Significance or could indirectly improve operations on such routes. This initial process identified more than 150 projects. Fehr & Peers then removed duplicative projects, consolidated projects that contained similar elements based on project descriptions, and applied the STMP eligibility criteria, resulting in a preliminary draft list of 39 new projects, in addition to the 11 projects on the current STMP list. These potential projects were discussed at several meetings of the WCCTAC TAC and the Board, who made further adjustments and revisions.

### 3.3 STMP Update Project List

The TAC recommended, and Board approved, a final list of capital improvement projects for inclusion in the updated STMP. This list contains a combination of projects currently in the STMP, as well as projects that have been identified through the review of recent planning documents, the application of project eligibility criteria, and feedback from the TAC and Board. Overall, the purpose of the projects remains the same as when the STMP was first adopted. These projects are intended to provide congestion relief and mitigate traffic impacts 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. **Table 3-1** displays the updated STMP list, and the project locations are shown on **Figure 3-1**. All projects on the list are grouped into the following categories:

- Complete streets projects
- Other bicycle and pedestrian-focused improvements
- Transit and station-related improvements
- Local street and intersection improvements
- Freeway and interchange improvements

A detailed version of the project list is also provided in **Appendix A**. In addition to the 19 capital improvement projects shown in Figure 3-1, the project list also includes one administrative project that would allow for two comprehensive nexus studies and fee updates over the 22-year planning horizon of the 2019 STMP fee.

## 3.4 Cost Estimates

For the purposes of the STMP, it is necessary to have an estimate of the cost to implement each of the capital improvement projects on the project list. Cost estimates were developed for the STMP based on information provided in recent planning documents and input from the TAC. The year that cost estimates were developed varied for each project. To account for this, all cost estimates were escalated to 2018 dollars. The estimated cost of each project is shown on Table 3-1. Additional documentation of the cost estimates is provided in **Appendix B**.

**Table 3-1: Updated STMP Projects and Estimated Cost**

ID	Project	Description	Estimated Cost (2018\$)
<b>Complete Streets Projects</b>			
1	San Pablo Avenue Complete Streets Projects	a.) Construct bike and pedestrian improvements along San Pablo Avenue from Rodeo to Crockett.	\$ 8,610,000
		b.) Construct bicycle, pedestrian, and transit improvements along San Pablo Avenue between La Puerta Road and Hilltop Drive.	\$ 3,150,000
		c.) Construct bike, pedestrian and transit improvements along San Pablo Avenue from Rivers Street in San Pablo to Lowell Avenue in Richmond.	\$ 13,755,000
		d.) Implement Complete Streets improvements along San Pablo Avenue including directional cycle track and other bicycle, pedestrian and transit improvements in El Cerrito.	\$ 8,190,000
		e.) San Pablo Avenue Class I Boardwalk between John Muir Parkway and Sycamore Avenue.	\$ 398,000
		f.) Complete bicycle/pedestrian connection on San Pablo Avenue over Santa Fe Railroad tracks.	\$ 16,800,000
2	Appian Way Complete Streets Project	Provide continuous sidewalks, bike lanes, and improved bus stops 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.	\$ 23,310,000
3	San Pablo Dam Road Improvements in Downtown El Sobrante	Provide complete street improvements on San Pablo Dam Road between El Portal Drive and Castro Ranch Road.	\$ 10,422,000
<b>Other Bicycle and Pedestrian-Focused Improvements</b>			
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.	\$ 12,276,000

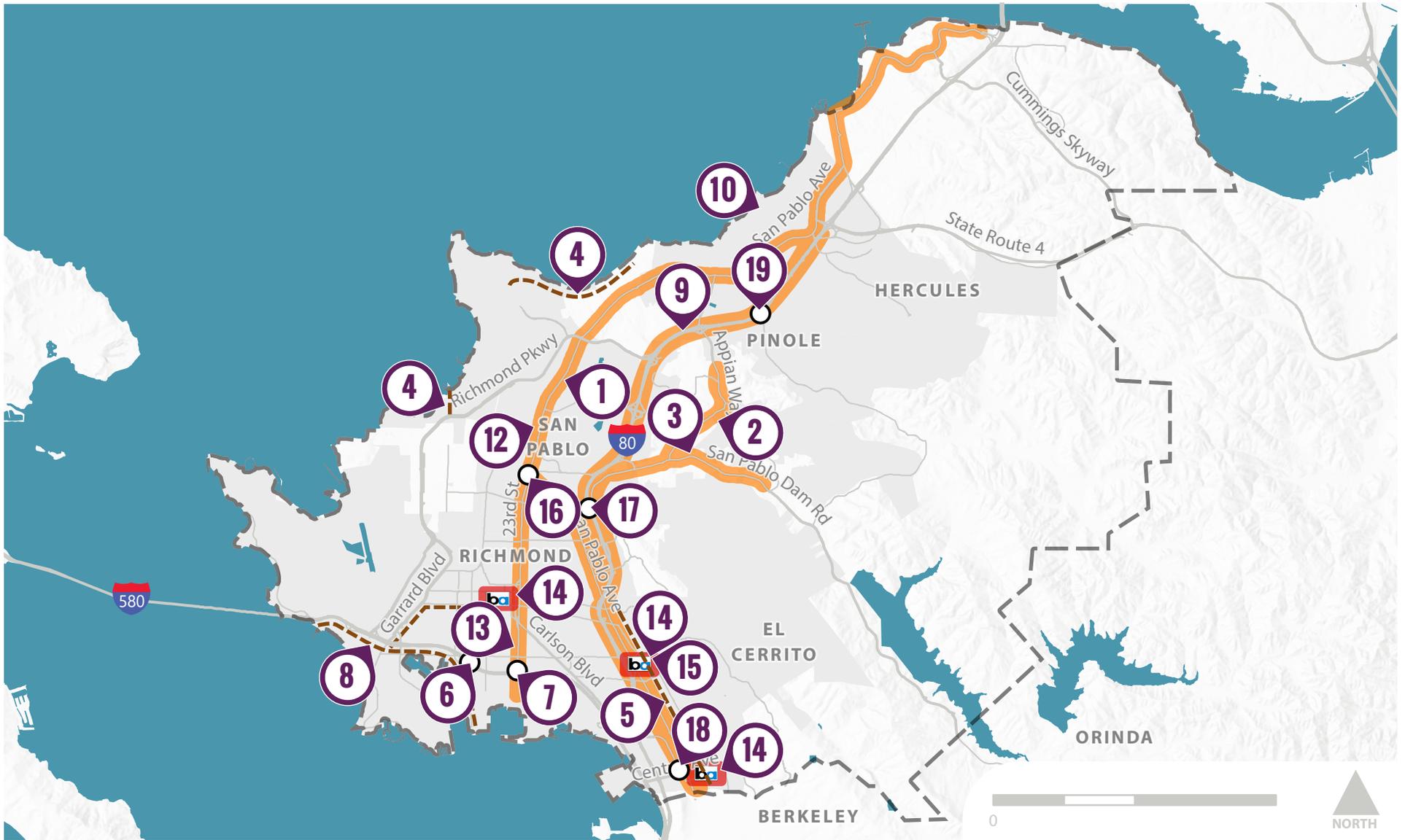
**Table 3-1: Updated STMP Projects and Estimated Cost**

ID	Project	Description	Estimated Cost (2018\$)
5	Ohlone Greenway Improvements	Implement crossing, wayfinding, signing, lighting, safety and security, and landscaping improvements along Ohlone Greenway.	\$ 3,045,000
6	I-580/Harbour Way Interchange Pedestrian & Bicycle Access Improvements	Improve pedestrian and bicycle crossings at the I-580/Harbour Way interchange ramps.	\$ 519,000
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.	\$ 1,095,000
8	Richmond "Ferry to Bridge" Bicycle Network Improvements (connecting Ferry Terminal with Richmond-San Rafael Bridge Bay Trail)	a.) Bicycle Boulevard in Point Richmond area: from the new trail at Tewksbury & Castro to existing Bay Trail at S. Garrard & Richmond Ave.	\$ 1,150,000
		b.) Class 1 trail in Point Richmond to Richmond Greenway, including S. Garrard Blvd and W. Ohio Ave.	\$ 2,950,000
		c.) Two-way cycle-track and road diet on W. Cutting Blvd, Cutting Blvd, and Hoffman Blvd.	\$ 3,550,000
		d.) Two-way cycle-track on Harbour Way South: Hoffman Blvd to Ferry Terminal.	\$ 1,100,000
<b>Transit and Station-Related Improvements</b>			
9	I-80 Express Bus Service	Express Bus Service on I-80 from Hercules south to Berkeley, Emeryville, Oakland, and expanded service to San Francisco, with intermediate stops at the Richmond Parkway Transit Center, a potential I-80/Macdonald Avenue Express Bus/BRT transit center, and other intermediate stops.	\$ 109,203,000
10	Hercules Regional Intermodal Transportation Center	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. Future capital improvements could include preparation for ferry service.	\$ 53,550,000
11	BART Extension from Richmond Station	BART extension from the Richmond BART Station to Contra Costa College. Only the planning, conceptual engineering and program level environmental clearance phases of the project are included.	\$ 14,700,000
12	San Pablo Avenue Transit Corridor Improvements	Bus Rapid Transit (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.	\$ 192,150,000

**Table 3-1: Updated STMP Projects and Estimated Cost**

ID	Project	Description	Estimated Cost (2018\$)
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.	\$ 121,800,000
14	West County BART Station Access, Parking & Capacity Improvements	a.) El Cerrito Plaza Station Modernization and Capacity Enhancements.	\$ 49,442,000
		b.) El Cerrito Plaza BART Pedestrian & Bike Safety and Access Improvements.	\$ 1,260,000
		c.) Richmond BART Pedestrian & Bike Safety and Access Improvements.	\$ 3,465,000
		d.) Richmond Crossover Project.	\$ 34,759,000
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.	\$ 37,761,000
<b>Local Street and Intersection Improvements</b>			
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.	\$ 15,120,000
<b>Freeway and Interchange Improvements</b>			
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.	\$ 84,788,000
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.	\$ 15,225,000
19	I-80/Pinole Valley Road Interchange 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, in addition to ramp-terminal intersection improvements.	\$ 10,959,000
<b>Administrative Projects</b>			
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
<b>Total Estimated Cost</b>			<b>\$ 855,002,000</b>

Notes: See Appendix A for detailed project descriptions.



- |  |   |                                       |
|--|---|---------------------------------------|
| 1. San Pablo Ave Complete Streets (various segments) | 7. I-580/Marina Bay Parkway Connections | 14. BART Station Access Improvements  |
| 2. Appian Way Complete Streets                       | 8. Ferry to Bridge Bike                 | 15. Del Norte TOD                     |
| 3. San Pablo Dam Rd Complete Streets                 | 9. I-80 Express Bus                     | 16. San Pablo Ave/23rd St Realignment |
| 4. Bay Trail Gap Closures                            | 10. Hercules RITC                       | 17. I-80/San Pablo Dam Rd             |
| 5. Ohlone Greenway                                   | 11. BART Extension                      | 18. I-80/Central Ave                  |
| 6. I-580/Harbour Way                                 | 12. San Pablo Ave BRT                   | 19. I-80/Pinole Valley Rd             |
|  | 13. 23rd Street BRT                     |                                       |

**STMP Project Types**

- Interchange/Intersection
- BART Stations
- Trails/Bicycle Facilities
- Roadway/Freeway



West County  
City Limits

Figure 3-1

**West County STMP Projects**



## 4. Growth Projections

An important step in quantifying the nexus relationship is to determine the amount of new development anticipated in the planning horizon (year 2040) of the study. Fehr & Peers reviewed the historical and projected housing and job growth in West County provided by the Association of Bay Area Governments (ABAG) and summarized in **Table 4-1**. Based on the information presented in Table 4-1, the TAC recommended, and the Board approved, a 0.9 percent annual housing growth rate and 1.2 percent annual job growth rate for use in the nexus study update. These projections were incorporated into the year 2040 land use file of the Contra Costa Transportation Authority (CCTA) travel demand model in the appropriate Transportation Analysis Zones (TAZs) for the West County region. **Table 4-2** shows the amount of new development anticipated based on applying those growth rates; the number of dwelling units in West County would increase by 18,725 units (a 20 percent increase over current conditions), and the number of jobs would increase by 18,794 jobs (a 26 percent increase). Total “service population” in West County, which is the sum of population plus jobs, is expected to increase 24 percent over current conditions.

**Table 4-1: West County Annual Growth Rate Comparison**

Year Range	Annual Housing Growth Rate	Annual Job Growth Rate
2000 – 2005 (Historical)	0.9%	0.7%
2005 – 2010 (Historical)	-0.1%	-2.1%
2010 – 2015 (Historical)	0.9%	1.7%
2015 – 2040 (Forecast, based on ABAG <i>Projections 2013</i> )	1.2%	1.2%
2015 – 2040 (Forecast, based on ABAG <i>Projections 2017</i> )	1.0%	1.4%

Source: Fehr & Peers, 2018.

**Table 4-2: Forecasted Growth in West County**

Year	Residential (Dwelling Units)			Non-Residential (Jobs)				Service Population (Population + Jobs)
	Single-Family	Multi-Family	Total	Office	Retail	Industrial	Total	
2018	65,727	28,657	94,384	45,920	16,172	9,525	71,617	338,922
2040	70,412	42,697	113,109	60,528	19,485	10,398	90,411	420,959
Net Increase	4,685	14,040	18,725	14,608	3,313	873	18,794	82,037
Net Increase as % of Total 2040 Amount	7%	33%	17%	24%	17%	8%	21%	19%

Source: Fehr & Peers, 2018.

The CCTA travel demand model land use forecasts for West County, which are based on data from ABAG, represent residential uses in terms of dwelling units and non-residential uses in terms of numbers of employees. However, because fees are typically assessed on the basis of building area, for the purpose of establishing fee rates, the forecasts of total employees have been converted to square feet of non-residential development by applying the following typical factors:

- Office: 3 employees per 1,000 square feet
- Retail: 2 employees per 1,000 square feet
- Industrial: 1 employee per 1,000 square feet

All uses were then converted to dwelling unit equivalents (DUEs), to account for the fact that different development types generate traffic with different characteristics, and to use a common unit of measurement. This conversion was accomplished by applying use-specific AM peak hour vehicle trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation, 10<sup>th</sup> Edition. **Table 4-3** contains the conversion factors used to calculate DUEs in this study. The results of the DUE conversion are presented in **Table 4-4**.

**Table 4-3: DUE Conversion Factors**

Land Use Category	Unit <sup>1</sup>	AM Peak Hour Vehicle Trip Rate <sup>2</sup>	DUE per Unit <sup>3</sup>
Single-Family	DU	0.74	1.00
Multi-Family	DU	0.36	0.49
Office	1,000 SF	1.16	1.57
Retail	1,000 SF	0.94	1.27
Industrial	1,000 SF	0.7	0.95

Notes:

1. DU = dwelling unit; SF = square feet.
2. AM peak hour trip rates are based on the following ITE codes: single-family= land use code 210, multi-family = land use code 221, office = land use code 710, retail = land use code 820, industrial = and use code 110.
3. DUE per Unit was calculated by normalizing the AM Peak Hour Trip Rate for each category such that the single-family residential category was assigned a DUE of 1.00. This is accomplished by dividing the AM Peak Hour Trip Rate for each category by 0.74, which is the AM Peak Hour Trip Rate of the single-family residential category. Example calculation: DUE per Multi-Family Unit = 0.46 / 0.74 = 0.49.
4. Land uses that have unique characteristics that do not fall under any of the five general categories listed in the table were evaluated separately and assessed a fee per AM peak hour vehicle trip, as described further under Table 5-2.

Source: Fehr & Peers, 2018.

**Table 4-4: Forecasted Growth in West County, Converted to DUE**

Year	Residential (DUEs) <sup>1</sup>			Non-Residential (DUEs)			
	Single-Family	Multi-Family	Total	Office <sup>2</sup>	Retail <sup>3</sup>	Industrial <sup>4</sup>	Total
2018	65,727	14,042	79,769	24,031	10,269	9,049	43,349
2040	70,412	20,922	91,334	31,676	12,373	9,878	53,927
Net Increase	4,685 (+7%)	6,880 (+49%)	11,565 (+14%)	7,645 (+32%)	2,104 (+20%)	829 (+9%)	10,578 (+24%)
Proportion of Total DUE Growth <sup>5</sup>	21%	31%	52%	35%	9%	4%	48%

Notes:

1. Residential DUE conversion = Number of Dwelling Units \* DUE per Unit.
2. Office DUE conversion = (Jobs/3) \* DUE per Unit.
3. Retail DUE conversion = (Jobs/2) \* DUE per Unit.
4. Industrial DUE conversion = (Jobs/1) \* DUE per Unit.
5. Total DUE Growth = 11,565 Net Increase in Residential DUEs + 10,578 Net Increase in Non-Residential DUEs = 22,143.  
Example calculation: Single-Family DUE Proportion of Total DUE Growth = 4,685/22,143 = 21%.

Source: Fehr & Peers, 2018.

Following the same approach used in the 2005 STMP nexus study, the DUE conversion factors have been based on AM peak hour trip generation rates. The 2005 nexus study explained that the purpose of using AM peak hour rates was so as to “not overburden the application of the traffic fees on retail development.”

Using the AM peak hour rates will allow the resulting fee calculations to be more directly compared to the current STMP fees. For the purposes of the STMP, which focuses on the impacts of new development, the most important piece of information is the estimated growth in DUEs between existing and future conditions. The total number of DUEs shown in **Table 4-4** was used to calculate the maximum potential fee levels for each land use type.

## 5. Nexus Analysis

This chapter presents the nexus analysis conducted for the new STMP update.

### 5.1 Existing Deficiencies

An important part of a nexus analysis is to establish whether the transportation facilities that will be addressed by projects in the fee program are currently operationally deficient. Existing deficiencies should be accounted for in the fee calculations to ensure new development pays its fair share and is not being charged to correct an existing problem.

Fehr & Peers conducted an evaluation of existing transportation conditions based on a review of recent studies that contain information pertaining to the current operations along Routes of Regional Significance, existing transit services, and existing pedestrian and bicycle infrastructure. Based on the documents reviewed for this study and the performance standards applied in those documents, existing deficiencies were identified at the following locations, which are all intersections located along Routes of Regional Significance within the City of Richmond:

- Castro Street/Hensley Street
- Richmond Parkway/Pittsburg Avenue
- Richmond Parkway/Parr Boulevard
- Central Avenue/Jacuzzi Street/San Joaquin Street/Westbound I-80 Ramps

The only capital improvement project included in the project list described in Table 3-1 that addresses an intersection listed above is the I-80/Central Avenue Interchange Improvement Project (ID #18).

While the intersections listed above were the only locations specifically identified in the documents reviewed as failing to meet defined performance standards, it is well understood that many of the major transportation facilities in West County routinely operate at over-capacity conditions. For example, substantial congestion commonly occurs on I-80 and on the major routes that feed into or are parallel to the freeway. Parking lots at the three West County BART stations routinely fill around 7:30 AM, indicating that there is more demand for access to those stations than can currently be accommodated. In light of these conditions, the STMP calculations presented here have been conducted by calculating the growth in West County development as a percentage of the total future population and jobs. This method essentially treats all projects as though they address an existing operational deficiency. This is a conservative approach since only a relatively modest portion of each project's cost is included in the STMP, reflecting the projected traffic and service population growth in West County.

## 5.2 STMP Project Cost Responsibility

The estimation of the percentage of project responsibility that can be attributed to West County (and therefore the percentage of project cost to be included in the STMP) is shown in **Table 5-1**, and the following describes how those percentages were calculated.

The STMP is being updated to include a range of capital improvement projects that are intended to relieve congestion, improve transit services for subregional and regional travel, and allow West County residents to more efficiently access regional routes and transit services. The concept of this nexus study is to determine the proportion of the cost of each project that is reasonably attributable to new development within West County, and therefore could be included in the STMP fee. The primary analytical tool available to estimate the proportion of usage on each facility coming from new growth in West County is the CCTA regional travel demand model. The model is commonly used to evaluate projects that involve major changes to roadway facilities, such as adding lanes to a street or reconfiguring an interchange. The model is not designed or calibrated to capture smaller-scale changes, such as adding a bicycle lane, building sidewalks or crosswalks, or reconfiguring access to a transit station. Therefore, for the purposes of this STMP analysis, the model was used to estimate West County usage percentages for projects that involve freeway, interchange, or local street improvements, and an alternate method was used for projects that involve complete streets, bicycle/pedestrian, and transit-related improvements.

The percentages described below were applied to the cost of each STMP project, and the resulting amount represents the portion of the cost of each project that will be included when calculating the STMP fee. As shown in **Table 5-1**, using these calculations the STMP program could capture about \$162 million, which is approximately 19 percent of the overall total project cost of \$855 million; other funding sources would be needed to cover the remainder of the costs, to account for the travel demand generated by existing West County residents as well as existing and future travelers who pass through West County on their way to other destinations.

**Table 5-1: Maximum STMP Amount for Each Project**

ID	Project	Estimated Cost (2018\$)	% from West County	STMP Amount
<b>Complete Streets Projects</b>				
1	San Pablo Avenue Complete Streets Projects	\$ 50,903,000	19%	\$ 9,672,000
2	Appian Way Complete Streets Project	\$ 23,310,000	19%	\$ 4,429,000
3	San Pablo Dam Road Improvements in Downtown El Sobrante	\$ 10,422,000	19%	\$ 1,980,000
<b>Other Bicycle and Pedestrian-Focused Improvements</b>				
4	Bay Trail Gap Closure	\$ 12,276,000	19%	\$ 2,333,000
5	Ohlone Greenway Improvements	\$ 3,045,000	19%	\$ 579,000
6	I-580/Harbour Way Interchange Pedestrian & Bicycle Access Improvements	\$ 519,000	19%	\$ 156,000
7	I-580/Marina Bay Parkway Interchange Pedestrian & Bicycle Access Improvements	\$ 1,095,000	19%	\$ 197,000
8	Richmond Ferry to Bridge Bicycle Network Improvements	\$ 8,750,000	19%	\$ 2,450,000
<b>Transit and Station-Related Improvements</b>				
9	I-80 Express Bus Service	\$ 109,203,000	19%	\$ 20,749,000
10	Hercules Regional Intermodal Transportation Center	\$ 53,550,000	19%	\$ 10,175,000
11	BART Extension from Richmond Station	\$ 14,700,000	19%	\$ 2,793,000
12	San Pablo Avenue Transit Corridor Improvements	\$ 192,150,000	19%	\$ 36,509,000
13	23rd Street Transit Corridor Improvements	\$ 121,800,000	19%	\$ 23,142,000
14	West County BART Station Access, Parking & Capacity Improvements	\$ 88,926,000	19%	\$ 16,896,000
15	Del Norte Area TOD Public Infrastructure Improvements	\$ 37,761,000	19%	\$ 7,175,000
<b>Local Street and Intersection Improvements</b>				
16	San Pablo Avenue Intersection Realignment at 23rd Street and Road 20	\$ 15,120,000	12%	\$ 1,814,000
<b>Freeway and Interchange Improvements</b>				
17	I-80/San Pablo Dam Road Interchange Improvements (Phase 2)	\$ 84,788,000	19%	\$ 16,110,000
18	I-80/Central Avenue Interchange Improvements (Phase 2)	\$ 15,225,000	17%	\$ 2,588,000
19	I-80/Pinole Valley Road Interchange Improvements	\$ 10,959,000	14%	\$ 1,534,000
<b>Administrative Projects</b>				
20	Future Nexus Study Updates	\$500,000	100%	\$500,000
<b>Totals</b>		<b>\$ 855,002,000</b>		<b>\$ 161,781,000</b>

Source: Fehr & Peers, 2018.

## 5.2.1 Transit, Bicycle, and Pedestrian Improvement Projects

For projects involving complete streets, transit, bicycle, and pedestrian improvements (project numbers 1 through 15), the percentage of project costs to be included in the STMP is set at the proportion of the total future service population (defined as population plus employment) in the year 2040 that is expected to be added by new development between 2018 and 2040. The service population calculations are provided below based on the service population summary shown in **Table 4-2**.

- 2018 service population in West County = 338,922
- 2040 service population in West County = 420,959
- Net increase in service population in West County =  $420,959 - 338,922 = 82,037$
- Proportion of West County growth in 2040 service population =  $82,037 / 420,959 = 19\%$

According to this calculation, 19 percent of the total future service population in West County would come from new residential and commercial development in West County. The calculation above accounts for existing and future West County residents that work outside of West County, in addition to people that live outside of West County but work in West County. Therefore, the percentage of transit, bicycle, and pedestrian improvements costs that are included in the STMP have been set at 19 percent.

## 5.2.2 Interchange and Local Street Projects

For projects involving changes to local streets and interchanges (project numbers 16 through 19), the land use projections for the year 2040 were incorporated in the CCTA travel demand model and the model was applied to generate estimates of travel patterns and volumes in the future. A common modeling technique called a select zone analysis was applied to identify the amount of total future traffic volume on each roadway link that is generated by land uses in the West County region. The model produces peak hour results for the PM time period; on each model link that represents the location of a STMP project, the PM peak hour growth in traffic volume attributable to new development in the West County region was compared to the overall future PM peak hour traffic volume, thereby calculating the share of the total future usage of that link attributed to growth in West County. This proportion ranges between 12 and 19 percent for the interchange and local street projects analyzed in this manner. Although the AM peak hour trip generation rates were used to identify the DUE growth anticipated in West County by land use category, the PM peak hour traffic volume growth from the CCTA travel demand model was used to identify the share of the total future usage of interchange and local street projects associated with future development.

It should be noted that the usage percentage for the I-80/San Pablo Dam Road Interchange Improvements Project (project number 17) was adjusted because the CCTA model results did not reflect growth in traffic

volumes at that interchange. Instead, the usage percentage was set to 19 percent to reflect the proportion of new service population in the West County region.

### 5.2.3 Administrative Projects

The administrative project included in the STMP is to fund future nexus study updates; therefore, 100 percent of the costs are attributed to the STMP update.

## 5.3 Maximum Fee Calculation

A fee calculation was completed based on the figures described above. Starting from the approximately \$162 million of project costs eligible to be included in the STMP, the costs were then proportioned to each land use category based on the number of DUEs estimated for that category. The total project capital costs associated with each land use category were then divided by the number of DUEs to establish the maximum potential fee level. **Table 5-2** shows the results of these calculations.

It is important to note that the fee calculation shown in Table 5-2 is intended to represent the maximum potential fee that is justified through this nexus analysis and that could be charged to each land use type to support the list of STMP projects. Setting new fee levels is a policy decision of the WCCTAC Board. If an action were taken to set fees lower than shown here, the STMP program would generate less revenue than estimated here and would take longer to generate the estimated funding for projects on the list.

STMP fees are charged to new development of all types located in the geographic area covered by the STMP. Further details about the application of the STMP to specific types of land uses are contained in the WCCTAC STMP administrative guidelines developed as part of this update.

**Table 5-2: STMP Maximum Potential Fee Calculation by Land Use Category<sup>5</sup>**

Land Use Category	Proportion of Total DUE Growth <sup>1</sup>	Capital Cost Allocated to Each Category <sup>2</sup>	Total Units <sup>3</sup>	Maximum STMP Fees <sup>4</sup>
Single-Family Residential	21%	\$33,974,010	4,685 DU	\$7,252 per DU
Multi-Family Residential	31%	\$50,152,110	14,040 DU	\$3,572 per DU
Office	35%	\$56,623,350	4,869,300 SF	\$11.63 per SF
Retail	9%	\$14,560,290	1,656,500 SF	\$8.79 per SF
Industrial	4%	\$6,471,240	873,000 SF	\$7.41 per SF

Notes:

1. Proportion based on total DUE growth from 2018 – 2040, as summarized in Table 4-4.
2. Capital Cost Allocated to Each Category = \$161,781,000 \* (Proportion of Total DUE Growth).
3. DU = dwelling unit; SF = square foot. Total units based on growth from 2018 – 2040, as summarized in Table 4-2.
4. Maximum Potential fee calculation for each land use category. Maximum Potential STMP Fee = (Proportion of Total Capital Cost) / (Total Units).
5. For any land use that has unique characteristics that are not captured under any of the five general categories described above, the fee will be calculated based on the number of AM peak hour trips for that specific land use. The maximum potential fee calculation is \$9,800 per AM peak hour trip.

Source: Fehr & Peers, 2018.

### 5.3.1 Fee Comparison

The maximum potential STMP fee (presented in Table 5-2) was compared to the current STMP fees and to other sub-regional fee programs in Contra Costa, as summarized in **Table 5-3**. As shown in Table 5-3, the new maximum potential fees calculated are higher than the current non-indexed and indexed STMP fees in all land use categories. For residential uses, the new maximum STMP fee is somewhat higher than the residential fee charged in the Tri-Valley area, and lower than the residential fees in East County and Lamorinda. For non-residential uses, the new maximum STMP fee is higher than the comparable fees in East County and Tri-Valley, and roughly similar to the non-residential fees in Lamorinda.

**Table 5-3: Comparison to Other Sub-Regional Fees**

Jurisdiction	Single-Family (per unit)	Multi-Family (per unit)	Office (per SF)	Retail (per SF)	Industrial (per SF)
<b>West County Area</b>					
WCCTAC Maximum Potential Fee	\$7,252	\$3,572	\$11.63	\$8.79	\$7.41
WCCTAC (original 2005) <sup>1</sup>	\$2,595	\$1,648	\$3.51	\$1.82	\$2.45
WCCTAC (if indexed) <sup>2</sup>	\$3,697	\$2,348	\$5.00	\$2.59	\$3.49
<b>Other Sub-Regional Fees in Contra Costa</b>					
East County	\$18,186	\$11,164	\$1.56	\$1.80	\$1.56
Lamorinda	\$7,269	\$5,088	\$7.78	\$7.78	\$7.78
Tri-Valley	\$4,369	\$3,010	\$7.43	\$3.48	\$4.32

Notes:

1. Reflects the 2005 STMP Fee Schedule.
2. Reflects the 2005 STMP Fee Schedule if it had been consistently indexed to year 2018. The index is based on the Engineering-News Record Construction Cost Index for the San Francisco Bay Area.

Source: Fehr & Peers, 2018.

## 5.3.2 Board-Recommended Fee Levels

At the September 28, 2018 meeting, the WCCTAC Board recommended that fee levels be set at 75 percent of the maximum potential fee calculations; the Board-recommended fee levels for the five major land use categories are presented in **Table 5-4**. Setting the fees at these levels is expected to generate an estimated \$121.3 million through year 2040.

**Table 5-4: Board-Recommended STMP Fee Levels by Land Use Category**

Jurisdiction	Single-Family (per unit)	Multi-Family (per unit)	Office (per SF)	Retail (per SF)	Industrial (per SF)
75% of WCCTAC Maximum Potential Fee	\$5,439	\$2,679	\$8.72	\$6.59	\$5.56
WCCTAC (original 2005) <sup>1</sup>	\$2,595	\$1,648	\$3.51	\$1.82	\$2.45
WCCTAC (if indexed) <sup>2</sup>	\$3,697	\$2,348	\$5.00	\$2.59	\$3.49

Notes:

1. Reflects the 2005 STMP Fee Schedule.
2. Reflects the 2005 STMP Fee Schedule if it had been consistently indexed to year 2018. The index is based on the Engineering-News Record Construction Cost Index for the San Francisco Bay Area.

Source: Fehr & Peers, 2018.

### 5.3.3 Maximum Potential Fee for Other Land Use Categories

The STMP Model Ordinance also contains fees for the following land use categories: senior housing, hotel, storage facility, and other. The maximum potential fees for the senior housing, hotel and storage facility categories were calculated by applying the DUE factor for each category to the maximum potential fee per single family dwelling unit. Any land use that has unique characteristics that are not captured under any of the land use categories described previously would fall under the “other” category, in which the fee is calculated based on the number of AM peak hour trips. The maximum potential fee per AM peak hour trip was calculated by dividing the maximum potential fee per single family dwelling unit by the AM peak hour trip generation rate (0.74) per single family dwelling unit. The maximum potential fee and Board-recommended fees (75 percent of the maximum potential fee) for these land uses are summarized in **Table 5-5**.

**Table 5-5: STMP Fee Levels for Other Land Use Categories**

Land Use	Unit	AM Trip Generation Rate <sup>1</sup>	DUE	WCCTAC Maximum Potential Fee <sup>2</sup>	75% of WCCTAC Maximum Potential Fee <sup>2</sup>
Single-Family	Dwelling Unit	0.74	1.00	\$7,252	\$5,439
Senior Housing	Dwelling Unit	0.20	0.27	\$1,958	\$1,469
Hotel	Room	0.47	0.64	\$4,641	\$3,481
Storage Facility	SF	0.0001	0.00014	\$1.02	\$0.76
Other	AM Peak Hour Trip	N/A	N/A	\$9,800	\$7,350

Notes:

1. AM peak hour trip rates are based on the following ITE codes found in the *ITE Trip Generation Manual* (10<sup>th</sup> Edition): single-family = land use code 210, senior housing = land use code 252, hotel = land use code 310, storage facility = land use code 151.
2. Fee estimate for senior housing, hotel, and storage facility land uses calculated by applying the DUE to the single-family family fee per dwelling unit.

Sources: *ITE Trip Generation Manual* (10<sup>th</sup> Edition); Fehr & Peers, 2018.

## 5.4 Other Funding Sources

As with the 2005 update of the STMP, the fee revenue from the 2019 STMP update will not pay the total cost of all transportation infrastructure improvements described in Table 3-1. Other funding will need to be obtained, some of which has already been identified. The following projects on the updated STMP list have identified other funding sources:

- Hercules Regional Intermodal Transportation Center (Project ID #9) has identified \$1 million in funding.
- Del Norte Area TOD Public Infrastructure Improvements (Project ID #15) has identified \$7.1 million in funding.
- San Pablo Avenue Intersection Realignment at 23<sup>rd</sup> Street and Road 20 (Project ID #16) has identified \$9.5 million in funding.
- I-80/Central Avenue Phase Interchange Improvements (Project ID #18) has identified \$13.9 million in funding.

Although additional funding sources have not yet been identified for the remaining projects, the following describes a range of other funding sources that are potentially available to fund the remaining capital costs.

*Measure J* - Approved by Contra Costa County voters in 2004, it imposed a continuation of a half-cent on the dollar sales tax for 25 more years beyond the original 1988 transportation sales tax measure (Measure C) that expired in 2009. As with Measure C, the tax revenues will be used to fund a voter-approved Expenditure Plan of transportation programs and projects. Measure J will provide approximately \$2.5 billion for countywide and local transportation projects and programs through the year 2034.

*Regional Measure 3* - Approved by Bay Area voters in June 2018, Regional Measure 3 will raise tolls on the Bay Area region's state-owned toll bridges by \$1 beginning January 1, 2019. Tolls will rise by another \$1 in January 2022 with another \$1 increase in January 2025. Toll revenues will be used to finance a \$4.5 billion set of highway and transit improvements along the toll bridge corridors and their approach routes. The Regional Measure 3 Expenditure Plan currently contains \$25 million for I-80 corridor transit improvements in Contra Costa, \$100 million for AC Transit rapid bus corridor improvements, \$90 million for Capital Corridor improvements, and \$150 million for San Francisco Bay Trail and Safe Routes to Transit improvements,

*One Bay Area Grants (OBAG)* – Established in 2012, OBAG taps federal funds to maintain Metropolitan Transportation Commission's (MTC) commitment to regional transportation priorities while also advancing the Bay Area's land-use and housing goals. OBAG targets project investments in Priority Development Areas (PDAs), where cities and counties can use OBAG funds to invest in streetscape enhancements, bicycle and pedestrian improvements, Safe Routes to School projects, and transportation planning efforts. MTC adopted the funding and policy framework for the second round of the OBAG program in November 2015. The second round of OBAG funding is projected to generate about \$916 million to fund projects from 2017-18 through 2021-22. The OBAG 2 program is divided into a Regional Program, managed by MTC, and County Program, managed by the nine Bay Area Congestion Management Agencies (CMAs).

*Senate Bill 1 (SB 1)* – Signed into law by Governor Jerry Brown in April 2017, SB 1 is expected to raise \$52.4 billion for transportation investments over the next decade. Revenues to pay for SB 1 programs will come from new transportation-related fees and adjustments to state taxes on diesel fuel and gasoline. By 2018-19, MTC estimates SB 1 will generate more than \$365 million per year for transportation in the nine-county Bay Area. Most of that funding will be directed to maintenance and repairs of roadways and public transit systems. Funding will also be available for mobility improvements and expanding bicycle and pedestrian access. The California ballot measure Proposition 6 is currently part of the November 6, 2018 election. If voters approve Proposition 6 during the upcoming California election, SB 1 and its associated funding would be repealed.

*State Transportation Improvement Program (STIP) Funds* – Generated by gas tax revenues, these funds are allocated by the State of California to Contra Costa County every two years for programming transportation improvement projects. According to the *2018 Report of STIP Balances County and Interregional Shares*

(California Transportation Commission, August 2018), about \$87.3 million in STIP funds are currently allocated to transportation projects in Contra Costa County.

## 6. Summary of Required Program Elements

This report has provided a detailed discussion of the elements of the updated West County Subregional Transportation Mitigation Program and explained the analytical techniques used to develop this nexus study. The report addresses all of the fee program elements required by AB 1600, as summarized below.

### **1. *Identifying the purpose of the fee***

The STMP has been in place for more than 20 years. The purpose of the STMP is to support regional multimodal transportation system improvements needed to mitigate the transportation-related impacts of new development in western Contra Costa County.

### **2. *Identifying how the fee will be used and the facilities to be funded through the fee***

The fee will be used to help fund capital improvement projects that will accommodate future transportation needs in western Contra Costa. Table 3-1 identifies the projects to be funded through the fee.

### **3. *Determining a reasonable relationship between the fee's use and the type of development on which the fee is imposed***

As described in Chapter 4, different types of development generate traffic with different characteristics. The calculations presented in Table 4-4 account for these different characteristics by applying dwelling unit equivalent factors to each type of development. These considerations account for the differential impacts on the transportation system generated by different development types.

### **4. *Determining a reasonable relationship between the need for the public facility and the type of development on which the fee is imposed***

The need for the improvements listed in Table 3-1 has been established through the prior and current STMP nexus studies. The STMP calculations presented in this report have been conducted by calculating the growth in West County development as a percentage of the total future population and jobs. This method treats all projects as though they address an existing operational deficiency. This is a conservative approach since only a relatively modest portion of each project's cost is included in the STMP, reflecting the projected traffic and service population growth in western Contra Costa County.

**5. *Determining a reasonable relationship between the amount of the fee and the cost of the public facility (or portion of facility) attributable to new development***

Chapter 5 of this report describes the calculations applied to determine the cost of the improvements listed in Table 3-1 that is attributable to new development. Thus, a reasonable effort has been made to quantitatively establish the relationship between the fees charged in the STMP and the costs of transportation infrastructure improvements attributable to new development within western Contra Costa.

# **Appendix A – 2019 Update of the STMP Project List**

## WEST COUNTY STMP PROJECTS

ID	Project	Project Description	Document Reference	Total Project Cost Estimate	Other Identified Funding	Eligible STMP Funding Allocation <sup>1</sup>	Sponsor(s)
<b>Complete Streets Projects</b>							
1	San Pablo Avenue Complete Streets Projects <sup>2</sup>	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 <sup>2</sup>	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 <sup>2</sup>	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
<b>Complete Streets Project Category - Total Cost Estimate</b>				<b>\$84,635,000</b>	<b>\$0</b>	<b>\$16,081,000</b>	
<b>Other Bicycle and Pedestrian-Focused Improvements</b>							
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 <sup>1</sup>	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
<b>Other Bicycle and Pedestrian-Focused Project Category - Total Cost Estimate</b>				<b>\$25,685,000</b>	<b>\$0</b>	<b>\$5,715,000</b>	
<b>Transit and Station-Related Improvements</b>							
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 <sup>3</sup>	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 <sup>1</sup>	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
<b>Transit and Station-Related Project Category - Total Cost Estimate</b>				<b>\$618,090,000</b>	<b>\$8,100,000</b>	<b>\$117,439,000</b>	
<b>Local Street and Intersection Improvements</b>							
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
<b>Local Street and Intersection Project Category - Total Cost Estimate</b>				<b>\$15,120,000</b>	<b>\$9,500,000</b>	<b>\$1,814,000</b>	

## WEST COUNTY STMP PROJECTS

ID	Project	Project Description	Document Reference	Total Project Cost Estimate	Other Identified Funding	Eligible STMP Funding Allocation <sup>1</sup>	Sponsor(s)
<b>Freeway and Interchange Improvements</b>							
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
<b>Freeway and Interchange Project Category - Total Cost Estimate</b>				<b>\$110,972,000</b>	<b>\$23,073,000</b>	<b>\$20,232,000</b>	
<b>Administrative Projects</b>							
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
<b>Total Project List Cost Estimate</b>				<b>\$855,002,000</b>	<b>\$40,673,000</b>	<b>\$161,781,000</b>	

**Notes:**

1. Column summarizes the portion of the capital costs that would be allocated to the STMP.
2. 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.
3. Timing of BART extension implementation may extend beyond 2040; however, the STMP could fund early planning and design tasks.

# **Appendix B – 2019 Update of the STMP Project List Cost Estimate Summary**

**STMP Projects and Estimated Costs**

<b>ID</b>	<b>Project</b>	<b>Description</b>	<b>Reported Cost</b>	<b>Year of cost estimate</b>	<b>Escalation Factor<sup>1</sup></b>	<b>Estimated Cost, 2018\$</b>
<b>Complete Streets Projects</b>						
1	San Pablo Avenue Complete Streets Projects	a.) Construct bike and pedestrian improvements along San Pablo Avenue from Rodeo to Crockett.	\$8,200,000	2017	1.05	\$8,610,000
		b.) Construct bicycle and pedestrian improvements along San Pablo Avenue between La Puerta Road and Hilltop Drive.	\$3,000,000	2017	1.05	\$3,150,000
		c.) Construct bike, pedestrian and transit improvements along San Pablo Avenue from Rivers Street in San Pablo to Lowell Avenue in Richmond.	\$13,100,000	2017	1.05	\$13,755,000
		d.) Implement Complete Streets improvements along San Pablo Avenue including directional cycle track and other bicycle, pedestrian and transit improvements in El Cerrito.	\$7,800,000	2017	1.05	\$8,190,000
		e.) San Pablo Avenue Class I Boardwalk between John Muir Parkway and Sycamore Avenue.	\$296,400	2011	1.34	\$398,000
		f.) Complete bicycle/pedestrian connection on San Pablo Avenue over Santa Fe Railroad tracks.	\$16,000,000	2017	1.05	\$16,800,000
2	Appian Way Complete Streets Project	Provide continuous sidewalks, bike lanes, and improved bus stops 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.	\$22,200,000	2017	1.05	\$23,310,000
3	San Pablo Dam Road Improvements in Downtown El Sobrante	Provide complete street improvements on San Pablo Dam Road between El Portal Drive and Castro Ranch Road.	\$6,900,000	2005	1.51	\$10,422,000
<b>Other Bicycle and Pedestrian-Focused Improvements</b>						

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.	\$11,135,000	2016	1.10	\$12,276,000
5	Ohlone Greenway Improvements	Implement crossing, wayfinding, signing, lighting, safety and security, and landscaping improvements along Ohlone Greenway.	\$2,900,000	2017	1.05	\$3,045,000
6	I-580/Harbour Way Interchange Pedestrian & Bicycle Access Improvements	Improve pedestrian and bicycle crossings at the I-580/Harbour Way interchange ramps.	\$386,500	2011	1.34	\$519,000
7	I-580/Marina Bay Parkway	Improve pedestrian and bicycle crossings at the I-580/Marina Bay Parkway interchange ramps	\$815,300	2011	1.34	\$1,095,000
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.	\$1,150,000	2018	1.00	\$1,150,000
		b.) Point Richmond to Richmond Greenway: including S. Garrard Blvd and W. Ohio Ave.	\$2,950,000	2018	1.00	\$2,950,000
		c.) W. Cutting Blvd, Cutting Blvd, and Hoffman Blvd.	\$3,550,000	2018	1.00	\$3,550,000
		d.) Harbour Way South: Hoffman Blvd to Ferry Terminal.	\$1,100,000	2018	1.00	\$1,100,000
<b>Transit and Station-Related Improvements</b>						
9	I-80 Express Bus Service	Express Bus Service on I-80 from Hercules 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.	\$104,003,000	2017	1.05	\$109,203,000

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. Future capital improvements could include preparation for ferry service.	\$51,000,000	2017	1.05	\$53,550,000
11	BART Extension	BART extension from the Richmond BART Station. Only the planning, conceptual engineering and program level environmental clearance phases of the project are included.	\$14,000,000	2017	1.05	\$14,700,000
12	San Pablo Avenue Transit Corridor Improvements	Bus Rapid Transit (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.	\$183,000,000	2017	1.05	\$192,150,000
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.	\$116,000,000	2017	1.05	\$121,800,000
14	West County BART Station Access, Parking & Capacity Improvements	a.) El Cerrito Plaza Station Modernization and Capacity Enhancements.	\$42,710,000	2015	1.16	\$49,442,000
		b.) El Cerrito Plaza BART Pedestrian & Bike Safety and Access Improvements.	\$1,200,000	2017	1.05	\$1,260,000
		c.) Richmond BART Pedestrian & Bike Safety and Access Improvements.	\$3,300,000	2017	1.05	\$3,465,000
		d.) Richmond Crossover Project.	\$27,000,000	2012	1.29	\$34,759,000

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.	\$25,000,000	2005	1.51	\$37,761,000
<b>Local Street and Intersection Improvements</b>						
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.	\$14,400,000	2017	1.05	\$15,120,000
<b>Freeway and Interchange Improvements</b>						
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.	\$80,750,000	2017	1.05	\$84,788,000
18	I-80/Central Avenue Interchange Improvements (Phase 2)	Improve traffic operations 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.	\$14,500,000	2017	1.05	\$15,225,000
19	I-80/Pinole Valley Road Interchange 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, in addition to ramp-terminal intersection improvements.	\$10,437,000	2017	1.05	\$10,959,000
<b>Administrative Projects</b>						
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	2018	1.00	\$500,000
<b>Total Estimated Cost</b>			<b>\$789,283,200</b>			<b>\$855,002,000</b>

Notes:

<sup>1</sup> Most projects have cost estimates prepared in 2011 or more recently. For those projects, the escalation factor was calculated based on the Annual Infrastructure Construction Cost Inflation Estimates (AICCIE) reported by OneSanfrancisco (onesanfrancisco.org). Two projects (projects 3 and 15) have cost estimates dating to 2005; for those projects, an index of 1.37 as specified by WCCTAC's STMP model ordinance was used to escalate the costs to 2016 dollars, and then the inflation rates for years 2016 and 2017 (reported by onesanfrancisco.org) were used to escalate the cost to 2018 dollars.

**TO:** WCCTAC Board

**MEETING DATE:** November 8, 2018

**FR:** John Nemeth, Executive Director and  
Leah Greenblat, Project Manager

**RE: STMP Call for Projects: Evaluation and Recommendations**

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**REQUESTED ACTION**

Forward a STMP funding recommendation to the WCCTAC Board based on available funds. The recommendation should also include an allocation of an unknown amount of future STMP fees collected from the present until the current program’s conclusion on June 30, 2019.

**BACKGROUND AND DISCUSSION**

The current STMP cash balance is \$4,215,566. The following agencies have allocations that have not yet been disbursed: BART in the amount of \$1,000,000, El Cerrito in the amount of \$300,000, and Hercules in the amount of \$11,226. In addition, WCCTAC needs to retain \$107,721 to cover remaining consultant fees for the STMP Nexus Update and its own administrative costs. This leaves \$2,786,579 available to allocate.

Current STMP cash balance as of Nov 1, 2018		\$4,215,566
STMP Obligated Items		
Prior commitments (BART, El Cerrito, and Hercules)	\$1,311,266	
Completion of Nexus Study	\$67,721	
FY 18-19 Administrative (budgeted)	\$50,000	
<i>Subtotal</i>	\$1,428,987	
Total funds available to allocate		<b>\$2,786,579</b>

**Additional Future Funds**

STMP fees will continue to be collected under the current program until June 30, 2019, the end of FY 18-19. Because any STMP fees collected in the last quarter of FY 18-19 will not be due to WCCTAC until August 1, 2019, we anticipate that old STMP program fees may be received up until that time. WCCTAC staff recommends that the TAC include in its recommendation a proposed allocation of funds collected between the present and the end of the current fiscal year, so that the program ends with a balance as close to \$0 as possible. These funds should be allocated to one or two projects capable of receiving an unknown amount of STMP funds.

**Call for Projects – Funding Requests**

In response to the 2018 STMP Call for Projects, WCCTAC received eight funding requests totaling \$7,256,000. The minimum amount sought from applicants totals \$6,106,000. All eight funding requests are listed below, with the actual applications included as Attachment B.

<b>Sponsor</b>	<b>Project Name</b>	<b>Amount Requested</b>	<b>Minimum Request</b>
BART	Del Norte Modernization	\$1,500,000	\$1,200,000
CCTA	I-80/San Pablo Dam Rd, Ph. 1	\$436,000	\$436,000
County	San Pablo Dam Rd. Sidewalk Gap	\$270,000	\$270,000
Hercules	RITC	\$1,100,000	\$750,000
Pinole	San Pablo Ave. Bridge Replacement	\$1,600,000	\$1,600,000
Pinole	Bay Trail at Tennent Ave.	\$150,000	\$150,000
Richmond	I-80/Central Ave, Ph. 2	\$1,200,000	\$700,000
Richmond	Pt. Molate Bay Trail	\$1,000,000	\$1,000,000
<b>TOTAL</b>		<b>\$7,256,000</b>	<b>\$6,106,000</b>

**WCCTAC Staff Rankings**

In 2016, the TAC developed three criteria for evaluating funding requests for a prior STMP Call for Projects. These included: 1) project readiness, 2) prior receipt of funds by project sponsors, and 3) prior receipt of funds by project category. In this Call for Projects, staff proposed using the same criteria.

For this staff report, staff ranked the recent funding requests using each of the three criteria and calculated a summary score, with lower scores being better. A detailed overview of the methodology used to calculate these rankings is included as Attachment A.

As explained in more detail in Attachment A, there are two ways that the third criterion, “prior receipt of funds by project category”, can be calculated. The first is based on the share of funds received in each category as a percentage of the funds originally programmed to that category. This was the method used for the previous Call for Projects. However, an alternative method is based on the percentage of funds allocated to each category in the current STMP Program and does not consider the amount that was originally programmed. The alternative score and rank below use the alternative method for the third criterion.

Sponsor	Project Name	Score	Rank	Alt. Score	Alt. Rank
County	County - San Pablo Dam Road	5	1	5	1
Pinole	Pinole - San Pablo Ave. Bridge Replacement	10	2	10	3
Pinole	Pinole - Bay Trail Gap at Tennent Av.	12	3	8	2
CCTA	CCTA - I-80/San Pablo Dam Rd. Ph. 1	12	3	13	4
BART	BART - Del Norte Modernization	13	5	18	8
Richmond	Richmond - I-80/Central Ave. Ph. 2	14	6	15	6
Hercules	Hercules - RITC	15	7	16	7
Richmond	Richmond - Pt. Molate Bay Trail	17	8	13	4

**Staff's Baseline Recommendation**

The TAC is being asked to make a funding recommendation to the WCCTAC Board. There are many possible options. In order to help facilitate the development of a consensus recommendation, staff first suggests that three projects receive their full funding request: the County's San Pablo Dam Road project, Pinole's Bay Trail Gap project at Tennent Ave, and the CCTA's project at I-80/San Pablo Dam Road, which is also supported by the City of San Pablo.

All of these three projects involve modest requests. All ranked near the top using both the standard evaluation and the alternative evaluation method. All would be able to use and spend their STMP funds within a reasonable timeframe.

Sponsor	Project Name	Rank	Alt. Rank	Amount Requested	Amount Proposed
County	County - San Pablo Dam Road	1	1	\$270,000	<b>\$270,000</b>
Pinole	Pinole - San Pablo Ave. Bridge Replacement	2	3	\$1,600,000	
Pinole	Pinole - Bay Trail Gap at Tennent Ave	3	2	\$150,000	<b>\$150,000</b>
CCTA	CCTA - I-80/San Pablo Dam Rd. Ph. 1	3	4	\$436,000	<b>\$436,000</b>
BART	BART - Del Norte Modernization	5	8	\$1,500,000	
Richmond	Richmond - I-80/Central Ave. Ph. 2	6	6	\$1,200,000	
Hercules	Hercules - RITC	7	7	\$1,100,000	
Richmond	Richmond - Pt. Molate Bay Trail	8	4	\$1,000,000	
<b>SUBTOTAL</b>					<b>\$856,000</b>
Available					\$2,786,579
Remainder					<b>\$1,930,579</b>

If the TAC concurs with this baseline recommendation, it would leave \$1,930,579 to allocate to five remaining projects with very large requests. The TAC should also allocate the unknown amount of *Additional Future Funds*, that will be generated between now and the end of the current program, to one or more willing project sponsors.

As a starting point for TAC discussion, WCCTAC staff developed three potential funding scenarios, below, to show how the remaining funds could be allocated. There are many other possible scenarios.

**Scenario 1**

Sponsor	Project Name	Rank	Alt. Rank	Amount Requested	Amount Proposed
County	County - San Pablo Dam Road	1	1	\$270,000	<b>\$270,000</b>
Pinole	Pinole - San Pablo Ave. Bridge Replacement	2	3	\$1,600,000	<b>\$1,600,000</b>
Pinole	Pinole - Bay Trail Gap at Tennent Ave	3	2	\$150,000	<b>\$150,000</b>
CCTA	CCTA - I-80/San Pablo Dam Rd. Ph. 1	3	4	\$436,000	<b>\$436,000</b>
BART	BART - Del Norte Modernization	5	8	\$1,500,000	
Richmond	Richmond - I-80/Central Ave. Ph. 2	6	6	\$1,200,000	
Hercules	Hercules - RITC	7	7	\$1,100,000	
Richmond	Richmond - Pt. Molate Bay Trail	8	4	\$1,000,000	
SUBTOTAL					<b>\$2,456,000</b>
Available					\$2,786,579
Remainder					<b>\$330,579</b>

In this scenario, the bulk of remaining funds would be allocated to Pinole’s San Pablo Avenue Bridge Replacement project given its high rank. There would be \$330,579 still available to allocate to a willing project sponsor, along with the *Additional Future Funds* collected between now and June 30, 2019.

WCCTAC staff has some concerns about this scenario, however. The City of Pinole’s Bridge Replacement request, if granted along with the Bay Trail Gap at Tennent Ave. project, would mean that it would receive 63% of the funding in this round, limiting the award of funds to just three project sponsors. In addition, the bridge project has the longest timeframe to completion, and the requested funds are proposed for construction (and not design) which will take nearly three years to begin. As a result, a substantial amount of STMP funds from the current (old) program would not be disbursed for a few years.

**Scenario 2**

<b>Sponsor</b>	<b>Project Name</b>	<b>Rank</b>	<b>Alt. Rank</b>	<b>Amount Requested</b>	<b>Amount Proposed</b>
County	County - San Pablo Dam Road	1	1	\$270,000	<b>\$270,000</b>
Pinole	Pinole - San Pablo Ave. Bridge Replacement	2	3	\$1,600,000	<b>\$388,000</b>
Pinole	Pinole - Bay Trail Gap at Tennent Ave	3	2	\$150,000	<b>\$150,000</b>
CCTA	CCTA - I-80/San Pablo Dam Rd. Ph. 1	3	4	\$436,000	<b>\$436,000</b>
BART	BART - Del Norte Modernization	5	8	\$1,500,000	<b>Additional Future Funds</b>
Richmond	Richmond - I-80/Central Ave. Ph. 2	6	6	\$1,200,000	<b>\$790,000</b>
Hercules	Hercules - RITC	7	7	\$1,100,000	<b>\$750,000</b>
Richmond	Richmond - Pt. Molate Bay Trail	8	4	\$1,000,000	
<b>SUBTOTAL</b>					<b>\$2,784,000</b>
Available					\$2,786,579
Remainder					<b>\$2,579</b>

In this scenario, Pinole would receive \$388,000 for the San Pablo Ave. Bridge Replacement project. These STMP funds would replace Measure J funds that have been awarded and programmed for design. The STMP funds would instead be used for design, while the Measure J funds could be used later for construction.

This more modest allocation to the San Pablo Ave. Bridge Replacement project would free-up enough remaining funds to make substantive awards to other projects and permit more STMP funds to be disbursed sooner. Under this scenario, Richmond could be awarded an amount above its minimum request for the I-80 Central Ave. Ph 2 project and Hercules could receive its minimum request.

If willing, BART could claim the *Additional Future Funds* that WCCTAC receives between now and August 2019. Alternatively, the City of Pinole San Pablo Avenue Bridge Replacement project could be designated to receive the *Additional Future Funds*.

**Scenario 3**

<b>Sponsor</b>	<b>Project Name</b>	<b>Rank</b>	<b>Alt. Rank</b>	<b>Amount Requested</b>	<b>Amount Proposed</b>
County	County - San Pablo Dam Road	1	1	\$270,000	<b>\$270,000</b>
Pinole	Pinole - San Pablo Ave. Bridge Replacement	2	3	\$1,600,000	<b>\$388,000</b>
Pinole	Pinole - Bay Trail Gap at Tennent Ave	3	2	\$150,000	<b>\$150,000</b>
CCTA	CCTA - I-80/San Pablo Dam Rd. Ph. 1	3	4	\$436,000	<b>\$436,000</b>
BART	BART - Del Norte Modernization	5	8	\$1,500,000	
Richmond	Richmond - I-80/Central Ave. Ph. 2	6	6	\$1,200,000	<b>Additional Future Funds</b>
Hercules	Hercules - RITC	7	7	\$1,100,000	
Richmond	Richmond - Pt. Molate Bay Trail	8	4	\$1,000,000	<b>\$1,000,000</b>
<b>SUBTOTAL</b>					<b>\$2,244,000</b>
Available					\$2,786,579
Remainder					<b>\$542,579</b>

In this scenario, as in Scenario 2, Pinole would receive \$388,000 for the San Pablo Ave. Bridge Replacement project, to replace Measure J funds for design work that could be re-programmed to construction.

However, in this scenario, the alternative ranking based on the alternative evaluation method would be used. As such, Richmond's Point Molate Bay Trail would receive its funding request. The *Additional Future Funds* could be allocated to the I-80/Central Ave. Ph. 2 project. There would also be a remaining \$542,579 to allocate to either Hercules, BART or both.

**ATTACHMENTS:**

- A. Ranking Methodology
- B. Funding Requests

## **Attachment A – Methodology for Rankings**

In 2016, the TAC established three criteria for the evaluation of STMP projects: 1) project readiness, 2) prior receipt of funds by project sponsors, and 3) prior receipt of funds by project category. When the 2018 Call for Projects was discussed with the TAC and released by the WCCTAC Board, staff noted that these same criteria would be used to evaluate and rank STMP funding requests.

The purpose of these criteria are to ensure that funding does not always flow to the same project sponsors or the same project categories. They are also intended to focus funding on projects with a high degree of readiness that can be delivered in the not-too-distant future. While these criteria are useful, and while they have been used to rank the current funding requests, there are potentially many other criteria and factors that could be considered by the TAC when forming a recommendation to the WCCTAC Board.

WCCTAC staff ranked each of the eight funding requests using the three criteria, from “1” to “8”. Then staff added the scores together across each of the three categories to calculate a final score. A lower score is a better score in this case.

### **Criterion #1**

<b>Project Readiness</b>		
<b>Agency/Sponsor</b>	<b>Status</b>	<b>Rank</b>
CCTA - I-80/San Pablo Dam Rd. Ph. 1	closeout	1
BART - Del Norte Modernization	in construction	2
County - San Pablo Dam Road	construction start: mid 2019	3
Pinole - Bay Trail Gap at Tennent Av.	construction start: late 2019	4
Hercules - RITC	construction start: end 2019	5
Richmond - Pt. Molate Bay Trail	construction start: 2020	6
Richmond - I-80/Central Ave. Ph. 2	construction start: 2020	6
Pinole - San Pablo Ave. Bridge Replacement	construction start: mid 2021	8

Project readiness was determined by the anticipated timing of construction, and projects were ranked accordingly. It should be noted that it is beneficial for allocated STMP funds to be spent sooner rather than later, regardless of the timing of construction. For example, if a project can use STMP funds immediately for design, but might not start construction for four years, it may be more desirable than one that will start construction in three years but won't use STMP funds until then. This “readiness to spend” consideration is not included in this criterion, however.

**Criterion #2**

<b>How recently has sponsor received?</b>		
<b>Agency/Sponsor</b>	<b>Status</b>	<b>Rank</b>
County - San Pablo Dam Road	Have not received	1
Pinole - San Pablo Ave. Bridge Replacement	Have not received	1
Pinole - Bay Trail Gap at Tennent Av.	Have not received	1
Richmond - I-80/Central Ave. Ph. 2	March, 2016	4
Richmond - Pt. Molate Bay Trail	March, 2016	4
Hercules - RITC	March, 2016	4
CCTA - I-80/San Pablo Dam Rd. Ph. 1	Jan, 2017	7
BART - Del Norte Modernization	Sept, 2017	8

For this criterion, projects were ranked on the basis of how recently project sponsors have received STMP funds. Those that have never received funds were giving the top rankings, while the sponsor that received funds most recently was given the lowest rank. It appears that the East Bay Regional Park District may end up being the sponsor of the Bay Trail Gap at Tennent Ave project, rather than the City of Pinole. This would not substantially change the rankings above, however.

**Criterion #3**

<b>How much has this category received (as a share of programmed funds)?</b>		
	<b>Status</b>	<b>Rank</b>
County - San Pablo Dam Road	Have not received	1
Pinole - San Pablo Ave. Bridge Replacement	Have not received	1
BART - Del Norte Modernization	4.68%	3
Richmond - I-80/Central Ave. Ph. 2	4.90%	4
CCTA - I-80/San Pablo Dam Rd. Ph. 1	4.90%	4
Hercules - RITC	7.54%	6
Richmond - Pt. Molate Bay Trail	33.11%	7
Pinole - Bay Trail Gap at Tennent Av.	33.11%	7

For this criterion, the total amount of funding provided to project categories was compared with the amount of funding originally programmed to those categories in the 2005 STMP Nexus Study. The projects with the highest ranking are those in categories that have not yet received any funding. The projects with the lowest ranking are those in categories that have come the closest to receiving the amount originally programmed in the Nexus Study. This criterion tends to favor large projects or those that received a very large programmed amount in the last Nexus Study, such as BART projects or highway projects. It tends to work against trail projects or smaller project that have not received large sums, but have received alot relative to their

originally programming. However, the size of projects, and the amount of funding programmed in the Nexus Study based on cost estimates, doesn't necessarily reflect the order of priorities of the WCCTAC Board or its members agencies.

**Criterion #3 (Alt method)**

<b>How much has this category received?</b>		
	<b>Status</b>	<b>Rank</b>
County - San Pablo Dam Road	Have not received	1
Pinole - San Pablo Ave. Bridge Replacement	Have not received	1
Richmond - Pt. Molate Bay Trail	11.08%	3
Pinole - Bay Trail Gap at Tennent Av.	11.08%	3
Richmond - I-80/Central Ave. Ph. 2	15.51%	5
CCTA - I-80/San Pablo Dam Rd. Ph. 1	15.51%	5
Hercules - RITC	22.16%	7
BART - Del Norte Modernization	26.30%	8

This criterion is an alternative to the standard Criterion #3 above. It is based on the total amount of money that has been allocated to each category as a percentage of the total amount that has been disbursed. Those projects in categories that have not received funding still rank the highest. The lowest ranked project is the one is a category that has received the most funding to date, regardless of how much was programmed in the Nexus Study.

**Total Score and Rank**

<b>Totals of Combined Criteria</b>		
<b>Agency/Sponsor</b>	<b>Score</b>	<b>Rank</b>
County - San Pablo Dam Road	5	1
Pinole - San Pablo Ave. Bridge Replacement	10	2
Pinole - Bay Trail Gap at Tennent Av.	12	3
CCTA - I-80/San Pablo Dam Rd. Ph. 1	12	3
BART - Del Norte Modernization	13	5
Richmond - I-80/Central Ave. Ph. 2	14	6
Hercules - RITC	15	7
Richmond - Pt. Molate Bay Trail	17	8

**Total Score and Rank (using Alt Method)**

<b>Totals of Combined Criteria</b>		
<b>Agency/Sponsor</b>	<b>Score</b>	<b>Rank</b>
County - San Pablo Dam Road	5	1
Pinole - Bay Trail Gap at Tennent Av.	8	2
Pinole - San Pablo Ave. Bridge Replacement	10	3
CCTA - I-80/San Pablo Dam Rd. Ph. 1	13	3
Richmond - Pt. Molate Bay Trail	13	5
Richmond - I-80/Central Ave. Ph. 2	15	6
Hercules – RITC	16	7
BART - Del Norte Modernization	18	8



October 22, 2018

Via Email pdf:

Mr. John Nemeth, Executive Director  
Ms. Leah Greenblat, Project Manager  
West Contra Costa Transportation Advisory Committee

Dear Mr. Nemeth and Ms. Greenblat,

In response to WCCTAC's 2018 STMP Call For Projects, the City of Richmond requests funding to help construct 1.4 miles of two-way, multi-use trail along the shoreline of its Point Molate property. The project implements the San Francisco Bay Trail Plan, so the STMP funding category is Bay Trail Gap Closure. This multi-use Bay Trail also is included in the City's General Plan 2030 and Bicycle Master Plan, as well as the Countywide Bicycle and Pedestrian Plan.

Project Description and Readiness

As shown on Attachment 1 Project Location Map, the Bay Area Toll Authority (BATA) plans to open the Point Molate Bay Trail section linking the AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue with Stenmark Drive in February and complete the Bay Trail across the Richmond-San Rafael (RSR) Bridge in March 2019. The City of Richmond and East Bay Regional Park District (EBRPD) are partnering to extend the Point Molate Bay Trail along the shoreline 2.5 miles north from the RSR Bridge to Stenmark Drive at the northern border of the City's Point Molate property. Currently, there is no public access to this 2.5 miles of Bay shoreline with the exception of the City's Point Molate Beach Park. The 65% design already completed by NCE under contract to East Bay Regional Park District provides a 12-foot wide paved AC surface with a 5-foot wide DG shoulder on the Bay side for those walking and jogging. EBRPD's Board of Directors approved a Mitigated Negative Declaration with a Mitigation Monitoring and Reporting Program pursuant to the California Environmental Quality Act on May 1, 2018.

As shown in Attachment 2, this 2.5 miles of Point Molate Bay Trail is comprised of a 1.1-mile Segment A easement primarily on Chevron property and a 1.4-mile Segment B on City-owned Point Molate property. EBRPD is funding completion of PSE documents for the entire 2.5 miles and is seeking funds to construct Segment A while the City seeks funds for Segment B. Both agencies are coordinating and supporting one another in working to assemble sufficient funds to construct their respective segments of this Bay Trail gap closure project. The City and EBRPD hope to assemble their portions of the costs to fund construction of the entire 2.5 miles at the same time, possibly as one construction project.

See Attachment 3 for EBRPD's letter supporting this funding request by the City, as well as letters of support from County Supervisor John Gioia, San Francisco Bay Trail Project and Trails for Richmond Action Committee (TRAC).

The Segment B Bay Trail will provide pedestrian and bicyclist access along 1.4 miles of beautiful shoreline between Point Molate Beach Park and Stenmark Drive at the northern border of the City's Point Molate property. With constrained motor vehicle connectivity, Bay Trail improvements will serve a key transportation function in support of future development at Point Molate. The project also will support BATA's Bay Trail pilot project on the RSR Bridge by providing an attractive destination near the touchdown on Richmond.



### Project Cost and STMP Funding

As shown on Attachment 2, construction of the 1.4-mile Segment B on the City's Point Molate property is expected to cost approximately \$3.0 million. The City requests STMP funding of \$1.0 million to supplement the \$1.0 million of City funds committed to the project. Combined, this will provide the 2/1 match needed to request another \$1.0 million when the One Bay Area Priority Conservation Area (PCA) grant program opens at the end of this month. Proposition 64 and/or Regional Measure 3 funding would be sought in the absence of a PCA grant.

The City received \$527,000 of STMP funding in 2011 and 2016 for the Richmond Intermodal Station eastside improvements on Nevin Avenue. This represents only 3.5% of STMP funds allocated by the Board as a share of the maximum amount allowed from the 2005 Nexus Study. Richmond paid over \$3 million into WCCTAC's STMP account from 9/18/2007 to 10/5/2018, not counting fees collected and paid from the August 11, 2006 effective date of the City's STMP fee ordinance to 9/18/07 for which the City no longer has data.

### Project Schedule

All necessary funds should be available, PSE completed and construction bids advertised by October 2019. This means that construction can be started by January 2020 and the Bay Trail opened to the public by September 2020.

WCCTAC STMP funding of \$1.0 million added to \$1.0 million in City funds will create the 2/1 match needed to secure \$1.0 million in One Bay Area PCA funds and proceed with this outstanding Bay Trail gap closure project at Point Molate.

Sincerely,



Yader A. Bermudez, P.E., Director of Engineering & Capital Improvements Projects

Attachments:

1. Project Location Map
2. Point Molate Bay Trail Segments & Costs
3. Letters of Support: Supervisor Gioia, EBRPD, San Francisco Bay Trail Project & TRAC

# SAN FRANCISCO BAY TRAIL PROJECT

Richmond

## Project Location



SF Bay Trail: Point Molate Project Costs	
NCE Design	\$366,050
NCE Environmental (NEPA/CEQA)	\$397,550
NCE Field Visit / Admin of PS&E/ Coordination	\$131,300
NCE Design Construction Support	\$25,600
<b>Total Design and Environmental Contract</b>	<b>\$920,500</b>
<b>Segment A</b>	
Engineer's Construction Estimate - 2020	\$2,521,614
20% Contingency	\$630,403
Total Engineer's Estimate	\$3,152,017
Construction Management (15%)	\$441,282
<b>Total Segment A Construction Estimate</b>	<b>\$3,593,300</b>
<b>Segment B</b>	
Engineer's Construction Estimate - 2020	\$2,076,970
20% Contingency	\$519,242
Total Engineer's Estimate	\$2,596,212
Construction Management (15%)	\$363,470
<b>Total Segment B Construction Estimate</b>	<b>\$2,959,682</b>
<b>Total Estimated Project Costs for Segments A and B</b>	<b>\$7,473,482</b>
<b>Funding Shortfall</b>	<b>\$6,552,982</b>



John Gioia (say "Joy-a")  
Chair, Contra Costa County  
Board of Supervisors

# Contra Costa County

11780 San Pablo Avenue, Suite D  
El Cerrito, CA 94530  
Phone: (510) 231-8686  
Fax: (510) 374-3429



October 17, 2018

Mr. John Nemeth, Executive Director  
Ms. Leah Greenblat, Project Manager  
West Contra Costa Transportation Advisory Committee

Dear Mr. Nemeth and Ms. Greenblat:

I strongly support the City of Richmond's request for STMP funding of the Bay Trail gap closure project on the City's Point Molate property. It will provide pedestrian and bicyclist transportation and recreation along 1.4 miles of San Francisco Bay shoreline where no other public access is planned or exists with the exception of Richmond's Point Molate Beach Park.

Completion of the Point Molate Bay Trail should be a priority for West County, as well as the entire Bay Area region. This City-EBRPD partnership will extend the Bay Area Toll Authority's Point Molate Bay Trail section now under construction to link the AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue with the Stenmark Drive exit from I-580 and also connect with the Bay Trail across the RSR Bridge to open in March 2019.

Very Truly Yours,

A handwritten signature in blue ink that reads "John Gioia".

John Gioia, Vice Chair  
Contra Costa Board of Supervisors



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October 17, 2018

Mr. John Nemeth, Executive Director  
Ms. Leah Greenblat, Project Manager  
West Contra Costa Transportation Advisory Committee

Dear Mr. Nemeth and Ms. Greenblat,

East Bay Regional Park District strongly supports the City of Richmond’s request for STMP funding of the Bay Trail gap closure project on the City’s Point Molate property. This funding is needed as part of the District’s partnership with the City to complete the entire 2.5 miles of Bay Trail between the Richmond-San Rafael (RSR) Bridge and the northern border of this City property at Stenmark Drive.

This EBRPD-City project will extend the Bay Area Toll Authority’s Point Molate Bay Trail section under construction to link the AC Transit and Golden Gate Transit bus stop at Castro Street and Tewksbury Avenue with the Stenmark Drive exit from I-580 and connect with the Bay Trail across the RSR Bridge to open in March 2019. It will provide pedestrian and bicyclist transportation and recreation along 2.5 miles of San Francisco Bay shoreline where no public access currently exists with the exception of Richmond’s Point Molate Beach Park.

This project is an excellent fit for the STMP funding. If you have any questions, please do not hesitate to contact me at (510) 544-2204 or [tmargulici@ebparks.org](mailto:tmargulici@ebparks.org).

Sincerely,

Tiffany Margulici  
Grants Manager

Board of Directors

Dennis Waespi  
President  
Ward 3

Ayn Wieskamp  
Vice-President  
Ward 5

Ellen Corbett  
Treasurer  
Ward 4

Dee Rosario  
Secretary  
Ward 2

Whitney Dotson  
Ward 1

Beverly Lane  
Ward 6

Colin Coffey  
Ward 7

Robert E. Doyle  
General Manager



October 18, 2018

**Re: Support for Bay Trail Gap Closure Project at Point Molate**

Mr. John Nemeth, Executive Director  
Ms. Leah Greenblat, Project Manager  
West Contra Costa Transportation Advisory Committee  
6333 Potrero Ave  
El Cerrito, CA 94530

Dear Mr. Nemeth and Ms. Greenblat:

The San Francisco Bay Trail Project is pleased to provide its enthusiastic support of the City of Richmond's request for STMP funding to construct and close the Bay Trail gap at Point Molate. This project will complete 1.4 miles of the Bay Trail providing much needed recreational and green transportation opportunities to Point Molate for bicyclists and pedestrians.

With the completion of the Bay Trail that will connect San Rafael to Richmond across the Richmond-San Rafael Bridge in March 2019, Point Molate will become a destination for bicyclists and pedestrians accessing the area via this new stretch of Bay Trail. Along with a one-mile segment of Bay Trail currently being developed by East Bay Regional Park District at Point Molate, the City's project will work together to connect Bay Trail users from the East Bay and Marin to Point Molate and enjoy the existing recreational opportunities and businesses in the area.

The Bay Trail Project strongly supports the City's efforts to complete the Bay Trail at Point Molate and urges approval of the City's STMP funding request. We look forward to continuing our partnership with WCCTAC on this and many other Bay Trail improvements in West Contra Costa County.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lee Chien Huo".

Lee Chien Huo  
Bay Trail Planner

Administered by the Association of Bay Area Governments &  
the Metropolitan Transportation Commission  
375 Beale Street • San Francisco, CA 94105  
Phone: 415-778-6700  
[www.baytrail.org](http://www.baytrail.org)



73 Belvedere Avenue  
Richmond, CA 94801  
Phone/Fax 510-235-2835  
[tracbaytrail@earthlink.net](mailto:tracbaytrail@earthlink.net)

October 22, 2018

Via Email pdf:

Mr. John Nemeth, Executive Director  
Ms. Leah Greenblat, Project Manager  
West Contra Costa Transportation Advisory Committee

Dear Mr. Nemeth and Ms. Greenblat,

A \$1.0 million STMP grant from WCCTAC is critical for funding the City of Richmond's well planned and important project to open 1.4 miles of San Francisco Bay shoreline for first-time public recreation and transportation. This Bay Trail gap closure project builds upon the Bay Area Toll Authority's planned March 2019 opening of the Bay Trail across the Richmond San Rafael Bridge and literally paves the way for development of the City's 300-acre Point Molate property. Analogous to Richmond's Marina Bay, the City's Point Molate Reuse Plan calls for access along the shoreline to be in the form of active transportation via the Bay Trail, rather than by a roadway for motor vehicles.

Thanks to the partnership with East Bay Regional Park District, a 65% design had been completed, as well as adoption of a Mitigated Negative Declaration pursuant to CEQA. The requested \$1.0 million in STMP funding, combined with \$1.0 million of committed City of Richmond funds, will enable the City to meet the 2/1 match required to secure a \$1.0 million One Bay Area Priority Conservation Area grant and fully fund construction of this critical \$3.0 million project.

WCCTAC's support with \$1.0 in STMP funding is necessary for completion of this exemplary Point Molate Bay Trail gap closure project.

Sincerely,

Bruce Beyaert, TRAC Chair

**From:** [TRAC](#)  
**To:** [John Nemeth](#); [Leah Greenblat](#)  
**Cc:** [Yader Bermudez](#); [Carlos Martinez](#); [Lina Velasco](#); [Bruce Brubaker](#)  
**Subject:** Re: WCCTAC\_STMP\_Richmond102218  
**Date:** Tuesday, October 23, 2018 11:42:10 AM  
**Attachments:** [WCCTAC\\_STMP\\_Richmond102218.pdf](#)

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John and Leah,

TRAC would like to add leverage of STMP funds as another important consideration favoring the Point Molate Bay Trail project, along with all of those articulated in the City of Richmond's letter and the attached letters of support from Supervisor Gioia, EBRPD, Bay Trail Project and TRAC. The requested \$1.0 million of STMP funds would be leveraged 2/1 by \$1.0 million of committed City funds plus a probable \$1.0 million One Bay Area PCA grant.

Bruce

-----  
Bruce Beyaert, TRAC Chair  
[tracbaytrail@earthlink.net](mailto:tracbaytrail@earthlink.net)  
tel. 510-235-2835  
<http://www.pointrichmond.com/baytrail/>  
<http://www.ci.richmond.ca.us/109/TRAC>  
Photos: <https://sfbaytrailinrichmond.shutterfly.com/pictures/5> .

On Oct 23, 2018, at 11:08 AM, Leah Greenblat <[lgreenblat@wcctac.org](mailto:lgreenblat@wcctac.org)> wrote:

Thanks.

Leah Greenblat  
WCCTAC Project Manager  
510.210.5935  
[LGREENBLAT@wcctac.org](mailto:LGREENBLAT@wcctac.org)  
[www.wcctac.org](http://www.wcctac.org)

---

**From:** Yader Bermudez <[Yader\\_Bermudez@ci.richmond.ca.us](mailto:Yader_Bermudez@ci.richmond.ca.us)>  
**Sent:** Monday, October 22, 2018 8:47 PM  
**To:** John Nemeth <[jнемeth@wcctac.org](mailto:jnemeth@wcctac.org)>; Leah Greenblat <[lgreenblat@wcctac.org](mailto:lgreenblat@wcctac.org)>  
**Cc:** Tawfic Halaby <[tawfic\\_halaby@ci.richmond.ca.us](mailto:tawfic_halaby@ci.richmond.ca.us)>; TRAC <[tracbaytrail@earthlink.net](mailto:tracbaytrail@earthlink.net)>; Carlos Martinez <[Carlos\\_Martinez@ci.richmond.ca.us](mailto:Carlos_Martinez@ci.richmond.ca.us)>; Lina Velasco <[Lina\\_Velasco@ci.richmond.ca.us](mailto:Lina_Velasco@ci.richmond.ca.us)>; Bruce Brubaker ([bbrubaker@placeworks.com](mailto:bbrubaker@placeworks.com)) <[bbrubaker@placeworks.com](mailto:bbrubaker@placeworks.com)>  
**Subject:** WCCTAC\_STMP\_Richmond102218

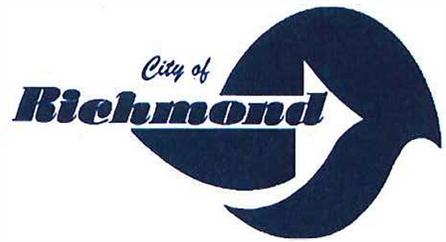
John and Leah, please find attached the second request from the City of Richmond in response to WCCTAC's 2018 STMP Call For Projects. Thanks

YADER A. BERMUDEZ  
Engineering and Capital Improvements Projects Director

City of Richmond  
450 Civic Center Plaza  
Richmond, Ca 94804  
(510) 774-6300

## Engineering & Capital Improvement Projects

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### Department

October 22, 2018

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

Re: Request for \$1.2 million in STMP fees for I-80/Central Avenue – Phase 2 (Local Road Realignment)

Dear John:

The City of Richmond is requesting \$1.2 million in West Contra Costa Subregional Transportation Mitigation Program (STMP) fees to complete the construction of I-80/Central Avenue – Phase 2 (Local Road Realignment).

This regionally important project will improve overall traffic operations at the interchange and along Central Avenue. The first phase of the project, which was led by the Contra Costa Transportation Authority, was just completed in September 2018. Phase 2 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.

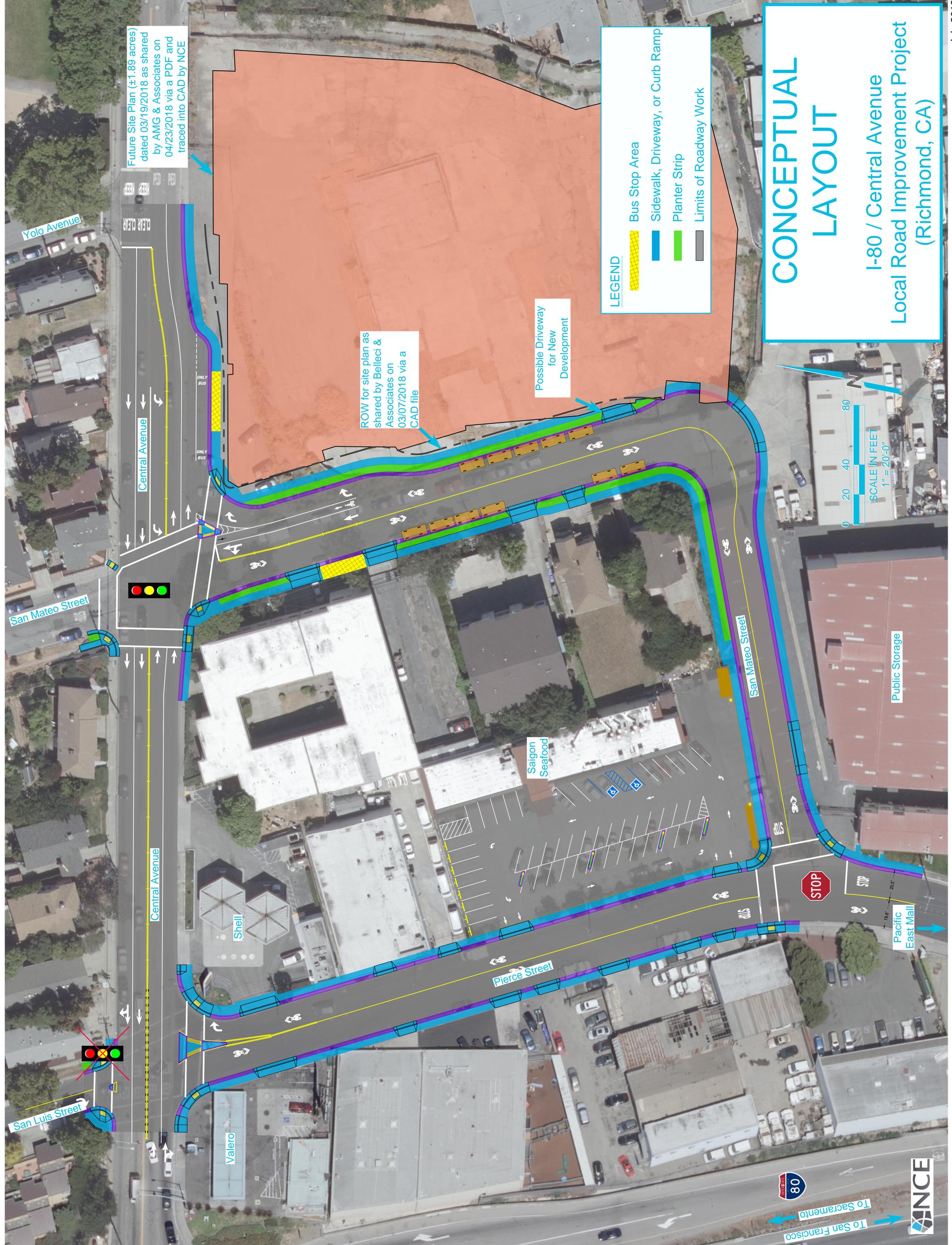
The project is currently in the design phase and environmental clearance is expected to be completed in early 2019. The STMP funds will be used for the design and right-of-way clearance phase. Construction is planned in 2020-21.

Approximately \$14.2 million is earmarked to interchanges on I-80 in the STMP program (which includes I-80/San Pablo Dam Road, I-80/Central Avenue, and on Highway 4 at Willow Avenue). No funding has been received by the City of Richmond from this STMP project category. The City of Richmond received \$527,000.00 in STMP funding for the Nevin Avenue Improvements: BART to 19<sup>th</sup> Street Project, under the Richmond Intermodal Station STMP Project Category, in 2016. The current cost of Phase 2 is approximately \$15 million. Fund sources that have been secured for the project include \$2.8 million in Measure J funds, \$8.2 million in future STIP funds, \$2.8 million in federal earmark replacement funds from MTC, and if approved by WCCTAC, \$1.2 million in STMP fees to close the funding gap. The City requests a desired amount of \$1.2 million and a minimum amount of \$700,000.00 in STMP funds.

Should you have any questions about this request, please contact Tawfic Halaby at (510) 621-1612 or [tawfic\\_halaby@ci.richmond.ca.us](mailto:tawfic_halaby@ci.richmond.ca.us). Thank you for your consideration.

Sincerely,

  
Yader A. Bermudez, P.E.  
Director of Engineering & Capital Improvement Projects  
Attachment: Conceptual Layout map



Future Site Plan (±1.89 acres) dated 03/19/2018 as shared by AMG & Associates on 04/23/2018 via a PDF and traced into CAD by NCE

ROW for site plan as shared by Belleci & Associates on 03/07/2018 via a CAD file

Possible Driveway for New Development

**LEGEND**

-  Bus Stop Area
-  Sidewalk, Driveway, or Curb Ramp
-  Planter Strip
-  Limits of Roadway Work

# CONCEPTUAL LAYOUT

I-80 / Central Avenue  
Local Road Improvement Project  
(Richmond, CA)

SCALE IN FEET  
1" = 20'-0"

0 20 40 60 80





# CITY OF PINOLE

2131 Pear Street  
Pinole, CA 94564

Phone: (510) 724-9010  
FAX: (510) 724-9826  
www.ci.pinole.ca.us

October 25, 2018

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

## **Re: STMP Funding request**

Mr. Nemeth:

The City of Pinole respectfully requests the following project to be considered for a funding allocation from currently unallocated STMP fee revenue.

**Bay Trail Gap at Tennent Avenue at the Railroad Crossing:** EBRPD recently finished a segment of the Bay Trail in Pinole. The EBRPD project is amazing and is attracting a lot of users. But the limits of that project stop short of Tennent Avenue leaving yet another gap in the trail. Tennent Avenue, for a short section primarily through the railroad right of way, has no dedicated pedestrian improvements. The current path of travel requires pedestrians to walk on the roadway or on the unimproved shoulder of the roadway. The roadway is not wide enough to handle vehicle traffic in both directions and pedestrian traffic simultaneously. The accessible path of travel is also a concern.



1. This project falls under STMP Project No 6 Bay Trail Gap Closure.
2. The City has not received STMP funds in the past. However, EBRPD received STMP funds for their project.
3. The total cost of the project is estimated to be less than \$150,000.
4. The City seeks full funding of this project or supports EBRPD in receiving additional funds to close this gap.
5. Location is shown below, adjacent to Bayfront Park.



6. The STMP funds will be used for design, right of way coordination, and construction.
7. It will take the City of Pinole up to 18 months to finish all phases of this small project. This project can likely be completed faster by EBRPD as they already have the contacts established with the railroad. Design and right of way coordination can progress during the winter months and construction can follow once the railroad has approved the project plans.
8. This project, if awarded STMP funds, will begin immediately and will be managed expeditiously through to completion.

Although small, this project is very important to the City of Pinole, pedestrian safety is very important. It is the City's goal to have a well defined route of travel that includes a safe rail crossing.

Sincerely,

Tamara Miller, PE  
Development Services Director/City Engineer



# CITY OF PINOLE

---

2131 Pear Street  
Pinole, CA 94564

Phone: (510) 724-9010  
FAX: (510) 724-9826  
www.ci.pinole.ca.us

October 25, 2018

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

## **Re: STMP Funding request**

Mr. Nemeth:

The City of Pinole respectfully requests the following project to be considered for a funding allocation from currently unallocated STMP fee revenue.

San Pablo Ave Bridge Replacement – Complete Street (Br # 28C0062)): The City has been progressing steadily toward the replacement of the San Pablo Avenue Bridge over BNSF. The current bridge, built in 1938, is 425 feet long and 61 feet wide. It is rated structurally deficient with a sufficiency rating of 33.5. The current bridge has four 12.5 foot traffic lanes and a 2.5 foot wide raised shoulder. The current bridge does not have adequate space for safe pedestrian and bike travel. Additionally, the bridge does not provide current clearances for the railroad.

The City recently released a request for proposals and has received two responses. In November, we will be selecting an engineering firm to lead the project through the design process, including the environmental and right of way aspects of the project.

1. This project falls under STMP Project No 8 San Pablo Avenue Corridor Improvements.
2. The City has not received STMP funds in the past. The project has received \$388,000 in funding from CCTA and \$790,573 in funding from the HBP program to advance the project into the design phase.
3. The total cost of the project is estimated to be nearly \$17,000,000. The design phase is estimated to be \$1,100,000 and the construction phase is estimated to be \$15,900,000.

October 25, 2018

Page 2

4. The City needs a total of \$1,600,000 for the match funding for the construction phase of the project. The City requests any allocation of STMP funds toward the successful completion of this project.
5. Location map is attached.
6. The STMP funds will be used for the local match for the construction phase.
7. The project will be in the design/RW/environmental phase for 30 months. The Construction phase is expected to immediately follow completion of the design; bidding for construction phase is estimated to commence in June 2021. This project must be constructed in stages. At this time the number of stages has yet to be determined, and as such the duration of construction has yet to be determined. Assuming a two year construction duration, this project could be opened to traffic by July 2023.
8. The project is ready to advance into design and will be tightly managed to advance to the construction phase as soon as practical. It is expected that the project will be ready for construction in mid 2021.

This infrastructure is very important to the region as it serves as the only viable alternative route to Interstate 80 in Contra Costa County; it also serves as an integral component of the I80 Mobility Corridor. The City of Pinole, with a population of about 20,000 people and a road network of about 56 miles, does not have the resources to replace this regional asset. We will need to rely on funding from the State and region.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Tamara Miller', with a stylized flourish extending to the right.

Tamara Miller, PE  
Development Services Director/City Engineer

# San Pablo Avenue Bridge Replacement Project (Bridge No 28C0062)



**Location Map**



**Vicinity Map**



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

CITY MANAGER

---

October 25, 2018

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

Dear Mr. Nemeth,

The City of Hercules respectfully requests \$1.1M in Subregional Transportation Mitigation Program (STMP) funding for the Regional Intermodal Transportation Center (RITC) in Hercules. The RITC will connect bus, rail, and potentially ferry services at one location and serve as a major multimodal transportation hub for West Contra Costa County. This will be of tremendous regional benefit and Hercules is pleased to be a part of meeting regional needs by hosting this facility.

The funding will be used to complete the design of 3 phases of the project: the Railroad Bridge & Creek Realignment, Retaining Walls (to provide the lateral clearance for the 3<sup>rd</sup> station track), and Utility Relocation. It is proposed that the STMP funding would serve as a 100% match for the remaining Measure J Strategic Plan funding previously budgeted by the Contra Costa Transportation Authority (CCTA) for the project, which would be used to complete the design on the Track/Signal phase. Should \$1.1M be not available, the City could complete the final design for the Railroad Bridge & Creek Realignment phase for \$750K.

The City has been very successful in implementing a phased approach to building the RITC, which is identified as Project No. 3 “Capitol Corridor Improvements” on the 2005 STMP Project List. To date, the City has constructed the Bay Trail East, Path To Transit, and Bay Trail West phases. A total of \$46M in funding has been received and applied to the project, including \$300K in STMP funding in 2011 to complete planning and initial design, and \$1M in 2016 to construct the Path To Transit phase. Approximately \$54M is needed to complete the RITC, which given the phased approach could be fully operational in 3 years. We are very excited the RITC is nearly half-way completed and in hosting this regional facility for the benefit of West County.

Sincerely,

David Biggs  
City Manager

Cc: City Council



# Regional Intermodal Transit Center *Hercules, CA*



**4B Attachment A-19**  
App. Train Stop A Hercules

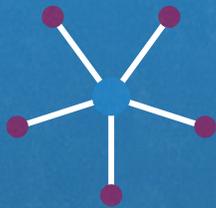
# What is the RITC?

**R** Regional   **I** Intermodal   **T** Transit   **C** Center



A near-term, realistic and affordable *rapid transit alternative to I-80*

A future transportation hub for West Contra Costa and southern Solano Counties, connecting a new train stop with **bicycle, pedestrian, bus, carpool and potential future ferry service**



The RITC is a future transportation hub for Hercules – located adjacent to Bayfront Transit Village – connecting a new train stop along the Capitol Corridor between Richmond and Martinez Stations with bicycle, pedestrian, bus, carpool and potential future ferry service. This multi-modal, transit-oriented development will reduce the need for vehicle travel while delivering affordable, convenient alternative transportation options and connections to local and regional destinations/activity centers. The California Department of Housing and Community Development has designated the RITC Project and adjoining Bayfront Transit Village as one of thirteen Catalyst Projects in the State of California.

## Legend

- Rail line
  - Possible Ferry Access
  - Major roads/freeways
  - SF Bay Trail
- ▲ N

RITC

Hercules

80

4

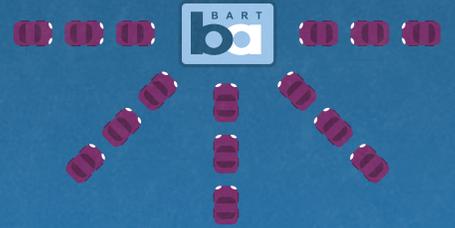
# Regional Transportation Facts



Northern California's **most jammed** freeway



Local and regional travelers dependent on I-80 to travel to **San Francisco, Alameda County, South Bay and Sacramento**



**Limited transit options** within the I-80 corridor requires travelers to drive on congested roads to access Capitol Corridor, BART or AC Transit stations

## CONGESTION



I-80 consistently ranked **one of the most congested transportation corridors in the nation**



Commutes along I-80 projected to **increase 23% by 2040**



**Traffic congestion** on I-80 is unpredictable any time of the day or night



Transit offers a **higher capacity travel option per vehicle**, which promotes fewer cars on the road



Congestion on I-80 **restricts mobility for local residents** and **negatively impacts business activity** in the region

*RITC will increase transit options, diverting commuters from roadways to more safe, sustainable and efficient alternative ways of reaching their destination.*

## GREENHOUSE GAS EMISSIONS & PUBLIC HEALTH



I-80 traffic congestion directly contributes to **poor air quality** due to greenhouse gas emissions



RITC promotes health benefits by creating accessible and sustainable travel options that **lower stress, promote physical activity and improve air quality** like transit, walking and biking

*RITC in Hercules supports many alternatives to driving. Less cars on the road will reduce the carbon footprint of the corridor.*

# RITC Benefits

RITC will provide travelers with multimodal connections to local and regional bus services, potential future ferry routes to San Francisco, and connections to the Capitol Corridor with access to Alameda County, the South Bay, and Sacramento. The RITC is designed to be safe and will accommodate mid-and end-of-century sea level rise (SLR) projections to 2067. In addition, the station, plaza, access roadways, and Bay Trail are all designed at an elevation above projected sea level rise. While the Union Pacific Railroad (UPRR) tracks, bridge, and associated platform were determined to potentially be impacted by sea level rise in the next 50 years, an adaptive management plan was developed to include strategies for raising UPRR facilities in order to address sea level rise future needs.



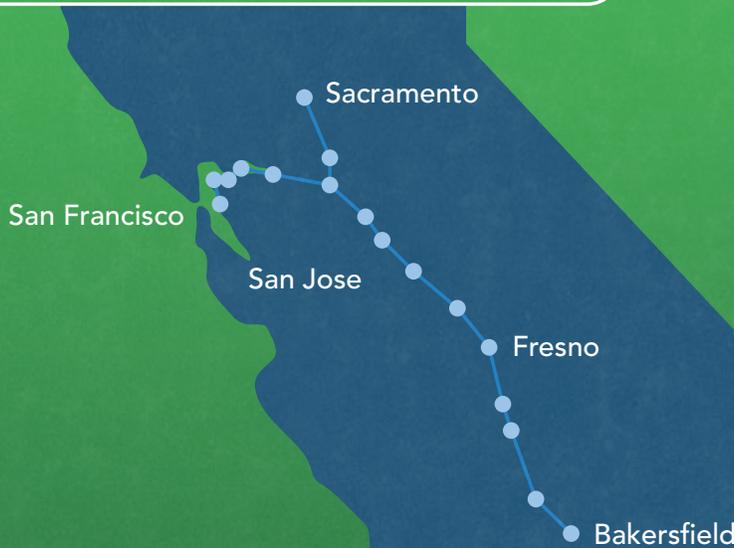
**CAPITOL  
CORRIDOR**

**38** linking West Contra Costa County to rest of Bay Area and Sacramento region  
**DAILY TRAINS**

**17** serving several counties in Bay Area including Sacramento, Alameda, San Francisco and Santa Clara counties  
**STATIONS**

Capitol Corridor passenger train system provides a **fast, reliable, affordable, convenient, and less stressful** alternative to driving along congested I-80, I-680 and I-880 freeways.

Provides a **vital connection** to Richmond BART station and regional Amtrak service



San Joaquin Amtrak service runs multiple times daily between San Francisco Bay Area (or Sacramento) and Bakersfield



Links to numerous **local and regional bus services**, providing a means for commuters to access RITC and serve as a key intermodal connection



**Future potential ferry terminal** allowing travelers to access through park and ride, drop-offs, transit, biking and walking. Ferry service would link the region to other ferry terminals in Bay Area



**Transit-Oriented Development** helping generate additional transit ridership, most of which would be **walk access trips** including residents of Pinole and Rodeo that use the San Francisco Bay Trails.

## ENVIRONMENTAL BENEFITS

RITC diverts future automobile trips to rail and bus, **reducing vehicle miles traveled (VMT), improving traffic conditions and providing health benefits** for area residents who walk and bike to the site.



## ECONOMIC BENEFITS

Less automobile trips means:

- increased productivity (reduced time spent traveling)
- reduced vehicle maintenance and depreciation costs
- less traffic accidents

RITC will provide **better access** to current and future jobs

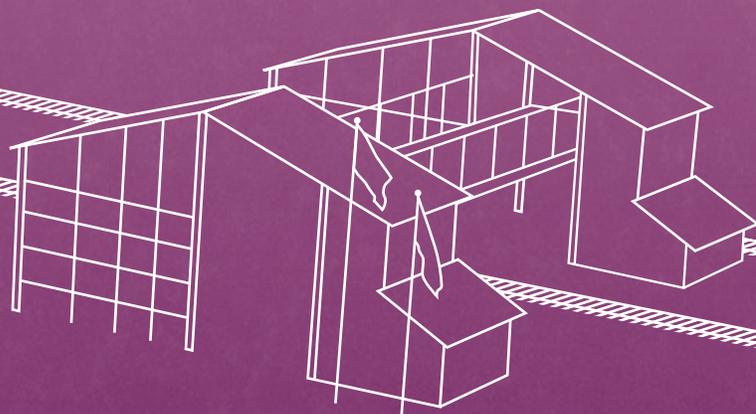


TOTAL PROJECTED 2040 VMT REDUCTION		=	TOTAL MONETARY VALUE OF 2040 VMT REDUCTION	
<b>14,250</b> daily	<b>4.3M</b> annually		<b>\$3,000</b> daily	<b>\$1M</b> annually

# Capitol Corridor System Map



## Capitol Corridor Boardings for RITC in Hercules



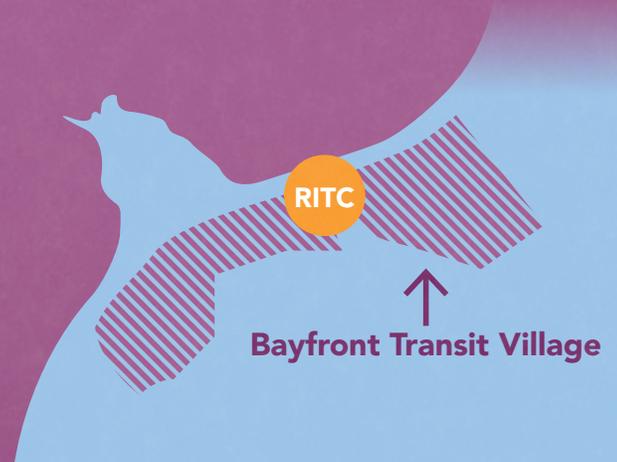
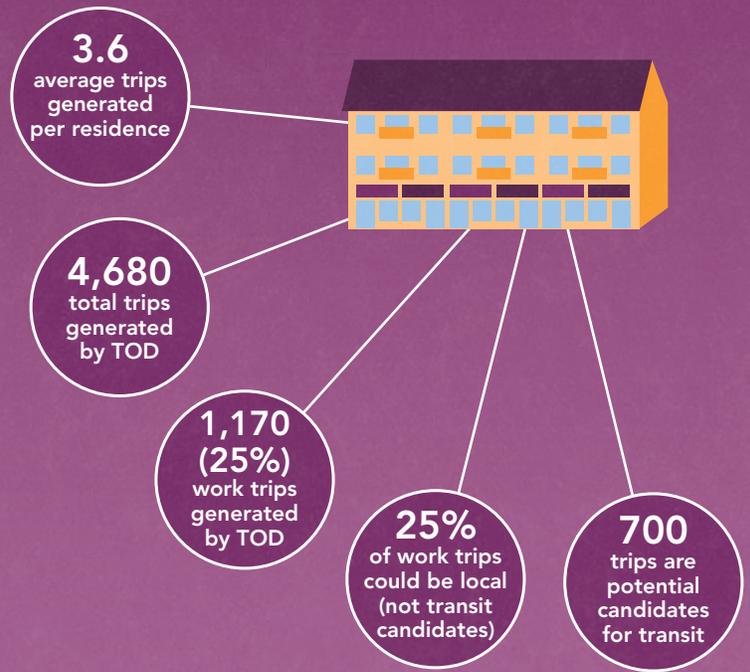
430 ▶ Projected 2040 daily boardings

131,150 ▶ Projected 2040 annual boardings to RITC in Hercules

*RITC in Hercules is projected to have very competitive ridership in comparison to other existing Capitol Corridor stations.*

# Transit-Oriented Development

The RITC is located adjacent to the Bayfront Transit Village, a new robust **Transit Oriented Development (TOD)** planned with **1,400 affordable residential units** and **340,000 square feet of retail, commercial office and additional industrial/office space**. Since the RITC will be within walking distance to the Bayfront Transit Village, it can generate additional transit ridership through local and regional bus as well as passenger rail, most of which would be walk or bike access trips. The RITC will help nearby disadvantaged communities improve the number and type of commute opportunities and provide access to retail and other services close to home and reduce overall trip demand, thereby contributing to social, environmental, economic and health benefits.



# Projected 2040 Station Boardings



# Let's Get



# Moving!

*Add a Train Stop in Hercules*

**Learn more and help us get I-80 moving!**  
Sign up today on the project website and like us on Facebook  
to show your support for a train stop in Hercules!



[facebook.com/HerculesTrainStop](https://www.facebook.com/HerculesTrainStop)



[herculestrainstop.com](http://www.herculestrainstop.com)





Contra Costa County  
Public Works  
Department

Brian M. Balbas, Director  
Deputy Directors  
Stephen Kowalewski, Chief  
Mike Carlson  
Warren Lai  
Carrie Ricci  
Joe Yee

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October 25, 2018

WCCTAC Board  
c/o John Nemeth and Leah Greenblat

RE: 2018 STMP Call for Projects  
Project No.: 0662-6R4020

Dear Mr. Nemeth and Ms. Greenblat:

Contra Costa County would like to submit the San Pablo Dam Road Sidewalk Gap Closure Project (Project) for consideration onto the 2018 Sub-Regional Transportation Mitigation Program (STMP) Call for Projects. This project appears on the STMP Project List as Number 7 – San Pablo Dam Road Improvements in Downtown El Sobrante.

Our Project aims to improve pedestrian access and safety near downtown El Sobrante by connecting four gaps in pedestrian infrastructure totaling approximately 1,400 linear feet. Pedestrians must currently walk in parking lanes on narrow road shoulders at these gaps, which poses a safety concern given their close proximity to vehicular traffic. This roadway segment ranked second highest in unincorporated Contra Costa County in pedestrian and bicycle collisions between 2009 and 2014, and County staff identified this location as a top priority for safety improvements. The Project will connect El Sobrante residents with the newly revitalized downtown, bus stops, El Sobrante Library, and Sheldon Elementary School. This connectivity to these locations emphasizes the need for multi-modal infrastructure in this community. This Project is consistent with the scope identified under San Pablo Dam Road Improvements in Downtown El Sobrante as found on the 2005 STMP Project List and also supports infrastructure improvements adjacent to a Priority Development Area as well as a Safe Route to School.

The total cost of the Project is \$1,050,550 and is partially funded through a Federal Highway Safety Improvement (HSIP) grant. This Project has not received any past STMP funding. **The amount of STMP funds requested is \$270,000.** If awarded, these funds would be used to cover design and construction costs.

The 95% plans, specifications, and estimate is scheduled for completion on December 1, 2019. The following table summarizes the schedule of the project milestones:

<b>Milestone</b>	<b>Date</b>
CEQA Complete	7/18/2016
NEPA Complete	10/31/2018
PS&E Complete	2/1/2019
Begin Construction	6/15/2019
End Construction	8/11/2019
Open to the Public	8/11/2019

Should you have any questions, please contact me at (925) 313-2031.

Sincerely,



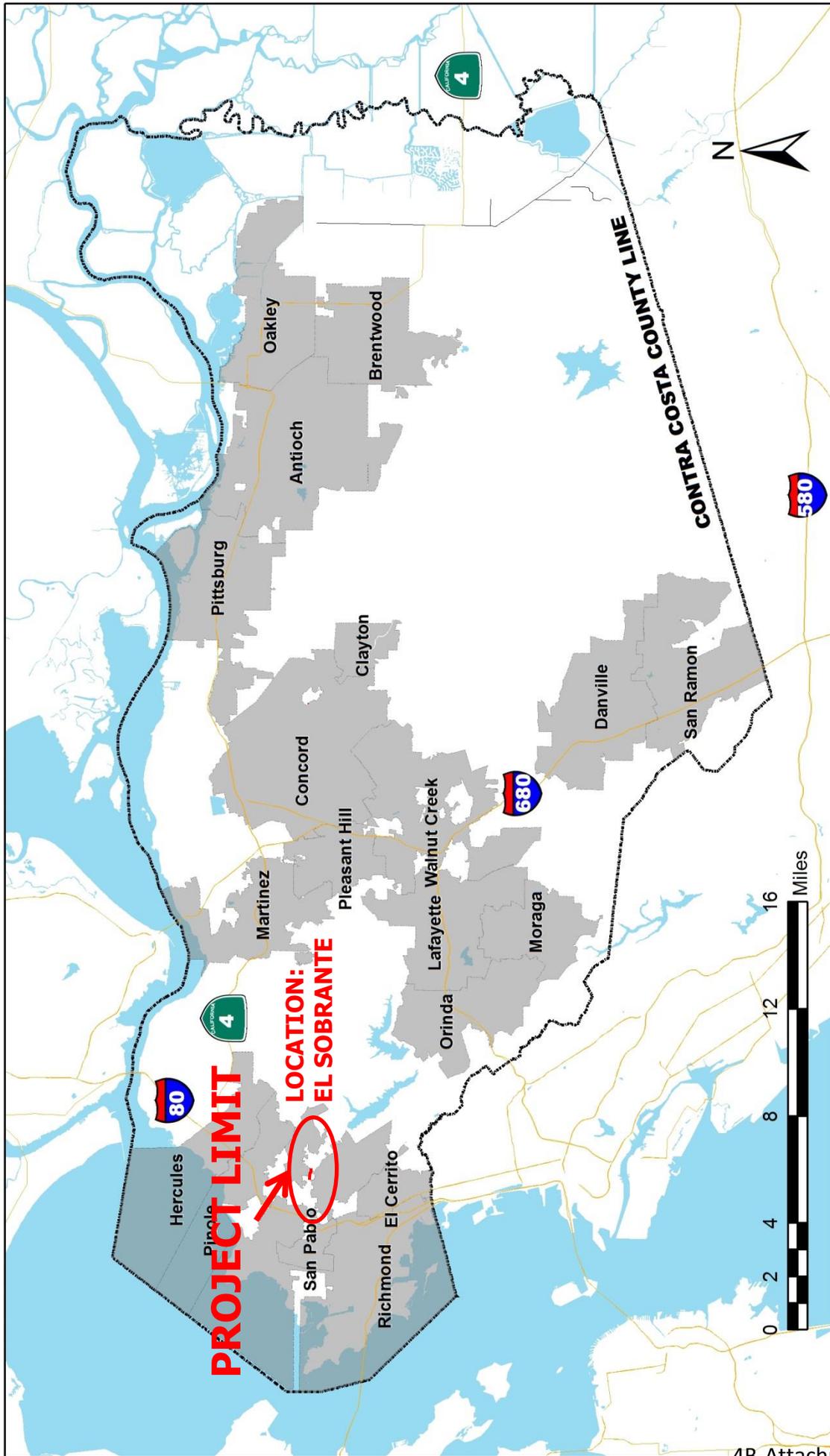
Jeff Valeros  
Associate Civil Engineer  
Transportation Engineering

JV

G:\transeng\GRANTS\Sub-Regional Transportation Mitigation Program (STMP)\2018\STMP SPDR Sidewalk Gap Project 2018-10-25.docx

Enclosures: Location Map  
Vicinity Map  
Fact Sheet

c:



VICINITY MAP

**SAN PABLO DAM ROAD SIDEWALK GAP PROJECT  
EAST OF APPIAN WAY**



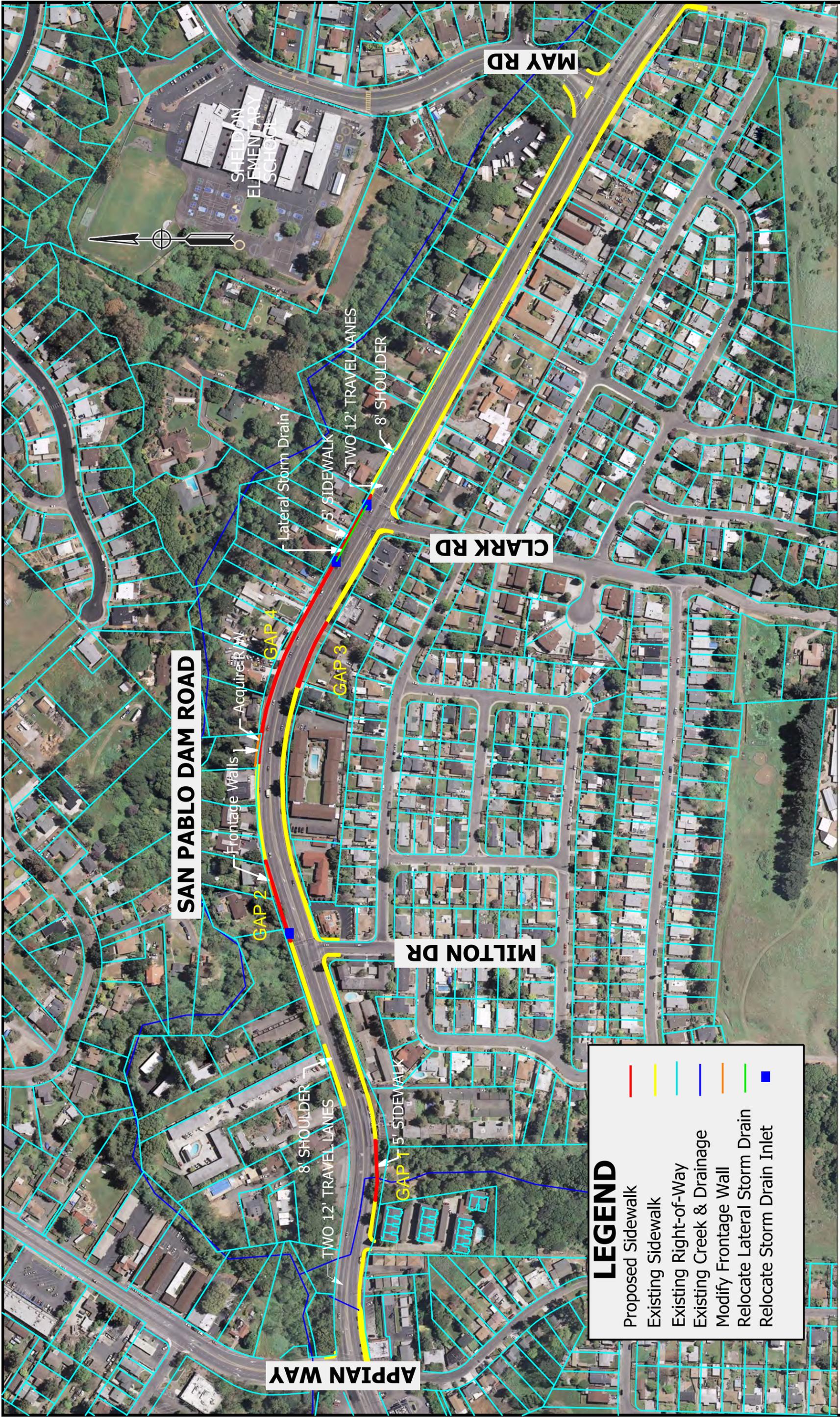
255 GLACIER DRIVE MARTINEZ, CALIFORNIA 94553 PH: (925) 313-2000 FAX: (925) 313-2333

FEDERAL ID NO:

DB: LL CB:

DATE: JULY 2015

Page 1 of 1



**LEGEND**

- Proposed Sidewalk
- Existing Sidewalk
- Existing Right-of-Way
- Existing Creek & Drainage
- Modify Frontage Wall
- Relocate Lateral Storm Drain
- Relocate Storm Drain Inlet

**SAN PABLO DAM ROAD**

**APPIAN WAY**

**MILTON DR**

**CLARK RD**

**MAY RD**

SHELDON  
ELEMENTARY  
SCHOOL

GAP 1

GAP 2

GAP 3

GAP 4

Lateral Storm Drain

5' SIDEWALK

TWO 12' TRAVEL LANES

8' SHOULDER

8' SHOULDER

TWO 12' TRAVEL LANES

5' SIDEWALK

Acquire Rd

Frontage Walls

SCALE  
1:250

Contra Costa County  
**Public Works**  
Department

255 GLACIER DRIVE MARTINEZ, CALIFORNIA 94553 PH: (925) 313-2000 FAX: (925) 312-2333

**PROJECT LAYOUT**  
SAN PABLO DAM ROAD  
APPIAN WAY TO CLARK ROAD

FEDERAL ID NO.:

DB: TM CB: MH

DATE: JULY 2015

SHEET 1 OF 1

# San Pablo Dam Road Sidewalk Gap Closure



Pedestrians currently walk in the parking lane with no separation from passing traffic.

Existing gaps in the pedestrian infrastructure as shown in the photo above are located on San Pablo Dam Road between Appian Way and Milton Drive. These gaps in pedestrian infrastructure force pedestrians to either walk in the parking lane or cross the street midblock. The completed project will allow pedestrians to safely walk along the sidewalk from May Road to downtown El Sobrante.

## Something to Think About...

The historic Township line separating Rancho San Pablo (to the west) and Rancho El Sobrante (to the east) will be marked on the sidewalk on both sides of San Pablo Dam Road.

## PROJECT DESCRIPTION

The San Pablo Dam Road Sidewalk Gap Closure Project will fill in gaps in the existing pedestrian infrastructure along San Pablo Dam Road and provide El Sobrante residents access to the newly revitalized downtown, bus stops, the nearby El Sobrante Library, and the Boys and Girls Club.

Currently, pedestrian infrastructure east of Appian Way has multiple gaps which force pedestrians to walk in the parking lane or to cross the street midblock in order to walk on the sidewalk on the opposite side of the street. The proposed San Pablo Dam Road Sidewalk Gap Closure Project will fill in four gaps in pedestrian infrastructure on San Pablo Dam Road from Appian Way to Clark Road for a total of 1420 feet.

The project will not be able to fill the gap on the north side of San Pablo Dam Road just east of Appian Way due to significant impacts to the creek. A sign will be placed at Milton Drive indicating pedestrians can cross to the south side of San Pablo Dam Road to continue to Appian Way and the downtown area.

### Provisions by mode:

	<p>ADA pedestrian access designed to accommodate future bike lanes consistent with CCTA Countywide Bike and Pedestrian Plan</p>
	<p>Improved access to three bus stops operated by AC Transit</p>

# San Pablo Dam Road Sidewalk Gap Closure

## PROJECT GOALS

The San Pablo Dam Road Sidewalk Gap Closure project will provide residents with improved access to safely walk between May Road and the revitalized downtown area. The project will fill in four gaps in the sidewalk along San Pablo Dam Road (shown in red on the map) so that a pedestrian at May Road can walk all the way downtown on a sidewalk. Pedestrians on the north side of San Pablo Dam Road will only need to cross the street once at Milton Road, where the crossing is controlled by a traffic signal.



Contra Costa County  
**Public Works**  
Department

### CONTACT

Contra Costa County  
**Mary Halle, Senior Civil Engineer**  
(925) 313-2327

### [Funding Required](#)

Project Estimate for Engineering, Right of Way, and Construction **\$920,000**

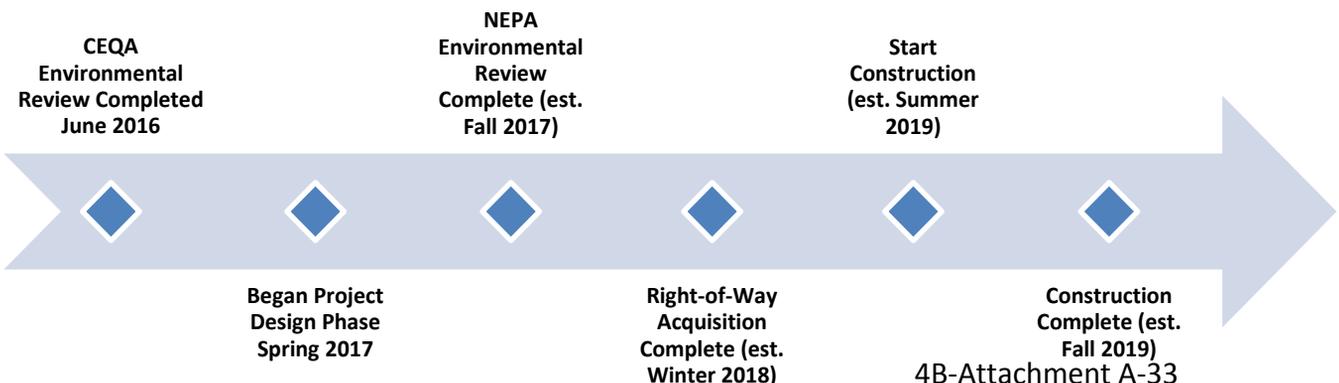
Funding provided by HSIP and TDA grants.



## CONNECTING PEDESTRIANS WITH THE NEWLY REVITALIZED DOWNTOWN

The project will close a gap for pedestrians between the residents in the eastern half of El Sobrante and the downtown area which has recently undergone upgrades to make it more pedestrian-friendly. While walking to and from downtown, pedestrians will also see markers on the sidewalks that show the location of the old Township line.

## Project Timeline (subject to change)





CONTRA COSTA  
transportation  
authority

COMMISSIONERS

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David Hudson

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Julie Pierce

Kevin Romick

Dave Trotter

Randell H. Iwasaki,  
Executive Director

October 23, 2018

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

Re: Request for \$436,000 in STMP fees for I-80/San Pablo Dam Road – Phase 1

Dear John:

The Contra Costa Transportation Authority (Authority) is requesting \$436,000 in West Contra Costa Subregional Transportation Mitigation Program (STMP) fees for the construction of the I-80/San Pablo Dam Road (SPDR) interchange project – Phase 1.

This regionally important project, led by the Authority on behalf of the City of San Pablo, will reconstruct the existing I-80 SPDR interchange (including modifications to the El Portal Drive and McBryde Avenue ramps) and provide improved pedestrian and bicycle facilities across I-80. To match available funding, the project will be completed in two phases. The first phase, which is in the construction close out phase, relocated the El Portal Drive on-ramp to westbound I-80 to the north, extended the auxiliary lane along westbound I-80 between San Pablo Dam Road off-ramp and El Portal Drive on-ramp, and reconstructed the Riverside Avenue pedestrian overcrossing. The second phase will replace the existing SPDR interchange and on- and off-ramps, realign Amador Street, and construct a new connector road on the west side of I-80 to connect SPDR to McBryde Avenue.

Approximately \$14.2 million is earmarked to I-80 interchanges in the STMP program (which includes I-80/SPDR, I-80/Central Avenue, and Highway 4 at Willow Avenue). The Authority received \$700,000 in STMP funds for I-80/SPDR – Phase 1 in January 2017.

Due to cost increases during construction caused by unforeseen conditions and utility delays, earlier this year the Authority reprogrammed \$436,000 in Measure J funds from I-80/Central Avenue to I-80/SPDR Phase 1 to avoid delays to the project. Allocating \$436,000 in WCCTAC STMP funds to I-80/SPDR Phase 1 will allow Measure J funds to be programmed back to I-80/Central Avenue.

The current cost of Phase 1 is \$42.5 million. Fund sources that have been secured to date by the Authority for Phase 1 include \$13.5 million in Measure J funds, \$3 million in City of San Pablo local funds, \$8 million in Regional Measure 2 (RM2) funds, \$15 million in State Transportation Improvement Program (STIP) funds, \$2

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Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net

John Nemeth  
WCCTAC  
October 23, 2018  
Page 2

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million in Active Transportation Program (ATP) funds, \$242,000 in East Bay Municipal Utility District (EBMUD) funds, and \$700,000 in STMP fees.

The Authority's request of \$436,000 is the minimum amount needed to fully fund Phase 1 of I-80/SPDR. Given the limited STMP available, the Authority decided not to request any STMP funds at this time for Phase 2 to provide other project sponsors an opportunity to advance their projects.

Should you have any questions about this request, please contact Hisham Noeimi at (925) 256-4731. Thank you for your consideration.

Sincerely,



Randell H. Iwasaki, P.E.  
Executive Director

Enclosure

<b>Project</b>	<b>Interstate 80/San Pablo Dam Road Interchange Improvements (# 7002)</b>
<b>Sponsor</b>	City of San Pablo/Contra Costa Transportation Authority
<b>Subregion</b>	West County

**Scope**

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.

To match available funding, the project will be completed in two phases. The first phase will relocate the El Portal Drive on-ramp to westbound (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. Remaining improvements including the construction 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 will be completed as part of the second phase when funding becomes available.

**Status**

- Construction of Phase 1 is in the close-out stage.
- The new pedestrian overcrossing opened to the public on October 25, 2016.
- The new El Portal Drive on-ramp opened to traffic on Monday, February 20, 2017.

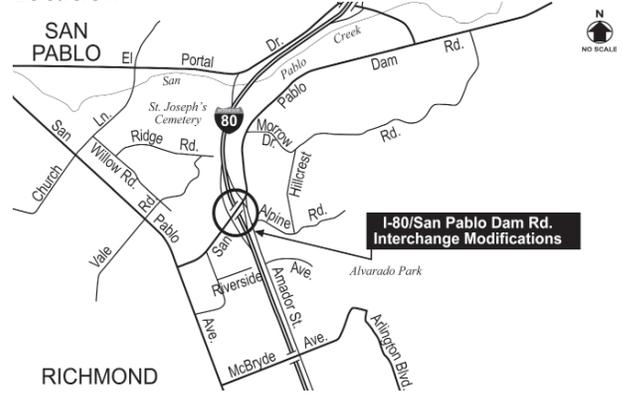
**Issues/Areas of Concern**

- Staff is coordinating with the City of San Pablo to determine EBMUD's responsibility for the relocation cost of a water main along El Portal Drive.
- Utility conflicts, differing site conditions, mandated changes in pavement mix, and imposed restrictions on work hours increased construction cost for Phase 1.
- Phase 2 has a significant funding shortfall.

**Update from Previous Quarterly Report**

- An action to increase the construction allotment by \$436,404 was approved by the Authority on June 20, 2018 following a Strategic Plan amendment to reallocate an equivalent amount in Measure J from I-80/Central Avenue – Phase 2 to the project.
- Issues related to bridge cracking were resolved and the bridge has been accepted by Caltrans.
- Phase I construction contract was accepted by the Authority on July 18, 2018. Caltrans acceptance is still pending.

**Location**



**Schedule**

	Dates	
	Phase 1	Phase 2
Planning	Complete	Complete
Environmental Clearance	Complete	Complete
Design	Complete	2017-2018
Right of Way and Utilities	Complete	2018-2019
Construction	Complete	2020-2022
Post Construction	—	2022-2023

**Estimated Cost by Project Phase (\$ 000s)**

	Amount	
	Phase 1	Phase 2
Project Management	\$399	\$200
Environmental Clearance	2,239	—
Design	6,691	2,015
Right of Way and Utilities	7,971	14,000
Construction	22,200	56,500
Construction Management	3,006	8,035
<b>Total</b>	<b>\$42,506</b>	<b>\$80,750</b>

**Funding by Source (\$ 000s)**

	Amount	
	Phase 1	Phase 2
Measure J*	\$13,546	—
Local City	3,009	—
STIP-PPM	9	—
STIP	15,000	\$9,200
RM2	8,000	—
ATP	2,000	—
WCCTAC	700	6,400
EBMUD	242	—
TBD	—	65,150
<b>Total</b>	<b>\$42,506</b>	<b>\$80,750</b>

\*\$1.1 million in Measure J was exchanged with STP funds from MTC.



October 24, 2018

Email transmittal only

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



CITY OF SAN PABLO  
City of New Directions



Re: Letter of Support for \$436,000 in STMP fees for I-80/San Pablo Dam Road – Phase 1

Dear John:

The City of San Pablo supports the Contra Costa Transportation Authority (CCTA) request dated October 23, 2018 for \$436,000 in West Contra Costa Subregional Transportation Mitigation Program (STMP) fees for the construction of the I-80/San Pablo Dam Road interchange project – Phase 1 project. On behalf of the City, CCTA is leading construction of this regionally significant traffic improvement project in West County.

Due to cost increases during construction caused by unforeseen conditions and utility delays, earlier this year CCTA reprogrammed \$436,000 in Measure J funds from I-80/Central Avenue to I-80/SPDR Phase 1 to avoid delays to the project. Allocating \$436,000 in WCCTAC STMP funds to I-80/SPDR Phase 1 will allow Measure J funds to be programmed back to I-80/Central Avenue.

The current cost of Phase 1 is \$42.5 million. Fund sources that have been secured to date by the Authority for Phase 1 include \$13.5 million in Measure J funds, \$3 million in City of San Pablo local funds, \$8 million in Regional Measure 2 (RM2) funds, \$15 million in State Transportation Improvement Program (STIP) funds, \$2 million in Active Transportation Program (ATP) funds, \$242,000 in EBMUD funds, and \$700,000 in STMP fees.

Approximately \$14.2 million is earmarked to I-80 interchanges in the STMP program (which includes I-80/SPDR, I-80/Central Avenue, and on Highway 4 at Willow Avenue). CCTA received \$700,000 in STMP funds for I-80/SPDR – Phase 1 in January 2017.

The City of San Pablo looks forward to continuing to partner with WCCTAC on the completion of this significant regional project. Should you have any questions, please contact me at 510-215-3016 or by email [MattR@sanpabloca.gov](mailto:MattR@sanpabloca.gov)

Sincerely,

Matt Rodriguez  
City Manager



**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**  
 300 Lakeside Drive, P.O. Box 12688  
 Oakland, CA 94604-2688  
 (510) 464-6000

2018

October 25, 2018

Robert Raburn, Ph.D.  
 PRESIDENT

Nicholas Josefowitz  
 VICE PRESIDENT

Grace Crunican  
 GENERAL MANAGER

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

Dear Mr. Nemeth,

**DIRECTORS**

Debra Allen  
 1ST DISTRICT

Joel Keller  
 2ND DISTRICT

Rebecca Saltzman  
 3RD DISTRICT

Robert Raburn, Ph.D.  
 4TH DISTRICT

John McPartland  
 5TH DISTRICT

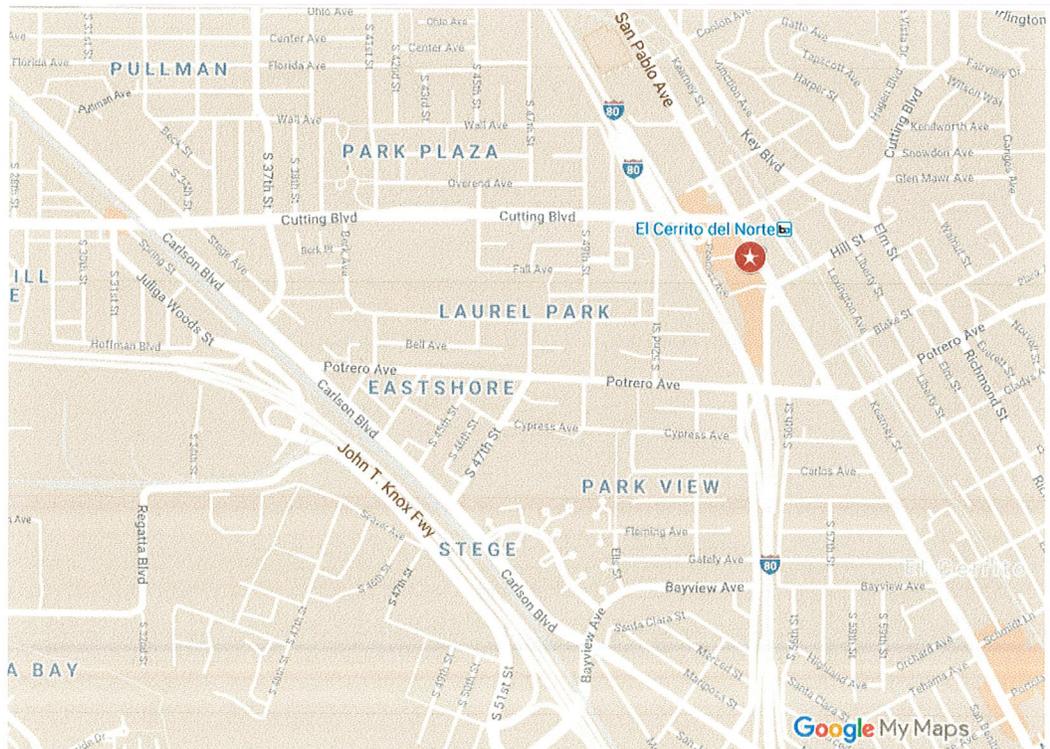
Thomas M. Blalock, P.E.  
 6TH DISTRICT

Lateefah Simon  
 7TH DISTRICT

Nicholas Josefowitz  
 8TH DISTRICT

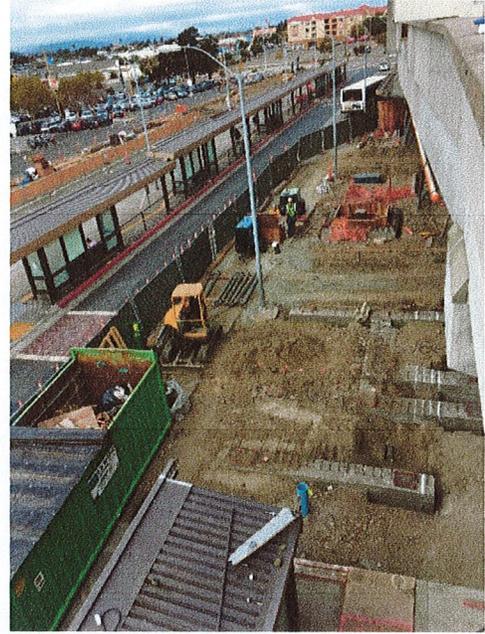
Bevan Dufty  
 9TH DISTRICT

The San Francisco Bay Area Rapid Transit District (BART) requests \$1.5 million in Sub-regional Transportation Mitigation Program (STMP) funds for the El Cerrito del Norte Station Modernization Project (project). With the understanding that funding is oversubscribed, BART would like to request a minimum of \$1.2 million in STMP funds. The \$46 million project is currently under construction with the Plans, Specification & Estimate (PSE) completed on July 26, 2016. Groundbreaking began on May 15, 2017. Project option work and construction is slated to be complete by Winter 2019 and will open to the public shortly thereafter.



### **El Cerrito del Norte Station Modernization Project**

STMP funding will contribute to improvements that benefit community members who drive, walk, bicycle, or take transit in the City of El Cerrito and adjacent cities. STMP funds will be used to create a new passenger drop-off/pick up area along with a new sidewalk that includes seating for patrons. The existing bus lanes will be modified with 18 new bus shelters and an ADA-compliant sidewalk. The relocation of bike racks and bike lockers from the concourse area to the new pedestrian promenade along the City of El Cerrito's newly renovated Ohlone Greenway will make it easier for patrons to access the station. The project also provides an open space for patron circulation, thereby increasing safety and security of the station. The new landscape in the intermodal and Ohlone Greenway areas will provide an enhanced pedestrian and cyclist experience. As the project is under active construction, BART will be able to use STMP funding immediately to help complete the modernization of the El Cerrito del Norte station thus enhancing pedestrian, cyclist, transit rider, and driver experience of the station with the highest ridership in West Contra Costa County.



### **STMP Considerations**

The project falls under Project Category 5: BART Access and/or Parking Improvements in the 2005 STMP Project List and was awarded \$1,000,000 in STMP funding in September 2017.



### **Community Benefits**

The project has far reaching benefits for the community beyond the El Cerrito del Norte station. Benefits for the community include:

- Enhancing pedestrian and cyclist facilities along the Ohlone Greenway in the Cities of Richmond and El Cerrito
- Meeting goals of the Contra Costa Countywide Bicycle and Pedestrian Plan
- Providing new modern bus shelters for riders in the Cities of San Pablo, Hercules, Pinole, Richmond, El Cerrito, and on AC Transit and WestCAT
- Promoting economic development opportunities around the station; and
- Expanding access to transit.

We appreciate your consideration in awarding STMP funds for this vital project that will provide a more accessible transportation system, whether by foot, bike, car or transit.

Sincerely,

A handwritten signature in red ink that reads "Celestine Do". The signature is written in a cursive, flowing style.

Celestine Do  
Senior Financial Analyst  
San Francisco Bay Area Rapid Transit District