

MEETING NOTICE AND AGENDA

DATE & TIME: April 23, 2021 • 8:00 AM – 10:00 AM

REMOTE ACCESS:

<https://us02web.zoom.us/j/7321058840?pwd=c1dMVjJyd1BoYk0yYWVlZWVlWHZ4Zz09>

MEETING ID#: 732 105 8840

PASSWORD (if requested): WCCTAC2020

Shelter-In-Place Order and Teleconference

The Contra Costa County Health Officer issued an order directing residents to **shelter in place**, due to COVID-19. The order limits activity, travel, and business functions to only those that are essential.

Remote Participation Only

As a result of the COVID-19 public health emergency, including the County Health Officer and Governor’s directives for everyone to shelter in place, **there will be no physical location for the Board Meeting**. Board members will attend via teleconference and members of the public are invited to attend the meeting and **participate remotely**.

Pursuant to the Governor’s Executive Order N-29-20, Board members: Chris Kelley, Vincent Salimi, Rita Xavier, Tom Butt, Demnlus Johnson, Eduardo Martinez, Paul Fadelli, John Gioia, Jovanka Beckles, Lateefah Simon, and Maureen Powers may be attending this meeting via teleconference, as may WCCTAC Alternate Board Members. Any votes conducted during the teleconferencing session will be conducted by roll call.

The public may observe and address the WCCTAC Board in the following ways:

Remote Viewing/Listening

Webinar:

To observe the meeting by video conference, utilizing the Zoom platform, please click on this link (same link as shown above) to join the webinar at the noticed meeting time: <https://us02web.zoom.us/j/7321058840?pwd=c1dMVjJyd1BoYk0yYWVlZWVlWHZ4Zz09>

Phone:

Dial the following number, enter the participant PIN followed by # to confirm:

+1 669 900 6833

Meeting ID: 732 105 8840

Password: 066620

Public Comment via Teleconference

Members of the public may address the Board during the initial public comment portion of the meeting or during the comment period for agenda items.

Participants may use the chat function on Zoom or physically raise their hands to indicate if they wish to speak on a particular item.

Written Comment (accepted until the start of the meeting, unless otherwise noted on the meeting agenda). Public comments received by 5:00 p.m. on the evening before the Board meeting date will be provided to the WCCTAC Board and heard before Board action. Comments may be submitted by email to vjenkins@wcctac.org.

Comments may also be submitted via e-mail to vjenkins@wcctac.org at any time prior to closure of the public comment portion of the item(s) under consideration. All written comments will be included in the record.

Reading of Public Comments: WCCTAC staff will read aloud email comments received during the meeting that include the subject line "FOR THE RECORD" as well as the item number for comment, provided that the reading shall not exceed three (3) minutes, or such other time as the Board may provide.

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1. **Call to Order and Board Member Roll Call.** *(Chris Kelley – Chair)*
 2. **Public Comment.** The public is welcome to address the Board on any item that is not listed on the agenda.

CONSENT CALENDAR

3. **Minutes of March 26, 2021 Board Meeting.** *(Attachment; Recommended Action: Approve).*
4. **Monthly Update on WCCTAC Activities.** *(Attachment; Information only).*
5. **Financial Reports.** The reports show the Agency's revenues and expenses for March 2021. *(Attachment; Information only).*
6. **Payment of Invoices over \$10,000.** None *(No attachment; Information only).*
7. **FY 21-22 Annual STMP Fee Adjustment.** The STMP Master Cooperative Agreement specifies an automatic annual fee adjustment so that the fees keep up with construction related inflation. The agreement specifies that the fee adjustment is based on the Engineering News Record's February San Francisco Bay Area Construction Cost Index that covers the prior twelve months. This year that rate was 2.4%. *(Attachment; Recommended Action: Information Only).*

REGULAR AGENDA ITEMS

- 8. Developer Request to Appeal STMP Fees for Mayfair Project at 11600 San Pablo Ave., El Cerrito.** The Master Cooperative Agreement for the 2019 STMP designates the WCCTAC Board as the body to consider fee appeals. The Board is being asked at its April meeting to consider an appeal by Holliday Development LLC. (*Leah Greenblat - WCCTAC Staff; Attachments; Recommended Action: 1.) Deny the developer's appeal on the grounds that the 2019 STMP, and not the 2006 STMP, is applicable. 2.) Request that the City of El Cerrito not issue an occupancy permit until the remaining STMP fees on residential development are paid. 3.) Waive fees on the retail portion of the project which was mistakenly not assessed by the City).*
- 9. West County Travel Training Program in FY22.** In the Spring of 2019, WCCTAC launched program to train senior and less abled residents on how to use various modes of travel including transit, Uber/Lyft, and paratransit services. This program was officially put on hold in the Spring of 2020 with the onset of the pandemic. Staff is recommended that the program be re-activated for the duration of Fiscal Year 2022, starting on July 1. To ensure sufficient funding, staff is recommending an allocation of \$48,000 in Measure J 28b funds for the effort. (*Joanna Pallock - WCCTAC Staff; Attachments; Recommended Action: Allocate \$48,000 in Measure J 28b funds to continue the West County Travel Training Program in FY22).*
- 10. Link21.** Staff from HNTB and Capitol Corridor will provide an overview on Link21, a megaregional effort being led by BART and the Capitol Corridor with the support of HNTB. The goal is to improve the BART and Regional Rail network (including commuter, intercity, and high-speed rail) network to create a faster, more integrated system that provides a safe, efficient, equitable and affordable means of travel for all types of trips. It includes the examination of a potential second BART/rail crossing. The effort will begin with a round of public outreach, including a proposed Richmond-focused meeting in June. (*Deidre Heitman, Alex Evans - HNTB, Camille Tsao – Capitol Corridor; No Attachment; Recommended Action: Information only).*
- 11. TDM Program Update.** Staff will provide an update on the 511 Contra Costa TDM program, including current program activities this year and a look ahead to Fiscal Year 2022. After an unusual and challenging year, 511 Contra Costa, like many programs aimed at commuters, is adapting to a post-COVID-19 environment. (*Coire Reilly, WCCTAC Staff; No Attachments; Recommended Action: Information only).*

STANDING ITEMS

12. Board and Staff Comments.

- a. Board Member Comments, Conference/Meeting Reports (AB 1234 Requirement), and Announcements
- b. Report from CCTA Representatives (*Directors Kelley & Butt*)
- c. Executive Director's Report

13. General Information Items.

- a. Letter to CCTA Executive Director with March 26, 2021 Summary of Board Actions
- b. Acronym List

- 14. Adjourn.** The next regular meeting is on May 28, 2021 @ 8:00 a.m.
The meeting will be held remotely (see next agenda for details)
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- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC Board meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.210.5930 prior to the meeting.
- If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.
- Handouts provided at the meeting are available upon request and may also be viewed at WCCTAC's offices.
- Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
- A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.

**West Contra Costa Transportation Advisory Committee
Board of Directors Meeting
Meeting Minutes March 26, 2021**

MEMBERS PRESENT: Chris Kelley, Chair (Hercules); Demnlus Johnson III, Vice-Chair (Richmond); Rita Xavier (San Pablo); Vincent Salimi (Pinole); Paul Fadelli (El Cerrito); Tom Butt (Richmond); Jovanka Beckles (AC Transit); Lateefa Simon (BART); John Gioia (Contra Costa County)

STAFF PRESENT: John Nemeth, Joanna Pallock, Coire Reilly, Leah Greenblat, Kris Kokotaylo

ACTIONS LISTED BY: Valerie Jenkins

Meeting Called to Order: 8:00am

Public Comment: None

CONSENT CALENDAR

Motion by ***Director Beckles***, seconded by ***Director Xavier***; motion passed unanimously.
Yes- C. Kelley, D. Johnson III, P. Fadelli, R. Xavier, J. Gioia, L. Simon, J. Beckles, V. Salimi, T. Butt
No- none
Abstention- none
Motion passed unanimously

Item #3. *Approved:* Minutes of February 26, 2021 Board Meeting.

Item #4. *Received:* Monthly Update on WCCTAC Activities.

Item #5. *Received:* Financial Reports: February 2021.

Item #6. *Received:* No Invoices over \$10,000.

Item #7. *Approved:* Circulation of the Lamorinda Action Plan Amendment.

REGULAR AGENDA ITEMS

ITEM/DISCUSSION	ACTION
<p>Item #8 Proposed 2019 STMP Update Cycle 1 Call for Projects</p>	<p>Leah Greenblat, WCCTAC Staff, proposed a Cycle 1 call for projects for the 2019 STMP. She noted that the TAC supported a call for projects and also developed some criteria for developing a recommendation to the Board. Staff proposed that WCCTAC make \$3.75M available. The 20 projects included in the 2019 STMP are all eligible for funding.</p> <p>Motion by Director Butt to release the 2019 STMP Cycle 1 Call for Projects, seconded by Vice-Chair Johnson III.</p> <p>Yes- C. Kelley, D. Johnson III, P. Fadelli, R. Xavier, J. Gioia, L. Simon, J. Beckles, V. Salimi, T. Butt No-None Abstention- None Motion passed unanimously</p>
<p>Item #9 Richmond Ferry Status Report and Service Recommendation</p>	<p>Information Only</p> <p>Kevin Connolly, WETA staff, provided an update on the Richmond Ferry, including ridership trends. He also explained that WETA’s Pandemic Recovery Program involved an expansion of service in July along with steep discounts in fares for FY22. The Board expressed general support for these service plans but also asked WETA staff to closely monitor net operating costs which are funded by Measure J. The Board also asked WETA to return near the end of the year to provide another update.</p>

Meeting Adjourned: 8:43am

TO: WCCTAC Board

DATE: April 23, 2021

FR: John Nemeth, Executive Director

RE: Monthly Update on WCCTAC Activities

Student Bus Pass Program (SBPP) for Spring 2021 and Summer 2021

WCCTAC and West Contra Costa County Unified School District (WCCUSD) staff have been coordinating on the Student Buss Pass Program as area schools reopen with a hybrid schedule. This program, funded by Measure J, provides free monthly transit passes to students who qualify for free or reduced lunches.



WCCUSD is preparing to resume issuing bus passes. The process will involve principals at each school requesting passes from the WCCUSD administrative lead on an as-needed basis. The availability of bus services, including special services aimed at students, varies by route. AC Transit is planning to add more service as demand increases. WestCAT has less flexibility to add school-oriented service, but there are fewer students in its service area who participate in the Student Bus Pass Program.

The WCCUSD expects to have 46 sites open for summer school. Transit operators hope to have additional bus capacity in place, and WCCUSD is planning to issue free passes to qualified summer school students. Staff will keep the Board updated on this program.

511 Contra Costa Providing Free Trips on the Richmond-San Francisco Ferry



The 511 Contra Costa TDM Program is partnering with the Water Emergency Transportation Authority (WETA) to offer six free trips (three round trips) on the Richmond-San Francisco ferry route to those who qualify! Recipients will get their tickets from the San Francisco Water Emergency Transit Agency (WETA) through the HopThru app, which can be downloaded in the Apple [iOS](#) and [Android](#) stores. To qualify,

participants must live or work in Contra Costa County, be over 18 years old, and otherwise drive alone to a work location. The program was launched on April 15. More information and the application can be found here: 511cc.org/ferry

Bike to Wherever Days 2021

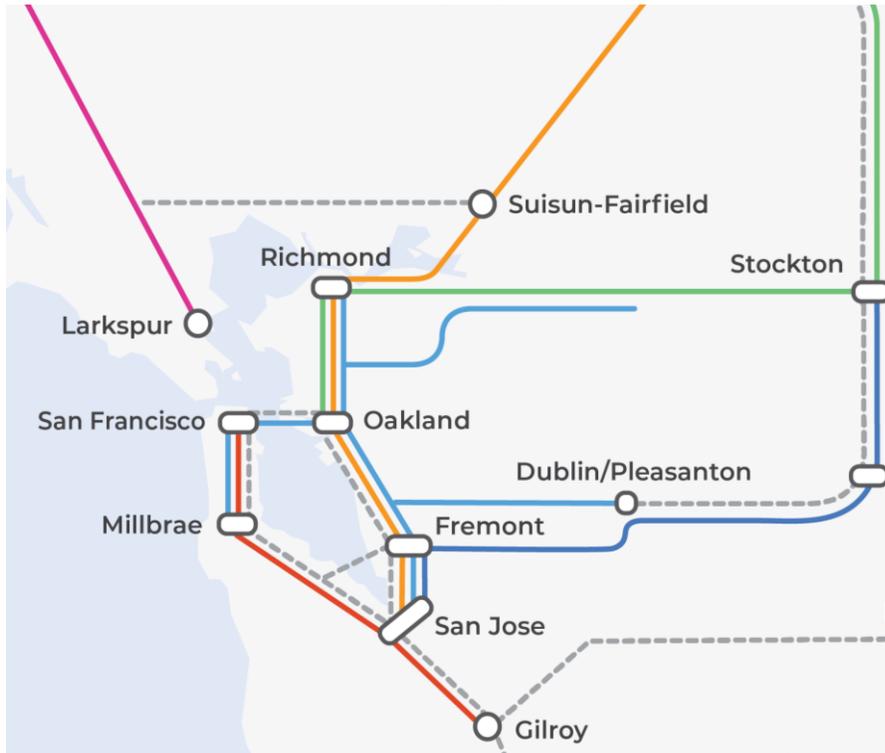
This year, the region will be following the same model as last year and rebranding Bike to Work Day as “Bike to Wherever Days”, featuring a month of bicycle promotion. May 21, however, will be the focus of special celebrations.



This year, the planning coalition decided to align the focal point day with the national day (which is on the third Friday of May) and will continue to align with the national day moving forward. In decades past, the Bay Area has always celebrated on the Thursday of the week prior, which would sometimes cause confusion. This change brings the Bay Area into alignment with other bicycle champions across the nation.

May will include a promotion of the bicycle and pedestrian path on the Richmond-San Rafael Bridge, where residents can scan QR codes at either side of the bridge for incentives and raffle prizes. Commuters who cross the bridge on their bicycle during commute hours will be eligible for even bigger prizes.

Link21 Vision for the Future of Rail



Link21 is a megaregional effort being led by BART and the Capitol Corridor, with the consultant support of HNTB, to improve the BART and the regional rail network. Launched in 2019, it is now moving into “Phase 1” or the Program Identification phase. This will include public input and outreach, including a virtual meeting that’s planned to focus on Richmond. The WCCTAC Board will receive an overview on Link21 at its April 2021 Board meeting.

FY 21-22 STMP Fee Adjustment

WCCTAC staff is working with its STMP participating jurisdictions to get ready for the upcoming fiscal year. The STMP Master Cooperative Agreement allows for the program’s fees to be adjusted each year on July 1 to account for inflation. WCCTAC notifies jurisdictions in the spring so the adjusted rates can be incorporated into local fee schedules. For FY 21-22, the STMP fees will increase by 2.4%, based on a construction cost index for the San Francisco Bay Area, which interestingly, is about half of the amount of last year’s increase of 5.6%.

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General Ledger Monthly Budget Report

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 Period 01 - 09
 Fiscal Year 2021



Account Number	Description	Adopted	Budget Adjustments	Adjusted	YTD Actual	Variance	Encumbered	Available	% Avail
0000	Non Departmental								
773-0000-34310	CC County STMP Fees	0.00	0.00	0.00	-29,305.89	29,305.89	0.00	29,305.89	0.00
773-0000-34315	El Cerrito STMP Fees	0.00	0.00	0.00	-262,527.00	262,527.00	0.00	262,527.00	0.00
773-0000-34325	Pinole STMP Fees	0.00	0.00	0.00	-19,950.10	19,950.10	0.00	19,950.10	0.00
773-0000-34330	Richmond STMP Fees	0.00	0.00	0.00	-79,265.00	79,265.00	0.00	79,265.00	0.00
773-0000-34335	San Pablo STMP Fees	0.00	0.00	0.00	-86,412.36	86,412.36	0.00	86,412.36	0.00
	Licenses and Permits	0.00	0.00	0.00	-477,460.35	477,460.35	0.00	477,460.35	0.00
770-0000-36102	Interest	0.00	0.00	0.00	-451.13	451.13	0.00	451.13	0.00
772-0000-36102	Interest	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
773-0000-36102	Interest	0.00	0.00	0.00	-7,867.93	7,867.93	0.00	7,867.93	0.00
774-0000-36102	Interest	0.00	0.00	0.00	-40.81	40.81	0.00	40.81	0.00
	Use of Property and Money	0.00	0.00	0.00	-8,359.87	8,359.87	0.00	8,359.87	0.00
770-0000-34010	STMP Administration	0.00	0.00	0.00	-16,815.73	16,815.73	0.00	16,815.73	0.00
770-0000-34111	Member Contributions	0.00	0.00	0.00	-523,670.00	523,670.00	0.00	523,670.00	0.00
770-0000-39906	Other Revenue	0.00	0.00	0.00	-20,020.15	20,020.15	0.00	20,020.15	0.00
772-0000-39906	Other Revenue	0.00	0.00	0.00	-231,987.13	231,987.13	0.00	231,987.13	0.00
773-0000-34010	STMP Administration	0.00	0.00	0.00	16,815.73	-16,815.73	0.00	-16,815.73	0.00
774-0000-39906	Other Revenue	0.00	0.00	0.00	-73,614.32	73,614.32	0.00	73,614.32	0.00
	Miscellaneous Revenue	0.00	0.00	0.00	-849,291.60	849,291.60	0.00	849,291.60	0.00
0000	Revenue	0.00	0.00	0.00	-1,335,111.82	1,335,111.82	0.00	1,335,111.82	0.00
	Non Departmental	0.00	0.00	0.00	-1,335,111.82	1,335,111.82	0.00	1,335,111.82	0.00
7700	WCCTAC Operations								
770-7700-34111	Member Contributions	-523,670.00	0.00	-523,670.00	0.00	-523,670.00	0.00	-523,670.00	100.00
	Intergovernmental	-523,670.00	0.00	-523,670.00	0.00	-523,670.00	0.00	-523,670.00	100.00
770-7700-39906	Other Revenue	-69,856.00	0.00	-69,856.00	0.00	-69,856.00	0.00	-69,856.00	100.00
	Miscellaneous Revenue	-69,856.00	0.00	-69,856.00	0.00	-69,856.00	0.00	-69,856.00	100.00
7700	Revenue	-593,526.00	0.00	-593,526.00	0.00	-593,526.00	0.00	-593,526.00	100.00
	WCCTAC Operations	-593,526.00	0.00	-593,526.00	0.00	-593,526.00	0.00	-593,526.00	100.00

Account Number	Description	Adopted	Budget Adjustments	Adjusted	YTD Actual	Variance	Encumbered	Available	% Avail
7720	WCCTAC TDM								
772-7720-33403	Grants	-551,317.00	0.00	-551,317.00	0.00	-551,317.00	0.00	-551,317.00	100.00
	Grants	-551,317.00	0.00	-551,317.00	0.00	-551,317.00	0.00	-551,317.00	100.00
7720	Revenue	-551,317.00	0.00	-551,317.00	0.00	-551,317.00	0.00	-551,317.00	100.00
	WCCTAC TDM	-551,317.00	0.00	-551,317.00	0.00	-551,317.00	0.00	-551,317.00	100.00
7730	STMP								
773-7730-34320	Hercules STMP Fees	-2,100,000.00	0.00	-2,100,000.00	0.00	-2,100,000.00	0.00	-2,100,000.00	100.00
773-7730-34330	Richmond STMP Fees	-537,000.00	0.00	-537,000.00	0.00	-537,000.00	0.00	-537,000.00	100.00
773-7730-34335	San Pablo STMP Fees	-230,000.00	0.00	-230,000.00	0.00	-230,000.00	0.00	-230,000.00	100.00
	Licenses and Permits	-2,867,000.00	0.00	-2,867,000.00	0.00	-2,867,000.00	0.00	-2,867,000.00	100.00
773-7730-36102	Interest - LAIF	-50,000.00	0.00	-50,000.00	0.00	-50,000.00	0.00	-50,000.00	100.00
	Use of Property and Money	-50,000.00	0.00	-50,000.00	0.00	-50,000.00	0.00	-50,000.00	100.00
7730	Revenue	-2,917,000.00	0.00	-2,917,000.00	0.00	-2,917,000.00	0.00	-2,917,000.00	100.00
	STMP	-2,917,000.00	0.00	-2,917,000.00	0.00	-2,917,000.00	0.00	-2,917,000.00	100.00
7740	WCCTAC Special Projects								
774-7740-39906	Other Revenue	-260,000.00	0.00	-260,000.00	0.00	-260,000.00	0.00	-260,000.00	100.00
	Miscellaneous Revenue	-260,000.00	0.00	-260,000.00	0.00	-260,000.00	0.00	-260,000.00	100.00
7740	Revenue	-260,000.00	0.00	-260,000.00	0.00	-260,000.00	0.00	-260,000.00	100.00
	WCCTAC Special Projects	-260,000.00	0.00	-260,000.00	0.00	-260,000.00	0.00	-260,000.00	100.00
Expense Total		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0

General Ledger Monthly Budget Report

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 Period 01 - 09
 Fiscal Year 2021



Account Number	Description	Adopted	Budget Adjustments	Adjusted	YTD Actual	Variance Encumbered	Available	% Avail
7700	WCCTAC Operations							
770-7700-41000	Salary	518,071.00	0.00	518,071.00	256,327.27	261,743.73	261,743.73	50.52
770-7700-41200	PERS Retirement	0.00	0.00	0.00	69,742.05	-69,742.05	-69,742.05	0.00
770-7700-41310	Medical Insurance	0.00	0.00	0.00	51,206.19	-51,206.19	-51,206.19	0.00
770-7700-41311	Retiree Healthcare	0.00	0.00	0.00	1,487.43	-1,487.43	-1,487.43	0.00
770-7700-41400	Dental	0.00	0.00	0.00	3,254.33	-3,254.33	-3,254.33	0.00
770-7700-41500	Flexible Spending Account	0.00	0.00	0.00	3,070.00	-3,070.00	-3,070.00	0.00
770-7700-41800	LTD Insurance	0.00	0.00	0.00	2,341.18	-2,341.18	-2,341.18	0.00
770-7700-41900	Medicare	0.00	0.00	0.00	3,711.99	-3,711.99	-3,711.99	0.00
770-7700-41901	Other Insurances	0.00	0.00	0.00	4,961.89	-4,961.89	-4,961.89	0.00
770-7700-41904	Life Insurance	0.00	0.00	0.00	689.97	-689.97	-689.97	0.00
770-7700-41911	Liability Insurance	5,156.00	0.00	5,156.00	0.00	5,156.00	5,156.00	100.00
	Salary and Benefits	523,227.00	0.00	523,227.00	396,792.30	126,434.70	126,434.70	24.16
770-7700-43500	Office Supplies	5,500.00	0.00	5,500.00	2,383.39	3,116.61	3,116.61	56.67
770-7700-43501	Postage	1,800.00	0.00	1,800.00	482.69	1,317.31	1,317.31	73.18
770-7700-43520	Copies/Printing/Shipping/Xerox	4,000.00	0.00	4,000.00	2,469.11	1,530.89	1,530.89	38.27
770-7700-43600	Professional Services	59,825.00	0.00	59,825.00	41,150.64	18,674.36	18,674.36	31.21
770-7700-43900	Rent/Building	22,500.00	0.00	22,500.00	16,055.90	6,444.10	6,444.10	28.64
770-7700-44000	Special Department Expenses	10,000.00	0.00	10,000.00	2.00	9,998.00	9,998.00	99.98
770-7700-44320	Travel/Training Staff	3,000.00	0.00	3,000.00	62.32	2,937.68	2,937.68	97.92
	Service and Supplies	106,625.00	0.00	106,625.00	62,606.05	44,018.95	44,018.95	41.28
7700	Expense	629,852.00	0.00	629,852.00	459,398.35	170,453.65	170,453.65	27.06
	WCCTAC Operations	629,852.00	0.00	629,852.00	459,398.35	170,453.65	170,453.65	27.06
7720	WCCTAC TDM							
772-7720-41000	Salary	301,869.00	0.00	301,869.00	135,332.12	166,536.88	166,536.88	55.17
772-7720-41200	PERS Retirement	0.00	0.00	0.00	47,361.87	-47,361.87	-47,361.87	0.00
772-7720-41310	Medical Insurance	0.00	0.00	0.00	26,506.37	-26,506.37	-26,506.37	0.00
772-7720-41400	Dental Insurance	0.00	0.00	0.00	1,812.80	-1,812.80	-1,812.80	0.00
772-7720-41800	LTD Insurance	0.00	0.00	0.00	981.54	-981.54	-981.54	0.00
772-7720-41900	Medicare	0.00	0.00	0.00	1,941.50	-1,941.50	-1,941.50	0.00
772-7720-41901	Other Insurances	0.00	0.00	0.00	4,961.88	-4,961.88	-4,961.88	0.00
772-7720-41904	Life Insurance	0.00	0.00	0.00	228.91	-228.91	-228.91	0.00

Account Number	Description	Adopted	Budget Adjustments	Adjusted	YTD Actual	Variance Encumbered	Available	% Avail
772-7720-41911	Liability Insurance <i>Salary and Benefits</i>	5,156.00 307,025.00	0.00 0.00	5,156.00 307,025.00	0.00 219,126.99	5,156.00 87,898.01	5,156.00 87,898.01	100.00 28.63
772-7720-43300	MembershipsSubscriptions	1,610.00	0.00	1,610.00	200.00	1,410.00	1,410.00	87.58
772-7720-43500	Office Supplies	19,000.00	0.00	19,000.00	255.68	18,744.32	18,744.32	98.65
772-7720-43501	TDM Postage	0.00	0.00	0.00	217.46	-217.46	-217.46	0.00
772-7720-43502	TDM Postage	950.00	0.00	950.00	0.00	950.00	950.00	100.00
772-7720-43520	CopiesPrintingShippingXerox	11,000.00	0.00	11,000.00	4,264.30	6,735.70	6,735.70	61.23
772-7720-43600	Professional Services	68,000.00	0.00	68,000.00	43,695.98	24,304.02	24,304.02	35.74
772-7720-43900	RentBuilding	22,500.00	0.00	22,500.00	16,051.47	6,448.53	6,448.53	28.66
772-7720-44000	Special Department Expenses	120,077.00	0.00	120,077.00	14,582.94	105,494.06	105,494.06	87.86
772-7720-44320	TravelTraining Staff <i>Service and Supplies</i>	1,155.00 244,292.00	0.00 0.00	1,155.00 244,292.00	195.00 79,462.83	960.00 164,829.17	960.00 164,829.17	83.12 67.47
7720	Expense WCCTAC TDM	551,317.00	0.00	551,317.00	298,589.82	252,727.18	252,727.18	45.84
7730	STMP							
773-7730-41000	Salary <i>Salary and Benefits</i>	55,000.00 55,000.00	0.00 0.00	55,000.00 55,000.00	0.00 0.00	55,000.00 55,000.00	55,000.00 55,000.00	100.00 100.00
773-7730-44000	Special Department Expense <i>Service and Supplies</i>	3,171,955.00 3,171,955.00	0.00 0.00	3,171,955.00 3,171,955.00	0.00 0.00	3,171,955.00 3,171,955.00	3,171,955.00 3,171,955.00	100.00 100.00
7730	Expense STMP	3,226,955.00	0.00	3,226,955.00	0.00	3,226,955.00	3,226,955.00	100.00
7740	WCCTAC Special Projects							
774-7740-44000	Special Department Expense <i>Service and Supplies</i>	260,000.00 260,000.00	0.00 0.00	260,000.00 260,000.00	73,614.32 73,614.32	186,385.68 186,385.68	186,385.68 186,385.68	71.69 71.69
7740	Expense WCCTAC Special Projects	260,000.00	0.00	260,000.00	73,614.32	186,385.68	186,385.68	71.69
Expense Total		4,668,124.00	0.00	4,668,124.00	831,602.49	3,836,521.51	3,836,521.51	0.8219

TO: WCCTAC Board

MEETING DATE: April 23, 2021

FR: Leah Greenblat, Transportation Planning Manager

RE: **FY 21-22 Annual STMP Fee Adjustment**

REQUESTED ACTION

Information only.

BACKGROUND AND DISCUSSION

The 2019 STMP Update became effective on July 1, 2019. The Master Cooperative Agreement, signed by all partner agencies, specifies an automatic annual fee adjustment so that the fees keep up with construction related inflation. The agreement specifies that the fee adjustment is based on the Engineering News Record’s February San Francisco Bay Area Construction Cost Index that covers the prior twelve months. This year that rate was 2.4%. (By way of comparison, last year the adjustment was 5.6%.) WCCTAC staff is in the process of notifying the partner agencies of this impending annual fee adjustment which becomes effective July 1.

The FY 20-21 and FY 21-22 STMP fees are shown below.

FY 20-21 STMP Fee Rates		
Type of Fee	STMP Fee per Unit	STMP Fee per Square ft.
Single Family	\$ 5,744	
Multi Family	\$ 2,829	
Senior Housing	\$ 1,551	
Hotel (per room)	\$ 3,676	
Storage Facility		\$ 0.80
Retail / Service		\$ 6.96
Industrial		\$ 5.87
Office		\$ 9.21
Other (per AM pk hr trip)	\$ 7,762	

FY 21-22 STMP Fee Rate		
Type of Fee	STMP Fee per Unit	STMP Fee per Square ft.
Single Family	\$ 5,881	
Multi Family	\$ 2,897	
Senior Housing	\$ 1,588	
Hotel (per room)	\$ 3,764	
Storage Facility		\$ 0.82
Retail / Service		\$ 7.13
Industrial		\$ 6.01
Office		\$ 9.43
Other (per AM pk hr trip)	\$ 7,948	

The STMP Quarterly Reporting form for FY 21-22 is included as an attachment. Local agency staff should begin using this version to report STMP fees after July 1, 2021.

ATTACHMENT

A. FY 2021-2022 STMP Quarterly Reporting Form

**West County Subregional Transportation Mitigation Program (STMP) Developer Fees
JURISDICTIONS' 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:

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

Fiscal Year: _____
Reporting Period: _____

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

Fee Submittal Due Date: _____
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			\$ 5,881			\$ -
Multi Family			\$ 2,897			\$ -
Senior Housing			\$ 1,588			\$ -
Hotel (per room)			\$ 3,764			\$ -
Storage Facility				\$ 0.82		\$ -
Retail / Service				\$ 7.13		\$ -
Industrial				\$ 6.01		\$ -
Office				\$ 9.43		\$ -
Other (per AM pk hr trip)			\$ 7,948			\$ -
TOTAL FEES COLLECTED:						\$ -

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

If a jurisdiction is collecting STMP fees for a development application at a rate different than what is currently in effect, provide on the following page the name and address of each development and which reason applies:

- A. The development project is subject to a development agreement executed on _____;
- B. The development submitted a vesting tentative map that was approved on _____;
- C. Other (explain legal basis for development not paying current adopted rates; n.b., a development application submitted in a prior year alone is an insufficient explanation) _____.

During the reporting period, has your agency granted:

- 1. STMP Fee Credits to any development? Yes No
- 2. STMP Fee Waivers/Exemptions to any development? Yes No

If yes to either of the above, please respond to the questions on the next page.

If STMP Credits were granted, for each development complete the questions below:

- 1. What is the name and address of the development project receiving the credit?
- 2. What was the dollar value of the credit?
- 3. Which of the 20 STMP Projects was the credit used for?
- 4. What elements of the STMP project were completed with the credited funds?

If Waivers/Exemptions of STMP Fees were granted, for each development, complete the questions below:

- 1. Were all other local fees waived/exempted for the development project? Yes No
- 2. Briefly explain why the development project's STMP fee was waived/exempted?

Respond to Different Fee Rates/Credit and Waiver/Exemption Questions here:

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TO: WCCTAC Board

MEETING DATE: April 23, 2021

FR: Leah Greenblat, Project Manager

RE: **Developer Request to Appeal STMP Fees for Mayfair Project 11600 San Pablo Ave., El Cerrito**

REQUESTED ACTION

- 1.) Deny the developer's appeal on the grounds that the 2019 STMP, and not the 2006 STMP, is applicable.
- 2.) Request that the City of El Cerrito not issue an occupancy permit until the remaining STMP fees on residential development are paid.
- 3.) Waive fees on the retail portion of the project which was mistakenly not assessed by the City.

BACKGROUND AND DISCUSSION

Context

In 2019, WCCTAC completed its update to its Subregional Transportation Mitigation Fee (STMP) Program. The update clarified an appeals process for STMP fees and stated in the Master Cooperative Agreement that "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." The Board is being asked at its April meeting to decide on a developer's request to appeal the amount of STMP fees assessed.

The Administrative Guidelines for the 2019 STMP noted that fee appeals must be made at the time that fees are paid in full. In this case, the appeal was made about a year after the partial payment of fees. Nevertheless, staff believes that the developer may not have been made aware of the details of the appeal procedures. As a result, staff and WCCTAC's counsel recommend that the appeal be considered on its merits and not dismissed on procedural grounds.

Appeal Details

On March 4, 2021, WCCTAC staff received a letter from Jamie Hiteshew of Holliday Development requesting a reduction in the Subregional Transportation Mitigation Fee Program (STMP) fees due. That appeal letter is included as Attachment A. Holliday Development is the developer for a mixed-use retail and housing development in El Cerrito at 11600 San Pablo Ave. The overall project includes two phases: 1) 156 market-rate, multi-family units with 8,894 square feet of retail and 2) 67 below market, multi-family units. The

City of El Cerrito has issued building permits for the first phase, which is the subject of this appeal.

By February 2019, the applicant submitted a building permit application and paid city fees for processing the application (n.b. the applicant's appeal letter cites both February 2018 and 2019 as the submittal date. The actual building permit application was submitted in February 2019.). At that time, El Cerrito staff provided the applicant with a STMP fee estimate of \$257,088 for the project's multi-family housing component based on the 2006 STMP fee schedule, which was in place at that time.

The WCCTAC Board approved the new STMP in December 2018. This was followed by a formal notice to City Managers in January 2019 and a presentation to the El Cerrito City Council in March 2019. The El Cerrito City Council adopted the updated STMP ordinance in April 2019, and the 2019 STMP fees went into effect in El Cerrito on July 1, 2019. The Master Cooperative Agreement for the 2019 STMP Update, adopted by all STMP partner agencies, became effective on that same date.

The applicant sought issuance of its building permit in March 2020 and, according to El Cerrito staff, the applicant was notified verbally at that time that the STMP fees had changed. The City issued the building permits and accepted partial STMP fees in the amount of \$257,088 for the housing component. According to El Cerrito staff, their understanding was that the applicant would return and submit the remainder of the STMP fees at a later date. By at least April 2020, El Cerrito staff notified the applicant of the amount of STMP fees owed given the implementation of the 2019 STMP Update eight months prior.

In July of 2020, the applicant reached out to WCCTAC staff to discuss the fee estimate and the increase in fees. WCCTAC staff explained when the new STMP fees became effective and that the fee schedule in place at the issuance of building permits was applicable. Based on the information provided by the applicant, WCCTAC staff further explained that, while appeals are possible, it did not sound like there was a convincing argument for appealing the fee. Approximately nine months later, on March 4, 2021 WCCTAC received the developer's written request to appeal the STMP fee assessment.

Staff Recommendation Based on Counsel Review

Section 4.52.040 of the El Cerrito Municipal Code provides that the STMP Fees are "payable to the city at the time of issuance of a building permit." This is consistent with the ordinance adopted by the other WCCTAC jurisdictions as well as the cooperative agreement. At the time the applicant was issued a building permit, the 2019 STMP Fees were in effect. Although the applicant had submitted the building permit application before the 2019 STMP Fees went into effect, the STMP fee is not vested until a building permit is issued, except in specific situations authorized by statute (such as when the applicant has received a statutory development agreement or vesting tentative map). The applicant did not obtain any of type of vesting approval that entitled it to pay the 2006 STMP

Fee, and the applicant has not provided evidence that the older fees vested in some other manner.

The applicant's claim is that the fees due should be based on an earlier fee estimate provided by El Cerrito staff. However, according to the 2019 STMP Master Cooperative Agreement and the El Cerrito Municipal Code, the STMP fee rate in place at the issuance of building permits is the basis for calculating the STMP fees. The 2019 STMP Fees have been consistently applied in this matter throughout West Contra Costa County. In this case, the building permit was issued in March 2020, nine months after the new fees went into effect.

In addition to requesting that fees on 156 residential units be based on the 2006 STMP, rather than the 2019 STMP, the developer has asked for an additional discount and refund. The 2006 Program allowed for a fee reduction if an applicant could show in a traffic study that the trip generation for a proposed development was lower than Nexus Study analysis. The developer cited Section 4.52.040 (E) of the City of El Cerrito's STMP Ordinance. However, this is a reference to the previous ordinance, which was replaced in July 2019 and is not applicable to the project for the reasons described above. The 2019 STMP fee program only allows for the use of a traffic study to set fees when none of the standard land use categories are applicable and the land use falls into the "Other" category. Since the applicant is subject to the 2019 STMP Fees, there is no basis to award a fee reduction based on a supplemental traffic study.

Lastly, the City of El Cerrito mistakenly did not estimate or request payment from the applicant for the STMP fees related to the retail portion of the project. This provided the developer with an unintentional discount. The retail component of the project should have been assessed a fee of \$58,611.46 (8,894 sf x \$6.59).

Had the City calculated the fee correctly at the time of the issuance of building permits in March 2020, the developer would owe \$476,535.46 (\$417,924 residential + \$58,611.46 retail). The City requested \$417,924, based solely on the residential component. The developer paid \$257,088 in March 2020 based on a fee estimate provided by the City before the 2019 Program went into effect. According to El Cerrito staff, in March 2020, the City provided the applicant with a revised fee estimate. The developer is requesting that its payment amount revert to the previous fee level, and that it also be refunded \$87,410 based on a provision in the 2006 Program that no longer applied when the developer's STMP fees were due.

Staff recommends that the WCCTAC Board deny the appeal and that the applicant pay the difference between the STMP fees previously paid and those due for the residential component of the project in the amount of \$160,086 (\$417,924 - \$257,088). Staff further recommends that the City not issue an occupancy permit until this fee is paid. (WCCTAC and El Cerrito staff have conferred, and the City is willing and legally able to hold issuance until STMP fees are paid.) Given that the developer was never made aware that STMP fees applied

to its retail development, staff recommends that the WCCTAC Board waive that retail portion of the fee.

Finally, WCCTAC staff wants to note the cooperation of El Cerrito staff in researching the series of events related to this appeal. El Cerrito's Community Development Director has assured staff that future mixed-use development projects will be assessed the correct STMP fee for all components and that the City will review how to better communicate the appeal process to applicants.

Hearing Process for April Board Meeting

WCCTAC staff confirmed its acceptance of the submitted appeal and has notified the applicant that the matter will be considered by the WCCTAC Board at its April meeting. Staff and counsel recommend the following process at the Board meeting:

- 1) Staff gives a presentation reviewing the background and recommendation.
- 2) Board may ask clarifying questions of staff.
- 3) Appellant has opportunity to present its case.
- 4) Board takes public comment.
- 5) Board may ask clarifying questions of applicant and return to staff for any clarification.
- 6) After questions, the Board may deliberate and make a decision through its normal motion process.

ATTACHMENTS:

- A. March 4, 2021 Holliday Development Letter Re: STMP Fee- Mayfair Project 11600 San Pablo Avenue including attachment.

HOLLIDAY DEVELOPMENT, LLC



1500 PARK AVENUE #100

EMERYVILLE, CALIFORNIA 94608

T: 510-547-2122 F: 510-547-2125

March 4, 2021

Leah Greenblat
Transportation Planning Manager
WCCTAC
6333 Potrero Ave
El Cerrito, CA 94530

Re: STMP Fee – Mayfair Project 11600 San Pablo Avenue

Ms. Greenblat,

I am writing in reference to West County Subregional Transportation Mitigation Program (“STMP”) fee for our Mayfair project, located at 11600 San Pablo Avenue. The subject project includes 156 residential units and 8,894 square feet of retail space. Mayfair received final Design Review Board approval from the City of El Cerrito in August 2017. Holliday Development submitted a building permit application for Mayfair in February 2019, the City issued a grading permit in September 2019, and the final building permit was issued in March 2020.

At the time of final Design Review Board approval, the project was subject to the following public infrastructure fees:

- Applicant shall pay a fair share of the San Pablo Avenue Specific Plan Complete Streets Improvements as determined by the Public Works Director
- STMP Multifamily Residential Fee totaling \$257,088

Subsequent to the project approval, the City ratified its TIF program in December 2018. Holliday understands that the TIF represents Mayfair’s “fair share of the Pablo Avenue Specific Plan Complete Streets Improvements.”

The STMP regulations include provisions for fee reductions if a project meets specific criteria. I am writing to outline the ways in which Mayfair qualifies for fee reductions. For a full summary of the fee reduction request, please reference Exhibit F enclosed here. In total, we are requesting an STMP fee reduction of \$87,410.

WCCTAC STMP

Permit Fee Estimate and Final Invoice for Mayfair

When Holliday submitted a building permit application in February 2018, the City issued an invoice detailing the fees the project was subject to at both building permit application and building permit issuance – included here as Exhibit A. The invoice quotes an STMP fee of \$257,088. Upon issuance of the

building permit in March 2020, the City issued a final fee invoice – included here as Exhibit B. Once again, this invoice included an STMP fee of \$257,088. Holliday paid all appropriate fees at this time and the building permit was issued.

Subsequent to building permit issuance, the City informed Holliday of an increase to the STMP fee. The quoted STMP fee now totals \$417,924 – or a 63% increase over the fee paid at building issuance.

Holliday closed on our construction financing with a budget informed by the City fee schedule and invoices received directly from the City. At no point during the building permit review process was Holliday informed of a potential increase to the STMP fee. This is despite having an open building permit application. We paid the STMP fee based on the invoices received at building permit application and issuance.

An unexpected – and retroactive – 63% increase to the STMP fee places an undue economic hardship on the project. Given the date of Design Review Board approval and building permit application, we believe the project was legally vested under the fee in place at the time of the building permit application. We respectfully request that the project be held to the original STMP fee of \$257,088.

STMP Fee Reduction – Trip Reduction & Public Infrastructure

The City of El Cerrito adopted ordinance 2006-07 on August 21, 2006 (“City STMP Ordinance”), included here as Exhibit C. The ordinance was adopted to “implement the collection of fees relative to the STMP in order to provide funding for regional transportation improvements necessary for each jurisdiction.” The program levies a fee on new developments in order to fund eleven specific projects with the goal of mitigating “impacts as a direct result of the projects, since growth places a greater burden on the roadway and transit systems.”

The STMP fee schedule was developed based on the 2005 Update of the Subregional Transportation Impact Program prepared by TJKM Transportation Consultants (“2005 Nexus”), included here as Exhibit D. At the time of the 2006 ordinance, the multi-family residential development fee was established at an amount of \$1,648 per dwelling unit.

The City STMP Ordinance established two means by which a project can reduce the amount of STMP:

- 1) If the project will generate lower numbers of trips than the data provided by the Institute of Traffic Engineers (ITE) that was used as the basis for the 2005 Nexus (section 4.52.040 D)
- 2) If the project constructs improvements for specific 2006 STMP Projects (section 4.52.040 E)

Trip Reduction

As part of the CEQA analysis for Mayfair, Fehr & Peers prepared a Transportation Analysis for the project in 2017, included here as Exhibit E. The report concluded that Mayfair would generate 67 AM Peak Hour trips. The 2005 Nexus projected 100.95 AM Peak Hour trips for a project with Mayfair’s residential unit count and retail space sizing. Mayfair’s projected trip generation is 34% less than the 2005 Nexus projections.

Section 4.52.040 (E) of the City STMP Ordinance states that if a project is subject to a fee reduction due to lower trip generation, then “the City of El Cerrito shall determine the appropriate fee reduction based on the proportionate reduction in trips demonstrated in the traffic study.”

Mayfair's projected trip generation is 34% less than the 2005 Nexus projections. As a result, Holliday is requesting a 34% reduction in the STMP – or \$87,410. The total STMP fee for the project would therefore total \$169,678. Please see Exhibit F for our analysis of the Mayfair trip generation in comparison to the 2005 Nexus.

Summary

We respectfully request the following revisions to the STMP fee:

- 1) STMP base fee reverts to \$257,088.
- 2) STMP net fee revised to \$169,678 based on lower trip generation.

Holliday is proud to partner with the City of El Cerrito and WCCTAC on this project. This is a transformative project for the Del Norte BART station area. In addition to 156 units of housing, the project will deliver significant public infrastructure improvements. We very much appreciate your review and consideration of our request for a reduction in STMP fees. We believe the proposed fees reductions are commiserate with the project's contribution to the Del Norte neighborhood and the WCCTAC service area.

Please do not hesitate to contact me with any questions at jamie@hollidaydevelopment.com or (510) 588-5147.

Regards,



Jamie Hiteshew
Holliday Development

Encl:

- STMP Exhibit A - Permit Submittal Fees Receipt 19-0206
- STMP Exhibit B - Final Building Permit Invoice 20-0304
- STMP Exhibit C - STMP El Cerrito Ordinance 2006
- STMP Exhibit D - WCCTAC Nexus Study 2005 Update
- STMP Exhibit E - Mayfair Transportation Analysis
- STMP Exhibit F - Mayfair Trip Generation & Fee Summary



CITY OF EL CERRITO

Building Division

10890 San Pablo Avenue
El Cerrito, CA 94530
Ph: (510) 215-4360

PERMIT NUMBER:

BD19-0076

DATE ISSUED:

ISSUED BY:

EXP. DATE:

JOB ADDRESS: **11600 SAN PABLO AVE**

STMP Exhibit A - Permit Submittal Fees Receipt 19-0206

APN: 502062029

Type of Permit: RESIDENTIAL

Subtype: NEW MULTI-FAMILY

Parent Permit:

OWNER: EL CERRITO MUNICIPAL SERVICES
10890 SAN PABLO AVE
EL CERRITO, CA 94530-2392

PHONE:

ARCHITECT: LOWNEY ARCHITECTS, JOHN THOMPS
360 17TH STREET
OAKLAND, CA 94612

PHONE:

License No:

CONTR: TBD

PHONE:

License No:

ENGINEER:

PHONE:

License No:

OCCUPANCY GROUP

EX BLDG SQ FT

0

CONSTRUCTION TYPE

LOT SQ FT

0

IMPERVIOUS SURFACE

0.00

ADDITION SQ FT

0

JOB VALUATION

\$ 31,572,927

REMODEL SQ FT

0

DESCRIPTION OF WORK:

NEW 156 UNIT RESIDENTIAL W/ RETAIL AND PARKING

FINAL APPROVALS REQUIRED

BUILDING:

PLANNING:

FIRE:

ENGINEERING:

WQC:

HEALTH DEPT:

POLICE:

I hereby affirm (check one):

LICENSED CONTRACTOR DECLARATION:

I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code and my license is in full force and effect.

OWNER/BUILDER DECLARATION:

I am exempt from the Contractor's License Law for the following reason (Section 7031.5, Business and Professions Code). Any city or county which requires a permit to construct, alter, improve, demolish, or repair a structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law [Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code] of that he is exempt therefrom and the basis for the alleged exemption. Any violations of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).

I, as owner of the property, or my employees with wages as their sole compensation, will do the work and the structure is not intended for sale. (Section 7044, Business and Professions Code) The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.

I, as owner of the property, am exclusively contracting with licensed contractors to construct the project. (Section 7044, Business and Professions Code). The Contractor's License Law does not apply to an owner of property who builds or improves thereon; and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law. I am exempt under Section _____ Business and Professions Code for this reason.

WORKER COMPENSATION DECLARATION:

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers Compensation Insurance.

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to be come subject to the Workers Compensation Laws of California.

MECHANICAL EQUIPMENT

ACCT NO.

TOTAL MECHANICAL:

PLUMBING EQUIPMENT

ACCT NO.

TOTAL PLUMBING:

ELECTRICAL EQUIPMENT

ACCT NO.

TOTAL ELECTRICAL:

BUILDING FEES

ACCT NO. 1088

STMP MULTI FAMILY RESIDENTIAL 257,088.00

ACCT NO. 1130

CONSTRUCTION TAX RATE 1,368.39

ACCT NO. 1705

DOCUMENT IMAGING FEE 0.00

ACCT NO. 2516

FIRE NEW CONST PC AND INSP 36,740.22

ACCT NO. 3011

PUBLIC WORKS DEPARTMENT PLA 54,735.52

ACCT NO. 6001

CONTINUING EDUCATION 5.00

ACCT NO. 6013

NEW CONSTRUCTION ISSUANCE AII 65,910.97

ACCT NO. 6013

BUILDING INTAKE AND PLAN REV I 107,766.63

ACCT NO. 6020

SMIP CATEGORY 2 COMMERCIAL 8,840.42

ACCT NO. 6027

SPECIFIC PLAN MAINTENANCE FEE 31,200.00

ACCT NO. 6030

CBSC - CALIF. BUILDING STANDAR 1,263.00

ACCT NO. 6055

PLANNING DIVISION PLAN REVIEW 54,735.52

Total Building: 719,653.67

Total Fees Charged: 719,653.67

Paid: 253,977.89

Balance Due: 465,675.78

PERMIT SHALL EXPIRE IF AN INSPECTION IS NOT PASSED WITHIN 180 DAYS OF PERMIT ISSUE, OR WITHIN 180 DAYS OF A PREVIOUS INSPECTION. ISSUANCE OF A PERMIT SHALL NOT BE CONSTRUED AS AN APPROVAL OF ANY VIOLATION OF THE BUILDING, ELECTRICAL, MECHANICAL, PLUMBING, OR MUNICIPAL CODES. CLEARANCE FROM ALL DEPARTMENT AND JURISDICTIONS AND PAYMENT OF ALL APPLICABLE FEES ARE REQUIRED BEFORE FINAL INSPECTION WILL BE MADE.

APPROVED: _____

_Owner _Contractor Agent for: _Owner _Contractor

City of El Cerrito/Building Division **8A-4**



CITY OF EL CERRITO
CALIFORNIA

Printed: February 06, 2019

RECEIPT

Number: B29058

Permit Number: BD19-0076

Permit Type: RESIDENTIAL

Site Address: 11600 SAN PABLO AVE

Applicant: HOLLIDAY DEVELOPMENT,
JAMIE HITESHEW

Owner: EL CERRITO MUNICIPAL
SERVICES

Contractor: TBD

Construction Cost: \$31,572,926.72

Job Description: NEW 156 UNIT RESIDENTIAL W/ RETAIL AND PARKING

FEES PAID

2516

FIRE - PLAN REVIEW

FIRE NEW CONST PC AND INSP	2516	\$36,740.22
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Total Fees for Account 2516:

\$36,740.22

3011

OTHER DEPARTMENTS REV

PUBLIC WORKS DEPARTMENT PLAN REVI	3011	\$54,735.52
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Total Fees for Account 3011:

\$54,735.52

6013

BUILDING PLAN REVIEW

BUILDING INTAKE AND PLAN REVIEW NEV	6013	\$107,766.63
-------------------------------------	------	--------------

Total Fees for Account 6013:

\$107,766.63

Date Paid: Wednesday, February 6, 2019
Paid By: EL CERRITO MUNICIPAL SERVICES
Pay Method: CHECK 1024
Received By: Peggy Judge

1024

FIRST REPUBLIC BANK
111 PINE STREET
SAN FRANCISCO, CA 94111

HD RELIANT MAYFAIR LLC
1500 Park Avenue #100
Emeryville, CA 94608

11-8166/3210
05
CHECK WITH PHOTO

2/5/2019

PAY TO THE ORDER OF City of El Cerrito

\$ **253,977.89

Two Hundred Fifty-Three Thousand Nine Hundred Seventy-Seven and 89/100***** DOLLARS

City of El Cerrito
Building Division
10890 San Pablo Avenue
El Cerrito, CA 94530



AUTHORIZED SIGNATURE

MEMO

1919-0076

⑆001024⑆ ⑆321081669⑆ 8000694381⑆

HD RELIANT MAYFAIR LLC

1024

City of El Cerrito
Date: 2/4/2019
Type: Bill
Reference: Plan check fees

2/5/2019
Original Amt: 253,977.89
Balance Due: 253,977.89
Discount
Check Amount

Payment
253,977.89
253,977.89



CITY OF EL CERRITO
Building Division

10890 San Pablo Avenue
El Cerrito, CA 94530
Ph: (510) 215-4360

PERMIT NUMBER:
BD19-0076

DATE ISSUED:
ISSUED BY:
EXP. DATE:

JOB ADDRESS: 11600 SAN PABLO AVENUE

APN: 502062029 Type of Permit: RESIDENTIAL Subtype NEW MULTI-FAMILY Parent Permit:
OWNER: EL CERRITO MUNI SERVICES ARCHITECT: LONEY ARCHITECTS OCCUPANCY GROUP EX. BLDG SQ FT
10890 SAN PABLO AVE 360 17TH STREET 0
EL CERRITO, CA 94530-2392 OAKLAND, CA 94612 CONSTRUCTION TYPE LOT SQ FT
PHONE: PHONE: License No: 0
CONTR.: TBD ENGINEER: IMPERVIOUS SURFACE ADDITION SQ FT
0.00 0
PHONE: License No: PHONE: License No: JOB VALUATION REMODEL SQ FT
\$31,572,927 0

DESCRIPTION OF WORK:
NEW MULTI-FAMILY MIXED USE 153 UNIT BUILDING W/PODIUM PARKIN

FINAL APPROVALS REQUIRED

STMP Exhibit B - Final Building
Permit Invoice 20-0304

BUILDING: PLANNING:
FIRE: ENGINEERING:
WQC: HEALTH DEPT:
POLICE:

I hereby affirm(check one):

LICENSED CONTRACTOR DECLARATION:
I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code and my license is in full force and effect.

OWNER/BUILDER DECLARATION:
I am exempt from the Contractor's License Law for the following reason (Section 7031.5. Business and Professions code. Any city or county which requires a permit to construct, alter, improve, demolish, or repair and structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law [Chapter 9(commencing with Section 7000) of Division 3 of the Business and Professions Code) of that he is exempt there from and the basis for the alleged exemption. Any violations of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars(\$500)

MECHANICAL EQUIPMENT
ACCT NO.

TOTAL MECHANICAL:

PLUMBING EQUIPMENT
ACCT NO.

TOTAL PLUMBING:

ELECTRICAL EQUIPMENT
ACCT NO.

TOTAL ELECTRICAL:

BUILDING FEES

Table with 2 columns: ACCT NO. and Amount. Rows include: ACCT NO. 1088 (257,088.00), ACCT NO. 1130 (1,368.39), ACCT NO. 1705 (0.00), ACCT NO. 2516 (36,740.22), ACCT NO. 3011 (54,735.52), ACCT NO. 4000 (39,840.64), ACCT NO. 6001 (362,700.00), ACCT NO. 6013 (107,766.63), ACCT NO. 6020 (8,840.42), ACCT NO. 6027 (31,200.00), ACCT NO. 6030 (1,263.00), ACCT NO. 6055 (54,735.52)

Total Building: 1,122,194.31
Total Fees Charged: 1,122,194.31
Paid: 253,977.89

Balance Due: 868,216.42

I, as owner of the property, or my employees with wages as their sole compensation, will do the work and the structure is not intended for sale (Section 7044, Business and Professions Code The Contractor's License Law does not apply to an owner of property who builds or improves there on, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)
I, as owner of the property, am exclusively contracting with licensed contractors to construct the project.(Section 7044, Business and Professions Code. The Contractor's License Law does not apply to an owner of property who builds or improves there on: and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License

I am exempt under Section Business and Professions Code for this reason.

WORKER COMPENSATION DECLARATION:

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers Compensation Insurance.

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to be come subject to the Workers Compensation Laws of California.

PERMIT SHALL EXPIRE IF AN INSPECTION IS NOT PASSED WITHIN 180 DAYS OF PERMIT ISSUE, OR WITHIN 180 DAYS OF A PREVIOUS INSPECTION. ISSUANCE OF A PERMIT SHALL NOT BE CONSTRUED AS AN APPROVAL OF ANY VIOLATION OF THE BUILDING, ELECTRICAL, MECHANICAL, PLUMBING, OR MUNICIPAL CODES. CLEARANCE FROM ALL DEPARTMNET AND JURISDICTIONS AND PAYMENT OF ALL APPLICABLE FEES ARE REQUIRED BEFORE FINAL INSPECTION WILL BE MADE.

APPROVED:

Owner Contractor Agent for: Owner Contractor

City of El Cerrito/Building Division

STMP Exhibit C - STMP El Cerrito
Ordinance 2006

ORDINANCE NO. 2006-07

**AN ORDINANCE OF THE CITY OF EL CERRITO
AMENDING CHAPTER 4.52 OF THE EL CERRITO MUNICIPAL CODE
WEST COUNTY SUBREGIONAL TRANSPORTATION MITIGATION
PROGRAM (STMP)**

WHEREAS, Measure C, the Contra Costa County half-cent sales tax measure adopted in 1988 for transportation projects and program 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 to be effective in 2009 and also contains a Growth Management component;

WHEREAS, West Contra Costa County traffic is heavily-impacted by through traffic from other regions in Contra Costa County as well as other counties; and West Contra Costa County is providing congestion relief through local fees collected to mitigate traffic on regional routes and through improved transit service;

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;

WHEREAS, through the aegis of WCCTAC, the West County jurisdictions and Contra Costa County have reached consensus on the STMP Update, as described in the Master Cooperative Agreement By and Among the Contra 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 2006 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 for each jurisdiction;

WHEREAS, the City desires to assure that new development in the City 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, TJKM Transportation Consultants, has prepared a report and study and other documents, which are attached as Exhibit A, and incorporated by reference herein, which outline the basis for the updated STMP fee;

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

WHEREAS, the City of El Cerrito's General Plan 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 work with other jurisdictions in order to establish and utilize regional funding mechanisms, including fees on new development, to fund regional transportation improvements (General Plan pp. 5-24, 6-20);

WHEREAS, the adoption of this updated transportation impact fee is consistent with the Transportation and Circulation Element of the City of El Cerrito's General Plan, which requires that adequate funding be provided to "implement transportation improvements required to mitigate the effects of growth." (General Plan p. 5-24). The City finds the fee to be consistent with its General Plan and its Zoning Ordinance;

WHEREAS, Measure C 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 C (and subsequently 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, pursuant to the findings set forth herein.

NOW, THEREFORE, BE IT ORDAINED AS FOLLOWS:

SECTION 1. Chapter 4.52 (West County Subregional Transportation Mitigation Program (STMP)) is hereby amended to read as follows:

4.52.10 Title.

The title of this Chapter of the City's Municipal Code is the West County Subregional Transportation Mitigation Program Update.

4.52.020 Purpose.

The purpose of the STMP Update and the STMP fee set forth in this Ordinance is to meet the intent of Measure C/Measure J by levying a fee on new development to mitigate the 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.

4.52.030 Findings.

- A. The STMP fee is required solely to provide infrastructure capital projects needed for health and safety reasons (traffic safety, improved commute and traffic conditions) to mitigate impacts as a direct result of the projects, since growth places a greater burden on the roadway and transit systems.
- B. The STMP fee will raise funds for eleven projects: Richmond Intermodal – Hercules Passenger Rail Station and capital improvements along the Corridor Station; I-80 interchanges at San Pablo Dam Road and Central Avenue and on Highway 4 at Willow Avenue; Capitol Corridor improvements; ferry service to San Francisco from Richmond and/or Hercules/Rodéo; BART access and/or parking improvements; Bay Trail gap closure; San Pablo Dam Road improvements in downtown El Sobrante; north Richmond road connection project; San Pablo Avenue corridor improvements; Hercules transit center relocation, and; Del Norte area transit oriented development project public improvements. A detailed description of the projects can be found in Section 4.52.050.
- C. The total cost of funding the unfunded portion of the eleven projects is approximately \$248,992,000 in 2005 dollars. The Nexus Analysis determined the amount of eligible funding to be collected through the STMP program.
- D. The nexus findings, in conformance with Government Code § 66000 et seq. can be found in the "2005 Update of the Subregional Transportation Mitigation Program (STMP)" prepared by TJKM Transportation Consultants for WCCTAC. Two copies of the Update are on file with the City Clerk and also attached as Exhibit A.
- E. A five step process aided in the STMP Update which included:
 - Projecting the amount of the new development using ABAG's Projections 2003;
 - 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 (residential, retail, office, industrial, senior housing, hotel, storage facility, church, hospital); and
 - Preparing fee schedules and implementation documents.
- F. After considering the 2005 Update of STMP prepared by TJKM Transportation Consultants, the testimony received at a noticed public hearing, the agenda statements, the General Plan, and all correspondence received (together, the "Record"), the City Council approves and adopts the 2005 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, is intended to obtain funds for capital projects necessary to maintain service within existing City service areas. The City currently already contributes to the provision of necessary regional transportation improvements, and the STMP fee set forth in this Ordinance will be used to maintain current service levels. Accordingly, this fee, as it relates to development within the City, 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—both residential and non-residential—generates or contributes to the need for the projects listed in Section 4.52.050 of this Ordinance; and
 - That there is a reasonable relationship between the need for the projects listed in Section 4.52.050 of this Ordinance and the type of development projects on which this fee is imposed in that new development in the City—both residential and non-residential—will generate persons who live, work, shop, travel to and from, commute to and from, and visit the City and who, therefore, generate or contribute to the need for the projects listed in Section 4.52.050 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 4.52.050 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 new development using ABAG's Projections 2003, the total cost of the projects listed in Section 4.52.050, evaluation of the share of funding from new development, and the allocation of costs across land use types.

4.52.040 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 developer fee schedule shall be implemented

effective August 18, 2006 and shall terminate on December 31, 2036. The following fees are payable to the City at the time of issuance of a building permit.

<u>LAND USE TYPE</u>	<u>FEE</u>
Single-Family Residential	\$2,595/DU*
Multi-Family Residential	\$1,648/DU
Senior Housing	\$701/DU
Hotel	\$1,964/Room
Retail	\$1.82/SF**
Office	\$3.51/SF
Industrial	\$2.45/SF
Storage Facility	\$0.53/SF
Church	\$1.58/SF
Hospital	\$4.21/SF
Other	\$3,507 per AM peak hour trip

*DU = Dwelling Unit

**SF = Square Feet

- B. No development shall be exempt from the fee; provided, that any development which, as of the effective date of this Ordinance, (i) has perfected an exemption pursuant to the vested tentative map law or (ii) has entered into a development agreement with the City of El Cerrito which expressly excludes assessment of additional fees, shall not be subject to the fees required to be imposed hereby.
- C. A project that replaces an existing structure or development is subject to the fee only to the extent that it would generate more peak hour vehicle trips than the existing development.
- D. A developer may request a reduction in fees through the governing jurisdiction if it is determined that the project will generate a lower number of trips than the data provided by the Institute of Transportation Engineers (ITE) that was used as the basis for the "2005 Update of the Subregional Transportation Mitigation Program (STMP)". Any such fee reduction would be based on a traffic study which determines that the traffic impacts of the proposed development would generate fees that are less than the fees that are set forth in Section 4.52.040(A) above. The methodology for conducting the study shall be developed and approved by WCCTAC. The City of El Cerrito shall determine the appropriate fee reduction based on the proportionate reduction in trips demonstrated in the traffic study.
- Fees for uses not identified in Section 4.52.050(A) shall be determined by the City according to information generated by traffic studies or other means of determining traffic impacts as approved by WCCTAC or in accordance with the ITE Manual.
- E. A developer may receive credit against fees for the dedication of land for right-of-way and/or construction of improvements for specific 2006 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 2006 STMP dedications or improvements shall be based upon a determination by the City 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.

- F. The fees specified herein shall be made a condition of approval of all tentative and final subdivision maps. The fees shall be collected at the time of the issuance of any building permit.
- G. The STMP fees specified above shall be collected for projects in the entire City.
- H. Fees paid pursuant to this Ordinance shall be deposited in a separate segregated interest-bearing account, and together with any interest accumulated on amounts on deposit, shall be remitted on a quarterly basis to the City of San Pablo Finance Department, 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. Funds for each project and any interest accrued thereon (collectively "STMP funds") will be transferred to the project oversight agency by the City of San Pablo Finance Department upon satisfactory remittance of detailed invoices and approval by the WCCTAC Board.
- I. The fees will be used for, but are not limited to, the administration of the STMP, planning, environmental documentation, design, acquisition of right-of-way, and construction of the projects.
- J. Effective July 1, 2007 and on each subsequent anniversary date of such date, the amount of each of the developer fees, set forth in Section 4.52.040(A) above, shall increase or decrease by the percentage change in the Engineering News-Record Construction Cost Index for the San Francisco Bay Area for the period ending June 30 of the preceding fiscal year over the year-earlier amount. The percentage change will be calculated by the City of San Pablo Finance Department which will notify all project sponsors and signatories to the Cooperative Agreement of the change.
- K. Pursuant to Government Code section 66001(d), after the fifth fiscal year following the first deposit of 2006 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, held by the City of San Pablo on its behalf. Such findings shall be made in connection with the release of public information required by Government Code section 66006(b).

- L. Pursuant to Government Code Section 66006, as specified, the City Manager shall submit a public report to the Council on an annual basis, identifying the amount of fee revenues collected and other statutorily required information.

4.52.050 Project descriptions, funding commitments, eligible costs, and implementation schedule.

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

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

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. Funding amounts are estimates and are in 2005 dollars. Actual funding commitments will depend upon the 2006 STMP fee revenues collected.

Administrative costs shall not exceed two percent (2%) of the STMP fee revenues disbursed under the Cooperative Agreement during each quarterly period for each of the Project Sponsors and WCCTAC, and one percent (1%) of the STMP fee revenues disbursed under the Cooperative Agreement during each quarterly period to the City of San Pablo Finance Department.

C. Implementation Schedule. 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 WCCTAC), and subject to the availability of regional fee and other funding sources as may be required, the implementation guidelines and details of the project priorities will be contained in the Strategic Plan to be adopted by the WCCTAC Board no later than one hundred twenty (120) days after adoption of the Cooperative Agreement and this Ordinance.

WCCTAC, the project sponsors, co-sponsors, and the City of San Pablo Finance Department shall work to promote steady progress on all of the projects, to the extent that funding and project readiness permit.”

SECTION 2. 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 3. 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 4. 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 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 on the 17th day of July, 2006, and passed and adopted at a regular meeting of the City Council held on the 21st day of August, 2006, by the following vote:

YES: COUNCILMEMBERS: Bridges, Jones, Moore, Potter and Abelson

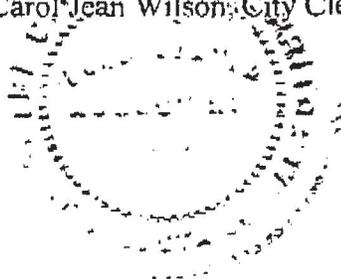
NOES: None

ABSENT: None

Janet Abelson
Janet Abelson, Mayor

ATTEST:

Carol Jean Wilson
Carol Jean Wilson, City Clerk



FINAL

2005 Update of the
Subregional Transportation Mitigation
Program (STMP)

For the West Contra Costa Transportation
Advisory Committee (WCCTAC)

May 5, 2006

Prepared by:

TJKM Transportation Consultants
5960 Inglewood Drive, Suite 100
Pleasanton CA 94588-8535
Tel: 925.463.0611
Fax: 925.463.3690

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CHAPTER 1. INTRODUCTION AND SUMMARY

Introduction

This analysis provides the technical basis for establishing the required nexus between anticipated future development in West Contra Costa County and the need for certain local and regional transportation facilities. The specific tasks performed in preparing this analysis and their results are summarized below. The West Contra Costa Transportation Advisory Committee's (WCCTAC) Subregional Transportation Mitigation Program (STMP) was established in 1997. This is the first update of the STMP program to ensure that the various aspects of the program reflect current conditions. For the 2005 STMP update, WCCTAC retained a team led by TJKM Transportation Consultants to update technical aspects of the program.

The 2005 STMP update includes an updated project list with cost estimates for all improvement projects to be potentially funded by STMP fees.

This report presents the results of the efforts of the project team to update the WCCTAC STMP. This update effort involved the major tasks described below.

1. The amount of new development that will occur in the WCCTAC area between 2005 and 2030 was determined.
2. A new estimate was prepared of the trip generation that will result from development of the expected future land uses within the WCCTAC area. Trip generation rates from the Institute of Transportation Engineers (ITE) publication *Trip Generation* were utilized.
3. Future deficiencies on the transportation network were determined based on findings of the staff of WCCTAC, its member agencies, and the consultant team.
4. A list of projects needed to accommodate future traffic was determined.
5. Updated traffic improvement project cost estimates were prepared which reflect the latest concept designs for the projects and the latest completion status of the various projects.
6. An updated cost per trip was calculated along with the corresponding updated STMP schedule of fees.
7. A reasonable relationship between the impacts of the new growth and the fees proposed in the STMP was ascertained. State law requires that there must be a roughly proportional benefit from the proposed fees to the projects supplying the funds.

Summary

Chapter 2 - Expected Growth In Households, Employment and Peak Hour Trips

According to ABAG's Projections 2003, the overall estimated growth in the WCCTAC area is estimated at 17,910 households (a 20.3 percent increase in 25 years) and 28,810 jobs (an increase of over 35 percent). Using standard available trip generation rates, the total increase in peak hour trips in the a.m. period is expected to be 28,571. Richmond and Hercules account for over 75 percent of the new trips.

Chapter 3-Project List and Priorities

The recommended list of new transportation improvements to serve the WCCTAC area was developed by the WCCTAC Technical Advisory Committee and the consultants. The WCCTAC Board reviewed a preliminary list of projects in August 2004. The recommended list of new projects is shown below. Costs and details of the individual projects are described in Chapter 3 of this report.

1. Richmond Intermodal Station
2. Interchanges on I-80 at San Pablo Dam Road and at Central and on Highway 4 at Willow Avenue
3. Capitol Corridor capital and/or operational improvements
4. Ferry service from Richmond and/or Hercules/Rodeo
5. BART access and/or parking improvements
6. Bay Trail Gap Closure
7. San Pablo Dam Road improvements in downtown El Sobrante
8. San Pablo Avenue Corridor Improvements
9. N. Richmond road connection project
10. Hercules Transit Center relocation
11. Del Norte Area Transit Oriented Development project (public improvements)

The 11 projects have a total cost of \$371 million. Of this amount, approximately \$273 million is anticipated to be funded by other sources or does not satisfy nexus requirements, leaving \$98 million for funding by the updated 2005 STMP.

Chapter 4-STMP Previous Collections and Potential Yield From 2005 Update

The existing STMP was adopted in 1997. A total of near \$2.942 million has been collected to date, or about \$39,200 per month. Most of the funds collected have been spent on the Richmond Intermodal project and the Highway 4 West Project. The 1997 Nexus Analysis indicated that \$24.5 million could be collected for the next 13 years if the maximum fee amounts were adopted, but WCCTAC adopted a fee that was lower by approximately 80 percent so that \$5.1 million was the expected yield. The adopted rates amount to about \$440 per peak hour trip, instead of the \$2,100 indicated by the nexus study. If these same rates were applied to the expected growth in the next 25 years, the yield would be \$12.6 million with the lower rates and \$60.0 million with the full rates.

Chapter 5-Program Costs and Fee Calculation

In updating the cost per trip, the total costs of all proposed projects were determined and the outside funding and non-eligible costs were subtracted to yield a total amount to be included in the program. The program amount is \$101,043,000, and when divided by the amount of peak hour trips generated by the new development, 28,810, the 2005 STMP cost per trip is \$3,507 if all projects were to be fully funded. This figure is about 67 percent more than the \$2,100 cost per trip determined in 1997. A rate schedule is recommended to fund this full amount. However, WCCTAC may choose to provide only partial funding of the project list. In 1997, the final fees were set to cover about 20 percent of the recommended program.

Chapter 6-Nexus Findings

California legislation requires that charges on new developments bear a reasonable relationship to the needs created by, and the benefits accruing to that development. California courts have long used that reasonableness standard or nexus to test to evaluate the constitutionality of exactions, including

development fees. Based on the analysis included in the body of this report, it can be concluded that the future development and the need for their associated improvements meet or exceed the basic requirements set forth in Government Code sections beginning with 66000 to govern development fees.

Of the \$371 million worth of needed improvements identified in this analysis, over \$121 million in outside funding sources have been identified. These outside sources primarily include Contra Costa County Measure J, which is the extension of the one-half percent sales tax levied for transportation improvements. Measure J, which is intended to fund improvements which will correct both existing and future deficiencies, is a partner to the STMP extension, which by law must only fund future transportation deficiencies associated with new development. Measure J was approved by Contra Costa County voters in the general election on November 2, 2004. Of the total deficiencies identified in the 11 proposed STMP projects, only about 27 percent of the funding comes from the STMP. Over \$150 million worth of costs of the 11 projects fails to satisfy the nexus requirements and was not included in the program.

The methodology of this report ensured that only the portion of the projects included in the STMP project list is necessitated by the growth in traffic between 2005 conditions and 2030 conditions. Thus, there is a reasonable relationship between the proposed use of the STMP and the proposed land use development projects on which the fee will be imposed. In the same manner there is a reasonable relationship between the need for facilities included in the STMP and the proposed land use development projects.

**CHAPTER 2. EXPECTED GROWTH IN HOUSEHOLDS, EMPLOYMENT AND
PEAK HOUR TRIPS IN THE WCCTAC AREA**

Household Growth

ABAG's Projections 2003 was used to determine the residential and employment growth in the West County area between 2005 and 2030. The growth in households for the WCCTAC area is shown in Table I.

The overall residential growth for the area is estimated at 17,910 households, representing a 20.3 percent increase for the 25 year period. Richmond is projected to have about 61 percent of the residential growth, and Hercules is anticipated to have nearly 19 percent of the growth. Hercules will be the fastest growing area, with a 50 percent increase in households in the 25-year period.

TABLE I HOUSEHOLD GROWTH IN WEST CONTRA COSTA COUNTY - 2005 TO 2030

	<i>Households</i>				
	<i>2005</i>	<i>2030</i>	<i>Growth</i>	<i>Share of Growth %J</i>	<i>Rate of Growth f%J</i>
El Cerrito	13,160	13,650	490	2.7	3.7
Hercules	6,860	10,270	3,410	19.0	49.7
Pinole	10,700	12,500	1,800	10.1	16.8
Richmond	43,640	54,590	10,950	61.1	25.1
Rodeo-Crockett	4,520	4,680	160	0.9	13.3
San Pablo	9,170	10,270	1,100	6.2	3.5
Totals	88,050	105,960	17,910	100.0	20.3

Note: Forecasts are for each city's Sphere of Influence (SOI) except for the Rodeo-Crockett unincorporated area. Kensington is included in the El Genito SOI, Montalvin Manor and Tara Hills are in the Pinole SOI, N. Richmond and El Sobrante are in the Richmond SOI, and Rollingwood is in the San Pablo SOI.

Source: ABAG Projections 2003

Employment Growth

Employment is expected to grow more rapidly than residential development. A growth of over 35 percent is forecast by ABAG for the WCCTAC area, representing an actual job growth of nearly 29,000 positions. Richmond will account for 57 percent of the job growth, with Hercules accounting for about 18 percent. Hercules job growth rates are nearly 150 percent, while El Cerrito, Pinole and Richmond are expected to register growth of around 30 percent. The Crockett-Rodeo unincorporated area is expected to grow by nearly 60 percent. Table II summarizes the anticipated employment growth in the WCCTAC area.

TABLE: II: EMPLOYMENT GROWTH IN WEST CONTRA COSTA COUNTY - 2005 TO 2030

	Employment				
	2005	2030	Growth	Share of Growth (%)	Rate of Growth (%)
El Cerrito	8,170	10,300	2,130	7.4	26.1
Hercules	3,430	8,490	5,060	17.6	147.5
Pinole	6,110	7,920	1,810	6.3	29.6
Richmond	52,390	68,750	16,360	56.8	31.2
Rodeo-Crockett	3,590	5,730	2,140	7.4	59.6
San Pablo	8,460	9,770	1,310	4.5	15.5
Totals	82,150	110,960	28,810	100.0	35.1

Note: Forecasts are for each city's Sphere of Influence except for the Rodeo-Crockett unincorporated area. See Table I note for details.

Source: ABAG Projections 2003

The anticipated growth in households and employment in the WCCTAC area will result in new peak hour trips on the transportation network. These are described in the next section.

Trip Generation

In order to determine the amount of traffic that is associated with the expected new development in the west county area, TJKM applied trip generation rates to the components of the new growth.

As in the original STMP, the 2005 update relies on the a.m. peak hour commute period as the primary analysis period. The a.m. peak hour period is used in order to not overburden the application of the traffic fees on retail development. While residential uses and most employment based land uses such as offices and business parks have similar a.m. and p.m. peak hour trip rates, retail uses typically are three to four times as heavy in the p.m. period as the a.m. period. Use of the a.m. rates for all uses tends to spread the fee application more uniformly.

As noted above, there is expected to be a total of 17,910 new households in the WCCTAC area over a 25-year period. Since some of these households will be in multiple family dwelling units and some will be in single-family dwelling units, TJKM assumed an average of the trip generation rates for the two residential land use types. The average a.m. trip rate of 0.63 trips per dwelling unit was applied to the total number of households to yield a total of 11,285 new residential-based trips.

For non-residential uses, a trip rate that is based on numbers of employees, and is representative of various uses such as offices, business parks, manufacturing and retail uses in the a.m. period, was selected. The rate selected was 0.60 trips per employee. When that number is applied to the 28,810 growth in employment over the 25-year period, the number of new a.m. peak hour trips generated by these uses totals 17,286 trips.

These figures are shown in Table III. The table shows the total of the new a.m. trips from both residential and non-residential growth, 28,571, and also shows the amount of the new trips that are allocated to each of the WCCTAC agencies. Richmond growth is expected to generate about 59 percent of the new trips, Hercules about 18 percent and the other areas generally between about 5 and 10 percent. The contributions of other agencies are shown in the table below.

TABLE III: NEW A.M. PEAK HOUR TRIPS IN WEST COASTRA COSTA COMMUNITY – 2005 TO 2030

	New Peak Hour Trips			Share of Total %
	From Households ¹	From Employment ²	Total Trips	
El Cerrito	309	1,278	1,587	5.6
Hercules	2,149	3,036	5,185	18.1
Pinole	1,134	1,086	2,220	7.8
Richmond	6,899	9,816	16,715	58.5
Rodeo-Crockett	101	1,284	1,385	4.8
San Pablo	693	786	1,479	5.2
Totals	11,285	17,286	28,571	100.0

Source: TJKM

¹Growth in households from Table 1 multiplied by 0.63, the average a.m. peak hour trip rate for single-family and multi-family dwelling units. The Institute of Transportation Engineers Trip Generation, 2003 Edition, is the source of this information.

²Growth in employment from Table 2 multiplied by 0.60, a representative a.m. peak hour trip rate for employment uses.

The amount of new trips is used in the calculation of the 2005 STMP update cost per a.m. peak hour trip, as described in subsequent chapters of this report.

CHAPTER 3. SELECTION AND COST OF PROJECTS

The recommended list of projects to be included in the updated STMP is shown in Table IV below. The projects are described in greater detail in the remaining portions of this chapter.

TABLE IV: STMP PROJECTS AND AVAILABLE FUNDING

<i>Project</i>	<i>Total Cost</i>	<i>Measure J</i>	<i>Other Funds</i>	<i>Unfunded Amount</i>	<i>Recommended STMP</i>
1. Richmond Intermodal station	\$36,000,000		\$21,000,000	\$15,000,000	\$15,000,000
2. Interchanges on 1-80 at San Pablo Dam Road and at Central and on Highway 4 at Willow Avenue.	46,200,000	30,000,000		16,200,000	14,280,000
3. Capital Corridor Improvements	48,200,000	7,500,000	3,000,000	37,700,000	13,255,000
4. Ferry service from Richmond and/or Hercules/Rodeo	91,000,000	45,000,000		46,000,000	12,650,000
5. BART access and/or parking improvements	92,100,000	15,000,000		77,100,000	25,330,000
6. Bay Trail Gap Closure	5,490,000		348,000	5,142,000	1,510,000
7. San Pablo Dam Road improvements in downtown El Sobrante	6,900,000			6,900,000	1,900,000
8. San Pablo Avenue Corridor Improvements	6,000,000			6,000,000	1,650,000
9. N. Richmond road connection project	7,950,000			7,950,000	4,000,000
10. Hercules Transit Center relocation	6,000,000			6,000,000	1,650,000
11. Del Norte Area TOD	25,000,000			25,000,000	6,875,000
STMP Totals	\$370,840,000	\$97,500,000	\$24,348,000	\$248,992,000	\$98,100,000

Project Descriptions

I. Richmond Intermodal Station

The Richmond Intermodal Station Transit Village is located in downtown Richmond. Other public improvements (e.g. the center platform) have already been completed using state/federal/local funds (approximately \$22,000,000). The transit village is under construction and the housing on the west side is more than halfway complete. Funding is needed to complete the following public

improvements: parking garage, station building, the transit center, and public improvements on the east side of the station.

Cost: \$36,000,000

Other Potential Funding Source(s): Private developer contributions, state/federal transportation funds and Measure J.

Project Nexus Discussion: The total cost of this project is \$36 million, of which approximately \$21 million is funded by various sources. Although in the WCCTAC area only 27.5 percent of future traffic (see Chapter 6 for a detailed finding) is based on 25-year growth, in this case the project was previously justified (in 1997) based mainly on future deficiencies. However, only an estimated 40 percent of the project is justified by virtue of serving transportation demands of future growth. Thus, \$15 million of the total cost of \$36 million is included in the STMP.

STMP Funding: \$15,000,000

2. Interchanges on I-80 at San Pablo Dam Road and Central Avenue and on Highway 4 at Willow

I-80 / San Pablo Dam Road – Upgrade and improve the interchange including provisions for bicyclists and pedestrians. The project will enhance operations and vehicular, bicycle, pedestrian safety in the vicinity of the interchange.

Cost: \$16.7 million

I-80 / Central Avenue – Modify and realign the interchange and ramp at Central Avenue.

Cost: \$22.5 million

I-80/SR4 Interchange at Willow Avenue – Relocate and realign ramps at Willow Avenue to meet current standards for improved local access and freeway movements.

Cost: \$3.0 million to \$7.0 million

Potential funding source(s): Measure J (\$30 million); City of Hercules Redevelopment Agency; private developer contributions; state/federal transportation funds.

Project Nexus Discussion: Improvements to the three interchanges have an estimated total cost of \$46,200,000. However, two of the interchanges -the I-80 interchanges with San Pablo Dam Road and with Central Avenue – are currently deficient and only 27.5 percent (25-year traffic growth within the WCCTAC area) of their improvement costs can be assigned to the STMP. On the other hand, the need for the Willow Avenue interchange improvements is based in large part on future growth in the Hercules area. In this case, 50 percent of the costs are assigned to the STMP. The breakdown of the \$14.28 million STMP assignment is \$10.78 million for the two I-80 interchanges and \$3.5 million for the Willow Avenue interchange.

STMP Funding: \$14,280,000

3. *Capitol Corridor*

Hercules Passenger Rail Station – Hercules passenger rail station (including parking, station platform, signage and plazas, rail improvements, etc.). Capital improvements along the corridor in West Contra Costa (track improvements, drainage, fencing, safety improvements, etc.)

Cost: \$28.2 million for Hercules passenger rail station and \$20 million for capital improvements.

Potential Funding Sources: Measure J (\$7.5 million for the station); \$3 million TCRP funds (station); state/federal transportation funds.

Project Nexus Discussion: This project is among those whose justification is related to existing conditions and deficiencies as well as needs caused by future growth. Accordingly, 25-year traffic growth increase within the WCCTAC area, 27.5 percent, has been applied to the total project cost of \$48.2 million to result in a STMP allocation of \$13.3 million.

STMP Funding: \$13,255,000

4. *Ferry Service to San Francisco from Richmond and/or Hercules/Rodeo*

New ferry service to San Francisco from Richmond and/or Hercules/Rodeo utilizing high-speed vessels. Funds will be used for capital improvements such as vehicles, landside improvements, parking lighting, transit feeder service, signage, etc. Both ferry services will be in close proximity to existing and future residential and commercial projects on West County's shorelines.

Cost: \$23 million for Richmond (vessels - \$12 million; terminal - \$11 million); \$23 million for Hercules/Rodeo (vessels - \$12 million; terminal - \$11 million). Total - \$46 million.

Other Potential Funding Sources: Measure J (\$45 million for operations); \$1 bridge toll; state/federal transportation funds; fare box.

Project Nexus Discussion: This project is among those whose justification is related to existing conditions and deficiencies as well as needs caused by future growth. It is assumed that a significant portion of future ferry ridership will come from existing travelers. Accordingly, 25-year traffic growth increase within the WCCTAC area, 27.5 percent, has been applied to the total project cost of \$46 million to result in a STMP allocation of \$12.65 million.

STMP Funding: \$12,650,000

5. *BART Access and/or Parking Improvements*

As a component of BART's Smart Growth Program, funds would be used for parking, aesthetic and/or access improvements, station capacity improvements, sidewalks, lighting/restroom renovations, bicycle storage, expanded automatic fare collection equipment, etc. in the West County area (El Cerrito Plaza, El Cerrito Del Norte, and/or Richmond).

Cost: \$92.1 million for the West County area.

Other Potential Funding Sources: Measure J (\$15 million); state/federal transportation funds.

Project Nexus Discussion: This project is among those whose justification is related to existing conditions and deficiencies as well as needs caused by future growth. Accordingly, 25-year traffic growth increase within the WCCTAC area, 27.5 percent, has been applied to the total WCCTAC area project cost of \$92.1 million to result in a STMP allocation of \$25.33 million.

STMP Funding: \$25,330,000

6. Bay Trail Gap Closure

Close gaps in the Bay Trail in West Contra Costa County, including, but not limited to the following: (1) the one-mile gap along the Richmond Parkway between Pennsylvania and Gertrude Avenues; (2) the 1.8 mile gap north of Freethy to Payne Drive in Richmond; (3) the two-mile gap from Payne Drive to Cypress Avenue in Richmond; (4) the one-mile gap from Pinole Shores to Railroad Avenue in Pinole; and (5) the 1.8 mile gap from Railroad Avenue to Parker Avenue in Hercules.

Cost: \$5.49 million

Other Potential Funding Sources: EBRPD sources, private developers, other (to be determined).

Project Nexus Discussion: This project is among those whose justification is related to existing conditions and deficiencies as well as needs caused by future growth. Accordingly, 25-year traffic growth increase within the WCCTAC area, 27.5 percent, has been applied to the total WCCTAC area project cost of \$5.49 million to result in a STMP allocation of \$1.51 million.

STMP Funding: \$1,510,000

7. San Pablo Dam Road Improvements in Downtown El Sobrante

Revitalization of the downtown business district in El Sobrante including traffic calming, additional signals, pedestrian improvements, turn lanes, etc. that are identified in the Downtown El Sobrante Transportation and Land Use Plan (and subsequent documents).

Cost: \$6.9 million

Potential funding source(s): Measure J, County funds, other state and federal transportation funds.

Project Nexus Discussion: This project is among those whose justification is related to existing conditions and deficiencies as well as needs caused by future growth. Accordingly, 25-year traffic growth increase within the WCCTAC area, 27.5 percent, has been applied to the total WCCTAC area project cost of \$6.9 million to result in a STMP allocation of \$1.9 million.

STMP Funding: \$1,900,000

8. San Pablo Avenue Corridor Improvements

Transportation for Livable Communities infrastructure improvements on San Pablo Avenue through West Contra Costa County and within a half-mile walking distance of San Pablo Avenue in either

direction. Also includes improvements as part of the San Pablo Avenue SMART Corridor project that is currently underway in Alameda and Contra Costa Counties on San Pablo Avenue.

Cost: \$6 million

Potential funding source(s): Measure J, Transportation for Livable Communities, state and federal transportation funds.

Project Nexus Discussion: This project is among those whose justification is related to existing conditions and deficiencies as well as needs caused by future growth. Accordingly, 25-year traffic growth increase within the WCCTAC area, 27.5 percent, has been applied to the total WCCTAC area project cost of \$6,000,000 to result in a STMP allocation of \$1.65 million.

STMP Funding: \$1,650,000

9. North Richmond Road Connection Project

Extend Seventh Street northward approximately 0.1 miles to connect to an eastward extension of Pittsburg Avenue. Pittsburg Avenue would be extended eastward approximately 0.3 miles to connect to the Seventh Street extension. The extension will facilitate truck and vehicle traffic passing through North Richmond from the Richmond Parkway.

Cost: \$7.95 million

Potential funding source(s): Measure J, state and federal transportation funds, County redevelopment funds, County funds.

Project Nexus Discussion: This project is among those whose justification is related to existing conditions and deficiencies as well as needs caused by future growth. However, this project mainly aims to serve growth in truck traffic resulting from new development in the North Richmond area. It is assumed that at least one-half of the traffic on this project will relate to new development in the area. The STMP assignment is 50 percent of the total cost, or \$4 million.

STMP Funding: \$4.0 million

10. Hercules Transit Center

Relocate and expand the Hercules Transit Center on the east side of Highway 4 to provide improved access to/from Highway 4 and improved local circulation.

Cost: \$6 million

Potential funding source(s): Private developer contributions; Hercules Redevelopment Agency funds; state and federal transportation funds.

Project Nexus Discussion: This project is among those whose justification is related to existing conditions and deficiencies as well as needs caused by future growth. Accordingly, 25-year traffic growth increase within the WCCTAC area, 27.5 percent, has been applied to the total WCCTAC area project cost of \$6.0 million to result in a STMP allocation of \$1.65 million.

STMP Funding: \$1,650,000

11. Del Norte Area Transit Oriented Development project (public 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: 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.

Cost: \$25 million

Potential funding sources: Private developer contributions; state and federal transportation funds (for example, Transportation for Livable Communities funds); Measure J funds.

Project Nexus Description: This project is among those whose justification is related to existing conditions and deficiencies as well as needs caused by future growth. Accordingly, the 25-year traffic growth increase within the WCCTAC area, 27.5 percent, has been applied to the total project cost of \$25 million to result in a STMP allocation of \$6.875 million.

STMP Funding: \$6,875,000

CHAPTER 4. STMP PREVIOUS COLLECTIONS AND 2005 UPDATE POTENTIAL FEE REVENUES

Collections To Date

The STMP was approved in 1997 and the first funds were received in April of 1998. Between April of 1998 and July of 2004 a total of \$2,942,031.39 has been collected, including \$97,255.90 in interest. For this 75-month period, the average monthly receipts have been approximately \$39,200.

During this period, the funds were allocated as shown in Table V.

TABLE V: DISTRIBUTION OF FUNDS RECEIVED TO DATE

<i>Project</i>	<i>Allocation</i>	<i>Percent</i>	<i>Payment</i>	<i>Balance</i>
Richmond Intermodal	\$ 232,697.54	7.91	\$ 135,391.31	\$ 97,306.23
Highway 4 West	\$ 2,393,722.86	81.36	\$ 2,100,435.39	\$ 293,287.47
El Cerrito Plaza BART Parking	\$ 232,697.54	7.91	\$ 0	\$ 232,697.54
WCCTAC Administration	\$ 38,782.92	1.32	\$ 34,137.94	\$ 4,644.98
CCTA Administration	\$ 44,130.47	1.50	\$ 43,576.70	\$ 553.77
Total	\$ 2,942,031.34	100.00	\$ 2,313,541.34	\$ 628,490.00

Source: CCTA

If this monthly rate of receipts would continue for a 20-year period, the total receipts would be over \$9.4 million in current dollars, not including any interest. This is one measure of the amount of funds that could be received over a 25 year period beginning in 2005 if the same fees would prevail and the same rate of development were to continue.

The Nexus Analysis prepared in 1997 indicated that the fees established at that time should yield about \$5.1 million over 13 years (1997 to 2010). This calculates to an average of about \$33,000 per month, so the actual receipts of about \$39,200 per month, including interest, are conservatively close to the original estimates.

It should be noted that the 1997 Nexus Analysis showed that WCCTAC could legally establish fees whose revenues would total \$24.5 million. However, at the time it was felt that it was appropriate to reduce the financial burden on both commercial and residential development. Single-family residential fees were established at \$700 per unit instead of the allowable \$2,345. Multi-family residential fees were reduced from \$1,002 to \$560. Retail, office and industrial fees were established at \$0.20 per square foot, instead of allowable rates ranging from \$1.37 to \$2.88 per square foot of development.

Potential Fee Revenues From 2005 Update

As noted above, the 1997 Nexus Analysis justified a total cost of \$24.5 million in funds to be paid by the fee. This amounts to a rate of about \$2,100 per peak hour trip. However, the amount of fee actually enacted amounted to about \$440 per peak hour trip, or about 20 percent of the maximum amount. As noted in Table III, there is an estimated 28,571 a.m. peak hour trips associated with the expected growth in development in the 25-year period beginning in 2005. Using the 1997 rates, this amount of trips would account for \$12.6 million at the reduced rate of \$440 per trip over the 25-year period or \$60.0 million at the full rate of \$2,100 per peak hour trip.

Recommendations for the fees associated with the 2005 STMP update are described in the next chapter.

CHAPTER 5. PROGRAM COSTS AND FEE CALCULATION

Updated Cost per Trip Estimate

Table VI presents a summary of the STMP improvement project costs, required adjustments to account for past STMP activities, the projected future trips to be added by new development, and the resulting estimated STMP improvement cost per trip. The total cost of the STMP projects to be included is \$370,840,000. Adjustments to the fee are as follows:

- Outside Funding - \$121,848,000: These are anticipated funds from outside sources that will offset the costs of projects in the STMP. See Table IV for details.
- Exceeds Nexus - \$150,892,000: These are funds that exceed the nexus test described in Chapter 3 and 6.

These adjustments are applied to the fee calculation as shown in Table VI. The updated fee calculation is based on trip generation estimates in Table 3 and the cost estimates of the STMP improvement projects presented in Table IV. The updated cost per trip is \$3,507, using a total STMP project cost of \$101,043,000 and a total of 28,810 new a.m. peak hour trips. The STMP improvement projects cost and the STMP portion of these costs as well as the calculated new STMP cost per trip are shown in Table VI.

Table VII presents the new STMP schedule of fees. The land use categories in this fee schedule reflect the current situation with the STMP.

TABLE VI: 2005 COST PER TRIP ESTIMATE:

<i>STMP Improvement Projects</i>	<i>STMP Portion of 1997 Costs</i>	<i>Actual STMP Fee Adopted In 1997</i>	<i>STMP Portion of 2005 Costs</i>	<i>Change from 1997 STMP</i>
All Projects	\$ 64,267,500	--	\$ 370,840,000	+ \$ 306,572,500
Subtotal	\$ 64,267,500	--	\$ 370,840,000	+ \$ 306,572,500
Outside Funding	\$ 39,841,000	--	\$ 121,848,000	+ \$ 82,007,000
Exceeds Nexus	—	--	\$ 150,892,000	+ \$ 150,892,000
Net Improvement Costs	\$ 24,426,500	\$ 5,100,000	\$ 98,100,000	+ \$ 73,673,500
Plus Administrative Costs (3%)	(Included in total)	--	\$ 2,943,000	—
Total STMP Funding	\$ 24,426,500	\$ 5,100,000	\$ 101,043,000	+ \$ 76,616,500
Total Peak Hour Trips Added by New Development	11,589	11,589	28,810	+ 17,223
STMP Cost Per Trip	\$ 2,100	\$ 440	\$ 3,507	+ \$ 1,407

TABLE VII: 2005 RECOMMENDED STMP RATES AND FEES

Land Uses	Peak Hour Trip Rates	Units of Use	2005 Fee Rates* (full funding)	1997 Fee Rates (full funding)	1997 Fee Rates as Adopted
Single-family Residential	0.74	DU	\$2,595	\$ 1,554	\$700
Multi-family Residential	0.47	DU	\$1,648	\$987	\$560
Senior Housing	0.21	DU	\$701	-	-
Hotel	0.56	Room	\$1,964	-	-
Retail	0.52	KSF	\$1.82 sf	\$0.34	\$0.20
Office	1.00	KSF	\$3.51 sf	\$ 2.79	\$0.20
Industrial	0.70	KSF	\$2.45 sf	\$ 1.89	\$0.20
Storage facility	0.15	KSF	\$0.53 sf	-	-
Church	0.45	KSF	\$1.58 sf	-	-
Hospital	1.20	KSF	\$4.21 sf	-	-

OU= Dwelling Unit; sf = square foot
 KSF= Thousand Square Feet
 Note: Based on \$3,507 per peak hour trip

Other Factors In STMP Update

Trip Adjustments The peak hour trip rate for the retail category was adjusted to account for trip lengths as described in the 1997 study. The base a.m. rate for retail was reduced by 50 percent to account for reduced trip lengths as compared with non-retail uses. Trip rates for the office category were reduced from 1.33 trips per thousand square feet (kst) to 1.00 trips per ksf; industrial trip rates were reduced from 0.90 to 0.70.

Exempt Development In the 1997 study, it was found that slightly more than 10 percent of the land use depicted as future growth already had some level of land use entitlements and would be exempt from the STMP payments. These exemptions were either because a) a vested tentative map had been issued, or b) a development agreement had been completed which specifically excludes assessment of any additional fees. It will continue to be appropriate for fees to be waived in these cases, although it is unlikely that development agreements have been approved subsequent to 1997 that eliminate participation in WCCTAC STMP fees.

Special Cases As was the case in 1997, it remains appropriate for developers to request a special traffic study if it is felt that their particular land use proposal either does not fit into one of the land use categories or if the particular development may generate less traffic than the category provides. The methodology for conducting such a study shall be approved by the WCCTAC upon recommendation of the WCCTAC-TAC. The appropriate governing/permitting agency shall be responsible for reviewing and approving the individual traffic studies.

Establishment of Final WCCTAC STMP Fee WCCTAC may decide, as it did in 1997, not to levy the full fee that has been established as a part of this study. If so, the results will be reflected in an adjustment to this study.

CHAPTER 6. NEXUS FINDINGS

Forecasts of future traffic volumes were made to provide the data needed to establish the reasonable connection between new development's travel demand and the need for and costs of the proposed projects within the WCCTAC area. ABAG's Projections 2003 was used to determine the amount of growth in land use in the west county area between 2005 and 2030. Subsequently, traffic usage related to the growth was calculated as described in Chapter 2.

Using the traffic generation results and the estimated project costs, the portion of the estimated project costs that can reasonably be connected with the need generated by projected new development has been calculated.

The following process was used to establish the amount of a project that can be attributed to growth and thereby be eligible for STMP funding:

Amount of households in 2005	88,050 (from Table 1)
Amount of employees in 2005	82,150 (from Table 2)
Household trips in 2005 = 88,050 x 0.63*	55,472
Employment trips in 2005 = 82,150 x 0.60*	49,290
Total trips in 2005 = 55,472 + 49,290	104,762
Growth in trips between 2005 and 2030	28,810 (from Table 3)
Percent of traffic related to 25 year growth = 28,810/104,762	27.5%

*Trip rates - see page 5 for details

Therefore, as noted in the Project Nexus Discussion in Chapter 3 for each of the 11 STMP projects, a minimum of 27.5 percent of the cost of each project was assigned to the STMP, unless a lesser amount of funds is necessary to fully fund the proposed project. In a few cases, a greater percentage was utilized when conditions dictated.

It is noted that of the \$371 million worth of needed improvements identified in this analysis, over \$121 million in outside funding sources have been identified. These outside sources primarily include proposed Contra Costa County Measure J, which is the extension of the one-half percent sales tax levied for transportation improvements. Measure J, which is intended to fund improvements which will correct both existing and future deficiencies, is a partner to the STMP extension, which by law must only fund future transportation deficiencies associated with new development. Measure J was approved by Contra Costa County voters in the general election on November 2, 2004. In addition, the project nexus analyses indicated that \$150,892,000 of the projects does not meet the minimum nexus requirement. Thus, of the total deficiencies identified in the 11 proposed STMP projects, only 27 percent of the funding comes from the STMP.

The methodology of this report is to ensure that only the portion of the projects included in the STMP project list is necessitated by the growth in traffic between 2005 conditions and 2030 conditions. Thus, there is a reasonable relationship between the proposed use of the STMP and the proposed land use development projects on which the fee will be imposed. In the same manner there is a reasonable relationship between the need for facilities included in the STMP and the proposed land use development projects.

CHAPTER 7. STUDY PARTICIPANTS

TJKM Transportation Consultants Personnel

Chris D. Kinzel, P.E.	Project Engineer
Brad Thornton	Project Engineer
Dan Harrison	Project Planner
Evi Pagh	Word Processing/Production

The Reed Group

Robert Reed	Principal
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Persons/Agencies Consulted/WCCTAC - TAC Members

Lisa Hammon, Managing Director	WCCTAC
Brad Beck	CCTA
Bruce Beyaert	Trails for Richmond Action Committee (TRAC)
Aleida Chavez	WestCAT
Rich Davidson	City of Richmond
John Greitzer	Contra Costa County Community Development Department
Deidre Heitman	BART
Adele Ho	City of San Pablo
Bruce King	City of El Cerrito
Nathan Landau	AC Transit
Steve Lawton	City of Hercules
John MacKenzie	Caltrans
Brent Salmi	Pinole

MEMORANDUM

Date: June 26, 2017
To: Theresa Wallace, LSA
From: Sam Tabibnia and Huma Husain, Fehr & Peers
Subject: **El Cerrito Mayfair Parcels – Preliminary Transportation Analysis**

OK17-0182

Fehr & Peers conducted a preliminary transportation assessment for the proposed development, consisting of 223 residential units and 8,900 square feet of commercial space at 11600 and 11690 San Pablo Avenue and 1925 Kearny Street in El Cerrito, California (project). The project is located in the San Pablo Avenue Specific Plan (SPASP) area, which was analyzed in an environmental impact report (EIR) certified in 2014.

Based on our analysis, the proposed project is consistent with the SPASP EIR and would generate fewer AM and PM peak hour vehicle trips than the uses assumed for this site in the EIR. Thus, the proposed project would not result in significant impacts beyond the ones identified in the SPASP EIR, and no additional traffic impact analysis is needed for this project (final determination will be made by City of El Cerrito staff).

Although not required to address CEQA impacts, we recommend the following to improve access and circulation for all travel modes for the project:

1. Make fair share contribution towards the implementation of the multi-modal improvements identified by the SPASP. One option may be payment of the City of El Cerrito Transportation Impact Fee (TIF), currently under development.
2. Ensure that the project driveways on Kearney Street provide adequate sight distance between exiting vehicles and pedestrians on the adjacent sidewalk.
3. Ensure that on-street parking and trees on either side of each project driveway on Kearney Street would not restrict sight distance for exiting vehicles by providing at least 10 feet of red curb on both sides of each driveway and ensuring that the tree canopies are higher than six feet from the ground.

4. Consider implementing time-restricted parking (i.e., two-hour or four-hour limit) during weekday business hours on one or both sides of Kearney Street adjacent to the project site to promote parking turnover and availability for residential and commercial visitors to the project.

The rest of this memorandum describes the project, estimates trip generation, and reviews the site plan's access and circulation characteristics.

PROJECT DESCRIPTION

The project is located in the SPASP area, at 11600 and 11690 San Pablo Avenue and 1925 Kearny Street. Together, these parcels are known as the Mayfair Block, and are bounded by Knott Avenue to the north, Kearney Street to the east, Cutting Boulevard and the El Cerrito del Norte BART station to the south, and San Pablo Avenue to the west. The site is currently used as a surface overflow parking lot.

The proposed project would consist of 223 residential dwelling units and 8,900 square feet of commercial uses. The project proposes to develop the site with two apartment buildings, a market-rate building on the south side of the project site with 156 units and an affordable housing building on the north side of the site with 67 below-market rate units. The project would provide 8,900 square feet of commercial space along the San Pablo Avenue frontage of the market-rate building.

The project would provide a total of 150 parking spaces. Vehicles would access the site through two full-access driveways on Kearney Street. The south driveway would provide access to 79 spaces in the lower level of the parking garage. The north driveway would provide access to 71 spaces on the ground-level of the garage. Five spaces on the ground-level would be dedicated for commercial uses. The residential parking would be unbundled from the apartment units, meaning that the spaces would be leased separately from the units.

CONSISTENCY WITH SPASP EIR

As previously mentioned, the project is located in the SPASP area, which was analyzed in a 2014 EIR. The SPASP EIR assumed that the Mayfair project site would be developed as a mixed use development with 200 residential units and 18,000 square feet of commercial uses. The SPASP EIR also assumed several roadway improvements as part of the Specific Plan project. In the vicinity of the project, several vehicle roadway modifications were included near the Mayfair project site to improve circulation to/from the Del Norte BART Station and to accommodate bicycle facilities. These changes include:

- Conversion of Cutting Boulevard east of San Pablo Avenue to two-way traffic
- Elimination of the second left turn lane on northbound San Pablo Avenue at Cutting Boulevard and at southbound San Pablo Avenue at Hill
- Elimination of the outside through lane on northbound San Pablo Avenue between Hill Street and Cutting Boulevard; provide a right-turn lane onto eastbound Cutting Boulevard
- Elimination of the outside through lane on northbound San Pablo Avenue between Cutting Boulevard and Knott Avenue
- Elimination of the right-turn pocket lane on southbound San Pablo Avenue at Cutting Boulevard
- Providing bicycle lanes on San Pablo Avenue, Hill Street, and Cutting Boulevard.
- Providing crosswalks on the north approach of the San Pablo Avenue/Knott Avenue intersection and the south approach of the San Pablo Avenue/Cutting Boulevard intersection

The City of El Cerrito is currently in the process of refining the multimodal improvements identified in the SPASP and developing a Transportation Impact Fee (TIF) program to determine fair share payment by the development projects facilitated by the Specific Plan for these improvements.

Recommendation 1: Make fair share contribution towards the implementation of the multimodal improvements identified by the SPASP. One option may be payment of the City of El Cerrito Transportation Impact Fee (TIF), currently under development.

Project Trip Generation

Trip generation is the process of estimating the number of vehicles that would likely access the project site. Current accepted methodologies, such as the Institute of Transportation Engineers (ITE) *Trip Generation* methodology, are primarily based on data collected at single-use suburban sites. These defining characteristics limit their applicability to developments such as the proposed project, which is in a more walkable urban setting near frequent local and regional transit service. Fehr & Peers adjusted the ITE-based estimates using the methodology used in the SPASP EIR to account for the project's setting and proximity to frequent transit service. In the SPASP EIR, the ITE-based trip generation estimate was adjusted by applying the MXD Tool, which accounts for the density, land use mix, roadway design, and transit characteristics of the project area and uses these to adjust the ITE trip generation rates.

Table 1 presents the trip generation for the proposed project and compares the trips generated to the assumption in the SPASP EIR. Using the same trip generation methodology used in the

SPASP EIR, it is estimated that the proposed project would generate about 67 AM peak-hour and 106 PM peak-hour trips. The SPASP assumed 200 residential units and 18,000 square feet of commercial for the site, which would generate 68 AM peak-hour and 128 PM peak-hour trips. The proposed project would generate two percent fewer trips in the AM peak hour and 17 percent fewer trips in the PM peak hour than assumed in the SPASP EIR. Thus, the proposed project would not result in significant impacts beyond the ones identified in the SPASP EIR.

TABLE 1: PROJECT TRIP GENERATION

Land Use	ITE Code	Size ¹	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
PROPOSED PROJECT (A)									
Residential	Mid-Rise Apartments (223) ²	223 DU	1,305	18	41	59	45	32	77
Commercial	Shopping Center (820) ³	8.9 KSF	334	5	3	8	14	15	29
Proposed Project (A)			1,639	23	44	67	59	47	106
SAN PABLO AVENUE SPECIFIC PLAN ASSUMPTION (B)									
Residential	Mid-Rise Apartments (223) ²	200 DU	1,170	16	37	53	40	29	69
Commercial	Shopping Center (820) ³	18.0 KSF	676	9	6	15	28	31	59
SPASP Assumption (B)			1,846	25	43	68	68	60	128
Net Difference (C = A-B)			-207	-2	1	-1	-9	-13	-22

- KSF = 1,000 square feet; DU = dwelling unit
 - ITE *Trip Generation (9th Edition)* land use category 223 (mid-rise apartments), adjusted by 12 percent based on the SPASP EIR trip generation methodology.
 Daily Average Rate = 5.90 trips per DU
 AM Peak Hour Average Rate = 0.26 trips per DU (31% in, 69% out)
 PM Peak Hour Average Rate = 0.34 trips per DU (58% in, 42% out)
 - ITE *Trip Generation (9th Edition)* land use category 820 (shopping center), adjusted by 12 percent based on the SPASP EIR trip generation methodology.
 Daily Average Rate = 37.60 trips per KSF
 AM Peak Hour Average Rate = 0.84 trips per KSF (62% in, 38% out)
 PM Peak Hour Average Rate = 3.26 trips per KSF (48% in, 52% out)
- Source: Fehr & Peers, 2017.

SITE PLAN REVIEW

This section evaluates access and circulation for all travel modes within the proposed site, based on the site plan dated April 26, 2017.

Vehicle Access and On-Site Circulation

Residents and visitors would access the site through two full access driveways on Kearney Street, the south one about 50 feet north of Cutting Boulevard and the north one about 200 feet north of Cutting Boulevard, opposite the BART parking lot driveway. The project would provide a total of 150 parking spaces. The south driveway would provide access to 79 spaces in the lower level of the parking garage. The north driveway would provide access to 71 spaces on the ground-level. Five spaces on the ground-level would be dedicated for commercial uses, which this analysis assumes would be limited to employees only. Thus, no commercial customers or visitors are expected to use the project parking garage.

Project Driveway Sight Distance

The two driveways on Kearney Street may not provide adequate sight distance between vehicles exiting the driveway and pedestrians on the adjacent sidewalk. Additionally, vehicles parked on each side of either driveway may block sight distance between vehicles exiting the driveway and vehicles on Kearney Street. Trees planted near the driveways may also affect visibility of exiting vehicles if the tree canopy is lower than six feet from the ground.

Recommendation 2: Ensure that the project driveways on Kearney Street would provide adequate sight distance between exiting vehicles and pedestrians on the adjacent sidewalk. (Adequate sight distance is defined as a clear line-of-sight between a motorist ten feet back from the sidewalk and a pedestrian ten feet away on each sides of the driveway).

Recommendation 3: Ensure that on-street parking and trees on either side of each project driveway on Kearney Street would not restrict sight distance for exiting vehicles by providing at least 10 feet of red curb on both sides of each driveway and ensuring that the tree canopies are higher than six feet from the ground.

Bicycle Parking, Access and On-Site Circulation

Section 2.05.07.04 of the SPASP Form-Based Code requires bicycle parking for residential and commercial uses, as shown in **Table 2**. The project would consist of 223 residential units and 8,900

square feet of commercial space, requiring 28 short-term bicycle parking spaces and 336 long-term bicycle parking spaces. The project would provide 46 short-term bicycle parking spaces in front of the retail space on San Pablo Avenue. The project would also provide 348 long-term spaces, 112 in a bicycle room on the ground floor of the affordable housing building and the remaining located in bicycle rooms on each floor of the market-rate building, exceeding City requirements. Pedestrians and cyclists would access the bicycle rooms via multiple locations, including the pedestrian plaza, the market-rate building lobby and residential floors, and the garage.

TABLE 2: BICYCLE PARKING REQUIREMENTS

Land Use	Size	Unit	Short-Term Spaces		Long-Term Spaces	
			Parking Rate ¹	Required Parking	Parking Rate ¹	Required Parking
Apartment	223	DU	Min. 2 spaces or 1 space/10 units, whichever is greater	23	Min. 1.5 space/unit	335
Commercial	8.9	KSF	Min. 2 spaces or 1.5 spaces/3,000 s.f., whichever is greater	5	Min. 1.0 space/10,000 s.f.	1
Total Parking Required				28		336
Total Parking Proposed				46		348
Notes:						
1. Parking ratios based on Section 2.05.07.04 of the SPASP Form-Based Code.						
Source: Fehr & Peers, 2017.						

Pedestrian Access and On-Site Circulation

Pedestrians would access the market rate and affordable housing buildings via the plaza entrances on San Pablo Avenue and Kearney Street. The plaza would provide access to the building lobbies, as well as the garage, elevators and staircases. Pedestrian access between the parking garage and the building would be provided via multiple lobby entrances and a staircase entrance located on Cutting Boulevard.

The SPASP Form-Based Code (2.04.02) requires a minimum pedestrian zone of eight feet on all sidewalks along San Pablo Avenue, a six-foot zone along neighborhood streets with commercial uses and gateway streets, and a five-foot zone along neighborhood streets with residential uses.

The project will provide eight feet of clear sidewalk space for pedestrians along San Pablo Avenue, six feet along Knott Avenue (neighborhood street) and Cutting Boulevard (gateway street), and ten feet along Kearney Street (neighborhood street), meeting City requirements.

Both the San Pablo Avenue/Cutting Boulevard and the San Pablo Avenue/Knott Avenue intersections provide crosswalks and pedestrian signal heads at three of the four intersection approaches. The multi-modal improvements identified in the SPASP include providing crosswalks on the north approach of the San Pablo Avenue/Knott Avenue intersection and the south approach of the San Pablo Avenue/Cutting Boulevard intersection. As stated in Recommendation 1, the project applicant would contribute to these improvements by making a fair share contribution to these improvements, such as paying the TIF, currently under development.

Transit Access

The El Cerrito del Norte BART station is located just south of the project site. Project residents and visitors can access the BART station using the signal-protected crosswalk crossing Cutting Boulevard at San Pablo Avenue and the high-visibility crosswalk at the Ohlone Greenway, east of Kearney Street, which provides in-pavement flashing lights.

AC Transit (as well as WestCAT, Soltrans, and FAST Transit) provides bus service to the project site with bus stops at the El Cerrito del Norte BART Station and on northbound and southbound San Pablo Avenue, south of the Cutting Boulevard intersection. The bus stops at the BART station provide bus shelters and benches, as well as BART station amenities such as bicycle parking. Both bus stops on San Pablo Avenue provide a bench but do not include a bus shelter.

Parking and TDM Requirements

The proposed project would include a two-level garage providing 150 parking spaces. Based on the project site plan, 145 spaces would be designated for the residential component of the project and five spaces would be designated for the commercial component of the project. This analysis assumes that the on-site parking would be limited to project residents and workers and that both residential visitors and commercial customers would use on-street parking.

The SPASP Form-Based Code requirements for the TOHIMU zoning district apply to the project site. TOHIMU zoning (Section 2.05.07.04) limits parking to a maximum of 1.0 automobile parking spaces

per dwelling unit, a maximum of 1.0 space per 1,000 square feet of commercial space, and a basic Transportation Demand Management (TDM) plan.

Table 3 summarizes the code-required maximum and proposed parking for the project. The code would limit parking to a maximum of 223 off-street residential parking spaces and a maximum of nine commercial spaces for the project. Based on a site plan dated April 26, 2017, the project would provide 150 residential parking spaces and five commercial spaces, meeting Code requirements.

TABLE 3: REQUIRED MAXIMUM AND PROPOSED PARKING

Land Use	Size ¹	Required Parking Supply		Parking Supply	Within Range?
		Minimum	Maximum		
Apartments	223 DU	0	223	150	Yes
Commercial	8.9 KSF	0	9	5	Yes
Total		0	232	155	Yes

1. Source: SPASP Form-Based Code Section 2.05.07.04 - TOHIMU Zone Off-Street Parking Requirements for Residential = max 1.0 space per DU and for commercial = max 1.0 space per 1,000 sf

2. DU = Dwelling Units

Source: Fehr & Peers, 2017.

The project is required to implement a basic TDM plan. The project proposes the following TDM strategies that would reduce automobile trips and parking demand generated by the project:

- Long-term and short-term bicycle parking that exceeds Code requirements
- Enhanced transit, pedestrian, and bicycle connectivity through streetscape and site design
- Unbundled parking for market-rate units
- Bicycle repair station for residents
- AC Transit passes or BART-equivalent Clipper Card value for project residents

It is expected that the project parking garage would be limited to residents and employees, and that residential and commercial visitors would need to use on-street parking. Adjacent to the

project site, on-street parking on Knott Avenue is limited to two hours and parking on Kearney Street is unrestricted.

Recommendation 4: Consider implementing time-restricted parking (i.e., two-hour or four-hour limit) during weekday business hours on Kearney Street adjacent to the project site to promote parking turnover and availability for residential and commercial visitors of the project.

Please contact us with questions or comments.

STMP Fee - Gross	Fee Due	Notes
\$ 257,088		
STMP Fee Reduction for Lower Trip Generation	\$ (87,410)	
STMP Fee - Net	\$ 169,678	34% lower trip generation than in the 2005 STMP Nexus. 24% lower than 2019 Nexus.

Project / Report	Size of Project	AM Trips		Total AM Trip Generation	Notes
		AM Trips In	AM Trips Out		
Mayfair Project Residential	223 DU	41	41	82	
Mayfair Project Commercial	819 SF	3	3	6	
Mayfair Project Total		44	44	88	
SPASP Assumption		25	43	68	
Delta		-2	1	-1	
% Decrease		-8%	2%	-1%	

Mayfair vs. 2005 STMP Nexus Update					
Project / Report	Size of Project	AM Trips		Total AM Trip Generation	Notes
		AM Trips In	AM Trips Out		
Mayfair Project Residential	223	38	41	79	
Mayfair Project Commercial	819 SF	3	4	7	
Mayfair Project Total		41	45	86	
2005 STMP Update Assumption Residential	223	23	44	67	
2005 STMP Update Assumption Retail	819			2,671	The report utilized an average car trip rate of 0.63 trips per dwelling unit (2005 update)
2005 STMP Update Assumption Total				100,931	0.60 trips per employee (2005 update), 2 employees per 1,000 SF retail (2019 Update of the STMP Impact Fee)
Delta				-34	
% Decrease				-34%	

Mayfair vs. 2019 STMP Nexus Update					
Project / Report	Size of Project	AM Trips		Total AM Trip Generation	Notes
		AM Trips In	AM Trips Out		
Mayfair Project Residential	223	48	41	89	
Mayfair Project Commercial	819 SF	3	4	7	
Mayfair Project Total		51	45	96	
2019 Nexus Study Residential	223	23	44	67	
2019 Nexus Study Commercial	819			8,366	80.28 (0.36 trips per multi-family unit (2019 Update of the STMP Impact Fee)
2019 Nexus Study Total				88,646	0.94 trips per 1,000 SF retail space (2019 Update of the STMP Impact Fee)
Delta				-22	
% Decrease				-24%	

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TO: WCCTAC Board

MEETING DATE: April 23, 2021

FR: Joanna Pallock, Program Manager

RE: West County Travel Training Program in FY22.

REQUESTED ACTION

Approve an allocation of \$48,000 in Measure J 28b funds to continue the West County Travel Training Program for the duration of FY22.

BACKGROUND AND DISCUSSION

In 2018, the WCCTAC Board approved the use of \$100,000 in Measure J 28b funds to initiate a Travel Training Program in West Contra Costa based on recommendations from the West County Accessible Transportation Study. The program began in March 2019 and involved outreach to seniors and less abled residents to train them on how to use various modes of travel including transit, Uber/Lyft services, and paratransit.

The program was suspended in the Spring of 2020 with the onset of the COVID-19 pandemic and the part-time Program Coordinator, Janet Bilbas, was placed on furlough. Staff has heard anecdotally that there is a growing interest in restarting this program as more people become vaccinated and the demand for taking local trips re-emerges. At the February WCCTAC Board meeting, some Directors suggested that staff consider restarting the program in the summer.

Staff is proposing that the Travel Training Program restart on July 1 at the beginning of the new fiscal year. Staff is aware that the COVID-19 pandemic is far from over, that capacity limits on transit remain, and that various restrictions (such as mask mandates, or limits on certain indoor gatherings) might continue for some time. Depending upon conditions, a reactivated program could begin gradually by making some use of online technology at the beginning or planning physical events and activities for a later time.

Additional funding

Of the \$100,000 in Measure J 28b funds initially allocated by the Board, there is a balance of \$36,000 remaining. Without an additional allocation, the program will likely run out of funding before the mid-point of the fiscal year. As such, staff recommends an additional allocation of \$48,000 in Measure 28b funds to ensure program continuity and success for the duration of the upcoming fiscal year.

Status of Measure J 28b funds

Measure J 28b is a flexible category that can be used for any Measure J-related purpose as recommended by the WCCTAC Board. As of June 30, WCCTAC will have \$510,000 available. WCCTAC has a pending commitment of \$85,000 as a local match for a Richmond Parkway Study grant. If WCCTAC is awarded this grant, it will still have \$425,000 available. Funds in this Measure J category grow by approximately \$80,000 per quarter.

Proposed Use of Funds

The table below provides some additional detail on staff’s funding recommendation.

Program Elements	Projected Annual Cost	Comment
Staffing	\$64,000	- Program Coordinator - Program Manager - Optional Intern
Supplies	\$2,500	Printed materials, lanyards, vests, mailings, etc.
Transit Subsidies	\$2,500	\$5 preloaded to Senior and Disabled Clipper cards
Option - contract with Elder Tech for technology training	\$15,000	Details would be brought back to the Board for consideration before implementation
Subtotal	\$84,000	
Existing 28b funds already allocated	-\$36,000	
Total 28b Funding Need for FY22	\$48,000	

During the first year, there were many lessons learned. The Center for Independent Living (CIL) become a strong referral resource for one-on-one training of clients with more mobility challenges. Staff gathered a dedicated group of volunteers that enabled larger group trips. Staff also established strong partnerships with transit operators and senior center and senior housing staff. All these relationships will continue to be essential.

Staff proposes going beyond previous efforts in the upcoming year by providing additional support in areas such as technology assistance for booking trips, particularly those involving TNCs like Uber and Lyft. The El Cerrito-based non-profit, ElderTech, is a specialized resource that could help staff meet the technology training needs of our senior and disabled population. Adding their resources and expertise would allow staff to host more workshops, particularly those that involve using travel technology to expand information access and mobility options.

Looking Ahead

If the Board approves the recommendation, staff suggests that it return in the fall to provide a status report. Staff would also return in the Spring of 2022 and provide the Board with options for FY2023.

It is possible that West County's Travel Training Program could eventually be folded into a larger, countywide travel training effort. The recently approved, countywide Accessible Transportation Study (ATS), jointly managed by CCTA and the County, considered a variety of initiatives to improve the coordination of senior and disabled transportation services in Contra Costa County. Staff from both the County and CCTA have been monitoring West County's Travel Training Program and considering a countywide version. In this way, the program has not only benefitted West County residents, but also served as a useful pilot for peer agencies.

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El Cerrito

Hercules

April 8, 2021

Pinole

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

RE: March 2021 WCCTAC Board Meeting Summary

Dear Tim:

The WCCTAC Board, at its meeting on March 26, 2021, took the following actions that may be of interest to CCTA:

1. *Approved* circulation of staff letter to the LPMC regarding a proposed amendment to the Lamorinda Action Plan Amendment.
2. *Approved* the release of the 2019 STMP Update Cycle 1 Call for Projects. \$3.75 million is available for the 20 projects on the 2019 STMP project list.

Please let me know if you have any follow-up questions.

Sincerely,

A handwritten signature in black ink that reads "John Nemeth". The signature is written in a cursive style.

John Nemeth
Executive Director

cc: Tarienne Grover, CCTA; John Cunningham, TRANSPAC; Jamar Stamps, TRANSPLAN; Lisa Bobadilla, SWAT; Matt Todd, CCTA

BART

WestCAT

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

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

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