



West Contra Costa High-Capacity Transit Study

WCCTAC Board Meeting

April 28, 2017



Discussion Items

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



Study Process

Public Outreach & Participation

Assessment

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

Alternatives Development & Analysis

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

Final Alternatives

















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

Final Plan

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

*We are
Here!*

Review of Alternatives

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



Outreach Summary



Outreach Summary

- Media coverage:

EAST BAY TIMES



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

Council Presentations

- Common Themes

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





Summary of Survey Results



Survey Information

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

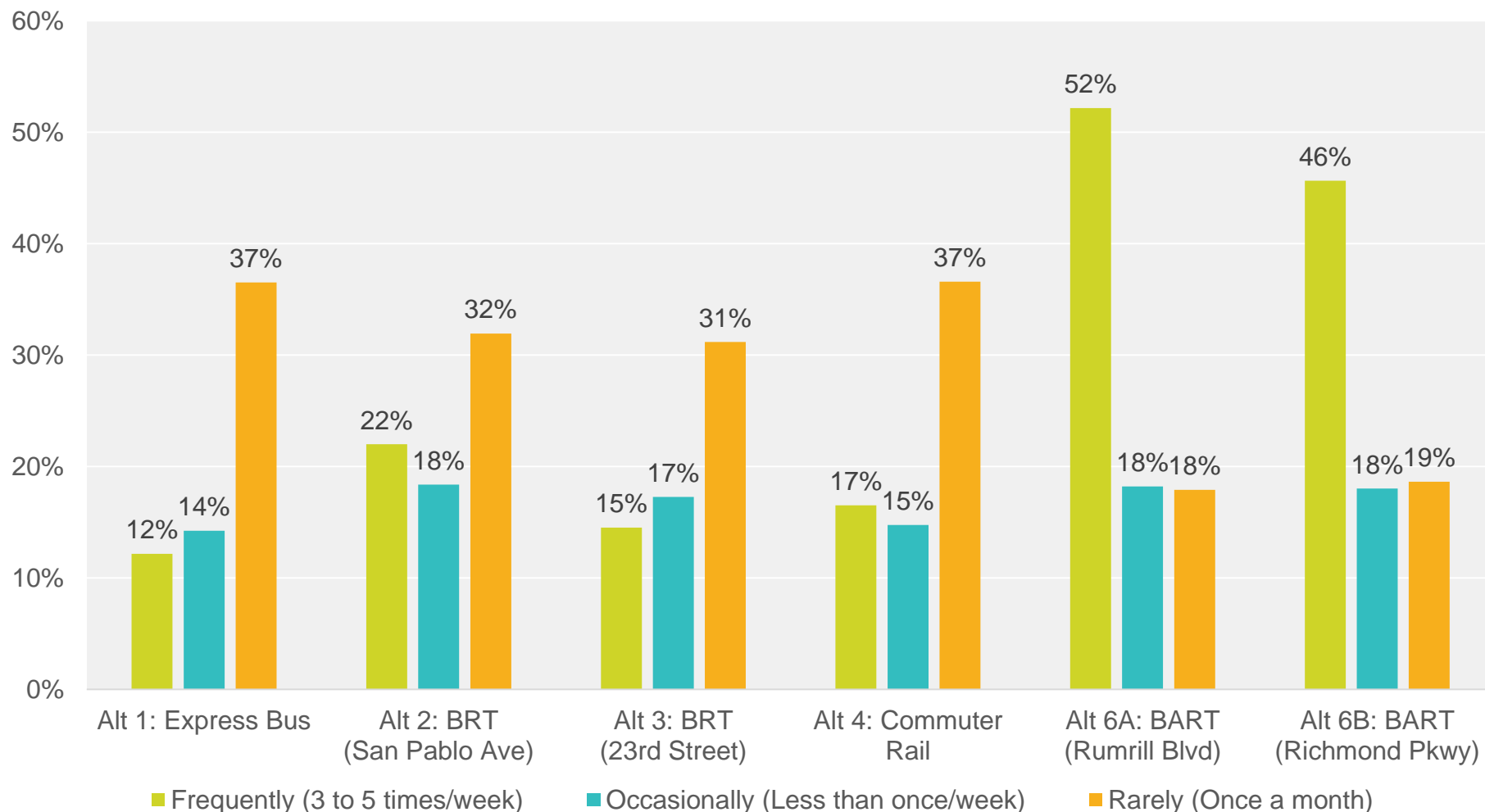


Survey Respondents

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

Trips Starting in West County

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

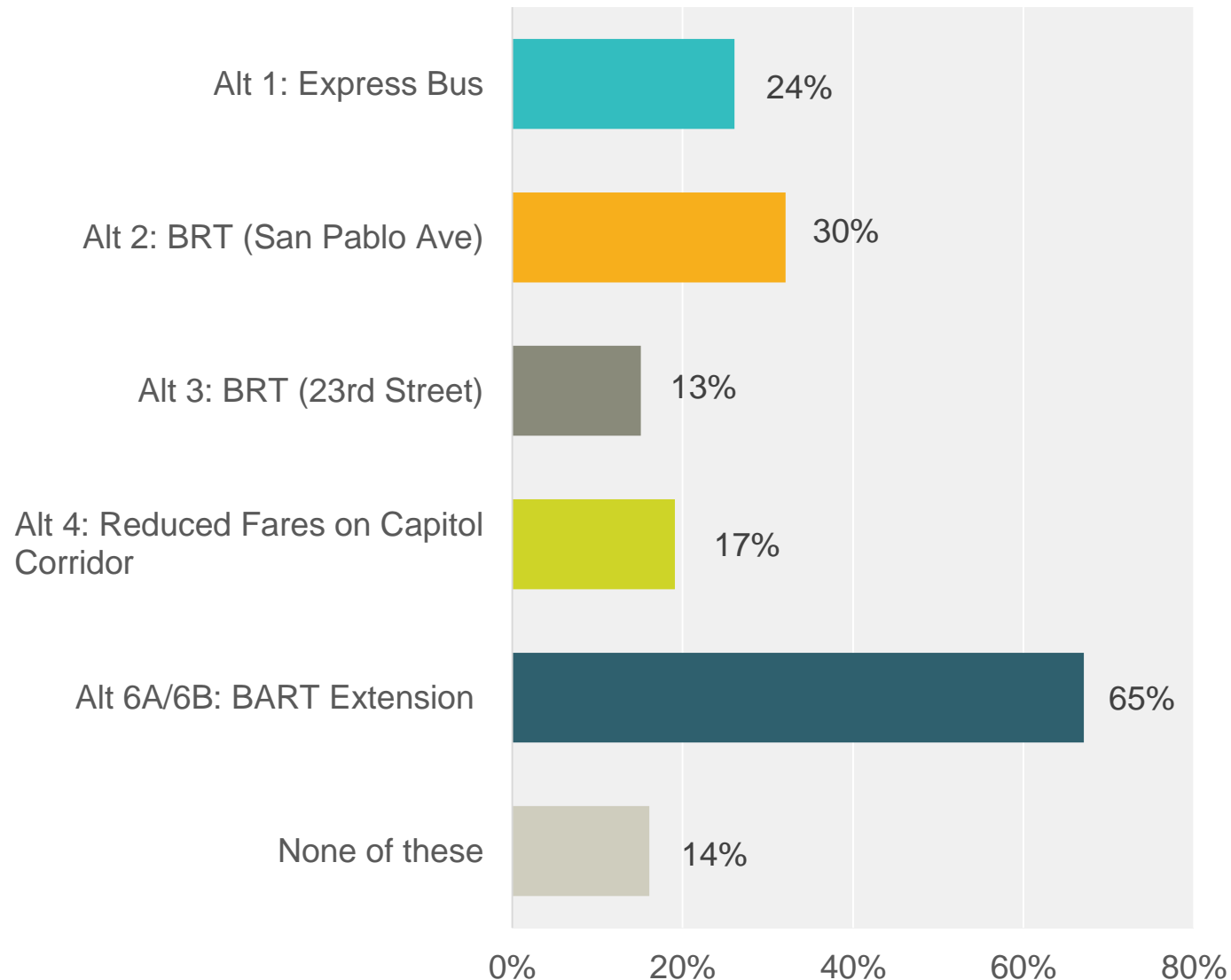


Trips Starting in West County – Preferred Mode

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

Check all that apply.

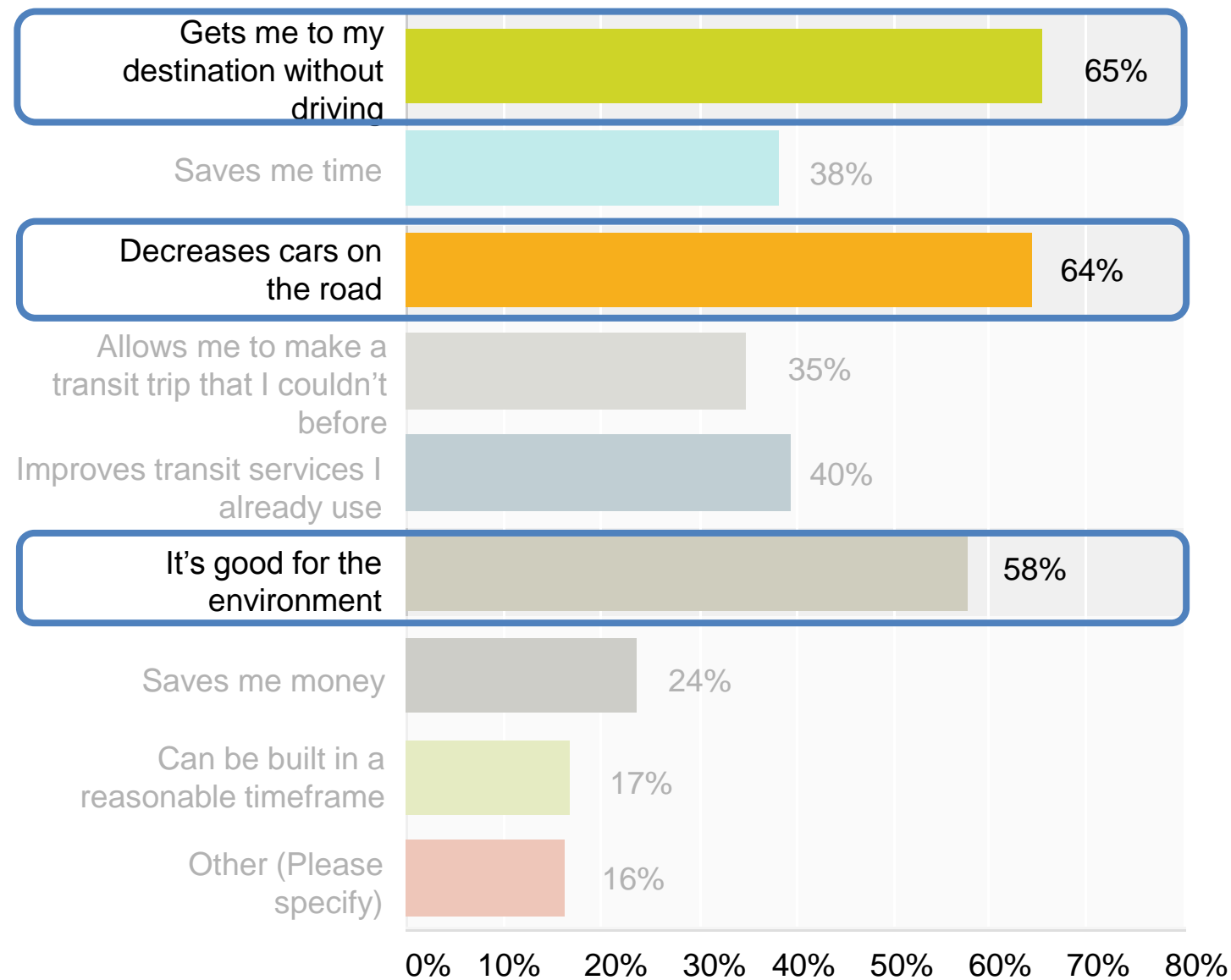
N = 319



Trips Starting in West County – Reasons

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

Check all that apply.



N = 306

Trips Starting in West County - Suggestions

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

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

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

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

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



Draft Final Report



Draft Final Report



Draft Final Report
May 2017

West Contra Costa High-Capacity Transit Study

WCCTAC
West Contra Costa Transportation Advisory Committee



Draft Final Report: What's in it?

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

What Would it Take to Advance Express Bus?

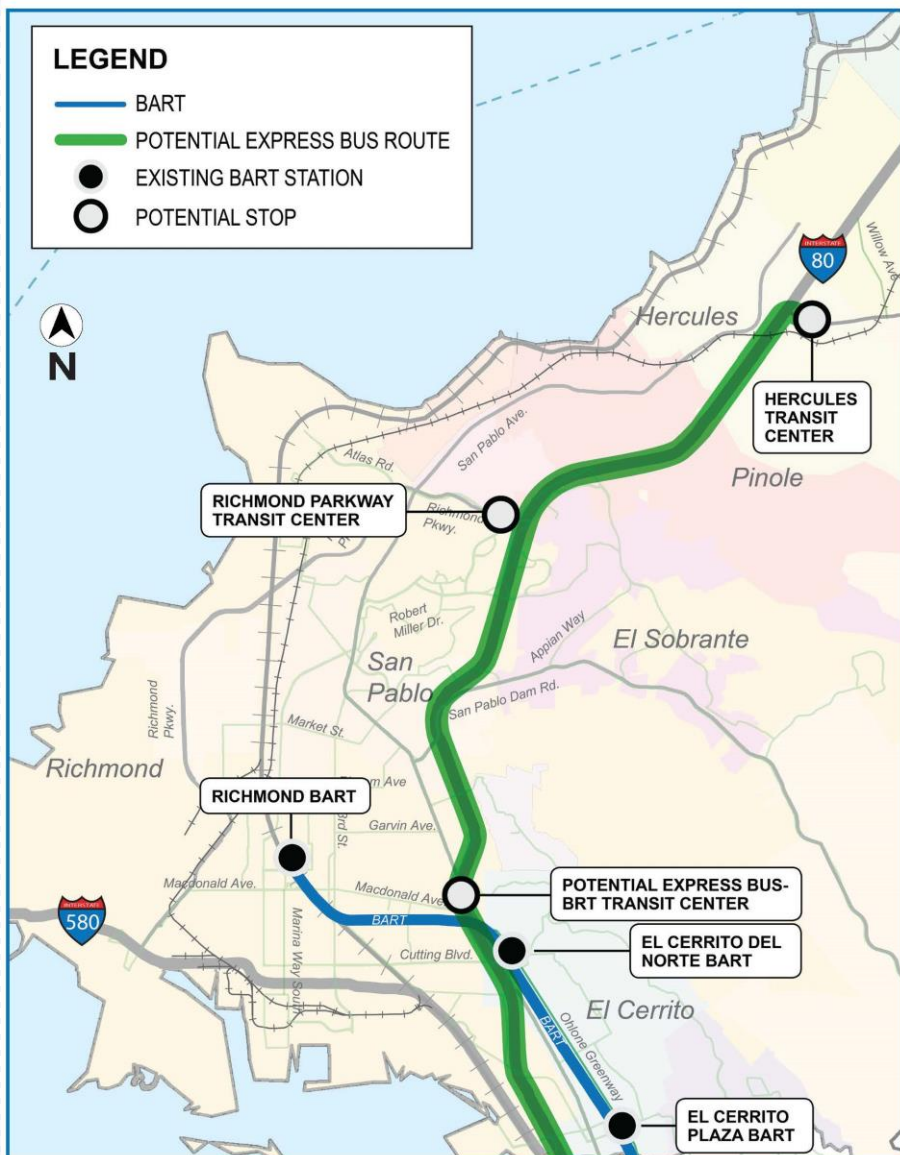
Express



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

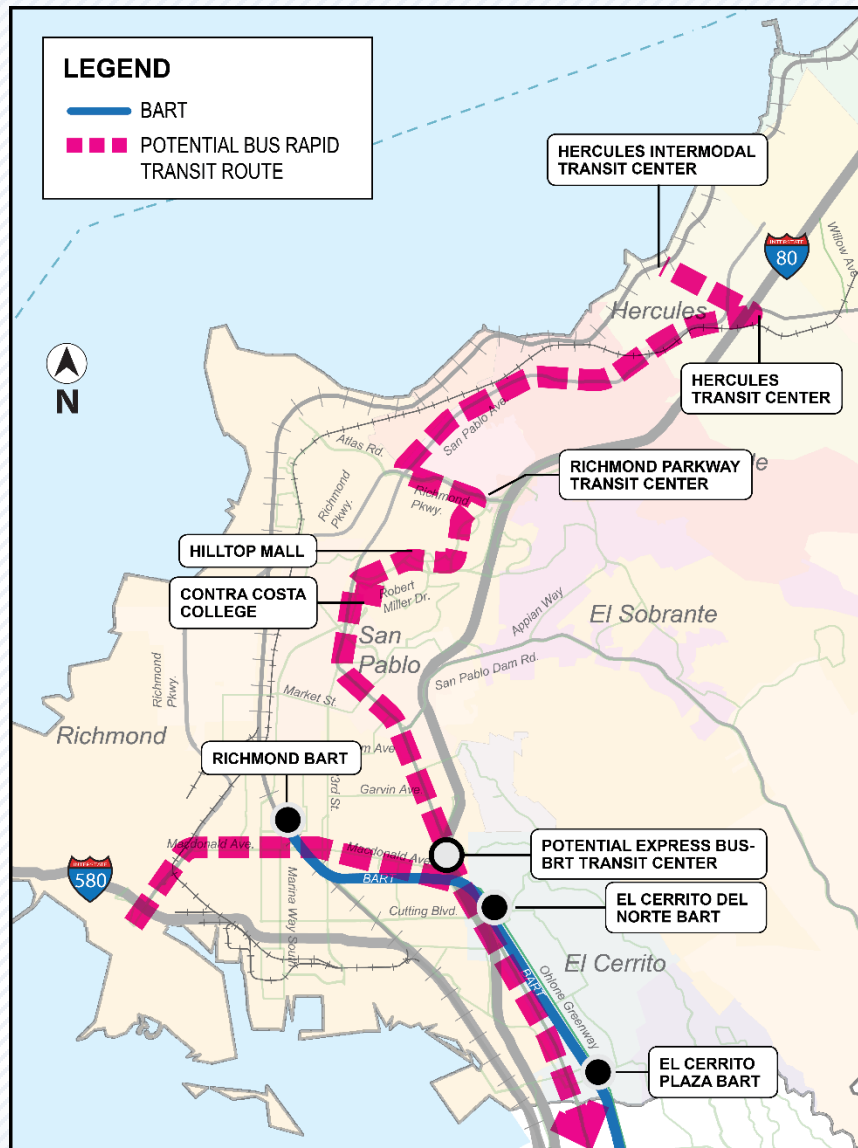


Potential Funding Sources for Express Bus Alternative



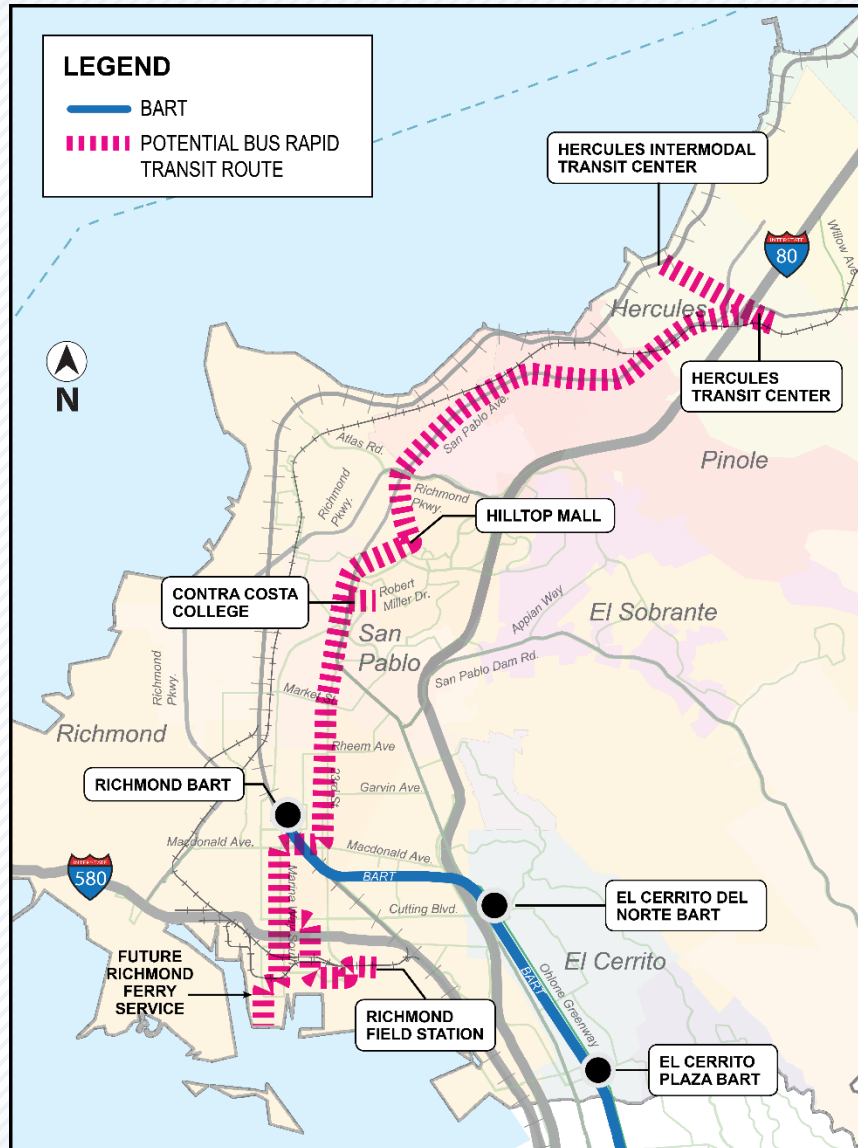
- **Federal Funding**
 - Transportation Investment Generating Economic Recovery (TIGER) grant
 - Section 5339 Bus and Bus Facilities grants
- **State, Regional, and Local Funding**
 - Cap and Trade
 - Sales Tax
 - Property Tax
 - Toll Revenue
 - Fare Revenue
 - Motor Vehicle Registration Fees
 - Local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

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



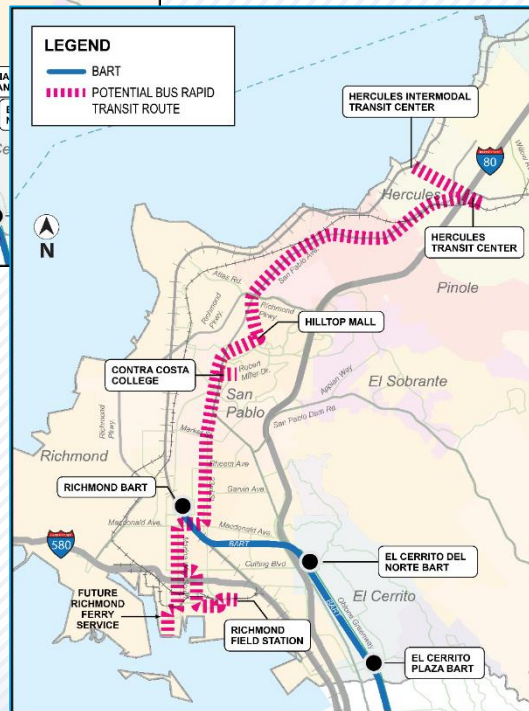
- Advance San Pablo Avenue Multimodal Corridor Study
 - Alameda CTC is lead agency for AC Transit service area
 - WCCTAC and CCTA have contributed funds to the study
 - Study will develop a concept and preliminary design for the corridor
- Extend 72R bus service to Richmond Parkway Transit Center
- Purchase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

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



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

Potential Funding Sources for BRT Alternatives



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

What Would it Take to Advance Commuter Rail?



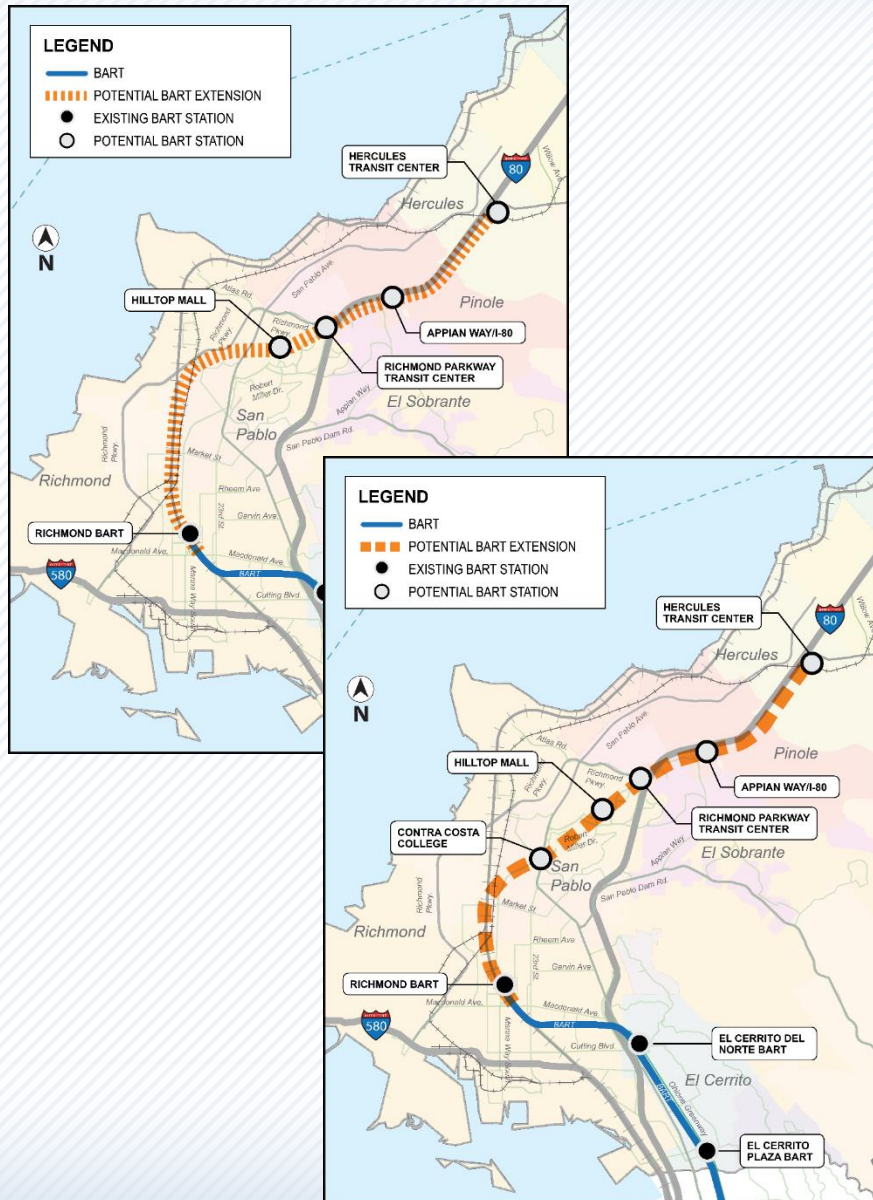
- Conduct more detailed economic and ridership analysis to assess costs/benefits of fare subsidy
 - Identify and secure funding for pilot project
 - Work with Capitol Corridor to participate in program
- Continue RITC build-out (City of Hercules)
 - Need agreement with Capitol Corridor and/or San Joaquin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

Potential Funding Sources for Commuter Rail



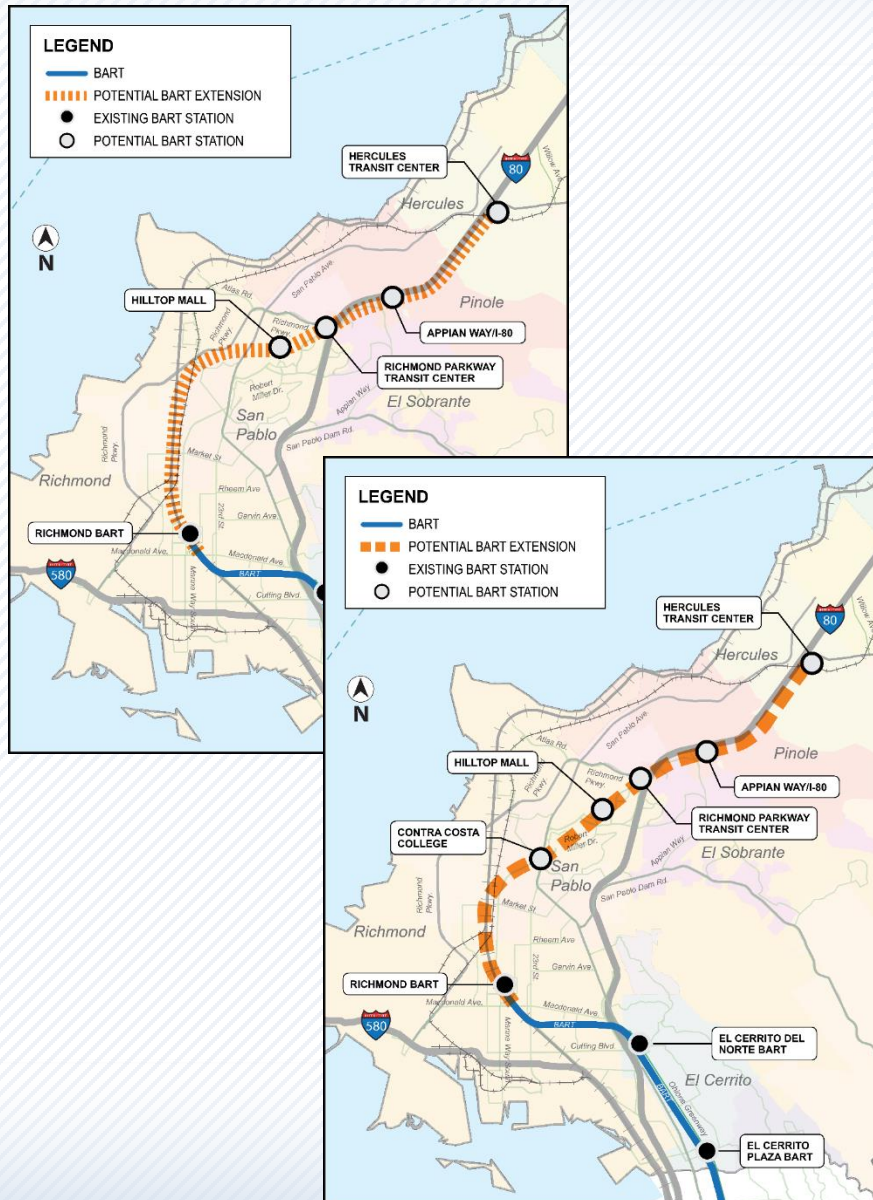
- Federal Funding
 - Transportation Investment Generating Economic Recovery (TIGER) grant
- State, Regional, and Local Funding (Committed)
 - Regional Measure 2
- State, Regional, and Local Funding (Potential)
 - Cap and Trade
 - Sales Tax
 - Property Tax
 - Toll Revenue (RM 3)
 - Motor Vehicle Registration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

What Would it Take to Advance BART Extensions?



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

Potential Funding Sources for BART Alternatives



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









Advancing the Alternatives



Funding Approach

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

Summary of Funding Source Combinations

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

Advancing the Alternatives

Advancing any alternative would require:

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

What should be next for these projects?

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



Discussion

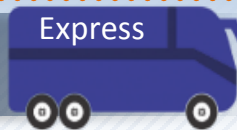




Additional Slides



Funding Strategy for Alt 1: Express Bus



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

Source: WSP | Parsons Brinckerhoff

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



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

Source: WSP | Parsons Brinckerhoff

Funding Strategy for Alt 3: BRT on 23rd Street



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

Source: WSP | Parsons Brinckerhoff

Funding Strategy for Alt 4: Commuter Rail



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

Source: WSP | Parsons Brinckerhoff

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

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



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

Source: WSP | Parsons Brinckerhoff

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

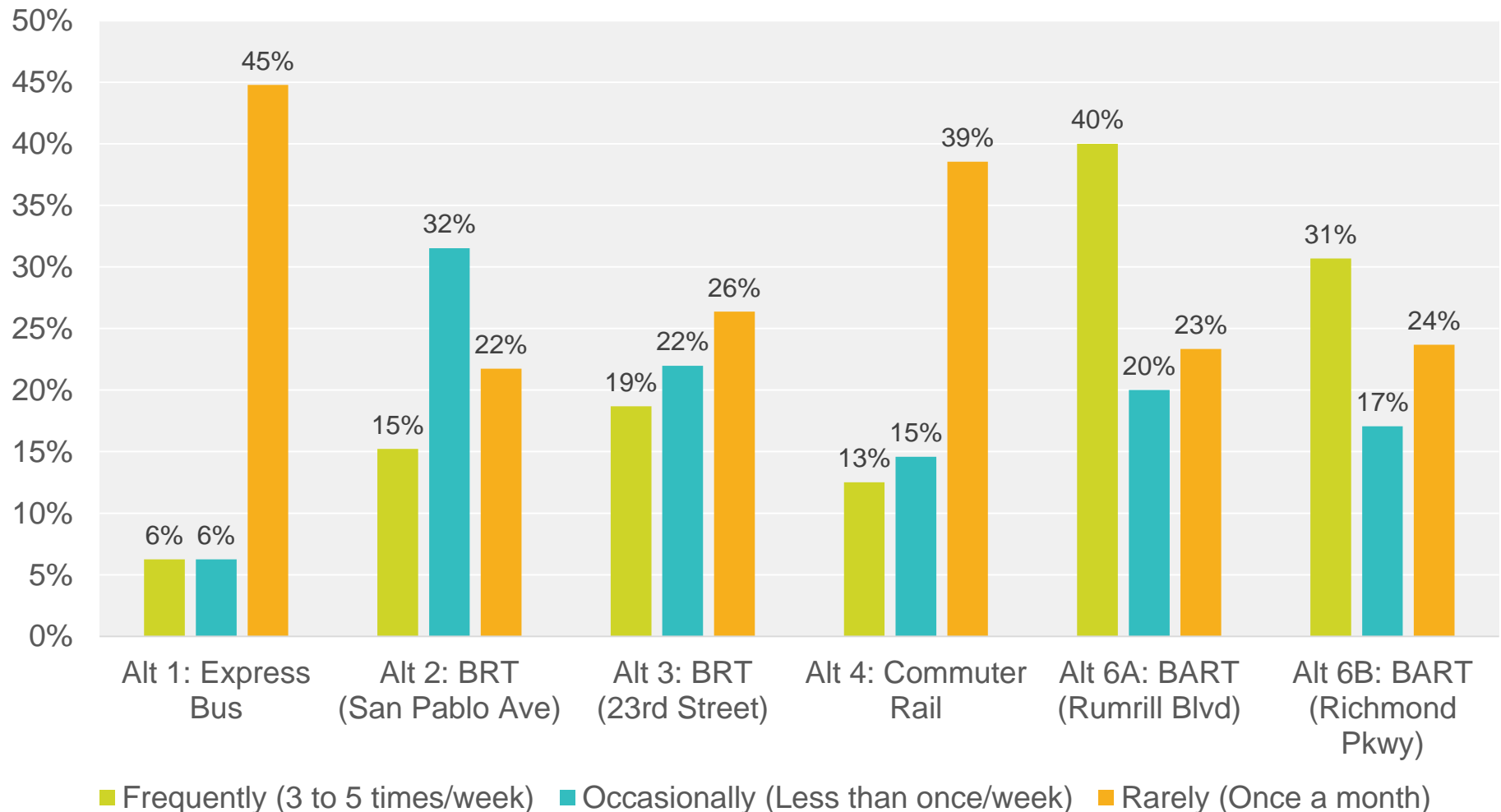


Base Year Dollars (millions)	Total Estimated Capital Cost	Federal Funding	State Funding		Regional / Local Funding	
		New Starts Grants	Cap and Trade		Combination	
			Low End	High End	Low End	High End
Scenario 1: High Federal (50% share)						
Alternative 6B	\$4,156					
Short-term	\$69				\$69 (100%)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

Source: WSP | Parsons Brinckerhoff

Trips Ending in West County

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

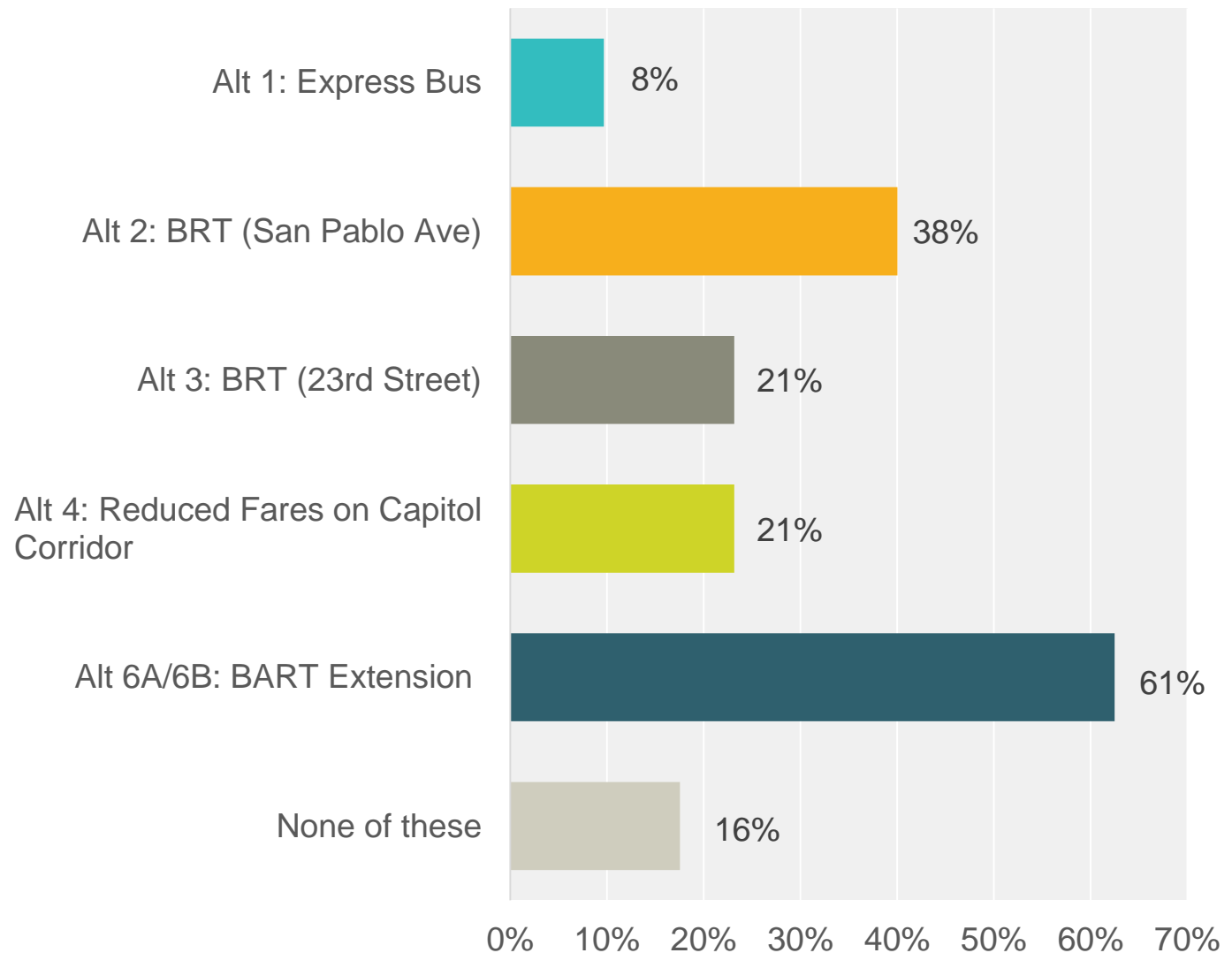


Trips Ending in West County – Preferred Mode

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

Check all that apply.

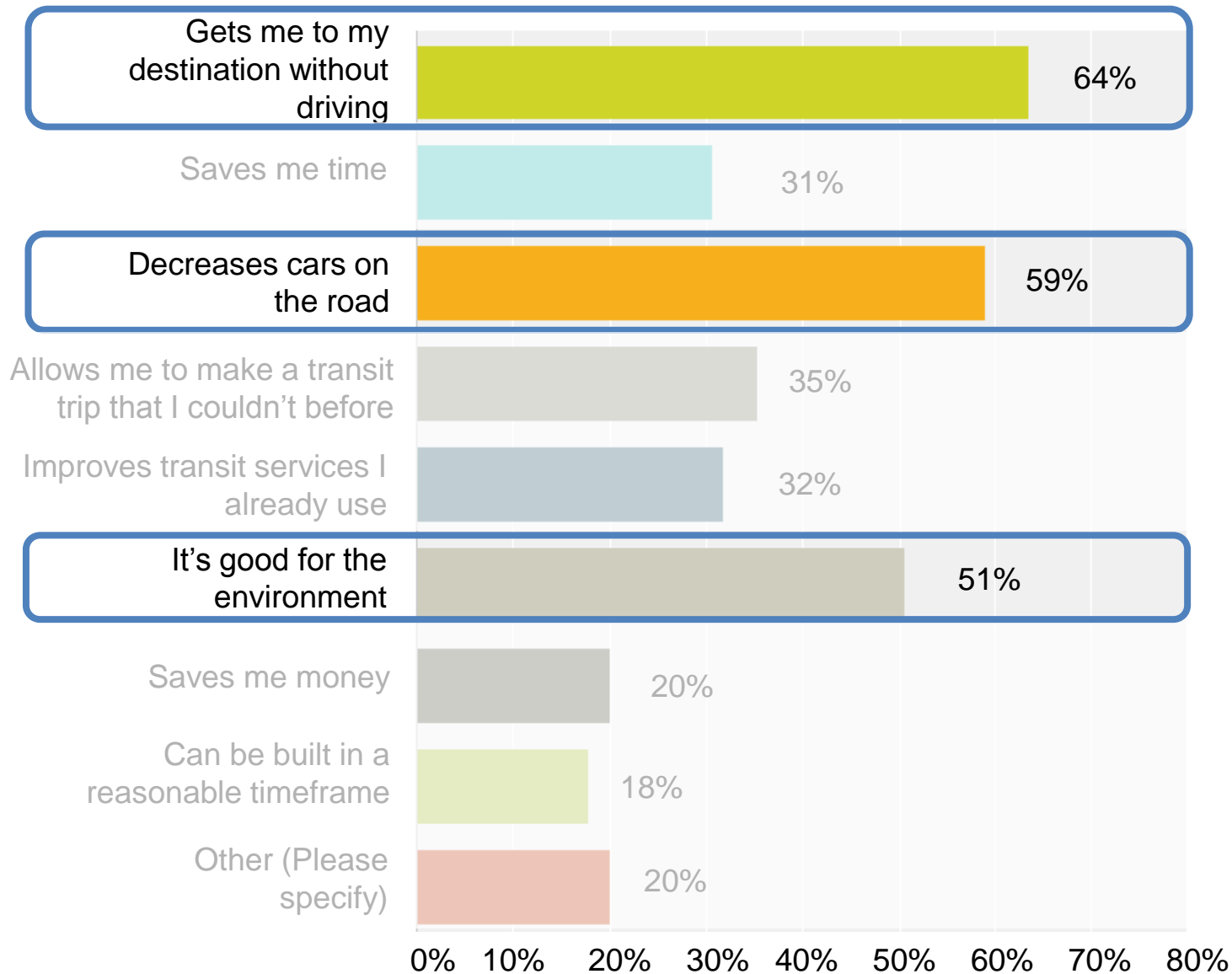
N = 89



Trips Ending in West County – Reasons

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

Check all that apply.



N = 85