



CONTRA COSTA
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authority

MEASURE C REGIONAL TRANSPORTATION MITIGATION PROGRAM

Summary Status Report

February 2008

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SUMMARY STATUS REPORT (FEBRUARY 2008 UPDATE)

Measure C Regional Transportation Mitigation Program

Measure C requires the 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."¹ The Authority first investigated applying a uniform countywide fee on new development as the basis for the mitigation program. At a series of workshops held in 1992, however, the Authority found a lack of consensus to implement a uniform countywide fee. Following those workshops, the Authority shifted its focus from a uniform countywide approach to one that "knits together" the separate sub-regional mitigation programs.

During the 1990s, the Regional Transportation Planning Committees (RTPCs) developed programs suited specifically to each subarea's project needs and growth expectations. East County, in August 1994, was the first RTPC to agree on and implement such a program. By 1999, all of the RTPCs had adopted regional mitigation programs to respond to Measure C. The adopted fee programs have so far been resoundingly successful. To date, they have collected about \$243 million, of which the lion's share — \$193 million — has been collected as part of the combined East County fee programs. Together, adopted regional fees in the East, West, Lamorinda and Southern Contra Costa/Tri-Valley areas could generate as much as \$1.17 billion for regional transportation projects. Since the 2003 Summary Status Report, an additional \$73 million has been collected from the adopted fee programs.

Table 1 summarizes the types of traffic mitigation programs and the adoption date of each. Each of the fee programs applies different fees to different land uses, and their revenues apply to specific transportation improvements. Table 2 compares the fees imposed and the projects that are anticipated to be funded by them. On average, from 2003-2006, total fees increased by 39 percent for all jurisdictions for all land uses, and increased as high as 80 percent in TVTC (Windemere) and as low as 5 percent in West

¹ *Measure C Expenditure Plan, Growth Management Program, 1988, pg 11.*

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County. Table 3 summarizes the total regional fee revenues to date. The Appendix contains information on local fees for the cities and the County related to traffic mitigation.

The remainder of this summary report describes the adopted traffic mitigation programs in greater detail.

Table 1 Status of Regional Traffic Mitigation Programs		
<i>Area</i>	<i>Type of Program</i>	<i>Status</i>
East County	Uniform impact fee on new development	Adopted August 1994 by East County jurisdictions, with a separate Authority for additional projects established in 2002. The two Authorities were combined in late Summer 2005, updated in 2007
Central County	Developer-based mitigation program among Central County jurisdictions	Adopted November 1996 by Central County jurisdictions
West County	Uniform impact fee on new development	Adopted September 1997 by West County jurisdictions, updated in June 2006
Southern Contra Costa County	Regional, subregional and Dougherty Valley impact fees on new development	Adopted in 1996 by San Ramon, Danville and Contra Costa County, updated in March 2007
Tri-Valley	Uniform impact fee on new development	Adopted in 1998 by San Ramon, Danville, Contra Costa County and Tri-Valley jurisdictions in Alameda County, updated in June 2007
Lamorinda	Uniform impact fee on new development	Adopted by Lafayette, Moraga and Orinda in 1998, updated in January 2007

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Table 2 Comparison of Adopted Regional Fee Programs¹

FEES	West County	Central County ⁶	South County ²			TVTC ³ & ⁴	Lamorinda		
			East County	Shapell	Windemere		Other	Moraga	Lafayette & Orinda
Single-Family	\$2,595/ du	0 - \$496	\$16,667/ du	\$4,992/ du	\$5,941/ du	\$3,741/ du	\$2,032/ du (2nd Unit, \$551/ du)	\$4,088/ du	\$1,022/ du
Multi-Family	\$1,648/ du		\$10,231/ du	\$4,992/ du	\$5,729/ du	\$3,741/ du	\$1,292/ du	\$2,549.60/ du	\$637.40/ du
Senior Housing	\$701/du								
Commercial/Retail	\$1.82/ sf		\$1.39/ square feet (sf)	\$3.79/ sf	\$3.79/ sf	\$3.68/ sf	\$1.37/ sf	\$1.73/ sf	\$.43/ sf
Office	\$3.51/ sf		\$1.22/ sf	\$1.59/ sf	\$1.59/ sf	\$5.89/ sf	\$3.65/ sf	same as "commercial"	same as "commercial"
Other	\$2.45/ sf		\$1.22/ sf	Same as "other"	Same as "other"	Same as "other"	\$2.47/ sf	same as "commercial"	same as "commercial"
Storage facility	\$0.53/ sf								
Church	\$1.58/ sf								
Hospital	\$4.21/ sf								
College/ University								\$972/student	\$243/ student
Other	\$3,507/ trip		\$16,667/ hour trip "as determined"	\$4,992/ peak- hour trip	\$5,941/ peak- hour trip	\$3,741/ peak- hour trip	\$814 / AM or PM peak-hour trip	\$4,048/ peak hour trip	\$1,012/ peak hour trip

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Table 2 Comparison of Adopted Regional Fee Programs (cont'd.)¹

<i>PROJECTS</i>	<i>NOTES</i>
West County	
Richmond Intermodal Station	1. Fee amounts are as of June 30, 2007. With the exception of West and Central County, all fees include provisions for escalating the fee amounts to respond to changes in construction costs. Current fee amounts may vary.
I-80/San Pablo Dam Rd & Central Ave I/C	
SR4 West/ Willow Ave I/C	
Capitol Corridor	
Ferry Service ⁵	
East County	
SR 4 widening	2. Windemere fee varies by phase of development. Phase 1 is lower than Phase 3. Total Windemere fees for single and multi-family residential were calculated using an average for the three phases. Other fees apply to development occurring within the SCC boundary in either the County, City (San Ramon), or Town (Danville), but outside Shapell and Windemere.
Arterial Projects	
Regional Transit Projects	
Other Miscellaneous Projects	
South County Regional	
I-680 auxiliary lanes	3. The TVTC has begun a fee nexus study update which may change or add projects to the list, and/or change the fee rates. The Nexus Study should be completed by mid-2008. Other projects may be added as more revenues become available.
I-680/Alcosta interchange	
Stone Valley/I-680 I/C	
(Sub-regional and Dougherty Valley fees fund other projects)	
TVTC	
Flyover at I-680 /I-580 I/C	4. The TVTC fee is based on a voluntary agreement between the Contra Costa and Alameda jurisdictions and was not adopted to comply with the Measure C Growth Management Program.
Improve SR 84	
I-680 auxiliary lanes	
W Dublin BART station	
I-580 HOV lanes	
I-580/ Foothill Rd. I/C	
I-680 Alcosta I/C	
	5. See West County subsection of this report for a complete project list.
	6. Fee amount for Central County is determined on a case-by-case basis for projects exceeding 100 peak hour trips. To date, four projects have been subject to the regional fee. The remaining developments all pay local fees – as shown in the appendix.

Table 3 Total Regional Fee Revenue by Sub-area *

<i>Sub-area</i>	<i>Fee Revenue</i>
East County	\$193,000,000
Central County	\$417,384
West County	\$4,184,000
Southern Contra Costa County	\$5,500,000
Tri-Valley	\$39,276,245
Lamorinda	\$380,000
Total	\$242,757,629

* Estimated revenue as of October, 2007. Actual revenues may vary.

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LOCAL FEES

In addition to the traffic/transportation impact fees that the various regions of Contra Costa levy, the cities also impose local fees to mitigate the effects of increased traffic from development. The Measure C Growth Management Program (GMP) requires that local jurisdictions “adopt a development mitigation program to ensure that development is paying its share of the costs associated with that development.”² While each city does not impose a local fee to mitigate traffic, most do, though the fees vary considerably.

Furthermore, as part of the GMP, Measure C calls for local governments to “demonstrate reasonable progress in providing housing opportunities for all income levels.” Several cities in the county have chosen to impose affordable housing fees as part of their local housing program. These fees will also help meet both Measure C and Measure J requirements. For example, the City of Brentwood has affordable housing in-lieu fees for single family residential development. It charges developers \$75,685 per moderate-income unit not built, \$195,890 per low-income unit not built, and \$261,558 per very low-income unit not built. In February 2004, Walnut Creek adopted an inclusionary zoning ordinance. While developments of one unit are exempt, developments of two to nine units must either build one affordable unit or pay a per foot in-lieu fee (\$1.60 to \$9.00/ square foot depending on the number of units in the development and whether the development is rental or ownership). Developments over nine units must include affordable units. In March 2005, Walnut Creek added an ordinance which imposes a \$5.00 dollar per square foot fee on commercial development for affordable housing purposes. Furthermore, Contra Costa County adopted an Inclusionary Housing Ordinance (IHO) in 2006, with provisions for in-lieu fees. The IHO is applicable to all new residential development of five or more units, and requires that 15 percent of those units be affordable. The IHO allows payment of fees by developers in lieu of constructing affordable units (up to \$25,500 per unit). Alternatively, the IHO allows the affordable units to be developed on a separate site, or the developer may convey land suitable for affordable housing development to a qualified developer. Contra Costa County also charges an affordable housing fee for new dwelling units in Alamo Creek, with revenues transferred to West County. In Hercules, an affordable housing in-lieu fee for all residential units is part of code.

As part of the 2008 Update on the Regional Transportation Mitigation Program, local fees for public art were evaluated in response to a specific request from TRANSPAC. Though not widely applied, a few cities have developed public art ordinances, some of

² Ibid, p. 11.

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which include in-lieu fees; Walnut Creek, El Cerrito, and Brentwood allow developers to pay in-lieu fees. The public art fee in Walnut Creek is based upon one percent of construction costs. In El Cerrito, the fee is based upon one percent of development costs. Brentwood's fee is based upon the project valuation and varies between four-tenths of one percent and one percent, depending on the type of development. While the City of Walnut Creek only applies a public art in-lieu fee to non-residential development, El Cerrito's fee applies to non-residential as well as residential developments that are five or more units. Brentwood's public art fee applies to all residential and public developments. Although it does not include in-lieu fees, San Ramon's General Plan requires "new office and commercial development to provide outdoor art that is clearly visible to the public."

West County (WCCTAC)

STATUS AND APPROACH

In August and September of 1997, the WCCTAC jurisdictions — El Cerrito, Hercules, Pinole, Richmond, San Pablo and the County — enacted a subregional fee program. The West County Subregional Transportation Mitigation Program levies a “fee on new development to mitigate the impacts of new trips generated by that development.” The program also require Hercules and Contra Costa County to “make every effort feasible, within the constraints of the law, to preserve and protect” the right-of-way of the proposed State Route 4 (west) project, the main project that the fee would fund.

As of October 2007, the Authority, acting as the fiscal agent for the West County fee, had received about \$4.18 million from the jurisdictions. The fee program was updated in June 2006. This most recent update eliminated completed projects (including the State Route 4 West project), added new ones, and increased the fee amounts.

PROJECT LIST AND COST ESTIMATE

The revenue generated by the initial fee was to be used to fund portions of three projects:

- Safety and route continuity project on State Route 4 between I-80 and Cummings Skyway,
- Enhanced pedestrian connections between the El Cerrito Plaza BART station and proposed new parking structure on the adjoining shopping center, and
- Access improvements at the Richmond Intermodal Facility.

The 2006 update to the West County fee involved updates to the project list as shown in Table 4.

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Table 4 West County Project List and Funding Amount

<i>Project Name</i>	<i>Amount Funded by Fees</i>
Richmond Intermodal Station	\$15,000,000
I-80 Interchanges at San Pablo Dam Road and Central Avenue; Interchange at Highway 4/Willow	\$14,280,000
Capitol Corridor Improvements	\$13,255,000
Ferry Service from Richmond and/or Hercules/Rodeo	\$12,650,000
BART access and/or parking improvements	\$25,330,000
Bay Trail Gap Closure	\$1,510,000
San Pablo Dam Road Improvements in Downtown El Sobrante	\$1,900,000
San Pablo Avenue Corridor Improvements	\$1,650,000
North Richmond Road Connection Project	\$4,000,000
Hercules Transit Center Relocation	\$1,650,000
Del Norte Area Transit Oriented Development	\$6,875,000
Total	\$98,100,000

*West County may revise fees for these projects based on changes to the Measure C Expenditure Plan.

FEE SCHEDULE

The updated fee structure, which is outlined in Table 5, establishes fees for specified residential and non-residential uses. Unspecified uses will be assessed a fee of \$3,507 per AM peak hour trip generated.

LOCAL FEES

As shown in the Appendix, the fees in West County vary among jurisdictions. Neither San Pablo, El Cerrito, Pinole, nor Richmond currently have fees related to transportation or traffic mitigation. The City of Richmond, however, is considering a proposed local fee structure that is shown on its published master fee schedule. Richmond’s proposed local fees are \$1,351.50 for a single family dwelling unit, and range from \$1.08 to \$3.36 per square foot for non-residential development. Hercules has fees for traffic signals needed as a result of development. These fees range from \$683 for a multi-family residential dwelling unit to \$1,277 for a single family residential dwelling unit. Pinole has even higher fees that range from \$1,648 for a multi-family residential dwelling unit to \$2,595 for a single family residential dwelling unit. Contra Costa County has a traffic fee for

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development in West County, with fees ranging from \$1,190 to \$3,862 per residential unit, and fees ranging from \$1.15 to \$7.93 per square foot for non-residential uses.³

Table 5 West County Fee Schedule	
<i>Land Use Category</i>	<i>Fee</i>
Single Family Residential	\$2,595/ Dwelling unit
Multi-Family Residential	\$1,648/ Dwelling unit
Senior Housing	\$701/ Dwelling unit
Hotel	\$1,964/ Room
Retail	\$1.82/ Square foot
Office	\$3.51/ Square foot
Industrial	\$2.45/ Square foot
Storage Facility	\$0.53/ Square foot
Church	\$1.58/ Square foot
Hospital	\$4.21/ Square foot
Other	\$3,507 per AM peak hour trip

FEE CREDITS

No development is exempt unless it has a vested tentative map or an executed development agreement. Developers may, however, receive credits against fees for the dedication of land for right-of-way or construction of improvements for the three STMP projects if that right-of-way dedication or construction is beyond what would otherwise be required.

ISSUES

The 2006 STMP Update to the West County Fee program includes a provision for land use categories that are not listed in Table 5 above. In this case, the fee shall be determined by the project sponsor based upon a traffic study and subject to approval by WCCTAC. Also, the development of tribal gaming facilities is addressed. WCCTAC is to be included in the evaluation of impacts and determination of mitigations for gaming facilities. Fee monies for such mitigations may be governed by a tribal-state compact or a tribal-local agency agreement.

³ As of August 29, 2007, information on fees for Richmond has not been provided by the City.

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CENTRAL COUNTY (TRANSPAC)

STATUS AND APPROACH

In Central County, new development consists primarily of infill projects and redevelopment of areas near transit, activity centers and downtowns. With regard to its regional mitigation program, TRANSPAC acknowledges that “While more dense development will reduce the number of vehicle trips generated by new development, these trips will add to existing congestion. This additional congestion is the price paid for denser, more transit efficient development. TRANSPAC recognizes that even with the implementation of its Action Plan, it may not be possible to reduce congestion on its Routes of Regional Significance and arterial network. While some major projects remain to be completed, TRANSPAC is focusing on management and operational strategies to help keep traffic moving through the region.”⁴

TRANSPAC and its member jurisdictions adopted the Central County Regional Traffic Mitigation Program in November and December of 1996. This program, which applies to jurisdictions with the power to approve development projects, differs from the fee programs adopted in other parts of the county. Instead of applying a uniform fee to all new development, the Central County program requires jurisdictions to execute a “developer-sponsored mitigation agreement” with affected Central County jurisdictions when a proposed development would generate more than 100 peak hour trips of which 50 or more are interregional trips on Routes of Regional Significance. (An “interregional trip” is defined as any trip that enters or leaves the “home” jurisdiction.)

The model for the Central County Regional Fee program is the City of Clayton’s 1987 Oakhurst County Club project agreement. In this agreement, Oakhurst developer fees were used to mitigate the project’s agreement in which Oakhurst developer fees were used to mitigate the project’s transportation impacts on the Cities of Concord and Walnut Creek, a downstream jurisdiction. The Oakhurst project, with 1,480 units, generated \$1.1 million in transportation fee revenues. An origin and destination study determined the percentage of through trips traveling in the peak hour west from Ygnacio Valley Road at Civic Drive which were attributable to Clayton and formed the basis for the fee amount transferred to the City of Walnut Creek to be spent on specified transportation

⁴ Letter from Julie Pierce, TRANSPAC Chair to Charlie Abrams, Chair of CCTA, January 7, 2008.

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projects. The same approach was used for mitigation projects on Clayton Road and Ygnacio Valley Road in the City of Concord.

Prior to the passage of Measure C in 1988, all of the six Central County jurisdictions already had established fees for local transportation improvements and some local fee programs preceded Measure C by as much as eight years.

With the passage of Measure C, Central County jurisdictions continued the application of its local fees and formally adopted the TRANSPAC Regional Transportation Mitigation Program (RTMP).

The RTMP is implemented through the CEQA process. If a required traffic study indicates the development meets the traffic threshold, the interjurisdictional agreement must establish the developer responsibility to mitigate impacts within both the sponsoring jurisdiction and other affected jurisdictions. Agreements with jurisdictions outside the TRANSPAC area are needed only if TRANSPAC or a member jurisdiction has established a reciprocity agreement with that jurisdiction or its RTPC, although experience has shown that only an agreement specific to the proposed development project is necessary and it is expected that the Central County program will be revised to delete the reciprocity requirement. The agreement, which will be developed in cooperation with the affected jurisdictions, must also establish implementation and monitoring of mitigation requirements.

In 1995 and again in 2002, Concord and Walnut Creek entered into two specific traffic impact fee agreements⁵ for the Crystal Ranch and Montecito development projects which are located in the City of Concord but produce traffic impacts that also affect Walnut Creek. For both projects, it was determined that 17 percent of the traffic generated by these developments traveled through Walnut Creek. As a result, fees to be transferred to Walnut Creek by Concord are calculated as 17 percent of the current Walnut Creek Single Family Dwelling fee multiplied by the number of units. The fees collected in Concord are transferred to Walnut Creek for the construction of various traffic improvements defined in the agreement. The Agreement allows project substitution should conditions warrant.

The current fee in Walnut Creek for single-family residential units is \$1,578. Therefore, for the Crystal Ranch and Montecito developments, Concord pays Walnut Creek \$268 per single-family residential unit. Concord also is negotiating with the County and the

⁵ These fee agreements are Ygnacio Valley Road corridor traffic mitigation fees.

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City of Pittsburg on a fee agreement for projects associated with the Pittsburg/ Bay Point BART Station Specific Plan.

In March 2006, the cities of Concord and Pittsburg negotiated fee agreements for the Vista Del Mar (formally known as Alves Ranch) and Bailey Road Estates projects. In addition to paying the standard East County local and regional fees, which increase based on the construction cost index, the Vista Del Mar and Bailey Estates developer will also pay additional fair-share traffic mitigation to the City of Concord. The fee generated by the Bailey Estates development is \$496 for a single-family residential unit, for a total of \$123,468. The fees generated by the Vista Del Mar development range from \$45 to \$243/ unit (depending on the type of unit), for a total of \$123,468.

Total fee revenues to date (as of October 2007) generated by the Central County Mitigation Program are \$417,384.

PROJECT LIST AND COST ESTIMATE

Because the Central County RTMP requires interjurisdictional agreements only when engendered by developments, a list of projects and actions, and cost estimates is not required. The specific fee amounts and associated mitigation measures depend on the impacts of each proposed development.

FEE SCHEDULE

Fees will be developed on a case-by-case basis, depending upon the number of trips generated and the project mitigations required. The fee amounts will be set forth in the interjurisdictional agreement which will be developed cooperatively by the affected jurisdictions.

LOCAL FEES

The local fees in Central County range from Clayton's Offsite Arterial Street Improvement fee (\$1,456 per single family residential unit) to Concord's Off-Site Street Improvement Program Fee (\$2,851 per single family residential unit). While all levy non-residential fees that are charged per square foot for commercial, office and/or industrial space, Walnut Creek also has specific square foot fees for medical buildings and health clubs. In addition, Walnut Creek imposes fees of \$4,767 and \$2,838 for gas stations depending on whether they are located on major arterial or smaller streets. Contra Costa also imposes traffic fees in Central County. See the Appendix for additional details.

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FEE CREDITS

Treatment of fee credits has not been specified for the Central County RTMP. It is anticipated that credits, if any, would be identified in the interjurisdictional agreement.

ISSUES

Currently, the Central County program applies only to TRANSPAC member jurisdictions. To receive mitigation fees when developments outside of TRANSPAC affect Central County or to require mitigation fees when developments in TRANSPAC affect outside jurisdictions, additional agreements are necessary.

EAST COUNTY

STATUS AND APPROACH

In August 1994, Pittsburg, Antioch, Brentwood, and Contra Costa County entered into a Joint Exercise of Powers Agreement (JEPA) to institute a subarea fee for East County. In October 1999, the JEPA was amended to include Oakley. The program is overseen by the East Contra Costa Regional Fee and Financing Authority (ECCRFFA), whose board is composed of one elected official from each of the five involved jurisdictions. Each jurisdiction collects the fee at the local level through the building permitting process. As of October 2007, fee revenues amounting to \$193 million have been collected.

In 2002, a new Authority, called the East County Transportation Improvement Authority (ECTIA) was created to supplement the ECCRFFA. With the exception of Pittsburg, the ECTIA included all of the East County jurisdictions, and added projects to the east along the Route 4 Bypass, Byron Highway, and SR 239 to Tracy. The ECTIA has since been dissolved and ECCRFFA has taken over the uniform regional development fee program as well as projects previously administered by ECTIA.

PROJECT LIST AND COST ESTIMATE

The East County fee program is focused on improving the Route 4 Corridor from Bailey Road, through Antioch, and south through Brentwood. As shown in the Table 6, the total cost of the projects included in the program is estimated at \$1.692 billion. Based upon the current fee collection schedule, \$521 million is expected to be collected through fee contributions. The maximum fee contributions were identified through a fee study completed by ECCRFFA in 2005. Other funding sources identified to date are expected to generate another \$782 million, leaving a projected shortfall of \$389 million. The shortfall will need to be procured through federal, State, or regional sources.

FEE SCHEDULE

The fee for single-family residences began at \$1,730 per unit in the first year of the fee, and increased to \$4,475 after July 1997. The November 2002 Strategic Plan increased the fee to \$7,500 per single family unit for jurisdictions to the east of Pittsburg to generate additional revenues for SR 4, the SR 4 Bypass, and regionally significant projects to the east. In 2005, the ECCRFFA Board implemented a uniform regional development fee. This year, the fee increased to \$16,667 per single-family unit as shown in Table 7. The fees for nonresidential development are set at \$1.39 per gross square foot for commercial

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space, and \$1.22 for industrial or office space. Total revenues to date for the East County fee programs stand at \$193,000,000.

Table 6 Transportation Projects Funded By ECCRFFA

<i>Project Description</i>	<i>Project Cost</i>
State Route 4: Freeway widening including Railroad Avenue to Loveridge Road, Loveridge Road Interchange, Loveridge Road to Bypass, and Hillcrest Avenue Interchange expansion.	\$423 million
State Route 4 Bypass: Build new 4 lane, 9-mile length expressway facility, beginning at the SR 4/SR 4 Bypass/SR 160 interchange southward, bypassing Oakley and Brentwood, and connecting to the realigned Vasco Road	\$406 million
Northern Parallel Arterials: Pittsburg-Antioch Highway, Ninth and Tenth Streets, California Avenue, and Willow Pass Road	\$39 million
Southern Parallel Arterials: Buchanan Bypass, West Tregallas Road/ Fitzuren Road, and West Leland Road	\$77 million
New Regional Arterial Projects: Widening Wilbur Avenue, Neroly Road, Deer Valley Road, and Walnut Boulevard, Construction of John Muir Parkway, Byron Highway safety enhancements	\$61 million
Regional Transit Projects: Including East County Express Buss and Commuter Rail (eBART)	\$385 million
Other Miscellaneous Projects: Laurel Road extension, SR 239/84 Connector, SR 239 Corridor Study, SR 4 Widening, Balfour Road widening, Marsh Creek Road and Deer Valley Road safety enhancements, and Route 84/ Vasco Road	\$301 million
<i>Total Cost</i>	<i>\$1.692 billion</i>

Table 7 ECCRFFA Fee Rates

<i>Land Use Category</i>	<i>Fee</i>	<i>Per Unit</i>
Single Family Residential	\$16,667	per dwelling unit
Multi-Family Residential	\$10,231	per dwelling unit
Commercial	\$1.39	per square foot
Office	\$1.22	per square foot
Industrial	\$1.22	per square foot

The East County fee schedule is subject to adjustments for inflation of construction costs. The rate of increase will be determined through the Engineering News-Record Construction Cost Index.

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LOCAL FEES

The cities that are members of ECCRFFA have their own local fee schedules. The fees levied to mitigate transportation or traffic in these towns vary considerably. Whereas Antioch only imposes small fees for traffic signals (\$64-\$346 depending on the type of development), Brentwood, Oakley, and Pittsburg have per unit fees ranging from \$2,870 (Pittsburg, "Retirement Community") to \$11,479 (Oakley, "Single Family Residential"). Contra Costa County's fee schedule for East County covers both residential and non-residential uses (office, industrial, commercial). See the Appendix for further details.

FEE CREDITS

The ECCRFFA fee program does not include provisions for fee credits. The fee is calculated on a uniform basis for all the ECCRFFA member agencies. The adopted fee amounts are lower than the fee calculation that results from a basic nexus calculation of the total fees that could potentially be charged to new development. Specifically, the fee for non-residential uses was significantly discounted to promote economic development and job creation in East County.

ISSUES

The primary issue in East County is the lack of funding to complete all of the projects in the fee program. Roughly one third of the cost for the program will be generated by fee revenues. The remaining balance is only partially funded through local, State or federal commitments. Depending upon assumptions about countywide priorities, fee and state/federal funding sufficient to complete the program could be expected to accrue between 2005 and 2030.

Another issue is cash flow. Revenues from the fee program are generated year-by-year, and are therefore not available immediately. Bonding against future fee revenues is difficult because revenues generated from impact fee programs are somewhat unpredictable. Obtaining a desirable bond rating and reasonable interest rate would require that the participating jurisdictions pledge other tax revenues to collateralize the debt service. The adopted ECCRFFA Strategic Plan recognizes these issues by phasing project construction over 25 years.

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Southwest County (SWAT)—Tri-Valley Jurisdictions

STATUS AND APPROACH

Two regional fee programs have been established by the Tri-Valley jurisdictions of SWAT. First, following the Dougherty Valley Settlement Agreement in 1996, the Town of Danville, the City of San Ramon, and Contra Costa County established a Joint Exercise of Powers Agreement (JEPA) and enacted a set of traffic impact fees within Southern Contra Costa County. Then in 1998, the TVTC jurisdictions (Danville, San Ramon, Contra Costa County, Dublin, Pleasanton, Livermore and Alameda County) entered into a JEPA that established the Tri-Valley Transportation Development Fee (TVTDF).⁶

The South County fee program applies separate fees to development within three areas. The regional component of the fee applies to all new development throughout San Ramon (with a few specified exceptions); those fees will be used to fund the three projects on I-680 outlined in Table 8. The sub-regional and Dougherty Valley components of the fee will help pay for 32 projects on surface streets within that area. The Dougherty Valley fee is made up of fees on two separate developments, the Windemere and Shapell projects; development in those projects must pay both the regional and sub-regional fees and their respective Dougherty Valley fees.

The TVTD comprises a set of uniform fees on new development within the Tri-Valley area. The use of the fee is guided by the TVTDF Strategic Expenditure Plan (SEP) which outlines the priorities for the Tri-Valley area as agreed to by the seven TVTC member agencies. The SEP lists project costs for each of the 11 potential projects; estimates expected revenues from the TVTDF and other possible revenue sources for the projects; sets a prioritization plan and a timeline for project delivery; and identifies the TVTDF jurisdiction responsible for overseeing implementation of the project.

⁶ The TVTD fee was not adopted to comply with the Measure C Growth Management Program. Instead, the TVTD fee, the product of an inter-county agreement, was created to mitigate traffic impacts in the southwest section of Contra Costa created by development in Alameda County jurisdictions that are parties to the Tri-Valley Fee. Furthermore, most of the projects funded by TVTD are in Alameda County. South County's obligation for compliance with the Regional Transportation Mitigation Program is fulfilled by the adoption of the South County Fee JEPA with San Ramon, Danville and the County.

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PROJECT LIST AND COST ESTIMATE

As shown below in Table 8, the list of regional projects for the Southern Contra Costa (SCC) fee program totals \$48.8 million, of which \$11.6 million would be funded by SCC fee revenues.

Table 8 Southern Contra Costa Regional Fee Project List		
<i>Project Description</i>	<i>Fee Amount</i>	<i>Project Cost</i>
I-680 auxiliary lanes from Bollinger Canyon Road to Diablo Rd.	\$8.5 million	\$28.0 million
I-680/Alcosta Boulevard interchange improvements	\$2.3 million	\$16.8 million
I-680/Stone Valley Road interchange improvements (ultimate configuration beyond the Measure C phase; includes signals and new turn lanes)	\$0.8 million	\$4.0 million
TOTAL COST	\$11.6 million	\$48.8 million

The sub-regional and Dougherty Valley fees will fund \$35.7 million of roadway projects to serve projected development within the sub-regional area. The projects range from intersection improvements, roadway widening, the extension of existing roads, and the construction of new ones. Major projects include the construction of Windemere Parkway (\$14 million); the widening of Crow Canyon Road from four to six lanes from Alcosta to West Branch (\$5.3 million) and to eight lanes between Alcosta and I-680 (\$3.5 million); the widening of Camino Tassajara to six lanes from Windemere to the county line (\$4.0 million); the widening of Dougherty Road to six lanes (\$4.4 million); the widening of Bollinger to eight between I-680 and Alcosta Boulevard and to six lanes from Alcosta to Canyon Lakes Drive (\$3.8 million).

The JEPA that established the TVTDF identified 12 projects that could be funded with the revenues generated by the fee:

1. I-580/I-680 flyover and hook ramps
2. I-580/State Route 84 (Isabel Parkway) interchange
3. State Route 84 widening
4. I-680 auxiliary lanes between Bollinger Canyon Road and Diablo Road
5. West Dublin-Pleasanton BART Station
6. I-580 HOV lanes from Tassajara Road to Vasco Road
7. I-680 HOV lanes from State Route 84 to the top of the Sunol Grade
8. I-580/Foothill Road-San Ramon Road interchange modifications
9. I-680/Alcosta Boulevard interchange
10. Crow Canyon Road safety improvements (Phases I and II)

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11. Vasco Road safety improvements (Phases I and II)
12. Express bus service

The current SEP, however, only allocates TVTDF revenues for seven of these projects: 1) I-580/I-680 flyover and hook ramps; 2) State Route 84 corridor improvements (but not the I-580/Isabel Parkway interchange); 3) the I-680 auxiliary lanes between Bollinger Canyon Road and Diablo Road; 4) the West Dublin-Pleasanton BART Station; 5) the I-580 HOV lanes from Tassajara Road to Vasco Road; 6) the I-580/Foothill Road-San Ramon Road interchange modifications; and 7) the I-680/Alcosta Boulevard interchange. Of these, the I-580/I-680 flyover is the number one priority. Many of the funds generated will be used initially for studies necessary to define the project and help get additional State or federal funding. As of October 2007, Tri-Valley has collected about \$39 million in fees. The current TVTDF projects have an estimated cost of \$756 million, of which \$413 million is unfunded.⁷

Through the end of FY 2012/2013, the TVTDF is forecast to generate about \$56.7 million to fund identified projects in the Tri-Valley. The estimated cost for all eleven identified regional projects, however, is \$466 million, far greater than expected fee revenues. Even with other sources of funding including Measure C, the SEP estimates a shortfall of about \$400 million. With Alameda County voter's approval of a new Measure B, the shortfall was reduced.

The TVTC approved a new fee nexus study in February. This study could lead to changes in the fees charged and projects that could be funded with new revenues.

FEE SCHEDULE

Table 9 outlines the range of fees established by the TVTDF, Southern Contra Costa and Dougherty Valley fee programs. As noted above, the regional fee serves as the area's RTMP while the other fees will be used to mitigate more localized impacts.

⁷ There is also a list of proposed new TVTD fee projects with an estimated cost of \$5,716 million.

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Table 9 TVTD and Southern Contra Costa Fee Schedules¹

<i>Land Use Type</i>	<i>TVTDF²</i>	<i>South County</i>		<i>Dougherty Valley Fees</i>	
		<i>Regional</i>	<i>Sub-regional</i>	<i>Shapell</i>	<i>Windemere³</i>
Single-Family Residential (du)	\$2,032	\$1,101 (2 nd unit, \$551)	\$3,038	\$3,997	Phase 1: \$4,395 Phase 2: \$5,093 Phase 3: \$5,349
Multi-Family Residential (per du or peak-hour trip) ⁴	\$1,292	\$1,101	\$3,038	\$3,997	Phase 1: \$3,760 Phase 2: \$5,093 Phase 3: \$5,349
Retail/Commercial (per sf gross floor area)	\$1.37	\$1.10	\$2.98	\$2.80	\$2.80
Office (per sf. gross floor area)	\$3.65	\$1.75	\$4.76	—	—
Industrial (per sf. gross floor area)	\$2.47	—	—	—	—
Other Uses (peak-hour trip)	\$814	\$1,101	\$3,038	\$3,997	Phase 1: \$4,395 Phase 2: \$5,093 Phase 3: \$5,349

1. The fees are adjusted for inflation each spring.
2. The TVTC has adopted an updated fee nexus study and has begun considering changes to the list of projects to be funded or to the fee rates.
3. The Windemere fee varies by phase of the development.
4. Rates for trips generated by multi-family residential units are based on peak-hour trips generated for regional and sub-regional fees and based on the number of dwelling units for Dougherty Valley fees.

LOCAL FEES

The Tri-Valley area encompasses cities in both Contra Costa (Danville and San Ramon) and Alameda counties (Dublin, Pleasanton, and Livermore) and surrounding unincorporated areas. In addition to the Tri-Valley and South Contra Costa fees, Danville has a number of local fees that pertain to traffic mitigation. These fees range from the fairly nominal fees charged to all properties that abut the Iron Horse Trail (\$16 per lineal feet of frontage) to the fees charged for single family residential units in the North East Benefit District (\$17,156 per dwelling unit). San Ramon’s local traffic impact fee is \$657 per single family dwelling unit, and ranges from \$.88 to \$1.96 per square foot on non-residential. Contra Costa County’s fees in the Tri-Valley include \$9,906 per residential unit in Alamo Creek, and other fees in Dougherty Valley, as shown in the appendix.

FEE CREDITS/EXEMPTIONS

Projects with existing development agreements are exempt from the TVTDF if the development does not provide for payment of the fee and if the development agreement is not significantly revised.

SOUTHWEST COUNTY (SWAT) — LAMORINDA

STATUS AND APPROACH

To comply with Measure C requirements for a Regional Traffic Mitigation Program, the Cities of Lafayette and Orinda and the Town of Moraga entered into a Joint Exercise of Powers Agreement establishing the Lamorinda Fee and Financing Authority. The LFFA is charged with carrying out the Lamorinda development fee program, including identifying projects, setting funding goals and a funding schedule, and establishing a fee schedule and mechanisms for administering the fee.

The fee is divided into two parts: a regional fee and a “set-aside” fee. Each of the three jurisdictions party to the Lamorinda fee is entitled to set aside a portion of the fee collected to fund projects in the Expenditure Plan (or new projects added with the agreement of the other jurisdictions) that are located within their jurisdiction. The projects in the initial Expenditure Plan are listed in Table 8. The maximum fee that a jurisdiction can set aside is listed in Table 9 below. The portion of the fee collected that the jurisdictions do not set aside becomes the regional fee. The regional fee will also be used to fund projects on the Expenditure Plan. Of the total expenditure of regional fees between the beginning and end of the LFFA, 55 percent must be used to Lafayette projects, 35 percent must be used to fund Orinda projects, and 10 percent must be used to fund Moraga projects.

PROJECT LIST AND COST ESTIMATE

As of October 2007, Lamorinda had collected \$380,000 in fees. The JEPA established an initial Expenditure Plan that included \$32.7 million in projects, of which \$31.4 million remains unfunded. The initial Expenditure Plan is shown in Table 10. Any of the three jurisdictions may amend the Expenditure Plan to add a new project to be funded with set-aside fee revenues if the city council finds that there is a reasonable relationship between the project and the impact of the development or developments on which the fee is imposed, and that the project has a regional benefit.

FEE SCHEDULE

Table 11 outlines the fee schedule initially established as part of the Lamorinda program. It includes the maximum set-aside fee and the minimum regional fee that each jurisdiction can collect as well as the total fee. (Each jurisdiction may withhold up to the

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full set-aside fee amount for projects on the Expenditure Plan list within their jurisdiction. They must submit at least the minimum regional fee amount shown Table 11.)

Table 10 Lamorinda Fee Expenditure Plan	<i>Project Cost</i>	<i>LTIP Funding</i>	<i>Unfunded</i>
Joint Jurisdictional Expansion of School Bus Program	\$500,000	\$0	\$500,000
TOTAL JOINT JURISDICTIONAL	\$500,000	\$0	\$500,000
Lafayette Principal Arterials Structural Improvements	\$9,011,100	\$0	\$9,011,100
Signal Coordination: Mt. Diablo Boulevard and Moraga Rd.	\$220,000	\$220,000	\$0
Mt. Diablo-Oak Hill-Moraga Rd. circulation	\$4,000,000	\$824,000	\$3,176,000
Deer Hill Rd.-Oak Hill Rd. capacity and circulation	\$200,000	\$0	\$200,000
Oak Hill Rd. Park-and-Ride Facility	\$150,000	\$0	\$150,000
Reliez Valley Rd. capacity and safety improvements	\$1,000,000	\$0	\$1,000,000
Pleasant Hill Rd. improvements (capacity, signal upgrade)	\$1,000,000	\$0	\$1,000,000
Hidden Valley Rd.-El Nido Ranch Rd. improvements	\$800,000	\$0	\$800,000
Pleasant Hill Rd.-Olympic Blvd. signalization	\$200,000	\$0	\$200,000
Happy Valley Rd. safety improvements	\$850,000	\$0	\$850,000
TOTAL LAFAYETTE	\$17,431,100	\$1,044,000	\$16,387,100
Moraga Principal Arterials Structural Improvements	\$5,946,100	\$0	\$5,946,100
Carpool Lot: Moraga Way near School Street	\$300,000	\$32,000	\$268,000
TOTAL MORAGA	\$6,246,100	\$32,000	\$6,214,100
Orinda Principal Arterials Structural Improvements	\$6,804,300	\$0	\$6,804,300
Moraga Way bike lane improvements	\$110,000	\$0	\$110,000
Moraga Way pedestrian improvements	\$275,000	\$0	\$275,000
Upper Happy Valley Rd. safety improvements	\$600,000	\$0	\$600,000
Signal coordination	\$40,000	\$40,000	\$0
Camino Pablo-Santa Maria northbound right-turn lane	\$32,000	\$32,000	\$0
Santa Maria: third westbound lane at Camino Pablo	\$152,000	\$152,000	\$0
Improve pedestrian access to bus stops	\$24,000	\$24,000	\$0
Bicycle safety improvements: crossroads	\$65,000	\$0	\$65,000
Traffic safety improvements: calming	\$165,000	\$0	\$165,000
Improvements to Moraga Way at Steinway	\$750,000	\$0	\$750,000
TOTAL ORINDA	\$9,017,300	\$248,000	\$8,769,300
GRAND TOTAL	\$32,694,500	\$1,324,000	\$31,370,500

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Table 11 Lamorinda Fee Schedule¹

<i>Land Use Category</i>	<i>Per Unit</i>	<i>Lafayette/Orinda</i>		<i>Moraga</i>		<i>Total Fee</i>
		<i>Maximum Set-aside Fee (Local Fee)</i>	<i>Minimum Regional Fee</i>	<i>Maximum Set-aside Fee (Local Fee)</i>	<i>Minimum Regional Fee</i>	
Single-Family Residential	per dwelling unit	\$4,040	\$1,070	\$1,070	\$4,040	\$5,110
Multi-Family Residential	per dwelling unit	\$2,513	\$674	\$674	\$2,513	\$3,187
Commercial ²	per square foot	\$1.70	\$0.46	\$0.46	\$1.70	\$2.16
College or University	per student	\$960	\$255	\$255	\$960	\$1,215
Other	per peak hour trip	\$3,996	\$1,064	\$1,064	\$3,996	\$5,060

1. Consistent with the JEPA, fees will be escalated on January 1 of every year consistent with the Engineering news-Record Construction Cost Index for the San Francisco Bay Area. The proposed fee adjustment is based on this index and equals 2.6% for the 2005 time period.
2. Includes but not limited to, retail, office and other commercial use.

LOCAL FEES

The local fees for Lafayette, Orinda, and Moraga are listed in Table 11. The local fees in Lafayette and Orinda correspond to the regional fee in Moraga and vice versa. Moraga’s regional fee is therefore higher because Moraga contributes more to the region’s traffic. Contra Costa County has “Condition of Approval” traffic fees in Lamorinda that are associated with specific subdivision development, as shown in the appendix.

FEE CREDITS AND EXEMPTIONS

The LFFA may give fee credits to parties that construct a usable section of any of the projects identified in the Expenditure Plan. The credit will be calculated based on both the cost of constructing the segment and of purchasing necessary rights-of-way. While the JEPA does not specify uses that would be exempt from the fee, the LFFA could grant such exemptions if all three jurisdictions agree to the exemption.

ISSUES

The list of projects — and thus the proposed fee schedule — is currently being updated. The three jurisdictions are also questioning the ABAG forecasts for their communities. Revised estimates of growth could affect the projects needed to mitigate that growth and thus the amount of the fee.

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Appendix: Local Fees

In August 2007, a survey of local fees that cities in the County levy to mitigate traffic caused by development as well as promote affordable housing and public art was conducted. The tables below are arranged in alphabetical order by city and break down fees by land use category, type of fee, amount of fee, and basis (i.e. what unit the fee is based on). Actual fees may vary. The following is a list of abbreviations used in the tables:

du	Dwelling Unit
sf	Square Foot
gross sf	Gross Square Foot of Floor Area
peak hr. trip	Peak Hour Trip Generated
lineal ft.	Lineal Feet of Frontage
market-rate du	Market-Rate Dwelling Unit
1,000 sf	1,000 Square Foot
Pump	Gasoline Pump

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WEST COUNTY (WCCTAC)

City: El Cerrito

<i>Land Use Category</i>	<i>Type of Fee</i>	<i>Amount</i>	<i>Basis</i>
All Residential ¹	Art in Public Places	Not less than 1% of development costs	project
Commercial	Art in Public Places	Not less than 1% of development costs	project
Industrial	Art in Public Places	Not less than 1% of development costs	project
Municipal	Art in Public Places	Not less than 1% of development costs	project

1. This fee applies to all residential developments of 5 units or more.

2. All public art fees apply to private and municipal developments with development costs of two hundred fifty thousand dollars or more. The maximum fee is \$150,000. A developer may pay an in-lieu fee of the same amount.

City: Hercules

<i>Land Use Category</i>	<i>Type of Fee</i>	<i>Amount</i>	<i>Basis</i>
All Residential	Affordable Housing In-Lieu Fee		Per Code
Single Family Residential	Traffic Facilities (Signal) Fee	\$1,277.00	du
Multi-Family Residential	Traffic Facilities (Signal) Fee	\$683.00	du
Retail	Traffic Facilities (Signal) Fee	\$2,320.00	sf
Office	Traffic Facilities (Signal) Fee	\$1,478.00	sf
Industrial	Traffic Facilities (Signal) Fee	\$1,239.00	sf
Hotel	Traffic Facilities (Signal) Fee	\$763.00	room

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CENTRAL COUNTY (TRANSPAC)

City: Clayton			
<i>Land Use Category</i>	<i>Type of Fee</i>	<i>Amount</i>	<i>Basis</i>
Single Family Residential	Offsite Arterial Street Improvement	\$1,456.00	du
Multi-Family Residential	Offsite Arterial Street Improvement	\$1,019.00	du
Commercial	Offsite Arterial Street Improvement	\$3.37	gross sf

City: Concord			
<i>Land Use Category</i>	<i>Type of Fee</i>	<i>Amount</i>	<i>Basis</i>
Rental (Residential)	Inclusionary Housing In-Lieu Fee	\$5,405.00	market-rate du
Ownership (Residential)	Inclusionary Housing In-Lieu Fee	\$19,470.00	market-rate du
Single Family Residential	Off-Site Street Improvement Program (OSIP)	\$2,851.00	du
Secondary Living	Off-Site Street Improvement Program (OSIP)	\$1,425.00	du
Multi-Family Residential ¹	Off-Site Street Improvement Program ² (OSIP)	\$2,300.00	du
Commercial	Off-Site Street Improvement Program (OSIP)	\$8.15	gross sf
Office	Off-Site Street Improvement Program (OSIP)	\$6.52	gross sf
Industrial	Off-Site Street Improvement Program (OSIP)	\$2.76	gross sf
Mini-Storage	Off-Site Street Improvement Program (OSIP)	\$1.32	gross sf

1. Includes condominiums and townhouses.

2. The OSIP Fees are coming up for review on 9/07

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City: Martinez			
<i>Land Use Category</i>	<i>Type of Fee</i>	<i>Amount</i>	<i>Basis</i>
Single Family Residential	Transportation Mitigation Fee	\$2,028.00	du
Multi-Family Residential	Transportation Mitigation Fee	\$1,395.00	du
Retail	Transportation Mitigation Fee	\$2.03	sf
Office	Transportation Mitigation Fee	\$1.65	sf
Industrial	Transportation Mitigation Fee	\$0.90	sf

City: Pleasant Hill			
<i>Land Use Category</i>	<i>Type of Fee</i>	<i>Amount</i>	<i>Basis</i>
Single Family Residential	Traffic Mitigation Fee	\$2,109.00	du
Multi-Family Residential	Traffic Mitigation Fee	\$1,691.00	du
Commercial	Traffic Mitigation Fee	\$5.45	sf
Office	Traffic Mitigation Fee	\$4.64	sf
Industrial	Traffic Mitigation Fee	\$1.71	sf

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City: Walnut Creek			
<i>Land Use Category</i>	<i>Type of Fee</i>	<i>Amount</i>	<i>Basis</i>
Single Family Residential	Traffic Impact Mitigation Fee	\$1,578.00	du
Second Family Unit	Traffic Impact Mitigation Fee	\$789.00	du
Multi-Family Residential	Traffic Impact Mitigation Fee	\$789.00	du
Retail	Traffic Impact Mitigation Fee	\$3.53	Gross sf
Office	Traffic Impact Mitigation Fee	\$4.70	Gross sf
Industrial	Traffic Impact Mitigation Fee	\$4.70	Gross sf
Medical Office/Clinic	Traffic Impact Mitigation Fee	\$3.92	Gross sf
Health Club	Traffic Impact Mitigation Fee	\$4.44	Gross sf
Gas Station (with convenience store & car wash)--Located along major arterial	Traffic Impact Mitigation Fee	\$2,838.00	Pump
Gas Station (with convenience store & car wash)--Other	Traffic Impact Mitigation Fee	\$4,767.00	Pump
Non-residential	Public Art In-Lieu Fee	(see note 4.)	project

1. WC is currently in the process of increasing the Traffic Impact Fee, but new rates have not yet been set. The following land uses are exempt: low-income housing, public parks, public open space, public and non-profit schools, day care facilities, public libraries, places of religious assembly.
2. In-lieu fees will be placed in the public art fund. The fund is used for city-owned art of city-sponsored exhibitions.
3. Under the Central Costa County Regional Transportation Mitigation Program, WC has collected \$2,631 per unit for the City of Concord's Crystal Ranch development and \$1,528 per unit for the City of Concord's Montecito development.
4. 1% of the construction cost or the difference between the cost of the art installed and 1% of the construction cost

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EAST COUNTY (TRANSPLAN)

City: Antioch			
<i>Land Use Category</i>	<i>Type of Fee</i>	<i>Amount</i>	<i>Basis</i>
All Residential	Traffic Signal Fee	\$346.00	du
Commercial/Industrial	Traffic Signal Fee	\$64.00	Off-street parking space required by code

City: Brentwood			
<i>Land Use Category</i>	<i>Type of Fee</i>	<i>Amount</i>	<i>Basis</i>
Single Family Residential	Roadways Fees	\$10,020.07	du
Active Senior Residence	Roadways Fees	\$4,322.38	du
Multi-Family Residential	Roadways Fees	\$6,188.87	du
Secondary Housing Unit ¹	Roadways Fees	\$3,094.43	du (1,200 sf max)
Commercial	Roadways Fees	\$4.071	sf
Office	Roadways Fees	\$6.251	sf
Industrial	Roadways Fees	\$4.317	sf
Single Family Residential	Affordable Housing Fees, In Lieu (Low Income) ²	\$195,890.00	du
Single Family Residential	Affordable Housing Fees, In Lieu (Very Low Income) ²	\$261,558.00	du
Single Family Residential	First Time Homebuyer Contribution (Moderate Income) ²	\$75,685.00	du
All Residential Developments	Public Art Fees	4/10 of 1 percent of project valuation	project
Public Developments	Public Art Fees	1% of construction costs	project
Public/Residential Developments	Public Art Fees	4/10 of 1 percent of project valuation ³	project

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City: Brentwood

<i>Land Use Category</i>	<i>Type of Fee</i>	<i>Amount</i>	<i>Basis</i>
All Developments	Public Art Fees (in-lieu)	125% of Approved Fee	project

1. Up to 1,200 square feet (Over 1,200 and City Engineer will calculate fee)
2. The in-lieu payment option is only available to single family projects. Only developments of between five and ten units are eligible to request in-lieu payment for low income units. Authorization must be secured through the City Manager and is discouraged by the City Council. The following percentages correspond to the quantity of affordable units to be constructed per income level: low income, 4%; very low income, 3%, and moderate income, 3%.
3. For remodeling, repair or reconstruction with a project valuation over \$250,000.

City: Oakley

<i>Land Use Category</i>	<i>Type of Fee</i>	<i>Amount</i>	<i>Basis</i>
Single Family Residential	Oakley Traffic Fee	\$11,479.00	du
Multi-Family Residential	Oakley Traffic Fee	\$7,003.00	du
Second Unit	Oakley Traffic Fee	\$3,291.00	du
Commercial	Oakley Traffic Fee	\$4,748.00	1,000 sf
Commercial Recreation	Oakley Traffic Fee	\$4,748.00	1,000 sf
Business Park—Low Density	Oakley Traffic Fee	\$7,070.00	1,000 sf
Business Park—High Density	Oakley Traffic Fee	\$7,070.00	1,000 sf
Light Industrial	Oakley Traffic Fee	\$4,748.00	1,000 sf
Utility Energy	Oakley Traffic Fee	\$4,748.00	1,000 sf
Other (as noted)	Oakley Traffic Fee	\$11,479.00	peak hr. trip

1. Effective July 1, 2007-June 30, 2008.

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City: Pittsburg			
<i>Land Use Category</i>	<i>Type of Fee</i>	<i>Amount</i>	<i>Basis</i>
Single Family Residential	Local Transportation Mitigation Fee	\$7,170.00	du
Multi-Family Residential	Local Transportation Mitigation Fee	\$4,370.00	du
Retirement Community	Local Transportation Mitigation Fee	\$2,870.00	du
Commercial	Local Transportation Mitigation Fee	\$1.26	gross sf
Office	Local Transportation Mitigation Fee	\$1.26	gross sf
Industrial	Local Transportation Mitigation Fee	\$1.26	gross sf
Other	Local Transportation Mitigation Fee	\$7,170.00	peak hr. trip

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SOUTHWEST COUNTY (SWAT)

City: Danville			
<i>Land Use Category</i>	<i>Type of Fee</i>	<i>Amount</i>	<i>Basis</i>
All Abutting Properties	Iron Horse Trail ¹	\$16.00	lineal ft. of frontage
All Abutting Properties	San Ramon Median ²	\$67.00	lineal ft. of frontage
All Residential	Lawrence Road Benefit District	\$16,546+/-	du
All Residential	Sherburne Hills Benefit District	\$913.31 + interest since 8/93 + 100	du
All Residential	Sycamore Valley Assessment District Density Increase Traffic Mitigation Measure (Per CEQA) ³	\$8,388.00	du
All Residential	Tassajara Lane Benefit District ⁴	\$216.12	du
Single Family Residential	North East Benefit District	\$17,156.00	du
Single Family Residential	Tassajara Area Transportation Improvement Fee	\$9,472.00	du
Single Family Residential	Traffic Signal Mitigation	\$258.00	du
Single Family Residential	Transportation Improvement Program ⁵ , Residential	\$2,000.00	du
Multi-Family Residential	Transportation Improvement Program, Residential	\$1,400.00	du
All Commercial	Transportation Improvement Program, Commercial	\$4.50	sf
Single Family Residential	Southern Contra Costa Sub Regional Fee	\$3,038.00	du
Multi-Family Residential	Southern Contra Costa Sub Regional Fee	\$3,038.00	du
Other	Southern Contra Costa Sub Regional Fee	\$3,038.00	peak hr. trip
Commercial	Southern Contra Costa Sub Regional Fee	\$2.98	gross sf
Office	Southern Contra Costa Sub Regional Fee	\$4.76	gross sf
Single Family Residential	Tri-Valley Transportation Development Fee	\$2,029.00	du
Multi-Family Residential	Tri-Valley Transportation Development Fee	\$1,290.00	du
Other	Tri-Valley Transportation Development Fee	\$812.00	peak hr. trip

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City: Danville

<i>Land Use Category</i>	<i>Type of Fee</i>	<i>Amount</i>	<i>Basis</i>
Commercial	Tri-Valley Transportation Development Fee	\$1.36	gross sf
Office	Tri-Valley Transportation Development Fee	\$3.64	gross sf
Industrial	Tri-Valley Transportation Development Fee	\$2.46	gross sf

1. This fee applies to all properties that abut the trail, but considerations may be given relative to nexus. The fee pays for two feet of trail pavement.
2. This fee is not applied to sites where a median already exists or if the project elects to construct a median. The fee is for frontage on both sides of the street.
3. Last updated 11/30/89.
4. Second units are exempt.
5. Fee not applicable to sites in TRAD, SVAD, or NERIAD, or to properties that pay SVBD, NEBD or TABD fees.

City: San Ramon

<i>Land Use Category</i>	<i>Type of Fee</i>	<i>Amount</i>	<i>Basis</i>
Single Family Residential	Transportation Impact Fee	\$657.00	du
Apartment, Townhouse, Condo	Transportation Impact Fee	\$460.00	du
Other	Transportation Impact Fee	\$657.00	PM Trip
Retail	Transportation Impact Fee	\$1.90	sf
Office	Transportation Impact Fee	\$.88	sf
Service Commercial	Transportation Impact Fee	\$1.96	sf
Other Non-Residential	Transportation Impact Fee	\$657.00	PM Trip

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City: Lafayette			
<i>Land Use Category</i>	<i>Type of Fee</i>	<i>Amount</i>	<i>Basis</i>
Single Family Residential	Transportation Impact Fee	\$4,040.00	du
Multi-Family Residential	Transportation Impact Fee	\$2,513.00	du
Second Unit	Transportation Impact Fee	\$2,513.00	du
Retail	Transportation Impact Fee	\$1.70	sf
Commercial	Transportation Impact Fee	\$1.70	sf
Office	Transportation Impact Fee	\$1.70	sf
College/University	Transportation Impact Fee	\$960.00	Student
Other Land Use	Transportation Impact Fee	\$3,996.00	peak hr. trip

City: Moraga			
<i>Land Use Category</i>	<i>Type of Fee</i>	<i>Amount</i>	<i>Basis</i>
Single Family Residential	Transportation Fee	\$1,070.00	du
Multi-Family Residential	Transportation Fee	\$674.00	du
Second Unit	Transportation Fee	\$675.00	du
Retail	Transportation Fee	\$0.46	sf
Commercial	Transportation Fee	\$0.46	sf
Office	Transportation Fee	\$0.46	sf
College/University	Transportation Fee	\$255.00	student
Other	Transportation Fee	\$1,064.00	peak hr. trip

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City: Orinda			
<i>Land Use Category</i>	<i>Type of Fee</i>	<i>Amount</i>	<i>Basis</i>
Single Family Residential	Transportation Impact Fee	\$4,040.00	du
Multi-Family Residential	Transportation Impact Fee	\$2,513.00	du
Second Unit	Transportation Impact Fee	\$2,513.00	du
Retail	Transportation Impact Fee	\$1.70	sf
Commercial	Transportation Impact Fee	\$1.70	sf
Office	Transportation Impact Fee	\$1.70	sf
College/University	Transportation Impact Fee	\$960.00	student
Other	Transportation Impact Fee	\$3,996.00	peak hr. trip

1. Second Unit fees are charged only when there is an existing SFR. If the second unit and main house are constructed simultaneously, the multi-family rate is charged.

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CONTRA COSTA COUNTY

Contra Costa County Public Works Dept. Traffic Fee Schedule

(includes Local Area of Benefit Programs, JPAs and Conditions of Approval)

As of July 1, 2007

Changes to reflect COLA increase per APR 10, 2007 (3/31/07 ending) ENR index at 7.8%

	<i>Single Family</i> <hr/> <i>Per Dwelling Unit</i>	<i>Multi Family</i>	<i>Office (Sq ft)</i>	<i>Industrial (Sq ft)</i>	<i>Light Industrial (Sq ft)</i>	<i>Commercial (Sq ft)</i>	<i>OTHER (Per Peak Hour Trip)</i>
EAST CONTRA COSTA COUNTY							
Bethel Island Traffic Fee (8290)	\$3,347	\$2,680	\$5.36	\$2.23	\$3,347 /trip	\$8.37	\$3,347
Disc. Bay Traffic Fee (8190)	\$1,235	\$1,235/trip	\$1,235/trip	\$1,235/trip	\$1,235/trip	\$1,235/trip	\$1,235
East County Traffic Fee (8282)	\$2,273	\$1,784	\$3.56	\$1.60	\$2,273/trip	\$5.70	\$2,273
Pittsburg/Antioch Traffic Fee (8280)	\$2,273	\$1,784	\$3.56	\$1.60	\$2,273/trip	\$5.70	\$2,273
Marsh Creek Traffic Fee (8281)	\$2,273	\$1,784	\$3.56	\$1.60	\$2,273/trip	\$5.70	\$2,273
BAY POINT AREA							
Bay Point Traffic Fee (8195)	\$2,875	\$2,306	\$3.18	\$2.08	\$3.45	\$3.18	\$2,875
Tassajara	\$8,588	\$8,588	\$8,588/trip	\$8,588/trip	\$8,588/trip	\$8,588/trip	\$8,588
WESTERN CONTRA COSTA COUNTY							
Hercules/Rodeo/Crockett* (8231)	\$1,648	\$1,319	\$2.63	\$1.15	\$1,648/trip	\$4.12	\$1,648
West County* (8232)	\$3,862	\$3,091	\$3,862/trip	\$3,862/trip	\$3,862/trip	\$7.36	\$3,862
Richmond/El Sobrante* (8194)	\$3,178	\$2,555	\$5.05	\$3,178/trip	\$3,178/trip	\$7.93	\$3,178
North Richmond* (8234)	\$2,947	\$2,365	\$2,947/trip	\$2.06	\$2.06	\$7.48	\$2,947

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*CENTRAL CONTRA COSTA COUNTY
AREAS*

	<i>Single Family</i>	<i>Multi-Family</i>	<i>Office</i>	<i>Industrial</i>	<i>Lt.Industrial</i>	<i>Commercial</i>	<i>Other</i>
Briones (8241)	\$2,300	\$1,840	\$3.68	\$1.60	\$2,300/trip	\$5.75	\$2,300
Central County (8242)	\$4,501	\$4,000	\$7.31	\$3.15	\$4,501/trip	\$8.60	\$4,501
Martinez (8240)	\$4,955	\$3,980	\$7.93	\$3.49	\$5.56	\$12.43	\$4,955
Pacheco (8199)	\$990	\$990	\$3.35	\$1.35	\$990/trip	\$2.05	\$990
So. Walnut Creek (8243)	\$5,827	\$5,827	\$9.31	\$5,827/trip	\$5,827/trip	\$11.08	\$5,827

SOUTHERN CONTRA COSTA AREAS

	<i>Single Family</i>	<i>Multi-Family</i>	<i>Office</i>	<i>Industrial</i>	<i>Lt.Industrial</i>	<i>Commercial</i>	<i>Other</i>
South County Traffic Fee (8270)	\$2,462	\$2,462	\$2,462/trip	\$2,462/trip	\$2,462/trip	\$2,462/trip	\$2,462
Alamo Traffic Fee (8260)	\$9,906	\$8,252	\$9.14	\$9.14	\$9.14	\$9.14	\$9,906

DOUGHERTY VALLEY AREA

	<i>Single Family</i>	<i>Multi-Family</i>	<i>Office</i>	<i>Industrial</i>	<i>Lt.Industrial</i>	<i>Commercial</i>	<i>Apartment</i>
County Club at Gale Ranch	\$5,620	\$4,276	\$4,619/trip	\$4,619/trip	\$4,619/trip	\$4,619/trip	\$4,619
Dublin/CC - Shapell	\$2,012	\$2,012	\$2,012/trip	\$2,012/trip	\$2,012/trip	\$2,012/trip	\$2,012/trip
Dublin/CC - Windemere	\$1,663	\$1,663	\$1,663/trip	\$1,663/trip	\$1,663/trip	\$1,663/trip	\$1,663/trip

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CONDITIONS OF APPROVAL

<i>Subdivision Specific</i>	<i>Single Family</i>	<i>Multi-Family</i>	<i>Office</i>	<i>Industrial</i>	<i>Lt.Industrial</i>	<i>Commercial</i>	<i>Other</i>
Pleasant Hill BART	\$7,093	\$7,093	\$12.96	\$12.96	\$7,093/trip	\$12.96	\$7,093
Reliez Valley Specific Plan	\$6,888	\$6,888	\$6,888/trip	\$6,888/trip	\$6,888/trip	\$6,888/trip	\$6,888/trip
Discovery Bay WEST Mitigation Fee	\$13,584	\$13,584	\$13,584/trip	\$13,584/trip	\$13,584/trip	\$13,584/trip	\$13,584/trip
Discovery Bay Miti RAVENWOOD Sub 8710	\$7,895	\$7,895	\$7,895/trip	\$7,895/trip	\$7,895/trip	\$7,895/trip	\$7,895/trip
Dougherty Road Mtce Fee Wind 1 Gale 2	\$203	\$203	\$203/trip	\$203/trip	\$203/trip	\$203/trip	\$203/trip
Dougherty Road Mtce Fee Wind 2 Gale3	\$262	\$262	\$262/trip	\$262/trip	\$262/trip	\$262/trip	\$262/trip
Dougherty Rd Transit Wind Ph3-5	\$431	\$431	\$431/trip	\$431/trip	\$431/trip	\$431/trip	\$431/trip
Dougherty Rd Transit Gale Ph3	\$500	\$500	\$500/trip	\$500/trip	\$500/trip	\$500/trip	\$500/trip
Rchmnd Pkwy Int @ Gert & Pittbrg	\$950	\$950/trip	\$950/trip	\$950/trip	\$950/trip	\$950/trip	\$950/trip
Bollinger Canyon Widen Gale R Ph4	\$2,778	\$2,778	\$2,778/trip	\$2,778/Trip	\$2,778/trip	\$2,778/trip	\$2,778/trip

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