Antioch – Brentwood – Contra Costa County – Oakley – Pittsburg

A JOINT EXERCISE OF POWERS AGENCY

255 Glacier Drive, Martinez, CA 94553

AGENDA Board of Directors

Thursday, December 11, 2025 6:30 p.m.

Tri-Delta Transit Meeting Room 801 Wilbur Avenue Antioch, California

This is an in-person meeting of the Board of Directors with the option for members of the public to appear in person or to participate via Zoom teleconference. Persons who wish to address the Board during public comment or with respect to an item on the agenda may comment in person or may call in or log in to the meeting via Zoom.

To participate by phone, dial +1 669 444 9171 US.
The meeting ID is 918 0761 7245 Passcode: 957172
To participate online using Zoom, hold down CTRL + click the following:

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If the Zoom connection malfunctions for any reason, the meeting may be paused while a fix is attempted. If the connection is not reestablished, the Board will continue the meeting in person without remote access.

Public comments will generally be limited to two minutes. The Board Chair may reduce the amount of time allotted for each public comment at the beginning of each item or public comment period depending on the number of comments and the business of the day. Your patience is appreciated. A break may be called at the discretion of the Board Chair. At the discretion of the Board Chair, agenda items may be considered out of order.

In lieu of making public comments at the meeting, members of the public also may submit public comments before or during the meeting by emailing comments to Program Manager Dale Dennis at Dale.Dennis@pw.cccounty.us. If you have difficulty emailing a public comment, please contact Dale Dennis at (925) 595-4587.

All comments submitted by email to the above email address before the conclusion of the meeting will be included in the record of the meeting. When feasible, the Board Chair, or designated staff, also will read the comments into the record at the meeting, subject to a two-minute time limit per comment.

To obtain a copy of a staff report or other written materials related to an open session item on the agenda, please contact Dale Dennis by email to Dale.Dennis@pw.cccounty.us, or by phone at (925) 595-4587.

Board of Directors:

Susannah Meyer, City of Brentwood – Chair Aaron Meadows, City of Oakley – Vice Chair Juan Banales, City of Pittsburg Diane Burgis, Contra Costa County Ron Bernal, City of Antioch Authority Staff Office: Contra Costa County 255 Glacier Drive Martinez, CA 94553 (925) 313-2000

Antioch – Brentwood – Contra Costa County – Oakley – Pittsburg

A JOINT EXERCISE OF POWERS AGENCY

255 Glacier Drive, Martinez, CA 94553

Agenda December 11, 2025

- 1. Call to Order
- 2. Public Comment
- 3. Consent
 - **A. APPROVE** minutes of the September 11, 2025 Board of Directors meeting (October and November meetings cancelled).
 - **B. ADOPT** Resolution No. 2025/12 approving an additional, two-year extension of the current ECCRFFA temporary fee-incentive program, under which ECCRFFA will grant a 15% fee rebate from January 1, 2026 through December 31, 2027, with an option for periodic reevaluation; and **DIRECT** Member Agencies to issue the fee rebates on behalf of ECCRFFA at the time of issuing building permits.
 - C. APPROVE the ECCRFFA AB1600 Report for period ending June 30, 2025.
 - **D. ADOPT** the updated Fee Reduction Policy for Certain Transit-Oriented Developments, consistent with the new requirements of the Mitigation Fee Act (Government Code section 66005.1), effective January 1, 2026.
- 4. Determination

No Determination Items.

- 5. Boardmember Comments
- 6. Adjournment

The Authority will provide reasonable accommodations for persons with disabilities planning to attend Board meetings who contact the Staff at least 24 hours before the meeting, at (925) 595-4587. Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the East Contra Costa Regional Fee and Financing Authority to a majority of members of the Board of Directors less than 72 hours prior to that meeting are available for public inspection at the meeting location and at 255 Glacier Drive, Martinez, CA during normal business hours. To obtain a copy of any such materials by email after the meeting, please contract Dale Dennis at Dale.Dennis@pw.cccounty.us.

Board of Directors:

Susannah Meyer, City of Brentwood – Chair Aaron Meadows, City of Oakley – Vice Chair Juan Banales, City of Pittsburg Diane Burgis, Contra Costa County Ron Bernal, City of Antioch Authority Staff Office: Contra Costa County 255 Glacier Drive Martinez, CA 94553 (925) 313-2000

Antioch - Brentwood - Oakley - Pittsburg and Contra Costa County

JOINT EXERCISE OF POWERS AGENCY

September 11, 2025

The regular meeting of the EAST CONTRA COSTA REGIONAL FEE AND FINANCING AUTHORITY (ECCRFFA) was convened as an in-person meeting with the option for members of the public to appear in person or to participate via Zoom teleconference. Members of the public were permitted to participate in the meeting online, or by telephone, and in lieu of making public comments at the meeting, members of the public could submit public comments before or during the meeting through Dale.Dennis@pw.cccounty.us.

The regular meeting was called to order by Vice Chair Aaron Meadows at 6:35 P.M.

ROLL CALL

PRESENT: Juan Banales (Pittsburg), Ron Bernal (Antioch), Diane Burgis (Contra Costa

County), and Vice Chair Aaron Meadows (Oakley)

ABSENT: Chair Susannah Meyer (Brentwood)

STAFF: Dale Dennis, Program Manager

Stephen Siptroth, Assistant County Counsel

PUBLIC COMMENT

No written comments were submitted, or oral comments made, by any member of the public.

CONSENT ITEMS

On motion by Director Banales, seconded by Director Burgis, the Authority adopted the Consent Calendar, as follows:

- A. APPROVED minutes of the June 2025 Board of Directors meeting (July and August 2025 meetings cancelled).
- B. Vasco Road Safety Improvements Phase 2 Project: APPROVED the Joint Exercise of Powers Agreement among Contra Costa County, the East Contra Costa Regional Fee and Financing Authority, and the State Route 4 Bypass Authority for the Vasco Road Safety Improvements Phase 2 Project, substantially in the form attached to the staff report dated September 11, 2025, and AUTHORIZED the Secretary or designee to execute, on behalf of the Authority, the Agreement inclusive of any non-substantive changes that are negotiated by the Secretary or designee and do not result in any increased cost or liability to the Authority.

ECCRFFA Minutes September 11, 2025 Page 2

The motion carried by the following vote:

AYES: Banales, Bernal, Burgis, Meadows

NOES: None ABSTAIN: None ABSENT: Meyer

DETERMINATION

There were no Determination items on the agenda.

BOARDMEMBER COMMENTS

There were no Boardmember comments

ADJOURNMENT

Vice Chair Meadows adjourned the meeting of the East Contra Costa Regional Fee and Financing Authority at 6:37 P.M. to Thursday, October 9, 2025, at 6:30 P.M. or other day/time deemed appropriate.

Respectfully submitted,

Anita L. Tucci-Smith Minutes Clerk

DATE: December 11, 2025

TO: Board of Directors

FROM: Dale Dennis, Program Manager \mathcal{II}

SUBJECT: Approve Resolution Adopting Further Extension of Temporary Fee

Incentive Program for Residential Uses

Recommendation: ADOPT Resolution No. 2025/12 (attached) approving an additional, two-year extension of the current ECCRFFA temporary fee-incentive program, under which ECCRFFA will grant a 15% fee rebate from January 1, 2026 through December 31, 2027, with an option for periodic re-evaluation; and **DIRECT** Member Agencies to issue the fee rebates on behalf of ECCRFFA at the time of issuing building permits.

Discussion

On December 8, 2011, the Board approved a temporary 50% fee rebate program for a two-year period for residential uses only, with the option to re-evaluate periodically. On August 8, 2013, ECCRFFA extended the temporary fee rebate program for a two-year period, with a 50% fee rebate for payment of RTDIM Fees (residential uses only) applicable through December 31, 2013, a 38% fee rebate applicable from January 1, 2014 through December 31, 2014, and a 29% fee rebate applicable from January 1, 2015 through December 31, 2015, with an option for periodic re-evaluation. On December 11, 2014, ECCRFFA extended the temporary fee rebate program for an additional, two-year period by granting a 22% fee rebate from January 1, 2016 through December 31, 2016, and a 15% fee rebate from January 1, 2017 through December 31, 2017, with an option for periodic re-evaluation. On September 14, 2017, ECCRFFA extended the temporary fee rebate program for an additional, two-year period by granting a 15% fee rebate from January 1, 2018 through December 31, 2019, with an option for periodic re-evaluation. On December 12, 2019, ECCRFFA extended the temporary fee rebate program for an

ify that this is a true and cor ction taken and entered on e Board of Directors on the o	the
Secretary to the Authority	,
	Secretary to the Authority

additional, two-year period by granting a 15% fee rebate from January 1, 2020 through December 31, 2021, with an option for periodic re-evaluation. On December 09, 2021, ECCRFFA extended the temporary fee rebate program for an additional, two-year period by granting a 15% fee rebate from January 1, 2022 through December 31, 2023, with an option for periodic re-evaluation. On December 14, 2023, ECCRFFA extended the temporary fee rebate program for an additional, two-year period by granting a 15% fee rebate from January 1, 2024 through December 31, 2025, with an option for periodic re-evaluation.

Under the current ECCRFFA fee rebate program, as previously extended, the original RTDIM fee schedule, which was approved by the Board in 2005, has remained the same, with the fee rebate program scheduled to automatically expire on December 31, 2025. Absent further evaluation and Board action before December 31, 2025, the ECCRFFA fee rebates would end at that time and residential fees would resume at the full current fee schedule, which is based on fees originally approved by ECCRFFA in 2005. However, based on the Third and Fourth Amendments to the ECCRFFA Joint Exercise of Powers Agreement, the 15% rebate needs to remain in place to maintain consistency with the PRTDIM fees charged by the City of Pittsburg.

Staff now recommends that the ECCRFFA temporary fee-incentive program be further extended for an additional, two-year period by granting a 15% fee rebate from January 1, 2026 through December 31, 2027, with an option for periodic re-evaluation.

The attached resolution would formally extend the ECCRFFA temporary fee-incentive program and requires no action by the ECCRFFA member agencies to modify their existing fee ordinances or resolutions. The full ECCRFFA RTDIM fee will still be calculated and collected by each member agency at the time of the issuance of a building permit, but for residential uses a 15% fee rebate will be given administratively from January 1, 2026 through December 31, 2027, with an option for periodic re-evaluation. If the additional extension is approved, the ECCRFFA temporary fee-incentive program would automatically expire at the end of 2027, unless terminated or modified earlier by the Board, or unless further extended by the Board.

RESOLUTION NO. 2025/12

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE EAST CONTRA COSTA REGIONAL FEE AND FINANCING AUTHORITY FURTHER EXTENDING AND MODIFYING THE TEMPORARY FEE INCENTIVE PROGRAM AND GRANTING REBATES AGAINST REGIONAL TRANSPORTATION-DEVELOPMENT IMPACT MITIGATION FEES

The Board of Directors of the East Contra Costa Regional Fee and Financing Authority hereby **finds** the following to be true and correct:

- 1. Effective August 9, 1994, the Cities of Antioch, Brentwood, and Pittsburg, together with the County of Contra Costa, entered into an Agreement pursuant to California Government Code Section 6500 et seq., entitled "East Contra Costa Regional Fee and Financing Authority Joint Exercise of Powers Agreement" (referred to as the "Agreement"), which provided for the creation of a separate Joint Powers Agency ("ECCRFFA"), to assist in the establishment of a Uniform Regional Development Fee Program and the funding and implementation of transportation improvement projects in the East County area. In 1999, the parties amended the Agreement to add Oakley as an additional member of ECCRFFA. In 2010, the City of Pittsburg purported to withdraw from ECCRFFA, but rejoined in September 2013. The Cities of Antioch, Brentwood, Oakley and Pittsburg and the County are currently the "Member Agencies" of ECCRFFA.
 - 2. Pursuant to the Agreement, ECCRFFA has established its purposes—namely,
- A. To establish a Uniform Regional Development Fee Program within the region, and to coordinate planning and implementation of the Fee Program within a single public agency.
- B. To identify Projects to be funded by the Fee Program solely or in conjunction with other funding sources.
- C. To establish funding goals for identified projects, and to seek commitments from the Parties to this Agreement regarding funding for the Projects.
 - D. To establish an implementation schedule for Projects.
- E. To establish fee collection, financing, and management mechanisms, and to formalize institutional arrangements for the implementation of the Fee Program.
- 3. Pursuant to the *Mitigation Fee Act*, California Government Code Section 66000, et seq., a local agency is authorized to charge a fee to development applicants in connection with approval of a development project for the purpose of defraying all or a portion of the costs of public facilities related to the development project.
- 4. On June 16, 2005, the ECCRFFA Board adopted Resolution No. 2005/06 approving Regional Transportation-Development Impact Mitigation ("RTDIM") Fees for funding regional transportation projects in eastern Contra Costa County.

- 5. The Member Agencies subsequently adopted fee resolutions and ordinances imposing RTDIM Fees on all new development within the Member Agencies' respective jurisdictions.
- 6. Building permit activity in eastern Contra Costa County has decreased substantially as a result of the Great Recession and the ensuing financial and economic problems from 2008 through the present.
- 7. The decrease in building permit activity in eastern Contra Costa County has resulted in a substantial decrease in the collection of ECCRFFA RTDIM Fees by the Member Agencies.
- 8. The further extension and modification of the fee incentive program previously adopted by ECCRFFA on December 8, 2011 (see Resolution No. 2011/01), extended and modified by ECCFFA on August 8, 2013 (see Resolution No. 2013/01), extended and modified on December 11, 2014 (see Resolution No. 2014/02) extended and modified on September 14, 2017 (see Resolution No. 2017/01), and extended and modified on December 12, 2019 (see Resolution No. 2019/01, and extended and modified on December 9, 2021 (see Resolution No. 2021/03), and extended and modified on December 14, 2023 (see Resolution No. 2023/01) would benefit ECCRFFA and its regional transportation program in that it would make available RTDIM Fees that otherwise would not have been collected or that would have been delayed.
- 9. The earlier payment of RTDIM Fees, as facilitated by the fee incentive program, would enable ECCRFFA to implement remaining regional transportation projects in a more timely manner.
- 10. The ECCRFFA Board wishes to further extend and modify the temporary fee incentive program without affecting the fee schedule set forth in Resolution No. 2005/06 and the fee resolutions and ordinances adopted by the Member Agencies.
- 11. The extension and modification of the temporary fee incentive program is consistent with the Third and Fourth Amendments to the ECCRFFA joint exercise of powers agreement.
- NOW, THEREFORE, the Board of Directors of the East Contra Costa Regional Fee and Financing Authority does hereby RESOLVE:
- I. The Board makes the above findings and declares that it has relied on the findings in adopting this Resolution.
- II. The Board further extends and modifies the temporary fee incentive program ("Program") for RTDIM Fees collected pursuant to Resolution No. 2005/06 and the fee resolutions and ordinances adopted by the Member Agencies of ECCRFFA.

III. To implement the Program, ECCRFFA Member Agencies shall grant the following rebates to all applicants who pay RTDIM Fees for residential uses (i.e., single family residential units, duet homes, residential condominiums, and multifamily residential):

15% rebate – January 1, 2026 through December 31, 2027.

- IV. The Program shall apply through December 31, 2027 and shall automatically expire at the end of that period unless extended by the Board. The Program shall be subject to reevaluation at any time, and the Board reserves the right to terminate or modify the Program at any time in the Board's sole discretion.
- V. The Board directs that the Member Agencies to continue collecting RTDIM Fees pursuant to the fee schedule in Resolution No. 2005/06 and the fee resolutions and ordinances adopted by the Member Agencies and that the Member Agencies apply the fee rebate granted by ECCRFFA at the time of fee collection.
- VI. For all RTDIM Fees paid during the effective period of the Program, the Member Agencies shall disburse to ECCRFFA the RTDIM FEES set forth in the fee schedule in Resolution No. 2005/06 and the fee resolutions and ordinances adopted by the Member Agencies, less the fee rebate granted by ECCRFFA.
- VII. Nothing in this Resolution is intended or shall be construed to amend the RTDIM fee schedule set forth in Resolution No. 2005/06 or the fee resolutions and ordinances adopted by the Member Agencies.
- VIII. This Resolution shall supplement the following resolutions: 1) Resolution No. 2011/01 adopted by the Board on December 8, 2011; 2) Resolution No. 2013/01 adopted by the Board on August 8, 2013; 3) Resolution No. 2014/02 adopted by the Board on December 11, 2014; 4) Resolution 2017/01 adopted by the Board on September 14, 2017; 5) Resolution 2019/01 adopted by the Board on December 12, 2019; and 6) Resolution 2021/03 adopted by the Board on December 09, 2021; and 7) Resolution 2023/01 adopted by the Board on December 14, 2023.
 - IX. This Resolution shall take effect immediately.

PASSED AND ADOPTED at a regular meeting of the Board of Directors held the 11th day of December 2025.

_	Susannah Meyer, Board Chair	
ATTEST: Warren Lai, Secretary		
Ву:		

DATE:	December	11,	2025
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TO: Board of Directors

FROM: Dale Dennis, Program Manager \mathcal{DD}

SUBJECT: ECCRFFA AB1600 Report for Period Ending June 30, 2025

Recommendation: APPROVE the ECCRFFA AB1600 Report for period ending June 30, 2025, with the findings detailed in the Report and in the discussion section below.

Discussion:

The purpose of the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) AB1600 Report is to satisfy certain state law requirements that apply to regional transportation demand impact mitigation (RTDIM) fees. In California, State legislation set certain legal and procedural parameters for the charging of development impact fees ("DIFs"), such as ECCRFFA's development impact fee. This legislation was passed as AB1600 by the California Legislature and is now codified as California Government Code Sections (GC §) 66000 through 66025 (the "Mitigation Fee Act"). The Mitigation Fee Act imposes requirements on local agencies that impose DIFs, including requirements related to the accounting of DIF revenues. ECCRFFA's RTDIM fees are a type of DIF and are subject to the requirements of the Mitigation Fee Act.

GC § 66006(b) states the following requirements as pertains to DIFs:

For each separate account or fund established, the local agency shall, within 180 days after the last day of each fiscal year, make available to the public the following information for the fiscal year:

- (A) A brief description of the type of fee in the account or fund.
- (B) The amount of the fee.
- (C) The beginning and ending balance of the account or fund.
- (D) The amount of the fees collected and interest earned.
- (E) An identification of each public improvement on which fees were expended and

ACTION OF BOARD ON	APPROVED AS RECOMMENDED OTHER
VOTE OF DIRECTORS UNANIMOUS (ABSENT) AYES: NOES: ABSENT: ABSTAIN:	I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Directors on the date shown.
	ATTESTEDSecretary to the Authority

the amount of expenditures on each improvement including the total percentage of the cost of the public improvement that was funded with fees.

- (F) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete.
- (G) A description of each interfund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, and, in the case of an interfund loan, the date on which the loan will be repaid, and the rate of interest that the account or fund will receive on the loan. The ECCRFFA Board approved 2 interfund transfer loans during the fiscal year covered by this report. The first approved interfund transfer loan was in the amount of \$17M to be available to fund the East Cypress Road Widening Project. The second approved interfund transfer loan was in the amount of \$9M to be available to fund the following projects: 1) Slatten Ranch Road Extension, South Segment Project; 2) Lone Tree Way Rail Crossing Project; 3) Laurel Road Extension, Teton Road to Sellers Avenue Project; and 4) Bailey Road Improvements Project. However, while the ECCRFFA Board approved the interfund transfer loans during the fiscal year covered by this report, there were no payments or transfer of monies from the account funding the loans during the fiscal year covered by this report.
- (H) The amount of refunds made (as pursuant to GC § 66001(e)) due to sufficient funds being collected to complete financing on incomplete public improvements, and the amount of reallocation of funds made (as pursuant to GC § 66001(f)) due to administrative costs of refunding unexpended revenues exceeding the amount to be refunded. There were no refunds issued.

The ECCRFFA AB1600 Report satisfies the above requirements as they apply to RTDIM fee revenues for the fiscal year ending June 30, 2025.

In addition, for all funds established for the collection and expenditures of development impact fees, California Government Code Section 66001 (d) has additional requirements. For the fifth fiscal year following the first deposit into the fund and every five years after, the local agency shall make all of the following findings with respect to that portion of the fund remaining unexpended, whether committed or uncommitted.

- A. Identify the purpose to which the fee is to be put.
- B. Demonstrate a reasonable relationship between the fee and purpose for which it is charged.
- C. Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements.
- D. Designate the approximate dates on which the funding is expected to be deposited into the appropriate account or fund.

As shown in the table on Page 5, as of June 30, 2025, ECCRFFA has \$12,401,039 in RTDIM funds that have been held past the fifth year following their first deposit. ECCRFFA makes all of the following findings with respect to that portion of the fund remaining unexpended.

- A. Identify the purpose to which that portion of the fund remaining unexpended after 5 years of receipt are to be put.
 - The portion of the fund remaining unexpended after 5 years of receipt will be will be used to fund a portion of the following projects: 1) California Avenue Project; 2) Vasco Road Phase 2 Project; 3) West Leland Road Extension Project; 4) Pittsburg-Antioch Highway Widening Project; 5) SR4 Widening from Laurel Rd to Sand Creek Road Project (Formerly SR4 Bypass); and 6) Landscaping SR4 Interchanges (Formerly SR4 Bypass), an uncompleted portion of the SR4 project.
- B. Demonstrate a reasonable relationship between the transportation mitigation fees and the purpose for which they are charged.
 - As further described in the ECCRFFA Regional Fee Program Reports, the transportation mitigation fees are imposed to fund new development's proportional share of the transportation improvements that will serve or mitigate the impact of transportation demands caused by new development within East Contra Costa County. New development within the East Contra Costa County includes new single-family residential and multi-family residential dwelling units and new commercial/retail, office, and industrial developments. Each of these types of development generates vehicle trips at a certain rate. The transportation mitigation fees represent new development's proportional share of the cost of the transportation improvements. Each new development project pays its fair share of the cost of the transportation improvements required to accommodate it, based on the number of equivalent dwelling units and trips generated. The transportation mitigation fee for each new development is calculated based on a factor of the number of peak-hour vehicle trips that will be generated by each new development project and charged on a per-dwelling-unit, per-square-foot, or per-peak-hour-trip basis. The method of fee apportionment is based upon industry standard trip generation rates per the Trip Generation Manual published by the Institute of Transportation Engineers.
- C. Identify all sources and amounts of funding anticipated to complete financing of incomplete transportation improvements identified in the Report.
 - ECCRFFA fees were last approved in 2005. While the fees adjust annually based on an established index, the fees themselves have not been increased since 2005, even as new projects have been added. The transportation improvements within the ECCRFFA Regional Fee Program will be partially funded by ECCRFFA fee revenues. Other sources of funding, such as State or

Federal aid, or local funding sources, such as Measure J funds, will be pursued to complete financing of these improvements.

The rate at which revenue is generated by transportation mitigation fees within East Contra Costa County is dependent on the rate of new development. ECCRFFA revenue generation, as well as grant funds, drive the timing of construction of transportation improvements because it is anticipated that most improvements will be funded through a combination of all these funding sources. ECCRFFA's strategic plan identifies when ECCRFFA funds will be used to fund projects.

D. Designate the approximate dates on which the funding referred to in Paragraph C above is expected to be deposited into the appropriate account or fund.

The rate of revenue for capital improvements can vary based upon the economy and political issues, so the anticipated dates for funding are estimated. The rate of development is dependent on the economy and, thus, influences the rate of ECCRFFA fee collections. Over the last five years approximately \$116.5M in RTDIM fees were collected and \$139,576 in interest income produced (total five-year revenue of \$116.7M). Federal, State, and local dollars can also be unpredictable. As such, it is difficult to predict the rate of matching funds for these projects in the future.

Grant funds are also difficult to predict as local agencies compete for funding, and awards are not assured. Although the rate of funding is unpredictable, a very rough estimate over the next five years for funding of transportation improvements on the ECCRFFA project list is approximately \$63.2M from the RTDIM fees.

Staff recommends the Board approved the attached ECCRFFA AB1600 Report, with the above findings.

East Contra Costa Regional Fee Program

AB1600 Report

For

Fiscal Year Ending June 30, 2025

East Contra Costa Regional Fee and Financing Authority

December 2025

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1. INTRODUCTION

BACKGROUND

ECCRFFA's Regional Fee Program has been in effect in East Contra Costa County since FY 1994/95. The Authority conducted an update of the fee program in 2001 to help fund an expanded list of regional transportation improvements. In the summer of 2005, the Authority completed a comprehensive update of its Regional Transportation Development Impact Mitigation (RTDIM) fee program. In June 2005, the ECCRFFA Board approved the East Contra Costa Regional Fee Program Update Final Report. In October 2020, the ECCRFFA Board approved another East Contra County Regional Fee Program Update to expand the list of regional transportation improvements to include the Sand Creek Road Extension Project. In June 2024, the ECCRFFA Board approved another East Contra County Regional Fee Program Update to expand the list of regional transportation improvements to include 18 additional projects. ECCRFFA fees to fund these projects were last set in 2005. Adjustments to the fees are made annually in accord with the Engineering News Record Construction Cost Index. The program sets forth the relationship between contemplated future development, facilities needed to serve future development, and the estimated costs of those improvements. The program is reviewed periodically to address updated information on project costs and completion schedules. Many of ECCRFFA's projects are financed with a combination of Regional Transportation Development Impact Mitigation (RTDIM) fee revenues and funding from other sources (e.g., Measure J funds, State and/or Federal funds).

LEGAL REQUIREMENTS FOR DEVELOPMENT IMPACT FEE REPORTING

1) California Government Code Section 66006(b)

In California, State legislation sets certain legal and procedural parameters for the charging of development impact fees ("DIFs"). This legislation was passed as AB1600 by the California Legislature and is now codified as California Government Code Sections (GC §) 66000 through 66025 ("Mitigation Fee Act"). This State law went into effect in 1987. The East Contra Costa Regional Fee and Financing Authority (ECCRFFA) collects RTDIM fees, a type of DIF. The RTDIM fees are subject to the requirements of the Mitigation Fee Act.

GC § 66006(b)(1) states the following requirements as pertains to DIFs:

For each separate account or fund established, the local agency shall, within 180 days after the last day of each fiscal year, make available to the public the following information for the fiscal year (the applicable page numbers in this report are provided for reference):

- (A) A brief description of the type of fee in the account or fund. (Page 5)
- (B) The amount of the fee. (Page 5)
- (C) The beginning and ending balance of the account or fund. (Page 6)
- (D) The amount of the fees collected and interest earned. (Page 6)

- (E) An identification of each public improvement on which fees were expended and the amount of expenditures on each improvement including the total percentage of the cost of the public improvement that was funded with fees. (Page 7)
- (F) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. (Page 7)
- (G) A description of each interfund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, and, in the case of an interfund loan, the date on which the loan will be repaid, and the rate of interest that the account or fund will receive on the loan. The ECCRFFA Board approved 2 interfund transfer loans during the fiscal year covered by this report. The first approved interfund transfer loan was in the amount of \$17M to be available to fund the East Cypress Road Widening Project. The second approved interfund transfer loan was in the amount of \$9M to be available to fund the following projects: 1) Slatten Ranch Road Extension, South Segment Project; 2) Lone Tree Way Rail Crossing Project; 3) Laurel Road Extension, Teton Road to Sellers Avenue Project; and 4) Bailey Road Improvements Project. However, while the ECCRFFA Board approved the interfund transfer loans during the fiscal year covered by this report, there were no payments or transfer of monies from the account funding the loans during the fiscal year covered by this report.
- (H) The amount of refunds made (as pursuant to GC § 66001(e)) due to sufficient funds being collected to complete financing on incomplete public improvements, and the amount of reallocation of funds made (as pursuant to GC § 66001(f)) due to administrative costs of refunding unexpended revenues exceeding the amount to be refunded. There were no refunds issued during the fiscal year covered by this report.

2) California Government Code Section 66001(d)

For all funds established for the collection and expenditures of development impact fees, California Government Code Section 66001(d) has additional requirements. For the fifth fiscal year following the first deposit into the fund and every five years after, the local agency shall make all of the following findings with respect to that portion of the fund remaining unexpended, whether committed or uncommitted.

- A. Identify the purpose to which the fee is to be put.
- B. Demonstrate a reasonable relationship between the fee and purpose for which it is charged.
- C. Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements.
- D. Designate the approximate dates on which the funding is expected to be deposited into the appropriate account or fund.

3) California Government Code Section 66001(d) Findings

As shown in the table on Page 5, as of June 30, 2025, ECCRFFA has \$12,401,039 in RTDIM funds that have been held past the fifth year following their first deposit. ECCRFFA makes all of the following findings with respect to that portion of the fund remaining unexpended.

A. Identify the purpose to which that portion of the fund remaining unexpended after 5 years of receipt are to be put.

The portion of the fund remaining unexpended after 5 years of receipt will be will be used to fund a portion of the following projects: 1) California Avenue Project; 2) Vasco Road – Phase 2 Project; 3) West Leland Road Extension Project; 4) Pittsburg-Antioch Highway Widening Project; 5) SR4

Widening from Laurel Rd to Sand Creek Road Project (Formerly SR4 Bypass); and 6) Landscaping SR4 Interchanges (Formerly SR4 Bypass), an uncompleted portion of the SR4 project.

B. Demonstrate a reasonable relationship between the transportation mitigation fees and the purpose for which they are charged.

As further described in the ECCRFFA Regional Fee Program Reports, the transportation mitigation fees are imposed to fund new development's proportional share of the transportation improvements that will serve or mitigate the impact of transportation demands caused by new development within East Contra Costa County. New development within the East Contra Costa County includes new single-family residential and multi-family residential dwelling units and new commercial/retail, office, and industrial developments. Each of these types of development generates vehicle trips at a certain rate. The transportation mitigation fees represent new development's proportional share of the cost of the transportation improvements. Each new development project pays its fair share of the cost of the transportation improvements required to accommodate it, based on the number of equivalent dwelling units and trips generated. The transportation mitigation fee for each new development is calculated based on a factor of the number of peak-hour vehicle trips that will be generated by each new development project and charged on a per-dwelling-unit, per-square-foot, or per-peak-hour-trip basis. The method of fee apportionment is based upon industry standard trip generation rates per the Trip Generation Manual published by the Institute of Transportation Engineers.

C. Identify all sources and amounts of funding anticipated to complete financing of incomplete transportation improvements identified in the Report.

ECCRFFA fees were last approved in 2005. While the fees adjust annually based on an established index, the fees themselves have not been increased since 2005, even as new projects have been added. The transportation improvements within the ECCRFFA Regional Fee Program will be partially funded by ECCRFFA fee revenues. Other sources of funding, such as State or Federal aid, or local funding sources, such as Measure J funds, will be pursued to complete financing of these improvements.

The rate at which revenue is generated by transportation mitigation fees within East Contra Costa County is dependent on the rate of new development. ECCRFFA revenue generation, as well as grant funds, drive the timing of construction of transportation improvements because it is anticipated that most improvements will be funded through a combination of all these funding sources. ECCRFFA's strategic plan identifies when ECCRFFA funds will be used to fund projects.

D. Designate the approximate dates on which the funding referred to in Paragraph C above is expected to be deposited into the appropriate account or fund.

The rate of revenue for capital improvements can vary based upon the economy and political issues, so the anticipated dates for funding are estimated. The rate of development is dependent on the economy and, thus, influences the rate of ECCRFFA fee collections. Over the last five years approximately \$116.5M in RTDIM fees were collected and \$139,576 in interest income produced (total five-year revenue of \$116.7M). Federal, State, and local dollars can also be unpredictable. As such, it is difficult to predict the rate of matching funds for these projects in the future.

Grant funds are also difficult to predict as local agencies compete for funding, and awards are not assured. Although the rate of funding is unpredictable, a very rough estimate over the next five years for funding of transportation improvements on the ECCRFFA project list is approximately \$63.2M from the RTDIM fees.

4) Additional Notes

The State of California Government Code Section 66002 states that local agencies that have developed a fee program may adopt a Capital Improvement Program (CIP) indicating the approximate location, size and timing of projects, plus an estimate for the cost of all facilities or improvements to be financed by fees. A formal CIP is recommended, at a minimum, as a five-year plan. ECCRFFA periodically prepares a Strategic Plan that addresses the topics described above. The current ECCRFFA Strategic Plan was last approved in June 2025 and includes planned project expenditures through Fiscal Year 2029/30. ECCRFFA's current adopted Strategic Plan is available upon request.

5) Funding of Infrastructure

The ECCRFFA June 2025 Strategic Plan identifies all funding sources and amounts for individual projects through FY 2029/30. The Strategic Plan is updated periodically to reflect the status of current projects being delivered, as well as the opportunity to fund additional projects as projects are completed. ECCRFFA continues to seek other funding sources to help fund the projects included in ECCRFFA's Project List.

6) Current Major Projects

As of the date of this report, a number of ECCRFFA projects are in various stages of being completed as shown in Table 1 below.

	TABLE 1 Status of Current ECCRFFA Projects				
Project Number	Project Name	Status			
1	SR 4 Freeway Widening Completed				
2	SR 4 Bypass – Segment 1	Completed			
2	SR160/SR 4 Interchange Connectors	Completed			
3	SR 4 Bypass – Segment 2	Closeout			
3	Sand Creek Interchange	Completed Phase 1			
3	Mokelumne Bicycle/Pedestrian Overcrossing Completed				
4 SR 4 Bypass – Segment 3 Completed Phas		Completed Phase 1			
4	Balfour Road Interchange	Closeout			
5	Laurel Road Extension	Completed			

16	James Donlon Extension (Antioch Portion)	Completed
26	eBART Extension to Hillcrest Avenue	Completed
27	Sand Creek Road Extension	Construction

DESCRIPTION OF DEVELOPMENT IMPACT FEES

Regional Transportation Development Impact Fees – ECCRFFA collects RTDIM fees to fund transportation improvements necessary to accommodate transportation demands generated by new development in East Contra Costa County. Please see the *East Contra Costa Regional Fee Program Update Final Report*, dated June 16, 2005, for more information about the purpose of the program and its consistency with AB 1600 requirements.

CURRENT FEE SCHEDULE

Presented below is ECCRFFA's current RTDIM fee schedule for 2025.

TABLE 2
East Contra Costa Regional Fee and Finance Authority
Fee Schedule Effective January 1, 2024

Fee Category	Prior Fee	Index	New Fee (as of Jan 1, 2025)	ECCRFFA Fee Rebate	New Fee Less Rebate
Single-Family Residential	\$28,313	-0.6%	\$28,143	15%	\$23,922
Multi-Family Residential	\$17,380	-0.6%	\$17,276	15%	\$14,684
Commercial	\$2.35	-0.6%	\$2.34		\$2.34
Office	\$2.04	-0.6%	\$2.03		\$2.03
Industrial	\$2.05	-0.6%	\$2.03		\$2.03
Other	\$28,313	-0.6%	\$28,143		\$23,922

Note: A 1% administrative charge is allowed in addition to the fees shown, for RTDIM fee program administration.

2. DEVELOPMENT IMPACT FEE REPORT

TABLE 3

	ECCDEEA Docio	nal Developer Fe	o Eund		
	ECCRFFA Region	nai Developer Fe	e runa		
Statement of	Revenues, Expe	nditures and Cha	nges in Fund Bala	nce	
	Last Fi	ve Fiscal Years			
Description	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
				-	
REVENUES	26 427 74 4	24 474 225	47.077.067	45 052 740	42 570 044
Fees Collected	36,437,714	34,474,225	17,977,967	15,053,748	12,579,914
Interest Earnings Other Revenues	9,121 1,221,295	3,021	18,819	42,091 11,000,000	66,523
Other Revenues	1,221,295			11,000,000	847,667
Total Revenues	37,668,130	34,477,246	17,996,786	26,095,839	13,494,104
EXPENDITURES					
Expenditures	15,799,117 1,253,097	1,253,097	1,062,672 5,694,735	5,694,735	2,750,852
Total Expenditures	15,799,117	1,253,097	1,062,672	5,694,735	2,750,852
REVENUES OVER (UNDER) EXPENDITURES	21,869,014	33,224,148	16,934,114	20,401,104	10,743,253
Fund Balance, Beginning of Year	38,961,512	60,830,525	94,054,673	110,988,788	131,389,891
Fund Balance, End of Year	60,830,525	94,054,673	110,988,788	131,389,891	142,133,144
Fi	ve-Year Revenue Tes	t Using First In First O	out Method		
Available Revenue Current Year	37,668,130	34,477,246	17,996,786	26,095,839	13,494,104
Available Revenue Prior Fiscal Year (2-yr Old Funds)	18,340,823	37,668,130	34,477,246	17,996,786	26,095,839
vailable Revenue Prior Fiscal Year (3-yr Old Funds)	4,821,571	18,340,823	37,668,130	34,477,246	17,996,786
vailable Revenue Prior Fiscal Year (4-yr Old Funds)		3,568,474	18,340,823	37,668,130	34,477,246
vailable Revenue Prior Fiscal Year (5-yr Old Funds)			2,505,802	15,151,890	37,668,130
vailable Revenue Greater than Five Prior Fiscal Years					12,401,039
Total Revenue Available	60.830.525	94.054.673	110.988.788	131.389.891	142,133,144

3. DEVELOPMENT FEE PROJECT IDENTIFICATION

The following table provides the information required by Government Code section 66006, subdivisions (b)(1)(E) and (b)(1)(F).

- An identification of each public improvement on which fees were expended and the amount of expenditures
 on each improvement, including the total percentage of the cost of the public improvement that was funded
 with fees; and
- An identification of an approximate date by which the construction of the public improvement will commence
 if the local agency determines that sufficient funds have been collected to complete financing on an
 incomplete public improvement.

					TABLE 4					
		Dev	Development Fee Project Identification as	e Project Ide	ntification as		of June 30, 2025 (\$ millions)	ns)		
			Estimated	Estimated Construction Dates	on Dates			Del	Development Fees	es
Project Number	Project Name	Phase	Funding and Start	Open to Traffic	Project Closeout	5-Yr Cost (FY19/20 – FY24/25)	Est Total Cost	Est Total Funding	Funding to Date	% Funded with Fees
1	SR 4 Freeway Widening	Completed	2001	2016	2018	\$0.00	\$633.50	\$2.00	\$2.00	0.30%
2	SR 4 Bypass - Segment 1	Completed	2002	2008	2018	00'0\$	\$114.70	\$89.70	02.68\$	78,20%
2	SR160/SR 4 Interchange Connectors	Completed	2014	2016	2016	\$0.00	\$50.00	\$0.20	\$0.20	0.40%
3	SR 4 Bypass - Segment 2	Completed	1999	2002	2018	00'0\$	08.88	\$33.30	\$33.30	100%
3	Sand Creek Interchange	Completed	2013	2014	2015	\$0.00	\$43.80	\$5.80	\$5.80	13.20%
3	Mokelumne Overcrossing	Construction	2020	2024	2025	\$12.50	\$13.00	\$2.00	\$2.00	15.40%
4	SR 4 Bypass - Segment 3	Completed	2006	2008	2018	\$0.00	\$90.40	\$90.40	\$90.40	100%
4	Balfour Road Interchange	Closeout	2016	2018	2023	\$6.10	\$74.00	\$26.30	\$26.30	35.10%
5	Laurel Road Extension	Completed	2002	2008	2015	\$0.00	\$22.60	\$22.60	\$22.60	100%
11	Vasco Road Improvements (Phase 1)	Completed	2008	2010	2011	00.0\$	\$32.00	\$32.00	\$32.00	8,40%
16	James Donlon Ext (Antioch)	Completed	2004	2005	2005	\$5.00	\$5.00	\$.5.0	\$5.00	100%
23	John Muir Parkway	Completed	2018	2019	2020	\$0.00	\$3.60	\$3.60	\$3.60	100%
26	eBART to Hillcrest Ave	Completed	2014	2018	2020	\$4.10	\$513.00	\$35.00	\$35.00	8.80%
27	Sand Creek Rd Ext	Construction	2022	Various	2025	\$7.30	\$40.32	\$12.50	\$7.30	31.00%
	TOTAL					\$35.00	\$1,669.22	\$355.40	\$355.20	21.29%

DATE: December 11, 2025

TO: Board of Directors

FROM: Dale Dennis, Program Manager \mathcal{DD}

SUBJECT: Adopt an Updated Fee Reduction Policy for Certain Transit-Oriented Developments

Recommendations: Staff recommends the Board take the following actions:

- 1. **ADOPT** the attached updated Fee Reduction Policy for Certain Transit-Oriented Developments, consistent with new requirements of the Mitigation Fee Act (Government Code section 66005.1) that become effective January 1, 2026;
- 2. **DIRECT** ECCRFFA Member Agencies to implement the updated Policy when imposing RTDIM Fees on qualifying developments beginning January 1, 2026.

Discussion:

In April 2024, the Board adopted a Fee Reduction Policy for Certain Transit-Oriented Developments based on a new requirement in the Mitigation Fee Act (Government Code section 66005.1) that stated a fee discount should be given for developments close to transit stations that meet certain requirements. Since that Policy was adopted, additional state legislation known as SB 358 has been adopted and goes into effect on January 1, 2026. This legislation makes further modifications to that same section of the Mitigation Fee Act by making small changes to the eligibility criteria. To be eligible for a fee reduction, residential developments would still need to be close to a transit stop, be proximate to a mix of retail and other land uses, and have limited provision of parking, so the overall concept of the eligibility criteria remains the same. This new legislation adds more specificity to the definition of the types of land uses that an eligible residential project should be proximate to by listing nine specific types of uses (such as grocery stores, restaurants, and schools, among other things), and it also adds more specificity to the definition of what would be considered limited provision of parking.

ACTION OF BOARD ON	<u> </u>	APPROVED AS RECOMMENDED OTHER
VOTE OF DIRECTORS		
UNANIMOUS	(ABSENT)	
AYES:	NOES:	
ABSENT:	ABSTAIN:	I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Directors on the date shown.
		ATTESTED
		Secretary to the Authority

Staff has worked with our Fee Program consultant, Fehr and Peers to develop the attached updated Fee Policy for Developments Close to Transit Stations, which is consistent with the Mitigation Fee Act (Government Code section 66005.1) that become effective January 1, 2026. The policy is based on the analysis of the Technical Memorandum, dated April 5, 2024, and a supplemental Technical Memorandum, dated November 21, 2025, both prepared by Fehr and Peers. The memoranda show that developments that meet these criteria have reduced trip generation rates, and justify charging the development transportation impact fees that are 87% of what would otherwise be charged. ECCRFFA charges fees on a per-unit basis, so a qualifying development would be charged 87% of the RTDIM Fee imposed per unit for all units in the development.

Based on the Fehr and Peers analysis and supplemental information, copies of which are attached to this staff report, staff is recommending the Board approve the attached updated Fee Reduction Policy for Certain Transit-Oriented Developments, and direct Member Agencies to implement the policy when they impose RTDIM fees on qualifying developments, beginning January 1, 2026.

ATTACHMENTS

- 1. Updated Fee Reduction Policy for Certain Transit-Oriented Developments
- 2. Fehr and Peers Technical Memorandum dated April 5, 2024
- 3. Fehr and Peers Technical Memorandum dated November 21, 2025

Antioch – Brentwood – Oakley – Pittsburg and Contra Costa County

A JOINT EXERCISE OF POWERS AGENCY

255 Glacier Drive, Martinez, CA 94553

FEE REDUCTION POLICY FOR CERTAIN TRANSIT-ORIENTED DEVELOPMENTS

THE ECCRFFA BOARD OF DIRECTORS HAS ADOPTED a formal policy approving a reduced fee for all residential developments that meet the applicable requirements of Government Code section 66005.1. Specifically, units within residential developments that satisfy <u>all</u> of the following statutory criteria shall be charged a reduced fee of 87% of the applicable ECCRFFA regional transportation demand impact mitigation fee per unit, to reflect that the development is expected to have lower trip generation rates:

- Meets the definition of a "housing development" in Government Code section 66006.1(d)(1).
- Located within a "transit priority area," as defined in California Public Resources Code Section 21099(a)(7), and within one-half mile of an existing or a planned "major transit stop," as defined in California Public Resources Code Section 21064.3 (such as a BART station). If the major transit stop is planned, for the reduction to apply it must be scheduled to be completed before or within one year after the scheduled completion and occupancy of the housing development.
 - Located within one-half mile of three or more of the following:
 - A supermarket or grocery store.
 - A public park.
 - A community center.
 - A pharmacy or drugstore.
 - A medical clinic or hospital.
 - A public library.
 - A school that maintains a kindergarten or any of grades 1 to 12, inclusive.

Board of Directors:

Susannah Meyer, Brentwood – Chair Aaron Meadows, City of Oakley – Vice Chair Juan Banales, City of Pittsburg Diane Burgis, Contra Costa County Ron Bernal, City of Antioch

Antioch – Brentwood – Oakley – Pittsburg and Contra Costa County

A JOINT EXERCISE OF POWERS AGENCY

255 Glacier Drive, Martinez, CA 94553

- A licensed childcare facility.
- A restaurant.
- Provides no more than one parking space for each studio/1-BR/2-BR unit and 2 parking spaces for each 3+BR unit in the development.

The trip generation effects of transit-oriented development were evaluated in a Technical Memorandum, dated April 5, 2024, by Fehr & Peers. The findings from that evaluation resulted in the fee reduction percentage included in ECCRFFA's fee reduction policy adopted by the ECCRFFA Board of Directors on April 11, 2024. Some of the specific characteristics in the bullet list above are the result of slight legislative modifications to Government Code section 66005.1 that go into effect on January 1, 2026 (Stats. 2026, Chap. 515 (SB 358). Fehr & Peers has expressed their professional opinion that these modifications are minor and would not materially affect the conclusions presented in the April 5, 2024 Technical Memorandum. Therefore, the Board of Directors directs Member Agencies to impose 87% of the applicable RTDIM fee per unit within residential developments that meet the criteria above, in accordance with changes to Government Code section 66005.1.

This fee reduction policy becomes effective January 1, 2026, and it supersedes the prior fee-reduction policy adopted by the ECCRFFA Board of Directors on April 11, 2024.



Technical Memorandum

Date: April 5, 2024

To: Dale Dennis, Program Manager, East Contra Costa Regional Fee & Financing Authority

From: Julie Morgan and Bruno Lertora, Fehr & Peers

Subject: Technical Support for ECCRFFA Policy on Transit-Oriented Development

1001-1655.03

Transit-oriented Development

A new requirement in the Mitigation Fee Act (Government Code section 66005.1) specifies that a fee discount should be given for residential developments close to transit stations that meet certain requirements. Specifically, residential developments that satisfy <u>all</u> of the following characteristics should be charged a lower fee to reflect that the development is likely to have lower trip generation, although the agency imposing the fee has discretion to determine the amount of the reduction:

- o The housing development is located within one-half mile of a transit station and there is direct access between the housing development and the transit station along a barrier-free walkable pathway not exceeding one-half mile in length.
- Convenience retail uses, including a store that sells food, are located within onehalf mile of the housing development.
- The housing development provides either the minimum number of parking spaces required by the local ordinance, or no more than one onsite parking space for zero to two bedroom units, and two onsite parking spaces for three or more bedroom units, whichever is less.

"Transit station" is defined in Government Code 65460.1(b)(5) as being a rail or light-rail station, ferry terminal, bus hub, or bus transfer station. A "bus hub" means an intersection of three or more bus routes, with a minimum route headway of 10 minutes during peak hours. A "bus transfer station" means an arrival, departure, or transfer point for the area's intercity, intraregional,



or interregional bus service having permanent investment in multiple bus docking facilities, ticketing services, and passenger shelters. Per Section 66005.1, for the purposes of the fee discount, a "transit station" would include existing transit stations as well as planned transit stations otherwise meeting this definition whose construction is programmed to be completed prior to the scheduled completion and occupancy of the housing development.

Within the ECCRFFA area, the transit stations that currently exist are the BART stations at Pittsburg/Bay Point, Pittsburg Center, and Antioch. There are currently no ferry terminals in the ECCRFFA area, and no bus hubs or bus transfer stations separate from the BART stations.

Analysis

To estimate the effects of transit-oriented development characteristics on vehicular trip generation, the Fehr and Peers' MXD+ tool has been used. This tool was selected because the traditional ITE *Trip Generation* methodologies are primarily based on data collected at single-use, freestanding sites located in suburban areas where there is limited accessibility by transit. These defining characteristics limit the data's applicability to development projects located in more pedestrian-friendly and transit-accessible places and with a mix of uses available in close proximity.

The development of the MXD+ technique began in response to the limitations in the ITE Trip Generation methodology. With the goal of providing a straightforward and empirically validated method of estimating vehicle trip generation at mixed-use developments, the U.S. Environmental Protection Agency (EPA) sponsored a national study of the trip generation characteristics of mixed-use sites. Travel survey data was gathered from 239 mixed-use developments (called MXDs) in six major metropolitan regions and correlated with the characteristics of the sites and their surroundings. The findings indicated that the amount of traffic generated by each site is affected by a wide variety of factors including the mix of jobs and residents at the site, the overall size and density of the development, the availability of convenient internal connections for walking or driving between nearby uses, the availability of transit service to the site, and the surrounding trip destinations within the immediate area. None of these factors is explicitly accounted for in the traditional application of the ITE Trip Generation manual method. These characteristics were statistically related to trip behavior observed at the development sites and the resulting equations predict how the trip generation from a particular mixed-use site would be reduced as compared to the traditional ITE methods. Applying these vehicle trip reduction percentages to the "raw trips" predicted by the ITE methods produces an estimate for the number of vehicle trips traveling in or out of a site.

To estimate the trip generation effects of transit-oriented development in the ECCRFFA area, the MXD+ model was applied to a hypothetical multi-family residential development that was assumed to be located within one-half mile of an East County BART stations and that exhibited all

Dale Dennis April 5, 2024 Page 3 of 5



of the other characteristics required under Section 66005.1 to qualify as a transit-oriented development. Each test case (one for each of the three East County BART stations) are described in the following tables, with the average results presented in Table 4. As shown, the MXD+ model estimates that residential developments that exhibit the characteristics of transit-oriented development specified in Section 66005.1 and that are located in the ECCRFFA area would have, on average, PM peak hour trip generation rates that are approximately 13% lower than the standard ITE methods.

ECCRFFA fees are established based on the PM peak hour trip generation characteristics of common land use categories. Based on the analysis presented here, a residential project that meets the criteria in Section 66005.1 as a transit-oriented development could be granted a reduced fee of 87% of the standard fee for that project.

Please contact us with any questions.



Table 1: Vehicle Trip Generation - Hypothetical Project near Pittsburg/Bay Point Station

l and llea	ITE Code	O	Daibe	PM Peak Hour			
Land Use	ITE Code	Quantity ¹	Daily	In	M Peak H Out 28 -4 24 -13%	Total	
Multifamily Housing (Low-rise)	220	150 du	1,011	49	28	77	
MXD+ Trip Redu	ctions ²		-60	-6	-4	-9	
Net New Project Trips		951	43	24	68		
Trip Reduction	n (%)		-6%	-11%	-13%	-12%	

Note:

- 1. 1 du = 1 dwelling unit
- 2. MXD+ Trip Reductions include travel within project or to nearby uses and trips made by non-automobile modes Source: Fehr & Peers, 2024.

Table 2: Vehicle Trip Generation - Hypothetical Project near Pittsburg Center Station

Land Use	ITE Code Quantity ¹	Dailer	PM Peak Hour			
Land Ose	ITE Code	Quantity ¹	Daily	ln	Out 28 -5	Total
Multifamily Housing (Low-rise)	220	150 du	1,011	49	28	77
MXD+ Trip Redu	ctions ²		-75	-7 -5		-11
Net New Projec	t Trips		936	42	23	66
Trip Reduction	n (%)		-7%	-13%	-17%	-14%

Note:

- 1. 1 du = 1 dwelling unit
- 2. MXD+ Trip Reductions include travel within project or to nearby uses and trips made by non-automobile modes Source: Fehr & Peers, 2024.



Table 3: Vehicle Trip Generation - Hypothetical Project near Antioch Station

Leadillee	ITE Code	0	D.''	PM Peak Hour		
Land Use	ITE Code	Quantity ¹	Daily	In	Out 28 -3 25 -10%	Total
Multifamily Housing (Low-rise)	220	150 du	1,011	49	28	77
MXD+ Trip Reduction	MXD+ Trip Reductions ²		-54	-7	-3	-10
Net New Project Tri	os		957	42	25	67
Trip Reduction (%)		-5%	-14%	-10%	-13%

Note:

- 1. 1 du = 1 dwelling unit
- 2. MXD+ Trip Reductions include travel within project or to nearby uses and trips made by non-automobile modes Source: Fehr & Peers, 2024.

Table 4: Vehicle Trip Generation - Average of all Hypothetical Projects

• • • • • • • • • • • • • • • • • • •						
Land Han	ITE Code	0	Deiba	PM Peak Hour		
Land Use	ITE Code	Quantity ¹	Daily	ln	Out 28 -4 24 -13%	Total
Multifamily Housing (Low-rise)	220	150 du	1,011	49	28	77
MXD+ Trip Reductions ²			-63	-6	-4	-10
Net New Project Trip	os		948	43	24	67
Trip Reduction (%)		-6%	-13%	-13%	-13%

Note:

- 1. 1 du = 1 dwelling unit
- 2. MXD+ Trip Reductions include travel within project or to nearby uses and trips made by non-automobile modes Source: Fehr & Peers, 2024.



Technical Memorandum

Date: November 21, 2025

To: Dale Dennis, Program Manager, East Contra Costa Regional Fee & Finance Authority

From: Julie Morgan, Fehr & Peers

Subject: Supplemental Information for ECCRFFA Policy on Transit-Oriented Development

1001-1655.03

In response to a request from ECCRFFA, Fehr & Peers prepared a technical memorandum dated April 5, 2024 providing technical support for the Fee Authority's adjustment of their transportation impact fee on residential development. The impetus for the analysis presented in that memorandum was state legislation that modified a section of the Mitigation Fee Act (Government Code section 66005.1) to specify that transportation impact fees should be reduced for residential developments that meet certain requirements related to proximity to a transit stop, proximity to convenience retail uses, and limited provision of parking, to reflect the fact that such residential developments typically generate vehicle trips at lower rates than developments that do not exhibit those characteristics.

The analysis presented in the April 5, 2024 technical memorandum estimated the trip generation effects of residential development in eastern Contra Costa County that would meet the criteria set forth in the Mitigation Fee Act at that time. This analysis used a methodology called MXD+, which was designed to address limitations in the conventional ITE Trip Generation methodology and which was built off of empirical data gathered at a wide range of "mixed-use development" sites around the country. Mixed-use sites are by definition those that do not have just a single use (i.e., they are not all residential or all commercial) but instead have a mixture of different types of uses. The sites included in the MXD+ methodology have relatively dense development with a variety of jobs and housing in close proximity, have convenient ways for residents and employees to travel between the various parts of the development, and typically have convenient transit service available. While the MXD method does not specifically include parking ratios as an input variable, it is typically the case that mixed-use developments with the attributes described above also have

Dale Dennis November 21, 2025 Page 2 of 2



limited parking supplies compared to developments without those attributes. Compared to other modeling tools available, the MXD+ methodology was considered to be the most appropriate tool for evaluating how the trip generation of residential developments that meet the criteria would differ from the trip generation of developments that do not meet those criteria, thus providing a basis for ECCRFFA to set a numerical rate for the fee reduction to apply to residential developments that meet the criteria.

Since that memorandum was prepared, additional state legislation known as SB 358 has been adopted and goes into effect on January 1, 2026. This legislation makes further modifications to that same section of the Mitigation Fee Act by making small changes to the eligibility criteria. To be eligible for a fee reduction, residential developments would still need to be close to a transit stop, be proximate to a mix of retail and other land uses, and have limited provision of parking, so the overall concept of the eligibility criteria remains the same. This new legislation adds more specificity to the definition of the types of land uses that an eligible residential project should be proximate to by listing nine specific types of uses (such as grocery stores, restaurants, and schools, among other things) and also adds more specificity to the definition of what would be considered limited provision of parking.

The changes in eligibility criteria contained in SB 358 are relatively minor in nature and serve to add specificity to the concepts that were already addressed earlier. These minor changes would not change the application of the MXD+ methodology described in the April 5, 2024 technical memorandum and thus would not change the conclusions presented in that memorandum.