SUBJECT:
Update on Activities Related to Richmond Parkway Transit Center Including Final Report on Planning and Conceptual Design Study, and Acceptance of Ownership of Richmond Parkway Transit Center Property from California Department of Transportation.

RECOMMENDED ACTION:

☐ Information Only  ☐ Briefing Item  ☒ Recommended Motion

Authorize the General Manager to Enter Into a Contract with the California Department of Transportation to Accept Ownership of the Richmond Parkway Transit Center Property.

Fiscal Impact:
None at this time. The California Department of Transportation (CalTrans) will not require monetary compensation for the transfer of property ownership. Regional Measure 2 funds have been allocated to AC Transit for Environmental Impact Report costs associated with the next phase of the long-term project. The low construction bid

BOARD ACTION:  
Approved as Recommended  [ ]  Other  [ ]
Approved with Modification(s)  [ ]

[To be filled in by District Secretary after Board/Committee Meeting]

The above order was passed on __________________, 2005.

Rose Martinez, District Secretary
By ___________________________
for short-term improvements and security within the existing lot was $40,000 over the engineer’s estimate; additional funds are being sought to bridge this gap and begin construction.

**Background/Discussion:**
CalTrans has issued Encroachment and Maintenance Permits to AC Transit, so that AC Transit can upgrade, operate and maintain the Richmond Parkway Transit Center (RPTC). A long-awaited first step in that process was issuance of an Invitation to Bid in November for contractors to perform the following work:

- Install concrete pads, guard shack and porta-potty
- Install electrical connections for guard shack, new bus shelters and parking fee machines
- Repaint striping for parking stalls as necessary

The project involves some minor cleanup work, and Lamar Advertising will be responsible for the installation of several new bus shelters. The successful low bid was about $40,000 over the engineer’s cost estimate of $98,000. Additional funds will be sought from Regional Measure 2 or other sources, so this work can go forward expeditiously. Once the contract is issued, a Request for Proposal will be issued to lease parking fee machines, which will be installed once the lot renovations are completed.

As previously discussed with the Board, a parking fee of $2 per day is contemplated; about $1 of that fee will cover guard costs and the remaining $1 will pay for parking fee machine leasing and maintenance of the lot as required.

Remaining unresolved issues include:

- Potentially offering monthly parking passes. Since the Federal Highway Administration (FHWA) requires that the lot be open to all comers on a first-come, first-served basis, customers with passes could not be guaranteed a parking spot.
- Potentially offering combined monthly parking/Transbay bus passes. If this were offered, details concerning the appropriate discount, if any, would need to be determined.

**Planning and Conceptual Design Study Completed, RFP for Environmental Impact Report to be Issued:**
Arup and Associated Consultants has submitted its *Final Report, Richmond Parkway Transit Center Planning and Conceptual Design Study* to the Richmond Parkway Transit Center Planning Group. Printed or CD copies of this report will be made available to interested Board members or members of the public. The document was
developed as a result of a variety of working papers by subcontractors, a design charette, public review and input, and regular meetings and review by the RPTC Planning Group. The report, which indicates parking demand for the site is 600-800 vehicles, includes an initial cost estimate of $19.6 million to $24.5 million for a 700-space parking facility, expanded transit center and possible income-generating retail component.

The report includes extensive analyses of parking demand, traffic conditions and constraints, improved bus access to the Route 80 HOV lanes, architectural options, detailed cost analyses and even solar panel opportunities. The document contains a wide variety of substantive information. One example is provided: Attachment 1, *Price and Time from Richmond Parkway Transit Center to Downtown San Francisco*. Table 2.1 of Attachment 1 compares the cost of commuting from RPTC to San Francisco by bus, BART, car, or casual carpool. The data indicates that taking AC Transit from the Transit Center to downtown San Francisco is substantially faster and less expensive than either driving or using Del Norte BART.

The Metropolitan Transportation Commission has released $500,000 in Regional Measure 2 funding which is committed to this project for the next phase, an Environmental Impact Report on the alternatives contained in the Arup Report, as well as other alternatives identified during the initial scoping process. A Request for Proposals (RFP) to initiate the hiring process for an EIR consultant will be completed during the first quarter of 2005.

**CalTrans Prepared to Transfer Ownership of Richmond Parkway Transit Center to AC Transit:**
GM Memo 03-262a, adopted by the Board on October 15, 2003, states that “AC Transit should consider assuming operation or ownership of park and ride centers where they are needed to access AC Transit Transbay service.” Staff believes that the Richmond Parkway Transit Center is a primary example of this policy guideline, and has been working for the past two years to upgrade and assume operation and maintenance of the existing 200-space facility. Given the extreme demands on CalTrans’ limited resources, staff believes this is the best course of action for our riders. Recently, CalTrans has indicated that they are prepared to initiate transfer of ownership, at no cost, to AC Transit.

Work will begin on the Environmental Impact Report (EIR) in 2005. Development of an expanded Transit Center facility for Transbay riders is likely within the next several years. Staff recommends that the Board authorize the General Manager to begin the process leading to transfer of ownership of the Richmond Parkway Transit Center to AC Transit.
Prior Relevant Board Actions/Policies:
GM Memo 04-154  Update on Activities Related to Richmond Parkway Transit Center
GM Memo 03-309  Update on Activities Related to Richmond Parkway Transit Center
GM Memo 03-262a  Approve Actions Related to Park and Ride Transit Centers to Support Bus Ridership

Attachments:  1. Table 2.1, Price and Time from Richmond Parkway Transit Center to Downtown San Francisco.

Printed copies or CD’s of Richmond Parkway Transit Center Planning and Conceptual Design Study are available upon request.

Approved by:  Rick Fernandez, General Manager
Nancy Skowbo, Deputy General Manager Service Development

Prepared by:  Jon Twichell, Transportation Planning Manager

Date Prepared:  February 5, 2005
2.2.1 Transbay Market

Approximately 14% of employed residents in West Contra Costa County are estimated to commute to downtown San Francisco for work. This totals approximately 24,000 commuters on a daily basis. This market already has a very high transit ridership, estimated at 69% of the market. Drive alone is estimated at 17%, while carpooling is 14% of journey to work.\(^1\)

Taking the bus or riding in a carpool from the RPTC has a substantial price and times savings over driving alone over the Bay Bridge to San Francisco or even taking BART from El Cerrito del Norte.

Psychologically, people often think of driving as "free", but even counting only out of pocket costs such as gas, parking and tolls, drive alone costs total approximately $16 per trip.

Table 2.1 Price and Time from Richmond Parkway Transit Center to Downtown San Francisco (least to most expensive)

<table>
<thead>
<tr>
<th>Price (round trip)</th>
<th>Time AM Peak</th>
<th>Parking availability</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Casual Carpool</td>
<td>$3.00</td>
<td>25-30 minutes</td>
<td>207 spaces, filled by 6:45</td>
</tr>
<tr>
<td>AC Transit</td>
<td>$6.00</td>
<td>25-30 minutes</td>
<td>Same as above</td>
</tr>
<tr>
<td>Drive Alone to BART (El Cerrito del Norte)</td>
<td>$10.40-12.50</td>
<td>38-45 minutes</td>
<td>2048 spaces, filled by 8:30 AM. Reserved available @ $42/month</td>
</tr>
<tr>
<td>Drive Alone</td>
<td>$25.68</td>
<td>40min-1 hour</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Sources: AC Transit, BART schedules, Mapquest.com. Does not include travel time to RPTC or transfer time.

Due to the substantial time and price savings, the RPTC attracts "choice" transit users who use a car for most of their transportation, but choose transit for convenience and savings. This is a significantly different population than the transit patrons using local AC Transit and WestCAT buses, who are more likely to be transit dependent. It is very clear, as discussed below that, given a choice, most RPTC transbay patrons would access the site by car.

The RPTC is more attractive for commuters than other nearby Park and Ride options because it offers the flexibility of a direct access to and from San Francisco on the AC Transit transbay service. Since many AM casual carpool riders use transit to return in the PM, this makes the RPTC the most attractive transbay lot in West Contra Costa County.

\(^1\) Figures for 2000 from MTC Travel Demand model for superdistrict 20 (Richmond/El Cerrito). Actual census 2000 journey to work information has not yet been released.