

TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

DATE & TIME: Thursday, April 10, 2025 • 9:00 AM – 11:00 AM

LOCATION: WCCTC Offices • 6333 Potrero Ave. at San Pablo Avenue, El Cerrito, CA 94530

TRANSIT OPTIONS: Accessible by AC Transit #72, #72R, #72M & El Cerrito del Norte BART

1. **CALL TO ORDER**

Estimated Time:* 9:00 AM

2. **PUBLIC COMMENT**

Estimated Time:* 9:00 AM, (3 minutes)

The public is welcome to address the TAC on any item that is not listed on the agenda. Please fill out a speaker card and hand it to staff. Please limit your comments to 3 minutes. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The WCCTAC TAC may direct staff to investigate and/or schedule certain matters for consideration at a future TAC meeting.

3. **CONSENT CALENDAR**

Estimated Time:* 9:03 (2 minutes)

A. **Minutes from February 13, 2025, meeting**

Recommendation: Approve as presented.

Attachment: Yes

B. **FY 2025-26 STMP Annual Fee Adjustment**

Recommendation: Distribute to participating agency staff responsible for collecting and processing STMP fees.

Attachments: Yes

4. **REGULAR AGENDA ITEMS**

A. **SR 4 Corridor Vision Study / Hercules Hub Project Bundle.**

Description: CCTA staff, and/or its consultant, will provide information about the State Route 4 Corridor Vision Study. Additionally, there is a fact sheet included in the packet with information about a “bundle” of projects related to the Hercules Hub and the Hercules Transit Center.

Recommendation: Receive information and provide feedback.

Attachments: Yes

Presenter/Lead Staff: CCTA staff and/or its consultant

Estimated Time:* **9:05 AM**, (40 minutes)

B. Draft FY 2025-26 WCCTC Work Program

Description: Each year, WCCTAC staff prepares a work program in association with the development of the upcoming fiscal year's budget. The draft work program is brought to the TAC for review and comment prior to the Board's review.

Recommendation: Receive information and provide feedback.

Attachments: Yes

Presenter/Lead Staff: John Nemeth, WCCTC staff

Estimated Time:* **9:45 AM**, (25 minutes)

C. Potential STMP Changes due to New State Law

Description: STMP fees have traditionally been collected at the time building permits are issued. As of January 1, 2025, state law now requires for residential projects, that development fees be collected later in the process. WCCTC staff is investigating how and what components of the STMP may need to be updated to comply with the new state law.

Recommendation: Prior to meeting, review your jurisdiction's process and adjustments due to new state law.

Attachments: No

Presenter/Lead Staff: Leah Greenblat, WCCTC staff

Estimated Time:* **10:10 AM**, (20 minutes)

D. Preparation for Thursday, May 15, 2025 Bike to Wherever Day

Description: WCCTC staff will go over this year's plan for Bike to Wherever Day, which includes more energizer stations than any previous year.

Recommendation: Receive update.

Attachments: No

Presenter/Lead Staff: Coire Reily, WCCTC staff

Estimated Time:* **10:30 AM**, (10 minutes)

5. STANDING ITEMS

A. Technical Coordinating Committee (TCC) Report

Description: TCC representatives will report on the last TCC meeting.

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTC's TCC Representatives & WCCTC Staff

* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time.

*Estimated Time**: **10:40 AM** (5 minutes)

B. Staff and TAC Member Announcements

Description: TAC members or WCCTAC staff can make comments or announcements.

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTC Staff and TAC Members

*Estimated Time**: **10:45 AM** (5 minutes)

6. ADJOURNMENT

Description / Recommendation: Adjourn to the next regular meeting of the TAC on Thursday, May 8, 2025. The next scheduled meeting of the WCCTC Board is Friday, April 25, 2025.

*Estimated Time**: **10:50 AM**

- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC TAC meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.210.5930 prior to the meeting.
- If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.
- Handouts provided at the meeting are available upon request and may also be viewed at WCCTAC's office.
- Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
- A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.

* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time.

El Cerrito

DRAFT WCCTC TAC Meeting Action Minutes

Hercules

MEETING DATE: February 13, 2025

Pinole

MEMBERS PRESENT: Robert Armijo and Alternate Janney Lockman, Richmond; Alan Panganiban, San Pablo; Jamar Stamps, Contra Costa County; Finn Wurtz, WestCAT; Jarrett Mullen, El Cerrito; Jim Cunradi, AC Transit; Shelehia Meisner, BART

Richmond

GUESTS: Matt Kelly, CCA; Matt Brown, San Pablo; Karina Schneider and Angie Chen, Fehr and Peers,

STAFF PRESENT: John Nemeth, Leah Greenblat, Coire Reilly

ACTIONS LISTED BY: WCCTC Staff

San Pablo

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Call to Order	The meeting was called to order at 9:01 AM
2.	Public Comment	No Public Comments
3.	Consent Calendar: A. Minutes from January 9, 2025, Meeting.	Shelehia Meisner moved, Alan Panganiban seconded, and the Consent Calendar was approved unanimously.

Contra Costa County

Regular Agenda Items

AC Transit

BART

4A.	Countywide Transportation Plan (CTP)	Matt Kelly introduced Karina Schneider who gave a presentation on the CTP. Comments raised by the TAC covered sustainability, sea level rise, solar-powered infrastructure, maintenance, and transit related to modal priority, facilities and parking.
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WestCAT

4B.	Richmond Parkway Transportation Plan: Update	Leah Greenblat reported that the staff presented the plan to the Commission. In response to comments made by Commissioners, staff worked with the consultant and the project management team on a response. She noted that the Board would be asked to consider the changes and adopt the plan at its February 28, 2025 meeting. The
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ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
		Richmond City Council and the County's Board of Supervisors would subsequently be asked to accept the final plan.
4C.	Rails to Trails Technical Assistance	Coire Reilly shared that Rails to Trails is seeking proposals for active transportation programs and projects to receive technical assistance for the upcoming California State Physical Activity and Nutrition program grants. TAC members discussed possible opportunities which Mr. Reilly said he'd investigate further.
Standing Items:		
5A.	Technical Coordinating Committee (TCC) Report	TCC Members shared that they received a presentation on the CCTA's Integrated Transit Plan. The TCC approved a motion tasking CCTA staff with preparing a schedule and corresponding topics to be discussed at upcoming RTPC Board and TAC and TCC meetings.
5B.	Staff and TAC Member Announcements	Alan Panganiban announced that Matt Brown will be transitioning to representing San Pablo on the WCCTC TAC.
6.	Adjournment	The meeting adjourned at 10:52 AM.



TO: WCCTC Board

MEETING DATE: March 28, 2025

FR: Leah Greenblat, Transportation Planning Manager

RE: FY 25-26 Annual STMP Fee Adjustment

REQUESTED ACTION

Information only.

BACKGROUND AND DISCUSSION

The 2019 Subregional Transportation Mitigation Program (STMP) Update became effective on July 1, 2019. The Master Cooperative Agreement, signed by all participating member agencies, specifies an automatic annual fee adjustment so that the fees are kept in sync with construction-related costs (whether inflation or deflation). The agreement links the fee adjustment to the Engineering News Record’s February San Francisco Bay Area Construction Cost Index for the prior twelve months. It should be noted that Engineering News Record’s Bay Area Construction Cost Index is a source commonly used by jurisdictions to make annual fee adjustments. This year that rate of change was -0.8%. STMP fees will be adjusted downward for FY 25-26, accordingly. WCCTAC staff is in the process of notifying partner agencies of this impending annual fee adjustment, which becomes effective July 1, 2024, so it may be incorporated into their local fee schedules.

The STMP Quarterly Reporting form for FY 25-26 is included as an attachment and reflects the lower fees for FY 25-26. Local agency staff should begin using this version of the reporting form to report STMP fees collected after July 1, 2025.

The FY 24-25 and FY 25-26 STMP fees are shown below.

FY 24-25 STMP Fee Rate		
Type of Fee	STMP Fee per Unit	STMP Fee per Square ft.
Single Family	\$ 6,964	
Multi Family	\$ 3,431	
Senior Housing	\$ 1,881	
Hotel (per room)	\$ 4,457	
Storage Facility		\$ 0.98
Retail / Service		\$ 8.44
Industrial		\$ 7.12
Office		\$ 11.17
Other (per AM pk hr trip)	\$ 9,411	

FY 25-26 STMP Fee Rate		
Type of Fee	STMP Fee per Unit	STMP Fee per Square ft.
Single Family	\$ 6,908	
Multi Family	\$ 3,404	
Senior Housing	\$ 1,866	
Hotel (per room)	\$ 4,421	
Storage Facility		\$ 0.97
Retail / Service		\$ 8.37
Industrial		\$ 7.06
Office		\$ 11.08
Other (per AM pk hr trip)	\$ 9,336	

ATTACHMENT

A. FY 2025-2026 STMP Quarterly Reporting Form

West County Subregional Transportation Mitigation Program (STMP) Developer Fee JURISDICTIONS' QUARTERLY TRANSMITTAL REPORT FORM for FY 2025-2026

Jurisdictions are required to submit this completed form to WCCTC no later than 30 days following the close of each calendar quarter; whether or not there are fees to

Check Appropriate Box:

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

All sections of the report

Attach check, payable to

Submit check and completed transmittal report to:

WCCTC
6333 Potrero Ave., Suite 100
El Cerrito, CA 94530

No development

Insert below the # of

List each project or project

FY 25-26 STMP Fee Rate

Type of Fee	STMP Fee per Unit	STMP Fee per Square ft.	Total # Units or Sq. Ft.	STMP \$ Collected
Single Family	\$ 6,908			\$ -
Multi Family	\$ 3,404			\$ -
Senior Housing	\$ 1,866			\$ -
Hotel (per room)	\$ 4,421			\$ -
Storage Facility		\$ 0.97		\$ -
Retail / Service		\$ 8.37		\$ -
Industrial		\$ 7.06		\$ -
Office		\$ 11.08		\$ -
Other (per AM pk hr trip)	\$ 9,336			\$ -
TOTAL FEES COLLECTED:				\$ -

This should be the amount of your check to WCCTAC. 

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

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

During the reporting period, has your agency granted:

1. STMP Fee C **Yes** **No**
2. STMP Fee V **Yes** **No**

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

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

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

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

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

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

SR 4 Corridor Vision Study

TRANSPAC Board

June 8, 2023



CONTRA COSTA
transportation
authority

Study Elements

- Study Builds Upon Extensive Existing Efforts
- Document Existing Plans & Guidelines
- Perform Analysis of:
 - Corridor Safety
 - Freight System
 - Arterial Network Operations
 - Identify Emerging Technologies
- Establish Evaluation Criteria
- Primary and Secondary Screening – Select Vision Elements
- Document in SR 4 Corridor Vision
- **Next Steps** – Leverage adopted CMCP to pursue future funding opportunities



Project Structure

Group	Purpose	Membership	Meeting Schedule
Project Development Team (PDT)	<ul style="list-style-type: none"> ❖ Review all project deliverables and provide technical guidance 	<ul style="list-style-type: none"> ❖ CCTA ❖ Caltrans ❖ Consultant Team 	<ul style="list-style-type: none"> ❖ Monthly
Technical Advisory Committee (TAC)	<ul style="list-style-type: none"> ❖ Provide technical input on project list, goals, and evaluation criteria ❖ Identify constraints, opportunities, and public engagement opportunities 	<ul style="list-style-type: none"> ❖ Local Jurisdictions ❖ Regional Partners 	<ul style="list-style-type: none"> ❖ May 2023 (today) ❖ Summer 2023 (tentative) ❖ October 2023 (tentative)

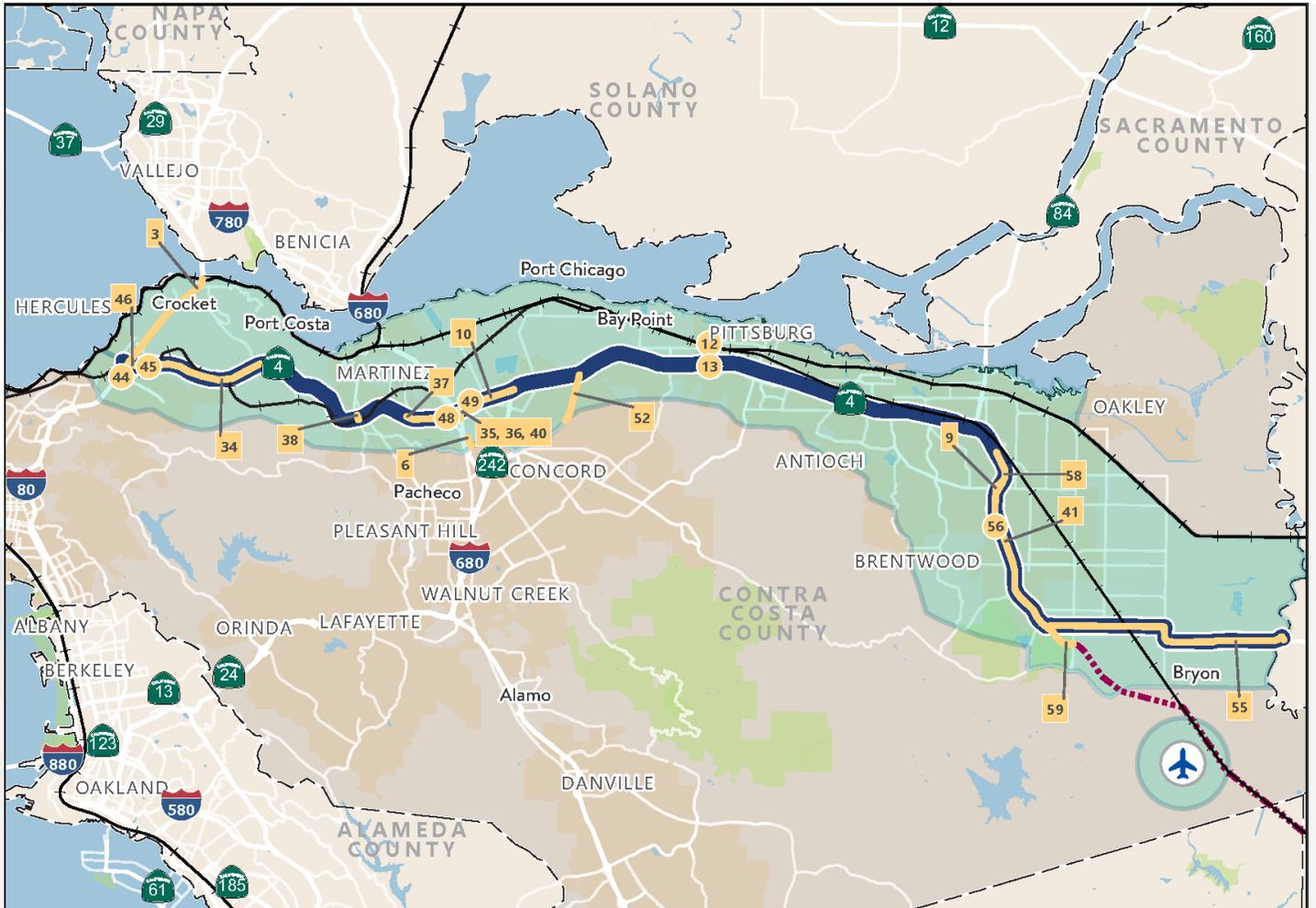
Draft Project Goals

- To define the long-term vision for the corridor
- Develop evaluation criteria for potential improvements within the corridor
- Project Objectives and Performance Measures are provided in the staff report

#	Goal	Weighting
1	Safety	20%
2	Mobility	20%
3	Economic Vitality	10%
4	Social Equity	20%
5	Efficient Land Use	10%
6	Efficiency & Technology	10%
7	Air Quality, Healthy, & Sustainability	10%

Draft List of Relevant Improvement Projects

- Reviewed all relevant existing planning documents and identified relevant projects
 - Reviewed 79 documents
- Relevant projects have been compiled into the Draft List of Relevant Improvement Projects
- 87 projects identified thus far
 - 30 Vehicular
 - 25 Transit
 - 25 Active Transportation
 - 6 Multimodal
 - 1 Goods Movement



Safety Analysis

- Analyzed for SR 4 and parallel arterials
- Extracted collision data from:
 - TIMS
 - TASAS
- Collisions will be segmented similar to speed and volume data.
- For each segment, a collision rate will be determined
- High collision rate segments will be identified

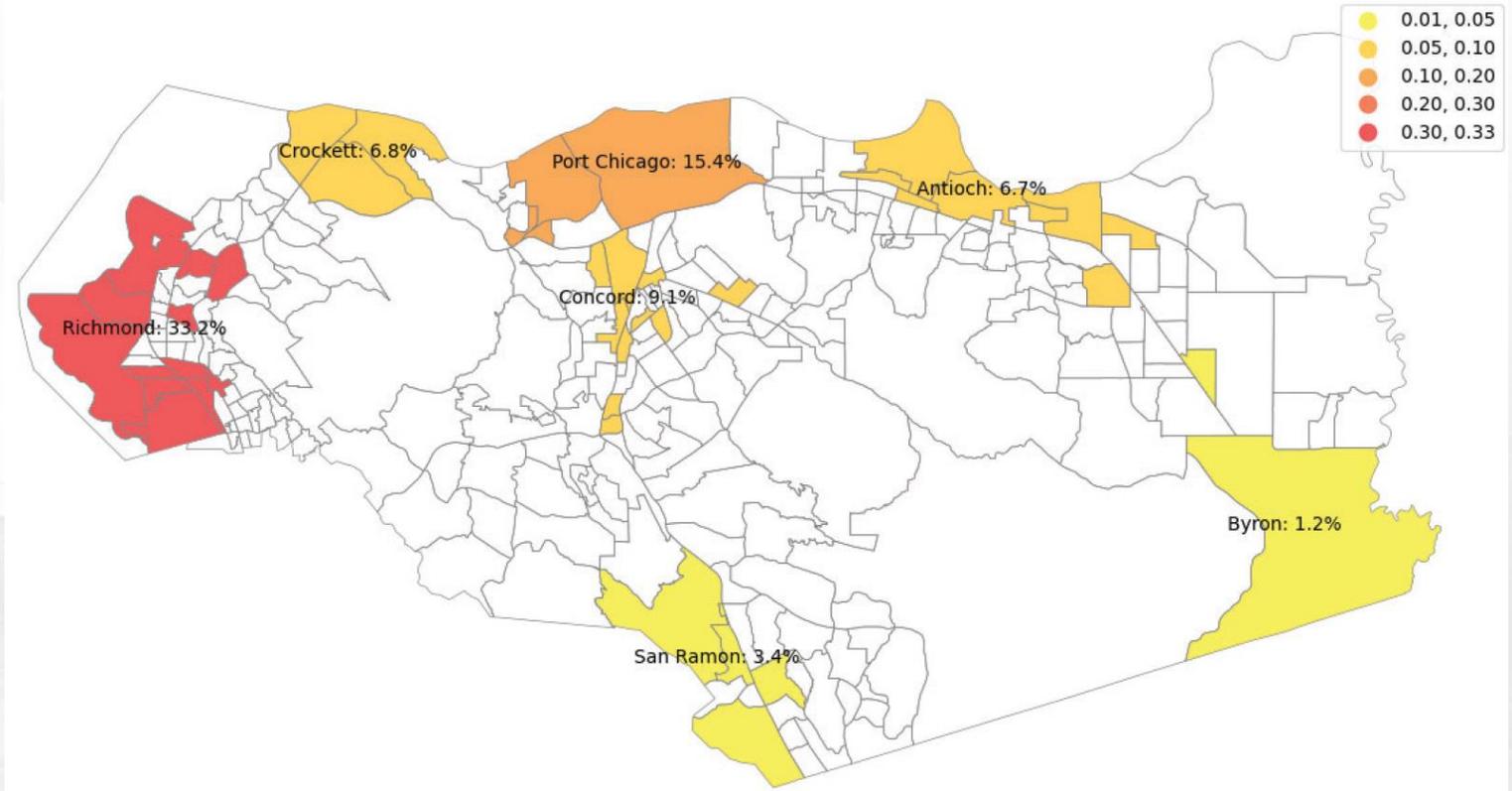


Esri, HERE, Garmin, (c) OpenStreetMap contributors

Visible Injury Collisions on SR 4

Freight System Analysis

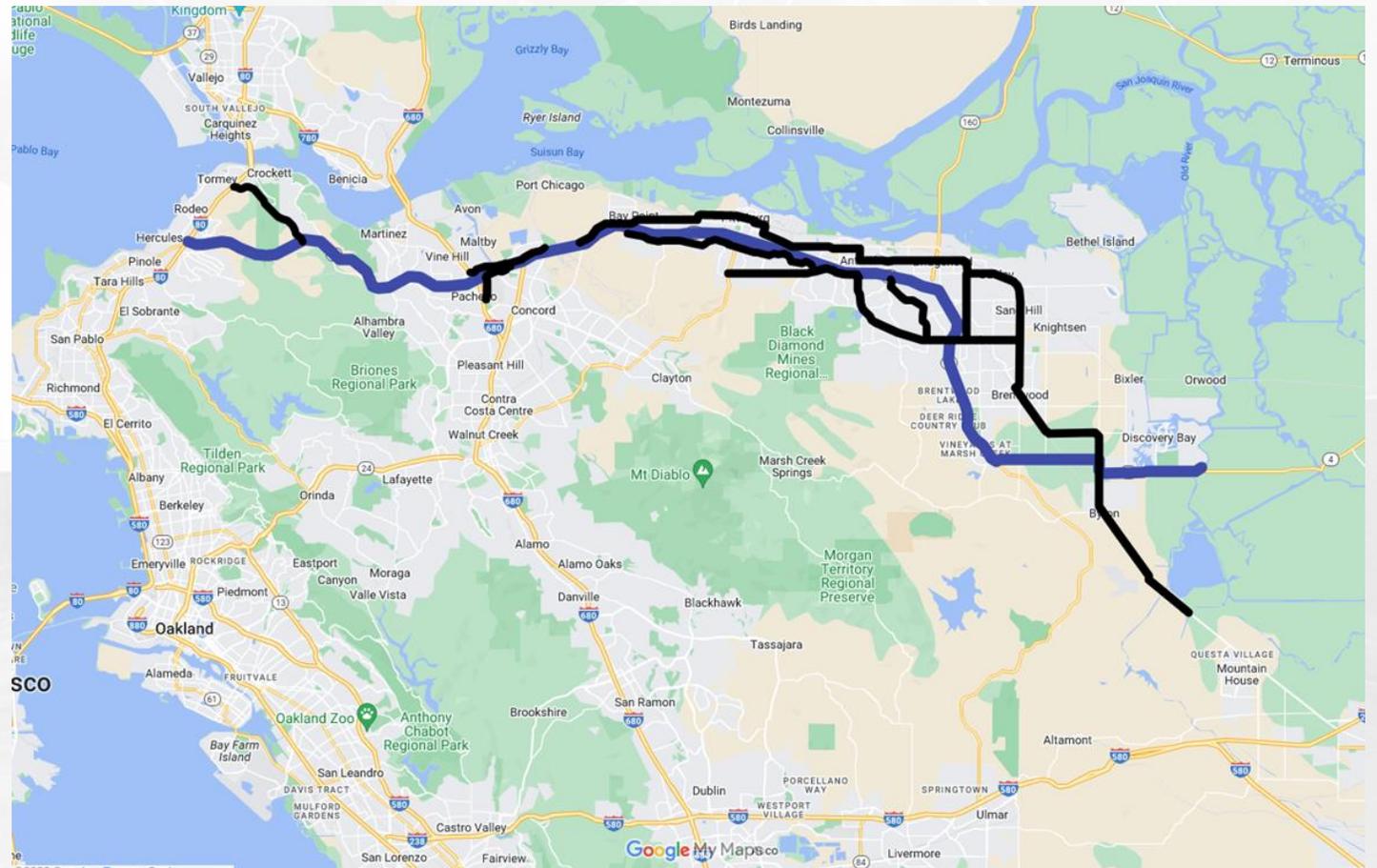
- Approximately 50% of trips ending or starting in Contra Costa are from outside of the county
- Trucks are concentrated in 7 subareas of the County
 - 17% of census tracts generate 75% of trips
- Majority of truck volume occurs between SR 242 and Byron Highway
- SR 4 appears to function as an overflow facility when traffic congestion on I-580 occurs



Arterial Network Operations Analysis

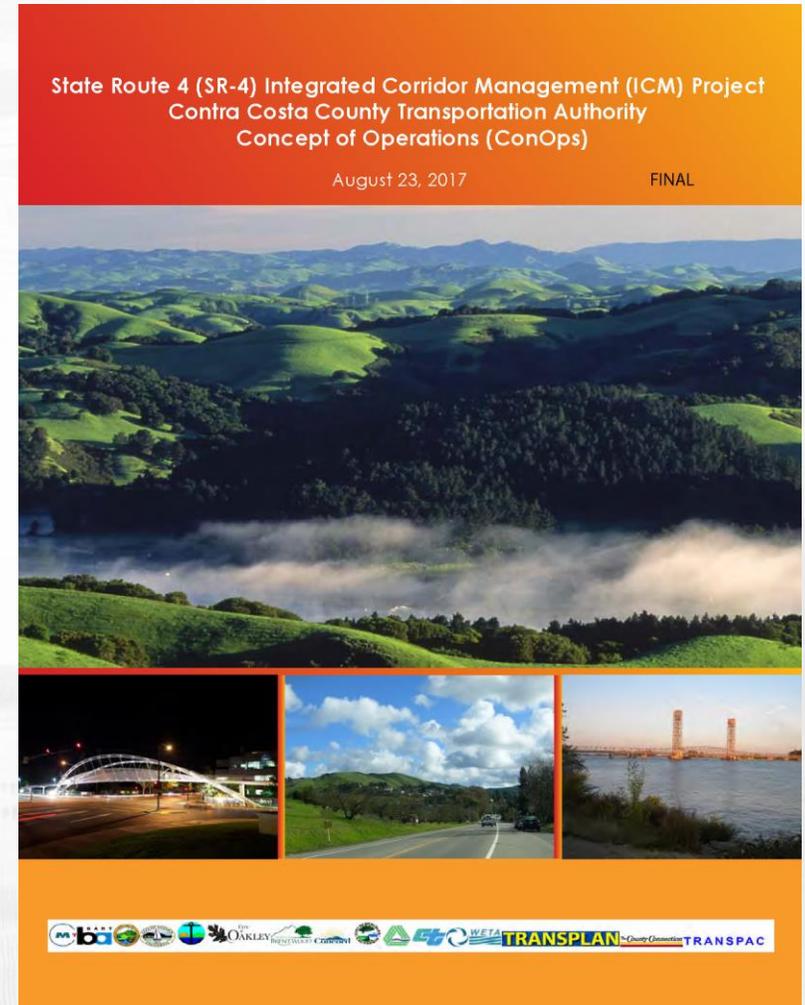
- 9 study corridors analyzed, including SR 4
- Volume and speed data collected from INRIX & StreetLight
- Poor arterial performance is generally caused by:
 - Local land use context
 - Proximity to freeway interchanges
 - Freeway bypass segments
- Problematic segments are generally located between SR 242 and Lone Tree Pkwy

Study Corridors



Emerging Technology Analysis

- LIDAR is a growing technology that could prove useful for pedestrian detection and autonomous vehicles
- Wireless services can enhance communications including:
 - 5G Cellular
 - Wi-Fi
 - Connected Vehicle Systems
- CCTA has a Concept of Operations for a SR 4 Interoperable Corridor Management System
- CCTA is developing a County-Wide Fiber Network



Analysis Use Cases

- Additional analysis findings will:
 - Identify problematic areas
 - Compare with Relevant Improvement Projects to highlight areas in need of investment
 - Suggest strategies to address Vision goals and objectives
 - Support Primary and Secondary Screening to select Vision Elements



Stakeholder & Public Engagement

Engagement Stakeholders

- CMCP Guidelines suggest broad engagement such as:
 - Public Agencies
 - Non-Profits
 - Transit Providers
 - Business Groups
 - Developers
 - Environmental Interest Groups
 - Social Equity Organizations
 - Active Transportation and Public Health Advocates
 - Technology and Broadband Stakeholders
 - Others

Engagement Approach

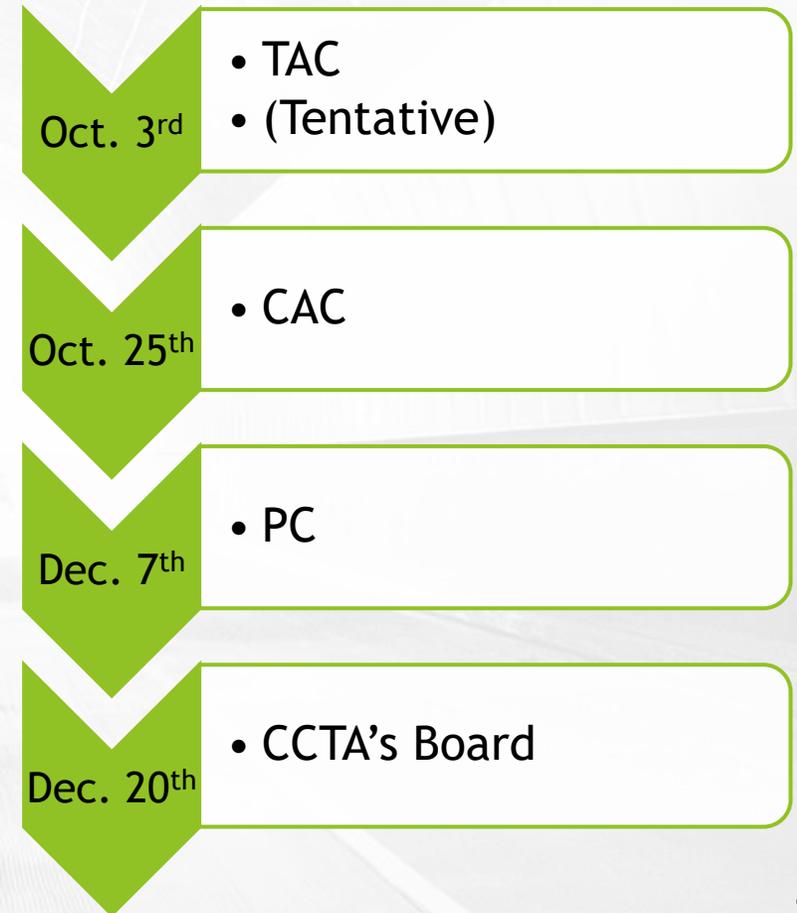
- Led by CCTA
- Project includes:
 - Pop-up Events
 - Public Meetings
 - Project Website
 - Market Research
 - Presenting to and gathering input from:
 - TAC
 - Citizens Advisory Committee
 - CCTA Planning Committee
 - CCTA Board

TAC, CCTA Committees/Board Schedule

Initial Presentations



Final Presentations



Next Steps

Gather feedback from TAC, CCTA's Committees, & CCTA's Board

Perform Primary and Secondary Screening of Relevant Improvement Projects

Select Vision Elements

Return to TAC, CCTA's Committees, & CCTA's Board for feedback



Thank you

Sasha Dansky
sdansky@markthomas.com



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Technical Advisory Committee



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WCCTAC



TRANSPAC

TRANSPLAN
Committee





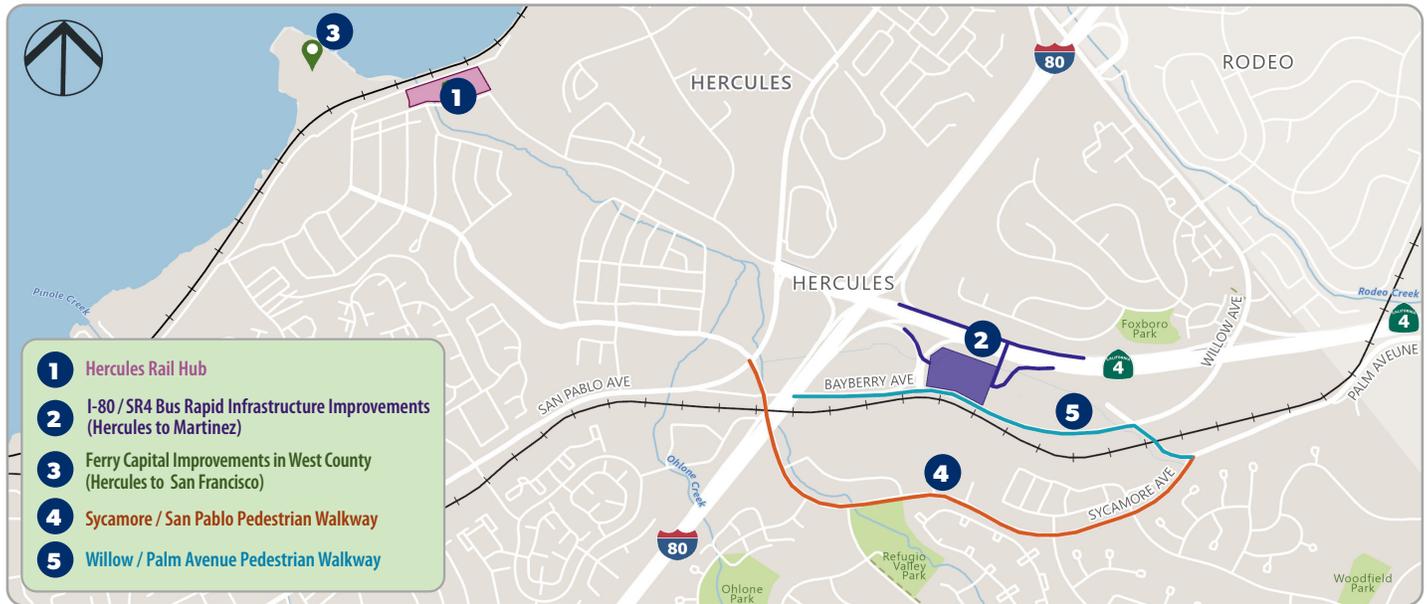
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Hercules Hub Project Bundle

FACT SHEET

Overview

The Hercules Hub Project Bundle is composed of projects that will establish and support a major multimodal transportation hub at the western end of the SR-4 Corridor within the City of Hercules. These improvements will facilitate future connections with passenger rail, bus transit, ferry service, and will be supported by a network of first-/last-mile bicycle and pedestrian facilities between the Hercules Rail Hub and the Hercules Transit Center to connect travelers with their local and regional destinations. The Hercules Rail Hub project includes multiple phases with the project cost inclusive of construction of paths and trails, utility relocations, track and signal work, and development surrounding the rail station.



- 1 Hercules Rail Hub
- 2 I-80 / SR4 Bus Rapid Infrastructure Improvements (Hercules to Martinez)
- 3 Ferry Capital Improvements in West County (Hercules to San Francisco)
- 4 Sycamore / San Pablo Pedestrian Walkway
- 5 Willow / Palm Avenue Pedestrian Walkway

Projects within Bundle

CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
T-11	1	●	Hercules Rail Hub	\$80.7M
T-03	14	●	I-80/SR-4 Bus Rapid Infrastructure Improvements (Hercules to Martinez)	\$41.2-89.1M
T-04	24		Ferry Capital Improvements in West County (Hercules to San Francisco)	\$65.9M
A-13	42	●	Sycamore/San Pablo Pedestrian Walkway	\$1.5M
A-12	60	●	Willow/Palm Avenue Pedestrian Walkway	\$1.4M
TOTAL COST:				\$190.7M-238.6M

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve economic vitality



Support efficient land uses



Improve multimodal travel



Improve social equity



Improve air quality, health, and sustainability



1

Hercules Hub Project Bundle Funding Strategy

FACT SHEET
continued

Recommended Grant Programs for Each Project

Available Grant Opportunities				Hercules Hub Project Bundle				
Grant Program	Grant Type	Funding Cycle	Available Funding*	Hercules Rail Hub	180/SR-4 Bus Rapid Infrastructure Improvements (Hercules to Martinez)	Ferry Capital Improvements in West County (Hercules to San Francisco)	Sycamore / San Pablo Pedestrian Walkway	Willow / Palm Avenue Pedestrian Walkway
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Federal	Annually	\$1.5 billion	✓				
Multimodal Project Discretionary Grant Program (MPDG)	Federal	Annually	\$5.45 billion	✓				
Reconnecting Communities and Neighborhoods (RCN)	Federal	Annually	\$250 million	✓	✓			
Federal-State Partnership for Intercity Passenger Rail Grant Program (FSP)	Federal	Annually	\$2.283 billion	✓				
All Stations Accessibility Program (ASAP)	Federal	Annually	\$343 million	✓		✓	✓	✓
Energy Efficiency and Conservation Block Grant Program (EECBG)	Federal	Annually	\$8.8 million	✓				
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million	✓	✓	✓	✓	✓
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million	✓	✓		✓	✓
Active Transportation Program (ATP)	State	Annually	\$123 million				✓	✓
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-2027	\$750 million	✓	✓		✓	✓
Priority Development Area (PDA) Grants	Regional	2022-2023	\$15 million	✓	✓	✓		
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million				✓	✓

*Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



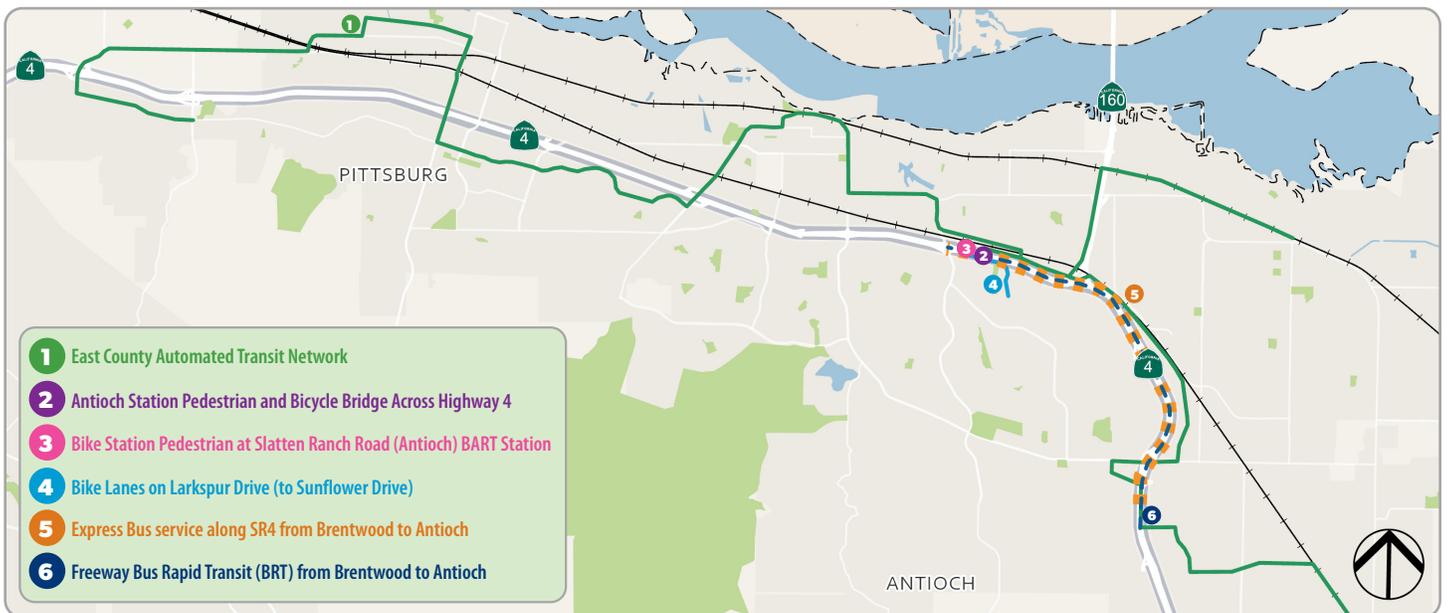
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East County Access Project Bundle

FACT SHEET

Overview

The East County Access Project Bundle aims to enhance connectivity and accessibility across East Contra Costa County and improve access to the Antioch BART Station through transit and active transportation improvements. This bundle includes transit infrastructure upgrades that support deployment of ATN in East Contra Costa County, an autonomous transit service designed to provide a reliable and efficient transportation option separate from local roadways, reducing traffic congestion and improving regional mobility. First-/last-mile active transportation enhancements will include a bike locker, a pedestrian and bicycle bridge across SR-4 at the Antioch BART Station, and bicycle lanes on Larkspur Drive. By implementing this bundle, residents and visitors in East Contra Costa County will benefit from improved mobility and increased connectivity with the San Francisco Bay Area region through improved access to BART.



Projects within Bundle

CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
T-06	2	●	East County Automated Transit Network (ATN)	\$527.8 M
A-19	23		Antioch Station Pedestrian and Bicycle Bridge Across Highway 4	\$24.2 M
A-22	44		Bike Station at Slatten Ranch Road (Antioch) BART Station	\$1.3 M
A-20	58	●	Bike Lanes on Larkspur Drive (to Sunflower Drive)	\$0.1 M
TOTAL COST:				\$553.4 M
T-07	5		Express Bus service along SR4 from Brentwood to Antioch (ECITS Alt 4)*	\$4.2 M
A-08	9		Freeway Bus Rapid Transit (BRT) from Brentwood to Antioch (ECITS Alt 2)*	\$176.8 M

*Future study to determine implementation of one alternative.

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve social equity



Improve multimodal travel



Improve air quality, health, and sustainability



Support efficient land uses



2

East County Access Project Bundle Funding Strategy

FACT SHEET
continued

Recommended Grant Programs for Each Project

Available Grant Opportunities				Antioch BART Access Project Bundle					
Grant Program	Grant Type	Funding Cycle	Available Funding*	East County Automated Transit Network (ATN)	Bike Station at Slatten Ranch Road (Antioch) BART Station	Antioch Station Pedestrian and Bicycle Bridge Across Highway 4	Bike Lanes on Larkspur Drive (to Sunflower Drive)	Express Bus service along SR4 from Brentwood to Antioch	Freeway Bus Rapid Transit (BRT) from Brentwood to Antioch
Rebuilding American Infrastructure with Sustainability & Equity (RAISE)	Federal	Annually	\$1.5 billion	✓		✓			
Reconnecting Communities Pilot (RCP)	Federal	Annually	Total \$607 million: FY 2024 (\$200 mil) FY 2025 (\$202 mil) FY 2026(\$205 mil)			✓		✓	✓
Multimodal Project Discretionary Grant Program (MPDG)	Federal	Annually	\$5.45 billion	✓					
All Stations Accessibility Program (ASAP)	Federal	Annually	\$343 million		✓	✓			
Energy Efficiency and Conservation Block Grant Program (EECBG)	Federal	Annually	\$8.8 million	✓				✓	✓
Active Transportation Infrastructure Investment Program (ATIIP)	Federal	Annually	\$44.55 million			✓			
Transit and Intercity Rail Capital Program (TIRCP)	State	Annually	Fund estimate, award amount & adopted program based on anticipated revenue thru 2028-2029	✓				✓	✓
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million	✓		✓	✓	✓	✓
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million	✓	✓	✓	✓	✓	✓
Active Transportation Program (ATP)	State	Annually	\$123 million			✓	✓		
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-27	\$750 million			✓		✓	✓
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million			✓	✓	✓	✓
Safe Routes to BART	Regional	N/A	\$25 million		✓	✓	✓		
Priority Development Area (PDA) Grants	Regional	2022-23	\$15 million	✓	✓	✓		✓	✓
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million				✓		

East County ATN can be replaced with Project T-07 Express Bus (ECITS Alt 4) or T-08 Freeway BRT from Brentwood to Antioch (ECITS Alt 2) if deemed appropriate.

* Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



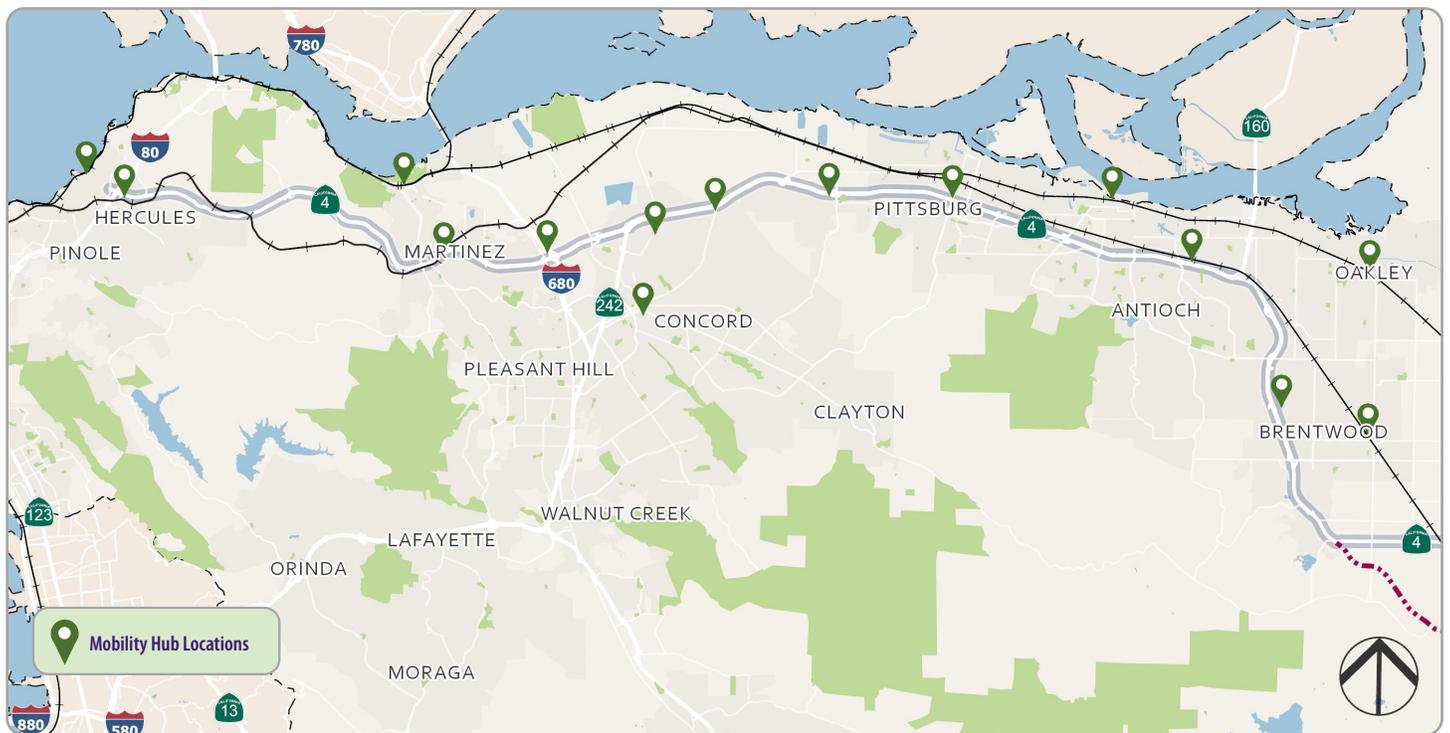
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Mobility Hub Strategy

FACT SHEET

Overview

The Mobility Hub Strategy supports the implementation of 14 planned mobility hub locations across the SR-4 Corridor. These mobility hubs would include rail hubs, which are located at BART and Amtrak rail stations, and major mobility hubs, which will utilize existing transit centers, bus stops, and park-and-rides. These mobility hubs will integrate transit, bicycle, pedestrian and motorized amenities such as enhanced bus stops, bike parking, bikeshare and scooter share, motorized pickup and drop-off areas, and park and ride lots. Implementation of the Mobility Hub Strategy will result in enhanced multimodal access to high-capacity transit along the SR-4 Corridor and provide connections to Transit Priority Corridors (TPCs) and frequent bus services that will reduce reliance on single-occupant vehicle travel.



CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
M-1	3	●	Mobility Hub Strategy	\$114 M
TOTAL COST:				\$114 M

Buildout of this project will address the following SR-4 Vision goals:



Improve multimodal travel



Improve economic vitality



Support efficient land uses



Improve social equity



Leverage technology to improve efficiency



Improve air quality, health, and sustainability



3

Mobility Hub Strategy Funding Strategy

FACT SHEET
continued

Recommended Grant Programs for Each Project

Available Grant Opportunities				Mobility Hub Strategy Project
Grant Program	Grant Type	Funding Cycle	Available Funding*	Mobility Hub Strategy
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Federal	Annually	\$1.5 billion	
Multimodal Project Discretionary Grant Program (MPDG)	Federal	Annually	\$5.45 billion	
Reconnecting Communities Pilot (RCP)	Federal	Annually	Total of \$607million. FY 2024 (\$200 million), FY 2025 (\$202 million), FY 2026 (\$205 million)	
All Stations Accessibility Program (ASAP)	Federal	Annually	\$343 million	
Active Transportation Infrastructure Investment Program (ATIIP)	Federal	Annually	\$44.55 million	
Transit and Intercity Rail Capital Program (TIRCP)	State	Annually	The TIRCP fund estimate, award amount and the adopted program for TIRCP will be based on anticipated revenue through 2028-29	
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million	
Active Transportation Program (ATP)	State	Annually	\$123 million	
MTC Regional Measure 3 San Francisco Bay Trail / Safe Routes to Transit	Regional	Bi-Yearly (odd no. years)	\$50 million	
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million	
Safe Routes to BART	Regional	N/A	\$25 million	
Priority Development Area (PDA) Grants	Regional	2022-2023	\$15 million	

* Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



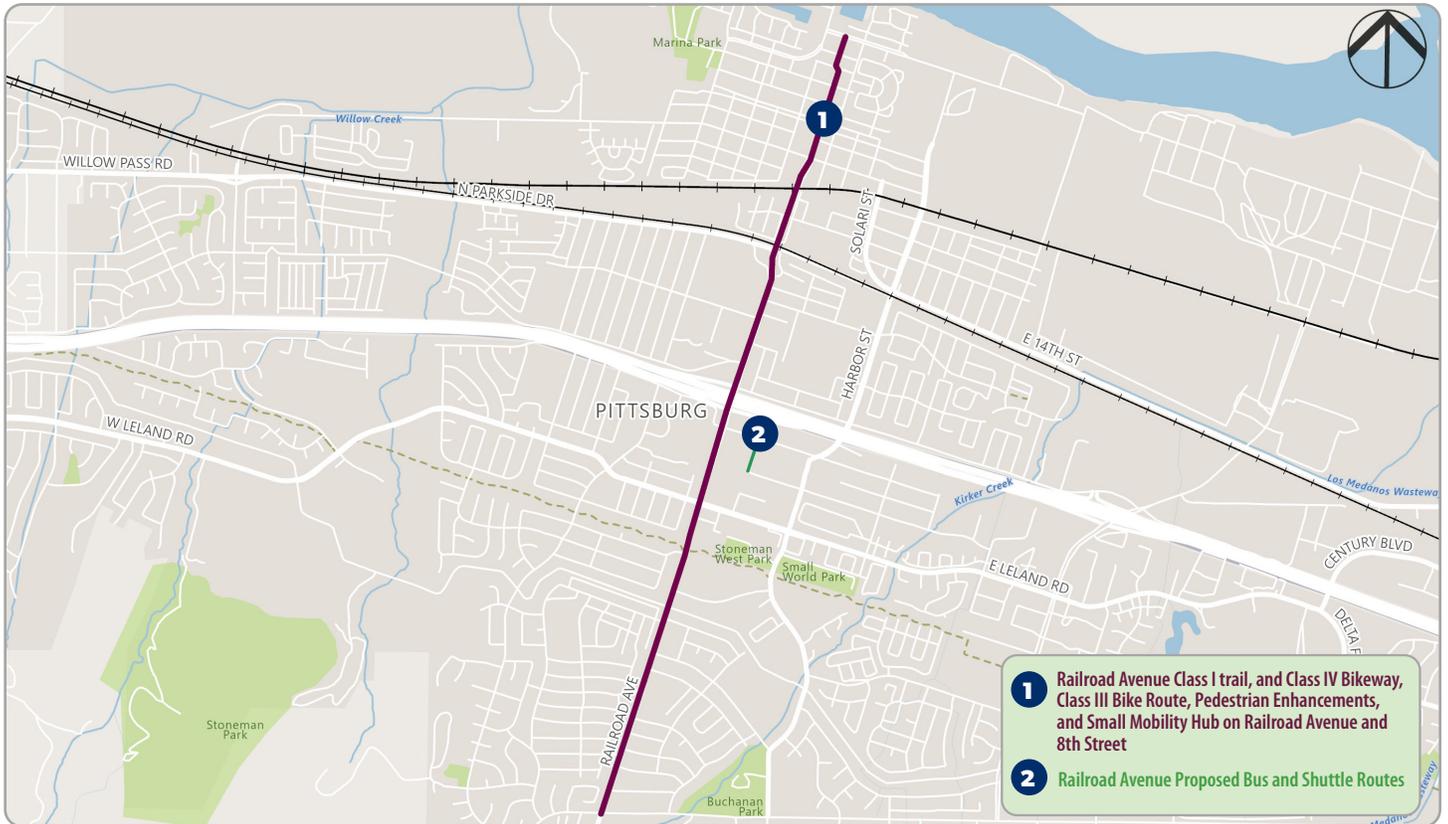
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Railroad Avenue Project Bundle

FACT SHEET

Overview

The Railroad Avenue Project Bundle is composed of projects aimed at enhancing multimodal transportation and connectivity along Railroad Avenue in the City of Pittsburg. These improvements include active transportation and transit projects, such as the development of bike routes, pedestrian enhancements, mobility hubs, and infrastructure supportive of bus and shuttle routes near SR-4 on Railroad Avenue. The Railroad Avenue Project Bundle will enhance first-/last-mile improvements to the Pittsburg Center Station on SR-4.



Projects within Bundle

CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
A-01	4		Railroad Avenue Class I trail, and Class IV Bikeway, Class III Bike Route, Pedestrian Enhancements, and Small Mobility Hub on Railroad Avenue and 8th Street	\$14.2 M
T-02	7	●	Railroad Avenue Proposed Bus and Shuttle Routes	\$1.8 M
TOTAL COST:				\$16.0 M

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve social equity



Improve multimodal travel



Improve air quality, health, and sustainability



4

Railroad Avenue Project Bundle Funding Strategy

FACT SHEET
continued

Recommended Grant Programs for Each Project

Available Grant Opportunities				Railroad Avenue Project Bundle	
Grant Program	Grant Type	Funding Cycle	Available Funding*	Railroad Avenue Class I trail, and Class IV Bikeway, Class III Bike Route, Pedestrian Enhancements, and Small Mobility Hub on Railroad Avenue and 8th Street	Railroad Avenue Proposed Bus and Shuttle Routes
All Stations Accessibility Program (ASAP)	Federal	Annually	\$343 million		
Transit and Intercity Rail Capital Program (TIRCP)	State	Annually	Fund estimate, award amount & adopted program based on anticipated revenue through 2028-29		
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million		
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million		
Active Transportation Program (ATP)	State	Annually	\$123 million		
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-27	\$750 million		
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million		
Safe Routes to BART	Regional	N/A	\$25 million		
Priority Development Area (PDA) Grants	Regional	2022-23	\$15million		
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million		

* Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



5

Pittsburg Trails Project Bundle

FACT SHEET

Overview

The Pittsburg Trails Project Bundle is composed of projects that enhance local and regional travel through a comprehensive trails network in the City of Pittsburg. These bundled projects will increase active transportation connectivity and user comfort and enhance safety with a variety of trail improvements and extensions. Various trail improvements include the construction of buffered Class II bike lanes and Class IV separated bikeways, upgrades to existing Class II bikeways and trails, trail gap closures, and bicyclist and pedestrian crossing enhancements.



Projects within Bundle

CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
A-04	5	●	W. Leland Road / E. Leland Road Bike Trail	\$16.2 M
A-02	8	●	Delta de Anza Regional Trail Improvements	\$3.7 M
A-05	9	●	Schooner Way/Polaris Drive / Power Avenue / California Avenue Ped/Bike Enhancements	\$3.3 M
A-06	12		Loveridge Road Ped / Bike enhancements	\$2.8 M
TOTAL COST:				\$26.0 M

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve social equity



Improve multimodal travel



Improve air quality, health, and sustainability



Recommended Grant Programs for Each Project

Available Grant Opportunities				Pittsburg Trails Project Bundle			
Grant Program	Grant Type	Funding Cycle	Available Funding*	W. Leland Rd / E. Leland Road Bike Trail	Delta de Anza Regional Trail Improvements	Schooner Way/ Polaris Drive / Power Avenue / California Avenue Ped / Bike Enhancements	Loveridge Road Ped /Bike Enhancements
Active Transportation Infrastructure Investment Program (ATIIP)	Federal	Annually	\$44.55 million				
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million				
Active Transportation Program (ATP)	State	Annually	\$123 million				
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-27	\$750 million				
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million				
Safe Routes to BART	Regional	N/A	\$25 million				
Priority Development Area (PDA) Grants	Regional	2022-23	\$15 million				
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million				

* Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



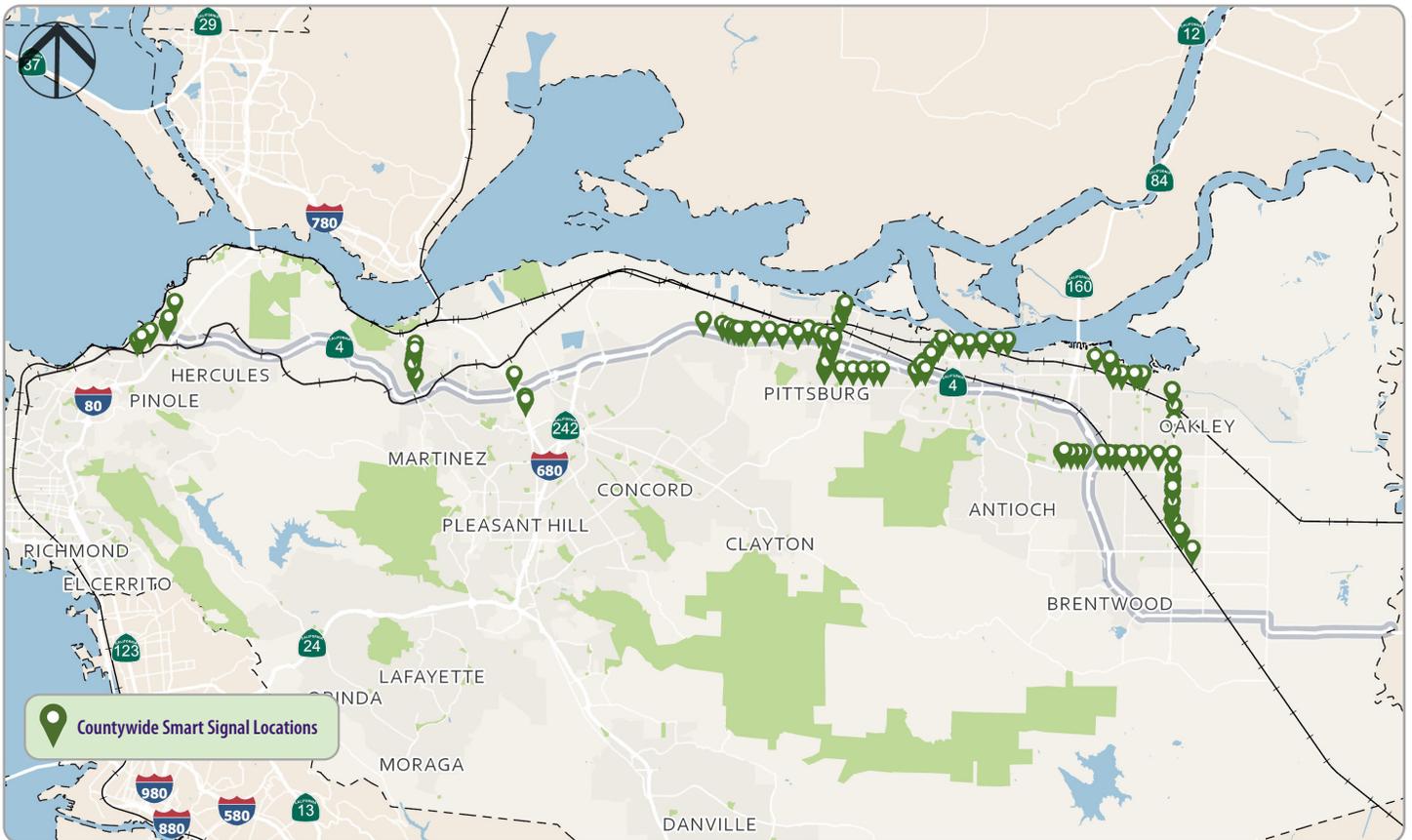
6

Countywide Smart Signal Project

FACT SHEET

Overview

The Countywide Smart Signal Project is focused on improving traffic management and transportation efficiency throughout the region by upgrading traffic signal systems. The Countywide Smart Signal Project aims to optimize traffic flow across cities, towns, and unincorporated communities, resulting in reduced traffic congestion and improved travel times for all road users.



CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
V-26	11	●	Countywide Smart Signal Project	\$29.3 M
TOTAL COST:				\$29.3 M

Buildout of this project will address the following SR-4 Vision goals:



Improve social equity



Improve multimodal travel



Leverage technology to improve corridor efficiency



Improve economic vitality



6

Countywide Smart Signal Project Funding Strategy

FACT SHEET

continued

Recommended Grant Programs for Countywide Smart Signal Project

Available Grant Opportunities				Countywide Smart Signal Project
Grant Program	Grant Type	Funding Cycle	Available Funding*	Countywide Smart Signal Project
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million	
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million	

*Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



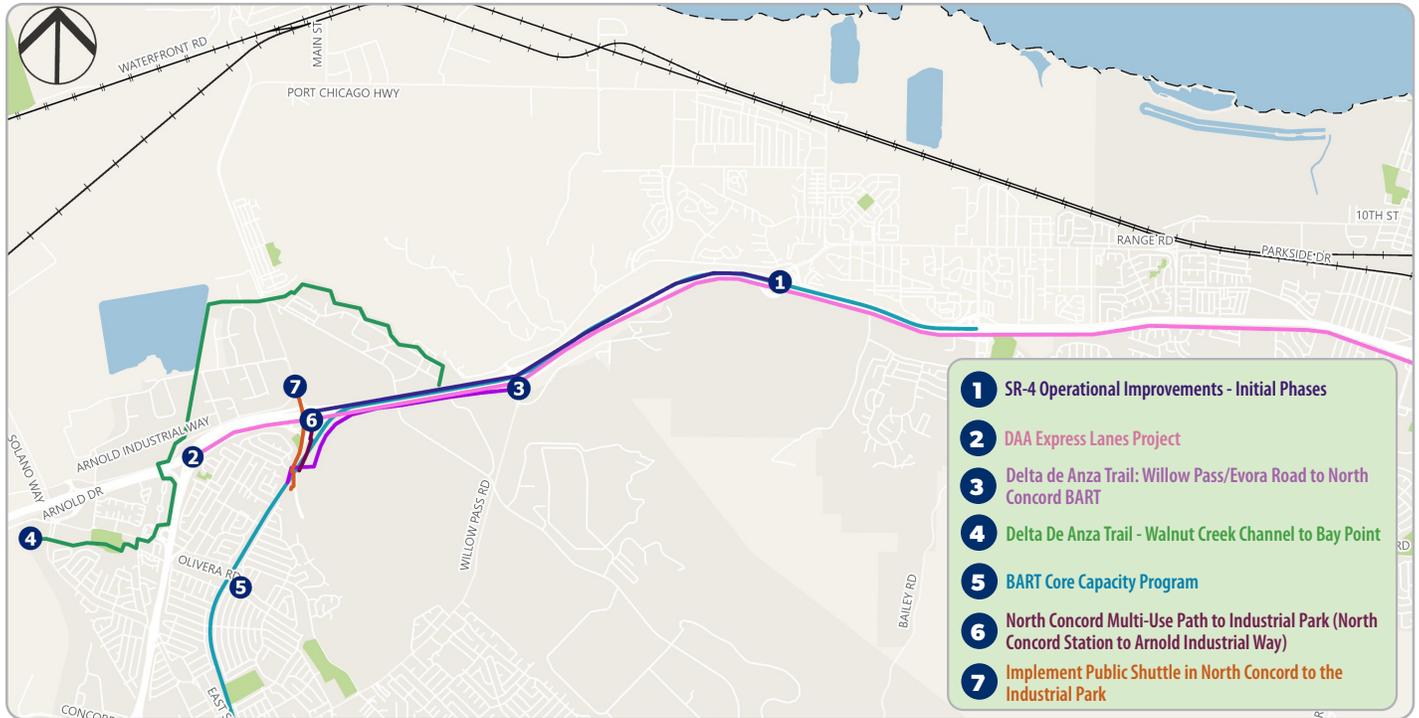
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SR-4 Operation Project Bundle

FACT SHEET

Overview

The SR-4 Operation Project Bundle consists of projects focused on improving multimodal mobility and connectivity as well as vehicular efficiency and increased throughput along the SR-4 corridor between the City of Concord and the City of Pittsburg. The bundle includes constructing segments of the Delta de Anza Trail, implementing operational improvements on SR-4 to alleviate congestion, expanding transit service, and constructing express lanes. These bundled projects aim to address transportation challenges along SR-4 by reducing congestion, providing first-/last-mile connections to BART, and increasing connectivity of the active transportation network.



Projects within Bundle

CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
V-22	13		SR-4 Operational Improvements - Initial Phases	\$183.3 M
V-38	16	●	DAA Express Lanes Project	\$192.6 M
A-24	17		Delta de Anza Trail: Willow Pass/Evora Road to North Concord BART	\$2.4 M
A-23	19	●	Delta De Anza Trail - Walnut Creek Channel to Bay Point	\$2.7 M
T-17	24		BART Core Capacity Program	\$103.5 M
A-15	27		North Concord Multi-Use Path to Industrial Park (North Concord Station to Arnold Industrial Way)	\$0.4 M
T-09	41	●	Implement Public Shuttle in North Concord to the Industrial Park	\$0.1 M
TOTAL COST:				\$485 M

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve multimodal travel



Improve economic vitality



Improve air quality, health, and sustainability



7

SR-4 Operation Project Bundle Funding Strategy

FACT SHEET
continued

Recommended Grant Programs for Each Project

Available Grant Opportunities				SR-4 Operation Project Bundle						
Grant Program	Grant Type	Funding Cycle	Available Funding*	Delta de Anza Trail: Willow Pass/Evora Road to North Concord BART	DAA Express Lanes Project	Delta De Anza Trail: Walnut Creek Channel to Bay Point	SR-4 Operational Improvements-Initial Phases	BART Core Capacity Program	Implement Public Shuttle in North Concord to Industrial Park	North Concord Multi-Use Path to Industrial Park (North Concord Station to Arnold Industrial Way)
Rebuilding American Infrastructure with Sustainability & Equity (RAISE)	Federal	Annually	\$1.5 billion		✓			✓		
Multimodal Project Discretionary Grant Program (MPDG)	Federal	Annually	\$1.5 billion		✓			✓		
Reconnecting Communities Pilot (RCP)	Federal	Annually	Total \$607 million: FY 2024 (\$200 mil) FY 2025 (\$202 mil) FY 2026 (\$205 mil)			✓				
All Stations Accessibility Program (ASAP)	Federal	Annually	\$343 million							✓
Energy Efficiency and Conservation Block Grant Program (EECBG)	Federal	Annually	\$8.8 million					✓		
Transit and Intercity Rail Capital Program (TIRCP)	State	Annually	Fund estimate, award amount & adopted program based on anticipated revenue thru 2028-29					✓		
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million	✓	✓	✓		✓		✓
Trade Corridor Enhancement Program (TCEP)	State	Bi-Yearly (even no. years)	\$1 billion		✓		✓			
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million	✓	✓	✓		✓	✓	✓
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-27	\$750 million	✓	✓	✓				
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million	✓		✓			✓	✓
Safe Routes to BART	Regional	N/A	\$25 million	✓						✓
Priority Development Area (PDA) Grants	Regional	2022-23	\$15 million	✓		✓		✓		✓
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million	✓		✓				✓

*Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



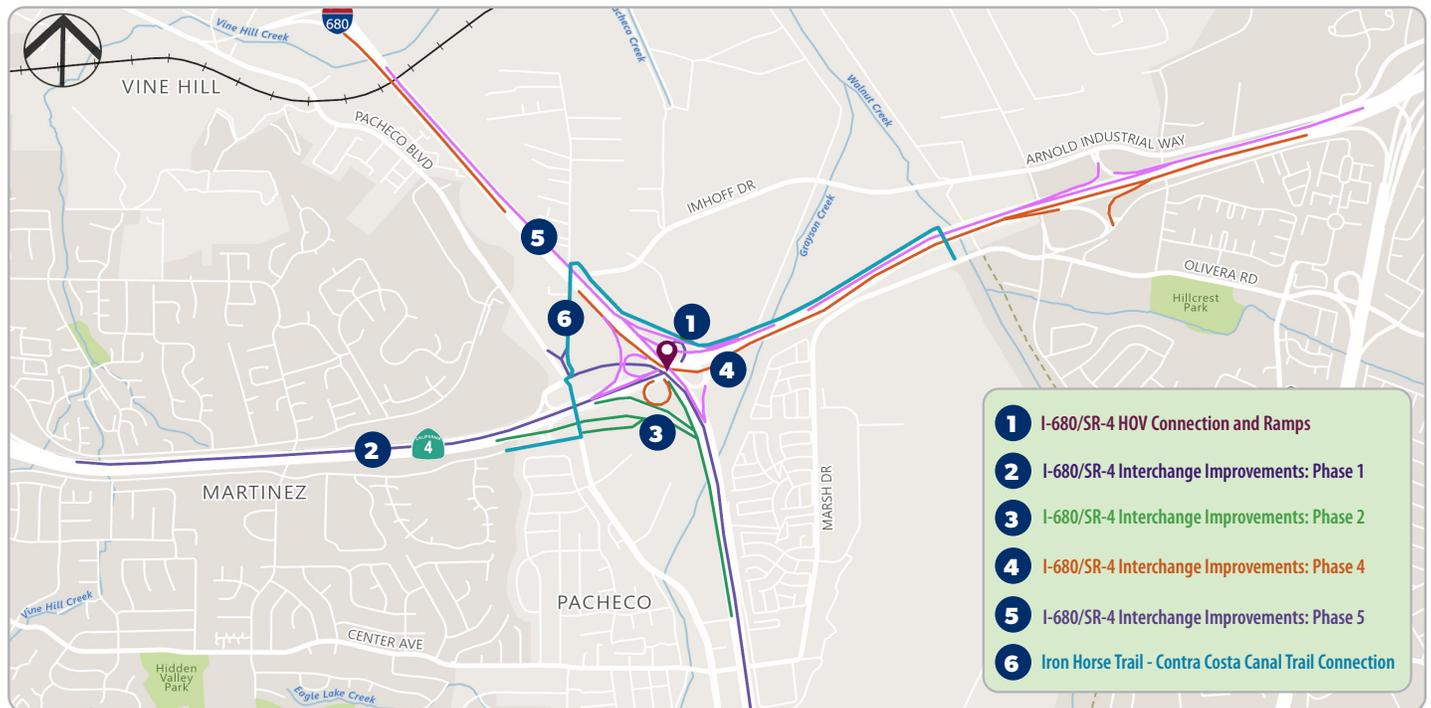
8

SR-4 and I-680 Improvements Project Bundle

FACT SHEET

Overview

The SR-4 and I-680 Improvements Project Bundle is composed of projects that will support improved throughput, efficiency, and multimodal mobility through the SR-4 and I-680 interchange. The SR-4/I-680 HOV Connection and Ramps and four (4) phases of the I-680/SR-4 Interchange Improvements projects will enhance safety at collision hot spots and the operations of SR-4. The Iron Horse Trail Connection closes a significant gap in the trail network adjacent to the SR-4 and I-680 interchange and complements the bundle by providing active transportation access through the interchange to increase multimodal mobility through this segment of the SR-4 Corridor.



Projects within Bundle

CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
V-19	14	●	I-680/SR-4 HOV Connection and Ramps	\$129.0 M
V-15	28	●	I-680/SR-4 Interchange Improvements: Phase 1	\$137.1 M
V-16	28	●	I-680/SR-4 Interchange Improvements: Phase 2	\$86.0 M
V-17	28	●	I-680/SR-4 Interchange Improvements: Phase 4	\$82.9 M
V-18	28	●	I-680/SR-4 Interchange Improvements: Phase 5	\$65.0 M
A-21	49	●	Iron Horse Trail - Contra Costa Canal Trail Connection	\$15.3 M
TOTAL COST:				\$515.3 M

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve multimodal travel



Improve economic vitality



Leverage technology to improve corridor efficiency



8

SR-4 and I-680 Improvements Project Bundle Funding Strategy

FACT SHEET
continued

Recommended Grant Programs for Each Project

Available Grant Opportunities				SR-4 and I-680 Improvements Project Bundle					
Grant Program	Grant Type	Funding Cycle	Available Funding*	I-680/SR-4 HOV Connection and Ramps	I-680/SR-4 Interchange Improvements: Phase 1	I-680/SR-4 Interchange Improvements: Phase 2	I-680/SR-4 Interchange Improvements: Phase 4	I-680/SR-4 Interchange Improvements: Phase 5	Iron Horse Trail- Contra Costa Canal Trail Connection
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million						
Trade Corridor Enhancement Program (TCEP)	State	Bi-Yearly (even no. years)	\$1 billion						
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million						
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-27	\$750 million						
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million						
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million						

* Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



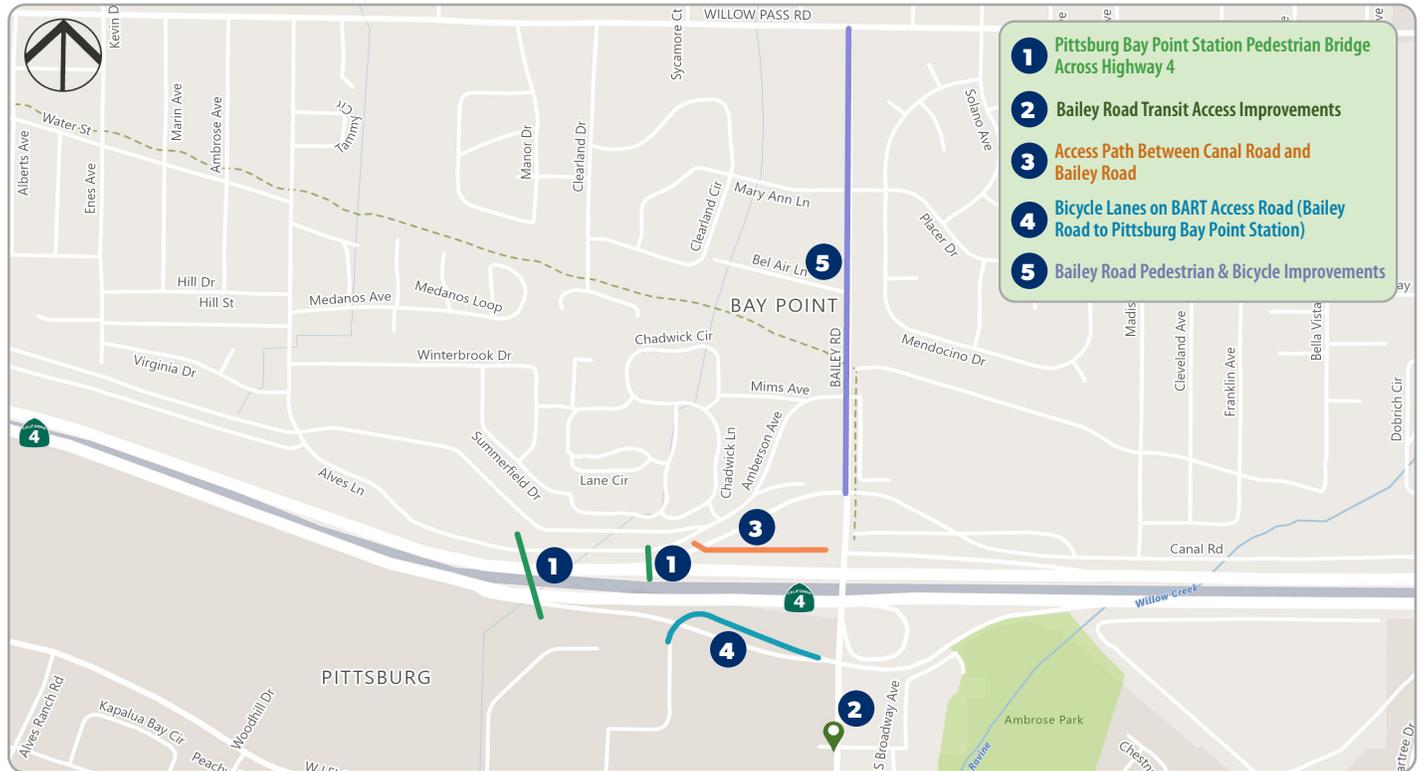
9

Pittsburg-Bay Point BART Access Project Bundle

FACT SHEET

Overview

The Pittsburg-Bay Point BART Access Project Bundle is composed of projects designed to enhance multimodal connectivity and accessibility to the Pittsburg-Bay Point BART Station. These improvements will establish active transportation connections within the City of Pittsburg and Bay Point area and support first-/last-mile transit access through pedestrian and bicycle facilities. Key components include constructing a pedestrian bridge over SR-4, widening sidewalks and creating direct pathways to the BART station, and implementing a two-way cycle track on the BART access road.



Projects within Bundle

CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
A-16	18		Pittsburg Bay Point Station Pedestrian Bridge Across Highway 4	\$24.2 M
A-08	21	●	Bailey Road Transit Access Improvements	\$2.7 M
A-17	26	●	Access Path Between Canal Road and Bailey Road	\$0.1 M
A-18	32	●	Bicycle Lanes on BART Access Road (Bailey Road to Pittsburg Bay Point Station)	\$0.4 M
A-10	34	●	Bailey Road Pedestrian & Bicycle Improvements	\$6.3 M
TOTAL COST:				\$33.7 M

Buildout of this project bundle will address the following SR-4 Vision goals:



Enhance overall safety



Improve social equity



Improve multimodal travel



Improve air quality, health, and sustainability



Recommended Grant Programs for Each Project

Available Grant Opportunities				Pittsburg-Bay Point Project Bundle				
Grant Program	Grant Type	Funding Cycle	Available Funding*	Pittsburg Bay Point Station Pedestrian Bridge Across Highway 4	Bailey Road Transit Access Improvements	Access Path Between Canal Road and Bailey Road	Bicycle Lanes on BART Access Road (Bailey Road to Pittsburg Bay Point Station)	Bailey Rd Pedestrian & Bicycle Improvements
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Federal	Annually	\$1.5 billion					
Reconnecting Communities Pilot (RCP)	Federal	Annually	Total \$607 million: FY 2024 (\$200 mil) FY 2025 (\$202 mil) FY 2026 (\$205 mil)					
All Stations Accessibility Program (ASAP)	Federal	Annually	\$343 million					
Active Transportation Infrastructure Investment Program (ATIIP)	Federal	Annually	\$44.55 million					
Local Partnership Program (LPP)	State	Bi-Yearly (even no. years)	\$200 million					
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million					
Active Transportation Program (ATP)	State	Annually	\$123 million					
One Bay Area Grant (OBAG)	Regional	Multi-Year Cycles: now OBAG 3, 2023-27	\$750 million					
Transportation Fund for Clean Air (TFCA) 40% Funds	Regional	Annually	\$1.5 million					
Safe Routes to BART	Regional	N/A	\$25 million					
Priority Development Area (PDA) Grants	Regional	2022-23	\$15million					
Priority Conservation Area (PCA) Grant	Regional	2024	\$8.5 million					

*Grant program available funding amounts are projected based on the last funding cycle as of August 2024.



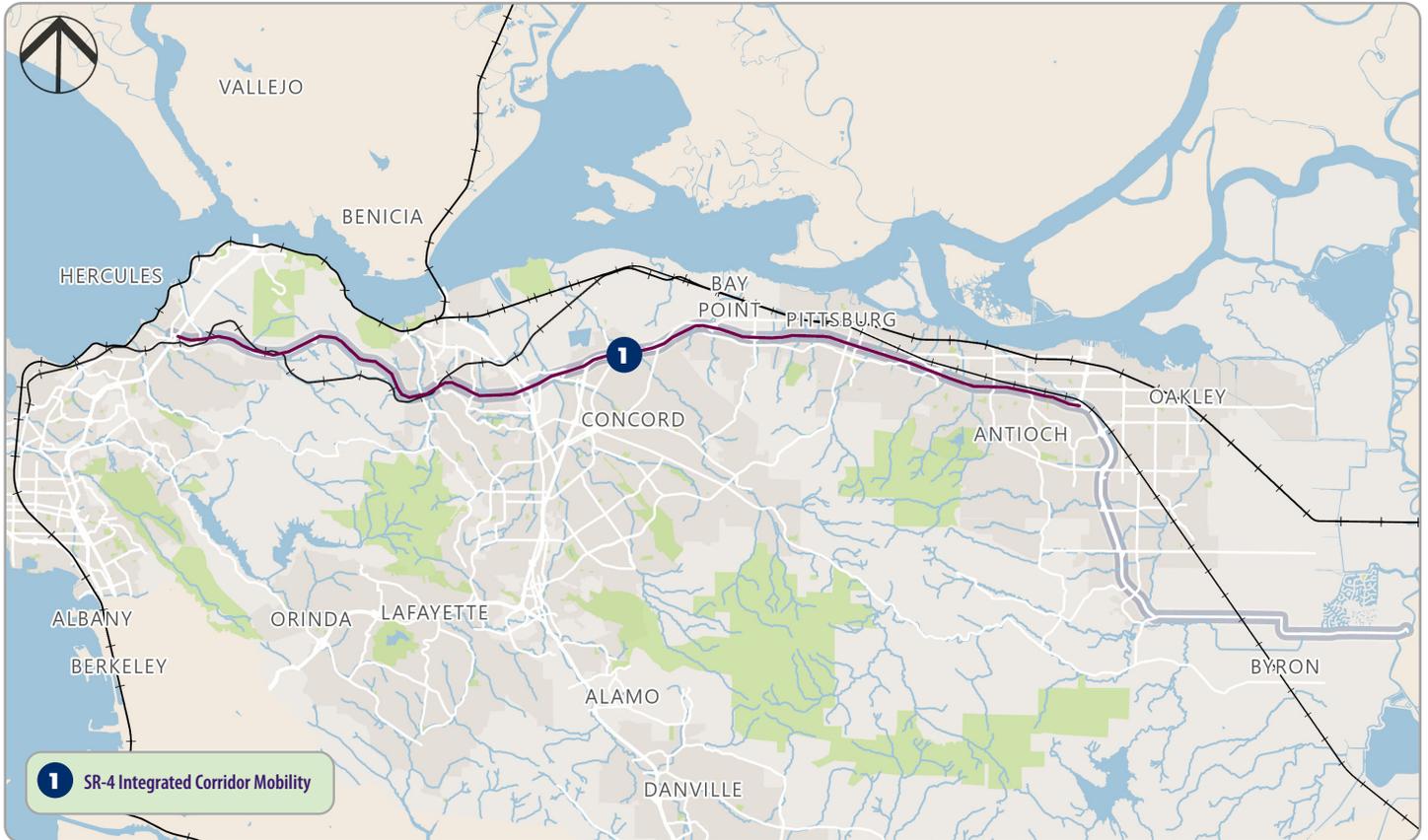
10

SR-4 Integrated Corridor Mobility Project

FACT SHEET

Overview

The SR-4 Integrated Corridor Mobility (ICM) Project aims to enhance transportation efficiency and safety along the SR-4 corridor from I-80 to SR-160. This initiative focuses on improving traffic flow, reducing congestion, and advancing traveler information. The project seeks to enhance mobility and improve the overall travel experience for all road users through the integration of advanced technologies.



CMCP Project #	Overall Project Ranking	Near-Term Priority	Project Title	2024 Capital Cost
V-21	19		SR-4 Integrated Corridor Mobility	\$18.7 M
TOTAL COST:				\$18.7 M

Buildout of this project will address the following SR-4 Vision goals:



Improve social equity



Improve multimodal travel



Enhance overall safety



Improve economic vitality



Recommended Grant Programs for ICM Project

Available Grant Opportunities				SR-4 Integrated Corridor Mobility Project
Grant Program	Grant Type	Funding Cycle	Available Funding*	SR-4 Integrated Corridor Mobility Project
Solutions for Congested Corridors Program (SCCP)	State	Bi-Yearly (even no. years)	\$500 million	

*Grant program available funding amounts are projected based on the last funding cycle as of August 2024.

**WCCTC
FISCAL YEAR 2025-26
DRAFT WORK PROGRAM**

WCCTC's activities can be grouped into the following eight major categories:

- **Measure J Programming of Funds**
- **Planning: Subregional, Countywide, and Regional**
- **Pursuit of Funding Opportunities**
- **Sub-regional Transportation Mitigation Fee Program (STMP)**
- **Transportation Demand Management (TDM) Program**
- **Other Measure J Program Administration**
- **Representation of West County on Formal Bodies; and**
- **General Administration/Operations.**

The numbered activities shown below in **bold** are expected to occupy the greatest amount of staff time.

MEASURE J PROGRAMMING OF FUNDS

Program and monitor West County's Measure J funds in cooperation with CCTA and relevant partners, including:

- a. Transportation for Seniors and People with Disabilities (Measure J 15b, 20b)
- b. Additional Bus Transit Enhancements (Measure J 19b)
- c. Low Income Student Bus Pass Program (Measure J 21b)
- d. Ferry Service (Measure J 22b)
- e. Additional Transportation for Livable Communities (Measure J 25b)
- f. Additional Pedestrian, Bicycle and Trails Facilities (Measure J 26b)
- g. Sub-regional needs (Measure J 28b)

PLANNING: SUBREGIONAL, COUNTYWIDE AND REGIONAL

This program area relates to WCCTC's function as the Regional Transportation Planning Committee (RTPC) for West Contra Costa County under Measure J. It also includes transportation planning efforts resulting from the agency's Joint Powers Agency function. As a Joint Powers Agency, WCCTC may apply for and receive various grants that advance the transportation goals of West Contra Costa and Measure J. WCCTC can also serve as a lead for certain studies or projects. Activities in this program area are mainly funded with annual member agency contributions and, to a smaller extent, Measure J dollars or grant funding. Planning activities include working with MTC, Caltrans, CCTA, and other agencies to promote capital improvements that may benefit West County. This work is accomplished by participating in regional, countywide, sub-regional, and local efforts related to planning, funding, and delivery of priority transportation projects or services in West County.

SUBREGIONAL PLANNING

- 1. Work with CCTA, AC Transit and the cities of El Cerrito, Richmond, and San Pablo to assist and guide the development of Phase 3 of the San Pablo Avenue Multimodal Corridor Study which focuses on outreach to businesses and community members to advance the concepts identified in Phase 2.**
- 2. Pursue opportunities to advance the recommendations contained in the Richmond Parkway Transportation Plan.**
3. Continue to work with CCTA, the City of Richmond, and other regional partners to mitigate traffic impacts on local streets in communities adjacent to I-580 and the Richmond-San Rafael Bridge.
4. Advance of recommendations of the West County High-Capacity Transit Study, the West Contra Costa County Express Bus Implementation Plan.
5. Monitor transit-oriented development at both El Cerrito BART Stations and work with BART and the City of El Cerrito on supporting access improvements
6. Explore the creation of a Transportation Management Association (TMA) with El Cerrito, Richmond, and BART.
7. Monitor West County Action Plan compliance by reviewing certain proposed projects, General Plans or Amendments, and work to advance goals, objectives and actions contained in the West County Action Plan.

COUNTYWIDE PLANNING

- 8. Work with CCTA on finalizing the Countywide Transportation Plan.**
- 9. Monitor and keep the TAC and Board informed of the CCTA's development of a Countywide Integrated Transit Plan (ITP).**
10. Work with Contra Costa County Public Works on its Vision Zero Technical Advisory Committee.
11. Participate in follow-up activities related to the countywide Accessible Transportation Strategic Plan.

REGIONAL PLANNING

12. Monitor and keep the TAC and Board informed about any potential regional funding measures.
13. Participate in MTC's Bay Bridge Forward initiatives including transit use of the shoulder on I-80, HOV lane policy changes, HOV lane access restrictions and localized transit

priority strategies.

14. Participate in MTC's Richmond-San Rafael Bridge Forward initiatives including the reinstallation of an HOV lane on I-580, open road tolling at the westbound bridge entrance, and interchange improvements at Richmond Parkway
15. Continue to monitor and participate, if possible, in MTC, BATA and Caltrans analysis and recommendations for the westbound shoulder of the Richmond-San Rafael Bridge.

PURSUE FUNDING OPPORTUNITIES

This work involves monitoring grant opportunities, informing member agencies, providing letters of support to member agencies, and facilitate prioritization of West County candidate projects for grants. It can also including advocating for transit funding to maintain existing services. Some examples of upcoming grant opportunities include: STIP (State Transportation Improvement Program), which funds a range of capital projects; MTC's Innovative Deployments to Enhance Arterials (IDEA), a technical assistance grant program related to the signal timing of major arterial roadways; Bus Accelerated Infrastructure Delivery (BusAID) grants, and Active Transportation Program (ATP) grants for pedestrian and bicycle improvements

16. **In conjunction with the CCTA and project partners monitor and apply as appropriate for Regional Measure 3 funds for Richmond Parkway and San Pablo Avenue projects.**
17. **Advocate for the inclusion of planned West County transportation projects in future funding measures (e.g., Bay-Area and County-wide).**
18. **Continue to seek funding to advance and implement the projects recommended in the San Pablo Avenue Multimodal Corridor Study.**
19. Support CCTA's work in to identifying funding to implement the San Pablo Dam Rd interchange
20. Work with CCTA and the City of Richmond to identify funding or address other project development needs for key projects such as the Central Ave. phase 2.
21. Work with Hercules, CCTA, and CCJPA on securing funding for the Hercules Hub, formerly known as the Regional Intermodal Transportation Center, in Hercules.
22. Assist local jurisdictions in the implementation of a low stress bike network in West County through the identification of funding opportunities.

SUB-REGIONAL TRANSPORTATION MITIGATION FEE PROGRAM (STMP)

WCCTC acts as the trustee for the development impact fees collected by the West County cities and the unincorporated areas of the County. An updated program went into effect on July 1,

2019. Under the updated program, STMP funds are to be used for twenty pre-identified, regionally benefitting capital projects. In the upcoming fiscal year, WCCTC will:

- 23. Begin the legally required update process for the 2019 STMP and Nexus Study, including development of a scope of work, project schedule, RFP process, and consultant selection.**
- 24. Develop funding agreements with project sponsors for any Board-approved funding allocations.**
- 25. Address required program changes necessitated by the change in state law as to when residential development fees are collected.**
26. Collect, administer, and track fees and reporting forms.
27. Provide monitoring reports on revenue collected and status of local reporting.
28. Manage a call for projects based on Board direction and subject to funding availability, and allocate funds to eligible, Board-approved projects.
29. Respond to inquiries from local agencies and members of the public.
30. Review and process appeal and exemption requests.
31. Monitor and update, as needed, the expiration dates of existing STMP funding agreements.

REPRESENT WEST COUNTY ON FORMAL BODIES

Serve on and/or monitor regional, countywide, sub-regional, and local bodies related to planning, funding, and delivery of programs and priority capital projects in West County. This participation can involve Board members, WCCTC staff, and staff from member agencies, depending upon the body.

- CCTA Board
- CCTA Administration and Projects Committee (APC)
- CCTA Planning Committee (PC)
- CCTA Countywide Bicycle and Pedestrian Advisory Committee (CBPAC)
- CCTA Paratransit Coordinating Committee (PCC)
- CCTA Technical Coordinating Committee (TCC)
- CCTA Active Transportation Specific Plan (ATSP) Task Force
- the West County Mobility Management Group
- Senior Mobility Action Council
- Caltrans District 4 Pedestrian Advisory Committee
- Miscellaneous TACs for local, subregional, countywide, and regional planning efforts

TRANSPORTATION DEMAND MANAGEMENT (TDM)

This program promotes transportation alternatives to the single occupant vehicle by encouraging walking, bicycling, transit, carpooling, and vanpooling, and is coordinated with the larger countywide 511 Contra Costa Program. It is funded on a reimbursement basis by Measure J and grants from the Air District.

With changes to CCTA's policies last year the following activities are subject to an application process and therefore involve a degree of uncertainty. They are likely to be funded, however. Additionally, WCCTC may deliver some of these activities in conjunction with CCTA and potentially with the support of CCTA's on-call consultant team.

In the upcoming fiscal year, the TDM program will:

- 32. Manage the Commuter Benefit program, which includes the countywide Guaranteed Ride Home program and the subregional Try Transit, Take 10, and Secure Your Cycle programs.**
33. Manage the Employer-Based Trip Reduction Program, which includes employer outreach and tabling at community events.
34. Co-lead Bike to Wherever Days 2026 with other regional partners.
35. Develop and implement Richmond Ferry promotions aimed at commuters in partnership with WETA
36. Support Local Agency Climate Action plans and efforts that aim to improve access to bicycling, pedestrian facilities, transit, and emerging mobility technology such as shared bicycles and cars, electric bicycles, scooters, and autonomous vehicles.
37. Participate in a planning effort to evaluate transportation needs related to the El Cerrito and Richmond BART Stations.

OTHER MEASURE J PROGRAM ADMINISTRATION

- 38. Administer Measure J Program 21b, which funds the Safe Transportation for Children: Low Income Student Bus Pass Program. This program funds bus passes for West Contra Costa Unified School District and a yellow school bus program for John Swett Unified School District.**
39. Based on the 2015 Cooperative Agreement, participate with WETA, CCTA and Richmond on the annual review of the Richmond ferry's ridership, service levels, marketing, fare policy, access issues, and capital needs. Keep the TAC and Board informed about Richmond Ferry service considerations.
40. In coordination with CCTA staff, ensure that there is a travel training program in West

County, either as a stand-alone effort, as it was previously, or as part of a countywide effort. As before, the program would teach seniors to use fixed route transit (BART, buses, ferry), ADA and non-ADA paratransit, and other mobility services.

GENERAL ADMINISTRATION/OPERATIONS

In the upcoming fiscal year, staff will:

- 41. Manage or participate in meetings of the WCCTC Board and WCCTC TAC.**
- 42. Complete the process of finalizing the amendment to the Joint Powers Agreement.**
- 43. Consider whether changes to the current scheduled days and/or times for WCCTC Board and TAC meetings are needed.**
44. Maintain and update content on the agency's website.
45. Further streamline the accounts payable process.
46. Continue digitizing and organizing WCCTC records including funding agreements, resolutions, minutes, and Board and TAC meeting packets.
47. Subject to Board approval, make use of DocuSign as a tool to efficiently gather signatures for funding agreements and contracts.
48. Complete any remaining activities related to the implementation of WCCTC's new "Doing Business As" name: the West Contra Costa Transportation Commission.