

DATE & TIME: September 26, 2025 • 8:30 AM – 10:00 AM

LOCATION: City of El Cerrito, Council Chambers
10890 San Pablo Avenue (at Manila Ave)
El Cerrito, California (*Accessible by AC Transit #72, #72M & #72R*)

Written comments are accepted until the start of the meeting, unless otherwise noted on the meeting agenda. Public comments received by 5:00 p.m. on the evening before the Board meeting date will be provided to the WCCTC Board. Comments may be submitted by email to mcarrasco@WestContraCostaTC.gov.

- A-1

2. **Public Comment.**

CONSENT CALENDAR

3. **Minutes of July 25, 2025, Board Meeting.** (Attachment; Recommended Action: Approve).

4. **Monthly Update on WCCTC Activities.** (Attachment; Information only).

5. **Financial Reports.** (Attachment; Information only)

6. **Payment of Invoices over \$10,000.** (No Attachment; Information only).

7. **STMP Funding Agreements: Richmond and Hercules.** (Attachment; Recommended Action: Adopt Resolutions 2025-12 and 2025-13).

8. **Measure J 21b - Low Income Student Bus Pass Program.** (Attachment; Recommended Action: Approve).

REGULAR AGENDA ITEMS

9. **Integrated Transit Plan (ITP) Update.** (Attachment; Recommended Action: Provide Feedback as Needed).

10. **Countywide Transportation Plan: Five Star Project Nominations.**

(John Nemeth – WCCTC Staff; Attachment; Recommended Action: Provide Feedback as Needed)

11. Approval of TFCA Work Plan and Budget

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##u (Coire Reilly, WCCTC Staff; Attachment; Recommended Action: Approve)

STANDING ITEMS

12. Board and Staff Comments.

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13. General Information Items.

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14. Adjourn.

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**West Contra Costa Transportation Commission
Board Meeting
Meeting Minutes: July 25, 2025**

MEMBERS PRESENT: R. Saltzman, Vice-Chair (El Cerrito); R. Xavier, (San Pablo); C. Kelley (Hercules); B. Ghosh (BART); C. Zepeda (Richmond); T. Hansen (WestCAT)

STAFF PRESENT: J. Nemeth, C. Reilly, L. Greenblat, K. Kokotaylo (contract counsel)

ACTIONS LISTED BY: WCCTC Staff

MEETING CALLED TO ORDER: 8:01 am

PUBLIC COMMENT: None

CONSENT CALENDAR

Motion by **C. Kelley**, seconded by **R. Xavier**

Yes - C. Kelley, R.Xavier, B. Ghosh, T. Hansen, R. Saltzman, C. Zepeda

No - None

Motion passed unanimously

Item #3: Minutes of June 27, 2025, Board Meeting

Item #4: Monthly Update on WCCTC Activities

Item #5: Financial Reports for June 2025

Item #6: Info about Payment of Invoices over \$10,000. (None)

Item #7: FY 2026 Measure J 21b, John Swett Unified School District.

REGULAR AGENDA ITEMS

ITEM/DISCUSSION	ACTION
Item #8 2025 Measure J Strategic Plan	<i>Information Only</i> The Contra Costa Transportation Authority (CCTA) is in the process of updating the Measure J Strategic Plan, which was most recently adopted in September 2022. Hisham Noeimi, the Director of Programming at CCTA, provided an overview that included a Measure J revenue forecast adopted by the Authority Board in June 2025, an overview of the Measure J projects completed in West County, and a schedule for completing the Strategic Plan Update.

<p>Item #9 AC Transit Realign Update</p>	<p>Information Only</p> <p>Staff from AC Transit provided a status report on the Realign process.</p> <p>Presenters gave an overview of upcoming AC Transit service changes that will roll out on August 10, 2025. These will include: more frequent service in the high-demand Cutting Corridor, some reduction of service on San Pablo Avenue, some bus stop moves to new locations, and coverage changes to several bus lines.</p>
<p>Item #10 Measure J 28b Allocations for Small Capital Projects</p>	<p>Staff and the TAC recommended that the WCCTC Board allocate \$720K in flexible Measure J 28b funds to member agencies to complete small-scale projects. Staff also noted that there is currently a balance of approximately \$1M in unallocated Measure J 28b funds. The proposed action was to Adopt Resolution 25-11.</p> <p>Motion by C. Kelley, and seconded by R. Xavier Yes - B. Ghosh, T. Hansen, C. Kelley, R. Saltzman, R. Xavier, C. Zepeda No- None Abstention- None Motion passed unanimously</p>
<p>Item #11 Release of RFP for STMP Nexus Study and Program Update</p>	<p>In 2019, the WCCTC Board and participating jurisdictions adopted a Subregional Transportation Mitigation Program (STMP) Nexus Study and Program Update. State law requires WCCTC to update the nexus study every eight years. Staff requested that the Board authorize it to Release a Request for Proposals (RFP) to update the West Contra Costa County Subregional Transportation Mitigation Program (STMP) and Nexus Study.</p> <p>Motion by C. Kelley, and seconded by R. Xavier Yes - B. Ghosh, T. Hansen, C. Kelley, R. Saltzman, R. Xavier, C. Zepeda No- None Abstention- None Motion passed unanimously</p>

<p>Item #12 Board and Staff Comments</p>	<p>Commissioner Saltzman was pleased that the state had approved transit funding and mentioned the WCCTC Board's support via its Resolution 25-06. Commissioner Ghosh mentioned BART's Balanced Budget for 2026. Executive Director J. Nemeth noted that \$1.1M was available in Measure J 28b funds. Separately, he noted that the TAC had suggested waiting a few months on a STMP Call for Projects.</p>
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MEETING ADJOURNED: The meeting adjourned at 10:03 am

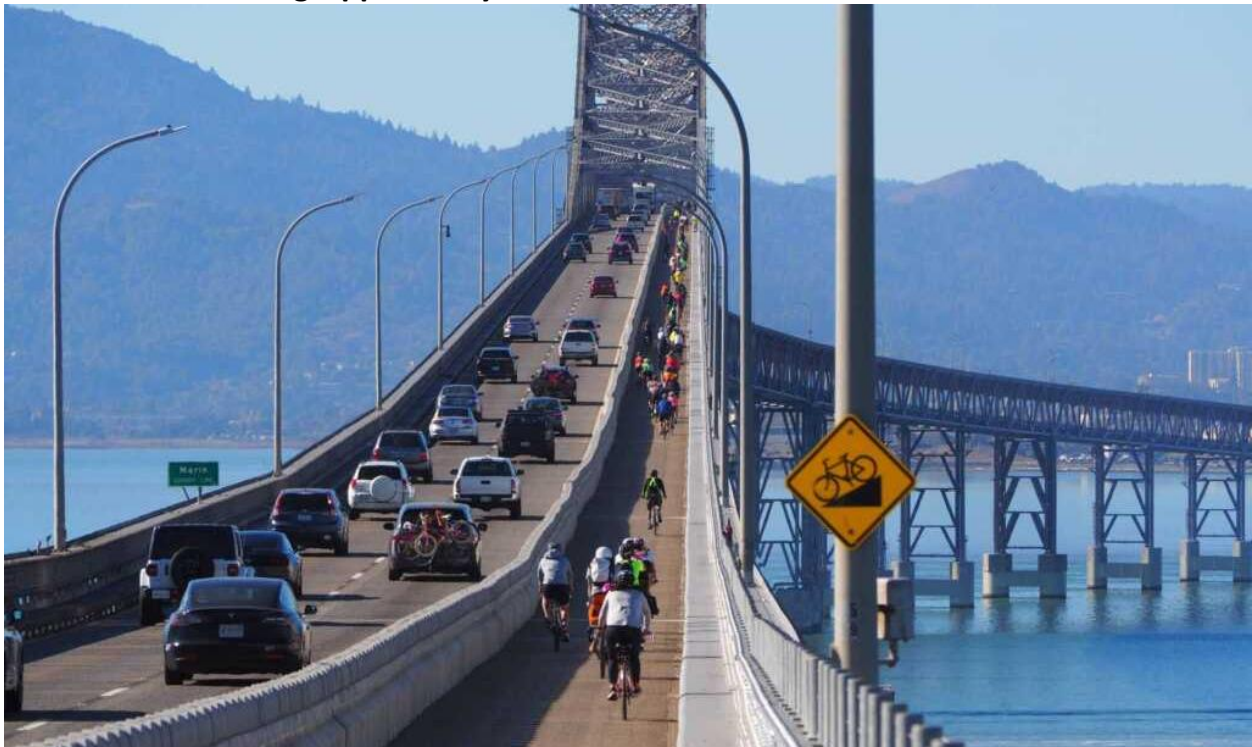
MEETING DATE: September 26, 2025

TO: West Contra Costa Transportation Commission

FROM: John Nemeth, Executive Director

SUBJECT: Monthly Update on WCCTC Activities

RSR Corridor Funding Opportunity: Kick-Off



At its meeting on August 7, the Bay Conservation and Development Commission (BCDC) approved a request by MTC and Caltrans to modify the hours of operation of the bicycle and pedestrian path on the Richmond-San Rafael (RSR) Bridge. As part of this change, BCDC established conditions for MTC and Caltrans, including meeting at least twice per year with key agencies in the RSR corridor to discuss upcoming transportation funding. The exact boundaries of the "corridor" have not yet been defined but will extend from the bridge on both sides. The purpose of these meetings is to share information about grant opportunities, coordinate funding strategies, and provide potential support. WCCTC staff participated in the first meeting, alongside staff from Richmond and CCTA. While this process does not guarantee funding or specific commitments, staff believes it could be useful in facilitating future collaboration.

STMP Nexus Study Update

WCCTC issued a Request for Proposals (RFP) on August 1, 2025 seeking consultant services to prepare the legally required nexus study and program update for the existing Subregional Transportation Mitigation Program (STMP). Later that month WCCTC staff held a pre-submittal conference to respond to questions from potential consultants. Proposals are due September 25, 2025 and WCCTC staff has arranged a committee of member agency staff to assist in reviewing the proposals. Staff anticipates bringing a consultant recommendation to the Commission at its December meeting.

STMP and New Legislation

Recent changes in California law related to housing projects and development fees will impact the STMP. AB 3177 requires a reduction in development fees for housing projects located within designated transit priority areas that also are located within one-half mile of convenience retail stores and provide a certain number of parking spaces based on the number of bedrooms. Large swaths of West County, and many proposed projects, could fall within these parameters. The law was adopted in late 2024 and went into effect on January 1, 2025, with limited guidance on how it should be applied. As part of the STMP Update (discussed above), WCCTC plans to address the multiple changes in law since the STMP's latest update in 2019. In the interim, to comply with AB 3177, the TAC recommended that local jurisdictions apply the reduction percentage (13%) that the County is using. The TAC will continue to discuss this matter and the STMP Update will revisit and prepare a methodology suitable for West County.

El Cerrito/Richmond TMA Update

WCCTC staff continues to be involved in a study on the viability of a Transportation Management Agency (TMA) in El Cerrito and Richmond. The study, which is funded by a federal grant obtained by BART, is examining Transportation Demand Management (TDM) strategies around the three West County BART stations (El Cerrito Plaza, El Cerrito Del Norte, and Richmond) as well as the south shoreline/Marina area of Richmond. The study is also assessing the political and economic landscape for establishing a TMA that would provide expanded TDM services within the study areas. The study is considering the possibility of establishing a non-profit TMA, creating a new public sector TMA, or creating a TMA-like program that a public agency, such as WCCTC, could run.

The study team held their fourth stakeholder meeting in early September, with staff from WCCTC, BART, and the cities of El Cerrito and Richmond in attendance, to gain further input. The consultants are expected to develop a recommendation for moving forward later this year.

Joint Powers Agreement (JPA) Update

All WCCTC member agencies have approved changes to the Joint Powers Agreement as approved by the WCCTC Board. The new JPA is now in effect. WCCTC may submit the updated JPA with the California Secretary of State's Office, although this may not be legally required given the (relatively minor) nature of the changes.

General Ledger Monthly Budget Report

User: LindaL@sanpabloca.gov
Printed: 9/11/2025 10:50:47 AM
Period 02 - 02
Fiscal Year 2026



Account Number	Description	Adopted	Budget Adjustments	Adjusted	YTD Actual	Variance	Encumbered	Available	% Avail
7700	WCCTAC Operations								
770-7700-41000	Salary	0.00	0.00	0.00	50,923.81	-50,923.81	0.00	-50,923.81	0.00
770-7700-41200	PERS Retirement	0.00	0.00	0.00	68,117.02	-68,117.02	0.00	-68,117.02	0.00
770-7700-41310	Medical Insurance	0.00	0.00	0.00	4,925.23	-4,925.23	0.00	-4,925.23	0.00
770-7700-41311	Retiree Healthcare	0.00	0.00	0.00	661.94	-661.94	0.00	-661.94	0.00
770-7700-41400	Dental	0.00	0.00	0.00	215.73	-215.73	0.00	-215.73	0.00
770-7700-41500	Flexible Spending Account	0.00	0.00	0.00	135.00	-135.00	0.00	-135.00	0.00
770-7700-41800	LTD Insurance	0.00	0.00	0.00	290.37	-290.37	0.00	-290.37	0.00
770-7700-41900	Medicare	0.00	0.00	0.00	733.37	-733.37	0.00	-733.37	0.00
770-7700-41901	Other Insurances	0.00	0.00	0.00	11,028.40	-11,028.40	0.00	-11,028.40	0.00
770-7700-41904	Life Insurance	0.00	0.00	0.00	93.38	-93.38	0.00	-93.38	0.00
	Salary and Benefits	0.00	0.00	0.00	137,124.25	-137,124.25	0.00	-137,124.25	0.00
770-7700-43500	Office Supplies	0.00	0.00	0.00	554.04	-554.04	0.00	-554.04	0.00
770-7700-43520	CopiesPrintingShippingXerox	0.00	0.00	0.00	193.00	-193.00	0.00	-193.00	0.00
770-7700-43600	Professional Services	0.00	0.00	0.00	13,178.90	-13,178.90	0.00	-13,178.90	0.00
770-7700-43900	RentBuilding	0.00	0.00	0.00	3,903.95	-3,903.95	0.00	-3,903.95	0.00
770-7700-44320	TravelTraining Staff	0.00	0.00	0.00	21.97	-21.97	0.00	-21.97	0.00
	Service and Supplies	0.00	0.00	0.00	17,851.86	-17,851.86	0.00	-17,851.86	0.00
	Expense	0.00	0.00	0.00	154,976.11	-154,976.11	0.00	-154,976.11	0.00
7700	WCCTAC Operations	0.00	0.00	0.00	154,976.11	-154,976.11	0.00	-154,976.11	0.00
7720	WCCTAC TDM								
772-7720-41000	Salary	0.00	0.00	0.00	20,647.11	-20,647.11	0.00	-20,647.11	0.00
772-7720-41200	PERS Retirement	0.00	0.00	0.00	44,857.30	-44,857.30	0.00	-44,857.30	0.00
772-7720-41310	Medical Insurance	0.00	0.00	0.00	2,606.28	-2,606.28	0.00	-2,606.28	0.00
772-7720-41400	Dental Insurance	0.00	0.00	0.00	108.49	-108.49	0.00	-108.49	0.00
772-7720-41800	LTD Insurance	0.00	0.00	0.00	94.28	-94.28	0.00	-94.28	0.00
772-7720-41900	Medicare	0.00	0.00	0.00	299.41	-299.41	0.00	-299.41	0.00
772-7720-41901	Other Insurances	0.00	0.00	0.00	7,238.67	-7,238.67	0.00	-7,238.67	0.00
772-7720-41904	Life Insurance	0.00	0.00	0.00	26.44	-26.44	0.00	-26.44	0.00
	Salary and Benefits	0.00	0.00	0.00	75,877.98	-75,877.98	0.00	-75,877.98	0.00
772-7720-43500	Office Supplies	0.00	0.00	0.00	1,239.16	-1,239.16	0.00	-1,239.16	0.00
772-7720-43501	TDM Postage	0.00	0.00	0.00	312.00	-312.00	0.00	-312.00	0.00
772-7720-43520	CopiesPrintingShippingXerox	0.00	0.00	0.00	193.01	-193.01	0.00	-193.01	0.00
772-7720-43600	Professional Services	0.00	0.00	0.00	6,691.79	-6,691.79	0.00	-6,691.79	0.00
772-7720-43900	RentBuilding	0.00	0.00	0.00	3,565.96	-3,565.96	0.00	-3,565.96	0.00

Account Number	Description	Adopted	Budget Adjustments	Adjusted	YTD Actual	Variance	Encumbered	Available	% Avail
772-7720-44000	Special Department Expenses	0.00	0.00	0.00	16,407.83	-16,407.83	0.00	-16,407.83	0.00
772-7720-44320	Travel Training Staff	0.00	0.00	0.00	286.19	-286.19	0.00	-286.19	0.00
	Service and Supplies	0.00	0.00	0.00	28,695.94	-28,695.94	0.00	-28,695.94	0.00
	Expense	0.00	0.00	0.00	104,573.92	-104,573.92	0.00	-104,573.92	0.00
7720	WCCTAC TDM	0.00	0.00	0.00	104,573.92	-104,573.92	0.00	-104,573.92	0.00
7730	STMP								
773-7730-43600	Professional Services	0.00	0.00	0.00	111.00	-111.00	0.00	-111.00	0.00
	Service and Supplies	0.00	0.00	0.00	111.00	-111.00	0.00	-111.00	0.00
	Expense	0.00	0.00	0.00	111.00	-111.00	0.00	-111.00	0.00
7730	STMP	0.00	0.00	0.00	111.00	-111.00	0.00	-111.00	0.00
Expense Total		0.00	0.00	0.00	259,661.03	-259,661.03	0.00	-259,661.03	0

General Ledger Monthly Budget Report

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 Period 02 - 02
 Fiscal Year 2026



Account Number	Description	Adopted	Budget Adjustments	Adjusted	YTD Actual	Variance	Encumbered	Available	% Avail
0000	Non Departmental								
773-0000-34310	County STMP Fees	0.00	0.00	0.00	-10,097.05	10,097.05	0.00	10,097.05	0.00
773-0000-34320	Hercules STMP Fees	0.00	0.00	0.00	-90,532.00	90,532.00	0.00	90,532.00	0.00
773-0000-34330	Richmond STMP Fees	0.00	0.00	0.00	-111,723.80	111,723.80	0.00	111,723.80	0.00
773-0000-34335	San Pablo STMP Fees	0.00	0.00	0.00	-6,908.00	6,908.00	0.00	6,908.00	0.00
	Licenses and Permits	0.00	0.00	0.00	-219,260.85	219,260.85	0.00	219,260.85	0.00
	Revenue	0.00	0.00	0.00	-219,260.85	219,260.85	0.00	219,260.85	0.00
0000	Non Departmental	0.00	0.00	0.00	-219,260.85	219,260.85	0.00	219,260.85	0.00
Expense Total		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0



MEETING DATE: September 26, 2025

TO: West Contra Costa Transportation Commission

FROM: Leah Greenblat, Transportation Planning Manager

SUBJECT: **STMP Funding Agreements: Richmond and Hercules**

REQUESTED ACTION

1. Adopt Resolution 2025-12 authorizing the Executive Director to execute a funding agreement for \$241,000 with the City of Richmond for Richmond Ferry to Bridge Bicycle Network Improvements: Pt. Richmond at Tewksbury and Castro Streets to SF Bay Trail, aka Downtown Point Richmond Bicycle and Pedestrian Connectivity Project.
2. Adopt Resolution 2025-13 authorizing the Executive Director to execute a funding agreement for \$300,000 with the City of Hercules for the Regional Intermodal Transit Center Utility Relocation and Track Signal Design Project.

BACKGROUND AND DISCUSSION

WCCTC staff has been working with partner agencies to finalize STMP funding agreements for projects previously awarded funding by the WCCTC Board. Below is a summary of two projects requiring Board approval of funding agreements.

1. City of Richmond - Pt. Richmond at Tewksbury and Castro Streets to SF Bay Trail, aka Downtown Point Richmond Bicycle and Pedestrian Connectivity Project
On May 21, 2021, the WCCTC Board allocated \$241,000 in STMP funds for this project. A funding agreement has not yet been approved. The City of Richmond anticipates completing the STMP-funded portion of its work by December 31, 2026. Staff recommends Board adoption of Resolution 2025-12 to authorize the Executive Director to execute the funding agreement (see Attachment A).
2. City of Hercules - Regional Intermodal Transit Center Utility Relocation and Track Signal Design Project
On May 28, 2021, the WCCTC Board allocated \$300,000 in STMP funds for this project but, as with the Richmond project, a funding agreement has not yet been approved. Hercules anticipates completing its STMP-funded work by October 1, 2028. Staff recommends Board adoption of Resolution 2025-13 to authorize the Executive Director to execute the funding agreement (see Attachment B).

ATTACHMENTS:

- A. Resolution 2025-12 STMP Funding Agreement with the City of Richmond
- B. Resolution 2025-13 STMP Funding Agreement with City of Hercules

**WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE
DOING BUSINESS AS
WEST CONTRA COSTA TRANSPORTATION COMMISSION (WCCTC)
RESOLUTION NO. 25-12**

**AUTHORIZING AN ALLOCATION OF SUBREGIONAL
TRANSPORTATION MITIGATION PROGRAM (STMP) FUNDS FROM WCCTC
TO THE CITY OF RICHMOND AND AUTHORIZING THE WCCTC EXECUTIVE
DIRECTOR TO EXECUTE A COOPERATIVE FUNDING AGREEMENT FOR
THE DESIGN OF THE RICHMOND FERRY TO BRIDGE BICYCLE NETWORK
IMPROVEMENTS: PT. RICHMOND AT TEWKSBURY AND CASTRO STREETS
TO SF BAY TRAIL AKA DOWNTOWN POINT RICHMOND BICYCLE AND
PEDESTRIAN CONNECTIVITY PROJECT TO COMPLETE IN A FORM
APPROVED BY GENERAL COUNSEL**

WHEREAS, the Board of Directors of WCCTC is authorized to allocate STMP funds;
and

WHEREAS, the City of Richmond has provided information to the WCCTC staff,
WCCTC Technical Advisory Committee (TAC), and WCCTC Board about the need for these
funds as outlined below; and

WHEREAS, the members of WCCTC signed a Master Cooperative Agreement
pertaining to the 2019 Subregional Transportation Mitigation Fee Program Update (“2019
STMP”) in West Contra Costa County, including a list of twenty specific projects and the STMP
funding commitments to those projects; and

WHEREAS, the 2019 STMP explicitly allows for funding for Project 8a: Richmond
Ferry to Bridge Bicycle Network Improvements-Pt. Richmond Area Project (the Project); and

WHEREAS, at its May 28, 2021 meeting, the WCCTC Board of Directors approved an
appropriation of \$241,000 in 2019 STMP funds to the City of Richmond towards the Project’s
design and construction; and

WHEREAS, the City of Richmond subsequently learned that additional public outreach
and design work was needed prior to entering the construction phase of the Project; and

WHEREAS, the City of Richmond requested a revision to the original Project Scope of
Work that was selected for funding due to the additional design work needed such that the
allocation would solely be used for the Project’s design phase; and

WHEREAS, WCCTC staff and City Richmond staff have prepared a Cooperative
Funding Agreement for this allocation of STMP funds to the City of Richmond which which
reflects the changes in the Project Scope of Work; and

WHEREAS, the City of Richmond's City Council plans to consider the Cooperative Funding Agreement at an upcoming meeting; and

WHEREAS, the Board of Directors of WCCTC desires to approve the Cooperative Funding Agreement.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the West Contra Costa Transportation Commission:

1. Does hereby authorize the allocation of STMP funds to the City of Richmond in the amount of \$241,0000 in STMP funds to partially fund the Project pursuant to the terms of the Cooperative Agreement attached hereto and incorporated herein by reference as Exhibit A.

2. The Executive Director is hereby authorized and directed, on behalf of the Board of Directors of the West Contra Costa Transportation Commission, to execute the Cooperative Agreement on behalf of the West Contra Costa Transportation Commission, in a form approved by the General Counsel.

3. The Executive Director is authorized to make all approvals and take all actions necessary or appropriate to carry out and implement the terms of the Cooperative Funding Agreement and to administer the West Contra Costa Transportation Commission's obligations, responsibilities and duties to be performed under the Cooperative Funding Agreement.

The foregoing Resolution was adopted by the WCCTA Board at a regular meeting on June 283.2025, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

By: _____
Cameron Sasai, Chair

Attest:

John Nemeth, Executive Director

Approved as to Form:

Kristopher J. Kokotaylo, General Counsel
3203330.1

EXHIBIT A

COOPERATIVE FUNDING AGREEMENT BETWEEN WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE DBA WEST CONTRA COSTA TRANSPORTATION COMMISSION AND CITY OF RICHMOND

Richmond Ferry to Bridge Bicycle Network Improvements: Pt. Richmond at Tewksbury and Castro Streets to SF Bay Trail aka Downtown Point Richmond Bicycle and Pedestrian Connectivity Project

This AGREEMENT is made and entered into as of June 1, 2025, (the “Effective Date”) by and between the West Contra Costa Transportation Commission (“WCCTC”), a Joint Exercise of Powers Agency organized pursuant to California Government Code Section 6500, *et. seq.*, among the cities of El Cerrito, Hercules, Pinole, Richmond, and San Pablo, the County of Contra Costa, and the transit agencies AC Transit, Bay Area Rapid Transit District, and Western Contra Costa Transit Authority, with offices located at 6333 Potrero Avenue, Suite 100, El Cerrito, CA 94530, and City of Richmond, a municipal corporation.

WCCTC and City of Richmond (“Agency”) shall sometimes be referred to collectively herein as the “Parties” and individually as a “Party.”

RECITALS

WHEREAS, the members of WCCTC signed a Master Cooperative Agreement pertaining to the 2019 Subregional Transportation Mitigation Fee Program Update (“2019 STMP”) in West Contra Costa County, including a list of twenty specific projects and the STMP funding commitments to those projects; and

WHEREAS, Agency’s Project, as further described in the Scope of Work, attached as Exhibit A, which is incorporated herein (“Project”), is one of the twenty projects identified in the 2019 STMP; and

WHEREAS, plans, studies, and cost estimates for Agency’s Project are eligible uses for the STMP funds; and

WHEREAS, at its May 28, 2021 meeting, the WCCTC Board of Directors approved an appropriation of two-hundred, forty-one thousand dollars (\$241,000) in STMP funds to Agency towards the Project.

Now, therefore, the Parties hereby agree as follows:

SECTION 1 SCOPE OF WORK

- 1.1 Scope of Work.** Subject to the terms and conditions set forth in this Agreement, Agency shall perform or cause to perform the work described in the scope of work attached as Exhibit A, and incorporated herein (the “Scope of Work”), at the time and

place and in the manner specified therein. In the event of a conflict in or inconsistency between the terms of this Agreement and Exhibit A, the Agreement shall prevail.

- 1.2 **Term of Services.** The term of this Agreement shall begin on the Effective Date and shall end on June 1, 2028, and Agency shall complete the work described in Exhibit A on or before that date, unless the term of the Agreement is otherwise terminated or extended. The time provided to Agency to complete the services required by this Agreement shall not affect WCCTC's right to terminate the Agreement.
- 1.3 **Standard of Performance.** Agency shall perform or cause to be performed all services required in Exhibit A according to the standards observed by a competent practitioner of the profession in which Agency's consultants or contractors are engaged.
- 1.4 **Assignment of Personnel.** Agency shall retain only competent personnel to perform the Project to this Agreement. In the event that WCCTC, in its reasonable discretion, desires the reassignment of any such persons, Agency shall, upon receiving notice from WCCTC, of such desire of WCCTC, reassign such person or persons.
- 1.5 **Time is of the Essence.** Time is of the essence. Agency shall devote such time to the performance of the Project pursuant to this Agreement as may be reasonably necessary to timely finish the Scope of Work.
- 1.6 **Public Works and Department of Industrial Relations Requirements.** Because the Project and Scope of Work described in Exhibit A may include "work performed during the design and preconstruction phases of construction including, but not limited to, inspection and land surveying work," the Project may constitute a public works within the definition of Section 1720(a)(1) of the California Labor Code. In accordance with California Labor Code Section 1773.2, WCCTC notifies Agency that this Project is subject to the general prevailing wages in the locality in which the services described in Exhibit A are to be performed. Agency shall cause to be paid prevailing wages for each craft or type of work needed to be as published by the State of California Department of Industrial Relations, Division of Labor Statistics and Research, a copy of which Agency shall make available on request by contractors and consultants. The Agency, its consultant and contractors engaged in the performance of the Scope of Work described in Exhibit A shall pay no less than these rates to all persons engaged in performance of the services described in Exhibit A. Agency is also required to comply all relevant provisions of the Labor Code applicable to public works, including enforcement of the contractor registration requirements of the California State Department of Industrial Relations.

SECTION 2 FUNDING OBLIGATIONS

- 2.1 **Funding.** In accordance with the WCCTC Master Cooperative Agreement pertaining to the 2019 STMP, and subject to available funding, WCCTC hereby agrees to fund Agency's Project in a sum not to exceed two hundred, forty-one thousand dollars, (\$241,000) notwithstanding any contrary indications that may be contained in Agency or any third-party proposal for services to be performed and reimbursable costs

incurred under this Agreement. In the event of a conflict between this Agreement and Agency's Scope of Work, attached as Exhibit A, regarding the amount of compensation, the Agreement shall prevail.

The payments specified herein shall be the only payments from WCCTC to Agency pursuant to this Agreement. Agency shall submit all invoices to WCCTC in the manner specified herein. Agency shall not bill WCCTC for duplicate services performed by more than one person.

WCCTC and Agency acknowledge and agree that funding paid by WCCTC to Agency under this Agreement is based upon Agency's estimated costs of funding Agency's Project, including salaries and benefits of employees, consultants and contractors of Agency. WCCTC has no responsibility for such contributions beyond the amount set forth under this Agreement.

- 2.2 Invoices.** Agency shall submit invoices, not more often than once a month during the term of this Agreement, based on the cost it incurs for services performed and reimbursable costs incurred prior to the invoice date. Invoices shall contain the following information:
- a. Serial identifications of progress bills; i.e., Progress Bill No. 1 for the first invoice, etc.;
 - b. The beginning and ending dates of the billing period;
 - c. A task summary containing the original contract amount, the amount of prior billings, the total due this period, the balance available under the Agreement, and the percentage of completion;
 - d. Such other information as reasonably requested by WCCTC.
- 2.3 Monthly Payment.** WCCTC shall make monthly payments, based on invoices received, for services satisfactorily performed, and for authorized reimbursable costs incurred. WCCTC shall have 60 days from the receipt of an invoice that complies with all of the requirements above to pay Agency.
- 2.4 Total Payment.** In no event shall Agency submit any invoice for an amount in excess of the maximum amount of compensation provided in Section 2.1, above, either for a task or for the entire Agreement, unless the Agreement is modified in writing prior to the submission of such an invoice by a properly executed change order or amendment.
- 2.5 Reimbursable Expenses.** Reimbursable expenses shall not include a mark-up and are billed as a direct cost. In no event shall expenses be advanced by WCCTC to the Agency. Reimbursable expenses are included in the total amount of compensation provided under this Agreement that shall not be exceeded.
- 2.6 Payment of Taxes.** Agency and its contractors and consultants are solely responsible for the payment of employment taxes incurred under this Agreement and any similar federal or state taxes.

- 2.7 Payment upon Termination.** In the event that WCCTC or Agency terminates this Agreement pursuant to Section 3.4, WCCTC shall compensate the Agency for all outstanding costs and reimbursable expenses incurred for work satisfactorily completed as of the date of written notice of termination. Agency shall maintain adequate logs and timesheets to verify costs incurred to that date.
- 2.8 Authorization to Perform Services.** The Agency is not authorized to perform any services or incur any costs whatsoever under the terms of this Agreement until receipt of authorization from WCCTC's Executive Director or his designee.
- 2.9 Funding Request.** Agency shall submit the request for funds for specific components of the Project, detailing project scope, schedule and proposed funding plan, at least four (4) months in advance of the initial anticipated cash flow need or reimbursement; to submit subsequent requests at least two (2) months in advance of anticipated need; and to apply any funds received under this Agreement to the Project consistent with the terms and conditions of an approved funding appropriation.
- 2.10 Progress Reports.** Progress reports shall be submitted along with the funding request in Section 2.9. Agency shall submit progress reports in a form satisfactory to WCCTC based on the cost for services performed.
- 2.11 Records Keeping.** All reports, studies, plans, data, maps, models, charts, studies, surveys, photographs, memoranda, plans, studies, specifications, records, files, or any other documents or materials, in electronic or any other form, that Agency prepares or obtains pursuant to this Agreement and that relate to the matters covered hereunder shall be made available to WCCTC at WCCTC's request.
- 2.12 Agency Financial Records.** Agency shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services or expenditures and disbursements charged to WCCTC under this Agreement for a minimum of 3 years, or for any longer period required by law, from the date of final payment to the Agency to this Agreement.
- 2.13 Inspection and Audit of Records.** Any records or documents that Sections 2.11 and 2.12 of this Agreement requires Agency to maintain shall be made available for inspection, audit, and/or copying at any time during regular business hours, upon oral or written request by WCCTC. Under California Government Code Section 8546.7, if the amount of public funds expended under this Agreement exceeds \$10,000.00, the Agreement shall be subject to the examination and audit of the State Auditor, at the request of WCCTC or as part of any audit of WCCTC, for a period of 3 years after final payment under the Agreement.

SECTION 3 GENERAL PROVISIONS

- 3.1 Funding Limitations and Contingencies.** If, in response to the Request for Proposal(s), it appears that Project costs including contingency, will exceed the funding set forth in Section 2.1, the Parties agree that they shall meet to revise Scope of Work to meet available funding. Funding of Agency's Project is strictly contingent upon WCCTC having received, appropriated and allocated sufficient STMP funds for the Agency's Project. Funding is also contingent upon WCCTC receiving a fully executed Agreement from Agency. If the Scope of Work cannot be revised to meet available funding, then WCCTC reserves the right to terminate this Agreement, or suspend funding, until such time that additional STMP funds are available and allocated to Agency's Project.
- 3.2 Acceptance.** Upon completion of the Project, Agency shall submit a report documenting that the Project is substantially complete. Agency shall be responsible for filing the appropriate notice of completion for the Project and shall provide a copy to WCCTC for its records.
- 3.3 Alternative Dispute Resolution.** All disputes that arise in connection with interpretation or performance of the Agreement shall first attempted to be resolved informally by the Parties. If not resolved, prior to instituting legal action, the Parties agree to participate in mediation with a mediator jointly selected by the Parties. If the dispute is not resolved by mediation, then the Parties will retain any and all remedies that they otherwise would have at law or equity.
- 3.4 Termination.** This Agreement shall be subject to termination as follows:
- a. Either Party may terminate this Agreement at any time for cause pursuant to a power created by the Agreement or by law, other than for breach, by giving written notice of termination to either Party, which notice shall specify both the cause and the effective date of termination. Notice of termination under this provision shall be given at least ninety (90) days before the effective date of such termination. All obligations that are still executory will be discharged but any right based upon prior breach or performance shall survive.
 - b. This Agreement may be terminated by a Party for breach of any obligation, covenant, or condition by the other Party, upon notice to the breaching Party. With respect to any breach that is reasonably capable of being cured, the breaching Party shall have thirty (30) days from the date of the notice to initiate steps to cure. If the breaching Party diligently pursues cure, such Party shall be allowed a reasonable time to cure, not to exceed sixty (60) days from the date of the initial notice, unless a further extension is granted by the non-breaching Party. On termination, the non-breaching Party retains the same rights as a Party exercising its right to terminate under the provisions of Section 3.4, except that the non-breaching Party also retains any remedy for breach of the whole contract or any unperformed balance.
 - c. By mutual consent of both Parties, this Agreement may be terminated at any time.

- d. This Agreement may be terminated by WCCTC if funding for Agency's Project is no longer available by operation of law, or by action taken by the WCCTC Board of Directors to reallocate funds.
- e. In no event shall the Parties terminate this Agreement if such termination would conflict with, cause a default under, or otherwise violate the terms or conditions of any revenue bonds.

3.5 Waiver of Claims Against WCCTC. Agency waives all claims by Agency, its directors, supervisors, officers, employees, or agents against WCCTC, its commissioners, officers, employees, or agents for damages, loss, injury and/or liability, direct or indirect, resulting from Agency's participation in the Project. Agency's waiver shall not apply to liability arising from and caused by the sole negligence or willful misconduct of WCCTC, its commissioners, officers, employees, or agents.

3.6 Indemnity. Agency shall defend, indemnify and hold harmless WCCTC, its governing board, member agencies, officers, employees, and agents from and against any and all liability, loss, damage, claims, expenses, and costs (including without limitation, reasonable attorney's fees and costs and fees of litigation) (collectively, "Liability") of every nature arising out of or in connection with Agency's performance of any work under this Agreement, except such Liability caused by the sole negligence or willful misconduct of WCCTC. With respect to any claims brought against Agency by a third party, Agency waives any and all rights of any type to express or implied indemnity by WCCTC.

3.7 Notices. All notices (including requests, demands, approvals or other communications) under this Agreement shall be in writing. Notice shall be sufficiently given for all purposes as follows:

- a. When delivered by first class mail, postage prepaid, notice shall be deemed delivered three (3) business days after deposit in the United States Mail.
- b. When mailed by certified mail with return receipt requested, notice is effective upon receipt if delivery is confirmed by a return receipt.
- c. When delivered by overnight delivery by a nationally recognized overnight courier, notice shall be deemed delivered one (1) business day after deposit with that courier.
- d. When personally delivered to the recipient, notice shall be deemed delivered on the date personally delivered.
- e. The place for delivery of all notices under this Agreement shall be as follows:

If to WCCTC:

John Nemeth, Executive Director
West Contra Costa Transportation Commission
6333 Potrero Avenue, Suite 100

El Cerrito, CA 94530

with a Copy to:

Kristopher J. Kokotaylo, Legal Counsel
Redwood Public Law
66 Franklin Street, Suite 300
Oakland, CA 94607

If to Agency:

Shasa Curl, City Manager
City of Richmond
450 Civic Center Plaza,
Richmond, CA 94804

- 3.8 Additional Acts and Documents.** Each Party agrees to do all such things and take all such actions, and to make, execute, and deliver such other documents and instruments, as shall be reasonably requested to carry out the provisions, intent, and purpose of this Agreement.
- 3.9 Integration.** This Agreement represents the entire agreement of the Parties with respect to the subject matter. No representations, warranties, inducement, or oral agreements have been made by any of the Parties except as expressly set forth in this Agreement.
- 3.10 Governing Law.** The laws of the State of California shall govern this Agreement. Agency and any consultants and contractors shall comply with all laws, including, but not limited, all statutes, regulations, local ordinances, and decisional authority, applicable to the Scope of Work hereunder. To the extent that this Agreement may be funded by fiscal assistance from another governmental entity, Agency and any subcontractors shall comply with all applicable rules and regulations to which WCCTC is bound by the terms of such fiscal assistance program.
- 3.11 Amendment.** This Agreement may not be changed, modified, or rescinded except by the written approval, and any attempt of oral modification of this Agreement shall be void and of no effect.
- 3.12 Independent Contractor.** Agency and WCCTC render their services under this Agreement as independent contractors. None of the agents or employees of either shall be agents or employees of the other.
- 3.13 Assignment.** This Agreement may not be assigned, transferred, hypothecated, or pledged by any Party without the express written consent of the other Party.
- 3.14 Successors and Assigns.** This Agreement shall be binding upon the successors, assignees, or transferees of WCCTC or Agency as the case may be. This provision shall not be constructed as an authorization to assign, transfer, hypothecate, or pledge this Agreement other than as provided above.

3.15 Severability. Should any part of this Agreement be determined to be unenforceable, invalid, or beyond the authority of either Party to enter into or carry out, such determination shall not affect the validity of the remainder of this Agreement, which shall continue in full force and effect, so long as the remainder, absent the excised portion, can be reasonably interpreted to give effect to the intentions of the parties.

3.16 Jurisdiction and Venue. In the event that either party brings any action against the other under this Agreement, the parties agree that trial of such action shall be vested exclusively in the state courts of California in the County of Contra Costa or in the United States District Court for the Northern District of California.

3.17 Attorney's Fees. If a party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provision of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees in addition to any other relief to which that party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.

3.18 No Implied Waiver of Breach. The waiver of any breach of a specific provision of this Agreement does not constitute a waiver of any other breach of that term or any other term of this Agreement.

3.19 Counterparts. This Agreement may be executed in counterparts.

IN WITNESS WHEREOF, the parties have caused this Agreement to be duly executed and attested by their respective officers, duly authorized so to act, as of the date set forth in the first paragraph of this Agreement.

City of Richmond

**West Contra Costa Transportation
Commission**

Shasa Curl, City Manager

John Nemeth, Executive Director

Date

Date

Approved as to Form:

Approved as to Form:

Dave Aleshire, City Attorney

Kristopher Kokotaylo, Legal Counsel

Date

Date

EXHIBIT A

SCOPE OF WORK

The Agency agrees to:

1. To act as the lead agency and take responsibility for evaluating prospective consultants and contractors retained by Agency and subsequent award of work consistent with this Agreement.
2. To act as the lead agency and retain, as appropriate, consulting services consistent with this Agreement.
3. To be responsible for providing management of consultant and contractor activities, including responsibility for scheduling, budgeting, and oversight of the services, consistent with the scope of the project.
4. To advance or complete all or a portion of following STMP project identified as funding categories: *(List which of the twenty permitted STMP projects this fund request will implement.) 8a-Richmond Ferry to Bridge Bicycle Network Improvements*
5. To use the STMP funds to complete *100% PS&E plans for this project including all eligible pre-construction work (environmental, utility coordination, surveying, outreach, etc.).*
6. To produce or complete *STMP Project 8a in the Point Richmond area: beginning at the intersection of Tewksbury Avenue and Santa Fe Avenue, traveling along Tewksbury Avenue to Railroad Avenue; on Railroad Avenue from Tewksbury Avenue to W. Richmond Avenue; on West Richmond Avenue to South Garrard Boulevard; and on South Garrard Boulevard to West Cutting Boulevard. The beginning and end points of the project area connect to existing bicycle facilities. The project will revisit 30% design concepts from the Ferry to Bridge to Greenway Plan intended to improve pedestrian and bicyclist access and safety, while closing a gap in the Bay Trail through downtown Point Richmond.*

In summary, the design will incorporate cyclist and pedestrian safety improvements that include:

- *Installation of protected two-way cycle tracks*
- *Reconfiguration of motor vehicle parking*
- *High visibility crosswalks with ADA-compliant curb ramps*
- *Sidewalk extensions to reduce street crossing distances*
- *Bus stop improvements for AC Transit service*
- *Wayfinding signs and pavement markings*

STMP funding will be used only for completion of 100% PS&E plans. Construction will be funded separately through other grant funding.

7. To complete the overall project based on the following initial schedule for the project: *(Provide an estimated schedule for completing the entire project.)*

<i>TASK</i>	<i>MONTH or QUARTER and YEAR</i>	
	<i>Begins</i>	<i>Ends</i>
<i>Preliminary Engineering</i>	<i>July 2025</i>	<i>January 2026</i>
<i>Detailed Design (including PS&E)</i>	<i>January 2026</i>	<i>December 2026</i>
<i>Advertise Construction*</i>	<i>January 2027</i>	<i>March 2027</i>
<i>Award Contract*</i>	<i>April 2027</i>	<i>May 2027</i>
<i>Construction Begins*</i>	<i>May 2027</i>	<i>May 2028</i>
<i>Construction Complete/ Open to the Public*</i>	<i>May 2028</i>	
<i>Project Close-Out*</i>	<i>May 2028</i>	<i>July 2028</i>

**Dates are estimates and will be determined upon identification of construction funding.*

8. To complete the STMP-funded portion of the project based on the estimated completion date of *December 31, 2026*

**WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE
DOING BUSINESS AS
WEST CONTRA COSTA TRANSPORTATION COMMISSION
RESOLUTION NO. 25-13**

**AUTHORIZING THE WCCTC EXECUTIVE DIRECTOR TO EXECUTE A
COOPERATIVE FUNDING AGREEMENT FOR THE REGIONAL
INTERMODAL TRANSIT CENTER UTILITY RELOCATION AND TRACK
SIGNAL DESIGN PROJECT TO COMPLETE IN A FORM APPROVED BY
GENERAL COUNSEL**

WHEREAS, the Board of Directors of WCCTC is authorized to allocate STMP funds;
and

WHEREAS, the City of Hercules has provided information to the WCCTC staff,
WCCTC Technical Advisory Committee (TAC), and WCCTC Board about the need for these
funds as outlined below; and

WHEREAS, the 2006 Subregional Transportation Mitigation Program's Nexus Study
included Project #3: Capitol Corridor Improvements and the 2019 STMP Nexus Study included
Project # 10: Hercules Regional Intermodal Transportation Center, now known as Hercules
Hub and ;

WHEREAS, the Subregional Transportation Mitigation Program explicitly allows for
funding for the design of the Utility Relocation Phase and the 30% Design of the Track Signal
Phase of the Regional Intermodal Transit Center Utility Relocation and Track Signal Design.
Project (the Project); and

WHEREAS, at its May 28, 2021 meeting, the WCCTC Board of Directors approved an
appropriation of three hundred thousand dollars (\$300,000) in STMP funds to the City of
Hercules towards the Project.

WHEREAS, WCCTC staff and City Hercules' staff have prepared a Cooperative
Funding Agreement to account for the allocation of STMP funds to the City of Hercules; and

WHEREAS, the City of Hercules' City Council plans to consider the Cooperative
Funding Agreement at an upcoming meeting; and

WHEREAS, the Board of Directors of WCCTC desires to approve the Cooperative
Funding Agreement.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the West
Contra Costa Transportation Commission:

1. Does hereby authorize the allocation of STMP funds to the City of Hercules in the amount of \$300,000 in STMP funds to partially fund the Project pursuant to the terms of the Cooperative Agreement attached hereto and incorporated herein by reference as Exhibit A.

2. The Executive Director is hereby authorized and directed, on behalf of the Board of Directors of the West Contra Costa Transportation Commission, to execute the Cooperative Agreement on behalf of the West Contra Costa Transportation Commission, in a form approved by the General Counsel.

3. The Executive Director is authorized to make all approvals and take all actions necessary or appropriate to carry out and implement the terms of the Cooperative Funding Agreement and to administer the West Contra Costa Transportation Commission's obligations, responsibilities and duties to be performed under the Cooperative Funding Agreement.

The foregoing Resolution was adopted by the WCCTA Board at a regular meeting on September 26, 2025, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

By: _____
Cameron Sasai, Chair

Attest:

John Nemeth, Executive Director

Approved as to Form:

Kristopher J. Kokotaylo, General Counsel
3203330.1

EXHIBIT A

COOPERATIVE FUNDING AGREEMENT BETWEEN WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE DOING BUSINESS AS WEST CONTRA COSTA TRANSPORTATION COMMISSION AND City of Hercules

Regional Intermodal Transit Center Utility Relocation and Track Signal Design Project

This AGREEMENT is made and entered into as of October 1, 2025, (the “Effective Date”) by and between the West Contra Costa Transportation Commission (“WCCTC”), a Joint Exercise of Powers Agency organized pursuant to California Government Code Section 6500, *et. seq.*, among the cities of El Cerrito, Hercules, Pinole, Richmond, and San Pablo, the County of Contra Costa, and the transit agencies AC Transit, Bay Area Rapid Transit District, and Western Contra Costa Transit Authority, with offices located at 6333 Potrero Avenue, Suite 100, El Cerrito, CA 94530, and City of Hercules, a municipal corporation.

WCCTC and City of Hercules (“Agency”) shall sometimes be referred to collectively herein as the “Parties” and individually as a “Party.”

RECITALS

WHEREAS, the members of WCCTC signed a Master Cooperative Agreement pertaining to the 2019 Subregional Transportation Mitigation Fee Program Update (“2019 STMP”) in West Contra Costa County, including a list of twenty specific projects and the STMP funding commitments to those projects; and

WHEREAS, Agency’s Project, as further described in the Scope of Work, attached as Exhibit A, which is incorporated herein (“Project”), is one of the twenty projects identified in the 2019 STMP; and

WHEREAS, plans, studies, and cost estimates for Agency’s Project are eligible uses for the STMP funds; and

WHEREAS, at its May 28, 2021 meeting, the WCCTC Board of Directors approved an appropriation of three hundred thousand dollars (\$300,000) in STMP funds to Agency towards the Project.

Now, therefore, the Parties hereby agree as follows:

SECTION 1 SCOPE OF WORK

- 1.1 **Scope of Work.** Subject to the terms and conditions set forth in this Agreement, Agency shall perform or cause to perform the work described in the scope of work attached as Exhibit A, and incorporated herein (the “Scope of Work”), at the time and place and in the manner specified therein. In the event of a conflict in or inconsistency between the terms of this Agreement and Exhibit A, the Agreement shall prevail.

- 1.2 Term of Services.** The term of this Agreement shall begin on the Effective Date and shall end on the third anniversary of the Effective Date, and Agency shall complete the work described in Exhibit A on or before that date, unless the term of the Agreement is otherwise terminated or extended. The time provided to Agency to complete the services required by this Agreement shall not affect WCCTAC's right to terminate the Agreement.
- 1.3 Standard of Performance.** Agency shall perform or cause to be performed all services required in Exhibit A according to the standards observed by a competent practitioner of the profession in which Agency's consultants or contractors are engaged.
- 1.4 Assignment of Personnel.** Agency shall retain only competent personnel to perform the Project to this Agreement. In the event that WCCTAC, in its sole discretion, desires the reassignment of any such persons, Agency shall, upon receiving notice from WCCTAC, of such desire of WCCTAC, reassign such person or persons.
- 1.5 Time is of the Essence.** Time is of the essence. Agency shall devote such time to the performance of the Project pursuant to this Agreement as may be reasonably necessary to timely finish the Scope of Work.
- 1.6 Public Works and Department of Industrial Relations Requirements.** Because the Project and Scope of Work described in Exhibit A may include "work performed during the design and preconstruction phases of construction including, but not limited to, inspection and land surveying work," the Project may constitute a public works within the definition of Section 1720(a)(1) of the California Labor Code. In accordance with California Labor Code Section 1773.2, WCCTC notifies Agency that this Project is subject to the general prevailing wages in the locality in which the services described in Exhibit A are to be performed. Agency shall cause to be paid prevailing wages for each craft or type of work needed to be as published by the State of California Department of Industrial Relations, Division of Labor Statistics and Research, a copy of which Agency shall make available on request by contractors and consultants. The Agency, its consultant and contractors engaged in the performance of the Scope of Work described in Exhibit A shall pay no less than these rates to all persons engaged in performance of the services described in Exhibit A. Agency is also required to comply all relevant provisions of the Labor Code applicable to public works, including enforcement of the contractor registration requirements of the California State Department of Industrial Relations.

SECTION 2 FUNDING OBLIGATIONS

- 2.1 Funding.** In accordance with the WCCTC Master Cooperative Agreement pertaining to the 2019 STMP, and subject to available funding, WCCTC hereby agrees to fund Agency's Project in a sum not to exceed three hundred thousand dollars, (\$300,000) notwithstanding any contrary indications that may be contained in Agency or any third-party proposal for services to be performed and reimbursable costs incurred under this Agreement. In the event of a conflict between this Agreement and Agency's Scope of

Work, attached as Exhibit A, regarding the amount of compensation, the Agreement shall prevail.

The payments specified herein shall be the only payments from WCCTC to Agency pursuant to this Agreement. Agency shall submit all invoices to WCCTC in the manner specified herein. Agency shall not bill WCCTC for duplicate services performed by more than one person.

WCCTC and Agency acknowledge and agree that funding paid by WCCTC to Agency under this Agreement is based upon Agency's estimated costs of funding Agency's Project, including salaries and benefits of employees, consultants and contractors of Agency. WCCTC has no responsibility for such contributions beyond the amount set forth under this Agreement.

- 2.2 Invoices.** Agency shall submit invoices, not more often than once a month during the term of this Agreement, based on the cost it incurs for services performed and reimbursable costs incurred prior to the invoice date. Invoices shall contain the following information:
- a. Serial identifications of progress bills; i.e., Progress Bill No. 1 for the first invoice, etc.;
 - b. The beginning and ending dates of the billing period;
 - c. A task summary containing the original contract amount, the amount of prior billings, the total due this period, the balance available under the Agreement, and the percentage of completion;
 - d. Such other information as reasonably requested by WCCTC.
- 2.3 Monthly Payment.** WCCTC shall make monthly payments, based on invoices received, for services satisfactorily performed, and for authorized reimbursable costs incurred. WCCTC shall have 60 days from the receipt of an invoice that complies with all of the requirements above to pay Agency.
- 2.4 Total Payment.** In no event shall Agency submit any invoice for an amount in excess of the maximum amount of compensation provided in Section 2.1, above, either for a task or for the entire Agreement, unless the Agreement is modified in writing prior to the submission of such an invoice by a properly executed change order or amendment.
- 2.5 Reimbursable Expenses.** Reimbursable expenses shall not include a mark-up and are billed as a direct cost. In no event shall expenses be advanced by WCCTC to the Agency. Reimbursable expenses are included in the total amount of compensation provided under this Agreement that shall not be exceeded.
- 2.6 Payment of Taxes.** Agency and its contractors and consultants are solely responsible for the payment of employment taxes incurred under this Agreement and any similar federal or state taxes.

- 2.7 Payment upon Termination.** In the event that WCCTC or Agency terminates this Agreement pursuant to Section 3.4, WCCTC shall compensate the Agency for all outstanding costs and reimbursable expenses incurred for work satisfactorily completed as of the date of written notice of termination. Agency shall maintain adequate logs and timesheets to verify costs incurred to that date.
- 2.8 Authorization to Perform Services.** The Agency is not authorized to perform any services or incur any costs whatsoever under the terms of this Agreement until receipt of authorization from WCCTC's Executive Director or his designee.
- 2.9 Funding Request.** Agency shall submit the request for funds for specific components of the Project, detailing project scope, schedule and proposed funding plan, at least four (4) months in advance of the initial anticipated cash flow need or reimbursement; to submit subsequent requests at least two (2) months in advance of anticipated need; and to apply any funds received under this Agreement to the Project consistent with the terms and conditions of an approved funding appropriation.
- 2.10 Progress Reports.** Progress reports shall be submitted along with the funding request in Section 2.9. Agency shall submit progress reports in a form satisfactory to WCCTC based on the cost for services performed.
- 2.11 Records Keeping.** All reports, studies, plans, data, maps, models, charts, studies, surveys, photographs, memoranda, plans, studies, specifications, records, files, or any other documents or materials, in electronic or any other form, that Agency prepares or obtains pursuant to this Agreement and that relate to the matters covered hereunder shall be made available to WCCTC at WCCTC's request.
- 2.12 Agency Financial Records.** Agency shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services or expenditures and disbursements charged to WCCTC under this Agreement for a minimum of 3 years, or for any longer period required by law, from the date of final payment to the Agency to this Agreement.
- 2.13 Inspection and Audit of Records.** Any records or documents that Sections 2.11 and 2.12 of this Agreement requires Agency to maintain shall be made available for inspection, audit, and/or copying at any time during regular business hours, upon oral or written request by WCCTC. Under California Government Code Section 8546.7, if the amount of public funds expended under this Agreement exceeds \$10,000.00, the Agreement shall be subject to the examination and audit of the State Auditor, at the request of WCCTC or as part of any audit of WCCTC, for a period of 3 years after final payment under the Agreement.

SECTION 3 GENERAL PROVISIONS

- 3.1 Funding Limitations and Contingencies.** If, in response to the Request for Proposal(s), it appears that Project costs including contingency, will exceed the funding set forth in Section 2.1, the Parties agree that they shall meet to revise Scope of Work to meet available funding. Funding of Agency's Project is strictly contingent upon WCCTC having received, appropriated and allocated sufficient STMP funds for the Agency's Project. Funding is also contingent upon WCCTC receiving a fully executed Agreement from Agency. If the Scope of Work cannot be revised to meet available funding, then WCCTC reserves the right to terminate this Agreement, or suspend funding, until such time that additional STMP funds are available and allocated to Agency's Project.
- 3.2 Acceptance.** Upon completion of the Project, Agency shall submit a report documenting that the Project is substantially complete. Agency shall be responsible for filing the appropriate notice of completion for the Project and shall provide a copy to WCCTC for its records.
- 3.3 Alternative Dispute Resolution.** All disputes that arise in connection with interpretation or performance of the Agreement shall first attempted to be resolved informally by the Parties. If not resolved, prior to instituting legal action, the Parties agree to participate in mediation with a mediator jointly selected by the Parties. If the dispute is not resolved by mediation, then the Parties will retain any and all remedies that they otherwise would have at law or equity.
- 3.4 Termination.** This Agreement shall be subject to termination as follows:
- a. Either Party may terminate this Agreement at any time for cause pursuant to a power created by the Agreement or by law, other than for breach, by giving written notice of termination to either Party, which notice shall specify both the cause and the effective date of termination. Notice of termination under this provision shall be given at least ninety (90) days before the effective date of such termination. All obligations that are still executory will be discharged but any right based upon prior breach or performance shall survive.
 - b. This Agreement may be terminated by a Party for breach of any obligation, covenant, or condition by the other Party, upon notice to the breaching Party. With respect to any breach that is reasonably capable of being cured, the breaching Party shall have thirty (30) days from the date of the notice to initiate steps to cure. If the breaching Party diligently pursues cure, such Party shall be allowed a reasonable time to cure, not to exceed sixty (60) days from the date of the initial notice, unless a further extension is granted by the non-breaching Party. On termination, the non-breaching Party retains the same rights as a Party exercising its right to terminate under the provisions of Section 3.4, except that the non-breaching Party also retains any remedy for breach of the whole contract or any unperformed balance.
 - c. By mutual consent of both Parties, this Agreement may be terminated at any time.

- d. This Agreement may be terminated by WCCTC if funding for Agency's Project is no longer available by operation of law, or by action taken by the WCCTC Board of Directors to reallocate funds.
- e. In no event shall the Parties terminate this Agreement if such termination would conflict with, cause a default under, or otherwise violate the terms or conditions of any revenue bonds.

3.5 Waiver of Claims Against WCCTC. Agency waives all claims by Agency, its directors, supervisors, officers, employees, or agents against WCCTC, its commissioners, officers, employees, or agents for damages, loss, injury and/or liability, direct or indirect, resulting from Agency's participation in the Project. Agency's waiver shall not apply to liability arising from and caused by the sole negligence or willful misconduct of WCCTC, its commissioners, officers, employees, or agents.

3.6 Indemnity. Agency shall defend, indemnify and hold harmless WCCTC, its governing board, member agencies, officers, employees, and agents from and against any and all liability, loss, damage, claims, expenses, and costs (including without limitation, reasonable attorney's fees and costs and fees of litigation) (collectively, "Liability") of every nature arising out of or in connection with Agency's performance of any work under this Agreement, except such Liability caused by the sole negligence or willful misconduct of WCCTC. With respect to any claims brought against Agency by a third party, Agency waives any and all rights of any type to express or implied indemnity by WCCTC.

3.7 Notices. All notices (including requests, demands, approvals or other communications) under this Agreement shall be in writing. Notice shall be sufficiently given for all purposes as follows:

- a. When delivered by first class mail, postage prepaid, notice shall be deemed delivered three (3) business days after deposit in the United States Mail.
- b. When mailed by certified mail with return receipt requested, notice is effective upon receipt if delivery is confirmed by a return receipt.
- c. When delivered by overnight delivery by a nationally recognized overnight courier, notice shall be deemed delivered one (1) business day after deposit with that courier.
- d. When personally delivered to the recipient, notice shall be deemed delivered on the date personally delivered.
- e. The place for delivery of all notices under this Agreement shall be as follows:

If to WCCTC:

John Nemeth, Executive Director
West Contra Costa Transportation Commission
6333 Potrero Avenue, Suite 100

El Cerrito, CA 94530

with a Copy to:

Kristopher J. Kokotaylo, Legal Counsel
Redwood Public Law
66 Franklin Street, Suite 300
Oakland, CA 94607

If to Agency:

Dante Hall, City Manager
City of Hercules
111 Civic Drive
Hercules, CA 94547

- 3.8 Additional Acts and Documents.** Each Party agrees to do all such things and take all such actions, and to make, execute, and deliver such other documents and instruments, as shall be reasonably requested to carry out the provisions, intent, and purpose of this Agreement.
- 3.9 Integration.** This Agreement represents the entire agreement of the Parties with respect to the subject matter. No representations, warranties, inducement, or oral agreements have been made by any of the Parties except as expressly set forth in this Agreement.
- 3.10 Governing Law.** The laws of the State of California shall govern this Agreement. Agency and any consultants and contractors shall comply with all laws, including, but not limited, all statutes, regulations, local ordinances, and decisional authority, applicable to the Scope of Work hereunder. To the extent that this Agreement may be funded by fiscal assistance from another governmental entity, Agency and any subcontractors shall comply with all applicable rules and regulations to which WCCTC is bound by the terms of such fiscal assistance program.
- 3.11 Amendment.** This Agreement may not be changed, modified, or rescinded except by the written approval, and any attempt of oral modification of this Agreement shall be void and of no effect.
- 3.12 Independent Contractor.** Agency and WCCTC render their services under this Agreement as independent contractors. None of the agents or employees of either shall be agents or employees of the other.
- 3.13 Assignment.** This Agreement may not be assigned, transferred, hypothecated, or pledged by any Party without the express written consent of the other Party.
- 3.14 Successors and Assigns.** This Agreement shall be binding upon the successors, assignees, or transferees of WCCTC or Agency as the case may be. This provision shall not be constructed as an authorization to assign, transfer, hypothecate, or pledge this Agreement other than as provided above.

3.15 Severability. Should any part of this Agreement be determined to be unenforceable, invalid, or beyond the authority of either Party to enter into or carry out, such determination shall not affect the validity of the remainder of this Agreement, which shall continue in full force and effect, so long as the remainder, absent the excised portion, can be reasonably interpreted to give effect to the intentions of the parties.

3.16 Jurisdiction and Venue. In the event that either party brings any action against the other under this Agreement, the parties agree that trial of such action shall be vested exclusively in the state courts of California in the County of Contra Costa or in the United States District Court for the Northern District of California.

3.17 Attorney's Fees. If a party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provision of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees in addition to any other relief to which that party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.

3.18 No Implied Waiver of Breach. The waiver of any breach of a specific provision of this Agreement does not constitute a waiver of any other breach of that term or any other term of this Agreement.

3.19 Counterparts. This Agreement may be executed in counterparts.

IN WITNESS WHEREOF, the parties have caused this Agreement to be duly executed and attested by their respective officers, duly authorized so to act, as of the date set forth in the first paragraph of this Agreement.

City of Hercules

**West Contra Costa Transportation
Commission**

Dante Hall, City Manager

John Nemeth, Executive Director

Date: _____

Date: _____

Approved as to Form:

Approved as to Form:

Hercules, Legal Counsel

Kristopher Kokotaylo, Legal Counsel

Date: _____

Date: _____

EXHIBIT A

SCOPE OF WORK

The Agency agrees to:

1. To act as the lead agency and take responsibility for evaluating prospective consultants and contractors retained by Agency and subsequent award of work consistent with this Agreement.
2. To act as the lead agency and retain, as appropriate, consulting services consistent with this Agreement.
3. To be responsible for providing management of consultant and contractor activities, including responsibility for scheduling, budgeting, and oversight of the services, consistent with the scope of the project.
4. To advance or complete all or a portion of following STMP project identified as funding categories: *2006 STMP Project # 3: Capitol Corridor Improvements and 2019 STMP Project # 10: Hercules Regional Intermodal Transportation Center, now known as Hercules Hub.*
5. To use the STMP funds *to complete advance towards construction Hercules RITC Utility Relocation and Track Signal Design Project*
6. To produce or complete *the design of the Utility Relocation Phase and the 30% Design of the Track Signal Phase.*
7. To complete the over-all project based on the following initial schedule for the project:

<i>Task</i>	<i>Month or Quarter and Year</i>	
	<i>Begins</i>	<i>Ends</i>
Design (PS&E) Phase	Q4 2025	Q2 2030
Right of Way Phase	Q4 2025	Q2 2029
Construction Phase	Q3 2029	Q3 2032
Closeout Phase	Q3 2032	Q4 2032

8. To use the STMP-funded portion of the work by October 1, 2028, with completion of the entire Design Phase by June 30, 2030 and an estimated completion date for the entire project of December 31, 2032.



MEETING DATE: September 26, 2025

TO: West Contra Costa Transportation Commission

FROM: Coire Reilly, Program Manager

SUBJECT: **Measure J Program 21b – Low Income Student Bus Pass Program (SBPP)**

REQUESTED ACTION

Approve the two-year allocation of Measure 21b funds in the amount of \$1,164,952, which when added to a remaining balance that has already been allocated (\$1,548,117), totals \$2,713,069.

BACKGROUND AND DISCUSSION

Measure J Program 21b provides funds to low-income (free and reduced lunch qualified) high school and middle school students in West Contra Costa for transportation to school. Since 2009, when the program began, the West Contra Costa Unified School District (WCCUSD) has administered the distribution of monthly bus passes to eligible and interested high school students in its District. In 2022, the WCCTC Board approved the expansion of the project to include charter schools and middle schools.

Funds for FY 26 and FY 27 have been allocated by CCTA in the amount of \$1,164,952. This allocation will be combined with a remaining balance of \$1,548,117 for a total of \$2,713,069. The attached chart provides some detail on how the funds would be used.

The primary expense of the program is AC Transit bus passes, followed by WestCAT bus passes. This proposed budget would fund up to 30,000 passes, while the program typically uses around 25,000 passes each year. The program has a capacity to serve 2500 students per month and right now is averaging around 2100 students per month.

This program requires some administrative work on WCCUSD's end, and a small share of funds from Program 21b are used to reimburse the WCCUSD for their efforts. WCCTC and CCTA also use a very small portion of the funds each year for their overall program administration.

Funding for John Swett Unified School District's (JSUSD) yellow school bus program is also included in this budget. WCCTC officially approved JSUSD's allocation at the July Board meeting.

The program also has a reserve beyond the \$1,548,117 rollover amount. Staff recommends maintaining this reserve, for now, as Measure J revenue forecasts are somewhat unclear for

the near future. A reserve could help maintain the current level of program delivery should Measure J revenue dip.

These funds were approved by CCTA at the September 17, 2025, meeting, contingent upon approval by the WCCTC Board.

ATTACHMENTS:

- A. CCTA Staff Report Program 21b-1
- B. CCTA Resolution 25-29-G-1

Authority Board **STAFF REPORT**

Meeting Date: September 17, 2025

Subject	Approval of Fiscal Year (FY) 2025-26 Measure J Allocation: Sub-Regional West County Safe Transportation for Children: Low-Income Student Bus Pass Program (SBPP) (Program 21b) for School Years (SY) 2025-26 through 2026-27
Summary of Issues	The Measure J Expenditure Plan establishes Program 21b funding at .725 percent of sales tax revenues. The intent of the program is to remove the cost of transportation to school as a barrier to attending school for low-income students in West Contra Costa County. This resolution would allocate \$1,164,952 to the Low-Income SBPP and will effectively fund the program for SYs 2025-26 through 2026-27, and \$4,350 for Authority staff administration of Program 21b.
Recommendations	Staff seeks approval of Resolution 25-29-G to allocate Measure J Program 21b funds for FY 2025-26 in the amount of \$1,164,952 to the Low-Income SBPP for SYs 2025-26 through 2026-27 and \$4,350 for Authority staff administration of Program 21b.
Staff Contact	Danielle Elkins
Financial Implications	The FY 2025-26 allocation to this two-year program would total \$1,164,952 plus an additional \$4,350 for staff to administer the program
Options	<ol style="list-style-type: none"> 1. The Authority Board may approve the allocation. 2. The Authority Board could choose not to approve the allocation at this time.

Attachments	A. Resolution 25-29-G
Changes from Committee	<i>N/A</i>

Background

Consistent with the Measure J Expenditure Plan, the proposed allocation is calculated at .725 percent of sales tax revenues to Program 21b. As a sub-regional program, the allocation for FY 2025-26 will be contingent on the West Contra Costa Transportation Advisory Committee (WCCTAC) acting to program the funds at its September 26, 2025 Board meeting.

WCCTAC has established a program working with the two school districts in West Contra Costa County to provide discounted transportation to school via subsidized transit passes. Funds are apportioned based on the percentage of low-income students in each district: 95 percent to West Contra Costa Unified School District (WCCUSD) and five (5) percent to John Swett Unified School District (JSUSD).

WCCUSD uses the funding to subsidize Alameda-Contra Costa Transit District and the WCCTAC monthly passes for students. Students receiving subsidies are low-income students who attend middle and high schools within the district. WCCUSD administers the program for WCCTAC, which has approved the use of up to 10 percent of the available funds for that purpose.

JSUSD provides a yellow school bus student-only transportation program. As part of the fare structure for their program, low-income families would receive either a free or reduced fare depending on their income level. The Measure J Program 21b funds would be used to further reduce the fare.

The WCCUSD program was first implemented for SY 2009-10. High school students who participate in the district's free and reduced lunch program are eligible to receive a free monthly bus pass as part of this program. Approximately 2,100 passes were being provided per month in the previous school year on a first-come, first-served basis.

The FY 2025-26 allocation includes revenue from the FY 2025-26 sales tax projection plus previously unallocated funds in the program category. The total allocation under this resolution is expected to be sufficient for the program to continue through SY 2026-27.

The budget summary is listed below:

Agency	SY 2025-26	SY 2026-27
WCCTAC Administration	\$17,000	\$17,000
JSUSD*	\$87,000	\$43,500
WCCUSD*	\$110,914	\$89,538
Bus Passes (30,000 passes per SY)**	\$400,000	\$400,000
Total per SY	\$614,914	\$550,038
Two-Year Total		\$1,164,952
<i>*includes SY 2024-25 Administration Allocation</i>		
<i>**allocation on top of the remaining balance of \$1,548,117</i>		

In addition, the Authority would allocate \$4,350 for staff administration of Program 21b. Program payments are made to WCCTAC and the bus pass operators on a reimbursement basis from invoices with required back-up documentation.

Staff seeks approval of Resolution 25-29-G to allocate Measure J Program 21b funds for FY 2025-26 in the amount of \$1,164,952 to the Low-Income SBPP for SYs 2025-26 through 2026-27 and \$4,350 for Authority staff administration of Program 21b.



RESOLUTION 25-29-G

RE: FISCAL YEAR (FY) 2025-26 WEST COUNTY SAFE TRANSPORTATION FOR CHILDREN: LOW-INCOME STUDENT BUS PASS PROGRAM (SBPP) (PROGRAM 21B) ALLOCATION OF MEASURE J FUNDS

WHEREAS, the Measure C Sales Tax Renewal Ordinance (# 88-01 as amended by # 04-02, # 06-01, and # 06-02), (Measure J), and Measure J Transportation Sales Tax Expenditure Plan, designates allocations for specific programs for FY 2025-26 under Program 21b; and

WHEREAS, the funding level of \$870,000 is equal to .725% of budgeted sales tax revenues for the year, consistent with the allocation methodology specified in the Measure J Expenditure Plan; and

WHEREAS, Program 21b has additional unallocated revenues from previous years to allocate in FY 2025-26 and \$1,548,117 from previously allocated and unspent funding; and

WHEREAS, prior to payment of funds, eligible recipients under Program 21b will have entered into cooperative agreements with the Contra Costa Transportation Authority (Authority) for the purpose of using these funds for eligible services.

NOW, THEREFORE, BE IT RESOLVED, that the Authority does hereby approve the allocation of 1) \$1,164,952 in Measure J Program 21b funds for School Years 2025-26 through 2026-27; and 2) \$4,350 for Authority staff administration of Program 21b in the amounts and for the services as specified in Exhibit 1, attached and incorporated herein by reference.

This resolution was entered into at a meeting of the Contra Costa Transportation Authority Board held September 17, 2025 in Walnut Creek, California by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Aaron Meadows, Chair

Attest:

Tarienne Grover, Clerk of the Board

Exhibit 1

PROGRAM: 21b - West County Safe Transportation for Children: Low -Income SBPP			FY 2026
Sales Tax Revenue Estimate			\$120,000,000
	%	Year	
Program Revenue Estimate	0.725%		\$870,000
Previous Funding Allocation Remaining			\$1,548,117
CCTA Program Management	0.5%	of Program Total	(\$4,350)
Available for Allocation			\$2,413,767

Agency	Coop #	Amount
West Contra Costa Transportation Advisory Committee (WCCTAC)	43.00.122	\$364,952
Bus Passes – Alameda-Contra Costa Transit District (AC Transit) and Western Contra Costa Transit Authority (WestCAT)	60.00.02 60.00.04	\$800,000
Total Allocation		\$1,164,952

Uses	
WCCTAC - 2010-11	Administration pass-through to West Contra Costa Unified School District for SBPP. Pass-through to John Swett Unified School District for transportation fare subsidy.

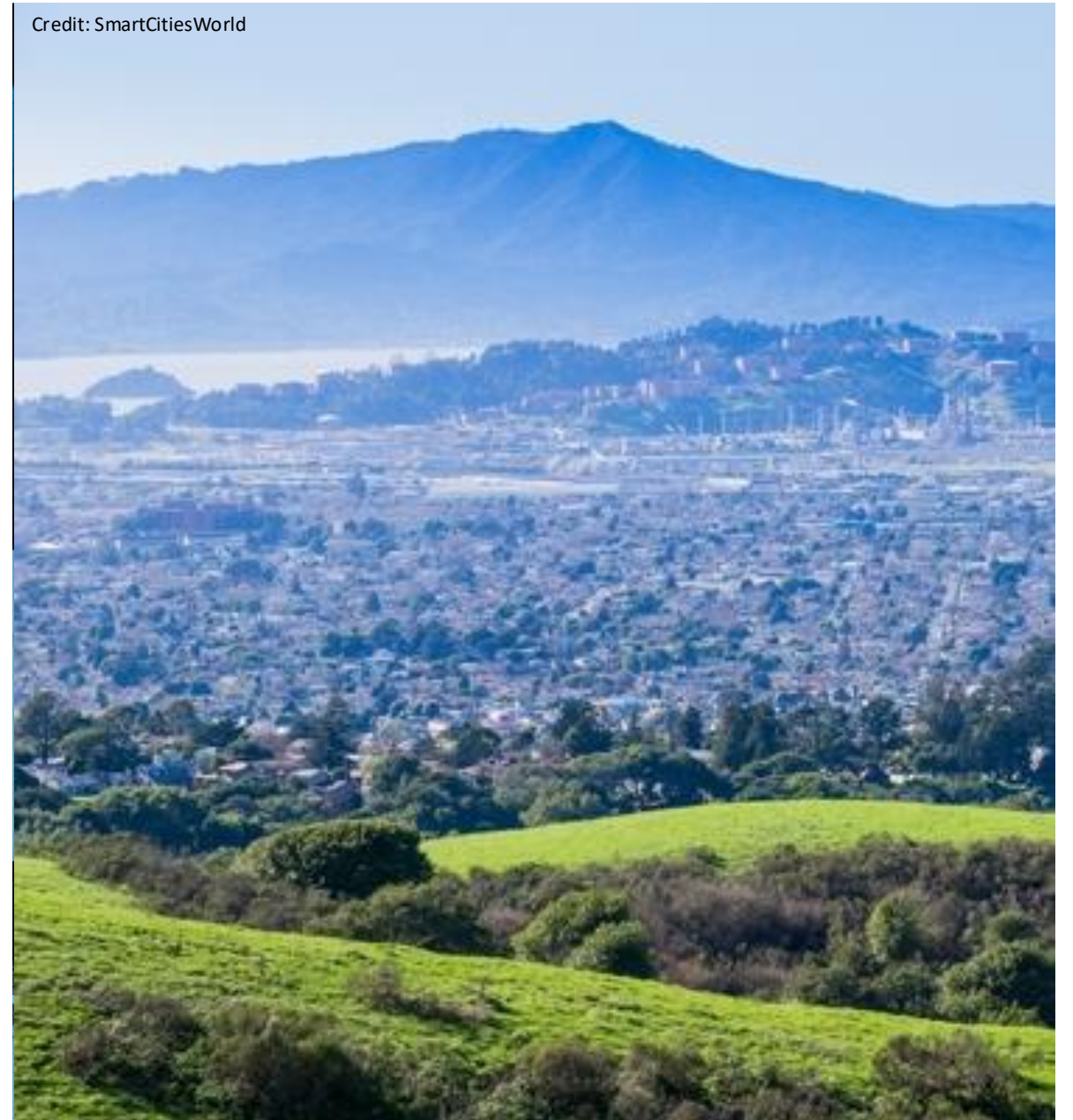
AC Transit / WestCAT	Purchase AC Transit monthly student passes and WestCAT monthly passes for disbursement to low-income students attending WCCUSD's Alternative and High Schools.
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Contra Costa Transportation Authority Integrated Transit Plan

WCCTC Board
September 2025

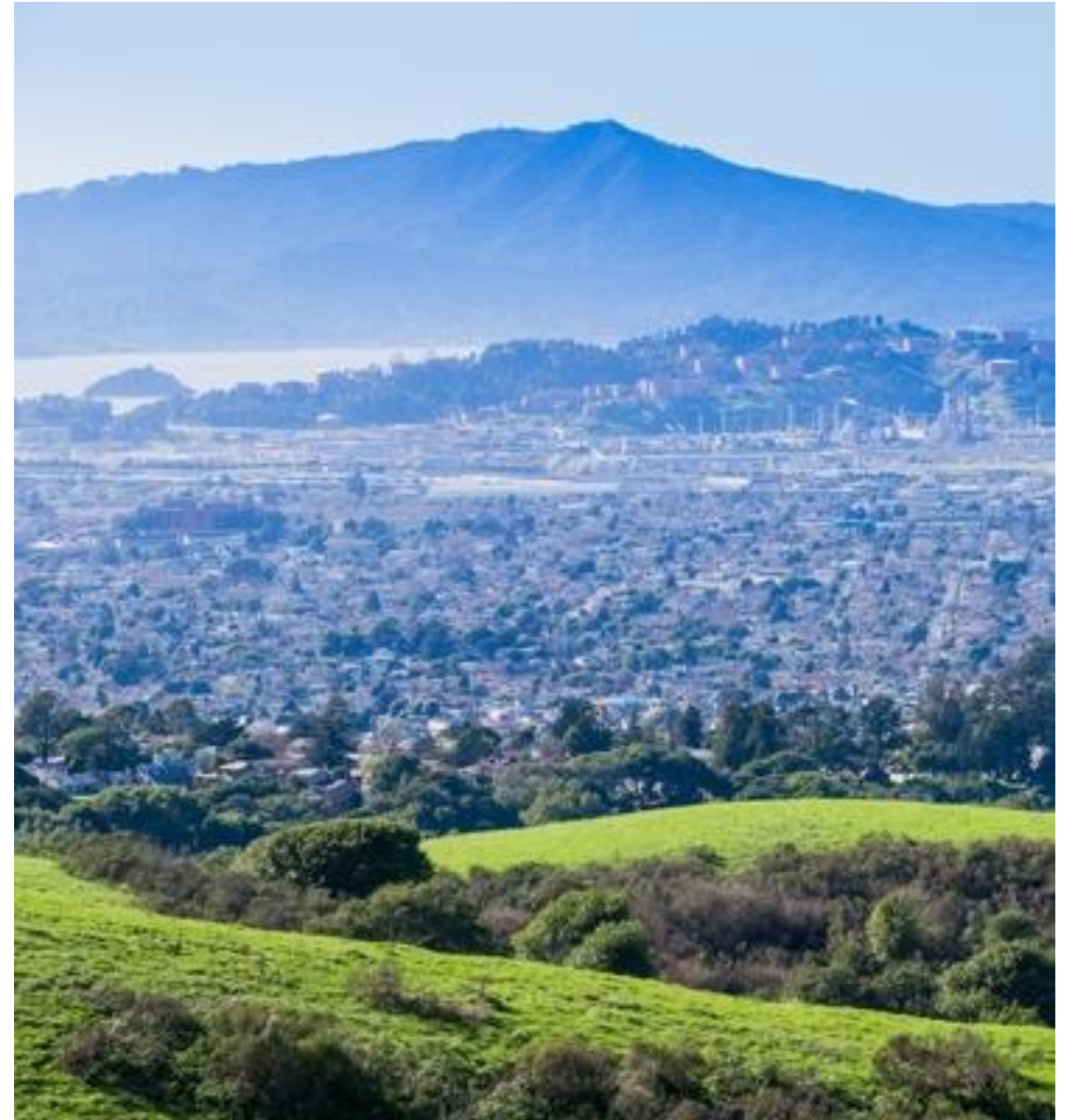
Credit: SmartCitiesWorld



Agenda

1. How we addressed WCCTC feedback from the Spring
2. Project Evaluation Results
3. Capital and Operations Cost Estimates
4. Next Steps

How we addressed WCCTC feedback from the Spring



Agreed & Incorporated

- Robust frequencies (15 mins or better), service till midnight
- Need for operational funding
- Microtransit zones in Richmond
- Countywide pot of money for transit improvements outside of TPCs/frequent bus network

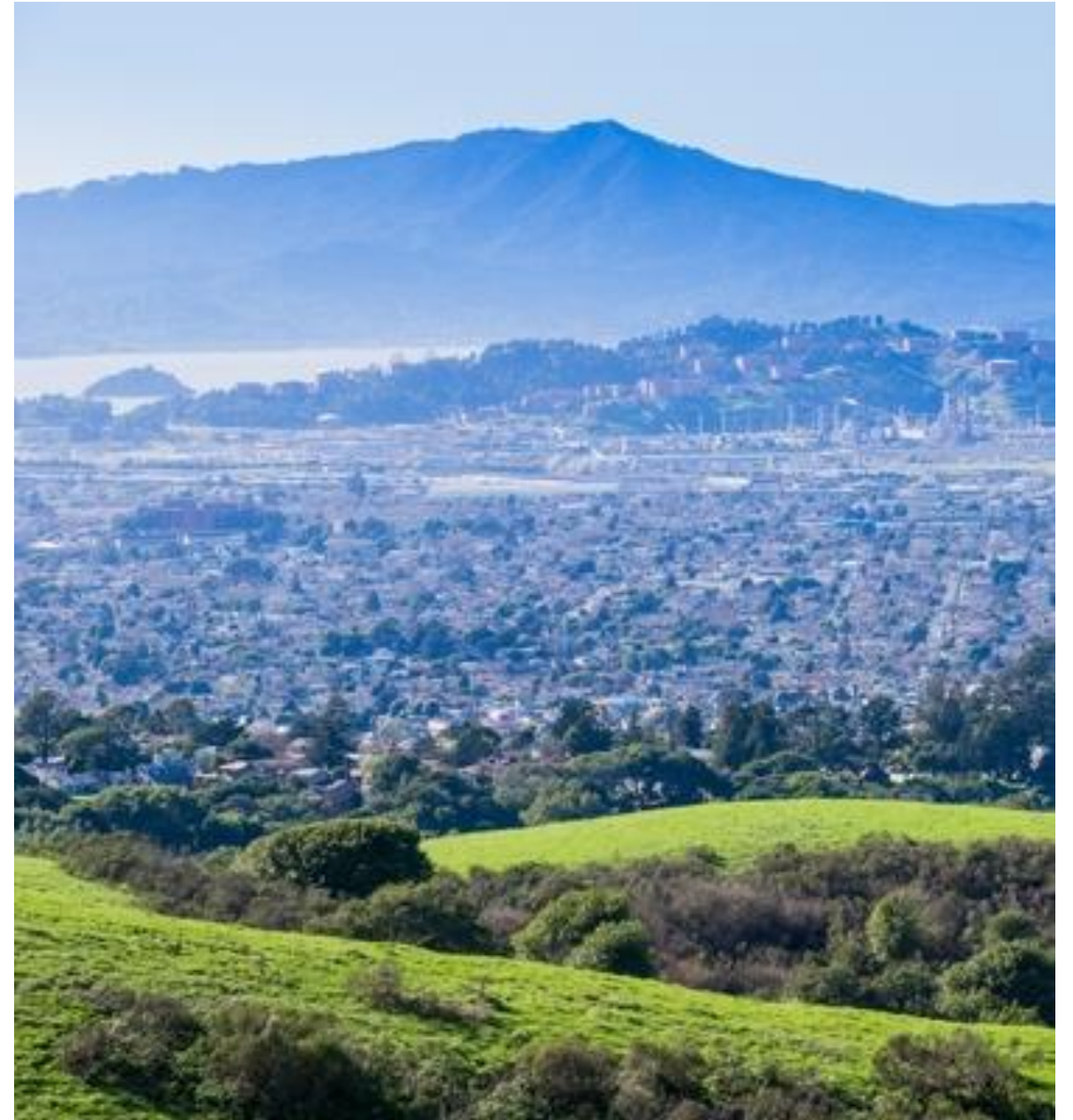
Screened Out (Did Not Advance)

- Transit improvements linking I-80 to I-680 via Route 4 corridor
- Express bus investment on I-80 in Contra Costa

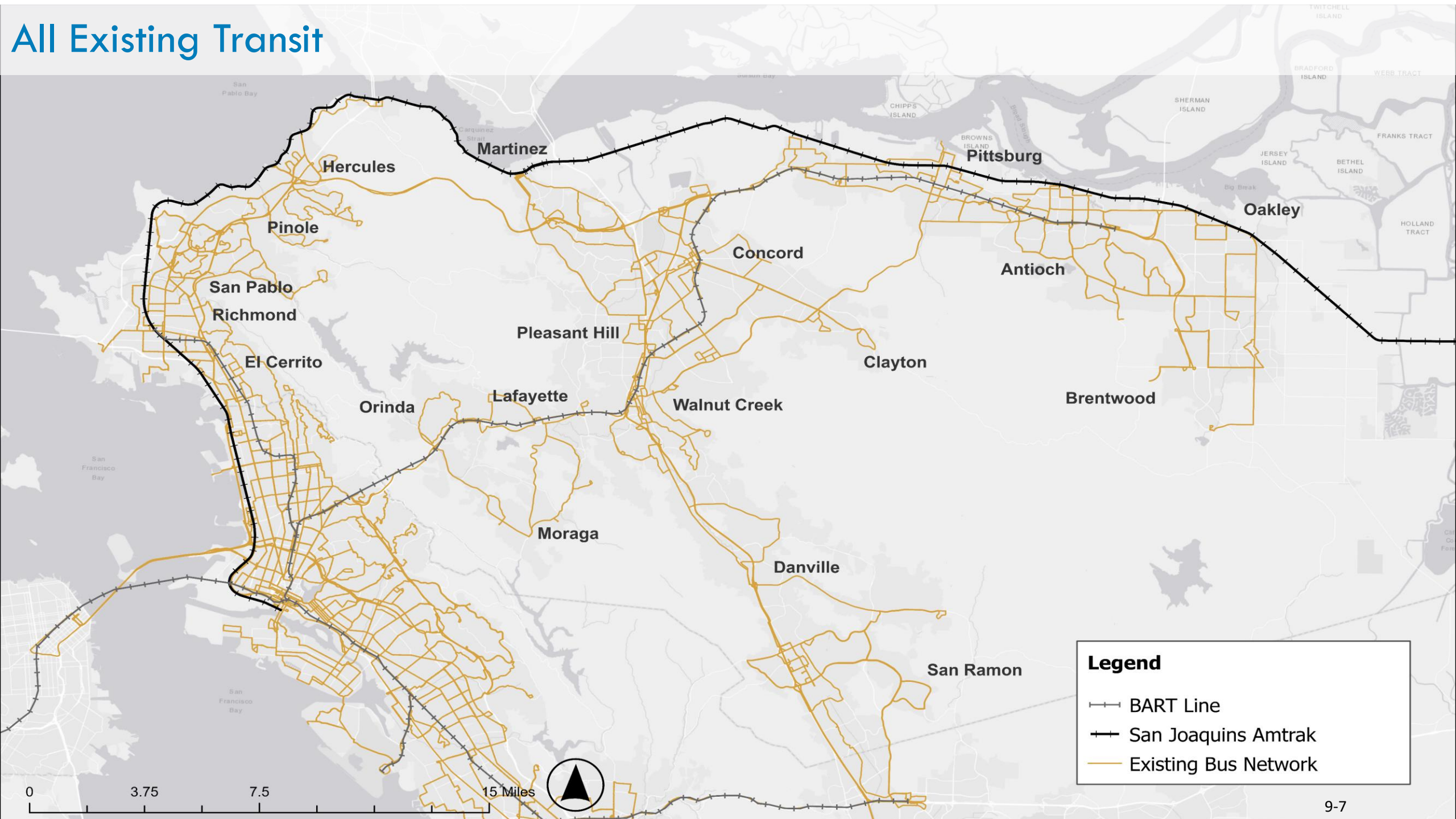
Planned for Future Action

- Engagement directly with City staff
- Details of dedicated lanes on San Pablo
- Desire for geographic equity, greater West County investment (for TEP)
- Prioritization/hierarchy of corridors (to be discussed today)

Project Evaluation



All Existing Transit

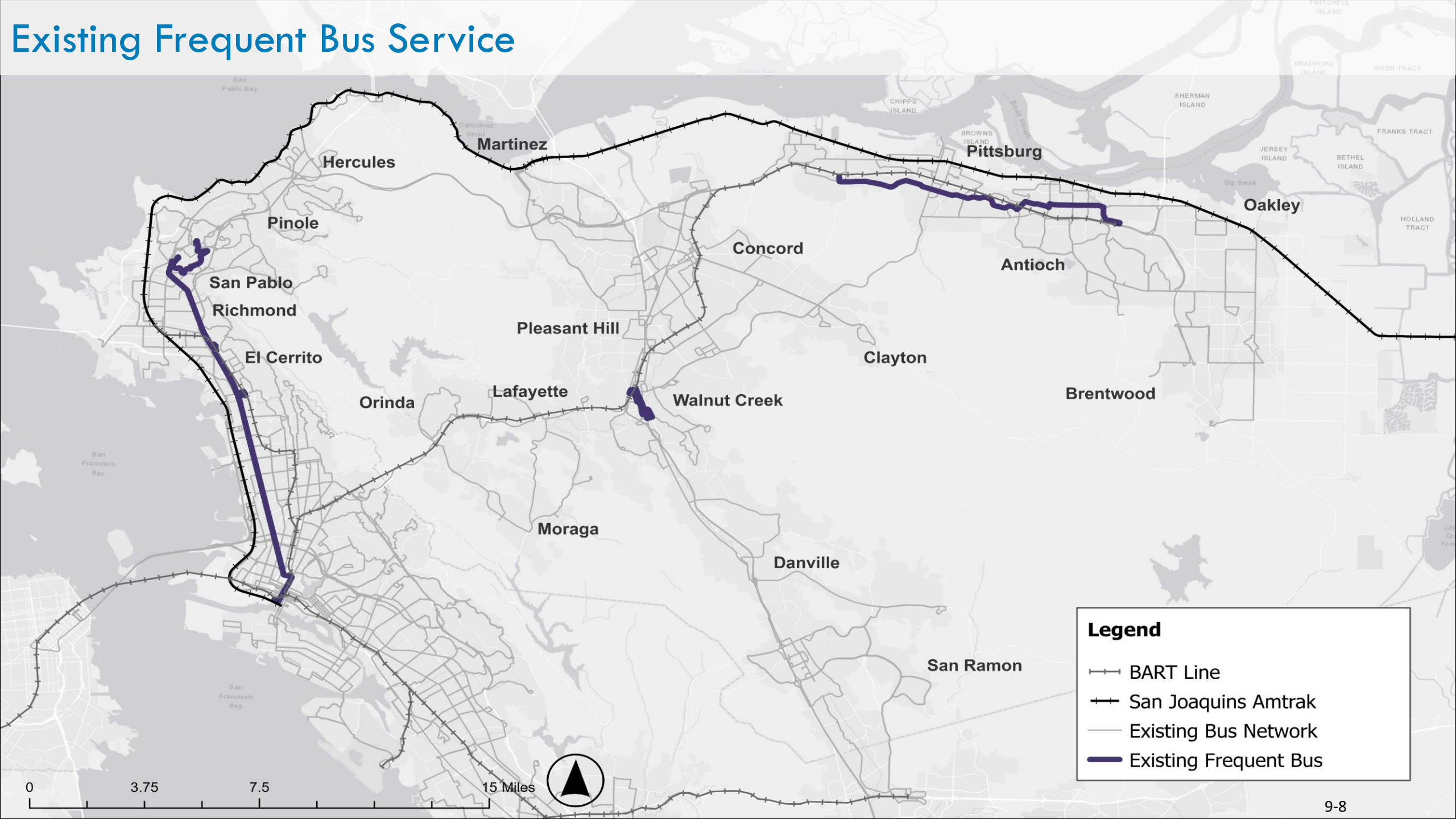


Legend

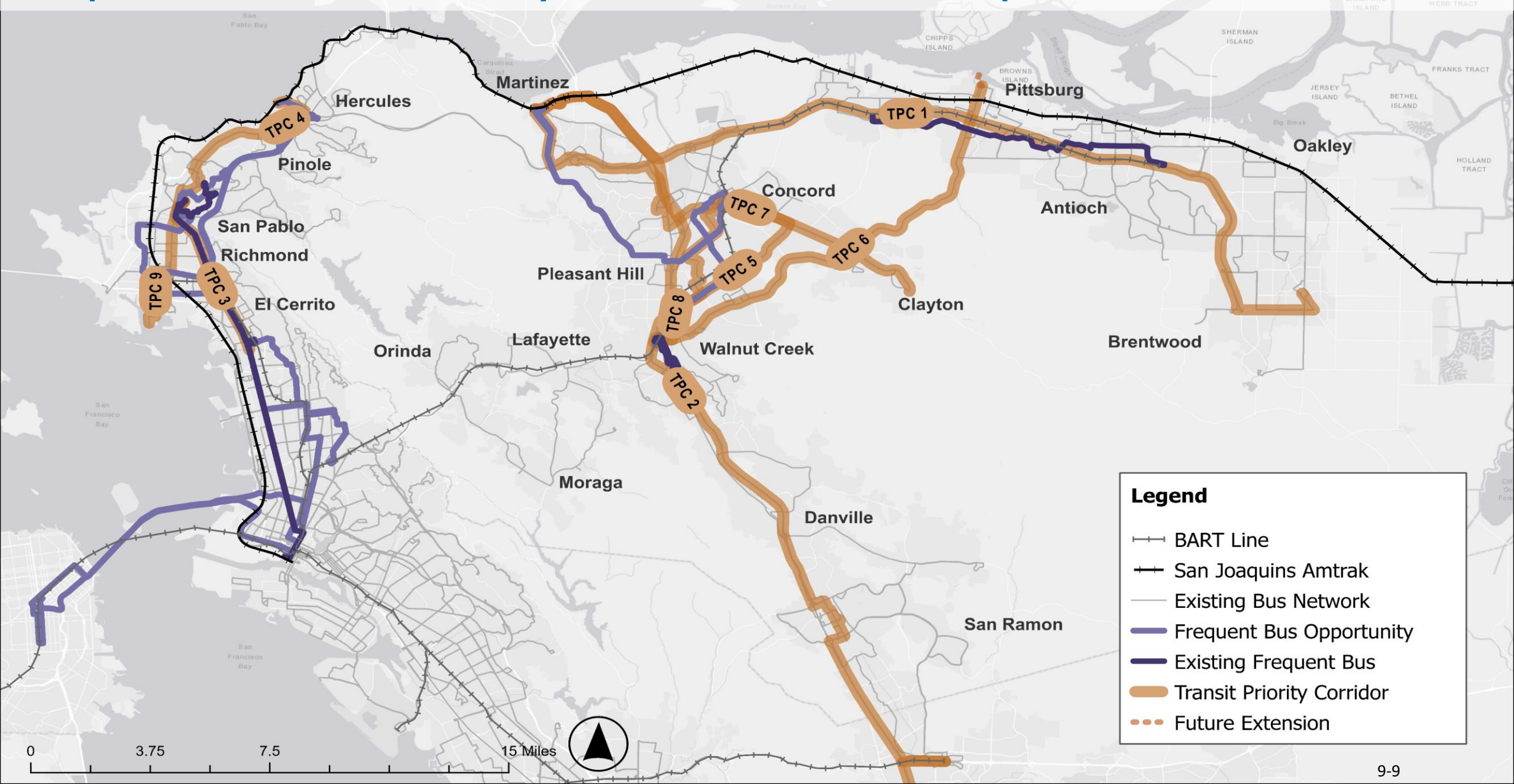
- BART Line
- San Joaquins Amtrak
- Existing Bus Network



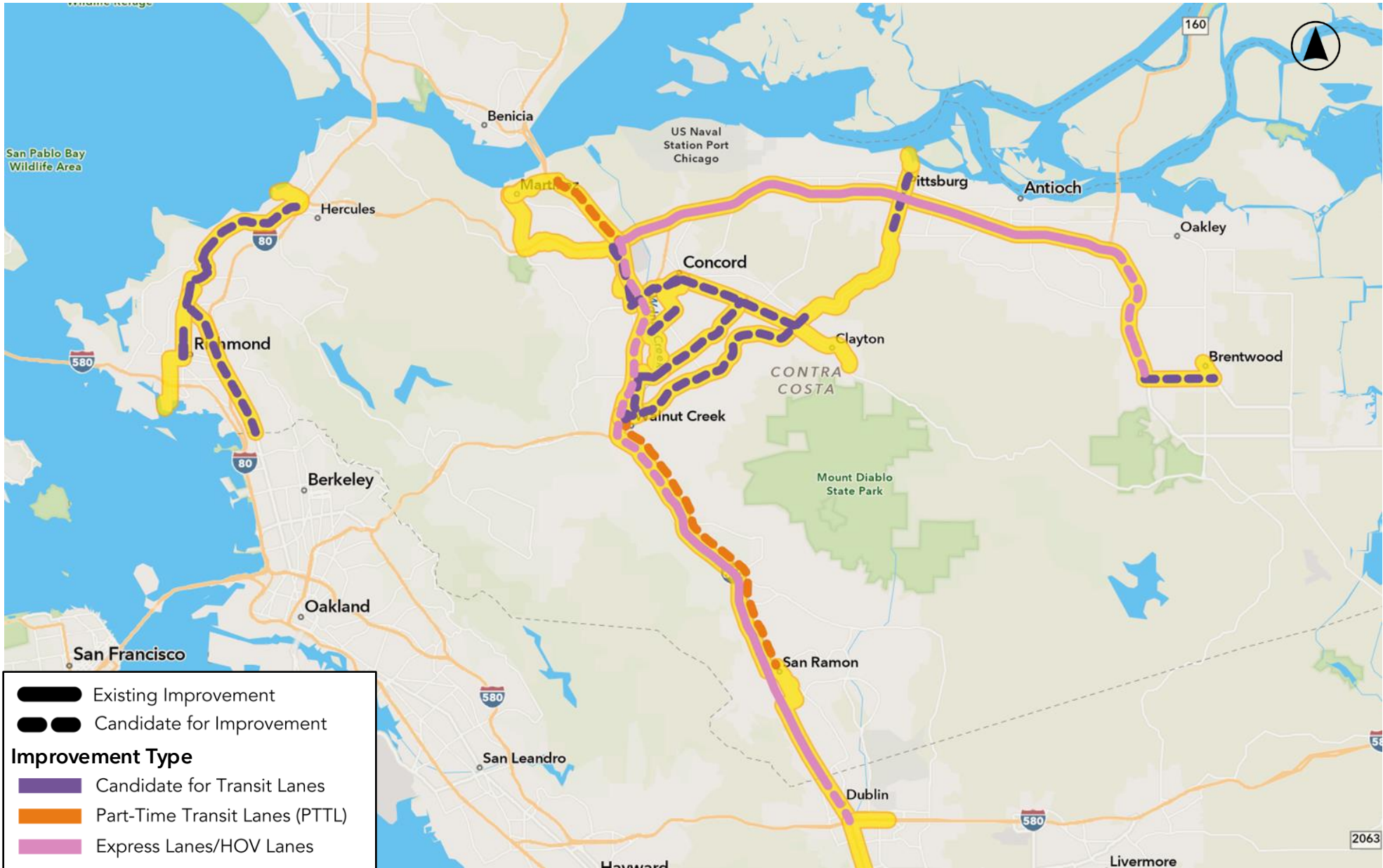
Existing Frequent Bus Service



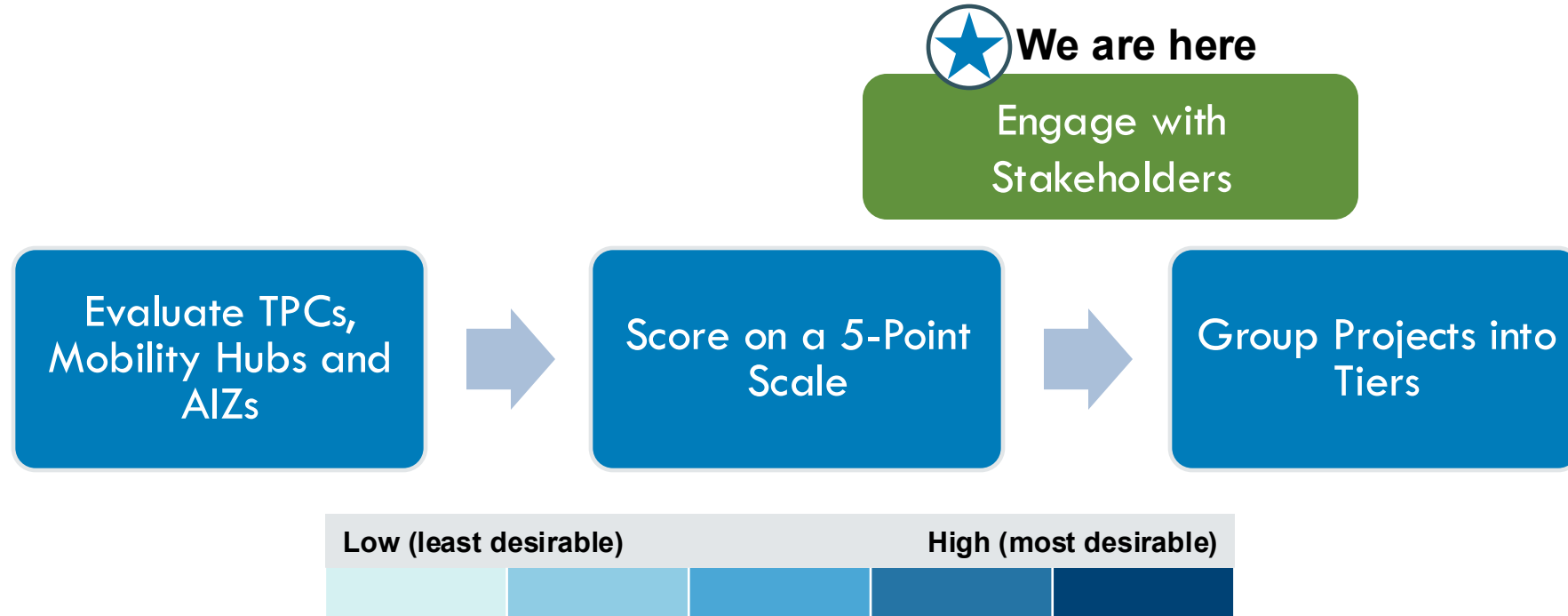
Proposed Transit Priority Corridors and Frequent Bus Network



Locations of TPCs and Candidate TPC Improvements



Evaluation Process



Evaluation Criteria

Network-Wide Benefits

Accessibility to High Frequency Transit



Connecting People to Jobs with Transit

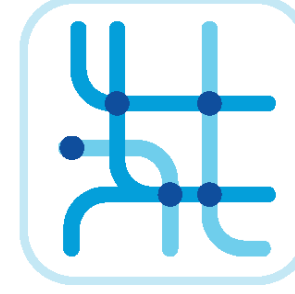


Alignment With Regional Priorities

Alignment with Regional Priorities



Addresses a Regional Transit Gap



Equity

Benefits Equity Priority Communities



Ridership Potential

Ridership Potential:
All Trips



Ridership Potential:
Existing Transit Trips

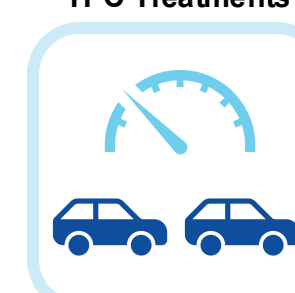


Travel Time Benefits

Transit Travel
Time Savings



Projected Speed
Degradation without
TPC Treatments



Development

Opportunities to Promote
Economic Development



1. Accessibility to High-Frequency Transit

- **Objective:** Calculate the change in access to high-frequency transit with proposed transit investments
- **Performance Measure:** Change in population and jobs within 0.5 miles of high-frequency transit

Evaluation Results

Existing

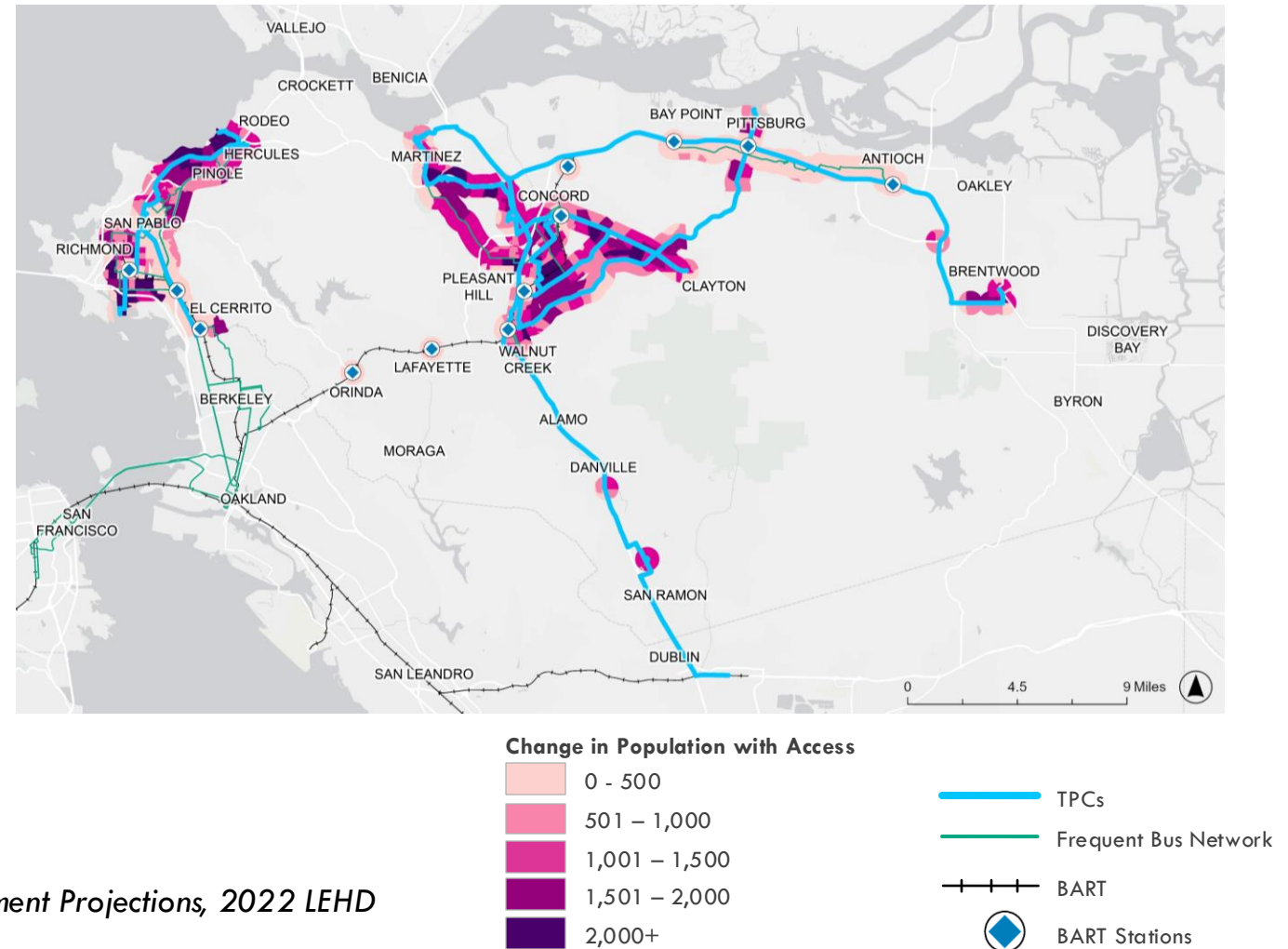
+313,000 people (+27% of county)
+138,000 jobs (+36% of county)

2050 Projections

+339,000 people (+23% of county)
+171,000 jobs (+32% of county)

Data source: 2023 5-Year ACS, PBA 2050 Population and Employment Projections, 2022 LEHD
Origin-Destination Employment Statistics

Change in Existing Population with Access to High-Frequency Transit With Improvements



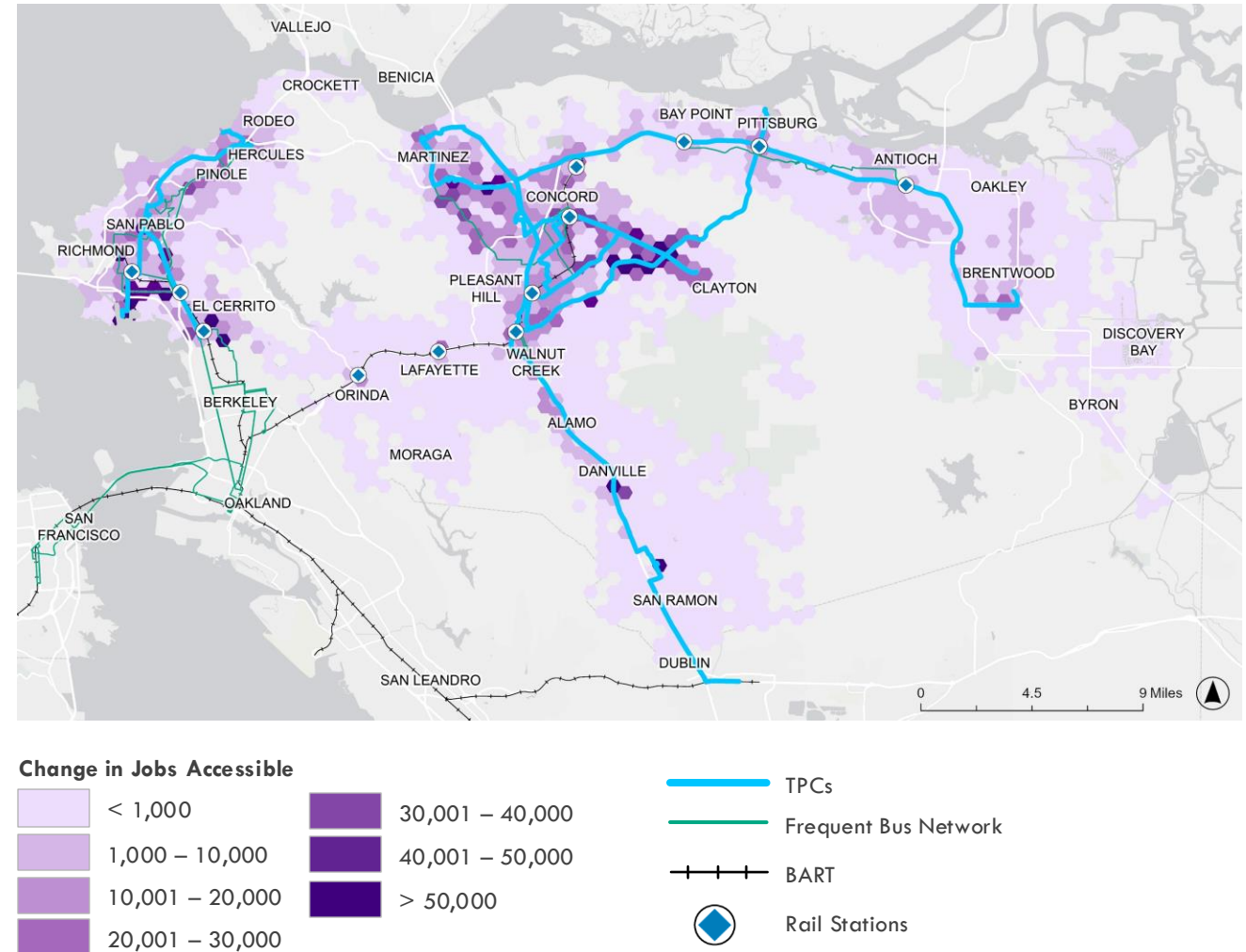
2. Connectivity of Transit Network

- **Objective:** Calculate the change in connectivity to jobs countywide by investing in transit
- **Performance Measures:** Change in jobs accessible within 45-minute transit trip from each hextile center

Evaluation Results

Average change in number of jobs accessible within 45-minutes by transit:
+78% more jobs

Increase in Jobs Accessible within 45-minutes by Transit With Improvements



Data source: Cal ITP Transit Speed Data (Feb 2025), 2022 LEHD Origin-Destination Employment Statistics

Transit Investment Evaluation Summary – TPC Results

	Evaluation Category							
	Alignment with Regional Priorities		Ridership Potential			Transit Travel Time Benefit		
	3. Planned Projects	4. Regional Transit Gaps	5. Markets Served	6. Existing Transit Trips Served	7. Equity	8. Transit Travel Time Savings	9. Projected Speed Degradation w/o TPC Treatments	10. Economic Development Potential
TPC 1: SR-4	Yes	Yes						
TPC 2: I-680	Yes	No						
TPC 3: San Pablo Ave South	Yes	Yes						
TPC 4: San Pablo Ave North	Yes	No						
TPC 5: Pleasant Hill BART to Concord via Treat Blvd and Clayton Rd	No	No						
TPC 6: Walnut Creek to Pittsburg via Ygnacio Valley Rd and Kirker Pass	No	Yes						
TPC 7: Martinez to Clayton via Alhambra Ave, Muir Rd, Contra Costa Blvd, and Clayton Rd	No	No						
TPC 8: Walnut Creek to Concord via N Civic Dr and Monument Blvd	No	No						
TPC 9: Richmond Marina to San Pablo Ave	Yes	No						

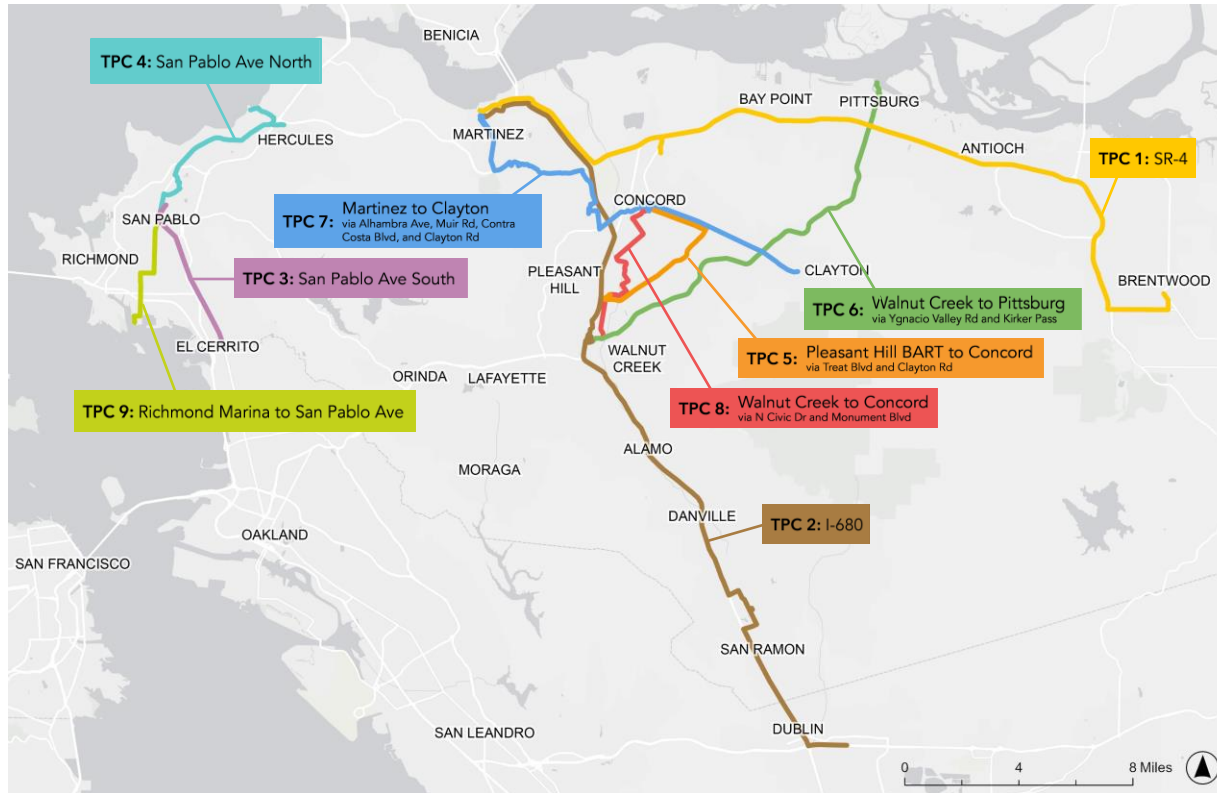
Low (least desirable)

High (most desirable)

Transit Investment Evaluation Summary – TPC Scoring

Point value assigned by rating:

- Criteria 3 and 4: Yes = 1 and No = 0
- Criteria 5 to 10: Low = 1 and High = 5



	Total Score
TPC 3: San Pablo Ave South	24
TPC 1: SR-4	20
TPC 9: Richmond Marina to San Pablo Ave	18
TPC 2: I-680	17
TPC 4: San Pablo Ave North	16
TPC 7: Martinez to Clayton via Alhambra Ave, Muir Rd, Contra Costa Blvd, and Clayton Rd	16
TPC 8: Walnut Creek to Concord via N Civic Dr and Monument Blvd	16
TPC 6: Walnut Creek to Pittsburg via Ygnacio Valley Rd and Kirker Pass	15
TPC 5: Pleasant Hill BART to Concord via Treat Blvd and Clayton Rd	11

Transit Investment Evaluation Summary – Mobility Hub Results

ID	Hub Name	5. Markets Served	6. Existing Transit Trips	7. Equity	10. Economic Develop. Potential
7	Contra Costa College*				
30	Richmond Amtrak/BART				
6	Concord BART				
12	El Cerrito del Norte BART				
20	Marina Way S & Wright Ave				
27	Pittsburg Center BART				
18	Hilltop Mall				
36	Walnut Creek BART*				
13	El Cerrito Plaza BART Station				
21	Martinez Amtrak*				
28	Pittsburg-Bay Point BART				
29	Pleasant Hill/Contra Costa Centre BART				
1	Antioch BART				
4	Brentwood Innovation Center				
21	Richmond Ferry Terminal				
2	Antioch Rail Station				
5	Brentwood Park-and-Ride				
14	Future Clayton Park-and-Ride				

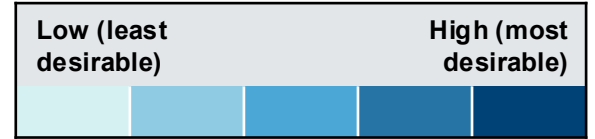
ID	Hub Name	5. Markets Served	6. Existing Transit Trips	7. Equity	10. Economic Develop. Potential
17	Hercules Transit Center				
19	Lafayette BART				
23	North Concord Martinez BART				
25	Orinda BART				
35	San Ramon Transit Center*				
9	Danville Sycamore Valley Park-and-Ride				
15	Future Development on Naval Weapons Base				
16	Hercules Hub				
32	Richmond Parkway Park-and-Ride				
34	San Pablo Dam Rd & I-80				
22	Shadelands Hub				
8	Contra Costa County Health Facilities on Center Ave				
11	Downtown Pleasant Hill				
24	Future Oakley Amtrak Station				
33	Rudgear Rd & I-680 Park-and-Ride				
3	Blackhawk Plaza				
10	Dougherty Park & Ride				
26	Pacheco Park-and-Ride				

Mobility Hubs **bolded** are included in MTC's Top 25 Hub Cluster Lists

Mobility Hubs with an asterisk (*) have received funding through MTC Regional Mobility Hubs Capital Grant Program or through the Transit and Intercity Rail Capital Program (TIRCP)

Future Antioch Park and Ride mobility hub will be added once a specific site is identified through that project

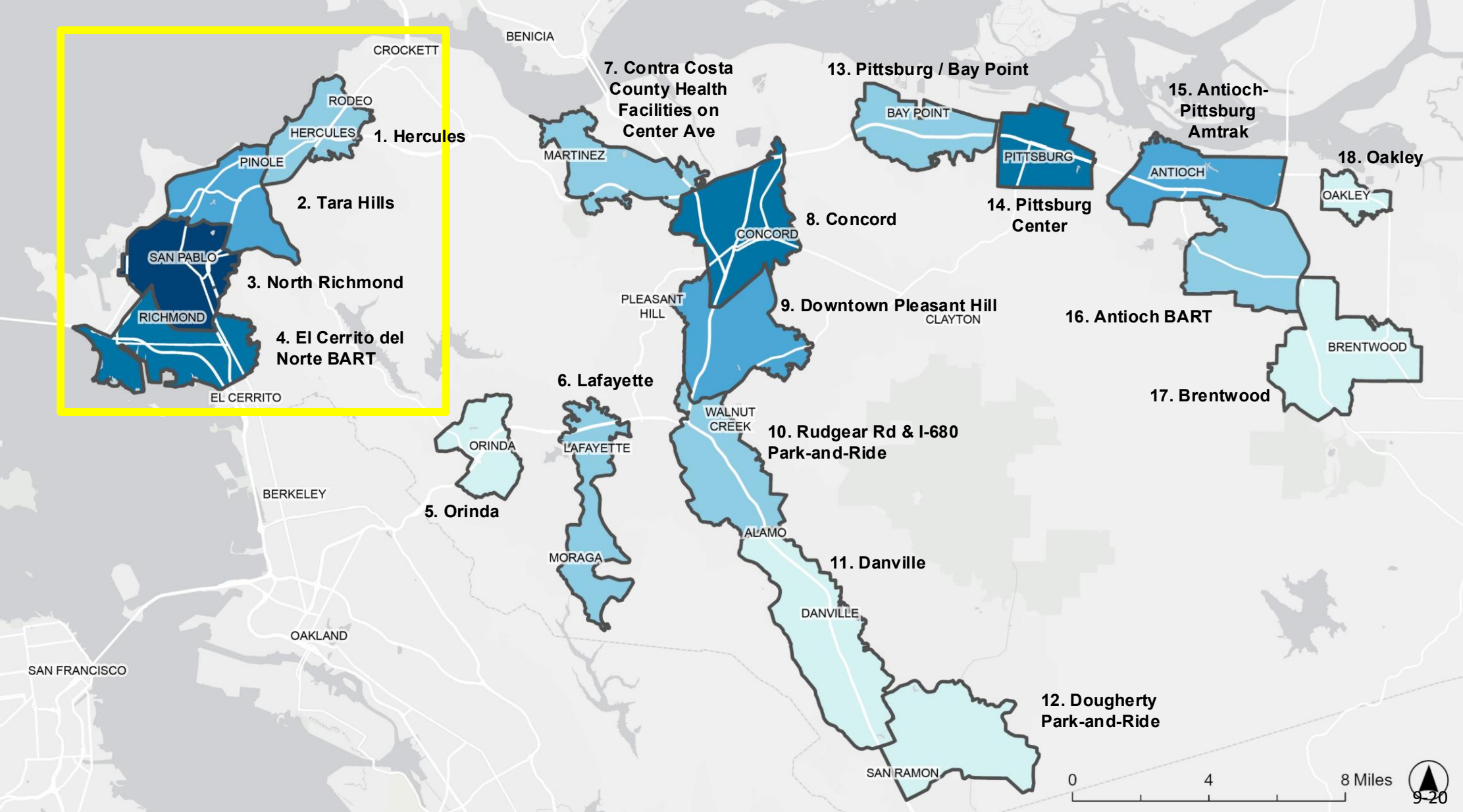
Mobility Hubs Evaluation Summary Results Map



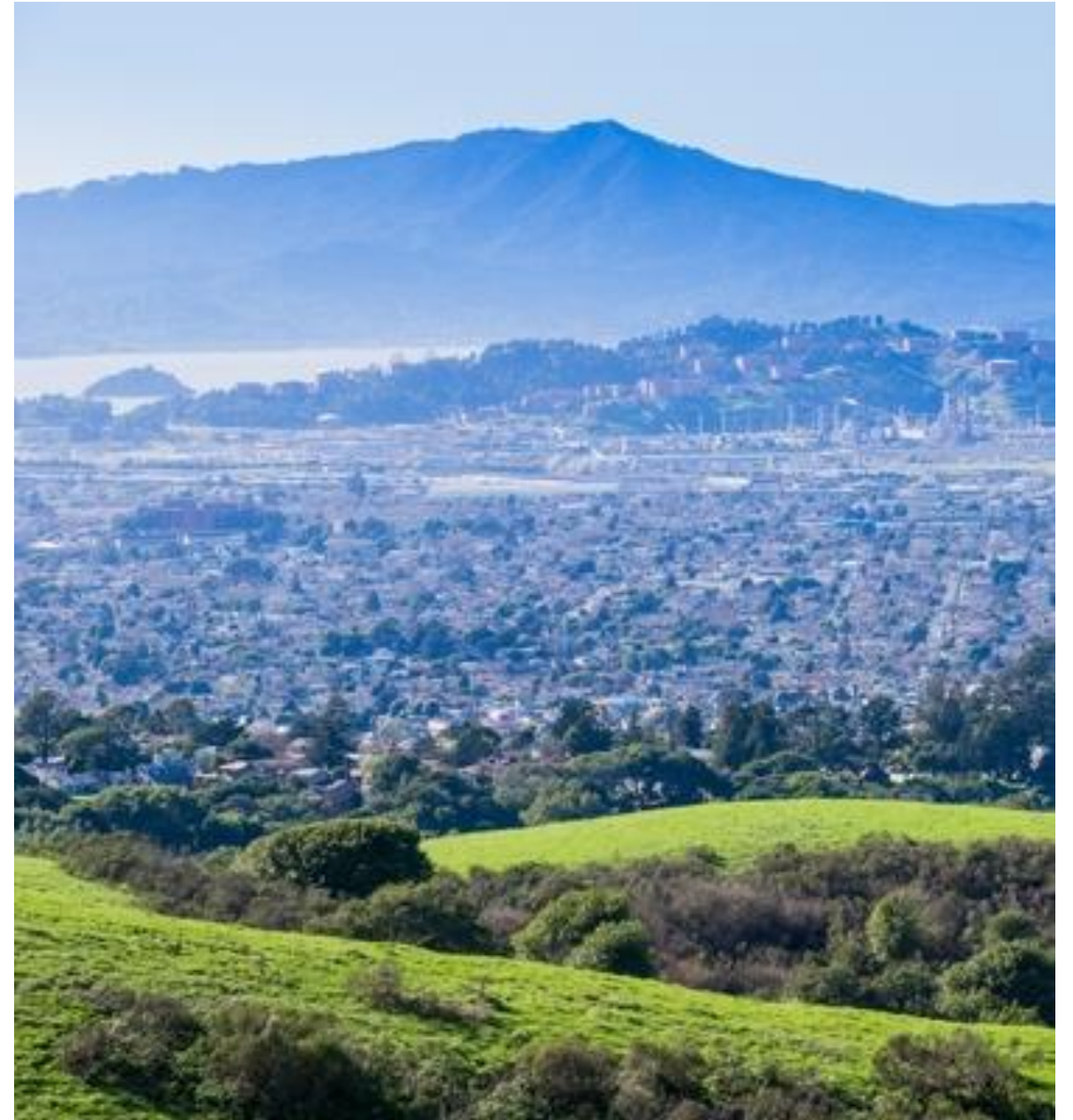
Transit Investment Evaluation Summary – Access Improvement Zones

ID	Hub Name	5. Markets Served	6. Existing Transit Trips	7. Equity	10. Economic Develop. Potential
3	North Richmond				
4	El Cerrito del Norte BART				
14	Pittsburg Center				
8	Concord				
15	Antioch-Pittsburg Amtrak				
2	Tara Hills				
9	Downtown Pleasant Hill				
10	Rudgear Rd & I-680 Park-and-Ride				
16	Antioch BART				
1	Hercules				
13	Pittsburg / Bay Point				
7	Contra Costa County Health Facilities on Center Ave				
11	Danville				
6	Lafayette				
18	Oakley				
17	Brentwood				
12	Dougherty Park-and-Ride				
5	Orinda				

Access Improvement Zones Evaluation Summary Results Map



Capital and Operations Cost Estimates



Capital Cost Estimates - TPCs

- Bus stop improvements
 - New shelters, real-time information, concrete bus pads
- Intersection improvements
 - TSP, traffic signal upgrades, safety, and accessibility improvements
- Bus-only lane where noted as Candidate for Transit Lanes
 - Assumes repurposing vehicle lane, parking/shoulder, or median, and does not include roadway widening involving ROW acquisition
 - Includes associated roadway improvements, utility relocations, and bike facilities (where planned)
 - Queue jumps in other locations
- New zero-emission buses
- Costs are current year dollars

	Length of Corridor (miles)	Low Cost Estimate	High Cost Estimate
TPC 1: SR-4	30.9	\$ 270M	\$ 330M
TPC 2: I-680	29.7	\$ 100M	\$ 140M
TPC 3: San Pablo Ave South	5.8	\$ 400M	\$ 500M
TPC 4: San Pablo Ave North	7.5	\$ 270M	\$ 350M
TPC 5: Pleasant Hill BART to Concord via Treat Blvd and Clayton Rd	7.8	\$ 240M	\$ 300M
TPC 6: Walnut Creek to Pittsburg via Ygnacio Valley Rd and Kirker Pass	15.6	\$ 550M	\$ 690M
TPC 7: Martinez to Clayton via Alhambra Ave, Muir Rd, Contra Costa Blvd, and Clayton Rd	19.7	\$ 360M	\$ 460M
TPC 8: Walnut Creek to Concord via N Civic Dr and Monument Blvd	9.4	\$ 180M	\$ 220M
TPC 9: Richmond Marina to San Pablo Ave	5.0	\$ 80M	\$ 100M

NOTE: I-680 and San Pablo South are partially funded.

Mobility Hub Capital Cost Estimates and Assumptions

- Bus stop improvements
 - New shelters, real-time information, concrete bus pads, driver relief, battery electric bus charging
- Intersection improvements at the intersections and streets directly adjacent to the hubs
 - TSP, accessibility upgrades, pedestrian walkways and lighting, low-stress bikeways, improved curb ramps as needed
- Support services and amenities
 - Kiosks, restrooms, package delivery stations, solar panel canopies
- Does not assume right-of-way cost
 - Most locations already publicly-owned
- Costs are current year dollars

	Number of Mobility Hubs	Total Cost Range
Mobility Hub Improvements	36	\$660M - \$850M

Mobility Hub Category	Cost Per Mobility Hub
Community Hub	\$10M - \$14M
Regional Access Hub	\$10M - \$35M
Regional Transfer Hub	\$11M - \$37M

NOTE: Four mobility hubs have received MTC funding.

Access Improvement Zone Capital Cost Estimates and Assumptions

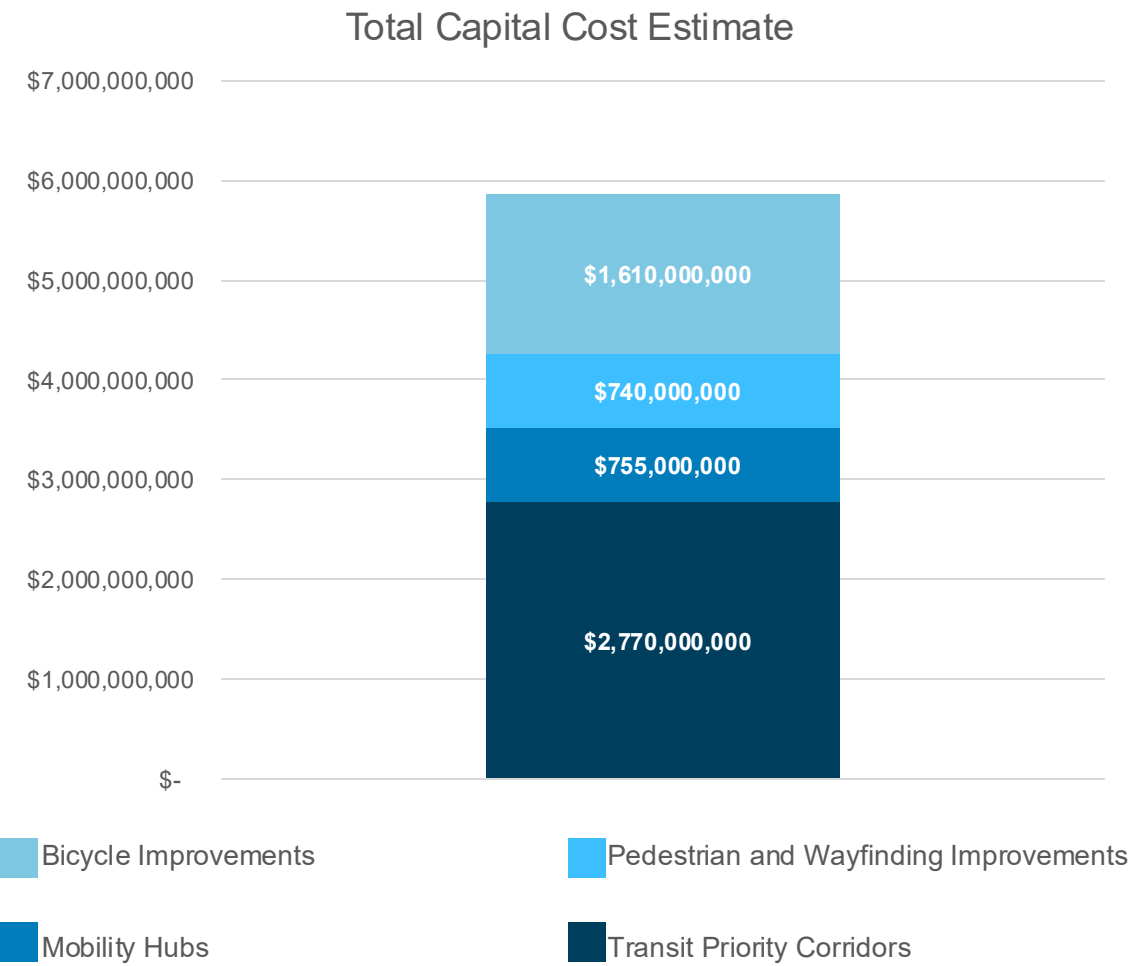
- Pedestrian and wayfinding improvements
 - Rectangular Rapid Flashing Beacons, wayfinding signage, and intersection improvements (ADA curb ramps, high-visibility crosswalks, striping, and Accessible Pedestrian Signals), and new or upgraded sidewalk
- Bicycle improvements
 - Mix of proposed bicycle facilities (Class IIB and Class IV), with bikeshare and bicycle charging stations
- Costs are current year dollars

	Improvement Length (miles)	Total Cost Range
Pedestrian and Wayfinding Improvements	250	\$660M- \$820M
Bicycle Improvements	200	\$1,440M - \$1,780M

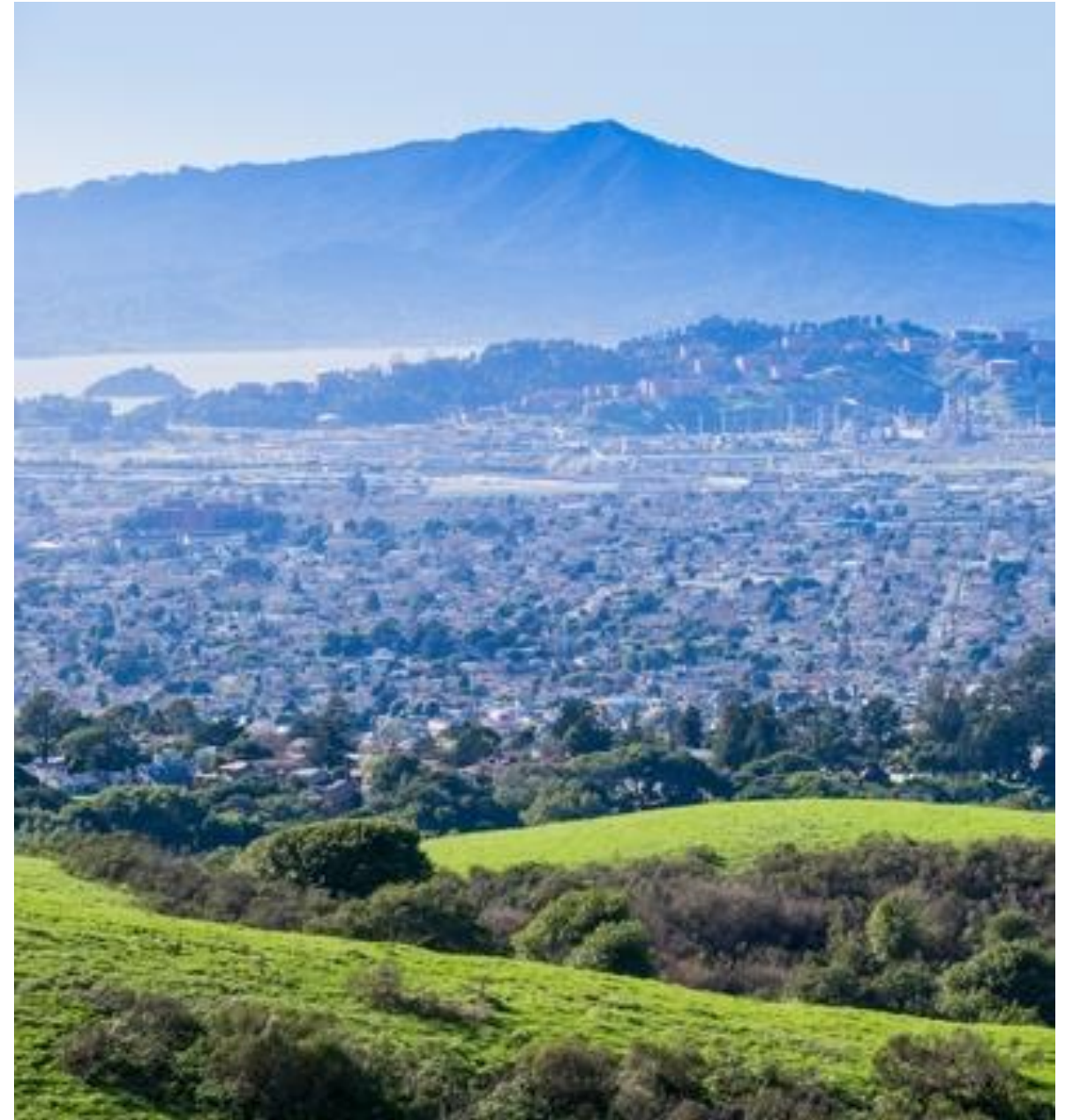
ID	Access Improvement Zone	Pedestrian and Wayfinding Length (miles)	Existing Bike Facility Length (miles)
1	Hercules	11	8
2	Tara Hills	10	5
3	North Richmond	25	12
4	El Cerrito del Norte BART	25	26
5	Orinda	4	4
6	Lafayette	6	10
7	Contra Costa County Health Facilities on Center Ave	15	6
8	Concord	17	16
9	Downtown Pleasant Hill	27	14
10	Rudgear Rd & I-680 Park-and-Ride	13	11
11	Danville	9	17
12	Dougherty Park-and-Ride	11	14
13	Pittsburg / Bay Point	5	14
14	Pittsburg Center	11	10
15	Antioch-Pittsburg Amtrak	11	9
16	Antioch BART	7	9
17	Brentwood	10	7
18	Oakley	6	2

Total Capital Improvements and Costs

Capital Improvements	Quantity
Transit Priority Corridors	9 corridors
Mobility Hubs	36 mobility hubs
Pedestrian and Wayfinding Improvements	250 miles
Bicycle Improvements	200 miles



Operations Cost Estimates



General Cost Modeling Approach

- Annual revenue hours required x NTD
2023 Cost per Revenue Hour
- All but TPC 3 (San Pablo South) modeled as new routes*
- 1/3 Mile Stop Spacing
- **TPC runtimes updated based on bus priority treatments developed for capital cost estimates.**

	# of Routes	Assumed Frequency	Proposed Span	Days per Week
Transit Priority Corridors	8 + 1 (New Routes + Improved Route*)	15-20 min	19 hrs (5a-12a)	7
Frequent Bus	12 (Improved Routes)	15-20 min	19 hrs (5a-12a)	7
Station Feeders	6 (New Routes)	One Bus	19 hrs (5a-12a)	7

Notes:

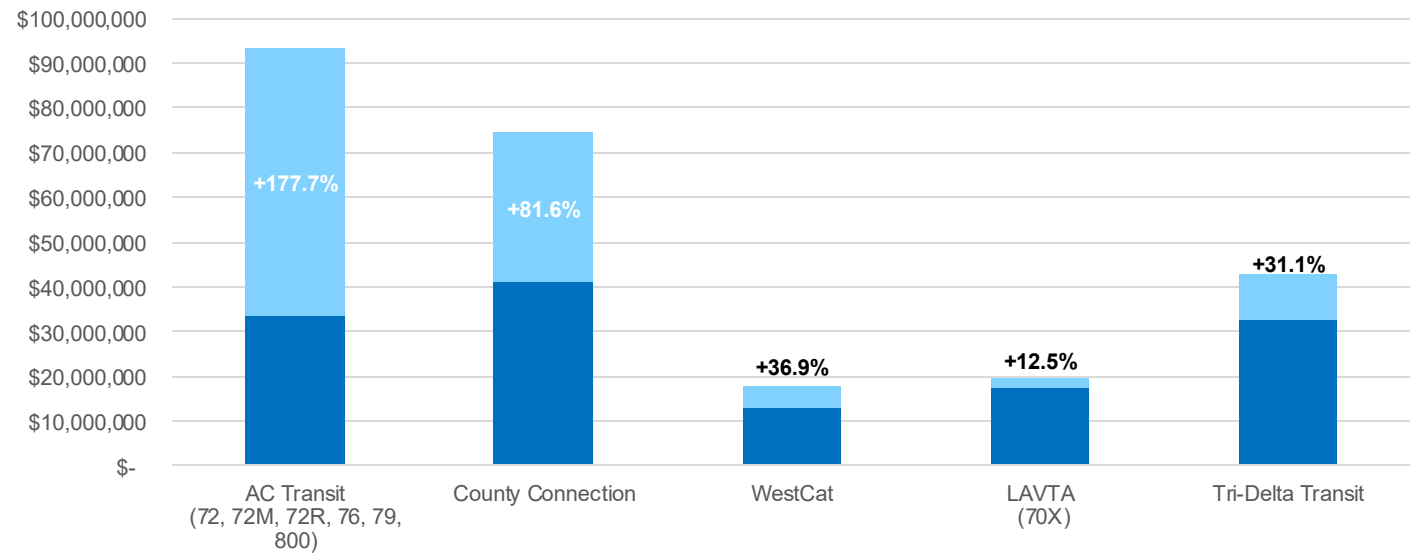
- The modeled costs are in FY2023 dollars. Inflation figures should be applied based on when the funding is requested.
- Modeling assumptions are preliminary and high-level. Cost may vary as more detailed project planning progresses.

*Hours from existing AC 72, 72M and 72R assumed to cover TPC 3

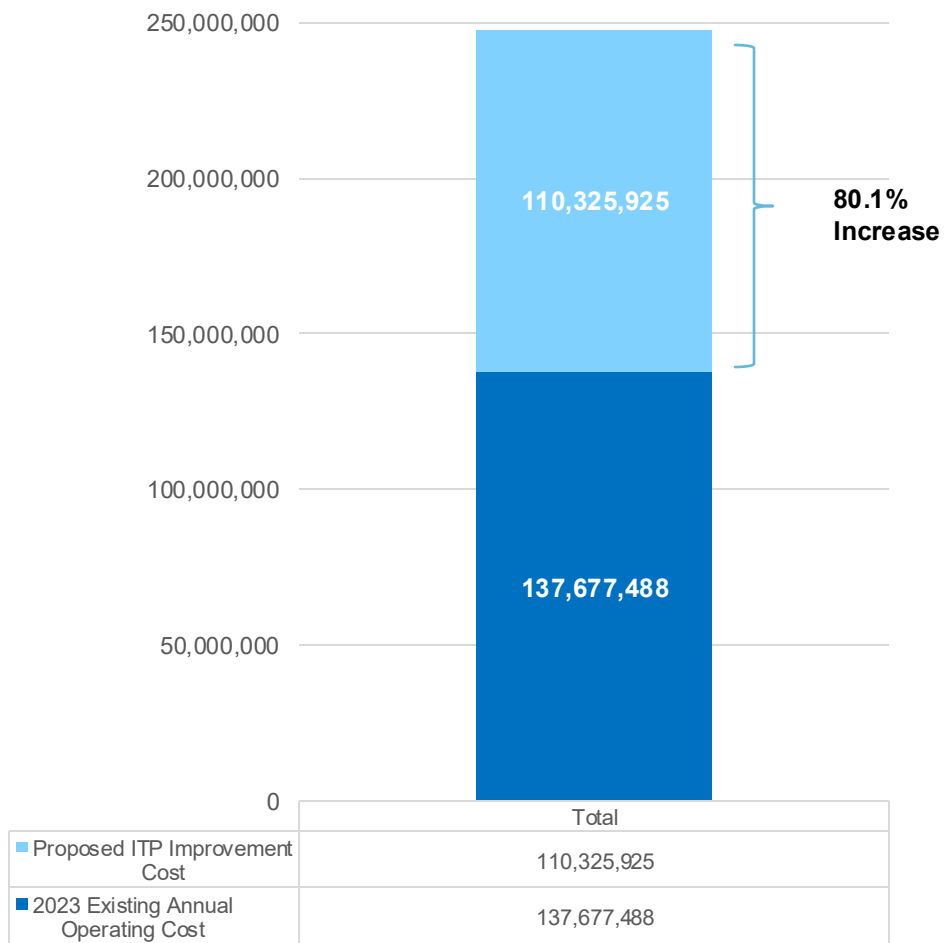
Integrated Transit Plan Operations Cost

- ITP Annual Operating Cost (above existing): \$110M/year
- Baseline includes only the portion of service in Contra Costa for AC Transit and LAVTA

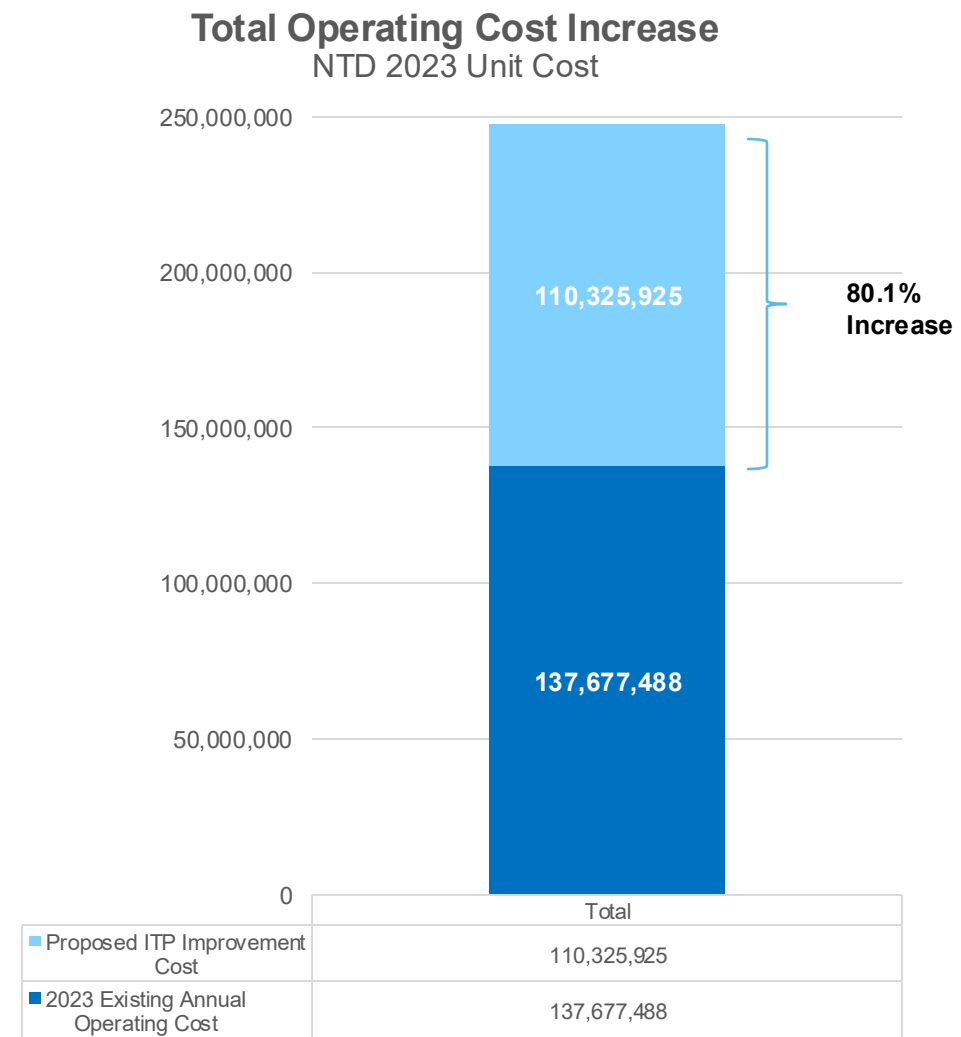
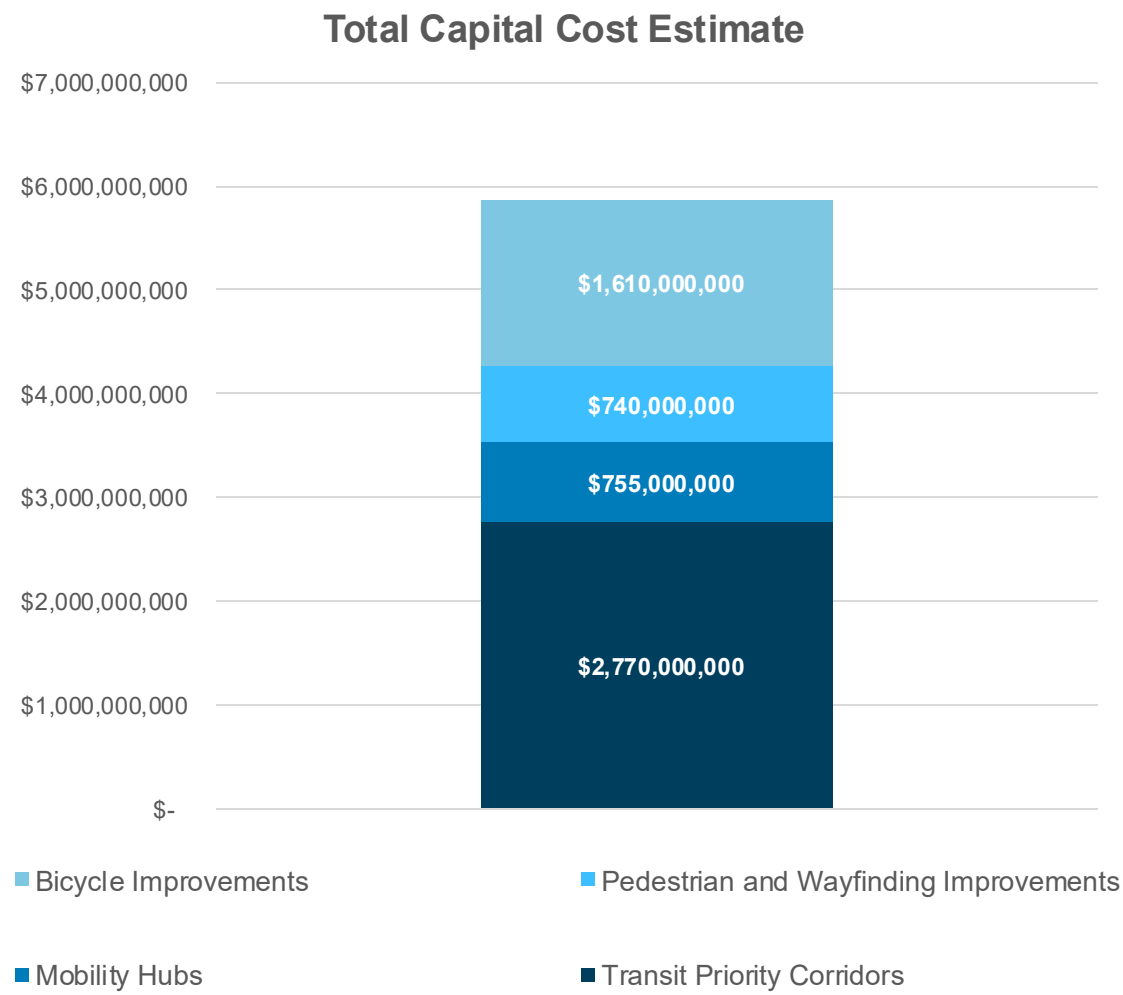
Total Operating Cost Increase for
Contra Costa County by Agency
NTD 2023 Unit Cost



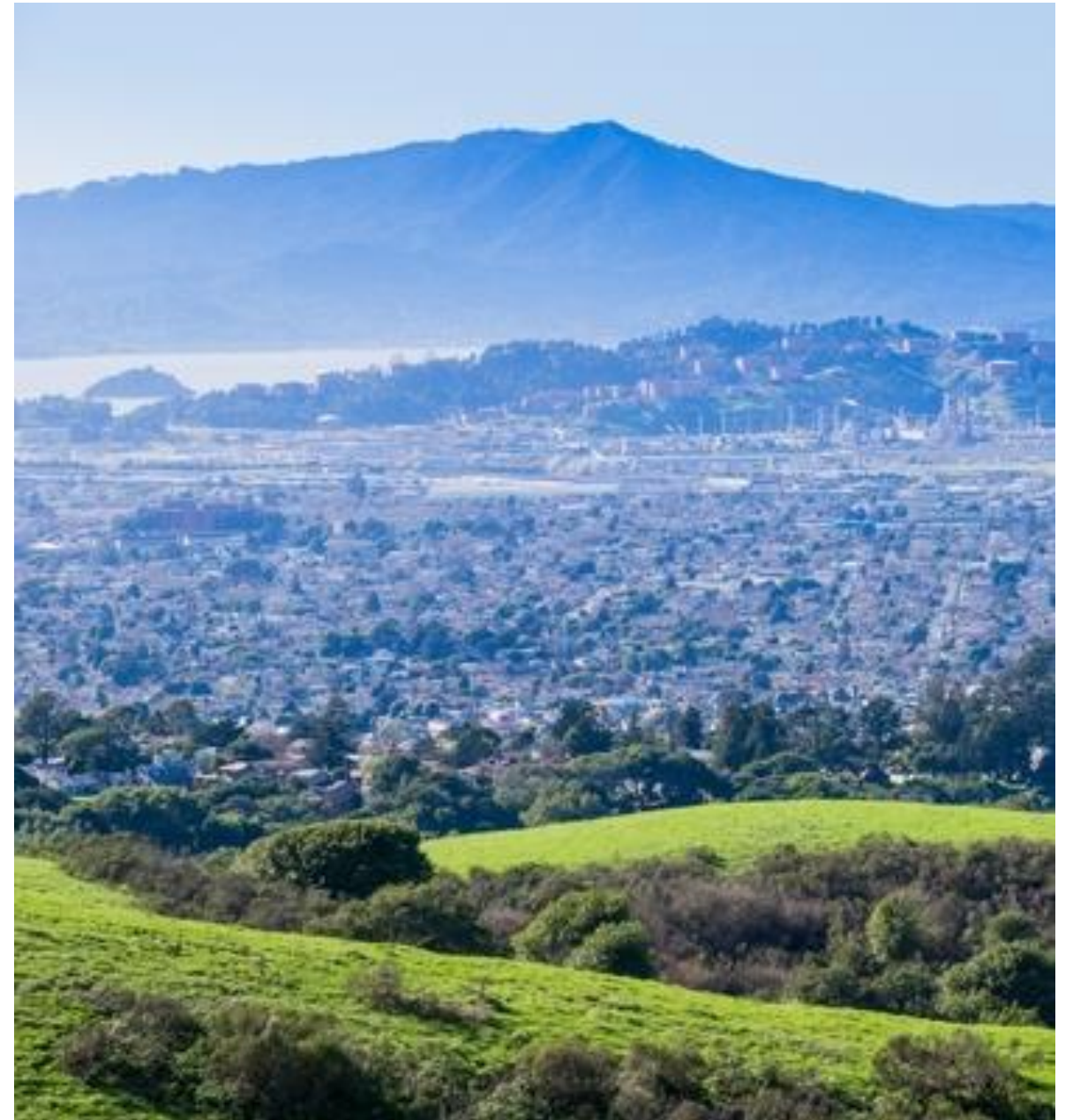
Total Cost Increase for Contra Costa
County
NTD 2023 Unit Cost



Integrated Transit Plan Capital and Operations Cost



Next Steps



Next Steps

1. Present similar content at all RTPC TACs and Boards (Sept – Oct)
2. CCTA Board Adoption
3. Draft Final Report

Appendix Slides

Agreed & Incorporated

Feedback	Response
<i>Support for TPCs in West County</i>	Noted, thank you.
<i>Belief that ridership potential should be high and frequencies robust (15 minutes or better)</i>	Agreed. Robust frequencies are needed to justify capital investments and dedicated lanes. In some segments, additional local bus services can help achieve this level of service.
<i>Service should operate later than 8 PM</i>	TPCs and the frequent bus network are recommended to operate until midnight.
<i>Need for additional operational funding</i>	Agreed. Operations cost estimate to be discussed today.
<i>Moving bus stops to far side should be a baseline TPC improvement</i>	Noted. Reconsideration of existing stop locations and spacing is assumed with each TPC.
<i>Interest in underserved portions of Richmond as good candidates for microtransit</i>	Confirmed. These areas are identified for microtransit recommendations.
<i>Desire for more transit lanes on 23rd and Macdonald for the 72M</i>	Cost estimates will include a countywide pot of funds for transit infrastructure improvements outside designated TPC corridors.

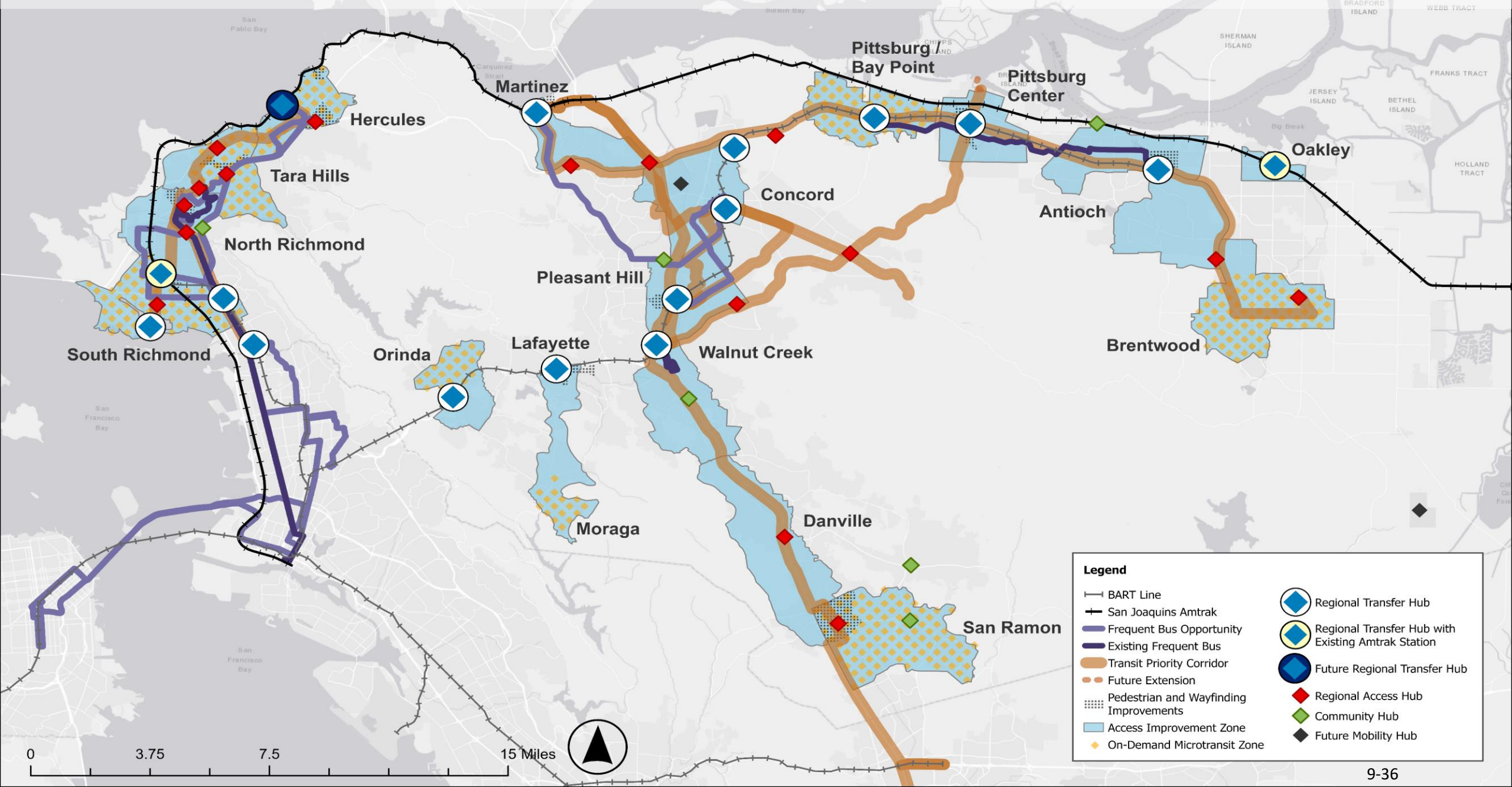
Screened Out (Did Not Advance)

Feedback	Response
<i>Desire for transit improvements linking I-80 to I-680 via Route 4 corridor</i>	Examined early in analysis but screened out: <ul style="list-style-type: none">• Modest travel market compared to other potential TPCs• Very high operating expense due to corridor length and crossing multiple service areas
<i>Interest in I-80 as a target for Express Bus investment</i>	Examined initially but screened out: <ul style="list-style-type: none">• Demand largely regional (outside Contra Costa)• I-80 already has a robust network of HOV lanes and dedicated ramps (mostly in Alameda County)• Corridor is already under MTC-led studies (e.g., Smart Transbay Transit project)

Planned for Future Action

Feedback	Response
<i>Interest in getting perspectives from City staff where TPCs are proposed</i>	RTPCs will be revisited this fall. Where corridors show potential for further study and project development, relevant City staff will be engaged.
<i>Question about whether plan will create a prioritization or hierarchy of corridors</i>	Yes. To be discussed today, and recommendations will be incorporated into the Countywide Transportation Plan.
<i>Concern about equity (geographic and disadvantaged communities); desire to see greater West County investment</i>	Comment noted for future sales tax and expenditure plan discussions.
<i>Dedicated lanes may not be feasible on all parts of San Pablo Avenue</i>	Noted. Exact locations of dedicated lane segments will be determined in the future San Pablo Multimodal Corridor study.

Transit Priority Corridors + Mobility Hubs + AIZs



1. Accessibility to High-Frequency Transit

- **Objective:** Calculate the change in access to high-frequency transit with proposed transit investments
- **Performance Measure:** Change in population and jobs within 0.5 miles of high-frequency transit

Evaluation Results

Existing

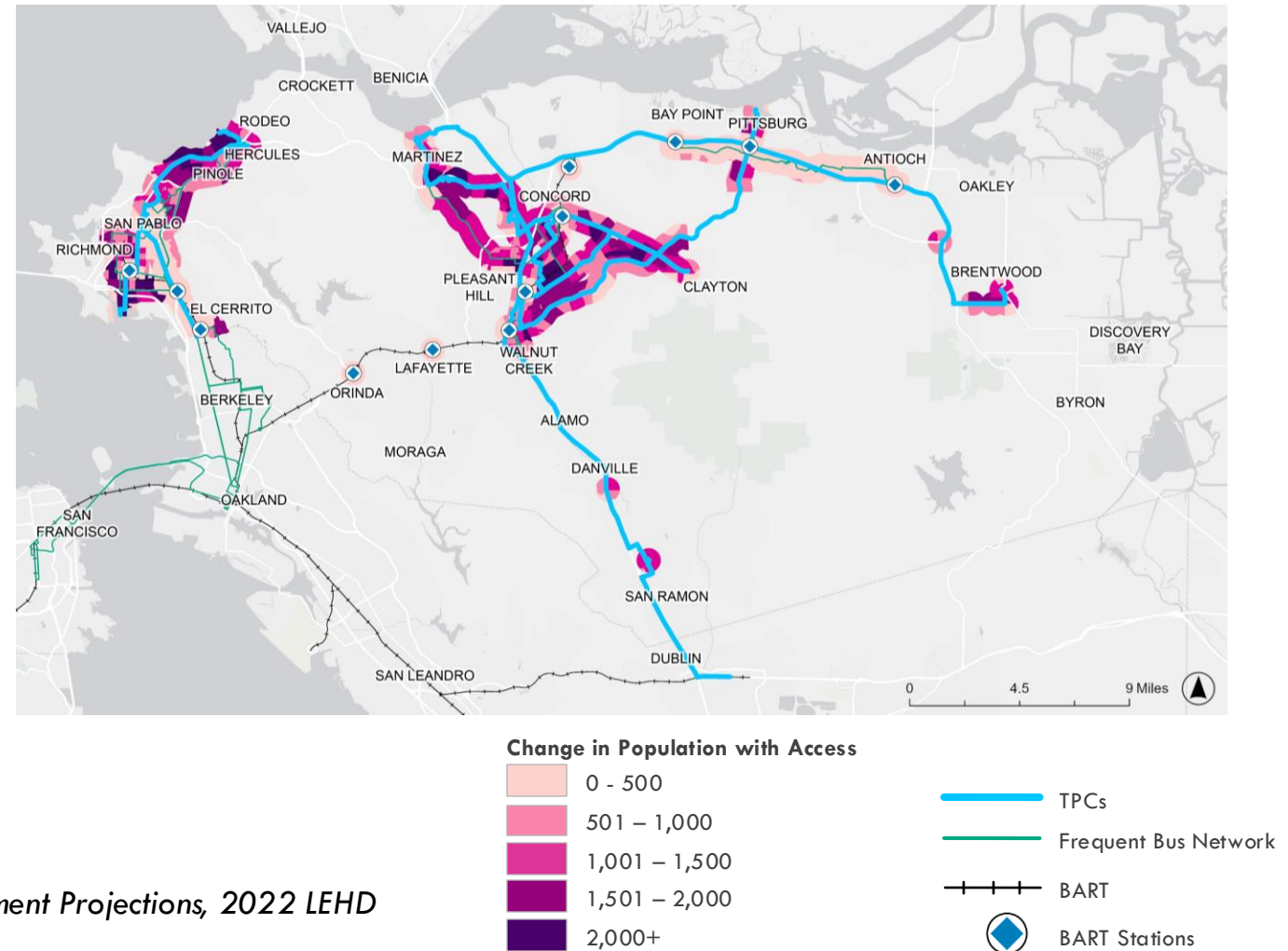
+313,000 people (+27% of county)
+138,000 jobs (+36% of county)

2050 Projections

+339,000 people (+23% of county)
+171,000 jobs (+32% of county)

Data source: 2023 5-Year ACS, PBA 2050 Population and Employment Projections, 2022 LEHD
Origin-Destination Employment Statistics

Change in Existing Population with Access to High-Frequency Transit With Improvements



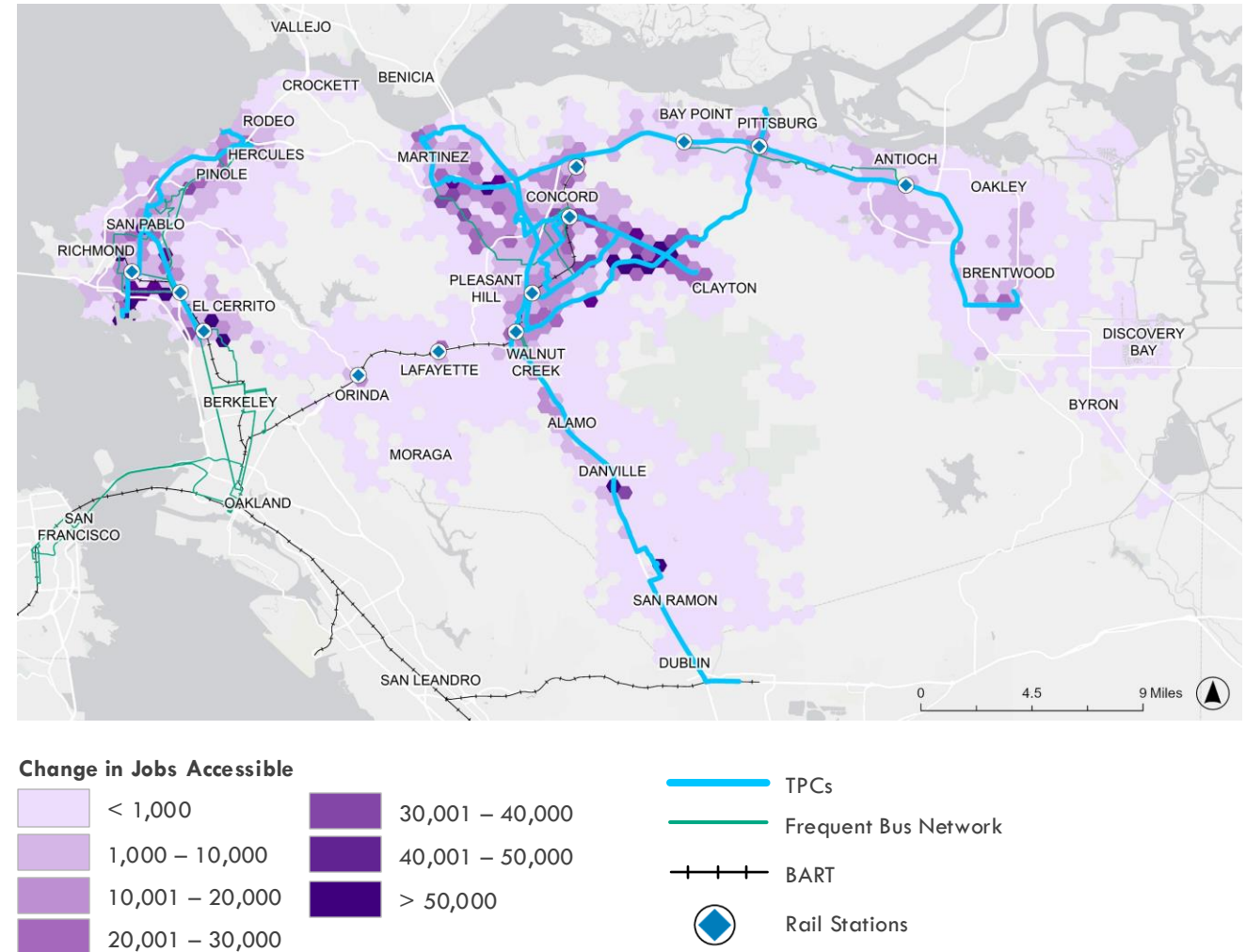
2. Connectivity of Transit Network

- **Objective:** Calculate the change in connectivity to jobs countywide by investing in transit
- **Performance Measures:** Change in jobs accessible within 45-minute transit trip from each hextile center

Evaluation Results

Average change in number of jobs accessible within 45-minutes by transit:
+78% more jobs

Increase in Jobs Accessible within 45-minutes by Transit With Improvements



Data source: Cal ITP Transit Speed Data (Feb 2025), 2022 LEHD Origin-Destination Employment Statistics

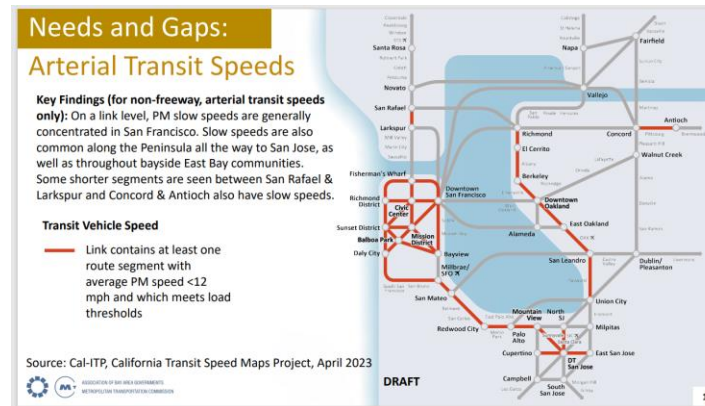
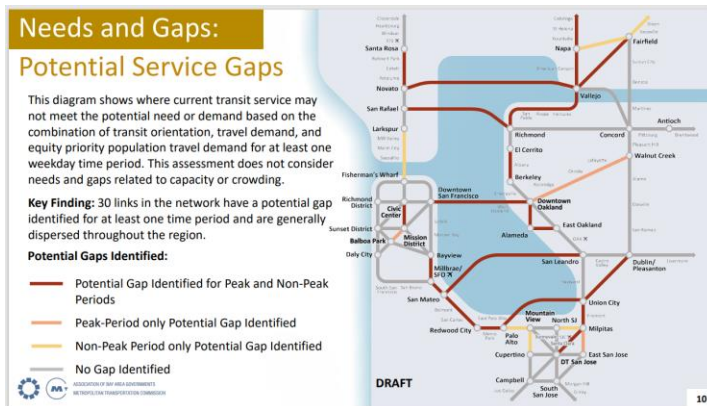
3. Planned Projects

- **Objective:** Assess if TPC project aligns with existing plans
- **Performance Measure:** Yes/No of whether project aligns with one of the following regional or subregional:
 - Transit 2050+ Project List
 - CCTA's Countywide Action Plans
 - West County, Central County, East County, Tri-Valley, and Lamorinda
 - CCTA's Innovate 680
 - WCCTC's San Pablo Avenue Multimodal Corridor Study
 - WCCTC's West County High-Capacity Transit Study

TPC Aligns with Existing Plan	
TPC 1: SR-4	MTC's Transit 2050+
TPC 2: I-680	CCTA's Innovate 680 MTC's Transit 2050+
TPC 3: San Pablo Ave South	WCCTC's San Pablo Avenue Multimodal Corridor Study MTC's Transit 2050+
TPC 4: San Pablo Ave North	WCCTC's West County High-Capacity Transit Study
TPC 9: Richmond Marina to San Pablo Ave	MTC's Transit 2050+ WCCTC's West County High-Capacity Transit Study
No Existing Plan Found that Aligns with TPC	
TPC 5: Pleasant Hill BART to Concord via Treat Blvd and Clayton Rd	
TPC 6: Walnut Creek to Pittsburg via Ygnacio Valley Rd and Kirker Pass	
TPC 7: Martinez to Clayton via Alhambra Ave, Muir Rd, Contra Costa Blvd, and Clayton Rd	
TPC 8: Walnut Creek to Concord via N Civic Dr and Monument Blvd	

4. Regional Transit Gaps

- **Objective:** Assess if TPC project addresses regional transit gaps identified by the MTC's Plan Bay Area 2050+
- **Performance Measure:** Yes/No of whether project fills an identified transit service or speed gap.



Meets a Regional Transit Gap

TPC 1: SR-4

TPC 3: San Pablo Ave South

TPC 6: Walnut Creek to Pittsburg
via Ygnacio Valley Rd and Kirker Pass

Does not meet a Regional Transit Gap

TPC 2: I-680

TPC 4: San Pablo Ave North

TPC 5: Pleasant Hill BART to Concord
via Treat Blvd and Clayton Rd

TPC 7: Martinez to Clayton
via Alhambra Ave, Muir Rd, Contra Costa Blvd, and Clayton Rd

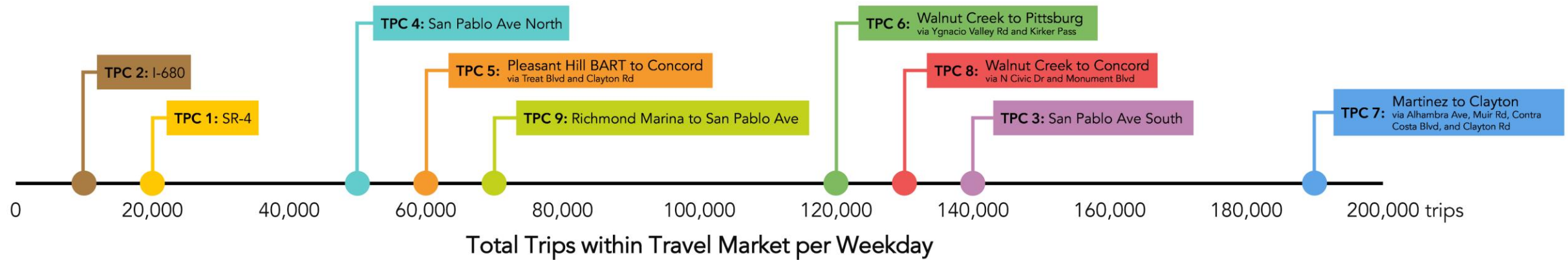
TPC 8: Walnut Creek to Concord
via N Civic Dr and Monument Blvd

TPC 9: Richmond Marina to San Pablo Ave

Data source: Transit 2050+ Existing Conditions Analysis

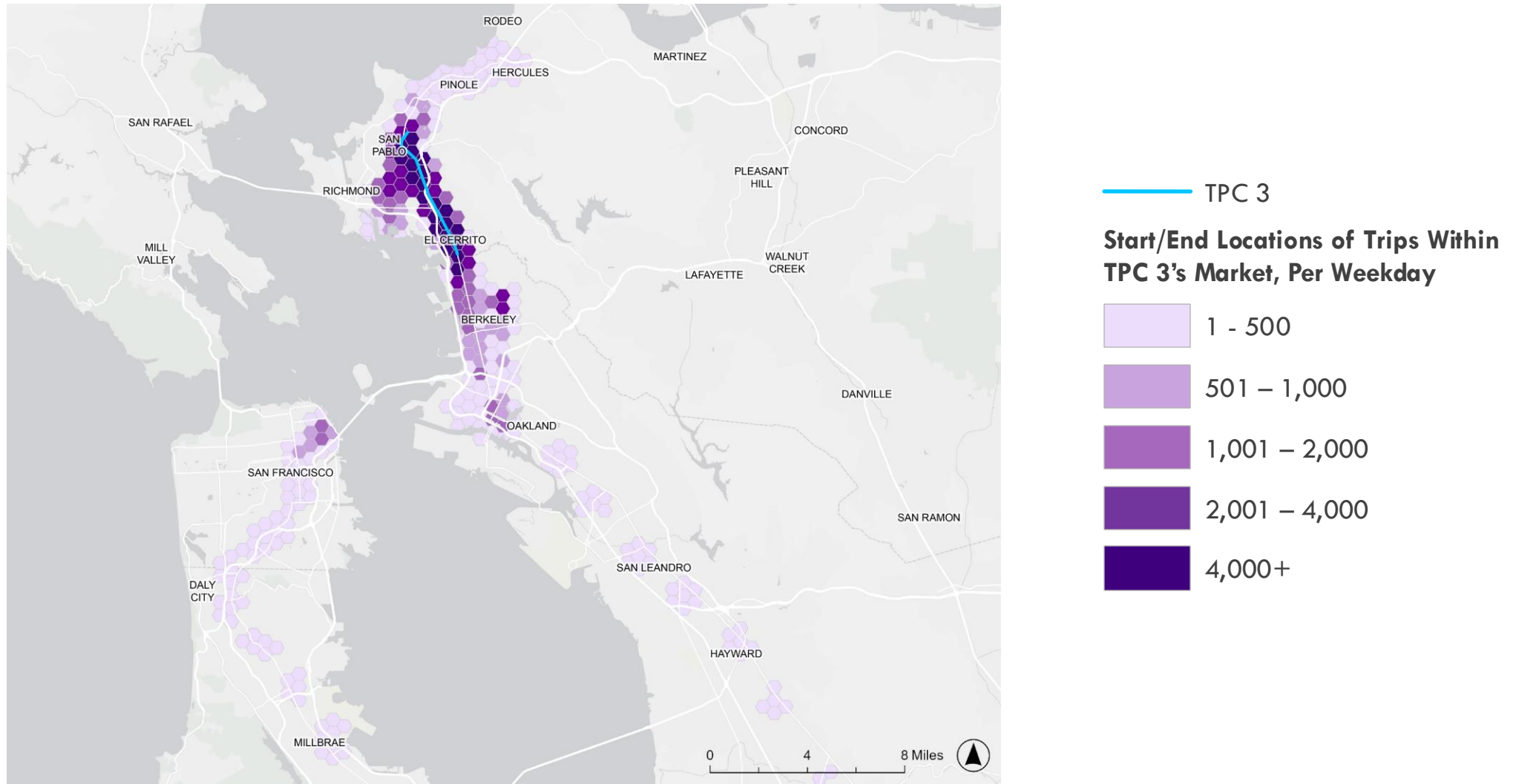
5. Markets Served

- **Objective:** Identify the potential existing travel for the transit investment, which may correlate to potential ridership, mode shift, and support of regional VMT/GHG reduction goals
- **Performance Measure:** Total travel market that may be served by transit investment, which are trips that start and/or end along the TPC that could be served by TPC in a one-seat or one-transfer ride on high-frequency transit



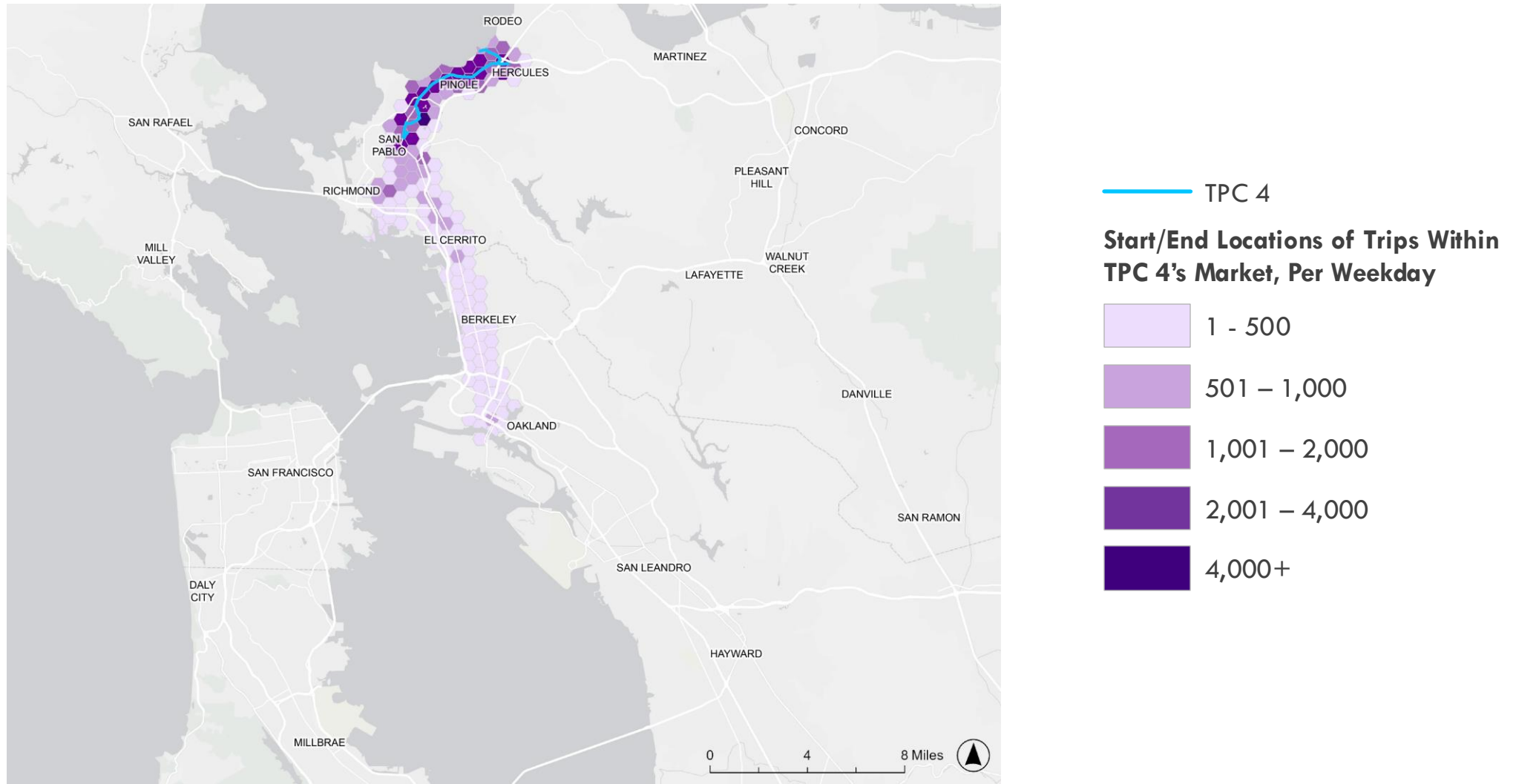
Data source: Replica (Fall 2024)

5. Markets Served – TPC 3 Results



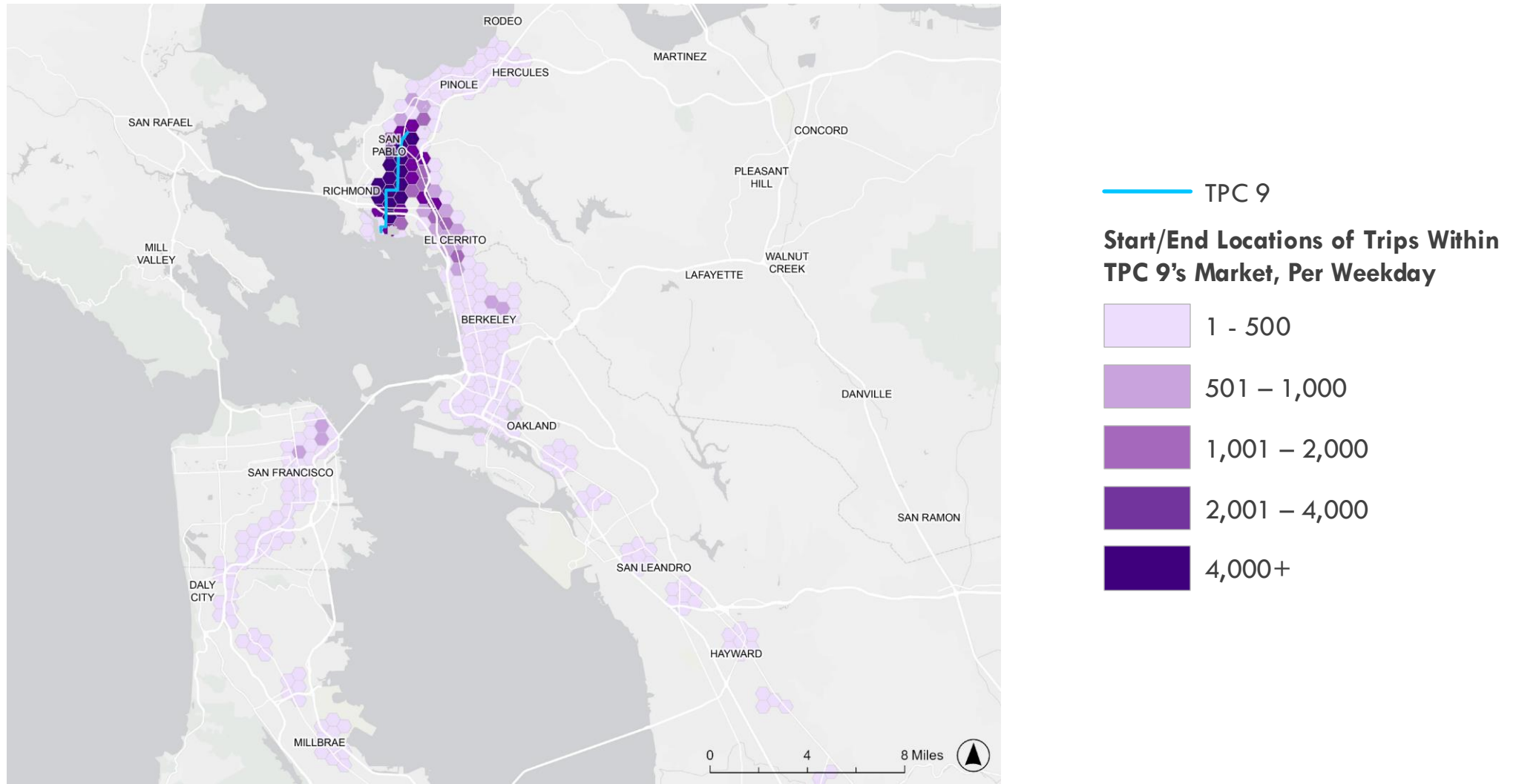
Data source: Replica (Fall 2024)

5. Markets Served – TPC 4 Results



Data source: Replica (Fall 2024)

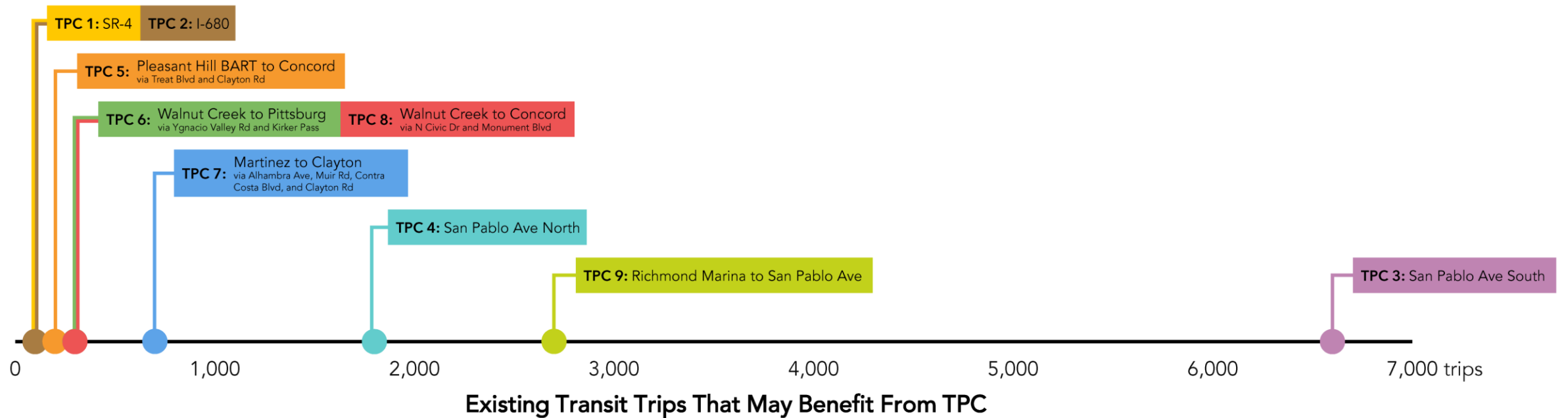
5. Markets Served – TPC 9 Results



Data source: Replica (Fall 2024)

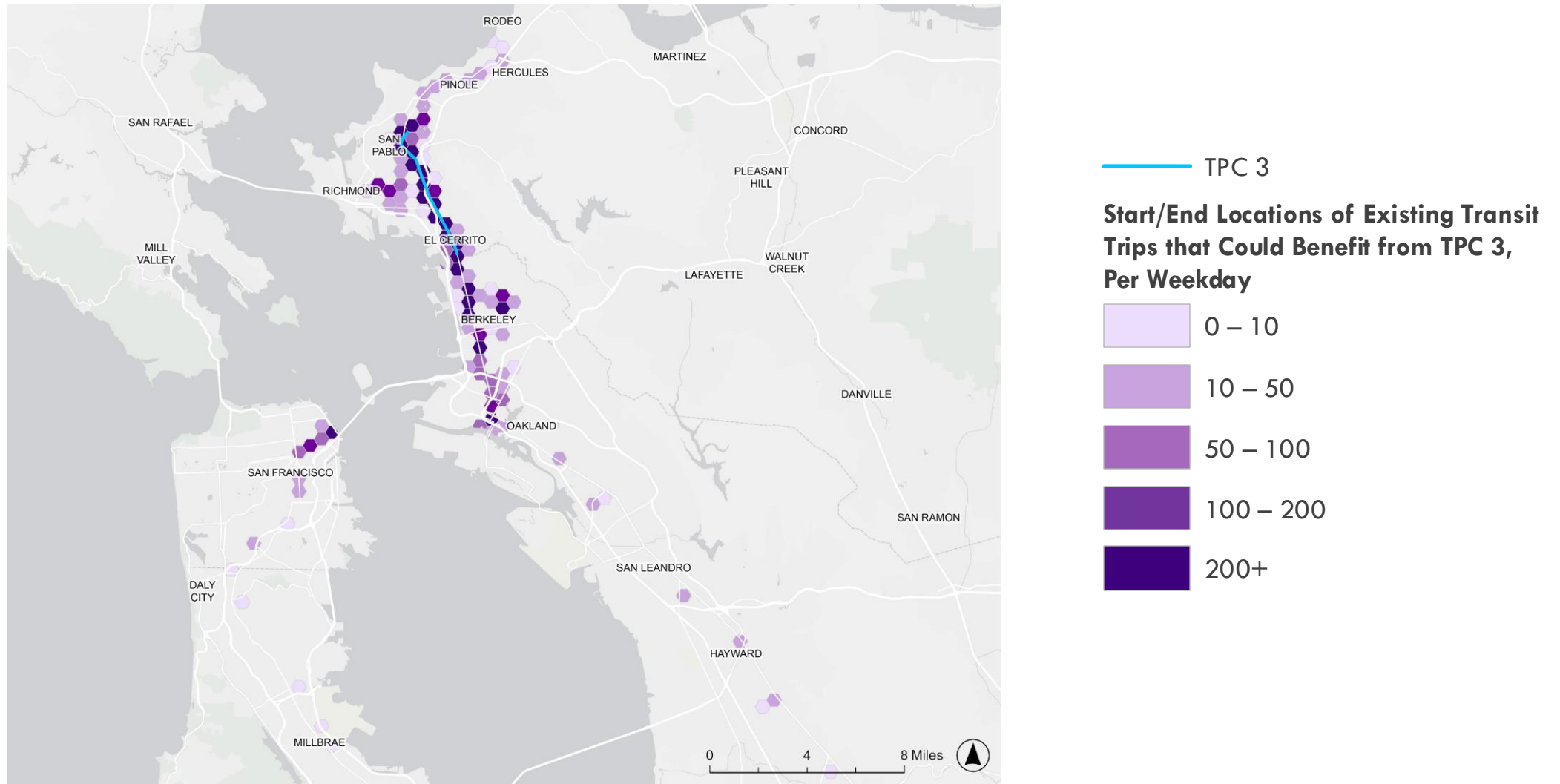
6. Existing Transit Trips Served

- **Objective:** Measure existing transit trips served by each transit investment, which may allow for comparison of magnitude of potential ridership within investment categories
- **Performance Measure:** Total existing transit trips that may benefit by each transit investment



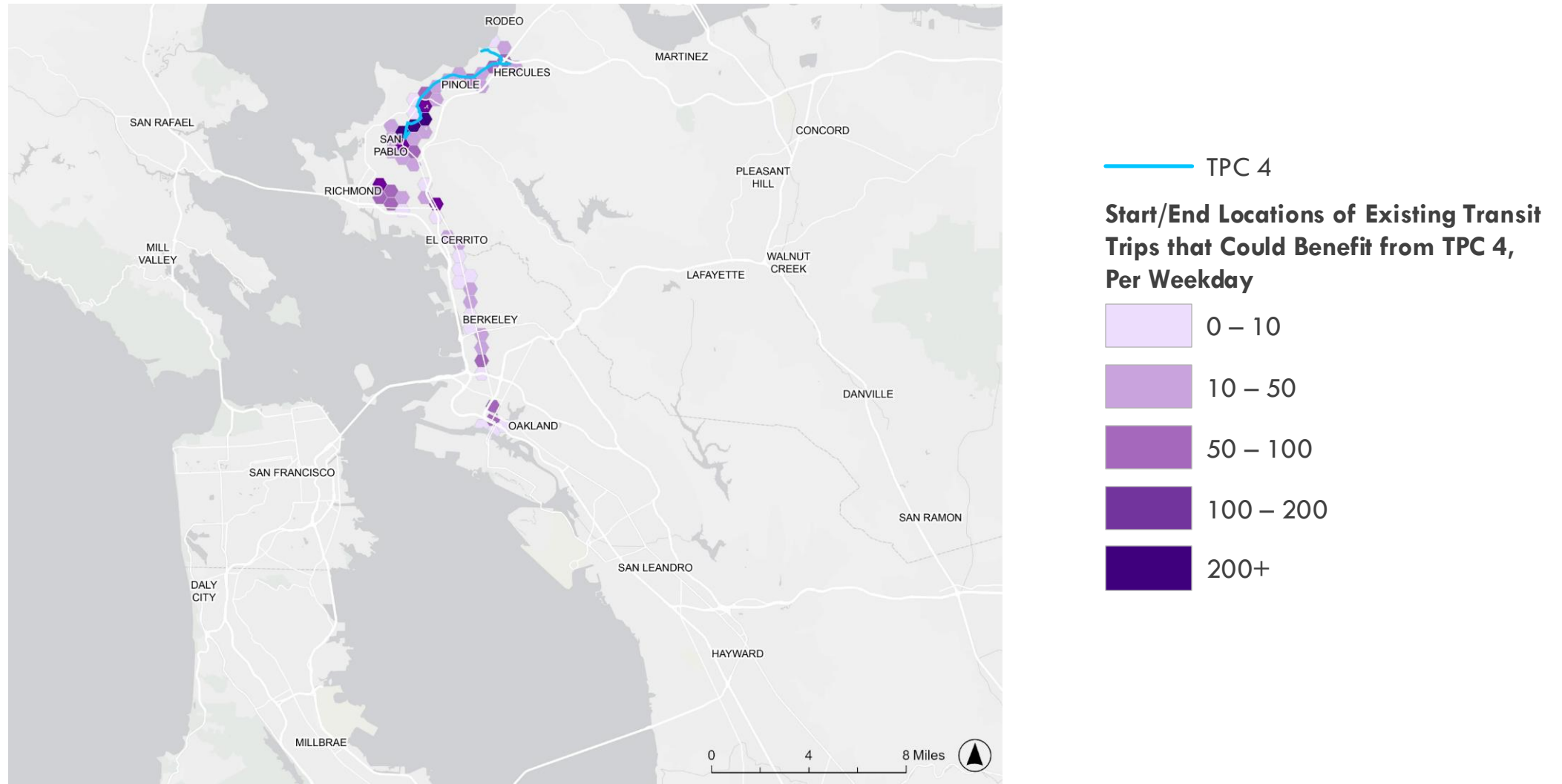
Data source: MTC Regional Onboard Survey

6. Existing Transit Trips Served – TPC 3 Results



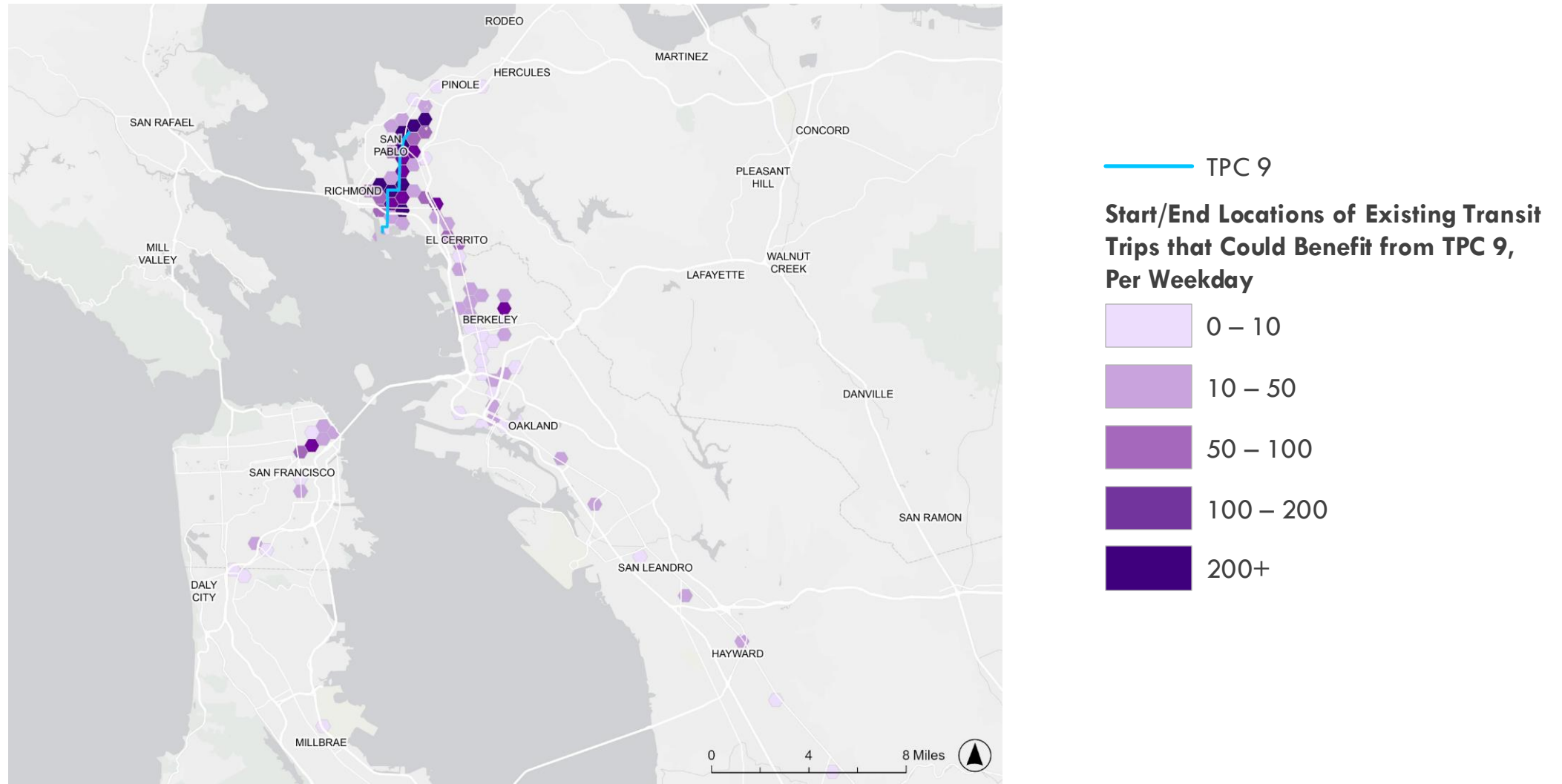
Data source: MTC Regional Onboard Survey

6. Existing Transit Trips Served – TPC 4 Results



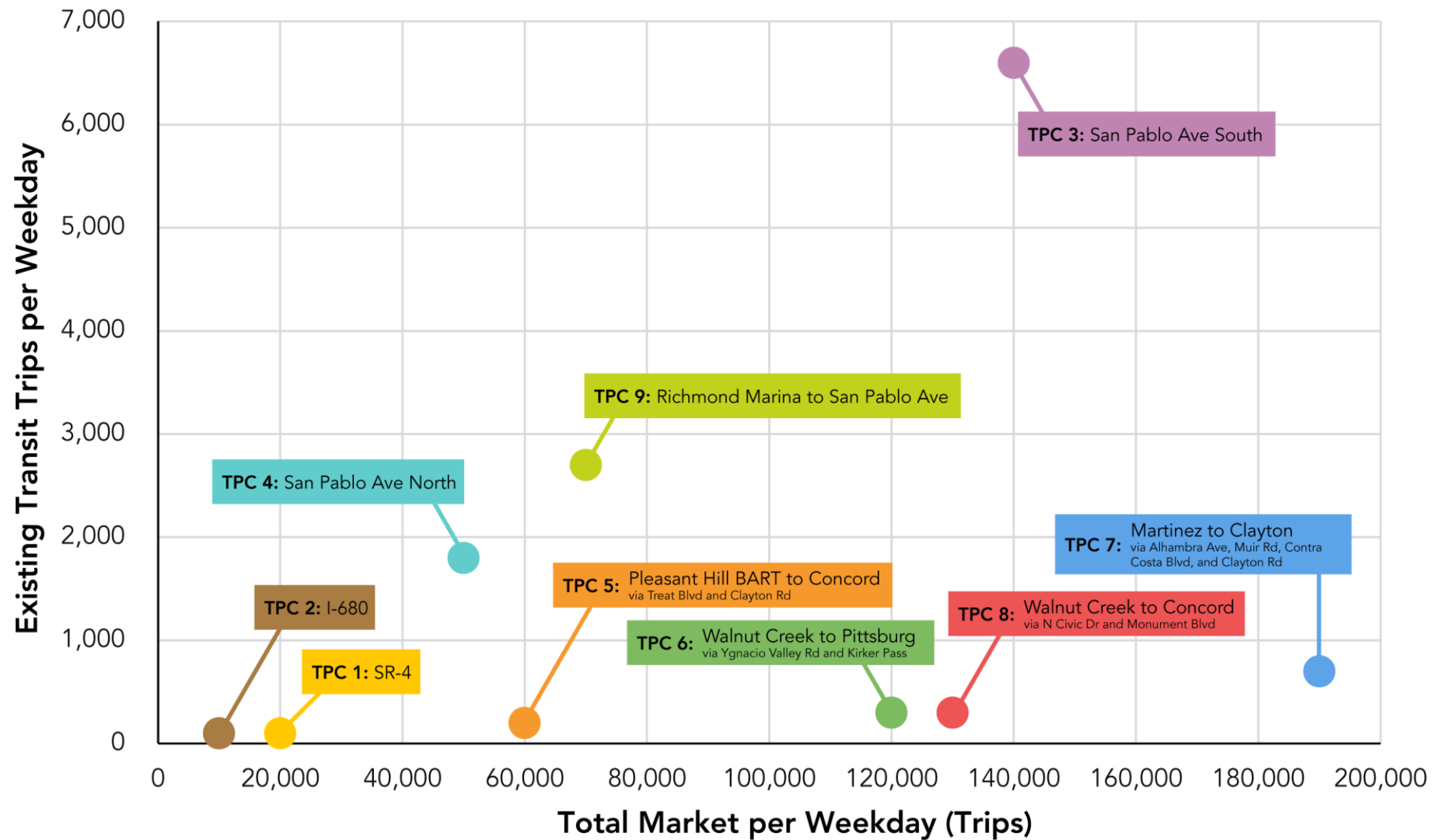
Data source: MTC Regional Onboard Survey

6. Existing Transit Trips Served – TPC 9 Results



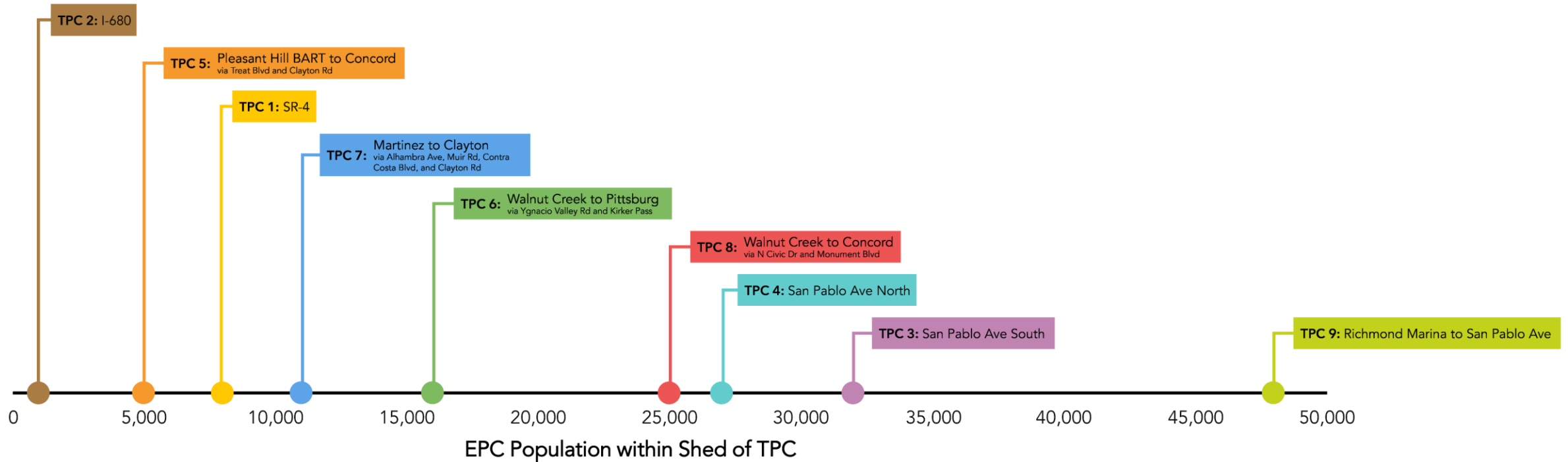
Data source: MTC Regional Onboard Survey

Existing Transit Trips vs Total Market



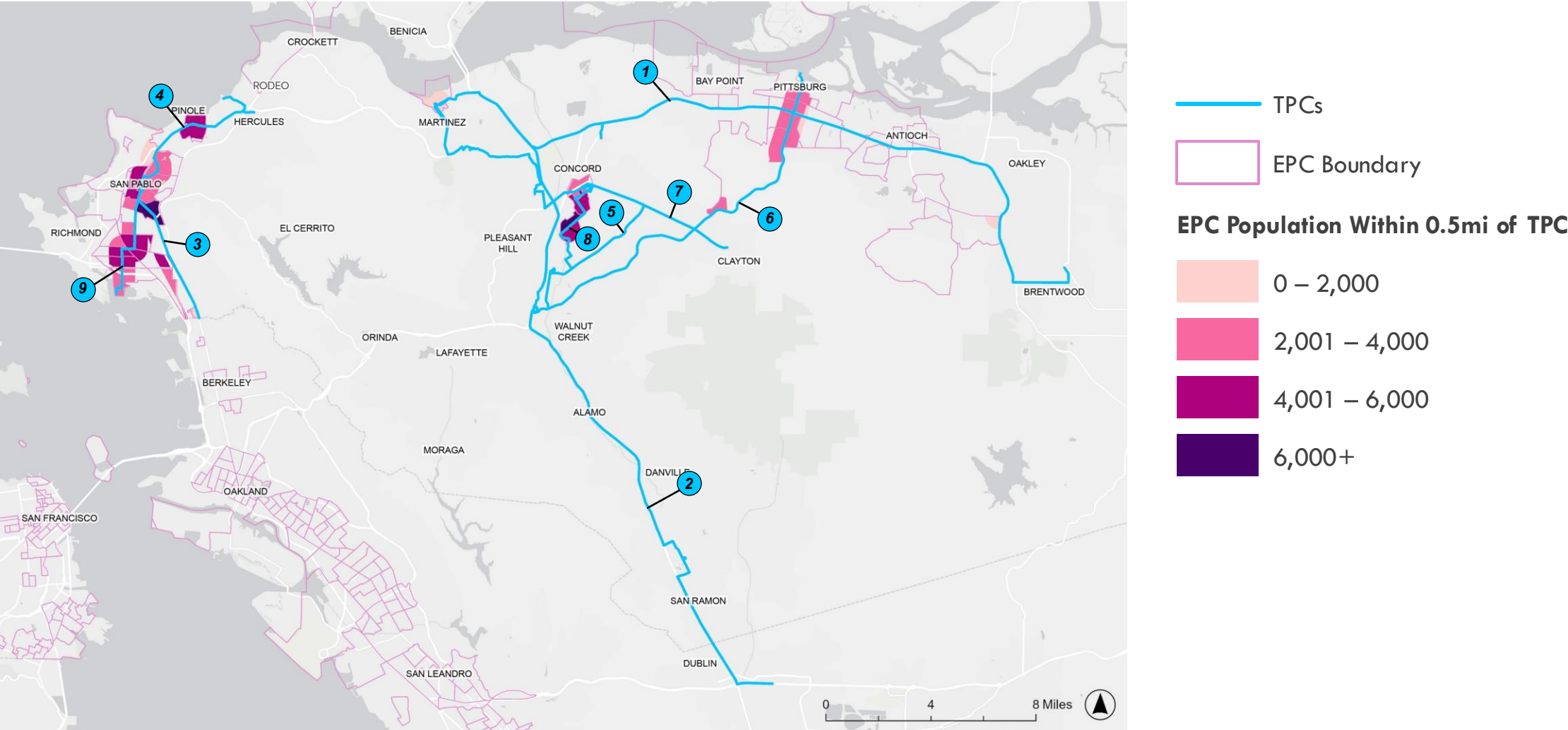
7. Equity

- **Objective:** Measure to the extent by which Equity Priority Communities (EPCs) would benefit from proposed investment
- **Performance Measure:** Total EPC population served by each improvement.



Data source: PBA 2050+ Equity Priority Area Definitions

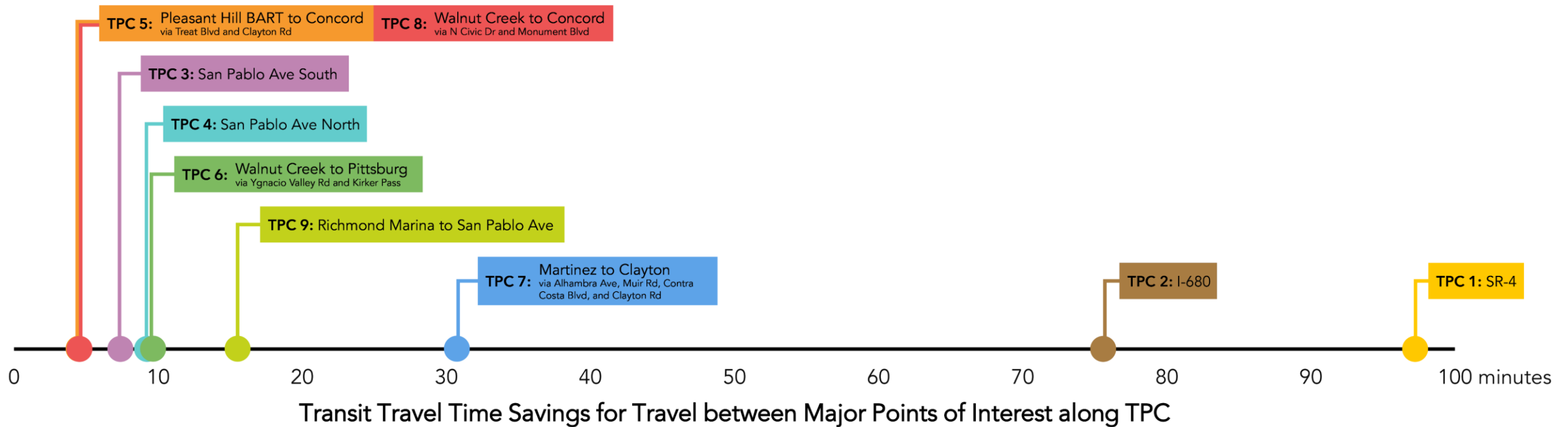
7. Equity



Data source: PBA 2050+ Equity Priority Area Definitions

8. Transit Travel Time Savings

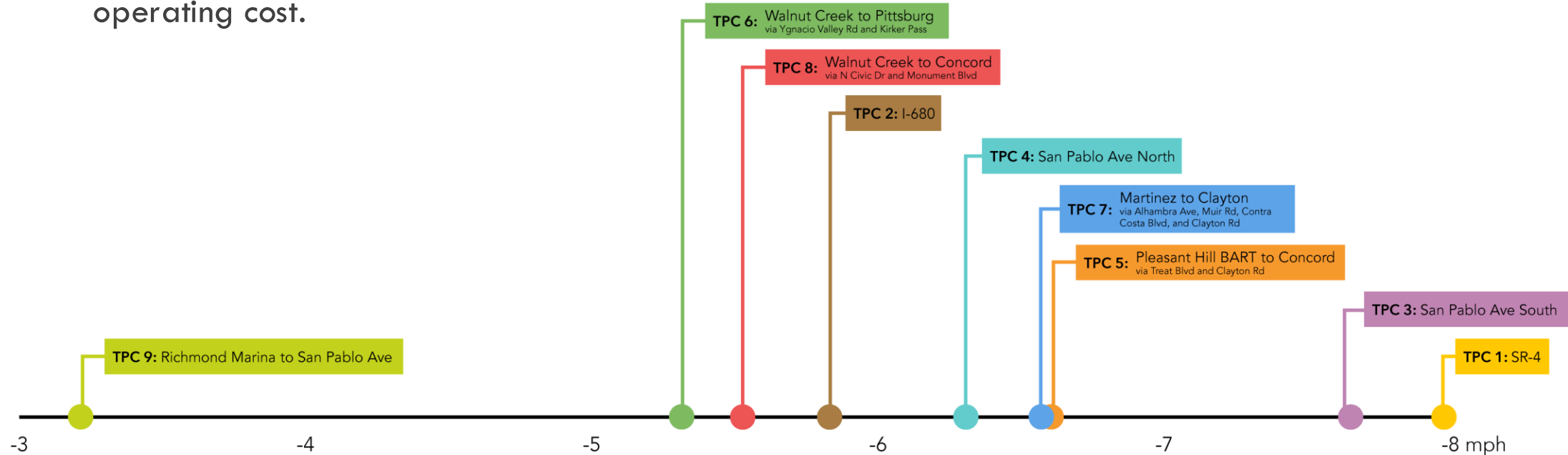
- **Objective:** Estimate change in transit travel time after improvements
- **Performance Measure:** Change in estimated transit travel time between key locations with the transit investment.



Data source: Google Maps; Cal ITP Transit Speed Data (Feb 2025)

9. Projected Speed Degradation without TPC Treatments

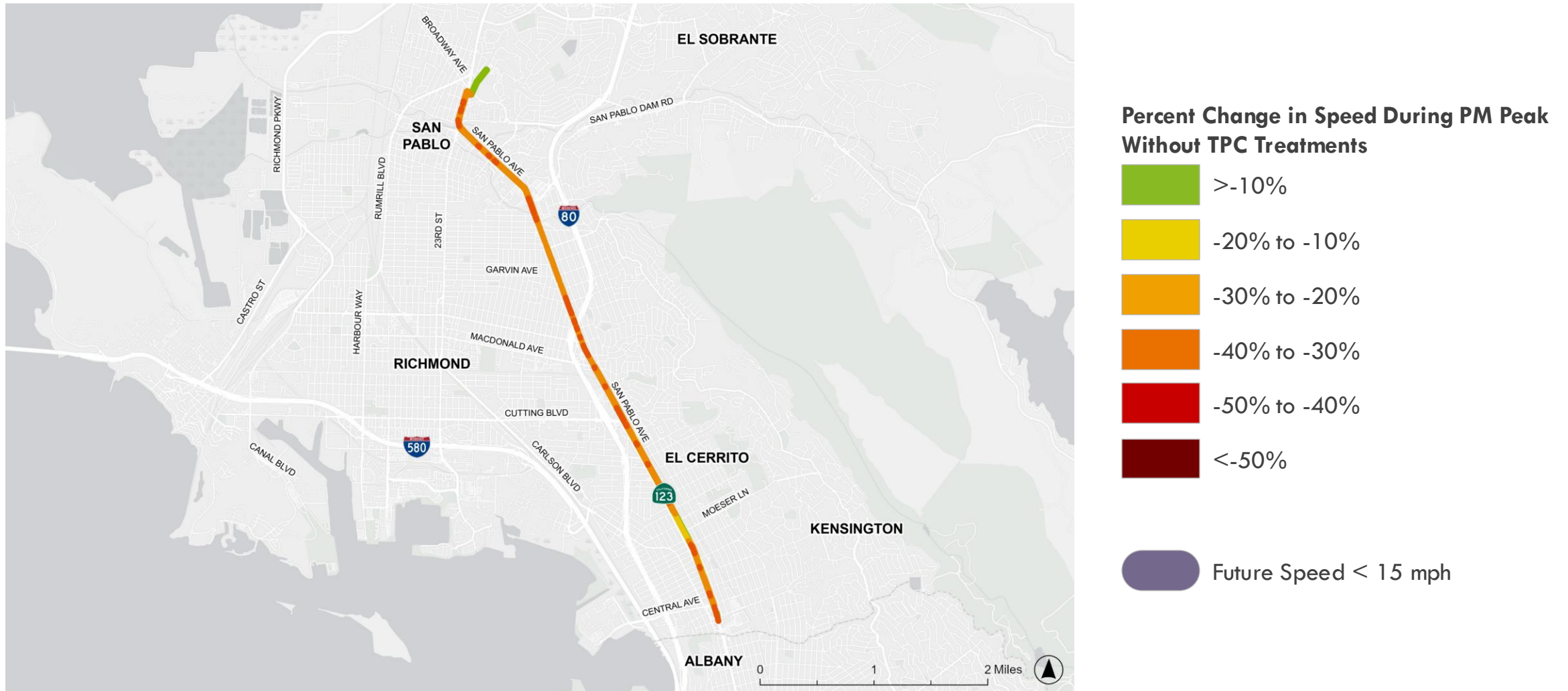
- **Objective:** Evaluate degree to which travel speeds on each TPC are projected to decrease in the future without TPC transit investments.
- **Performance Measure:** Change in speeds from 2020 to 2050 without transit investment. Higher speed reduction translates to greater need for transit investment to avoid impacts to overall mobility and transit operating cost.



Average Projected Speed Degradation without TPC Treatments, 2020 to 2050

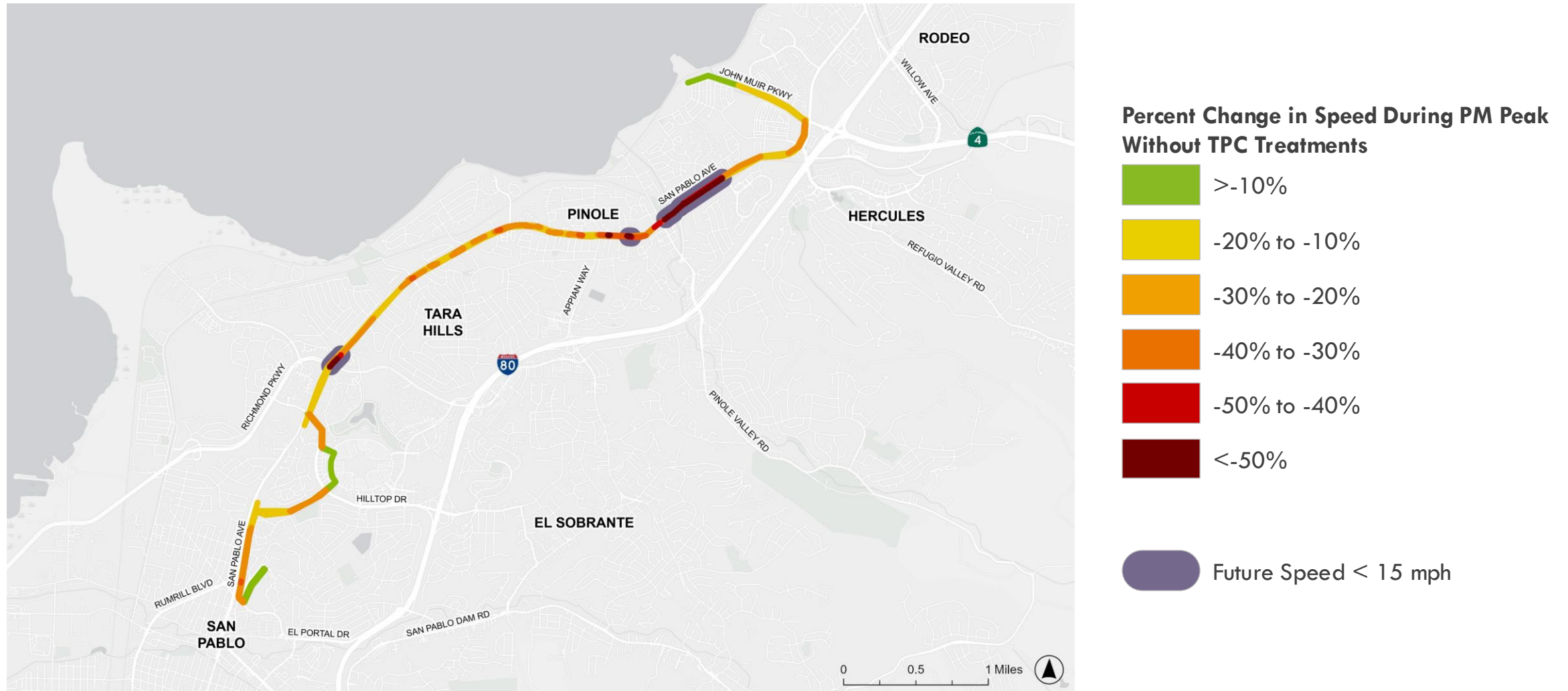
Data source: CCTA Travel Demand Model

9. Projected Speed Degradation (2020 to 2050) without TPC Treatments – TPC 3 Results



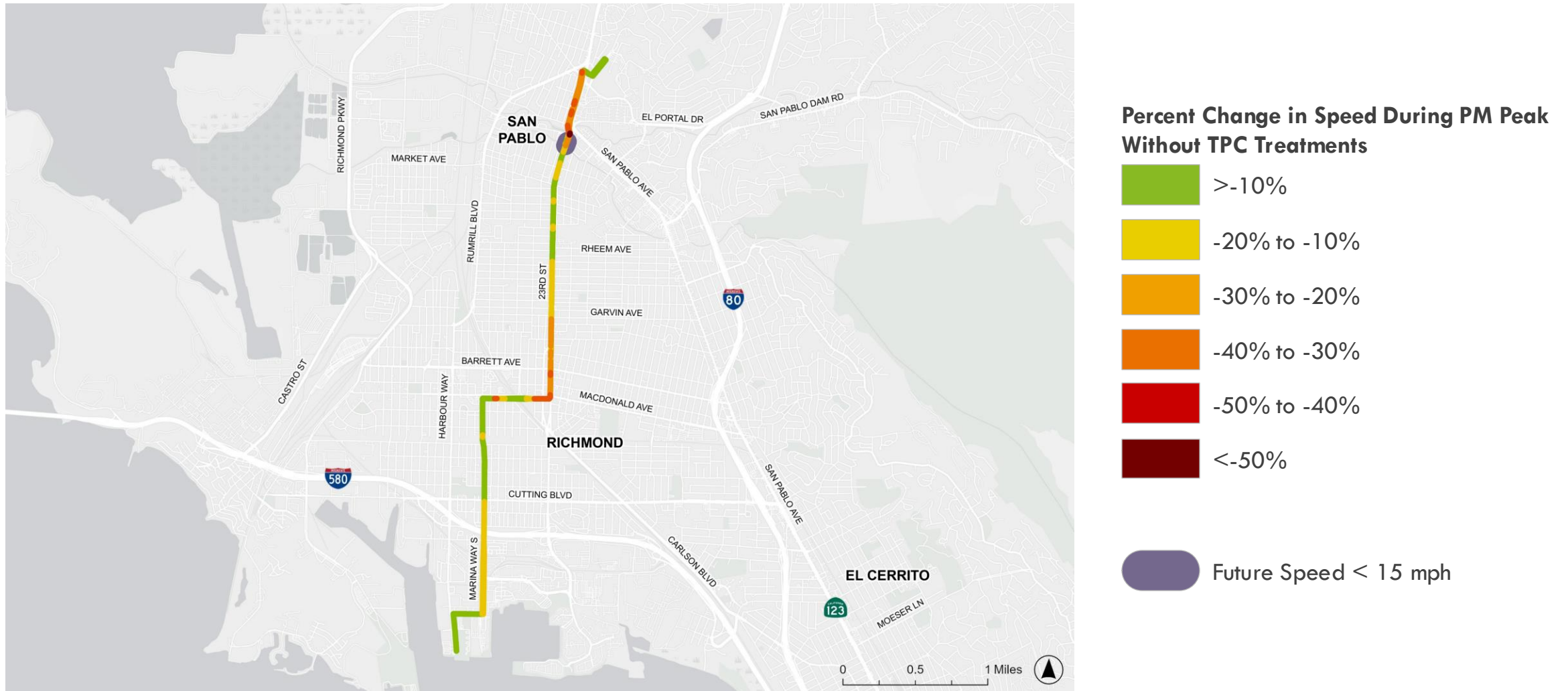
Data source: CCTA Travel Demand Model, PM Peak, 2020 to 2050

9. Projected Speed Degradation (2020 to 2050) without TPC Treatments – TPC 4 Results



Data source: CCTA Travel Demand Model, PM Peak, 2020 to 2050

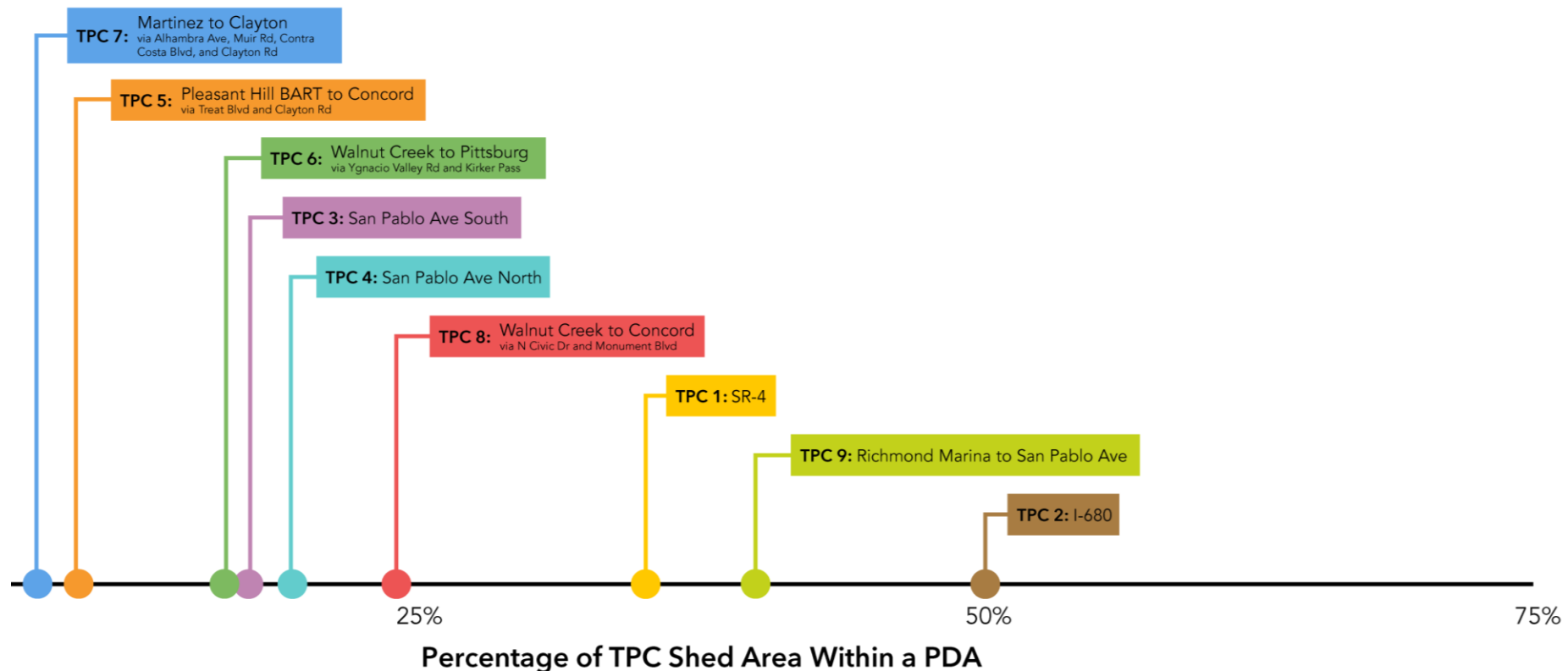
9. Projected Speed Degradation (2020 to 2050) without TPC Treatments – TPC 9 Results



Data source: CCTA Travel Demand Model, PM Peak, 2020 to 2050

10. Economic Development Potential

- **Objective:** Estimate potential for project to encourage economic activity through redevelopment identified in MTC's Priority Development Area (PDA)
- **Performance Measure:** Percent of shed area (0.5-mile buffer around TPC) that is within a PDA



Data source: PBA 2050+ Priority Development Areas

10. Economic Development Potential



— TPCs

PDA Within TPC Shed Area

□ PDA Borders

■ PDA Area Within 0.5 miles of TPC

Data source: PBA 2050+ Priority Development Areas

Mobility Hubs Typology

1

Regional Transfer Hubs

Serve as access points for high-capacity transit and rail services (e.g. BART stations).

2

Regional Access Hubs

Serve as access points to TPCs and frequent transit services.

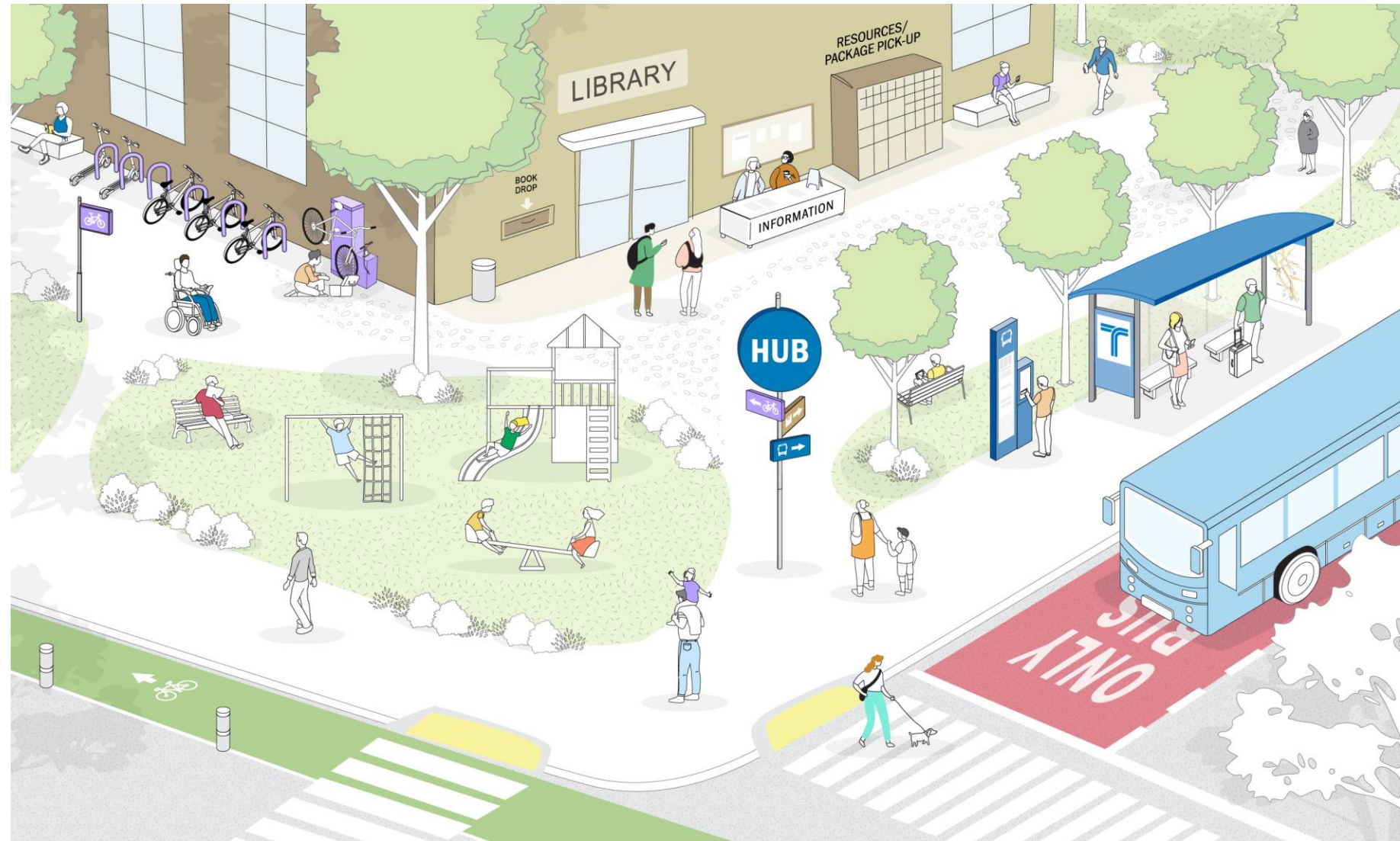


Mobility Hubs Typology (continued)

3

Community Hubs

Serve as hubs for local access.



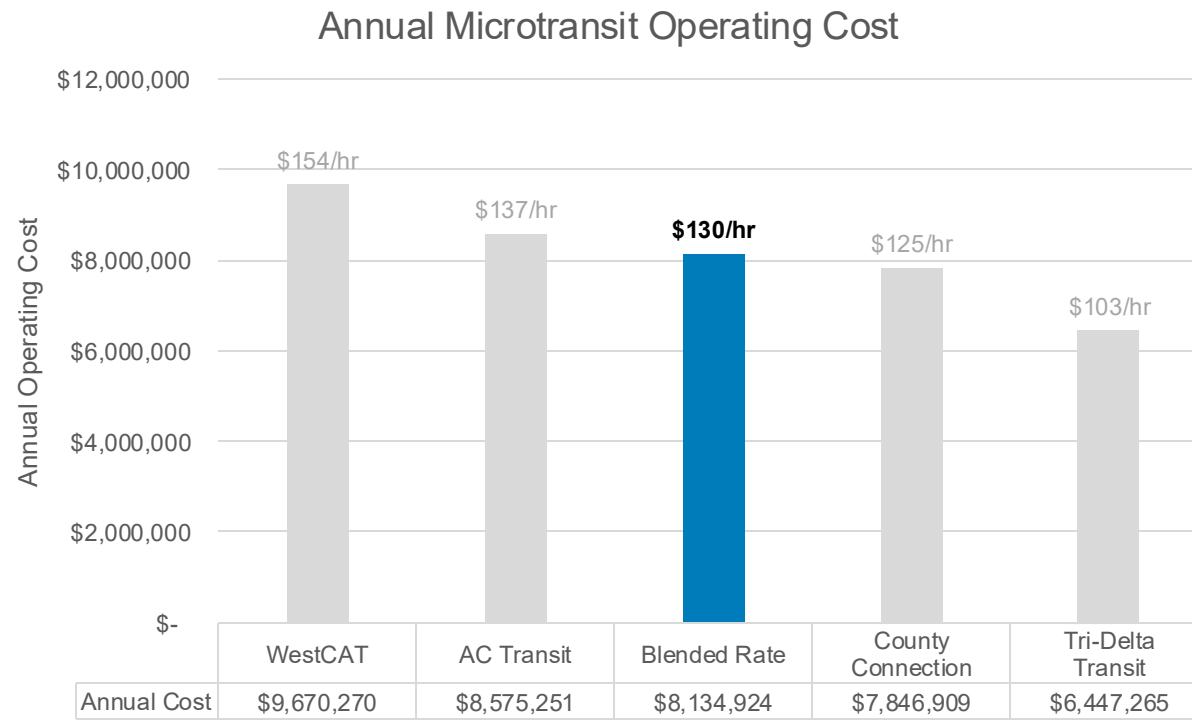
Microtransit Modeling Assumptions

- Vehicle requirements for each zone were scaled based on existing Tri MyRide service area characteristics
 - Existing Antioch/Oakley, Pittsburg/Bay Point & Brentwood details shown in table
- Weekday Span: 5am-9pm
- Weekend Span: 8am-5pm

Zone	Weekday Vehicles	Weekend Vehicles
<i>Tri MyRide Antioch/Oakley*</i>	4-5	1
<i>Tri MyRide Pittsburg/Bay Point*</i>	2-3	1
<i>Tri MyRide Brentwood*</i>	2	1
Bay Point/Pittsburg	2-3	1
Greater San Ramon	3	1
Moraga	1	1
Tara Hills	1	1
Orinda	1	1
South Richmond	2	1
Rodeo	1	1
Bayview	2	1
*Currently Operating. Shown for comparison		

Proposed Microtransit Annual Operating Costs

- Annual Revenue Hours: **62,680**
- Annual Operating Cost: **\$8.1M***



Service	2023 Demand Response Cost per Revenue Hour
WestCAT	\$154.28
AC Transit	\$136.81
County Connection (CCCTA)	\$125.19
Livermore / Amador Valley Transit Authority (Wheels)	-
Tri Delta Transit	\$102.86
Blended Rate:	\$129.79

*Hourly cost based on blended rate of current costs for different operators



MEETING DATE: September 26, 2025

TO: West Contra Costa Transportation Commission

FROM: John Nemeth, Executive Director

SUBJECT: Countywide Transportation Plan: Five Star Project Nominations

REQUESTED ACTION

Receive information and provide feedback as needed.

BACKGROUND AND DISCUSSION

As part of the Countywide Transportation Plan (CTP) update, the Contra Costa Transportation Authority (CCTA) recently requested nominations for “Five Star Project” examples. These are transformative, high-impact projects, each with a capital cost over \$10M, that align with the CTP’s long-range vision.

While the CTP is not a funding or programming document, the nominated projects may help shape future funding strategies, such as a potential sales tax measure. Some Five Star Projects may undergo further evaluation and may be highlighted in the CTP’s environmental review.

Local jurisdictions were invited to nominate up to two projects, while subregional agencies (like WCCTC) could nominate up to four. WCCTC staff received the request on August 14, with an initial deadline of September 5. Staff requested an extension, which was granted through September 12. This allowed for discussion at the TAC level but did not allow enough time for WCCTC Board review, prior to submittal.

To avoid duplicating nominations, WCCTC staff focused on identifying projects not submitted by member agencies. Priority was also given to multi-jurisdictional projects with broader regional significance. Staff’s submittals represent the TAC’s consensus recommendation.

The West County projects submitted are listed on the following pages:

WCCTC

Project	Cost
Richmond Parkway - Safety, Technology, and Multimodal Infrastructure This project includes upgraded smart signals for improved safety and efficiency. It also includes speed control measures like radar feedback signs, reduced speed limits, and a potential speed camera pilot. It includes high-visibility crosswalks, curb ramps, refuge islands, closing sidewalk gaps, better lighting, safer intersections, and improved crossing for better pedestrian mobility. Lastly, it includes enhancements to the Bay Trail, buffered bikeways, and green infrastructure such as trees and bioretention planters.	\$205M
San Pablo Ave. Bus Rapid Transit (BRT) This project would introduce BRT service from the Alameda / Contra Costa County line to Contra Costa College along San Pablo Ave. Work would include establishing a dedicated lane, signal priority, queue jumps, bus stops/stations, intersection safety improvements, new vehicles, and operations technologies.	\$100-\$300M
Express Bus 2.0: Access, Shoulder, Tech and Mobility Hub Improvements The West County Express Bus Plan includes a set of improvements to enhance transit efficiency and accessibility across key corridors in West Contra Costa County. The project includes transit signal priority at 42 intersections, freeway access upgrades with new HOV and bus-only lanes, and dedicated transit lanes on I-80. It also features the development and enhancement of multiple mobility hubs and transit centers with expanded parking, secure bike facilities, electric vehicle charging, shelters, lighting, and pedestrian connections. Additional improvements include ADA-compliant amenities, signage, and bike parking at numerous locations to support a seamless, multimodal transit experience.	\$106M
I-80 / San Pablo Dam Road Interchange and Mobility Hub This project would complete the I-80 / San Pablo Dam Road Interchange project. It includes reconstruction of the San Pablo Dam Road overcrossing, construction of a new Wildcat Creek bridge, and a connector road to McBryde Avenue. It also involves modifying I-80 ramps to reduce traffic conflicts, realigning Amador Street, and adding missing sidewalks east of the interchange. Additional improvements will enhance pedestrian and bicycle access, including wider sidewalks and upgraded crossings. This project also includes the addition of a new mobility hub with auto and bike parking, vehicle charging, transit access, and micromobility options.	\$129M

El Cerrito

Project	Cost
BART to Bay Trail Bikeway This project is a high-quality, all-ages-and-abilities bikeway connecting the El Cerrito Plaza BART station to the San Francisco Bay Trail. It includes a new bicycle and pedestrian bridge over I-80 and I-580 near Central Avenue, bypassing traffic conflicts at nearby interchanges. This project will enhance non-motorized access to transit, services, and recreation.	\$50M
Del Norte Mobility Hub Access Improvements This project improves multimodal access to the El Cerrito del Norte Mobility Hub / BART station along three corridors: Potrero Avenue Bikeway (0.5 miles): Upgrades the existing Class III bikeway with dedicated bicycle facilities between Richmond Street to the east and South 55th Street to the west. Ohlone Greenway Uptown (0.5 miles): Widens the existing Ohlone Greenway shared-use path to 12-14-feet, constructs safety upgrades at one street crossing, and installs lighting. Key Boulevard Bikeway (0.25 miles): Upgrades the existing Class III bikeway with dedicated bicycle facilities between Hill Street and Knott Avenue.	\$15M

San Pablo

Project	Cost
San Pablo Avenue Bridge This bridge is located at a five-legged intersection, connecting two major arterials, one minor arterial, two major collectors, and crossing San Pablo Creek. The existing bridge was constructed in 1926, is deteriorating, and was rated functionally obsolete by Caltrans in 2020. This project replaces the bridge, eliminates the blind curve for the northbound San Pablo Avenue right turn, closes the eastbound 23rd St right turn only lane, closes the westbound Road 20 Right turn only lane, and improves pedestrian crossings.	\$20-\$25M

Richmond

Project	Cost
Richmond Greenway Gap Project This project constructs a new bike-pedestrian bridge on the Richmond Greenway trail connecting the 500-foot trail gap between Carlson Blvd and 23rd St (including over the UPRR tracks). The facility will provide an all-ages-and-abilities Class I connection with ADA-compliant approaches, lighting, wayfinding, and safety features, tying directly into the existing Greenway on both sides of the gap. The project also includes near-term "quick-build" improvements on 23rd, Carlson, and Bissell, including a two-way cycletrack and bicycle signal, to provide temporary gap closure, and long-term changes to vehicle circulation on 23rd and Carlson, including lane reductions.	\$35-\$45M
23rd Street Multimodal Corridor Project This project will implement a road diet on 23rd Street from four to three lanes and convert 22nd and 23rd Streets from one-way to two-way. Pedestrian improvements include upgrading curb ramps, sidewalks, median refuge islands, and RRFBs. Class II Bicycle lanes and green conflict striping at intersections will be constructed throughout the project area. Over the long term, this project could involve the creation of a parallel low-stress bicycle boulevard on 24th Street as an alternative to 23rd Street. This project will also construct curb extensions, bus stop improvements, traffic signal upgrades, pavement upgrades, stormwater improvements, placemaking elements and landscaping.	\$18-\$22M

BART (specific to West County)

Project	Cost
El Cerrito Plaza Transit Oriented Development This project involves consolidation of surface parking into a parking garage with better management of on-and off-site parking. It also includes the reconfiguration of transit infrastructure and intermodal enhancements, along with pedestrian and bicycle improvements, and a new public space including a plaza and paseo. The project aims to facilitate and complement Transit-Oriented Development.	Approx. \$60M

Hercules

Project	Cost
The Hercules Hub: Multimodal Transportation Center This project would create an intercity passenger rail station along the Capitol Corridor rail line that brings together intercity trains, local and regional buses, and walking and biking paths. The project involves building a new station plaza and bus circulation area, realignment of tracks, a new track bridge, installation of rail signals, relocation of utilities, and the remaining restoration of Refugio Creek.	\$109M
Ferry Capital Improvements This project would establish ferry services in Hercules and includes a ferry terminal, pier, pedestrian access bridge, and plaza. Ferry services will use new all-electric, zero-emission technology, suitable for both the shallow bay near Hercules and deeper waters in the San Francisco Bay. The project also includes relocation of utilities, improvement of open space, and recreation opportunities on a previously inaccessible parcel. The feasibility of adding a vertiport to support passenger drones as an additional transit mode may also be included in the scoping and planning studies related to this project.	\$65.9

The County made programmatic recommendations but did not nominate any capital projects specific to West County. Pinole and WestCAT did not submit projects.



MEETING DATE: September 26, 2025

TO: West Contra Costa Transportation Commission

FROM: Coire Reilly, Program Manager

SUBJECT: **TFCA FY26 Work Plan and Budget**

REQUESTED ACTION

Review and approve the TFCA work plan and budget for Fiscal Year 2026

BACKGROUND AND DISCUSSION

The Bay Area Air Quality Management District (Air District) annually allocates Transportation Fund for Clean Air (TFCA) funds to the Contra Costa Transportation Authority (CCTA). These funds have traditionally supported the “511 Contra Costa” Transportation Demand Management (TDM) program and were historically distributed to Regional Transportation Planning Committees (RTPCs) using a formula based on population and employment.

In June 2024, CCTA adopted a new policy for TFCA distribution, replacing the formula-based method with a competitive application process. Under this new approach, funding is first allocated to countywide programs. Remaining funds are then distributed to subregions based on the competitiveness of submitted proposals.

In the most recent cycle, WCCTC staff submitted proposals for two programs:

1. West County Commuter Incentive Program
2. Countywide Guaranteed Ride Home Program

Staff requested \$60,000 for the Countywide Guaranteed Ride Home Program and that request was accepted by the Authority.

Staff requested \$221,817 for the West Contra Costa Incentive Program. A total of \$179,547 is being offered, roughly equivalent to last year’s allocation. This total includes rollover funds from the SWAT region. Without these rollover funds, the allocation would have been lower. The trend suggests that funding levels may decline in future cycles.

To align with the reduced budget, staff removed the bicycle rack component of the Commuter Incentive Program and reduced the number of transit incentives offered during the year.

Staff has also identified that meeting the Air District's cost-effectiveness (C/E) thresholds, a key measure used to assess emission reductions, will be challenging given current funding constraints.

Encouragingly, the Air District is expected to ease C/E requirements in upcoming cycles, particularly for High Priority Communities, which includes many areas in West County. This may help future program applications meet eligibility.

Attached are the work plans and budgets for FY 26 for the Board's review and approval. After the Board approves, staff will send these documents to CCTA to establish a cooperative agreement to spend the funds.

ATTACHMENTS:

- A. West County Incentive Program Project Information Form - CCTA - FY 2026 All Projects
- B. West County incentive Program Project Budget
- C. GRH Project Information Form – CCTA – FY 2026 All Projects
- D. GRH Budget

TFCA 40% Fund, FYE 2026: Project Information Form

Revised 5/22/25

A. Project Number:

CCTA WILL ASSIGN THIS NUMBER IF PROJECT IS ACCEPTED FOR FUNDING. SPONSORS APPLYING FOR FUNDING MAY SKIP TO QUESTION B. Use consecutive numbers for projects funded, with year, county code, and number, e.g., 24CC01, 24CC02 for Contra Costa County. Zero (e.g., 24CC00) is reserved for 40% TFCA funds allocated for administration costs.

B. Project Sponsor: West Contra Costa Transportation Commission

Sponsor submitting the request that will expend the funds and be responsible for all reporting and project submissions.

C. Project Title: West Contra Costa Commuter Incentive Program

Provide a concise, descriptive title for the project (e.g., "Elm Ave. Signal Interconnect" or "Purchase Ten Gasoline-Electric Hybrid Light-Duty Vehicles").

D. Project Category (project will be evaluated under this category): Trip Reduction/Existing Ridesharing Services

Refer to pages 19-20 of [Guidance](#).

Project Type Code: 5c – Incentive programs

Refer to pages 39-40 of [Guidance](#).

E. Project Coverage Type

☐ Countywide OR

☒ Subregional (Choose all that apply)

☒ West County

☐ Central County

☐ East County

☐ Southwest County

Select 'Countywide' OR 'Subregional'. Countywide programs/projects are available to or benefit all County residents or commuters in all geographic areas of the county. Subregional programs/projects benefit one or more subregions, but not the entire population of the County. For subregional, select all the regions the program/project benefits.

F. Project Budget

Attach a detailed budget with categories for labor, expenses, and incentives (if applicable). If applicable, expenses should be further assigned to project sub-categories, such as 5c, 5d, 5f, and by fund source, such as Measure J Program 17, etc.

TFCA 40% Funds Allocated: \$179,547

TFCA Regional Funds Awarded (if applicable): \$

Total TFCA Funds Allocated (sum of 40% and Regional Funds): \$

Other / Matching Funds: \$237,700 Source: Contra Costa County

Measure J, Program 17, Commute Alternatives

Total Project Cost: \$417,247

G. Performance Period: July 2026-June 2027

H. Project Schedule (required for infrastructure projects):

This program will begin right as we're finishing a previously-awarded, on-going program that is similar in nature to this program. This program offers on-going, year-round commuter-focused incentives which encourage commuters to switch from driving to taking transit, bicycling, and carpooling and is part over our larger TDM program, 511 Contra Costa.

I. Project Description:

WCCTC will provide a comprehensive incentive program to encourage the use of transit and other alternative commute modes in West Contra Costa County.

Incentives programs:

- Commuter Incentive Programs: We provide incentives directly to Contra Costa commuters to encourage them to take green trips. Below are our largest, on-going incentive programs:
 1. Try Transit: We administer a "Try Transit" Program to encourage the use of public transit. Individuals who live/work in West Contra Costa County who pledge to try transit to travel to/from work can receive a Clipper card pre-loaded with twenty-five dollars; although by the time this project begins implementation we may raise our incentive amount some to account for raising fares. We will also offer this program to college students who attend Contra Costa College.
 2. Secure Your Cycle: We administer a "Secure Your Cycle" program that provides commuters with \$20 in a new BikeLink account that can be used to store their bicycle in secure lockers all over the Bay Area, including at every BART station
 3. Take 10: We partner with SolTrans (Solano Transit), AC Transit, and WestCAT (Western Contra Costa County Transit) to promote their long-distance express transit lines by offering 10 free trips through partnerships with digital pass providers.
 4. Ferry Promotion: We will continue to promote the Richmond-San Francisco ferry, providing 10 free trips on the Ferry via the Anchor app to commuters.
 5. Carpool incentive: We will investigate and develop an incentive to encourage carpooling.

Promotion and marketing

1. Green Commute Promotion: Use our large newsletter and social media following to consistently promote green commuting as well as community news and events related to carbon reduction, transit, carpooling, and environmental stewardship. We partner with employers and municipal and community organizations to attend community events to further circulate information on green commutes and encourage alternative modes of transportation. We assist with the development of and/or maintenance of commute programs and compliance with the Bay Area Commuter Benefits Program and

local ordinance requirements, as well as the Contra Costa Green Business certification program.

2. Bike to Work/Wherever Day: Continue to participate in regional planning and local leading of Bike to Work/Wherever Day events and activities, which encourages employees to try bicycling to work or other bikeable destinations. Our office leads the coordination of Bike to Work/Wherever Days in West County, along with Bike East Bay and coordination with the other 511 Contra Costa offices.
6. Commute Coaching: Anyone in Contra Costa can request assistance in developing a plan for their greenest commute possible, including transit planning or connecting with car/vanpools. We assist with requests from West County.

J. **Final Report Content: Final Report form and final Cost Effectiveness Worksheet**

Reference the appropriate Final Report form that will be completed and submitted after project completion. See <http://www.baaqmd.gov/tfca4pm> for a listing of the following reporting forms:

- ☒ X Trip Reduction
- ☐ *Clean Air Vehicles*
- ☐ *Bicycle Projects*
- ☐ *Arterial Management Projects*
- ☐ *Repower and Retrofit*

K. **Attach a completed Pre- Project Cost-Effectiveness Worksheet and any other information used to evaluate the proposed project.** *For example, for vehicle projects, include the California Air Resources Board Executive Orders for all engines and diesel emission control systems. Note, Cost-Effectiveness Worksheets are not needed for an administering agency's own administrative costs.*

L. **Confirm that the project is not required by regulation, contract, or policy.**

M. **Comments (if any):**

We look forward to continuing our popular and effective Transportation Demand Management program for anyone who lives and works in West Contra Costa County.

N. **Benefits to Priority Areas**

- a) Please indicate if the project is located in an SB535 Disadvantaged Community, AB1550 Low-income Community, and/or AB617 process (Please use this [CA Air Resources Board link](#) to verify your project's location).
 - a. The project will benefit residents and workers in West Contra Costa County, which has a high proportion of disadvantaged and low-income residents. The areas with the highest density of employer locations are also in low-income areas.
- b) Estimate the percentage of funds spent in the Priority Areas and/or on the affected population within Priority Areas.

- a. We estimate that at least 50% of the incentives will go to residents or commuters in Disadvantaged Communities.

Section 2. Project Category Specific Questions

O. If a **ridesharing, first- and last-mile connections service, pilot trip reduction, transit information, telecommuting or infrastructure improvement project**, explain how the number of vehicle trips that will be reduced by the project was estimated, and provide supporting information and data to justify the estimate.

We will aim to provide alternative mode incentives to 2000 individuals. Previous program evaluation surveys have found that around 40% of program participants say that our incentive encouraged them to try an alternative mode and that they continued to use that alternative mode all or most of the time. We then use TFCA defaults for the number of work/school days. We estimate trip length using information from MTC's Vital Signs website. Past survey results where we ask for participants' commute length have supported 26 miles to be an accurate estimate. For "new trip" calculations, we use TFCA defaults.

- P. If an **alternative fuel vehicle** project, provide the following information:
- a. Vehicle type (e.g., plug-in hybrid-electric, fuel cell vehicles)
 - b. Gross Vehicle Weight Rating
 - c. New vehicle or replacement project? *A project is a replacement project if the existing vehicle is operational and will be scrapped for the sole purpose of the project.*
 - d. If this is a new vehicle project, explain how the anticipated usage (miles per year) for the vehicles were estimated.

- Q. If a **first- and last-mile connections service** project, confirm that the service will comply with all the following requirements:
- ☐ Service connects directly to a transit station and a distinct commercial or employment location.
 - ☐ Service schedule coordinates with the mass transit's schedule.
 - ☐ Service is available for use by all members of the public.
 - ☐ Service is at least 70% unique and operates where no other service was provided within the past three years.

- R. If a **pilot trip reduction** project, confirm that the project complies with all the following requirements:
- ☐ Project will reduce single-occupancy vehicle trips and result in a reduction in emissions of criteria pollutants.
 - ☐ Service is available for use by all members of the public.
 - ☐ Applicant provided a written plan showing how the service will be financed in the future and require minimal, if any, TFCA funds to maintain its operation by the end of the third year.
 - ☐ If the local transit provider is not a partner, the applicant demonstrated that they have attempted to have the service provided by the local transit agency. The transit provider was given the first right of refusal and determined that the proposed project does not conflict with existing service.
 - ☐ Applicant provided data and/or other evidence demonstrating the public's need for the service, such as a demand assessment survey and letters of support from potential users.

- ☐ Service is at least 70% unique and operates where no other service was provided within the past three years.
- S. If a **bicycle parking** project, answer the following questions:
- What plan is the project referenced in?
 - Will the project be publicly accessible and available for use by all members of the public?
- T. If a **bikeway** project, answer the following questions:
- What plan is the project referenced in?
 - Will the project be publicly accessible and available for use by all members of the public?
 - If applicable, will the project be consistent with design standards published in the California Highway Design Manual or conform to the provisions of the Protected Bikeway Act of 2014?
 - Has the project completed all applicable environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement?
- U. If a **bike share** project, confirm that the project complies with all the following requirements:
- ☐ Project either increases the fleet size of existing service areas or expands existing service areas to include new Bay Area communities.
 - ☐ Project completed and approved an environmental plan and a suitability study demonstrating the viability of bicycle sharing.
 - Project has shared membership and/or is interoperable with the Bay Area Bike Share (BABS) project when they are placed into service. Please select the choice that best describes the project:
 - ☐ Interoperable with BABS
 - ☐ Exempt from requirement for the following reason(s):
 - ☐ i. Projects that do not require membership or any fees for use;
 - ☐ ii. Projects that were provided funding under MTC's Bike Share Capital Program to start a new or expand an existing bike share program; or
 - ☐ iii. Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.
- V. If an **infrastructure improvement for trip reduction** project, answer the following questions:
- What plan is the project referenced in?
 - Which transportation control measure from the most recently adopted [Air District plan](#) is the project implementing?
 - Has the project completed all applicable environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement?
- W. If an **alternative fuel infrastructure** project, confirm that the project complies with all the following requirements:
- ☐ Project must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.

- ☐ Project funds awarded will not be used to pay for fuel, electricity operation, or maintenance costs.
- Please clarify the infrastructure project's primary purpose (select all that apply):
 - ☐ charge vehicles 14,000 lbs and less
 - ☐ charge vehicles 14,001 lbs and more
 - ☐ serve private fleet
 - ☐ available for public use
 - ☐ other (please specify):


X. Describe the methodology in measuring project performance, including eliminated automobile trips, VMT reduction, emission reduction, and other performance measures. Describe your reporting format.

We conduct annual surveys of participants in our programs. The surveys ask for things like commute length, days spent commuting, how often participants use alternative modes, and if they plan to continue using those modes in the future. When we report on this program, we will include survey results, C/E worksheets, and a narrative description of program activities.

Y. Provide either an authorizing "letter of commitment", or a resolution to indicate the applicant has received their agency's authority to apply for funding.

Certification:

I Coire Reilly (print name), certify that the information provided is complete and correct.

 (Signature) Date _____
Project Sponsor

West Contra Costa Incentive Program

Code / Expenditure Category	TFCA	MJ17
Salaries/Benefits	\$91,280.00	\$91,000.00
PERS Retirement		\$29,533.00
Professional Services		
Financial and IT services		\$28,000.00
Attorney services		\$1,000.00
Accounting services		\$6,500.00
Website and database mgmt		
Marketing		
Program Delivery Support		
Professional Services Subtotal	\$10,000.00	\$35,500.00
Printing/Marketing	\$2,000.00	\$0.00
Rent	\$7,857.00	\$12,943.00
Travel & Training		\$4,000.00
Postage	\$1,460.00	\$100.00
Liability Insurance/WC		\$4,750.00
Program Supplies	\$500.00	\$1,500.00
Incentives	\$66,450.00	\$22,874.00
TOTAL	\$179,547.00	\$237,700.00

TFCA 40% Fund, FYE 2026: Project Information Form

Revised 5/22/25

A. Project Number:

CCTA WILL ASSIGN THIS NUMBER IF PROJECT IS ACCEPTED FOR FUNDING. SPONSORS APPLYING FOR FUNDING MAY SKIP TO QUESTION B. Use consecutive numbers for projects funded, with year, county code, and number, e.g., 24CC01, 24CC02 for Contra Costa County. Zero (e.g., 24CC00) is reserved for 40% TFCA funds allocated for administration costs.

B. Project Sponsor: West Contra Costa Transportation Commission

Sponsor submitting the request that will expend the funds and be responsible for all reporting and project submissions.

C. Project Title: Contra Costa County Guaranteed Ride Home

Provide a concise, descriptive title for the project (e.g., "Elm Ave. Signal Interconnect" or "Purchase Ten Gasoline-Electric Hybrid Light-Duty Vehicles").

D. Project Category (project will be evaluated under this category): Trip Reduction/Existing Ridesharing Services

Refer to pages 19-20 of [Guidance](#).

Project Type Code: 5d

Refer to pages 39-40 of [Guidance](#).

E. Project Coverage Type

☒ Countywide OR

☐ Subregional (Choose all that apply)

☐ West County

☐ Central County

☐ East County

☐ Southwest County

Select 'Countywide' OR 'Subregional'. Countywide programs/projects are available to or benefit all County residents or commuters in all geographic areas of the county. Subregional programs/projects benefit one or more subregions, but not the entire population of the County. For subregional, select all the regions the program/project benefits.

F. Project Budget

Attach a detailed budget with categories for labor, expenses, and incentives (if applicable). If applicable, expenses should be further assigned to project sub-categories, such as 5c, 5d, 5f, and by fund source, such as Measure J Program 17, etc.

TFCA 40% Funds Allocated: \$60,000

TFCA Regional Funds Awarded (if applicable): \$

Total TFCA Funds Allocated (sum of 40% and Regional Funds): \$60,000

Other / Matching Funds: \$16,000 Source: Contra Costa county Measure J, Program 17

Total Project Cost: \$76,000

G. Performance Period: 7/1/27 – 6/30/28

H. Project Schedule (required for infrastructure projects):

WCCTC has been running the Contra Costa County Guaranteed Ride Home for decades and with this funding will continue to provide this vital service to all Contra Costa County commuters and college students without interruption.

Include major milestones of the project development, both completed and anticipated.

I. Project Description:

WCCTC will provide the Contra Costa Guaranteed Ride Home program for all Contra Costa commuters and college students. The program reimburses for emergency Uber, Lyft, and taxi rides home if the participant took transit, carpooled, vanpooled, biked, or walked on the day of the emergency. The program allows for up to six reimbursements per year (the first 2 at 100% reimbursement, the following 4 at 75%). More information can be found on the program website: www.511cc.org/GRH

The project also includes a small budget for program marketing. While all Contra Costa Commuters and college students are covered by the program and can submit one reimbursement claim before registering with the program, the marketing plan (mostly digital, through social media and networks) on-going marketing helps to spread the knowledge of the program and encourage users to pre-register.

Project Sponsor will use TFCA funds to:

Include information sufficient to evaluate the eligibility and cost-effectiveness of the project. Please provide answers for who, what, when, and where for the project. Examples of the information needed include but are not limited to what will be accomplished by whom, how many pieces of equipment are involved, how frequently it is used, the location, the length of roadway segments, the size of target population, etc. Background information should be brief. For shuttle/feeder bus projects, indicate the hours of operation, frequency of service, and rail station and employment areas served.

J. Final Report Content: Final Report form and final Cost Effectiveness Worksheet

Reference the appropriate Final Report form that will be completed and submitted after project completion. See <http://www.baaqmd.gov/tfca4pm> for a listing of the following reporting forms:

X Trip Reduction

- ☒ Clean Air Vehicles
- ☐ Bicycle Projects
- ☐ Arterial Management Projects
- ☐ Repower and Retrofit

K. Attach a completed Pre- Project Cost-Effectiveness Worksheet and any other information used to evaluate the proposed project. *For example, for vehicle projects, include the California*

Air Resources Board Executive Orders for all engines and diesel emission control systems. Note, Cost-Effectiveness Worksheets are not needed for an administering agency's own administrative costs.

L. Confirm that the project is not required by regulation, contract, or policy.

M. Comments (if any):

N. Benefits to Priority Areas

- a) Please indicate if the project is located in an SB535 Disadvantaged Community, AB1550 Low-income Community, and/or AB617 process (Please use this [CA Air Resources Board link](#) to verify your project's location).

This project covers the entire county of Contra Costa. Having said that, many of the commercial centers where employees commute to are within Disadvantaged Communities, particularly in West, Central, and East Contra Costa. Our marketing campaigns specifically reach out to agencies that serve Disadvantaged Communities to help us spread the word of this program to their constituents.

- b) Estimate the percentage of funds spent in the Priority Areas and/or on the affected population within Priority Areas.

Because of the concentration of employment centers in Disadvantaged Communities and a marketing outreach to residents and workers there, we will estimate that around 50% of these funds will benefit Disadvantaged Communities.

Section 2. Project Category Specific Questions

- O. If a **ridesharing, first- and last-mile connections service, pilot trip reduction, transit information, telecommuting or infrastructure improvement project**, explain how the number of vehicle trips that will be reduced by the project was estimated, and provide supporting information and data to justify the estimate. *For example, if the Project Sponsor is not using default assumptions, they should provide data based on a pre-project survey, focus groups, or other sources to document user demand, pre-project mode of travel, average length of vehicle trip, etc.*
- P. If an **alternative fuel vehicle** project, provide the following information:
- Vehicle type (e.g., plug-in hybrid-electric, fuel cell vehicles)
 - Gross Vehicle Weight Rating
 - New vehicle or replacement project? *A project is a replacement project if the existing vehicle is operational and will be scrapped for the sole purpose of the project.*
 - If this is a new vehicle project, explain how the anticipated usage (miles per year) for the vehicles were estimated.
- Q. If a **first- and last-mile connections service** project, confirm that the service will comply with all the following requirements:
- ☐ Service connects directly to a transit station and a distinct commercial or employment location.
 - ☐ Service schedule coordinates with the mass transit's schedule.
 - ☐ Service is available for use by all members of the public.

- ☐ Service is at least 70% unique and operates where no other service was provided within the past three years.
- R. If a **pilot trip reduction** project, confirm that the project complies with all the following requirements:
- ☐ Project will reduce single-occupancy vehicle trips and result in a reduction in emissions of criteria pollutants.
 - ☐ Service is available for use by all members of the public.
 - ☐ Applicant provided a written plan showing how the service will be financed in the future and require minimal, if any, TFCA funds to maintain its operation by the end of the third year.
 - ☐ If the local transit provider is not a partner, the applicant demonstrated that they have attempted to have the service provided by the local transit agency. The transit provider was given the first right of refusal and determined that the proposed project does not conflict with existing service.
 - ☐ Applicant provided data and/or other evidence demonstrating the public's need for the service, such as a demand assessment survey and letters of support from potential users.
 - ☐ Service is at least 70% unique and operates where no other service was provided within the past three years.
- S. If a **bicycle parking** project, answer the following questions:
- a. What plan is the project referenced in?
 - b. Will the project be publicly accessible and available for use by all members of the public?
- T. If a **bikeway** project, answer the following questions:
- a. What plan is the project referenced in?
 - b. Will the project be publicly accessible and available for use by all members of the public?
 - c. If applicable, will the project be consistent with design standards published in the California Highway Design Manual or conform to the provisions of the Protected Bikeway Act of 2014?
 - d. Has the project completed all applicable environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement?
- U. If a **bike share** project, confirm that the project complies with all the following requirements:
- ☐ Project either increases the fleet size of existing service areas or expands existing service areas to include new Bay Area communities.
 - ☐ Project completed and approved an environmental plan and a suitability study demonstrating the viability of bicycle sharing.
 - Project has shared membership and/or is interoperable with the Bay Area Bike Share (BABS) project when they are placed into service. Please select the choice that best describes the project:
 - ☐ Interoperable with BABS
 - ☐ Exempt from requirement for the following reason(s):
 - ☐ i. Projects that do not require membership or any fees for use;
 - ☐ ii. Projects that were provided funding under MTC's Bike Share Capital Program to start a new or expand an existing bike share program; or

- ☐ iii. Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.

V. If an **infrastructure improvement for trip reduction** project, answer the following questions:

- a. What plan is the project referenced in?
- b. Which transportation control measure from the most recently adopted [Air District plan](#) is the project implementing?
- c. Has the project completed all applicable environmental reviews and either have been deemed exempt by the lead agency or have been issued the applicable negative declaration or environmental impact report or statement?

W. If an **alternative fuel infrastructure** project, confirm that the project complies with all the following requirements:

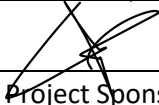
- ☐ Project must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.
- ☐ Project funds awarded will not be used to pay for fuel, electricity operation, or maintenance costs.
- Please clarify the infrastructure project's primary purpose (select all that apply):
 - ☐ charge vehicles 14,000 lbs and less
 - ☐ charge vehicles 14,001 lbs and more
 - ☐ serve private fleet
 - ☐ available for public use
 - ☐ other (please specify):

X. Describe the methodology in measuring project performance, including eliminated automobile trips, VMT reduction, emission reduction, and other performance measures. Describe your reporting format.

Y. Provide either an authorizing "letter of commitment", or a resolution to indicate the applicant has received their agency's authority to apply for funding.

Certification:

I Coire Reilly (print name), certify that the information provided is complete and correct.

 (Signature) Date
Project Sponsor

Contra Costa Guaranteed Ride Home Budget

Code / Expenditure Category	TFCA	MJ17
Salaries/Benefits	\$28,000.00	\$10,000.00
PERS Retirement		
Professional Services		
Financial and IT services		\$5,000.00
Attorney services		
Accounting services		\$500.00
Website and database mgmt		
Marketing		
Program Delivery Support		
Professional Services Subtotal	\$15,000.00	
Printing/Marketing	\$5,000.00	\$500.00
Rent	\$2,000.00	
Travel & Training		
Postage		
Liability Insurance/WC		
Program Supplies		
Incentives	\$10,000.00	
TOTAL	\$60,000.00	\$16,000.00

July 25, 2025

Mr. Tim Haile, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: July 25, 2025, WCCTC Meeting Summary

Dear Tim:

The WCCTC Board meeting on July 25, 2025, took the following actions, which may be of interest to the Authority:

1. Approved the FY 2026 Measure J 21b allocation for the John Swett Unified School District.
2. Adopted Resolution 25-10, a Measure J 28b Allocation for Small-Scale Projects.
3. Approved the release of an RFP for a STMP Nexus Study and Program Update.

Sincerely,



John Nemeth
Executive Director

cc: Tarien Grover, CCTA
Tiffany Gephart, Grey-Bowen-Scott
Irina Nalitkina, Grey-Bowen-Scott
Chris Weeks, SWAT

ACRONYM LIST. Below are acronyms frequently utilized in WCCTAC communications.

ABAG: Association of Bay Area Governments
ACTC: Alameda County Transportation Commission
ADA: Americans with Disabilities Act
APC: Administration and Projects Committee (CCTA)
ATSP: Accessible Transportation Strategic Plan
ATP: Active Transportation Program
AV: Autonomous Vehicle
BAAQMD: Bay Area Air Quality Management District
BATA: Bay Area Toll Authority
BCDC: Bay Conservation and Development Commission
Caltrans: California Department of Transportation
CBTP: Community Based Transportation Plan
CCTA: Contra Costa Transportation Authority
CEQA: California Environmental Quality Act
CIL: Center for Independent Living
CMAAs: Congestion Management Agencies
CMAQ: Congestion Management and Air Quality
CMP: Congestion Management Program
CSMP: Corridor System Management Plan
CCTSAP: Contra Costa Transportation Safety Action Plan
CTC: California Transportation Commission
CTP: Contra Costa Countywide Comprehensive Transportation Plan
CTPL: Comprehensive Transportation Project List
DAA: Design Alternatives Assessment
DEIR: Draft Environmental Impact Report
EBRPD: East Bay Regional Park District
EIR: Environmental Impact Report
EIS: Environmental Impact Statement
EPCs: Equity Priority Communities
EVP: Emergency Vehicle Preemption (traffic signals)
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
FY: Fiscal Year
HOV: High Occupancy Vehicle Lane
ICM: Integrated Corridor Mobility
ITS: Intelligent Transportations System

LOS: Level of Service (traffic)
MOU: Memorandum of Understanding
MPO: Metropolitan Planning Organization
MTC: Metropolitan Transportation Commission
NEPA: National Environmental Policy Act
O&M: Operations and Maintenance
OBAG: One Bay Area Grant
PAC: Policy Advisory Committee
PASS: Program for Arterial System Synchronization
PBTF: Pedestrian, Bicycle and Trail Facilities
PC: Planning Committee (CCTA)
PCC: Paratransit Coordinating Committee (CCTA)
PDA: Priority Development Areas
PSR: Project Study Report (Caltrans)
RHNA: Regional Housing Needs Allocation (ABAG)
RPTC: Richmond Parkway Transit Center
RTIP: Regional Transportation Improvement Program
RTO: Regional Transportation Objective
RTP: Regional Transportation Plan
RTPC: Regional Transportation Planning Committee
SCS: Sustainable Communities Strategy
SHPO: State Historic and Preservation Officer
SOV: Single Occupant Vehicle
STA: State Transit Assistance
STIP: State Transportation Improvement Program
STMP: Subregional Transportation Mitigation Plan
SWAT: Regional Transportation Planning Committee for Southwest County
TAC: Technical Advisory Committee
TCC: Technical Coordinating Committee (CCTA)
TDA: Transit Development Act funds
TDM: Transportation Demand Management
TFCA: Transportation Fund for Clean Air
TEP: Transportation Expenditure Plan
TLC: Transportation for Livable Communities
TOD: Transit Oriented Development
TRANSPAC: Regional Transportation Planning Committee for Central County
TRANSPLAN: Regional Transportation Planning Committee for East County
TSP: Transit Signal Priority (traffic signals and buses)
VMT: Vehicle Miles Traveled
WCCTAC: West County Costa Transportation Advisory Committee (legal name)
WCCTC: West Contra Costa Transportation Commission
WETA: Water Emergency Transportation Authority