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## TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

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**DATE & TIME:** Thursday, February 12, 2026 • 9:00 AM – 11:00 AM

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

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

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1. **CALL TO ORDER**

*Estimated Time\*:* 9:00 AM

2. **PUBLIC COMMENT**

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

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

3. **CONSENT CALENDAR**

*Estimated Time\*:* 9:03 AM (2 minutes)

A. **Minutes from January 8, 2026, meeting**

*Recommendation:* Approve as presented.

*Attachment:* Yes

4. **REGULAR AGENDA ITEMS**

A. **2027 STMP Nexus Study and Program Update: Kick-off**

*Description:* WCCTC's consultant, Julie Morgan from Fehr and Peers, will provide an overview on the existing program, the update process components and schedule, and seek input from the TAC and local agency staff.

*Recommendation:* Provide feedback on presentation and discussion topics.

*Attachments:* Yes

*Presenter/Lead Staff:* Leah Greenblat, WCCTC Transportation Planning Manager

*Estimated Time\*:* 9:05 AM, (85 minutes)

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

**B. STMP Call for Projects: Revision to Projects' Remaining Fund Amounts**

Description: WCCTC staff learned that the Project Table contained in the Cycle 3 Call for Projects contained an error in calculating the available remaining STMP funds by project. Staff is providing the revised table and will be available to respond to questions.

*Recommendation:* Receive the revised STMP Project Table

*Attachments:* Yes

*Presenter/Lead Staff:* Leah Greenblat, WCCTC Staff

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

**C. CBPAC Representatives**

Description: Staff will announce the application for Citizen Representative and an alternate to CCTA's Countywide Bicycle and Pedestrian Advisory Committee (CBPAC). Applications for the position are due March 4, and the TAC will review and make recommendations to the Board at the March 12 meeting. At the March 12 meeting, the TAC will also recommend a staff representative and an alternate.

*Recommendation:* Information only

*Attachments:* Yes

*Presenter/Lead Staff:* Coire Reilly, WCCTC Program Manager

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

**D. TAC Meeting Date and Time**

Description: The TAC needs to move its future meeting day and/or time to avoid conflicting with TRANSPAC Board meetings in central Contra Costa County. Based on TAC feedback, staff recommends holding meetings on the 2<sup>nd</sup> Thursday of the month, but moving the time to 1-3pm. This was the preferred (or acceptable) option of all those who responded. If the TAC concurs, staff will include this change in the proposed 2026 meeting schedule, which still requires Board approval. If approved by the Board, the change in TAC meeting time would begin in March.

*Recommendation:* Concur with the proposed change to hold TAC meetings on the second Thursday of each month from 1:00 p.m. to 3:00 p.m., and direct staff to incorporate this change into the proposed 2026 meeting schedule for Board approval.

*Attachments:* Yes

*Presenter/Lead Staff:* John Nemeth, WCCTC Staff

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

**5. STANDING ITEMS**

**A. Technical Coordinating Committee (TCC) Report**

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

*Recommendation:* Receive update.

*Attachment:* No

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

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\* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time. Agenda-2

*Estimated Time\**: **10:50 AM** (5 minutes)

**B. Staff and TAC Member Announcements**

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

*Recommendation*: Receive update.

*Attachment*: No

*Presenter/Lead Staff*: WCCTC Staff and TAC Members

*Estimated Time\**: **10:55 AM** (5 minutes)

**6. ADJOURNMENT**

*Description / Recommendation*: Adjourn.

*Estimated Time\**: **11:00 AM**

The next regular meeting of the TAC is March 12, 2026. The next meeting of the WCCTC Board is Friday, February 27, 2026.

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

**DRAFT WCCTC TAC Meeting Action Minutes**

**MEETING DATE:** January 8, 2026

**MEMBERS PRESENT:** Jamar Stamps, Contra Costa County; Matt Brown, San Pablo; Jim Cunradi, AC Transit; Finn Wurtz, WestCAT; Celestine Do, BART; Jarret Mullen, El Cerrito, Heba El-Guindy, Robert Armijo, Richmond

**GUESTS:** Hisham Noeimi, CCTA; Hillal Hamdan, Richmond

**STAFF PRESENT:** John Nemeth, Leah Greenblat, Coire Reilly, Mia Carrasco

**ACTIONS LISTED BY:** WCCTC Staff

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Call to Order	The meeting was called to order at 9:05 AM
2.	Public Comment	None
3.	Consent Calendar: Minutes from November 13, 2025, Meeting.	Motioned: Matt Brown, San Pablo Seconded: Jim Cunradi, AC Transit Abstain: None Consent Calendar was approved unanimously.
<b>Regular Agenda Items</b>		
4A.	I-80/San Pablo Dam Road Interchange – Phase 2	Hisham Noeimi, CCTA provided an update on the status of the I-80/San Pablo Dam Road Interchange – Phase 2 project. The overview included a funding concept for completing the project that would use about \$4M+ in STMP funds.
4B.	STMP Call for Projects	The TAC provided guidance to staff on the parameters for the upcoming Subregional Transportation Mitigation Program (STMP) Call for Projects. It recommended that: 1) the Call for Projects be released soon by staff 2) the due date for funding requests be March 20, 3) only one

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
		<p>funding request should be submitted per project sponsor.</p> <p>The TAC also modified the criteria that it will use to evaluate proposals by adding 5 points for safety benefits and an additional 5 points for improvements to the alternative mode network.</p>
4C.	TAC Meeting Date and Time	<p>The TAC discussed potential adjustments to its regular meeting day and time to avoid conflicts with other regional meetings and maintain effective coordination with the WCCTC Board. Input from TAC members helped staff evaluate scheduling options for 2026, with the understanding that further discussion may continue at a future meeting once the Board's schedule is finalized.</p> <p>The TAC re-iterated that Friday would be a bad day of the week for TAC meetings. The TAC also suggested that staff send out a Doodle poll to test some date/time options.</p>
<b>Standing Items:</b>		
5A.	Technical Coordinating Committee (TCC) Report	Not recorded
5B.	Staff and TAC Member Announcements	Not recorded
6.	Adjournment	The meeting adjourned at 11:18 AM.

**MEETING DATE:** February 12, 2026  
**TO:** West Contra Costa Transportation Commission TAC  
**FROM:** Leah Greenblat, Transportation Planning Manager  
**SUBJECT:** **2027 STMP Nexus Study and Program Update: Kick-off**

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### **REQUESTED ACTION**

Provide feedback on presentation topics and discussion questions.

### **BACKGROUND AND DISCUSSION**

WCCTC has engaged Fehr and Peers to prepare the 2027 STMP Nexus Study and Program Update. Fehr and Peers also prepared the 2019 STMP Nexus Study, providing continuity and institutional knowledge for the current update effort.

To initiate the update process, Julie Morgan of Fehr and Peers will present an overview of the existing program, applicable legal requirements, and the proposed schedule of tasks. The presentation is intended to solicit input from TAC members and local agency staff to help inform the scope and direction of the update.

A key objective of this initial discussion is to gather practical feedback on local agency practices related to impact fee calculation, administration, and implementation. TAC members are encouraged to consider the following questions in advance of the meeting and, as appropriate, consult with relevant staff within their agencies:

1. Describe your agency's internal process for calculating impact fees such as the STMP.
  - a. Which staff are involved in that process?
  - b. What reference documents or tools do they use?
2. What procedures are used to modify fee calculations when changes are required (e.g., new fee schedules or changes in state law)?
3. Are there strategies that have been effective in streamlining or improving this process?
4. From your agency's perspective, are there aspects of the STMP fee structure that could be improved?
5. When STMP funds are received for capital projects, what aspects of the disbursement process are currently working well, and what aspects could be improved?

For reference, the current STMP Administrative Guidelines are attached. The 2019 STMP Project List is included as an attachment to the separate STMP Cycle 3 Call for Projects agenda item.

**ATTACHMENTS:**

- A. 2026-02-12 Presentation to TAC
- B. STMP Administrative Guidelines, June 11, 2020

**Fehr & Peers**

**WCCTC  
2027 Subregional  
Transportation Mitigation  
Program (STMP) Update**

TAC Meeting #1

Julie Morgan | 2/12/2026

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**01** STMP Overview

**02** STMP Update

**03** Input on Existing STMP

**04** Stakeholder Engagement

**05** Next Steps

SECTION 01

# STMP Overview

# What is a Transportation Impact Fee?



One-time charge



Imposed at building permit stage or certificate of occupancy



Imposed on all development projects within a defined geographic area



Revenue used to build facilities to serve new development

# Example projects that have been funded through the STMP:

- Appian Way Complete Streets
- Bay Trail Gap Closure
- Ohlone Greenway Improvements
- Richmond “Ferry to Bridge” Bicycle Network Improvements
- Hercules Regional Intermodal Transportation Center
- San Pablo Avenue Transit Corridor Improvements

# Why charge impact fees?

- Impact fees ensure that “growth pays its own way.”
- As development occurs, service levels will decrease for existing residents, unless new development mitigates its impact.
- Impact fees hold developers accountable for external costs (increased traffic, lower service levels for existing residents, etc.) and provide a funding source to mitigate the impacts of new development to public facilities.
- A program to mitigate regional transportation impacts is required by Measure C and Measure J

# Mitigation Fee Act Requirements (Govt. Code §66001)

## Key Findings Required

- Purpose of fee
- Use of fee revenue
- Need for improvements
- Relationship between development paying the fee and the fee's use
- Rough proportionality between amount of fee and development's impacts

## Other Considerations

- Transit Oriented Development
- Transit Priority Area discounts
- Fee collection sequence
- Relationship to SB 743 and CEQA

# What goes into a nexus study?



ESTIMATE  
EXISTING  
DEVELOPMENT  
AND FUTURE  
GROWTH



IDENTIFY  
FACILITY  
STANDARDS



DETERMINE  
NEW FACILITY  
NEEDS AND  
COSTS



ALLOCATE  
SHARE TO  
ACCOMMODATE  
GROWTH



IDENTIFY  
ALTERNATIVE  
FUNDING  
NEEDS



CALCULATE  
FEE BY  
ALLOCATING  
COSTS PER  
UNIT OF NEW  
DEVELOPMENT

SECTION 02

# 2027 STMP Update

# Updating WCCTC's 2019 STMP will include:

- Reviewing the current STMP, both for technical current practice and administrative needs
- Updating the STMP list of capital projects and their estimated costs
- Determining if there are existing deficiencies at the project locations
- Estimating the amount of new development projected to occur in West County
- Establishing the nexus (connection) between new development and need for capital projects, and calculating the resulting fees by land use category
- Updating and expanding the STMP Administrative Guidelines
- Developing a web-based tool for fee calculation, tracking and reporting
- Developing options for project prioritization
- Preparing the nexus report and presenting it to member agencies for adoption

- TAC Meeting
- Board Meeting

	2026				2027		
	Q1 Jan-Mar	Q2 Apr-Jun	Q3 Jul-Sept	Q4 Oct-Dec	Q1 Jan-Mar	Q2 Apr-Jun	Q3 Jul-Sept
Stakeholder Engagement	●	●	● ●		● ●	● ●	● ●
STMP Kick-Off							
Review Existing Nexus Study & Program							
Review Current Projects & Cost Estimates							
Transportation Impact Analysis & Project List							
Determination of Development Potential							
Cost Estimate Updates for New Projects							
Fee Calculation Methodology & Nexus Allocation							
Administrative Guidelines							
Strategic Expenditure Plan							
Draft & Final Nexus Report							
City Council (5) & BOS (1) Meetings							

SECTION 03

# Input on Existing STMP

# 2019 STMP project eligibility requirements

## 1) All STMP-eligible projects must meet the following criterion:

Does the project have a **reasonable expectation of implementation** during the timeframe of the fee program (currently that is year 2040, with the update this will expand to 2050)?

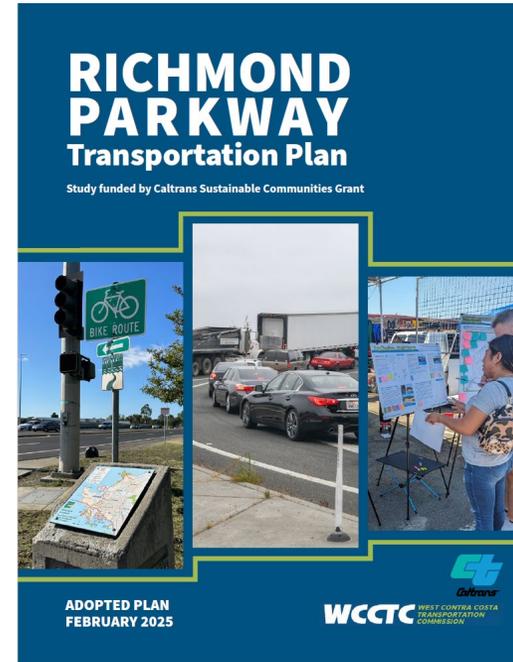
## 2) Then, a project should meet *at least one* of the following criteria to be eligible for STMP funding:

- Does the project address the **impacts of congestion** on regional travel?
- Is the project located on a **Route of Regional Significance**?
- Does the project **improve access** to **BART stations, transit centers or major transit hubs**?
- Does the project **increase transit ridership**?
- Does the project **improve bicycle or pedestrian access to transit**?

# Sources for new projects

## Project pipeline

- Current project list
- WCCTC projects
  - Richmond Parkway Transportation Plan
  - San Pablo Ave Multimodal Study
- CCTA projects
  - Countywide traffic signal work
  - Countywide transit planning work
- MTC
  - Richmond–San Rafael Bridge “Forward” Projects
  - Bay Bridge “Forward” Projects



# We want to hear from you!

- Describe your **internal process for calculating impact fees** such as the STMP. Which staff are involved in that process? What reference documents or tools do they use? At what stage does the applicant pay the fees?
- What procedures do you use to **modify a fee calculation** when changes need to be made (such as a new fee schedule, or changes in state law that affect fees)? Are there strategies you've used that have made the process easier?
- Is there anything about **the STMP fee** itself that could be improved from your perspective?
- When your agency is receiving STMP funds for a capital project, what is currently working well or could be improved about the **fund disbursement process**?

SECTION 04

# Stakeholder Engagement

# Ways to engage with the STMP Update

- Participate in member agency interviews
- Participate in future TAC and Board meetings
- Engage with monthly project updates
- Assist with presentation of final nexus study to City Councils/BOS

Key Topics	Date	TAC Meeting	Board Meeting	Councils & BOS
Project overview and initial feedback on existing STMP	Today	x		
Review and confirm project list and discuss basic methodology	Summer 2026	x		
Review and confirm project list	Fall 2026	x	x	
Review development projections, fee calculation methods, initial nexus results and fee amounts	Spring 2027	x	x	
Discuss strategic prioritization approach	Spring 2027	x	x	
Present draft report and draft Administrative Guidelines and receive comments	Summer 2027	x		
Present draft final report	Summer 2027		x	x

# Additional TAC Responsibilities

- Keep your fellow agency staff informed about the STMP update
  - City Manager
  - Staff in different departments
  - City attorneys
- Keep elected representatives apprised of progress

SECTION 05

# Next Steps

# Next Steps

- **TAC Meeting #2** – June 2026 (tentative)
  - Review and advise on draft project list
- **Board Meeting #1** – October 2026 (tentative)
  - Review draft project list and discuss basic methodology
- **Interim tasks**
  - Review of 2019 nexus study
  - Summarize input received today
  - Status of current projects and estimated costs
  - Update STMP draft project list with new projects

# Thank You!

**Leah Greenblat (WCCTC):** [lgreenblat@westcontracostatc.gov](mailto:lgreenblat@westcontracostatc.gov)

**Gaby Picado-Aguilar (Fehr & Peers):** [g.picado-Aguilar@fehrandpeers.com](mailto:g.picado-Aguilar@fehrandpeers.com)

**Julie Morgan (Fehr & Peers):** [j.morgan@fehrandpeers.com](mailto:j.morgan@fehrandpeers.com)

**WEST CONTRA COSTA  
TRANSPORTATION ADVISORY  
COMMITTEE**

**SUBREGIONAL  
TRANSPORTATION  
MITIGATION PROGRAM  
(STMP) FEE  
ADMINISTRATIVE  
GUIDELINES**

**APPROVED BY WCCTAC EXECUTIVE  
DIRECTOR JUNE 11, 2020**

**REVIEWED BY WCCTAC TAC 6/11/2020**

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## **A. INTRODUCTION**

The purpose of these Administrative Guidelines is to assist WCCTAC and Agency staff with implementation of the STMP Fee. These Guidelines provide additional detail not included in the Master Cooperative Agreement (“Coop Agreement”), and the Coop Agreement is an integral part of these Guidelines. “Agency” or “Agencies” is used in these Guidelines as the term is used in the Master Cooperative Agreement to indicate the cities and the County that are members of WCCTAC and responsible for collecting the STMP Fee and for sponsoring certain capital projects funded by the STMP Fee. The term Agencies excludes AC Transit and the Bay Area Rapid Transit District that are also members of WCCTAC because these agencies have no role in collecting the STMP Fee. Future modifications to these Guidelines will be reviewed by the WCCTAC Technical Advisory Committee (TAC) before approval by the WCCTAC Executive Director.

## **B. DEVELOPMENT PROJECTS**

Agencies shall apply the STMP Fee to building permits associated with all Development Projects as defined in this section, unless exempt under Section D.9 of the Coop Agreement.

1. New Construction  
Includes construction of new building space for either residential or non-residential use(s), including the addition of building space to existing developed property.
2. Intensification of Use  
Includes the intensification of use of all or part of an existing building, whether vacant or not. An intensification of use occurs when a Development Project would pay a higher fee under the proposed use compared to the existing permitted use based on the current STMP Fee schedule. All accessory dwelling units are not considered an intensification of use and no STMP Fee would be applied.

In the case of the re-use of a vacant building, the building’s current use shall be the use when the building was occupied if the vacancy had occurred within three years prior to the date of the building permit application. If the vacancy had occurred greater than three years prior to the date of the building permit application, then the STMP Fee shall be applied as if the project was New Construction. The building permit applicant bears the burden of demonstrating that the building was in use within this time period through submittal of documents acceptable to the Agency such as executed lease agreements or lease payment records.

## **C. LAND USE CATEGORIES**

The Agency, as part of their typical process of reviewing a proposed Development Project, shall determine the land use categories that are applicable and shall calculate the STMP fee. This applies to both private and public Development Projects. The following sections offer guidance to the Agency as they make those determinations.

1. Residential Land Uses

- i. Single Family Residential: Dwelling units that are one single family detached unit on a parcel, and excluding Senior Housing.
- ii. Multi-Family Residential: Dwelling units that are apartments, condominiums, townhomes, multiplexes, or mobile homes in mobile home parks, except Senior Housing. Accessory dwelling units are not required to pay the STMP Fee.
- iii. Senior Housing: All senior age-restricted dwelling units regardless of type of housing.

2. Non-residential Land Uses

- i. Hotel: Temporary lodging establishments including hotels, motels, resorts and bed and breakfast establishments.
- ii. Office: Office facilities where the primary use is not direct service to customers, including branch and head offices, multi-tenant buildings, and business parks.
- iii. Retail/Service: Neighborhood, community, and thoroughfare commercial districts, including retail and personal service businesses, restaurants, and medical offices.
- iv. Industrial: Light and heavy industrial uses, including manufacturing, processing, fabrication, and distribution.
- v. Storage Facility: Facilities used for the purposes of renting or leasing individual storage space.

3. Other Land Uses

- i. Other: The Other land use category is intended for Development Projects with land uses that do not fit within the standard residential or non-residential categories defined above where number of dwelling units or building square footage are the usual measures of trip generation. It is anticipated that most Development Projects will fit within the standard STMP categories, but it is understood that some Projects will contain land uses with trip generation characteristics that are not adequately captured by the standard STMP categories. Examples of such land uses could include gas stations, drive-through facilities, private schools, and theaters or other entertainment venues, among others. The Agency will determine whether a particular Development Project involves land uses that should be treated within the Other category; conferral with WCCTAC staff is highly recommended if there are questions or discussion items. Application of the

Other category will require the estimation of the number of AM peak hour trips that will be generated by the proposed land use.

**D. FEE CALCULATION**

1. New Construction

$$\text{STMP Fee} = \frac{\text{STMP Fee per Dwelling Unit or per Square Foot Based on Applicable Land Use Category}}{\text{Applicable Land Use Category}} \times \text{New Dwelling Units or New Square Feet}$$

For Development Projects with multiple land use categories, the STMP Fee equals the sum of STMP Fees applied to each land use category.

2. Intensification of Use

First calculate the STMP Fee for the proposed new use, using the formula provided in the section above on New Construction. Then calculate what the STMP Fee would be for the existing permitted use (that is, the existing square footage multiplied by the STMP Fee per square foot for the existing permitted land use category). Subtract the existing permitted use fee from the proposed new use fee. If the difference is greater than zero, that difference represents the STMP Fee due as a result of the intensification of use. If the difference is less than zero, then no STMP Fee is due, nor will there be any STMP Fee refund or credit.

3. Other Land Use Category

$$\text{STMP Fee} = \frac{\text{STMP Fee per AM Peak Hour Trip}}{\text{Peak Hour Trip}} \times \frac{\text{Number of New AM Peak Hour Trips Estimated for Proposed Use}}{\text{Peak Hour Trip}}$$

As described above, the Agency will determine the applicability of the Other category, as part of its typical process of evaluating the transportation and other impacts of a proposed Development Project. Transportation impact analysis requires the processes and methods outlined in the *Technical Procedures* adopted by the Contra Costa Transportation Authority.

Part of a transportation impact analysis involves estimating the trip generation of the proposed Development Project. This typically involves reference to the most current edition of *Trip Generation* published by the Institute of Transportation Engineers (ITE), but may also involve conducting trip generation surveys at other sites that share the Development Project’s characteristics, as further described in the ITE manual and in the *Technical Procedures*. For reference purposes, see the Appendix for the trip generation rates used in the STMP nexus study for each land use category.

## **E. CREDITS AND REIMBURSEMENTS**

Refer to the approved Master Cooperative Agreement, Section D. Fees, paragraph 10. Credits and Reimbursements.

## **F. APPEALS FOR FEE EXEMPTIONS AND WAIVERS**

No exemption or waiver of the STMP Fee for a development project is allowed except as permitted by this section.

1. If the Agency exempts or waives all other local impact fees, then the STMP fee may also be exempted or waived; the Agency must report this action to WCCTAC.
2. Otherwise, to be granted a STMP fee exemption or waiver, the Agency or the development project applicant must:
  - Pay the STMP Fee pursuant to these Administrative Guidelines under protest pending the resolution of the appeal.
  - Appeal the STMP Fee no later than the date of application for the building permit for the Development Project.
  - Bear the burden of establishing satisfactory factual proof of the basis for the appeal based on the opinion of a registered traffic engineer.
  - Submit all information in support of the appeal necessary for WCCTAC's consideration of the appeal. The Agency or applicant may submit any documentation it thinks WCCTAC should consider as part of the appeal. Additional issues raised once the appeal is submitted will not be considered by WCCTAC. WCCTAC may require, at the expense of the Project Applicant, review of the submitted materials by a third party with appropriate technical knowledge.
  - Pay the cost of processing the appeal, as determined by WCCTAC.
  - The appeal will be considered by the WCCTAC Board within 180 days. The appellant may, at the sole discretion of WCCTAC, have the opportunity to present oral testimony, in addition to the written documents submitted in support of the appeal.
  - If all other local impact fees are not waived, then any STMP fee exemption or waiver must receive approval from the WCCTAC Board.

## **G. ANNUAL FEE ADJUSTMENT**

The annual fee adjustment provided for in Section D.8 of the Master Cooperative Agreement is based on the annual percentage change in the Engineering News-Record Construction Cost Index for the San Francisco Bay Area. WCCTAC staff will annually calculate the increase and is responsible for notifying all Agencies of the change bringing the adjusted STMP Fee schedule to a regular meeting of the WCCTAC Board as an

information item, and providing the adjusted STMP fee schedule to the Agencies in a timely manner each year so that Agencies can begin collecting the updated adjusted fees by July 1.

## **H. CONCEPTUAL PROCESS FOR STMP FUNDING**

WCCTAC is responsible for implementing the STMP. Periodically, WCCTAC will issue a call for projects to invite Agencies to submit requests for funding for STMP-eligible projects. Under normal circumstances, a call for projects will occur every 1-3 years, at WCCTAC's discretion and depending on fund availability.

Evaluation of the projects submitted will be undertaken by WCCTAC staff at the direction of the WCCTAC Board, with input from the WCCTAC TAC. The Board will make the final decisions about which projects will receive STMP funds and in what amounts. Factors to be considered in evaluating projects may include (but not be limited to) characteristics such as project readiness, ability to use funds quickly, amount of funds requested compared to amount available, reasonable distribution of funds across all project categories, and reasonable distribution of funds across all Agencies.

**APPENDIX A. A.M. PEAK HOUR TRIP GENERATION RATES**

**A.M. Peak Hour Trip Generation Rates for STMP Land Use Categories**

<b>Land Use Category</b>	<b>ITE Land Use Code</b>	<b>Unit</b>	<b>A.M. Peak Hour Vehicle Trip Generation Rate</b>
Single-Family Residential	210	Dwelling Unit	0.74
Multi-Family Residential	221	Dwelling Unit	0.36
Senior Housing	252	Dwelling Unit	0.20
Hotel	310	Room	0.47
Retail/Service	820	1,000 Square Feet	0.94
Office	710	1,000 Square Feet	1.16
Industrial	110	1,000 Square Feet	0.70
Storage Facility	151	1,000 Square Feet	0.10

Source: Institute of Transportation Engineer, *Trip Generation* (10<sup>th</sup> Edition). Note that no trip adjustments have been applied to these trip generation rates; adjustments might be appropriate depending on the characteristics of the Development Project being evaluated.

# APPENDIX B: STMP FEE SUBMITTAL FORM

## West County Subregional Transportation Mitigation Program (STMP) Developer Fees JURISDICTIONS' QUARTERLY TRANSMITTAL REPORT FORM

Jurisdictions are required to submit this completed form to WCCTAC no later than 30 days following the close of each calendar quarter, whether or not there are fees to submit, continuing through the life of the Master Cooperative Agreement.

**Check Appropriate Box:**

All sections of the report must be completed.  
Attach check, payable to WCCTAC, to this report.  
Submit check and completed transmittal report to:  
WCCTAC  
6333 Potrero Ave., Suite 100  
El Cerrito, CA 94530

Fiscal Year: \_\_\_\_\_  
Reporting Period:

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

Fee Submittal Due Date:

Jurisdiction's Name: \_\_\_\_\_

Contact Name: \_\_\_\_\_

Contact Email: \_\_\_\_\_

No development to report this period. OR Notes:  
Insert below the # of Units or # of Sq. Ft. to calculate the amt. of fee collected.  
List each project or project component separately. Add rows as needed.

Type of Fee	Project Address	Development Name	STMP Fee per Unit	STMP Fee per Square ft.	Total # Units or Sq. Ft.	STMP \$ Collected
Single Family			\$ 5,744			\$ -
Multi Family			\$ 2,829			\$ -
Senior Housing			\$ 1,551			\$ -
Hotel (per room)			\$ 3,676			\$ -
Storage Facility				\$ 0.80		\$ -
Retail / Service				\$ 6.96		\$ -
Industrial				\$ 5.87		\$ -
Office				\$ 9.21		\$ -
Other (per AM pk hr trip)			\$ 7,762			\$ -
<b>TOTAL FEES COLLECTED:</b>						\$ -

This should be the amount of your check to WCCTAC.

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

- A. The development project is subject to a development agreement executed on \_\_\_\_\_;
- B. The development submitted a vesting tentative map that was approved on \_\_\_\_\_;
- C. Other (explain legal basis for development not paying current adopted rates; n.b., a development application submitted in a prior year alone is an insufficient explanation) \_\_\_\_\_.

**During the reporting period, has your agency granted:**

- 1. STMP Fee Credits to any development?  Yes  No
- 2. STMP Fee Waivers/Exemptions to any development?  Yes  No

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

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

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

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

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

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



**MEETING DATE:** February 12, 2026

**TO:** West Contra Costa Transportation Commission TAC

**FROM:** Leah Greenblat, Transportation Planning Manager

**SUBJECT:** **STMP Cycle 3 Call for Projects: Revision to Projects' Remaining Fund Amounts**

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**REQUESTED ACTION**

Receive revised 2019 STMP Project Table for information.

**BACKGROUND AND DISCUSSION**

On January 23, 2026, WCCTC released its Cycle 3 STMP Call for Projects. In response to questions received, WCCTC staff issued on January 30, 2026 *Response to Questions for STMP Cycle 3 Call for Projects*, see Attachment A.

Subsequently, it was brought to staff's attention that the Project List Table included in the Call for Projects, and its corresponding column titled "Eligible STMP Funds Available," did not reflect the Commission's 2019 action to charge STMP fees at 75 percent of the maximum amount allowed under the 2019 STMP Nexus Study. In response, WCCTC staff prepared a revised Project List Table (Attachment B).

The revised table should be used to determine the maximum amount of STMP funds an agency may apply for in Cycle 3. A key difference in the revised table is that projects are now eligible to apply for lower funding amounts than previously indicated.

Because earlier versions of the STMP Project List used in prior Call for Projects cycles did not incorporate the Commission's authorized 75 percent limit, some STMP projects are minimally oversubscribed. As a result, no additional STMP funds may be awarded to those projects.

**ATTACHMENTS:**

- A. January 30, 2026 Response to Questions For STMP Cycle 3 Call for Projects.
- B. February 6, 2026 Revised 2019 STMP Project List with updated dollar amounts for Remaining STMP Funding by project category.

**January 30, 2026**

## **Response to Questions for STMP Cycle 3 Call for Projects**

- Q1 For STMP Project ID #X, Agency A is listed as the sole sponsor. Can Agency B apply for funding for this category?
- A1 Agency B would need to include in its application a letter to WCCTC from the head of Agency A (e.g., the City Manager). The letter should explain that Agency A supports Agency B applying for the funds and that Agency A understands that Agency A will no longer be eligible for those funds if STMP funds are awarded to Agency B. Agency B's project must be consistent with the STMP ID#X's project description. Also, the funding application would need to explain why this change is being proposed and what is the benefit. (Not a long explanation, just a couple of sentences.)
- Q2 If Agency C were awarded STMP funds for STMP Project ID #Y in a prior STMP Cycle, would Agency C be eligible to submit an application for this same project and request additional funds for the phase it had already received funds for?
- A2 Yes, Agency C could apply for more funds as long as there are eligible STMP funds remaining for the project or sub-project. The application would need to include an explanation for why Agency C is applying for funds for the same project and same phase as it did previously. If the rationale is that more funds are needed to advance the project, that's easy to explain, but it would be beneficial also to mention progress on the use of the previously awarded funds. If the additional funds would impact the ability of another sponsoring agency from receiving funding in that STMP project category, Agency C should include in its application a letter from the head of those other sponsoring agencies like that described in Answer #1 above.
- Q3 Can Project Sponsor D request funding that spans more than one project category?
- A3 Potentially. Project Sponsor D should explain why using multiple STMP project categories is not a work-a-round for the Cycle 3 "one-application-per- agency guideline. The multiple STMP projects would need to function together as part of one whole, coherent project. If the Project Sponsors are not the same for the projects, include in the application a letter of support and understanding as described in Answer 1 above.

Q4 Agency E is the sponsor of a project that has \$10 million in eligible STMP funds remaining. Agency E would like to request \$6 million or less in Cycle 3. Would Agency E be able to request the remainder in future STMP cycles?

A4 Yes. WCCTC anticipates a Cycle 4 for projects listed in the 2019 STMP. Cycle 4 would likely award all remaining uncommitted funds generated under the 2019 STMP. Please note, however, that we do not know the amount of funding that will be available in Cycle 4. The Updated 2027 STMP might include the same project with an adjusted cost estimate and/or it could include a redefined project or entirely different projects. One of the policy areas to be addressed in the 2027 STMP is how do we transition from the 2019 STMP project list to the 2027 STMP project list.

## WEST COUNTY 2019 STMP PROJECT LIST (February 5, 2026)

ID	Project	Project Description	Eligible STMP Funding Allocation <sup>1</sup>	75% of Eligible STMP Funding Allocation	Previously Awarded STMP Funding	Remaining 75% of Eligible STMP Funding	Sponsor(s)	Comments
<b>Complete Streets Projects</b>								
1	San Pablo Avenue Complete Streets Projects <sup>2</sup>	a.) Construct bike and pedestrian improvements along San Pablo Avenue from Rodeo to Crockett by reducing roadway from 4 lanes to 3 lanes plus Class I path.	\$1,636,000	\$1,227,000.00	\$1,200,000	\$27,000	County	CCC: Agreement in place until 6/30/2028
		b.) Construct bicycle and pedestrian improvements along San Pablo Avenue between La Puerta Road and Hilltop Drive. Including new sidewalk installation on San Pablo Avenue between Lancaster Drive and Robert Miller Drive on the east side, and on Robert Miller between San Pablo Avenue and Hilltop Drive, to improve pedestrian access to the Contra Costa College Transit Hub and the Hilltop Mall Area.	\$599,000	\$449,250	\$0	\$449,250	Richmond	
		c.) Construct bike, pedestrian and transit improvements along San Pablo Avenue from Rivers Street in San Pablo to Lowell Avenue in Richmond.	\$2,613,000	\$1,959,750	\$0	\$1,959,750	San Pablo	
		d.) Implement Complete Streets improvements along San Pablo Avenue including directional cycle track or buffered bike lane and other bicycle, pedestrian and transit improvements in El Cerrito.	\$1,556,000	\$1,167,000	\$0	\$1,167,000	El Cerrito	
		e.) San Pablo Avenue Class I Boardwalk between John Muir Parkway and Sycamore Avenue. Project is necessary to provide pedestrian and transit access to a recently approved shopping center on San Pablo Avenue, across the street from the planned boardwalk.	\$76,000	\$57,000	\$0	\$57,000	Hercules	
		f.) Complete bicycle/pedestrian connection on San Pablo Avenue over Santa Fe Railroad tracks by upgrading the existing bridge or constructing new dedicated bicycle/pedestrian bridge.	\$3,192,000	\$2,394,000	\$0	\$2,394,000	Pinole	
2	Appian Way Complete Streets Project <sup>2</sup>	Provide continuous sidewalks and bike lanes throughout the corridor. The project will also consider future/existing bus stop locations, on-street parking and sidewalk treatments, such as bulb outs and median refuge islands, while also improving access consistent with ADA. Project limits are along Appian Way from San Pablo Dam Road in unincorporated El Sobrante to about 900 lineal feet north of the city limit within Pinole.	\$4,429,000	\$3,321,750.00	\$100,000	\$3,221,750	County, Pinole	Draft agreement on hold.
3	San Pablo Dam Road Improvements in Downtown El Sobrante <sup>2</sup>	Provide complete street improvements on San Pablo Dam Road between El Portal Drive and Castro Ranch Road. Improvements may include multimodal infrastructure on San Pablo Dam Road as well as completion of Pitt Way which will provide a circulation loop in the center of town that will provide enhanced access to community space and commercial areas in downtown El Sobrante.	\$1,980,000	\$1,485,000.00	\$0	\$1,485,000	County	
			<b>\$16,081,000</b>	<b>\$12,060,750</b>	<b>\$1,300,000</b>	<b>\$10,760,750</b>		<b>Complete Streets Projects</b>
<b>Other Bicycle and Pedestrian-Focused Improvements</b>								
4	Bay Trail Gap Closure	Close Bay Trail gaps in West Contra Costa County along the following segments: 1.) 0.3-mile segment along Goodrick Avenue in Richmond. 2.) 1.5-mile segment between Atlas Road and Cypress Avenue in unincorporated Contra Costa County. 3.) 0.1-mile segment between Bayfront Park and Pinole Creek in Pinole. Projects listed above are key gap closures that can improve access to transit facilities near the Bay Trail.	\$2,333,000	\$1,749,750	\$1,145,000	\$604,750	County, Pinole, Richmond	\$500K EBRPD for Pt. Pinole-Pt. Wilson, working on Agreement extension; \$645K Pinole Tennent Ave. Bay Trail-No Agreement
5	Ohlone Greenway Improvements	Implement crossing, wayfinding, signing, lighting, safety, access and security, and landscaping improvements along Ohlone Greenway.	\$579,000	\$434,250	\$480,000	(\$45,750)	El Cerrito	2006 STMP: \$300K project completed. 2019 STMP: \$180K has fund. agreement
6	I-580/Harbour Way Interchange Pedestrian & Bicycle Access Improvements	Improve pedestrian and bicycle crossings at the I-580/Harbour Way interchange ramps, to improve pedestrian and bicycle connections between waterfront (including future Ferry terminal) and central Richmond.	\$156,000	\$117,000.00	\$0	\$117,000	Richmond	
7	I-580/Marina Bay Parkway Interchange Pedestrian & Bicycle Access Improvements	Improve pedestrian and bicycle crossings at the I-580/Marina Bay Parkway interchange ramps. The following improvements may be considered: -Stripe and sign bike lanes along Marina Parkway, connect bike lanes to the Officer Moody Class I path at Meeker Avenue/Marina Bay Parkway intersection. -Consider narrowing or removing travel lanes on South 23rd Street to provide a bicycle and pedestrian connection to downtown Richmond. -Stripe crosswalks at freeway ramps for pedestrian and bicycle travel across ramps. -Square the freeway off-ramps to slow speeds and improve sightlines between drivers and bicyclists/pedestrians.	\$197,000	\$147,750.00	\$0	\$147,750	Richmond	

**WEST COUNTY 2019 STMP PROJECT LIST (February 5, 2026)**

ID	Project	Project Description	Eligible STMP Funding Allocation <sup>1</sup>	75% of Eligible STMP Funding Allocation	Previously Awarded STMP Funding	Remaining 75% of Eligible STMP Funding	Sponsor(s)	Comments
8	Richmond Ferry to Bridge Bicycle Network Improvements	a.) Point Richmond area: from the new trail at Tewksbury & Castro to existing bay trail at S Garrard & Richmond Ave. This segment could vary from short-term bicycle boulevard-style improvements through the neighborhood to a long-term goal of a Class I path through railroad and Caltrans ROW along Railroad Ave and Tewksbury Ave. (Approximately 2,300 ft)	\$322,000	\$241,500	\$241,000	\$500	Richmond	Agreement needs signatures
		b.) Point Richmond to Richmond Greenway: including S Garrard Blvd and W Ohio Ave. Because acquisitions or easements on railroad property have failed, there is a proposal to build a Class I trail along the north side of W Ohio between Garrard and 2nd St. The curb and gutter on this side of the road would need to be rebuilt. A similar trail or 2-way cycle track could be extended along S Garrard to existing facilities at W Cutting. (W Ohio Ave segment: 3,100 ft, S Garrard Blvd: 2,800 ft)	\$826,000	\$619,500	\$0	\$619,500	Richmond	
		c.) W Cutting Blvd, Cutting Blvd, and Hoffman Blvd. A two-way cycle track is proposed by reducing the number of vehicle travel lanes. Local businesses have requested the City add parking on the north side of West Cutting Blvd, and this will be studied in conjunction with the proposed bicycle facilities. This is also one of our focus areas for stormwater pollution mitigation, so a bioswale buffer between the cycle track and roadway would be ideal. Bicycle and pedestrian improvements adjacent to freeway access points are also necessary at Hoffman & Cutting and Hoffman & Harbour Way South. (W Cutting and Cutting Blvd segment: 5,500 ft, Hoffman Blvd: 1,600 ft)	\$994,000	\$745,500	\$0	\$745,500	Richmond	
		d.) Harbour Way South: Hoffman to Ferry Terminal. Private developments are in the process of planning and building portions of a two-way cycle track along the frontage of their properties between Hoffman and the Cannery property, and this project would connect and extend those improvements. (2,200 ft total)	\$308,000	\$231,000	\$0	\$231,000	Richmond	
			<b>\$5,715,000</b>	<b>\$4,286,250</b>	<b>\$1,866,000</b>	<b>\$2,420,250</b>		
<b>Transit and Station-Related Improvements</b>								
9	I-80 Express Bus (Short & Mid-Term Improvements)	Capital improvements associated with implementing Express Bus Service on I-80 from Hercules Transit Center south to Berkeley, Emeryville, Oakland, and expansion to San Francisco, with intermediate stops at the Richmond Parkway Transit Center and a potential I-80/Macdonald Avenue Express Bus/BRT transit center. Expansion of park-and-ride lots and freeway ramp improvements could occur in the medium to long-term. A series of Richmond Parkway Transit Center Improvements may also include: -Improve pedestrian and bicycle crossings at the I-80/Blume Drive and I-80/Fitzgerald Drive intersections -New sidewalks and bicycle lanes providing access to the transit center.	\$20,749,000	\$15,561,750	\$0	\$15,561,750	WCCTAC	
10	Hercules Regional Intermodal Transportation Center	Current phase of Hercules RITC is to complete construction of the new train stop for Capitol Corridor service, including parking, station platform, signage and plazas, rail improvements, bicycle and pedestrian access improvements (e.g. Bay Trail connections), etc. Capital improvements along the corridor in West Contra Costa, including track improvements, drainage, fencing, safety improvements, etc. Future capital improvements could include preparation for ferry service.	\$10,175,000	\$7,631,250	\$3,150,000	\$4,481,250	Hercules	\$1M Path to Transit, project completed; In 2011 \$300k for PIng and Design. In 2021 \$300k utility relocate, Agreement expires 10/1/2028; \$750K+\$800K Design w/ combined funding agreement expires 5/21/2028
11	BART Extension (Planning & Conceptual Engineering Phases) from Richmond Station <sup>3</sup>	BART extension from the Richmond BART Station. Only the planning, conceptual engineering and program level environmental clearance phases of the project are included for Segment 1 from Richmond to Contra Costa College/City of San Pablo.	\$2,793,000	\$2,094,750	\$0	\$2,094,750	WCCTAC	
12	San Pablo Avenue Transit Corridor Improvements	BRT on San Pablo Avenue approximating the existing 72R Rapid Bus route from downtown Oakland to the Richmond Parkway Transit Center and extending Rapid Bus from the Richmond Parkway Transit Center to the Hercules Transit Center. In the short-term, Rapid Bus Improvements could be extended to Richmond Parkway with service to Contra Costa College and Hilltop Mall and transit priority treatments introduced along the corridor. Extending Rapid Bus treatments north to the Hercules Transit Center and introducing bus-only lanes on San Pablo Avenue from El Cerrito del Norte north to 23rd Street could occur in the medium-term.	\$36,509,000	\$27,381,750.00	\$325,000	\$27,056,750	WCCTAC	No agreement in place. None needed at this time.

**WEST COUNTY 2019 STMP PROJECT LIST (February 5, 2026)**

ID	Project	Project Description	Eligible STMP Funding Allocation <sup>1</sup>	75% of Eligible STMP Funding Allocation	Previously Awarded STMP Funding	Remaining 75% of Eligible STMP Funding	Sponsor(s)	Comments
13	23rd Street Transit Corridor Improvements	23rd Street BRT from Richmond Ferry Terminal and UC Berkeley Richmond Field Station to Richmond BART/Capitol Corridor station, then continuing to Contra Costa College, with possible extension along San Pablo Avenue to Hilltop Mall and Hercules. Improvements to pedestrian facilities that enhance access to BRT stations are also assumed as part of this project.	\$23,142,000	\$17,356,500.00	\$0	\$17,356,500	WCCTAC	
14	West County BART Station Access, Parking & Capacity Improvements	a.) El Cerrito Plaza Station Modernization and Capacity Enhancements: Improve access, expand capacity, enhance placemaking, and address state-of-good repair issues at the 45-year old El Cerrito Plaza BART station. Include an improved kiss n' ride area, landscaping, new stairs and elevators to the platform, new station restrooms, and improved bus intermodal area with raised crosswalks.	\$9,395,000	\$7,046,250	\$1,550,000	\$5,496,250	BART	\$750K=From 2006 STMP: fare gates, project completed; \$800K TOD Modernization, 2019 STMP, agreement expires 6/1/2028.
		b.) El Cerrito Plaza BART Pedestrian & Bike Safety and Access Improvements: Enhancements on streets between BART Station and Carlson Blvd, including improved pedestrian lighting, widened sidewalks, improved crosswalks, signal timing adjustments, wayfinding and signage, and upgraded bicycle facilities.	\$239,000	\$179,250	\$239,000.00	(\$59,750)	BART, El Cerrito	El Cerrito: \$239K E=W Bikeway, 2019 STMP, Agreement needed.
		c.) Richmond BART Pedestrian & Bike Safety and Access Improvements: Enhancements on streets surrounding BART Station to improve station access and safety, including pedestrian lighting, widened sidewalks, improved crosswalks, signal timing adjustments, wayfinding and signage, and upgraded bicycle facilities.	\$658,000	\$493,500	\$181,569.41	\$311,931	BART, Richmond	From 2006 STMP Intermodal transfer zone, project completed.
		d.) Richmond Crossover Project: Additional Crossover to allow quicker turnbacks, to utilize fleet more effectively, reduce conflicts in yard, and allow increased service frequency.	\$6,604,000	\$4,953,000	\$0	\$4,953,000	BART	
15	Del Norte Area TOD Public Infrastructure Improvements	Planning, engineering, environmental studies, and construction of the public transportation-related improvements related to Transit Oriented Development (TOD) in the area around the El Cerrito Del Norte BART station. Funding will provide improvements including, but not limited to: new parking facilities; bicycle, pedestrian, and bus transit access improvements; signage; lighting; improvements to station access or station waiting areas; ADA improvements; improvements to adjacent streets, street crossings, or signals; and/or Ohlone Greenway improvements.	\$7,175,000	\$5,381,250	\$2,689,980	\$2,691,270	El Cerrito	2006 STMP, BART Del Norte Modernization=\$1.5M; 2019 STMP El Cerrito \$1,189,980, Agreement expired 9/18/2024. Agreement Extension in progress.
			<b>\$117,439,000</b>	<b>\$88,079,250</b>	<b>\$8,135,549</b>	<b>\$79,943,701</b>		
<b>Local Street and Intersection Improvements</b>								
16	San Pablo Avenue Intersection Realignment at 23rd Street and Road 20	Realignment of skewed 5-legged intersection as part of a bridge removal project that will enhance pedestrian, bicycle and future BRT access. The project will also include street re-configuration, re-striping and possibly signal modification at this intersection.	\$1,814,000	\$1,360,500	\$668,000	\$692,500	San Pablo	Agreement expired 9/18/2024
			<b>\$1,814,000</b>	<b>\$1,360,500</b>	<b>\$668,000</b>	<b>\$692,500</b>		

## WEST COUNTY 2019 STMP PROJECT LIST (February 5, 2026)

ID	Project	Project Description	Eligible STMP Funding Allocation <sup>1</sup>	75% of Eligible STMP Funding Allocation	Previously Awarded STMP Funding	Remaining 75% of Eligible STMP Funding	Sponsor(s)	Comments
<b>Freeway and Interchange Improvements</b>								
17	I-80/San Pablo Dam Road Interchange Improvements (Phase 2)	Reconstruct the existing I-80/San Pablo Dam Road interchange (including modifications to the El Portal Drive and McBryde Avenue ramps) and provide improved pedestrian and bicycle facilities. The project will be completed in two phases. The first phase (under construction) will relocate the El Portal Drive on-ramp to WB I-80 to the north, extend the auxiliary lane along WB I-80 between San Pablo Dam Road off-ramp and El Portal Drive on-ramp, and reconstruct the Riverside Avenue pedestrian overcrossing. The second phase includes the construction of a new connector road on the west side of I-80 to connect SPDR to McBryde Avenue with a new bridge over Wildcat Creek, reconstructing the on- and off-ramps to SPDR, replacing the existing SPDR overcrossing with a 6-lane structure, and realigning Amador Street. Phase 2 is included in this STMP update.	\$16,110,000	\$12,082,500	\$1,136,000	\$10,946,500	San Pablo, CCTA	Two awards from 2006 STMP (\$700k+\$436K). Funds dispensed.
18	I-80/Central Avenue Interchange Improvements (Phase 2)	Improve traffic operations and multimodal access at the I-80/Central Avenue interchange and along Central Avenue between Rydin Road and San Pablo Avenue. The project will be completed in two phases. The first phase will redirect left turns from WB Central Avenue onto WB I-80 to the adjacent I-580 EB on-ramp at Rydin Road during weekend peak hours; and will install traffic signals at the I-580 ramps. Construction of first phase will be completed in 2018. The second phase will increase the spacing between the signalized intersections east of I-80 by connecting Pierce Street and San Mateo Street, converting Pierce Street access at Central Avenue to "right-in, right-out," and relocating the traffic signal at Pierce Street/Central Avenue to the San Mateo Street/Central Avenue intersection. The second phase is included in this STMP update.	\$2,588,000	\$1,941,000	\$1,811,000	\$130,000	El Cerrito, Richmond, CCTA	Two awards: \$700k from 2006 STMP, extended and combined with \$1.111M in 2019 STMP. Agreement expires 12/31/2029
19	I-80/Pinole Valley Road Interchange Improvements	The project may include the following improvements: -Improve merge onto the I-80 mainline from the EB Pinole Valley Road on-ramp to address vehicles accelerating uphill after stopping at ramp meter. -Widen Pinole Valley Road ramp-terminal intersections at I-80 to provide a dedicated right turn lane to the EB and WB I-80 on-ramps. -Pinole Valley Road/I-80 intersection crossing enhancements.	\$1,534,000	\$1,150,500	\$0	\$1,150,500	Pinole, CCTA	
			<b>\$20,232,000</b>	<b>\$15,174,000</b>	<b>\$5,058,000</b>	<b>\$10,116,000</b>		
<b>mi</b>								
20	Future Nexus Study Updates	Two comprehensive nexus studies and fee updates, over the 22-year planning horizon of the 2019 STMP Fee.	\$500,000	\$396,970	\$103,030	\$293,940	WCCTAC	
			<b>\$161,781,000</b>	<b>\$121,357,720</b>	<b>\$17,130,579</b>	<b>\$104,227,141</b>		

**Notes:**

- Column summarizes the portion of the capital costs that would be allocated to the STMP.
- Complete Streets projects typically involve improvements to transit, pedestrian and bicycling infrastructure with the goal of increased usage of those modes, thus reducing vehicle volumes on Routes of Regional Significance.
- Timing of BART extension implementation may extend beyond 2040; however, the STMP could fund early planning and design tasks.

**MEETING DATE:** February 12, 2026  
**TO:** WCCTC TAC  
**FROM:** Coire Reilly, Program Manager  
**SUBJECT:** **CBPAC Representatives**

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**REQUESTED ACTION**

Information only. Action will be taken at the March meeting.

**BACKGROUND AND DISCUSSION**

West Contra Costa Transportation Commission (WCCTC) appoints individuals to Contra Costa Transportation Authority's (CCTA) Countywide Bicycle and Pedestrian Advisory Committee (CBPAC). Two individuals represent subregional staff (as an appointee and an alternate) and two individuals are Citizen Representatives (as an appointee and an alternate). These appointees advise CCTA on issues regarding micromobility, scooter/bikeshare, bicycling, and pedestrians, and help the Authority carry out its responsibilities as a congestion management agency as it shapes tax and funding expenditures for public benefit.

Staff appointees must be employees of the subregion, whether cities, transit agencies, or WCCTC. The Citizen Representatives must live in West Contra Costa County and act as spokespersons for the residents of West Contra Costa County. The appointments are for two-year terms, which can be renewed.

The CBPAC usually meets on the 4<sup>th</sup> Monday of every other month at 11 a.m. (beginning in January) at the CCTA offices in Walnut Creek, although there has been talk recently about changing the meeting time to 10 a.m.

WCCTC staff plans to release an announcement soliciting applications for the Citizen Representative and the Citizen Representative Alternate positions following this meeting. This item will return with applicants for TAC review and voting at the March meeting. At the March meeting, TAC will also select a staff representative and an alternate. (Currently, the staff representative is Coire Reilly, WCCTC Program Manager, and the alternate is Leah Greenblat, WCCTC Transportation Planning Manager).

Please help us solicit applications for the CBPAC Citizen Representatives by forwarding the attached announcement within your network.

**ATTACHMENTS:**

A. CBPAC Citizen Representative Announcement



**MEETING DATE:** February 12, 2026  
**TO:** WCCTC TAC  
**FROM:** Coire Reilly, Program Manager  
**SUBJECT:** **CBPAC Citizen Representative Announcement**

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### **ANNOUNCEMENT**

West Contra Costa Transportation Commission (WCCTC) is seeking a Citizen Representative to serve on Contra Costa Transportation Authority's (CCTA) Countywide Bicycle and Pedestrian Advisory Committee (CBPAC).

The Citizen Representative advises CCTA on issues regarding micromobility, scooter/bikeshare, bicycling, and pedestrians, and helps the Authority carry out its responsibilities as a congestion management agency as it shapes tax and funding expenditures for public benefit. The Citizen Representative must live in West Contra Costa County and acts as a spokesperson for the residents of West Contra Costa County. The appointment is for a two-year term, which can be renewed. WCCTC will select one Citizen Representative and one alternate, who will fill in for the Citizen Representative when the Citizen Representative cannot attend a meeting.

The CBPAC usually meets on the 4<sup>th</sup> Monday of every other month at 11am (beginning in January) at the CCTA offices in Walnut Creek; although there have been recent conversations about changing the meeting time to 10am.

Interested parties should submit **two references** (with email, phone number, and affiliation, if any) and submit a **written response**, no longer than one page, to Coire Reilly at [creilly@WestContraCostaTC.gov](mailto:creilly@WestContraCostaTC.gov) answering the following two questions:

1. What experience do you have that would make you an effective Citizen Representative for the CBPAC?
2. Why would you like to be the Citizen Representative for the CBPAC?

Please share this announcement in your networks with people who you think would make a great West County Citizen Representative. Applicants should submit their information to [creilly@WestContraCostaTC.gov](mailto:creilly@WestContraCostaTC.gov) by COB on March 4. The Citizen Representative and alternate applicants will be discussed at the March 12 WCCTC Technical Advisory Committee (TAC) meeting, and the TAC will make recommendations on the appointments to the WCCTC Board.