

TECHNICAL ADVISORY COMMITTEE SPECIAL MEETING NOTICE & AGENDA

DATE & TIME: July 13, 2026 • 1:30 PM – 3:30 PM

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

1. **CALL TO ORDER**

Estimated Time:* 1:30 PM

2. **PUBLIC COMMENT**

Estimated Time:* 1:30 PM, (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:* 1:33 PM (2 minutes)

A. **Minutes from June 11, 2026.**

Recommendation: Approve as presented.

Attachment: Yes

4. **REGULAR AGENDA ITEMS**

A. **Recommendations for CCTA Technical Coordinating Committee (TCC) Positions**

Description: Each Regional Transportation Planning Committee has three staff positions on the TCC, one each from the fields of engineering, transportation and planning. WCCTC currently has multiple vacancies. Currently, Leah Greenblat serves as a primary representative and Janney Lockman and John Nemeth serve as alternates. The TCC meets monthly on the third Thursday, in person at 2:30pm.

Recommendation: Forward recommendations to the WCCTC Board for primary and alternate staff representatives to the TCC.

Attachments: No

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

Estimated Time:* 1:35 PM, (10 minutes)

B. Grant Eligibility Screening and Scoring Criteria for the West County Share of Measure J's Transportation for Livable Communities (TLC) Funds, continued

Description: For the upcoming TLC Call for Projects, over \$14.4 million in TLC funds is designated for West County. CCTA requires that the OBAG 4 criteria be applied to TLC proposals, but each RTPC may adjust the weights assigned to scoring criteria. At its last meeting, the TAC began reviewing this item. CCTA subsequently provided a memo with guidance on how the criteria weighting may be modified.

Recommendation: Develop a recommendation on the weighting of scoring criteria for the West County share of TLC funds in CCTA's OBAG/TLC/PBTF Coordinated Call for Projects, to be forwarded to the WCCTC Board.

Attachments: Yes

Presenter/Lead Staff: Leah Greenblat, WCCTC Transportation Planning Manager and Matt Kelly, CCTA staff

Estimated Time:* **1:45 PM**, (30 minutes)

C. FY27 Annual TFCA 40% Fund Countywide Call for Projects

Description: CCTA will present on applications received from across the county totaling \$3.175 million. Of the \$2.075 million in available funding, \$402,000 is committed to other subregions from unspent prior-cycle rollovers, leaving \$1.674 million available for countywide and subregional projects.

Recommendation: Information only.

Attachments: Yes.

Presenter/Lead Staff: Danielle Elkins, CCTA staff

Estimated Time:* **2:15 PM**, (20 minutes)

D. TAC Recommendations for TFCA Subregional Work Program

Description: Staff will provide a brief overview of the Work Plan for the West County Commuter Incentive Program, funded through the subregional Transportation Fund for Clean Air (TFCA) funds. The TAC is being asked to review and provide a recommendation to the Board.

Recommendation: Forward a recommendation to the WCCTC Board on the subregional TFCA FY27 project

Attachments: Yes

Presenter/Lead Staff: Coire Reilly, WCCTC Program Manager

Estimated Time:* **2:35 PM**, (20 minutes)

E. 2027 STMP Nexus Study and Program Update: Review of Potential Project List, continued

Description: WCCTC TAC members were asked to review the 2019 STMP Project List and identify new adopted plans and projects that should be reviewed for potential inclusion in the 2027 Update's Project List. This agenda item is a brief opportunity to discuss additional coordination.

Recommendation: Continue to review and provide feedback on the status of 2019 STMP Project

List and review the first draft of the 2027 STMP Potential Project List.

Attachments: Yes

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

Estimated Time:* **2:55 PM**, (20 minutes)

F. Information Sharing of Upcoming Grant Opportunities

Description: Consistent with TAC practice, this item provides an opportunity to share information about upcoming grant opportunities and potential application submittals. Upcoming calls for projects include MTC's RM3 Safe Routes to Transit and Bay Trail Program and CCTA's Consolidated Call for Projects for OBAG/TLC/PBTF

Recommendation: Share information about upcoming grant opportunities and potential projects.

Attachments: No

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

Estimated Time:* **3:15 PM**, (10 minutes)

5. STANDING ITEMS

A. Technical Coordinating Committee (TCC) Report

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

Recommendation: Receive update.

Attachment: No

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

Estimated Time:* **3:25 PM** (5 minutes)

B. Staff and TAC Member Announcements

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

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTC Staff and TAC Members

Estimated Time:* **3:30 PM** (5 minutes)

6. ADJOURNMENT

Description / Recommendation: Adjourn.

Estimated Time:* **3:35 PM**

The next meeting of the TAC is a Special Meeting on Thursday, August 13, 2026. The next meeting of the WCCTC Board is Friday, July 21, 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: June 11, 2026

MEMBERS PRESENT: Celestine Do, BART; Finn Wurtz, WestCAT; Jamar Stamps, Contra Costa County; Gail Payne, Richmond; Jarrett Mullen, El Cerrito; Jimmie Zhou, San Pablo

GUESTS: Julie Morgan, Fehr and Peers; Lina Velasco, Richmond; Mel Mackson, San Pablo; Dani Lanis, Bike East Bay

STAFF PRESENT: 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 1:38 PM
2.	Public Comment	None
3A.	Consent Calendar: Minutes from May 7, 2026 and May 19, 2026 meetings.	Moved by Wurtz to approve the Consent Calendar with the following changes: correct the last name of Janney Lockman (not Lockwood) on both sets of minutes and clarify Mr. Wurtz's announcement under Item 5B that the summer youth ride promo is through July and not "over the summer." Seconded: Mullen Abstain: none Consent Calendar was unanimously approved as amended.
Regular Agenda Items		
4A.	2027 STMP Nexus Study and Program Update: Review of Potential Project List	Ms. Greenblat introduced Julie Morgan from Fehr and Peers who presented a preliminary draft STMP Update Project List which TAC members discussed.
4B.	Grant Eligibility Screening and Scoring Criteria for the West County Share of Measure J's	Ms. Greenblat explained that WCCTC could modify the weighting of the scoring criteria. The TAC discussed combining categories and requested that the item return at its next meeting.

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
	Transportation for Livable Communities (TLC) Funds	
Standing Items:		
5A.	Technical Coordinating Committee (TCC) Report	Various TCC representatives reported that the TCC's recommendation on the CCTA's Consolidated Call for Projects for OBAG/TLC/PBTF funds was not adequately relayed to the Planning Committee and noted a lack of transparency.
5B.	Staff and TAC Member Announcements	Ms. Do asked about a state sales tax measure. Mr. Wurtz announced that the WestCAT Evolution Plan is available for public comment until the end of the month.
6.	Adjournment	The meeting adjourned at 4:02 PM

MEETING DATE: July 13, 2026

TO: West Contra Costa Transportation Commission

FROM: Leah Greenblat, Transportation Planning Manager

SUBJECT: **Grant Eligibility Screening and Scoring Criteria for the West County Share of Measure J's Transportation for Livable Communities (TLC) Funds, continued**

REQUESTED ACTION

Develop a recommendation on the weighting of scoring criteria for the West County share of TLC funds in CCTA's OBAG/TLC/PBTF Coordinated Call for Projects, to be forwarded to the WCCTC Board.

BACKGROUND AND DISCUSSION

The Measure J Expenditure Plan includes both a countywide TLC grant program, with funds allocated to each Regional Transportation Planning Committee (RTPC), and additional TLC funds designated specifically for West County. For the upcoming TLC Call for Projects, over \$14.4 million in total TLC funding is designated for West County.

At its June 2026 meeting the WCCTC TAC began discussing possible approaches to weighing the evaluation criteria for West County TLC projects. CCTA staff subsequently provided a memo, attached, that includes additional guidance on how RTPCs may modify the weights assigned to scoring criteria to reflect local priorities. That guidance indicated that the approach the TAC had initially considered would not be consistent with CCTA's methodology.

Based on the memo's guidelines, WCCTC staff has prepared several weighting options, attached, for the TAC's consideration. These include a slightly modified version from the TAC's prior discussion, as well as alternatives that emphasize broad point distribution, safety, or core TLC principles. These options are intended as starting points for the TAC's discussion and recommendation to the WCCTC Board.

ATTACHMENTS:

- A. July 1, 2026 memo from Matt Kelly, CCTA
- B. Potential TLC Criterion Weighting Scenarios

MEMORANDUM

Date: July 1, 2026

To: West, Central, and Southwest Regional Transportation Planning Committee (RTPC) Technical Advisory Committees (TACs)

From: Matt Kelly, Director, Planning

RE: Coordinated Call for Projects Transportation for Livable Communities (TLC) Cycle 3 Scoring Guidance for West, Central, and Southwest Sub-Regionally Competitive Project Applications

For the 2026 Coordinated Call for Projects (CCFP), the Regional Transportation Planning Committees (RTPCs) are responsible for evaluating and scoring their sub-region's Transportation for Livable Communities (TLC) project applications, and prioritizing and submitting a prioritized list of ranked projects valued at 120% of the RTPC formulaic share (see table below).

Subregion	TLC Funding Share Target	TLC Nomination Amount from RTPC to Authority Board (120% of Funding Target)
West	\$14,403,000	\$17,283,600
Central	\$11,091,000	\$13,309,200
Southwest	\$7,619,000	\$9,142,800

The [CCFP program guidelines](#) contain a set of twelve (12) scoring criteria that have been established for the scoring of all applications for all programs. The criteria established for the CCFP has been vetted and updated since the TLC Cycle 2 and OBAG 3 call for projects to reflect current priorities through the discussions with the Technical Coordinating Committee (TCC), the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC), the Countywide Vision Zero Working Group (CVZWG), and RTPCs, among other groups, and address new priorities from OBAG

Cycle 4. The table below is a summary of the criteria and weighing established for the CCFP.

Scoring Categories Summary and Assigned Weights (Maximum Points per Criterion for OBAG 4 County Program; sub-regionally competitive TLC and countywide competitive PBTF (Pedestrian, Bicycle and Trail Facilities) may each use alternate values for weightings than the CCFP's countywide and regionally competitive grant applications).

Criterion	Description	Maximum Points
1	Vision Zero Safety and Injury Prevention	20
2	Public Health Outcomes	6
3	Total Project Cost and Funding Match Percentage from Applicant	7
4	Safe System Approach Bundled Projects	4
5	Grant Deliverability, Sponsor Readiness, and Overall Implementation Feasibility	8
6	Improve System/Network Connectivity	9
7	Range and number of users	6
8	Latent Demand	2
9	Public Engagement, Community Outreach & Policy Support	3
10	Alignment with Regional Policy and Objectives	6
11	Prioritizing Public Space	2
12	Increase or Sustain Transit Ridership	2
CCTA Total		75

For the scoring of TLC grant applications, the RTPCs have the option to assign alternate weights (scoring maximums) for each of the criterion to reflect local (sub-regional) priorities. The following general guidance is provided for the sub-regional TLC scoring:

- All scoring is out of a total of 75 points per grant application. Weightings for individual criterion can be adjusted up or down but the total needs to add to 75;
- Weighting should be in whole numbers (no half or partial points);
- Each criterion should have a weighting of at least 1 (no zero-ing out of individual criterion);
- Criteria may be grouped differently, but not combined. Similar criteria may be grouped by theme for ease of scoring, but each criterion must be preserved with at least the minimum weight of one (1);
- Each criterion contains representative sub-criteria and proposed scoring ranges for review and consideration by application evaluators. These sub-criteria may be prioritized as deemed sub-regionally appropriate.

Scoring Categories Detail and Assigned Weights

The following is a list of the twelve (12) TLC scoring criteria. Each criterion contains a set of sub-criteria that reflect the goals and objectives of the criterion, as well as a suggested scoring range for consideration during the application evaluation.

Criterion	Scoring Range	Points Assigned
<u>Criterion 1 of 12: Vision Zero Safety and Injury Prevention</u> e.g., refer to responses to Application Form #1 – 2, 15. ☐ To which Level-of-Traffic-Stress (1 through 4) will the final scope implement a transformative segment that is part of a future safer, more contiguous countywide Low-Traffic-Stress Network (mainly Class I bicycle facilities) for all ages & abilities? ☐ Extent to which the systemic / Safe Systems approach is integrated into the final scope? e.g., a specific collision type addressed in multiple locations via careful site selection/planning. ☐ Proportion (%) by which the final project scope will reduce each segment’s maximum potential Speed (observed/actual instead of “posted speed limit”) of vehicles? Through new bulbouts & curb extensions? ☐ To which extent (% and \$) will the (cost and) severity of each potential collision be reduced by way of kinetic energy transfer that will result from the project? By which percentage will the \$1.3-billion annual county-	<u>20 max points.</u> 0–5 = minimal safety improvement that would demonstrably effectively eliminate fatal & severe injuries in most scenarios; or not on a High-Injury Network; LTS 3-4 6–10 = moderate reduction of risk of severe crash/injury; on a Local HIN; LTS 2—3	

Criterion	Scoring Range	Points Assigned
wide socioeconomic cost of fatal & severe injuries (\$1,151 per resident), or subregion, be estimated to improve? ☐ Will the final project scope add a new roundabout? Type? ☐ To which extent (% and \$) will the individual & regional economic costs (2026) per incident (e.g., including repair/recovery) be reduced by the proposal? (e.g., refer to MTC “BayViz” regional safety data webtool for local analysis here & regional HIN) ☐ To which extent will the cumulative “Plan Countermeasures” (e.g., Leading Pedestrian Interval) be effective after the final project scope is completed, to move toward Countywide Vision Zero? (e.g., refer to MTC “BayViz”) ☐ Which of the Livable Streets Policy / Playbook (e.g., Five-Star Projects & Transformative Visions) vs. Countywide Vision Zero toolbox actions are included in the proposal? ☐ Is an Entertainment Zone adopted in the public right-of-way including a (bicycling/rolling &) pedestrian priority area? i.e., place for farmer’s market, school or extracurricular activity, or street events/activities safe & physically separated from vehicles? ☐ Is the proposal located along or within a particular proximity of a High-Injury Network (HIN) corridor, emergency evacuation route, and/or a subregional Action Plan-designated Regional Route of Significance? (latest) ☐ Quantifies the estimated reduction in severity of each collision. Which of the Caltrans (or FHWA) “proven countermeasure(s)” or “crash modification/reduction factor(s)” (here; explained here) will be included in the final scope to reduce maximum potential vehicle Speed during construction and future operation? ☐ How has the City committed to using the speed reduction law? (Assembly Bill 43)	<u>11–20</u> = LTS-1; significant reduction of exposure to & risk of severe crash/injury; on a Regional or Countywide HIN; locally adopted timeline to eliminate fatal & severe injuries & locally adopted jurisdiction-wide Vision Zero Policy (*or* a program, e.g., SRTS-NI or TDM or Student Transportation or Technical Assistance)	

Criterion	Scoring Range	Points Assigned
☐ Which of the Common Countywide Collision Pattern(s) from December 2024-adopted CCTSAP fatal & severe injury collision (2013 – 2022 and 2008 – 2017) data, jurisdiction-wide per-capita, will be eliminated or reduced as a result of the final implementation scope? ○ Excessive Unsafe Speeding (considering conditions) ○ Driving under the Influence ○ Contraflow bike riding ○ Seniors (vulnerable population) ○ Youth (vulnerable population) ○ Highway interchange(s) ○ Trail/Street crossing(s) ○ Channelized right turn slip-lanes ○ Skewed intersection(s) ○ Unprotected left turns at signal ○ Red light violation ☐ Will the final scope significantly reduce bicycling or pedestrian jurisdiction-wide per-capita fatal and/or severe injuries? ☐ How will the final scope improve the pavement condition index (PCI) on an off-street trail or pedestrian/walkway and maintain the condition of public (transit) assets in a state of good repair? ☐ To which extent has and/or will the proposal address the topics above?		
Criterion 2 of 12: Public Health e.g., refer to responses for Application Form #1 – 4, 15. ☐ To which extent (tools here) will the final scope reduce greenhouse gas (GHG) emissions and air pollution? ☐ Number of trees (excluding plants/shrubs) that will be added (excluding number to be retained) in the final scope to address climate adaptation, equity (MTC EPCs & Caltrans EQI), low maintenance, carbon sequestration, regenerative/regeneration, shade coverage, and reduce the urban heat island effect and increasing average temperatures vs. Tree Equity Score here.	6 max points. <u>0–1</u> = minimal <u>2–4</u> = moderate (*or* a program, e.g., SRTS-NI or TDM or Student Transportation or EV Blueprint or Technical Assistance) <u>5–6</u> = significant	

<u>Criterion</u>	<u>Scoring Range</u>	<u>Points Assigned</u>
☐ To which extent will the final scope enhance to bicycling/pedestrian “trail standards” the conditions of easements, driveways, paths, streets, and roads intended for maintenance access? ☐ To which extent will the final scope improve Public Health? e.g., physical health and mental health at the individual level. ☐ Has a qualified Public Health professional committed in writing to any amount of participation in design and construction scope development/review, ongoing operation, etc.? ☐ To which extent has and/or will the program address the topics above?		
<u>Criterion 3 of 12: Total Project Cost and Funding Match Percentage from Applicant</u> e.g., refer to response to Application Form #12 - 14 & Funding Plan. ☐ To which extent/percentage will funds be leveraged from other non-grant program fund-related sources that already are, or will be, committed to the final scope and secured by the applicant? (eligible to count toward match: applicants, co-sponsors, other cities/towns/districts, and project sponsors’ contributions and all other fund sources excluding Measure J) How-To Resources from FHWA here , including Training May 24-25, 2022	8 max points. 8 = 60% match 7 = 50% match 6 = 40% match 4 = 30% match 2 = 20% match 0 = 11.47% match (of total project cost)	
<u>Criterion 4 of 12: Safe System Approach Bundled Projects</u> e.g., refer to response to Application Form #1 – 4, 15. ☐ Explains any Collaborative Governance and extent to which the Project Sponsor will partner with a different (or smaller or more resource-limited) jurisdiction that is optionally designated an Equity Priority Community (MTC EPC and Caltrans EQI) or limited-staff govern-	4 max points. 0 = minimal 1–2 = moderate 3–4 = significant (each range above applies also to a Tech-	

Criterion	Scoring Range	Points Assigned
ment, and the percentage of the final scope that will be in each jurisdiction that is within an EPC. ☐ Describes an existing or proposed partnership across departments and across agencies, e.g., County Public Health (CCH) or non-profit, non-governmental organization, park district, canal water public right-of-way (PROW) or flood control channel district, utility provider, or an application with multiple proposed protected intersections at locations in multiple jurisdictions, for example. ☐ Will the project adequately improve Safety (eliminate fatal & severe injuries) for pedestrians & people bicycling/rolling at or near a Trail Crossing with collaborative participation from a City/County/District jurisdiction and East Bay Regional Park District? (EBRPD) ☐ Will the proposal include (partially or fully privately funded) construction of fiberoptic broadband communications infrastructure in addition to scope for transportation/streetscape?	nical Assistance or Student Transportation or TDM or SRTS-NI program, e.g., multiple geographic locations across school districts or other jurisdiction boundaries)	
<u>Criterion 5 of 12: Grant Deliverability, Sponsor Readiness, and Overall Implementation Feasibility</u> e.g., refer to responses to Application Form #7 - 11. ☐ Quantified \$ amount and FY extent to which the applicant has committed annual operations & maintenance, repair, and lifecycle replacement costs after initial construction? e.g., At which frequency is the jurisdiction proposing to commit to maintenance of the new or improved facility, such as sweeping? (e.g., for safety) ☐ Which issues could arise before project implementation? ☐ Has a single jurisdiction committed as lead agency to ensuring complete implementation of the final scope across multiple jurisdictions?	8 max points. 0 = Design is less than 35% complete at application submittal. 1–2 = minimal additional Design is necessary & minimal environmental review documentation timeline, e.g., not eligible for SB-71. 3–5 = moderate: Design is less than 65% com-	

Criterion	Scoring Range	Points Assigned
☐ Is any (potential) necessary right-of-way already acquired? ☐ Which month & year will the proposed project (realistically) begin construction? ☐ Will the project be ready for public use, e.g., pedestrians and bicyclists, no later than 2030? ☐ Describe the Sponsor Delivery Record. How many months of delay did the sponsor provide during grant delivery vs. the countywide and subregional average from Cycle-2 of TLC/PBTF and Cycle-2 of OBAG? And in submitting reimbursement-request invoice-packets that are audit-ready & acceptable for review & processing? ☐ Will the final scope be consistent with the minimum criteria required in the state law (effective since January 1, 2021) known as Senate Bill 71? (to streamline CEQA review and documentation, per guidelines here).	plete at application submittal, and/or SB-71-eligible scope. 6–8 = significant, or (mostly or entirely) Quick-Build materials/ method, and/or SB-71-eligible final scope (*or* a program, e.g., SRTS-NI or TDM or Student Transportation)	
<u>Criterion 6 of 12: Improve System/Network Connectivity</u> e.g., refer to responses to Application Form #1 – 4, 15. ☐ Will the final scope eliminate a gap(s)? in an existing pedestrian or bikeway(s), remove barrier(s) to access, and increase the directness or capacity of the bicycling/pedestrian network (including alternatives to trails that are closed/unlit during hours of darkness/overnight), where they facilitate connections to work, public school, health facilities, or transit. ☐ Will the final scope straighten or shorten a curving or non-linear pathway, or create an opening in a gate, fence, retaining wall, or barrier of any kind to enhance access from an adjacent trail for people bicycling, rolling, or walking? e.g., to access shopping & retail, especially a grocery store, restaurant, or other food & drink establishment. ☐ Is the proposal included in MTC’s Active Transportation Plan, or CBPP Low-Stress Network? (Network map)	9 max points. 1–3 = (not a gap closure or) minimal 3–6 = moderate 7–9 = significant (*or* a program, e.g., SRTS-NI or TDM or Student Transportation or Technical Assistance)	

Criterion	Scoring Range	Points Assigned
☐ To which extent the Project or Programmatic implementation will address the topics above? (select the highest points range)		
Criterion 7 of 12: Range and number of users e.g., refer to response to Application Form #1 – 4, 15. ☐ Will the final scope serve a wide range of users? e.g., all ages and abilities, females, people riding transit, electric and pedal bicycle commuters, shoppers, people with disabilities — and increase the number of pedestrians and bicyclists within the geographic boundary limits. Will an Equity Priority Community be served? Residence or work? ☐ Percentage completion of jurisdiction-wide ADA Transition Plan (toward compliance or accessibility) ☐ Will each participating jurisdiction adopt by July 31, 2027 a bicycle parking & charging ordinance with minimum requirements for proposed changes-of-use permits and per net new square foot of each land use? ☐ Which percentage of the project will be on a statewide (e.g., Great California Delta Trail) and/or the U.S. Bicycle Route System? (USBRS) ☐ To which extent will the final scope expand access, universal design, compliance or exceeding ADA accessibility, travel choices, and increase the rate of active transportation? e.g., contiguous route through engaging landscapes, connecting local neighborhoods or natural areas, parks, or elevated viewsheds, improving community interaction, integrated interactive public art by local artists, all ages and abilities (e.g., attracting seniors & children to travel (& even explore) via active transportation), mental/overall wellness, community survey input. ☐ Which of the Common Countywide Collision Pattern(s) vulnerable population from (2011 - 2020 SWITRS) collision data will be eliminated or reduced in the final scope?	6 max points. 1–2 = (unknown, not estimated, or) minimal 3–5 = moderate 6 = significant	

Criterion	Scoring Range	Points Assigned
○ Seniors ○ Youth, children ☐ To which extent will the final scope reduce congestion or Vehicle Miles Traveled (VMT) in an urbanized area? ☐ To which extent are any groups of people under-represented in the available data? SWITRS: race data for people involved in a crash are typically reported only based on an officer's anecdotal observation, assumption, or best guess. ☐ Will the final scope improve access to jobs, or the reliability of, <u>Freight/Goods Movement by cargo bicycle, electric bicycle, and improve Economic Access/Vitality?</u>		
<u>Criterion 8 of 12: Latent Demand</u> e.g., refer to response to Application Form #1 - 4. ☐ Will the final scope be likely to encourage more people to use pedestrian, bicycling, or rolling trips? e.g., greater population density, employment density, mix of land uses, percentage of low- or zero-vehicle ownership households, location in an Equity Priority Community (EPC), or relative lack of on-street & off-street vehicle parking. ☐ Will the final scope be located within an Equity Priority Community (EPC map here) in Plan Bay Area? ☐ To which extent has and/or will the Programmatic application address the topics above, and historically underserved community groups?	<u>2 max points.</u> 0 = (unknown, not estimated, or) minimal 1 = moderate 2 = significant	
<u>Criterion 9 of 12: Public Engagement and Community Outreach, & Policy Support</u> e.g., refer to responses to Application Form #5 - 6. ☐ Is the proposal part of the future low-stress network or otherwise included in the adopted Countywide Bicy-	<u>3 max points.</u> 0 = (unknown, none or) minimal 1 = moderate 2-3 = significant, or (partially or	

Criterion	Scoring Range	Points Assigned
cle and Pedestrian Plan’s future network and project list? ☐ Is the proposal in a locally adopted plan, Caltrans, MTC, Bay Area Air District (formerly BAAQMD), Contra Costa Health (e.g., public health), AARP Livable Communities Plan, League of American Bicyclists’ evaluation or metrics for Bike-Friendly City (or businesses’) designation, and/or not yet formally submitted to CCTA for consideration at the countywide level for inclusion in a CBPP update? ☐ Will the final scope include Safe System Approach bundled or similar projects across jurisdictions with multiple participating organizations? e.g., utilities, Bike East Bay. ☐ Does the jurisdiction(s) have a locally adopted Policy Resolution that adopted a per-resident jurisdiction-wide Vision Zero timeline to eliminate fatal and severe injuries (first) of pedestrians and people bicycling, that includes a Safe Systems approach that is both proactive/systemic and reactive (collision analysis) and prioritizes Safety before Speed, and an emphasis on planning for people (not vehicles); and prioritizes the safe movement of people, especially vulnerable road users (including seniors & youth). ☐ To which month/year/date, and at which URL/link, does the jurisdiction publicly state a commitment to eliminate jurisdiction-wide per-capita fatal and severe injuries? ☐ Does the jurisdiction’s locally adopted Policy Resolution explicitly require that staff and each project prioritize Safety before Speed and integrate model language from the countywide template here? ☐ Which adopted plan(s), adoption (and revision or amendment/enhancement) dates, and ranked project lists, included the proposal? ☐ Which Design Guidelines and standards documents were used for each component of the proposal? (here)	maximum points if entirely) Quick-Build method/materials or demonstration activities that would serve as engagement and support-building (up to 3 if a policy was locally adopted consistent with Countywide Vision Zero)	

Criterion	Scoring Range	Points Assigned
☐ Is the proposal consistent with any specific policies in the adopted General Plan? ☐ CCTA Countywide Pedestrian Needs Assessment? (CPNA) ☐ MTC Complete Streets Policy? ☐ Caltrans Complete Streets Policy? (DIB-94) ☐ Caltrans Safe Systems approach? (e.g., land use) ☐ From which organization(s) and signatories, including elected and appointed representatives, and residents & members of the traveling public, has the applicant provided a Letter of Support?		
<u>Criterion 10 of 12: Alignment with Regional Policy and Objectives</u> e.g., refer to responses to Application Form #1 - 4. ☐ Is the application/project able to be scalable & replicated by a jurisdiction(s) in other counties or transit agencies? ☐ Is the proposal in a Community-Based Transportation Plan? Housing Policies' Compliance With Regional & State Law, Policy & Programs ☐ Does the application include documentation that the involved jurisdiction is an approved member of the California Housing and Community Development (HCD) Department's Prohousing Designation Program?, describe how local policies align with or exceed criteria. https://www.hcd.ca.gov/planning-and-research/prohousing	6 max points. 0-1 = minimal 2-3 = moderate 4-6 = significant, e.g., project identified in a CBTP (*or* a program, e.g., SRTS-NI or TDM or Student Transportation or Technical assistance)	

Criterion	Scoring Range	Points Assigned
☐ Quantify numerically and in percentage growth of housing supply, per type/size (e.g., number of units by number of bedrooms before-&-after scenarios), & describe jurisdictional relationship to a specified number or range of future (and entitled) housing options. Example: $(\text{New} - \text{Old}) / \text{Old} = \% \text{ change per cycle \& years.}$ Housing Anti-Displacement Policies ☐ Which local housing policies have the jurisdiction [in which the final scope will be entirely (or mostly) located in], adopted – that effectively limit or prevent the displacement of (specify which) vulnerable populations? ☐ Explain why they are effective within the context of the jurisdiction. ☐ The application addresses the potential for the project to support existing, planned (General Plan), entitled, and/or permitted housing options, especially below-market-rate residential uses, and how the project will advance state, regional, countywide, and local transportation, growth management, and land-use goals.		
Criterion 11 of 12: Prioritizing Public Space e.g., refer to responses to Application Form #1 - 4. ☐ To which extent (percentage vs. amount) will the final scope Right-Size the amount of available Vehicle Parking and Parking Density within the public right-of-way? ☐ Which techniques/technologies will be used (e.g., to provide demand-based pricing of vehicle parking) within the public right-of-way to maximize public benefit from this public asset? ☐ Which policies from MTC’s Vehicle Parking Policy Play-book (or resources here & here) have been adopted to reform the local agency’s (municipal) code or let the market forces lead? e.g., zoning code adopted vehicle	<u>2 max points.</u> 0 = Unknown or None or Minimal 1 = Moderate 2 = Significant (*or* a program, e.g., SRTS-NI or TDM or Student Transportation or Technical Assistance)	

Criterion	Scoring Range	Points Assigned
parking maximums or removed 'provision of parking' mandatory minimum ratio(s). ☐ Walkway/bikeway proximity to, and relationship to (separated, protected, etc.) on-street or off-street vehicle parking (which can affect Level of Traffic Stress) ☐ Has the jurisdiction planned, designated, adopted, and implemented a vehicle-free commercial central area(s) that prioritizes pedestrian activity and livability? Which dimensions and location? ☐ Is an Entertainment Zone adopted in the public right-of-way including a (bicycling/rolling &) pedestrian priority area? i.e., place for farmers' market, school or extracurricular activity, or street events/activities safe & physically separated from vehicles. ☐ How many of each type (e.g., covered, secured, adaptive, recumbent, family- & cargo-sized) bicycle parking spaces will be added? Provide all existing, proposed, and net new dimensions. Serpentine & grid racks are ineligible. From which page is the proposal in APBP Bike Parking Guide's 3rd Edition? ☐ To which extent has and/or will the Programmatic application address the topics above? (select the moderate points range)		
<u>Criterion 12 of 12: Increase or Sustain Transit Ridership</u> e.g., refer to response to Application Form #1 - 4. ☐ Extent to which the implementation will address customer travel experience and increase or sustain the use (rider retention) of public transit? e.g., rail transit station, transit (e.g., bus or vehicle) stop, shelter (shade coverage for hotter weather, using Shade-MapApp and/or Shadow Map), regional or countywide (shared) mobility hub, bicycle parking spaces, storage/bike racks, or covered and secured mobility device storage (short-term and longer-term) and electric charging.	<u>2 max points.</u> 0 = Unknown or minimal potential 1 = moderate; bus 2 = significant; rail (*or* a program, e.g., SRTS-NI or TDM or Student Transportation	

Criterion	Scoring Range	Points Assigned
☐ Maximum points only if the jurisdiction committed in writing to adopting a Transit First Policy by July 31, 2027, including the language from MTC’s template (“Guidance on Optional Local Transit Priority Resolution or Policy”) for local agencies. ☐ Which percentage of the final scope (geographic & funding) will be located within a CBPP -designated Pedestrian Priority Area? (PPA) ☐ To which extent will universal design & accessibility be improved beyond standard ADA compliance? To which percentage of partial completion would the local ADA Transition Plan become? ☐ To which extent will the final scope be located within two miles (or 15 minutes of travel time) of a Transit-Oriented Community? (TOC)	or Technical Assistance)	

Proposed RTPC TLC Scoring Schedule (all dates 2026)

August 17	Applications Due
Late August	Screening of Applications for Eligibility & Program Fit
Early September	RTPCs Receive TLC Applications for Scoring
September/October	RTPC Application Evaluation Panels Score Projects
November	RTPC Boards Adopt Prioritized Project List
December 16	CCTA Adopts TLC Funding Program

Potential West County TLC Weighting Scenarios												
			June TAC Mtg.		Option A (Modi. TAC)		Option B (Broad)		Option C (Safety)		Option D (TLC)	
Criterion	Description	CCTA/OBAG	Criterion	Points	Criterion	Points	Criterion	Points	Criterion	Points	Criterion	Points
1	Vision Zero Safety & Injury Prevention	20	1&4	24	1&4	26	1&2&4	20	1&4	30	1&4	15
2	Public Health Outcomes	6	2	6	2	6		~		~		~
3	Tot. Project Cost & Funding Match % from Applicant	7	3	7	3	7	3	3	3	5	3&5	7
4	Safe System Approach Bundled Projects	4				~		~		~		~
5	Grant Deliverability, Sponsor Readiness & Overall Implementation Feasibility	8	5	8	5	10	5	10	5	5		~
6	Improve System/Network Connectivity	9	6	9	6	11	6	10	6&7&8	10	6&7&8	15
7	Range & Number of Users	6	7	0	7&8&11	4	7&8&12	8		~		~
8	Latent Demand	2	8&11	4		~		~		~		~
9	Public Engagement, Community Outreach & Policy Support	3	9	3	9	3	9	8	2&9&10 & 11	10	2&9&10	8
10	Alignment w/ Regional Policy & Objectives	6	10	6	10	6	10	8		~		~
11	Prioritizing Public Space	2					11	8		~	11	15
12	Increase or Sustain Transit Ridership	2	12	2	12	2		~	12	15	12	15
	Total	75		69		75		75		75		75

From: [John Nemeth](#)
To: [Leah Greenblat](#); [Coire Reilly](#)
Subject: FW: TFCA FY2027 Call for Projects - Withdrawal of City of Pinole Application
Date: Thursday, July 2, 2026 7:43:59 AM
Attachments: [image001.png](#)

FYI

From: Heba El-Guindy <helguindy@pinole.gov>
Sent: Wednesday, July 1, 2026 5:15 PM
To: Danielle Elkins <delkins@ccta.ca.gov>
Subject: TFCA FY2027 Call for Projects - Withdrawal of City of Pinole Application

Dear Ms. Elkins,

Thank you for the opportunity to apply for TFCA funds. Please be advised that I am writing this message to withdraw the City of Pinole's application submitted in response to the TFCA FY2027 Call for Projects. Please let me know if you wish that I submit a formal letter reiterating this request.

Thank you for your consideration, we look forward to working with you in the future.

Best regards,
Heba

Heba El-Guindy, TE
Public Works Director | City of Pinole
510-954-3495 [Office](#)
510-418-7415 [Mobile](#)
helguindy@pinole.gov
City of Pinole
2131 Pear Street, Pinole, CA 94564
www.pinole.gov



FISCAL YEAR 2026-27 (FY27)

TRANSPORTATION FUND FOR CLEAN AIR (TFCA)

Contra Costa TFCA 40% Fund Applications

Danielle Elkins, Deputy Executive Director
Nikki Foletta, Director of Programs
Contra Costa Transportation Authority

- 
- TFCA 40% Fund Overview
 - FY27 Call for Projects Evaluation Process
 - FY27 TFCA Applications, Funding Requests, & Preliminary Recommendations
 - Next Steps
 - Finish | Q&A

FY27 TFCA 40% Fund Overview

Policy adopted in spring 2024

TFCA funds are allocated annually by Bay Area Air District

FY26-27 funds available for projects is \$2,075,475*

**After deducting 6.25% administrative costs*

**Includes subregional unspent rollover of \$402k.*

FY26-27 is the third TFCA 40% Fund Call for Projects cycle

16 project proposals received by deadline with cumulative funding request for \$3,175,000

The Call for Projects was released on April 30, 2026. Eligible sponsors were provided three (3) weeks to respond with applications

The total requested funds exceeded the available county FY27 TFCA 40% Fund allocation by \$1,099,525**

***53% oversubscribed*

FY27 Call for Projects Evaluation Process

Application Statistics

CCTA Staff Review

Projects evaluated with certain metrics:

- Submitted by eligible sponsor
- Application completeness
- Consistent with state law in category and vehicle emission reduction
- Consistent with Air District policies
- Cost-Effectiveness (CE) ratio below the maximum threshold for project type

Initial Feedback & Collaboration

CCTA staff have provided initial application and funding feedback to applicants & the Contra Costa TFCA Working Group

RTPCs are asked to review sub-regional requests in **July 2026**, refine scopes as needed to fit available sub-regional funding amounts and forward final recommendations to CCTA before **August 13, 2026**.

Countywide Project Applications

Countywide/Subregional	Name	Sponsor	Requested
Countywide	511 CCTA Countywide Brand + Countywide TDM Commute & School Incentives + Seasonal Programs	511 CCTA	\$ 785,425
Countywide	Countywide Vanpool Program	City of San Ramon	\$ 234,172
Countywide	Guaranteed Ride Home	WCCTAC	\$ 62,000
Countywide total requested			\$ 1,081,597
Contra Costa County TFCA funds available			\$ 2,075,475
Less FY24 rollover funds			\$ 401,953
Total subregional funds available			\$ 591,925

Countywide Project Applications – Proposed

Countywide/Subregional	Name	Sponsor	Requested
Countywide	511 CCTA Countywide Brand + Countywide TDM Commute & School Incentives + Seasonal Programs	511 CCTA	\$ 785,425
Countywide	Countywide Vanpool Program	City of San Ramon	\$ 234,172
Countywide total requested			\$ 1,019,597
Contra Costa County TFCA funds available			\$ 2,075,475
Less FY24 rollover funds			\$ 401,953
Total subregional funds available			\$ 653,925

Preliminary Recommendation(s)

1. Defer additional Guaranteed Ride Home funding to next cycle (FY28). Remaining FY25 and FY26 balances are deemed sufficient to continue funding program scope through FY27.

Subregion	Formula Benefit	Countywide Benefit	Subregional Benefit	FY24 Funds Rollover	Total
Central	30.7%	\$ 313,016	\$ 200,755	\$ 128,474	\$ 642,245
East	26.6%	\$ 271,213	\$ 173,944	\$ 109,441	\$ 554,598
Southwest	20.5%	\$ 209,017	\$ 134,055	\$ 164,038	\$ 507,110
West	22.0%	\$ 226,351	\$ 145,171	\$ -	\$ 371,522
Total					\$ 2,075,475

Countywide/Subregional	Name	Sponsor	Requested
Subregional	San Pablo Avenue HAWK Signal	City of Pinole	\$ 150,000
Subregional	West County Commuter Incentive Program	WCCTAC	\$ 215,557
Sub-regional total requested			\$ 365,557
West County funds available (formula)			\$ 145,171
Balance			(\$ 220,386)

Preliminary Recommendation(s)

1. Reduce one or more project funding requests to sufficiently meet available sub-regional funding.

Next Step: RTPC Review & Final Recommendations

TRANSPAC

- TAC review – Jun. 30
- Board approval – Jul. 9

TRANSPLAN

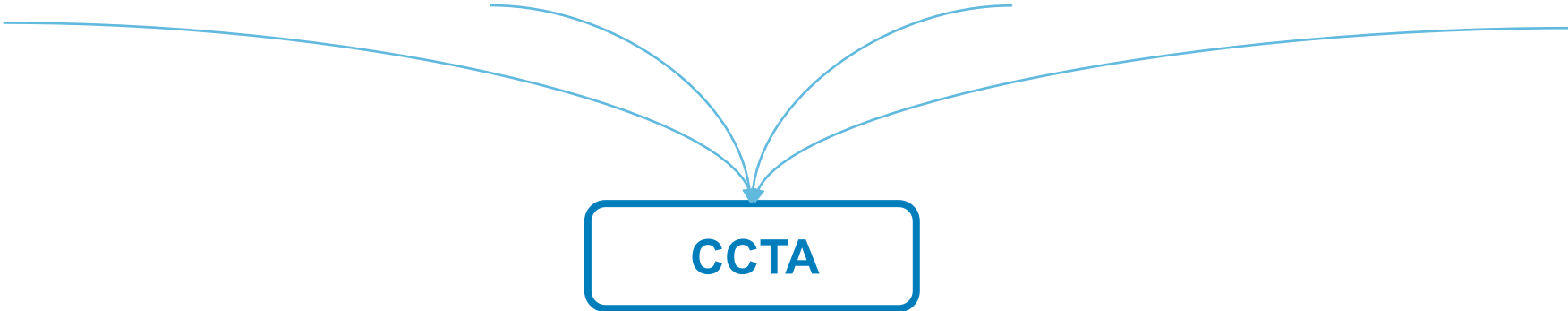
- TAC review – Jul. 21
- Board approval – Aug. 12

SWAT

- TAC review – Jul. 15
- Board approval – Aug. 3

WCCTAC

- TAC review – Jul. 13
- Board approval – Jul. 24



CCTA

- PC review – Sep. 3
- Board approval – Sep. 16





MEETING DATE: July 13, 2026

TO: West Contra Costa Transportation Commission TAC

FROM: Coire Reilly, Program Manager

SUBJECT: **TFCA FY27 Work Plan**

REQUESTED ACTION

Review and approve the TFCA work plan/application for subregional funding for Fiscal Year 2027

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 CCTA (formerly 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 \$62,000 for the Countywide Guaranteed Ride Home Program for FY27 and that request was not accepted by the Authority. As of May 2026, WCCTC has \$26,662 from FY25 and \$60,000 from FY26 available to continually fund the program.

Staff requested \$215,557 for the West Contra Costa Incentive Program this cycle. A total of \$145,171 is available for West County subregional projects, around less \$34,376 than last year's allocation. Last year the subregional funding pots had additional rollover funds from the SWAT region that increased the overall amount of funding available.

The Air District has eased 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 is the work plan for FY27. We will develop an amended project budget once we receive confirmation from CCTA about the funds available for the project and present that, along with the work plan, 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 Contra Costa Commuter Incentive Program Project Information Form July 2026

TFCA 40% Fund, FYE 2027: Project Information Form

Revised 4/28/26

A. Project Number:

CCTA WILL ASSIGN THIS NUMBER IF PROJECT IS ACCEPTED FOR FUNDING. SPONSORS APPLYING FOR FUNDING MAY SKIP TO QUESTION B. For internal use: assign consecutive numbers for projects funded, with year, county code, and number, e.g., 27CC01, 27CC02 for Contra Costa County. Zero (e.g., 27CC00) 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): Ridesharing

Refer to pages 25 of the [Guidance](#).

Project Type Code: 5c – Incentive Programs

Refer to pages 30-31 of the [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: \$145,171

TFCA Regional Funds Awarded (if applicable): \$

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

Other / Matching Funds: \$233,875 Source: Contra Costa Measure J, Program 17

Total Project Cost: \$379,046

G. Performance Period: July 2027-June 2028

H. Project Schedule (required for infrastructure projects):

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

This program is a continuation of our commuter incentive program that offers incentives to West County residents, commuters, and college students year-round and will start right as we finish our previously-funded program.

I. Project Description:

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.

WCCTC will continue to provide a comprehensive incentive program to commuters and colleges students in West Contra Costa County aimed at encouraging the use of transit and other alternative commute modes.

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: Our Try Transit program provides pre-loaded Clipper cards to commuters and college students to encourage them to get into the Clipper system and start taking transit as opposed to driving alone. We have recently gained the ability to load funds to some user accounts thanks to the rollout of Clipper 2.0. We will also offer Try Transit funds to commuters with these accounts if they have not used transit in a year or more as a way to encourage them to give transit another try.
 2. 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. We will also continue to provide 10 free trips on the Richmond-San Francisco Ferry via the SF Ferry App to qualified commuters and explore opportunities with other transit providers such as Golden Gate Transit as a way to promote the new Open Road Tolling coming to the Richmond-San Rafael Bridge.
 3. Secure Your Cycle: Secure Your Cycle 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, encouraging bicycling to work. We will investigate reworking this program into a potentially different bicycle commuter incentive program
 4. Potential WestCAT JX/JPX Promotion: We will investigate partnering with local transit

agency WestCAT to promote their J lines, which connect Pinole and Hercules residents to BART, as they are moving to realign the routes in the future.

Promotion and marketing

1. Green Commute Promotion: 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 upon request.
2. Bike to Work/Wherever Day: We will 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 CCTA offices.
3. 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:

- ☒ 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.

This 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).
- a. This project is focused on residents, workers, commuters, and college students 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 within these low-income areas.
- b) Estimate the percentage of funds spent in the Priority Areas and/or on the affected population within Priority Areas.

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. *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** OR **bikeway** project, please refer to the *TFCA FYE 2027 Call for Projects Memo*, dated April 30, 2026. These project types will be incorporated into the near future Coordinated Call for Projects with OBAG 4/TLC/PBTF grant funding, scheduled for release in late spring 2026.
- T. 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.
- U. 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?
- V. 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):

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

X. 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 5/18/2026

Project Sponsor

WEST COUNTY 2019 STMP PROJECTS													
If you have any questions, please contact Gaby Picado-Aguilar at g.picado-aguilar@fehrandpeers.com													
ID	Project	Project Description	Total Project Cost Estimate	Project Sponsor(s)	Please provide your email for follow-ups as needed	Status (use the dropdown provided in each cell)	Description of project status (as needed)	Updated cost estimate (if available)	Updated project description (if necessary)	Has there been any non-STMP funding already allocated?	If non-STMP funding has been allocated, provide the total amount.	Has the project undergone CEQA review?	Is there anything else the team should know about this project?
Complete Streets Projects													
1	San Pablo Avenue Complete Streets Projects	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.	\$8,610,000	County	jeffrey.valeros@pw.cccounty.us jamar.Stamps@dcd.cccounty.us	Under final design and permitting	PS&E Completed 10/29/2026	\$20,898,000		Yes. Provide total in Column L.	ATP \$10,517,000 Local Gas Tax \$8,745,000	Yes	
		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.	\$3,150,000	Richmond									
		c.) Construct bike, pedestrian and transit improvements along San Pablo Avenue from Rivers Street in San Pablo to Lowell Avenue in Richmond.	\$13,755,000	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.	\$8,190,000	El Cerrito	jmulLEN@elcerrito.gov	Other. Describe in column H.	Completed preliminary design in 2020. Doing some outreach work with CCTA as part of the CCTA San Pablo Ave Safety & Access project	\$ 25,000,000.00		No		Yes	received programmatic CEQA clearance as part of the City's San Pablo Avenue Specific Plan.
		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.	\$398,000	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.	\$16,800,000	Pinole									
2	Appian Way Complete Streets Project	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.	\$23,310,000	County, Pinole	jeffrey.valeros@pw.cccounty.us jamar.Stamps@dcd.cccounty.us	Still planned as described				No		No	
3	San Pablo Dam Road Improvements in Downtown El Sobrante	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.	\$10,422,000	County	jeffrey.valeros@pw.cccounty.us jamar.Stamps@dcd.cccounty.us	Still planned as described				No		No	
Other Bicycle and Pedestrian-Focused Improvements													
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.	\$12,276,000	County, Pinole, Richmond									LG: EBRPD recently applied for STMP funding for a project they called Pt. Pinole to Pt. Wilson which is related to #3.
5	Ohlone Greenway Improvements	Implement crossing, wayfinding, signing, lighting, safety, access and security, and landscaping improvements along Ohlone Greenway.	\$3,045,000	El Cerrito	jmulLEN@elcerrito.gov	In process (e.g. environmental review, preliminary design, etc...)		\$ 15,000,000.00		Yes. Provide total in Column L.	302000	Yes	received programmatic CEQA clearance as part of the City's Ohlone Greenway Master Plan.
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.	\$519,000	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.	\$1,095,000	Richmond									

WEST COUNTY 2019 STMP PROJECTS													
If you have any questions, please contact Gaby Picado-Aguilar at g.picado-aguilar@fehrandpeers.com													
ID	Project	Project Description	Total Project Cost Estimate	Project Sponsor(s)	Please provide your email for follow-ups as needed	Status (use the dropdown provided in each cell)	Description of project status (as needed)	Updated cost estimate (if available)	Updated project description (if necessary)	Has there been any non-STMP funding already allocated?	If non-STMP funding has been allocated, provide the total amount.	Has the project undergone CEQA review?	Is there anything else the team should know about this project?
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)	\$1,150,000	Richmond	gail_payne@ci.richmond.ca.us	In process (e.g. environmental review, preliminary design, etc...)	Beginning the first round of outreach out of three rounds, which will take most of 2026 to complete and recommend a project concept.	\$ 1,900,000.00		Yes. Provide total in Column L.	\$1,523,900	Currently in process	
		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)	\$2,950,000	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)	\$3,550,000	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)	\$1,100,000	Richmond									
Transit and Station-Related Improvements													
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.	\$109,203,000	WCCTC									AC Transit participated in the Express Bus Study, but did not operationalize these improvements
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.	\$53,550,000	Hercules	gdombeck@herculesca.gov	In process (e.g. environmental review, preliminary design, etc...)	In process of finalizing 10% Conceptual Design and updating survey. In process with development of Long Term Management Plan for the Refugio Creek Conservation Easement.	\$ 167,556,409.00	1. Realignment of UPRR track and installation of new signals: The project will shift and reconstruct 8,000 feet of existing double track and lengthen the existing siding track to approx.. 6,000 feet. 2. Construction of a new platform and pedestrian overcrossing: The station includes an 800-foot long, 35-foot-wide center boarding platform between the realigned rail tracks. A pedestrian	To date the Project has been funded by a mix of the following fund sources: Measure J Strategic Plan (SP), Measure J Transportation for Livable Communities (TLC), STMP, a congressional earmark and Transit and Intercity Rail Program (TIRCP) funds.	Measure J Strategic Plan (SP) - \$4.076 million Measure J Transportation for Livable Communities (TLC) Congressional earmark - \$850,000 Transit and Intercity Rail Program (TIRCP) funds - \$2.4 million	The City and the FTA completed the Final Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) on June 14, 2012, pursuant to CEQA and NEPA. The draft and final EIR/EIS, documenting the completion of Project Planning and substantial elements of Project Development, can be found on the following website: https://www.ci.hercules.ca.us/government/planning/hercules-projects/intermodaltransit-center/itc-eir-eis . It is expected that a re-evaluation may need to be performed if	Project needs additional funds to serve as local match for pending federal grant applications.
11	BART Extension (Planning & Conceptual Engineering Phases) from Richmond Station	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.	\$14,700,000	WCCTC									LG: Confirm whether the City of San Pablo still wants to pursue. If not, given BART has said it doesn't support the project, then delete.
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.	\$192,150,000	WCCTC									AC Transit is participating in the Phase 3 San Pablo Safety and Access Project, which includes elements from this 2019 project scope. Short-term and medium-term proposals did not move forward

WEST COUNTY 2019 STMP PROJECTS													
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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.	\$121,800,000	WCCTC									AC Transit: this did not move forward
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.	\$49,442,000	BART	rfactor@bart.gov	Other. Describe in column H.	BART has two projects in this category in the last few years: 1. New Fare Gates and Elevator Enclosures: Completed work on the platforms and fare gates on concourse. 2. El Cerrito Plaza TOD Parking Garage and Access Improvements Project: The El Cerrito Plaza TOD development team is in the process of design work	n/a	n/a	Multiple sources will be used: TIRCP, IIG Catalyst, State earmark, AHSC Round 8, BART funds, FTA funds, Caltrans funds	\$25,800,000	No	
		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.	\$1,260,000	BART, El Cerrito	jmullen@elcerrito.gov	In process (e.g. environmental review, preliminary design, etc...)		\$ 20,000,000.00	Merge / replace with new project: Crosstown Connect	Yes. Provide total in Column L.	tbd	No	
		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.	\$3,465,000	BART, Richmond		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.	\$34,759,000	BART	ssadt@bart.gov	No longer a priority for the agency	Conceptual	\$30,000,000	Yes	No	N/A	No	Should be considered in conjunction with increased or re-configured services to Richmond station
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.	\$37,761,000	El Cerrito	jmullen@elcerrito.gov	Subset of an existing project. Describe in Column H.	Subset of complete streets scope completed as part of the Del Norte Complete Streets Project. Merge / create new project to capture remaining complete streets scope.	5 star project	5 start project	Yes. Provide total in Column L.	Do you need this info? Project is complete. If yes, let me know: jmullen@elcerrito.gov	Yes	AC Transit: transit improvements completed; led by the City of El Cerrito
Local Street and Intersection Improvements													
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.	\$15,120,000	San Pablo	MattB@Sanpabloca.gov	In process (e.g. environmental review, preliminary design, etc...)	35% Plans mostly complete. PES completed and Approved. Historical Impact report has begun.	\$ 25,000,000.00	2-D hydraulic model requested by Caltrans addition of Air Quality Conforminty Letter and additional Boring for abutment design requested by Caltrans	Yes. Provide total in Column L.	HBP funding \$832,182 & Community Project Funded Congressional Directed Spending - \$850,000	No	Project Budget was a \$12M shortfall

WEST COUNTY 2019 STMP PROJECTS													
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ID	Project	Project Description	Total Project Cost Estimate	Project Sponsor(s)	Please provide your email for follow-ups as needed	Status (use the dropdown provided in each cell)	Description of project status (as needed)	Updated cost estimate (if available)	Updated project description (if necessary)	Has there been any non-STMP funding already allocated?	If non-STMP funding has been allocated, provide the total amount.	Has the project undergone CEQA review?	Is there anything else the team should know about this project?
Freeway and Interchange Improvements													
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.	\$84,788,000	San Pablo, CCTA				\$ 160,000,000.00	No changes	Yes. Provide total in Column L.	26,000,000	Yes	The project received \$26 million as follows to complete the PS&E and ROW phases: \$19.7M in TCEP, \$3.8M in STIP, \$0.5M in MEasure J Program 28b, \$0.2M in City of San Pablo local funds, and \$1.8M in Measure J funds. Project will be shovel ready in June 2027 and currently competing for SB1 funds for the construction phase. The projects needs significant matching funds (~\$40M) to be able to apply for \$70M in SB1 TCEP and \$25M in SB1 LPPC funds.
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.	\$15,225,000	El Cerrito, Richmond, CCTA	hilal_hamdan@ci.richmond.ca.us	Under final design and permitting	Right of way Aquisition					YES	
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.	\$10,959,000	Pinole, CCTA									LG: Confirm whether the city of Pinole still wants to pursue project.

	A	B	C	D	E	F	G	H	I	J	K	L	M
1	Use this sheet to provide comments on potential new projects, or to propose potential new projects. Note that a project should be identified in a local or regional planning document to be considered for inclusion in the STMP.												
2	Please leave your name with your comment entry.												
3	Project Name	Source Document	City of Hercules	City of Pinole	City of San Pablo	City of Richmond	City of El Cerrito	Contra Costa County	CCTA	BART	WestCAT	AC Transit	WETA
4	Safety Improvements on Richmond Parkway: intersection improvements; speed management and signage; upgraded Bay Trail facilities; high-quality, on-street bikeways; sidewalk gap closures; Wildcat Creek Trail crossing improvements	Richmond Parkway Transportation Plan											
5	West County Traffic Control Upgrades: traffic signal, roundabout/traffic circles	Countywide traffic signal work & Richmond Parkway Transportation Plan											
6	I-580/Richmond Parkway Operational Improvements	Richmond Parkway Transportation Plan, Bay Bridge Forward											
7	El Cerrito Plaza parking garage with EV charging	Berkeley El Cerrito Corridor Action Plan (BECCAP)											
8	Richmond Greenway bicycle and pedestrian bridge	Richmond Greenway Gap Closure											
9	Transit extension on the northern end of West County	High Capacity Transit Study											
10	Bike share micromobility study	Berkeley El Cerrito Corridor Action Plan (BECCAP)											
11	Richmond Ferry Terminal access improvements	WETA 2050 Service Vision and Expansion Policy											
12	WestCAT capital improvements (fleet replacement, O&M facilities)	WestCAT Short Range Transit Plan (2023–2028), Zero Emission Bus Rollout Plan, WestCAT Evolution Draft Plan											
13	Hercules Transit Center pedestrian bridge (across Willow Ave and rail tracks to Civic Center/Senior Housing/Library)	Hercules Transit Center Study											
14	Transit infrastructure improvements on West County transit corridors	CCTA Integrated Transit Plan											
15	Infrastructure safety improvements on the High Injury Network	Richmond Local Roadway Safety Plan and HIN, County Vision Zero Safety Action Plan, County Active Transportation Plan											
16	BART active transportation access improvements	Safe Trips to BART: An Action Plan for Safer Roadways											
17	???	Countywide Community Based Transportation Plan											
18	City of Pinole San Pablo Ave. Downtown improvements			LG: confirm with city about project.									
19	City of Pinole, San Pablo Ave. Bridge Replacement			LG: Pinole recvd. funding for this in the 2006 STMP. Additional funds are needed. Review with Pinole.									
20	City of San Pablo, San Pablo Ave. Bridge Replacement			LG: both should be listed									
21	Richmond Hilltop	High Capacity Transit Study				LG: City of Richmond is developing a plan for this area currently.							
22	Richmond Transit Center	High Capacity Transit Study											
23	Various projects	Richmond Parkway Transportation Plan		LG. Individual projects should probably be listed as such. Include the crossing project at the creek.									
24	High Priority AC Transit Bus Stop Improvements	AC Transit FY 2025-26 – FY 2029-30 Capital Improvement Plan Bus Stop Furniture Guidelines AC Transit Strategic Plan West County Action Plan										RT: The Project will identify and construct high-priority bus stop improvements, including ADA landing areas, pedestrian connections, lighting, and shelters, across its West County service area, prioritizing stops along San Pablo Avenue, a designated Route of Regional Significance. These upgrades directly improve rider access to major transit services on a corridor connecting two Contra Costa subregions and crossing into Alameda County, satisfying the STMP's core transit-access eligibility criterion. As West County development drives growth in ridership demand along this	

	A	B	C	D	E	F	G	H	I	J	K	L	M
25	Bus Delay Hotspot Remediation Project	AC Transit FY 2025-26 – FY 2029-30 Capital Improvement Plan AC Transit Strategic Plan CCTA's San Pablo Avenue Safety and Access Project AC Transit Major Corridors Study West County Action Plan										RT: The Project will identify and remediate the districtwide locations, concentrated along Routes of Regional Significance such as San Pablo Avenue, where buses experience the greatest delay, a problem intensified by growing regional through-traffic and congestion. For up to 50 of the locations experiencing the most delays, the Project will produce conceptual, buildable designs (signal modifications, bus lanes, queue jumps, bus bulbs) that mitigate the regional congestion impacts the STMP is designed to address. This gives West County jurisdictions ready-to-fund concepts that reduce congestion-driven delay on corridors	
26	Transit Priority Plan	AC Transit FY 2025-26 – FY 2029-30 Capital Improvement Plan AC Transit Strategic Plan CCTA's San Pablo Avenue Safety and Access Project AC Transit Major Corridors Study West County Action Plan										RT: The Project will develop a data-driven plan to identify, design, and deliver transit priority projects in partnership with West County jurisdictions, concentrating on Routes of Regional Significance including San Pablo Avenue, where growing through-traffic volumes slow Lines 71, 72, 72L, 72M, and Transbay service. The plan will build a pipeline of quick-build, ready-to-advance projects that mitigate regional congestion and improve transit reliability and access, consistent with the STMP's purpose of ensuring new development pays its fair share toward regional circulation and transit improvements. This work	

	A	B	C	D	E	F	G	H	I	J	K	L	M
27	Transit Signal Priority Strategic Plan	AC Transit FY 2025-26 – FY 2029-30 Capital Improvement Plan AC Transit Strategic Plan CCTA's San Pablo Avenue Safety and Access Project AC Transit Major Corridors Study West County Action Plan										RT: The Plan will chart a strategic path to modernize its Transit Signal Priority (TSP) system along Routes of Regional Significance, replacing the original TSP equipment installed along San Pablo Avenue (Line 72) with a cloud-based system capable of managing growing signal and traffic demand. The Plan protects a foundational regional TSP investment while positioning West County to further reduce congestion-driven transit delay and improve reliability on a corridor carrying through traffic between Alameda and Contra Costa Counties. It complements CCTA's Countywide Smart Signals initiative and San	
28	AC Transit At-Stop Digital Signage Pilot	CCTA's San Pablo Avenue Safety and Access Project AC Transit Strategic Plan Bus Stop Furniture Guidelines West County Action Plan										RT: The Pilot will pilot e-ink digital signage that delivers real-time arrival information, service alerts, and multilingual messaging at various stops including stops along San Pablo Avenue and other Routes of Regional Significance without requiring a shelter or wired power connection. By expanding reliable, real-time information across more of the corridor, the Pilot supports the STMP's goal of improving access to major transit services and encourages a shift away from regional through-traffic. Results will inform systemwide deployment prioritized at high-ridership, regionally significant stops across West County.	

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												RT: This Project develop a capital investment plan to replace and upgrade West County transit shelters, the majority of which are more than 20 years old, including procurement of a third-party contractor for purchase, removal, installation, refurbishment, and construction management. This program restores safe, functional access to transit service on Routes of Regional Significance including San Pablo Avenue, supporting transit access as regional growth increases ridership demand along West County's busiest corridors. As a systemwide lifecycle-replacement effort, it	
29	AC Transit Bus Stop Improvements & Amenities Program	AC Transit FY 2025-26 – FY 2029-30 Capital Improvement Plan AC Transit Strategic Plan Bus Stop Furniture Guidelines West County Action Plan											
												RT: The Project will will modernize essential security infrastructure at Division 3, its Richmond operating base that dispatches approximately 200 buses daily (including local line such as 71, 72, 72L, 72M, 74, 76; school lines; and Transbay Lines G and L routes) along with its maintenance and fuel wash depot. Reliable, secure facility operations are a precondition for the on-time, regionally significant transit service the STMP is intended to support, and West County's growing ridership base increases reliance on this single operating facility. Security modernization protects the operational foundation underlying every other AC Transit	
30	AC Transit Division 3 Security Enhancements	AC Transit FY 2025-26 – FY 2029-30 Capital Improvement Plan AC Transit Strategic Plan											
31	AC Transit Bus Procurements	AC Transit FY 2025-26 – FY 2029-30 Capital Improvement Plan AC Transit Strategic Plan											
32	ccccccccc	This project is currently included in the 2019 STMP project list. We've added additional language in red.											
												Celestine Do	

	A	B	C	D	E	F	G	H	I	J	K	L	M
33	14b.) 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, and improved multimodal access to the station - including by bus.	This project is currently included in the 2019 STMP project list. We've added additional language in red.								Celestine Do			
34	Capital projects that enhance the rider experience and/or support ridership growth or retention, with a focus on service reliability, safety, and convenience.	Stations Program in BART FY25 Capital Investment Plan, https://www.bart.gov/sites/default/files/2024-10/Final%20FY25%20Capital%20Investment%20Plan%20-%20October%202024.pdf	Celestine Do										
35	North Richmond Neighborhood Network	Contra Costa County Active Transportation Plan						Jamar Stamps					
36	San Pablo Avenue Gap Closure (Tara Hills)	Contra Costa County Active Transportation Plan	Jamar Stamps										
37	Parr Boulevard Complete Streets (North Richmond)	Contra Costa County Active Transportation Plan						Jamar Stamps					
38	Appian Way / Valley View Road / Sobrante Avenue intersections	Contra Costa County Vision Zero Action Plan	Jamar Stamps										
39	San Pablo Dam Road from May Road to the Kennedy Grove Entrance	Contra Costa County Vision Zero Action Plan						Jamar Stamps					
40	Crosstown Connect	El Cerrito Active Transportation Plan	Jarrett Mullen										
41	San Pablo Avenue Complete Streets	El Cerrito Active Transportation Plan, San Pablo Avenue Specific Plan						Jarrett Mullen					
42	Ohlone Greenway	El Cerrito Active Transportation Plan, Ohlone Greenway Master Plan	Jarrett Mullen										
43	Backbone Bikeways	El Cerrito Active Transportation Plan, Local Road Safety Plan (draft)						Jarrett Mullen					
44	El Cerrito Traffic Signal Upgrades	El Cerrito 2026-2031 Capital Improvement Program	Jarrett Mullen										
45	Uptown El Cerrito / El Cerrito del Norte BART Access	El Cerrito Active Transportation Plan, San Pablo Avenue Specific Plan						Jarrett Mullen					
46	Downtown El Cerrito / El Cerrito Plaza BART Access	El Cerrito Active Transportation Plan, San Pablo Avenue Specific Plan, BART Berkeley El Cerrito Corridor Access Plan	Jarrett Mullen										
47	Sycamore Avenue Connector Project	Countywide Bicycle and Pedestrian Plan	Mike Roberts										

Local HSIP Cycle 13 Call for Projects

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now>

HSIP CYCLE 13 Webinar

To assist agencies in preparing quality applications for HSIP Cycle 13, Caltrans and FHWA will have a webinar on July 21, 2026.

Register for the webinar

at: https://csulb.zoom.us/webinar/register/WN_yvCDxLpgR0KDoMaNVgkieA#/registration

Description

The Caltrans Division of Local Assistance (DLA) and Federal Highway Administration (FHWA) present this information session on the latest details for California's Local Highway Safety Improvement Program (HSIP) Cycle 13 Call-for-Projects.

This Call-for-Projects is for approximately \$370M in HSIP funds that will cover two application categories: Benefit Cost Ratio (BCR) and Funding Set-asides. The submittal deadline is Monday, November 2, 2026. Please visit the Local HSIP Cycle 13 Call-for-Projects website for full details, and contact your Caltrans District Local Assistance Engineer (DLAE) with any questions.

Hosted by California LTAP, this free 2-hour webinar is open to all Local Public Agencies, California Tribes, and Caltrans employees. For inquiries, please email "Kelly.Mar@dot.ca.gov".

All applicants are expected to review the HSIP Guidelines and Local Roadway Safety Manual for California Local Road Owners prior to working on their specific applications:

- [HSIP Guidelines \(PDF\)](#) provide overall guidance and general information for the HSIP program.
- [Local Roadway Safety Manual for California Local Road Owners \(PDF\)](#) is intended to assist local agencies in preparing a proactive safety analysis of their roadway networks, identifying their safety improvement priorities and applying appropriate countermeasures. The local agencies are expected to utilize the concepts in this manual in developing safety projects to compete for HSIP funding.

Below are the documents you must have in order to prepare and submit an application. Please download all these documents for your use.

Note: Both the Application Form and the HSIP Analyzer are dynamic forms. At a minimum, Adobe Acrobat Reader DC is needed in order to complete and save the files. You may download Adobe Acrobat Reader DC for free at <https://www.adobe.com/acrobat/pdf-reader.html>.

[HSIP Cycle 13 Application Form \(PDF\)](#)

- [Application Instructions \(PDF\)](#)

The applicants must complete the application form and the attachments for each application. The application form will be submitted electronically to Caltrans (see “Submit your HSIP application” session on this webpage).

- [HSIP Analyzer \(for BCR Applications\) \(PDF\)](#)
- [HSIP Analyzer \(for Set-aside Applications\) \(PDF\)](#)
- [HSIP Analyzer Manual \(for BCR Applications\) \(PDF\)](#)
- [HSIP Analyzer Manual \(for Set-aside Applications\) \(PDF\)](#)

HSIP Analyzer is a PDF form-based tool that streamlines the project cost estimate, crash data input and Benefit Cost Ratio (BCR) calculation. The use of the HSIP Analyzer is required for all applications in HSIP Cycle 13.

- [Local Roadway Safety Plan \(LRSP\) Certification template](#)

In order to apply for the local HSIP funds, an agency must have completed their Local Roadway Safety Plan (LRSP) or an equivalent of the LRSP. Download this template and attach the completed LRSP Certification to the Application Form.

- [Engineer’s Checklist for BCR Applications](#)
- [Engineer’s Checklist for Set-aside Applications](#)

Engineer’s Checklist is required for all applications. Once your application has been finalized, please complete the checklist, and attach the scanned checklist to the application form.

Call for Projects: Regional Measure 3 Safe Routes to Transit and Bay Trail Program



On June 24, 2026, the Metropolitan Transportation Commission approved guidelines for the second cycle of the Regional Measure 3 (RM3) Safe Routes to Transit and Bay Trail Program (SR2TBT) and authorized the call for projects. The second cycle of the SR2TBT Program covers five fiscal years from 2026/27 through 2030/31, with \$75 million available for programming.

How to Apply

Interested applicants should review the [SR2TBT Program Cycle 2 Application Forms](#) — including the [program guidelines](#) — and prepare the following for submittal via the online application link by **October 5, 2026**:

1. MTC's SR2TBT Project Application

- Applicants applying for competitive SR2TBT funds must submit the [online application](#) and supporting documentation to MTC by **October 5, 2026**.

2. Submit an Authorization Letter Within Online Application

- All project applications must include a PDF cover letter from the Chief Executive Officer or other officer authorized by the applicant's governing board authorizing the application submittal.
- Projects implemented by an agency other than the applicant must submit documentation of the agreement between the applicant and the implementing agency as part of the project application.
- If proposing leveraged funds, the letter should include confirmation that these matching funds are available for the proposed project.

3. Project Budget and Expenditure Plan Form

- All project applications must include a copy of the [Project Budget and Expenditure Plan Form](#).

4. MTC Complete Streets Policy — Complete Streets Checklist

- MTC's Complete Streets and Transit Priority Policies require roadway projects on public right-of-way requesting MTC discretionary funding of over \$250,000 to complete a checklist that considers the needs of all active transportation users and to minimize unintended impacts to transit. The [Complete Streets Checklist](#) includes sections on both policies.
- Projects shall coordinate with their local Bicycle and Pedestrian Advisory Committee (BPAC) or equivalent advisory body to review the Complete Streets Checklist prior to application submittal.
 - If a jurisdiction doesn't have a local BPAC, please utilize the county BPAC.
 - If a project includes a transit stop/station or is located along a transit route, the checklist must be reviewed by the relevant transit agency(ies) to confirm coordination and acknowledgment of the project.

Application Scoring Rubric

To support applicants for this new funding program, MTC staff have published the scoring rubric for the second cycle as part of the [application materials](#).

Questions

For questions, please email Karl Anderson at kanderson@bayareametro.gov. We look forward to working with you on the second cycle of the SR2TBT Program.