WCCTC | WEST CONTRA COSTA TRANSPORTATION COMMISSION

El Cerrito | Hercules | Pinole | Richmond | San Pablo | Contra Costa County | AC Transit | BART | WestCAT

SPECIAL MEETING NOTICE AND AGENDA

DATE & TIME: **November 13, 2026 • 8:30 AM – 10:30 AM**

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

REMOTE ACCESS:
https://us02web.zoom.us/j/7321058840?pwd=c1dMVjJydlBoYk0yYWVVZVlmWHZ4Zz09
Meeting ID: 732 105 8840

Phone:
+Dial the following number, enter the participant PIN followed by # to confirm:
+1 669 900 6833
Meeting ID: 732 105 8840 / Password: 066620

Public Comment During the Meeting
Public comment during the meeting can be in person or via Zoom. Those wishing to comment in person should fill out a speaker card. Participants wishing to comment via Zoom should indicate interest by using the hand raising function on Zoom or by physically raising their hands.

The ability to participate and observe via Zoom or teleconference is predicated on those technologies being available and functioning without technical difficulties. Should they not be available or become non-functioning or should the WCCTC Board encounter technical difficulties that make those platforms unavailable, the WCCTC Board will proceed with business in person unless otherwise prohibited by law.

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

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1. **Call to Order and Board Member Roll Call.** *(Rebecca Saltzman - Chair)*

2. **Public Comment.** The public is welcome to address the Board on any item that is not listed on the agenda.

SPECIAL MEETING AGENDA ITEM

3. **Board Workshop on West County Transportation Expenditure Plan Priorities.** The WCCTC Board will hold a workshop to discuss West County's priorities for the Transportation Expenditure Plan (TEP) for a potential successor to Measure J. *(John Nemeth, WCCTC Executive Director and Tim Haile, CCTA Director; Attachments; Requested Action: Receive the staff presentation and provide input on West County's priorities for the TEP, including named capital project candidates, the Return to Source formula and funding level, and funding priorities among program categories.)*

4. **Adjourn.** The next regular meeting is scheduled for December 11, 2026 @ 8:30 a.m.

- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTC Board meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Mia Carrasco 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 offices.
- 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.

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MEETING DATE: November 13, 2026

TO: West Contra Costa Transportation Commission

FROM: John Nemeth, Executive Director

SUBJECT: **Board Workshop on West County Transportation Expenditure Plan Priorities**

REQUESTED ACTION

Receive the staff presentation and provide input on West County's priorities for the Transportation Expenditure Plan (TEP), including named capital project candidates, the Return to Source formula and funding level, and funding priorities among program categories.

BACKGROUND AND DISCUSSION

TEP Development Context

Measure J, the Contra Costa countywide half-cent transportation sales tax, expires on March 31, 2034. The Contra Costa Transportation Authority (CCTA) is developing a Transportation Expenditure Plan (TEP) for a potential successor measure, a new 25-year, half-cent sales tax that would begin April 1, 2034 and run through 2059.

At its October 21, 2026 workshop, the CCTA Authority Board discussed updated revenue projections and a proposed framework for allocating funds geographically. CCTA staff estimate that a 25-year extension of the half-cent sales tax would generate approximately $3.272 billion in constant 2026 dollars. Using 2045 population projections at the measure's midpoint, West County's projected share is approximately 24 percent, or roughly $785.5 million over the life of the measure. The composition of projects and programs within that allocation is the subject of this workshop. The October 21 CCTA staff report is included as Attachment A as background.

Workshop Purpose and Discussion Topics

The November 13 workshop is an opportunity for the WCCTC Board to discuss West County's priorities as the TEP takes shape. The workshop will open with a presentation on the countywide TEP development process, timeline, and revenue projections, including West County's projected allocation and the structure of the new measure relative to Measure J. Board members will have an opportunity to ask questions about the TEP process and revenue projections. The workshop will then address three West County priority topics:

Named Capital Projects. Measure J named a set of West County capital projects directly in the measure as specific commitments to the community that helped build support for the tax. Staff will present project ideas for discussion, along with a set of considerations for thinking

about which projects might warrant naming in the new measure. Board feedback will help inform West County's approach to named project commitments in the new measure.

Return to Source. Measure J includes a Return to Source formula that distributes a portion of West County's sales tax revenues directly to local jurisdictions based on a geographic formula. This funding gives local jurisdictions flexible dollars for local transportation priorities. The Board will be asked to consider the level of Return to Source funding relative to named capital projects and program categories.

Program Funding. The balance of West County's allocation is expected to flow through ongoing programs, categories of transportation investment funded on a continuing basis over the measure's 25-year life. The Board will be asked to provide feedback on the overall level of program funding relative to Return to Source and named capital projects, and on the appropriate balance among the four categories.

CCTA's current working framework organizes these investments into four thematic categories: (1) Freeways / Local Roads; (2) Safer, Smoother Roads; (3) Transit Service / Access; and (4) Transportation for Youth, Seniors, and Disabled. Each category encompasses both capital and operating investments.

NEXT STEPS

Board feedback from this workshop will be incorporated into WCCTC staff's ongoing engagement with CCTA during TEP development. Staff will provide a summary of Board feedback to the Board, the WCCTC TAC, and CCTA staff. CCTA staff is planning to provide the Board with more information about the development of a Draft TEP at its December 11, 2026 workshop.

ATTACHMENTS

A: CCTA Authority Board Staff Report — TEP Framework for Funding Projections and Allocations (October 21, 2026)
B: West County Named Capital Projects

CONTRA COSTA TRANSPORTATION AUTHORITY

Authority Board **STAFF REPORT**

Meeting Date: October 21, 2026

Subject	**Transportation Expenditure Plan Framework for the Funding Projection and Allocations**
Summary of Issues	Development of the Transportation Expenditure Plan (TEP) requires establishing the amount of funding reasonably anticipated to be available and an approach for allocating those funds to ensure communities throughout Contra Costa County benefit from the measure. At this workshop, staff will present updated population and sales tax revenue projections for a potential 25-year, one-half cent transportation sales tax beginning in 2034 and seek input on the assumptions to be used in developing the initial draft TEP. Representatives from the four Regional Transportation Planning Committees (RTPCs) were again invited to participate in the workshop and provide their perspectives as part of this collaborative process. Staff will also present approaches for establishing funding targets and allocating funding among projects and programs.
Recommendations	This is an informational item only; no staff recommendation at this time.
Staff Contact	Timothy Haile
Financial Implications	N/A
Options	N/A
Attachments	**A.** Summary of Revenue Estimates from an Extension of a One-Half Cent Sales Tax Beginning April 1, 2034
Changes from Committee	*N/A*

Background

Development of the TEP continues to advance toward preparation of an initial draft TEP. The TEP is being developed through an iterative process that allows the Authority Board, local agencies, stakeholders, and the public to shape the plan at key decision points. The Authority's five Living Pillars—Community-First Approach, Keep It Simple, Apply a Countywide Lens, Emphasize Accountability, and Focus on Significant Outcomes—continue to provide the framework for these discussions and future investment decisions.

Consistent with the collaborative approach used throughout development of the TEP, the Authority again invited representatives from each of the four RTPCs to participate in the October Authority Board Workshop. Their participation provides an important opportunity for local jurisdictions to engage directly with the Authority Board as key elements of the TEP are developed and refined. This ongoing engagement helps ensure that local and subregional perspectives are incorporated into the discussion while maintaining a countywide lens as the Authority moves toward development of the initial draft TEP.

At previous workshops, the Authority Board discussed six major policy decisions that will shape the structure of the initial draft TEP. At the October 21, 2026 workshop, the discussion will focus on two fundamental questions: “How much funding do we have?” and “How do we make sure everyone benefits?” Input received at this workshop will help establish the financial framework and funding allocation approach that will be used to develop the initial draft TEP.

Contra Costa County Population

Contra Costa County is home to approximately 1.1 million residents and is expected to continue growing over the life of a future transportation measure. Plan Bay Area 2050+ forecasts approximately 15 percent population growth in Contra Costa County between 2025 and 2050. While growth will occur throughout the county, the distribution of population among the four subregions is projected to remain relatively stable over this period.

Population is an important consideration in development of the TEP for two reasons. First, population growth is one of the factors that influences future economic activity, transportation demand, and sales tax revenues. Second, population has historically been used to help establish geographic funding targets to ensure transportation investments

benefit communities throughout Contra Costa County.

Measure J used population at the midpoint of the measure to establish the overall distribution among the four subregions. Actual population in 2020 was relatively close to the population projections used when Measure J was developed, with each RTPC within approximately one to two percentage points of the original projections.

A potential 25-year measure would begin in 2034 and end in 2059, with a midpoint of approximately 2046. The 2045 forecast year is the closest available forecast year and is therefore used for purposes of establishing the subregional funding targets. Population estimates for each subregion are shown below in Table 1, with the corresponding population shares shown in Table 2.

Table 1: Population Estimates by Subregion

Subregion	2025	2035	2045	2050
West	260,433	281,785	305,981	317,898
Central	304,167	337,584	358,849	369,323
East	335,252	354,743	363,971	368,516
Southwest	216,052	215,680	222,749	226,231
Total	1,115,905	1,189,792	1,251,550	1,281,968

Table 1 is based on Plan Bay Area 2050+ population forecasts

Table 2: Population Share by Subregion

Subregion	2025	2035	2045	2050
West	23%	24%	24%	25%
Central	27%	28%	29%	29%
East	30%	30%	29%	29%
Southwest	19%	18%	18%	17%

Population has relatively similar distributions for Central and East County, while some differences exist for West and Southwest County. Current population forecasts also indicate relatively limited change in each subregion's share of the countywide population over the potential life of a new 25-year measure.

Funding Projections – How Much Funding Do We Have?

Establishing a reasonable revenue projection is a foundational step in developing the TEP. The amount of revenue reasonably expected to be generated establishes the financial parameters and funding available for transportation investments, projects, and programs.

Measure J expires on March 31, 2034. For planning purposes, staff has evaluated a potential continuation of a one-half cent transportation sales tax for an additional 25 years beginning April 1, 2034.

The Authority retained HdL Companies (HdL) to develop the revenue estimates (Attachment A). An extension of a one-half cent sales tax over a 25-year period is estimated to generate approximately $3.272 billion in constant 2026 dollars. The projection assumes slower near-term revenue growth of 1.5 percent in Fiscal Year (FY) 2027-28, followed by approximately 3 percent nominal annual growth. This is more conservative than the approximately 3.6 percent average nominal growth experienced in Contra Costa County between 1990 and 2026 and recognizes anticipated moderation in population growth as well as uncertainty associated with future economic conditions.

Establishing a prudent revenue projection is important to maintaining the credibility and

accountability of the TEP and the Authority. The revenue estimate will establish the overall funding available for the initial draft TEP and provide the basis for determining the appropriate scale of future projects and programs.

At this workshop, staff will seek Authority Board input on the assumptions used to establish the funding projection for development of the initial draft TEP.

Funding Allocations – How Do We Make Sure Everyone Benefits?

Once the overall funding available for the TEP is established, the next question is how to ensure the benefits of the measure are distributed throughout Contra Costa County.

Measure J established an overall geographic distribution based on population and assigned individual projects and programs to the four subregions. Population at the midpoint of the measure was used to establish the overall subregional shares. Staff proposes using the same methodology to establish subregional funding targets for the proposed new measure. As discussed above, an extension of a one-half cent sales tax over a 25-year period is estimated to generate approximately $3.272 billion in constant 2026 dollars and the midpoint would be approximately 2045. The subregional funding targets in constant 2026 dollars based on the midpoint of the measure are shown below in Table 3.

Table 3: Subregional Funding Targets

Subregion	2045 Percentages POPULATION	25-year Sales Tax Measure FUNDING TARGET Constant 2026 Dollars (x 1,000)
West	24%	$785,500
Central	29%	$949,100
East	29%	$949,100
Southwest	18%	$589,100
Total	100%	$3,272,800

Throughout development of the TEP, the Authority Board and representatives from the RTPCs have emphasized the importance of maintaining flexibility in a future measure. Transportation needs, technologies, travel patterns, funding opportunities, and community priorities will continue to evolve over the life of a potential 25-year measure. The TEP should therefore provide sufficient flexibility to respond to changing conditions and emerging needs and opportunities, while maintaining clear commitments, accountability, and confidence that communities throughout Contra Costa County will benefit from the measure.

Staff are exploring an evolved Measure J approach that maintains overall subregional funding targets while providing greater flexibility in how those targets are achieved. Under this approach, projects and programs could be selected based on the transportation needs they address, the benefits they provide, and how well they advance the TEP's desired outcomes, rather than requiring each individual investment to conform to a fixed geographic allocation. This approach would provide flexibility to respond to changing transportation needs, emerging opportunities, and conditions that cannot be anticipated today, while still meeting the overall subregional funding targets.

For example, programs and investments could use different allocation approaches based on factors such as populations served, the transportation needs addressed, and the benefits provided. Some funding, such as Return to Source, could continue to be distributed through a defined formula similar to Measure J. Major projects could be selected based on transportation needs and benefits, competitive programs could incorporate geographic considerations, and countywide programs could be funded based on their countywide purpose and benefits. These allocation approaches and methodologies will continue to be discussed and refined through the TEP process.

This approach also builds on the discussion at the September Authority Board Workshop regarding the importance of establishing clear TEP outcomes, identifying measurable performance metrics, and evaluating the benefits of the overall package of TEP investments. Using those outcomes and measures to assess projects and programs would help ensure that funding decisions are tied to the transportation needs being addressed and the benefits expected to be delivered, while providing a consistent framework for evaluating the TEP as a whole.

This approach would provide a mechanism for maintaining geographic balance and meeting

the subregional funding targets, while allowing individual investments to respond to transportation needs, project and program benefits, changing conditions, and opportunities that emerge during implementation.

This approach also aligns with the Authority's Focus on Significant Outcomes Living Pillar by allowing investments to be evaluated based on the transportation needs they address and the benefits they are expected to deliver. Rather than determining investments primarily through predetermined geographic allocations, the approach would provide flexibility to identify the mix of projects and programs that can deliver meaningful transportation outcomes while still meeting the overall subregional funding targets.

This approach also advances the Authority's Apply a Countywide Lens Living Pillar by recognizing that transportation needs and benefits extend beyond jurisdictional and subregional boundaries. While the subregional funding targets provide confidence that communities throughout Contra Costa County will benefit from the measure, the flexibility within those targets allows investments to be considered based on the needs they address and the benefits they provide.

Transportation investments should recognize local priorities while also acknowledging that residents routinely travel across jurisdictional and subregional boundaries and benefit from investments throughout the county. The objective is therefore not simply to distribute dollars geographically, but to establish a transparent framework that provides confidence that all communities will benefit from the measure while preserving sufficient flexibility to invest where transportation needs and benefits are greatest.

At this workshop, staff will seek Authority Board input on the appropriate approach for establishing geographic funding targets and distributing funding among projects and programs. This input, together with the funding projection, will advance the framework for development of the initial draft TEP.

This is an informational item only; no staff recommendation at this time.

Attachment B

West County Named Capital Projects

West Contra Costa Transportation Commission | November 13, 2026

The following projects are the West County entries from Appendix I of the Contra Costa Transportation Authority's Countywide Transportation Plan (CTP) 2050 Draft Final Report, which lists named capital projects countywide. This attachment reproduces the West County projects from that list for reference. Total cost figures are CTP 2050 planning-level estimates.

#	Project	Lead Agency	Total Cost
1	BART to Hercules	WCCTC	$2,427.3M
2	San Pablo Avenue / Macdonald Transit Corridor	Multiple	$288.0M
3	Hercules Hub Multimodal Transit Center + Ferry	Multiple	$203.9M
4	West County Express Bus Service	WCCTC	$181.7M
5	23rd Street Multimodal Corridor	Multiple	$164.5M
6	Richmond Parkway Study Recommendations	WCCTC	$131.0M
7	I-580 / Stenmark Drive Flyover	Richmond	$127.5M
8	San Pablo Dam Road Multimodal Improvements	Multiple	$126.0M
9	I-80 / SR-4 Interchange Improvements	Hercules	$70.6M
10	Richmond–San Francisco Ferry	Richmond	$69.1M
11	I-80 Express Lane Conversion	MTC	$51.4M
12	AC Transit Richmond Bus Storage and Maintenance Facility	AC Transit	$51.0M
13	BART to Bay Trail Bikeway	El Cerrito	$50.0M
14	Richmond Parkway Rehabilitation	Richmond	$50.0M
15	I-80 Corridor System Management Plan Improvements	WCCTC	$48.5M
16	Richmond Greenway Gap Project	Richmond	$40.0M
17	I-80 Integrated Corridor Mobility	CCTA	$38.2M
18	North Richmond Truck Route	County	$30.5M
19	I-80 EB HOV Lane Extension, Cummings Skyway to Carquinez	CCTA	$29.7M
20	San Pablo Avenue Bridge Replacement / Intersection Realignment	San Pablo	$28.0M
21	Wildcat Creek Regional Trail	Multiple	$27.1M
22	I-80 Express Bus	Multiple	$26.9M
23	Richmond CyberTran	Richmond	$25.8M
24	San Pablo Avenue Bicycle / Pedestrian Gap Closure	Pinole	$25.0M
25	Cutting / Carlson Grade Crossing Improvements	Richmond	$24.1M
26	AC Transit Division 3 Zero-Emission Bus Infrastructure	AC Transit	$22.0M
27	San Pablo Avenue Complete Streets	County	$20.8M

#	Project	Lead Agency	Total Cost
28	Macdonald Avenue Streetscape	Richmond	$20.3M
29	I-80 Bus on Shoulder	CCTA	$20.0M
30	Richmond Yellow Brick Road Complete Streets	Richmond	$17.0M
31	San Pablo Creek Trail	County	$15.5M
32	I-80 WB / John Muir Parkway On-Ramp Improvement	Hercules	$14.6M
33	I-80 / Central Avenue Interchange	CCTA	$14.2M
34	I-80 EB / Pinole Valley Road On-Ramp Improvement	WCCTC	$13.4M
35	Cummings Skyway / I-80 Interchange	County	$10.7M
36	WestCAT Infrastructure Improvements	WestCAT	$7.9M
37	Richmond BART Station Multimodal Access Projects	Richmond	TBD