

TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

DATE & TIME: Thursday, June 12, 2025 • 9:00 AM – 11:00 AM

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

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

1. CALL TO ORDER

Estimated Time:* 9:00 AM

2. PUBLIC COMMENT

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

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

3. CONSENT CALENDAR

Estimated Time:* 9:03 (2 minutes)

A. Minutes from May 8, 2025, meeting

Recommendation: Approve as presented.

Attachment: Yes

4. REGULAR AGENDA ITEMS

A. STMP Call for Projects

Description: WCCTC has approximately \$6.2M available in unallocated STMP funding, and could issue a call for projects in the near term, subject to Board authorization. Staff is seeking feedback from the TAC on: its preferred timing for a call for projects, the amount of funding to make available, the schedule, parameters (such as number of applications per sponsor and maximum grant requests) and evaluation criteria.

Recommendation: Provide input to staff on the preferred timing and details of a STMP Call for Projects

Attachments: Yes

Presenter/Lead Staff: John Nemeth, WCCTC Staff

Estimated Time: 9:05 AM, (35 minutes)*

B. Measure J 28b Funds – Small-Scale Capital Grant Program Concept

Description: Staff will seek TAC input on potential uses for Measure 28b funds, including a possible small-scale capital project grant program. Discussion will include funding allocation considerations, distribution methods, and evaluation criteria.

Recommendation: Discuss and provide direction.

Attachments: Yes

Presenter/Lead Staff: John Nemeth, WCCTC

Estimated Time: 9:40 AM, (35 minutes)*

C. TFCA Application

Description: CCTA has released the call for projects for TFCA funding. These funds have traditionally been a key component of the countywide TDM program. Staff provide background on the funding source and staff's application plans for this year.

Recommendation: Receive information and provide feedback.

Attachments: Yes

Presenter/Lead Staff: Coire Reilly, Program Manager

Estimated Time: 10:05 AM, (20 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: 10:25 AM (5 minutes)*

B. Staff and TAC Member Announcements

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

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTC Staff and TAC Members

Estimated Time: 10:30 AM (5 minutes)*

6. ADJOURNMENT

Description / Recommendation: Adjourn to the next regular meeting of the TAC on Thursday, July 10, 2025. The next scheduled meeting of the WCCTC Board is Friday, July 25, 2025.

Estimated Time: 10:35 AM*

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

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

DRAFT WCCTC TAC Meeting Action Minutes

MEETING DATE: May 8, 2025

MEMBERS PRESENT: Janney Lockman, Richmond; Robert Armijo, Richmond; Robert Sarmiento, Contra Costa County ; Matt Brown, San Pablo; Heba El-Guindy, Pinole; Jarrett Mullen, El Cerrito; Celestine Do, BART;

GUESTS: Jennifer Cannon (CCC), Britt Tanner (MTC), Mika Miyasoto (AC Transit), Crystal Wang (AC Transit), Matt Kelly (CCTA), Adam Dankberg, (Kimley Horn), Kevin Connolly (Tylin)

STAFF PRESENT: John Nemeth, Leah Greenblat, Coire Reilly

ACTIONS LISTED BY: WCCTC Staff

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Call to Order	The meeting was called to order at 9:01 AM
2.	Public Comment	No Public Comments
3.	Consent Calendar: Minutes from April 10, 2025, Meeting.	Consent Calendar was approved unanimously. <i>{unclear from audio recording which members moved and seconded}</i>
Regular Agenda Items		
4A.	Transit Priority Policy on Roadways (TPPR)	<p>MTC staff delivered a presentation on the TPPR and TAC members received a two-part memorandum; Memo one related to stakeholder engagement and Memo 2 outlined the intent of the policy along with MTC's implementation approach.</p> <p>TAC Members raised questions about policy consistency with local jurisdictions, and the importance of early coordination to identify potential treatments to be incorporated into projects.</p>

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
		TAC Member commented that they appreciated the emphasis on coordination between local agencies and transit agencies. They also noted that it may be helpful to have “model language” for agencies to use as a starting point and edit accordingly.
4B.	Contra Costa County Integrated Transit Plan (ITP)	CCTA staff shared an update on the Integrated Transit Plan. TAC Members raised concerns about the effectiveness of converting travel lanes into bus-only lanes in places where frequencies are low. John Nemeth asked if there was any downside to coming to conclusions about specific investments in specific corridors without doing corridor studies. Leah Greenblat commented about the title, and its aspirational nature which she thought might not be clear to readers. More than one TAC member noted that large scale transit investments might not make sense to divide across the County, in a geographically equitable way, given that some areas of the County are more productive transit markets.
4C.	Draft FY 2025-26 WCCTC Work Program	John Nemeth noted that the Work Program had not changed since the last TAC meeting, except for new references to the San Pablo Avenue bridge projects in both San Pablo and Pinole. Identifying funding for these projects was considered a priority. Mr. Nemeth noted that he would be bringing the draft Work Program to the Board in May.
4D.	Bike to Wherever Day Update	Coire Reilly, of WCCTC staff, updated the TAC on Bike to Wherever Day and provided some information about the location of the 13 energizer stations as well as the staff and volunteers who would be working tables at these locations.
Standing Items:		
5A.	Technical Coordinating Committee (TCC) Report	TAC members noted that the previous TCC meeting was cancelled.

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
5B.	Staff and TAC Member Announcements	{Not clear on meeting recording}
6.	Adjournment	The meeting adjourned at 11:00 AM.

MEETING DATE: June 12, 2025

TO: West Contra Costa Transportation Commission

FROM: John Nemeth, Executive Director

SUBJECT: STMP Call for Projects

REQUESTED ACTION

Provide input on the timing, funding amount, scoring criteria, and application requirements for a potential STMP Call for Projects

BACKGROUND AND DISCUSSION

There is approximately \$6.2M in unallocated STMP funds available, and the WCCTC Board has expressed interest in issuing a STMP Call for Projects in the near term. For context, Cycle 1 (of the “2019 STMP Program”) made \$3.75M available in 2021, and Cycle 2 made \$5.3M available in 2023.

Timing of the Call

Staff seeks input from the TAC on whether a near-term Call is desirable, given current member agency readiness. Approximately \$10 million in previously allocated STMP funds remain unspent. Would TAC members prefer a new Call for Projects in the short term, or would it be more effective to delay to allow additional time for project readiness?

Funding Amount

Staff recommends making up to \$5.7 million available, reserving approximately \$250,000 for the STMP Next Study, retaining a portion for administrative purposes, and allowing for a cushion. TAC input is requested on whether this amount is appropriate or should be adjusted.

Schedule

Staff seeks TAC feedback on the appropriate application period. Cycle 1 allowed one month for submissions. Cycle 2 allowed just over three months, owing in part to an August recess. Following the application deadline, staff will evaluate submissions based on TAC-established criteria. The TAC will then review and make a funding recommendation to the Board.

Scoring Criteria

The following criteria were used in Cycles 1 and 2. The TAC is being asked to consider updates or adjustments for Cycle 3:

Scoring Criteria for Cycle 1 and 2, 2019 STMP Update Call for Projects		
Criteria	Cycle 1	Cycle 2
Readiness to construct; construction ranked higher than design.	10 pts.	-
Ability to spend STMP funds in the near term.	5 pts.	10 pts.
Value of STMP funding to advancing the project.	-	10 pts.
Share of the funding gap	5 pts.	-
Serves a disadvantaged community.	5 pts.	5 pts.
Improves subregional alternative mode network.	5 pts.	5 pts.

Parameters

In Cycle 1 and 2, each project sponsor could submit up to two applications. In Cycle 1, the maximum funding request was \$1.875M (of the \$3.75M available), and in Cycle 2 the maximum request was \$1.5M (of the \$5.3M available). Cycle 1 included the goal that at least three projects be recommended to the Board for funding, while there was no such requirement in Cycle 2.

Application Requirements

Below is the information that was required from sponsors for Cycle 2 applications. TAC input is requested on whether these requirements remain appropriate for Cycle 3:

- The amount of STMP funds being requested.
- Clear identification of which of the STMP project category the request falls under.
- The location of the project shown on a map.
- A brief but clear description of what the STMP funds would be used for.
- A summary project schedule showing estimated month and year of PSE, start of construction, end of construction, and opening to the public. Clearly note which phase of project development the STMP funds would be used for.
- The total estimated cost of the project and/or the cost of the current project phase for which funds are sought.
- The project's current readiness to use the funds. Provide a best estimate of the month and year when the funds would be spent.
- The amount and source of other committed funding for the phase for which STMP funding is sought. Please note if the STMP funds would be used to help leverage other funds.
- A description of the value that the STMP funds would provide in either advancing or completing the project.
- Documentation to show that the project is located within, or will serve, a disadvantaged community using MTC's Equity Priority Community designation.
- An explanation of whether, and how, the project improves the alternative mode networks (e.g., pedestrian, bicycle, or transit).

Attachments:

A: Eligible STMP Project List

STMP Projects and Estimated Costs

ID	Project	Description	Reported Cost	Year of cost estimate	Escalation Factor ¹	Estimated Cost, 2018\$
Complete Streets Projects						
1	San Pablo Avenue Complete Streets Projects	a.) Construct bike and pedestrian improvements along San Pablo Avenue from Rodeo to Crockett.	\$8,200,000	2017	1.05	\$8,610,000
		b.) Construct bicycle and pedestrian improvements along San Pablo Avenue between La Puerta Road and Hilltop Drive.	\$3,000,000	2017	1.05	\$3,150,000
		c.) Construct bike, pedestrian and transit improvements along San Pablo Avenue from Rivers Street in San Pablo to Lowell Avenue in Richmond.	\$13,100,000	2017	1.05	\$13,755,000
		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.	\$7,800,000	2017	1.05	\$8,190,000
		e.) San Pablo Avenue Class I Boardwalk between John Muir Parkway and Sycamore Avenue.	\$296,400	2011	1.34	\$398,000
		f.) Complete bicycle/pedestrian connection on San Pablo Avenue over Santa Fe Railroad tracks.	\$16,000,000	2017	1.05	\$16,800,000
2	Appian Way Complete Streets Project	Provide continuous sidewalks, bike lanes, and improved bus stops along Appian Way from San Pablo Dam Road in unincorporated El Sobrante to about 900 lineal feet north of the city limit within the City of Pinole.	\$22,200,000	2017	1.05	\$23,310,000
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.	\$6,900,000	2005	1.51	\$10,422,000

Other Bicycle and Pedestrian-Focused Improvements

4	Bay Trail Gap Closure	Improve transit access by closing three key Bay Trail gaps: along Goodrick Avenue in Richmond, between Bayfront Park and Pinole Creek in Pinole, and between Atlas Road and Cypress Avenue in unincorporated Contra Costa County.	\$11,135,000	2016	1.10	\$12,276,000
5	Ohlone Greenway Improvements	Implement crossing, wayfinding, signing, lighting, safety, access and security, and landscaping improvements along Ohlone Greenway.	\$2,900,000	2017	1.05	\$3,045,000
6	I-580/Harbour Way Interchange Pedestrian & Bicycle Access Improvements	Improve pedestrian and bicycle crossings at the I-580/Harbour Way interchange ramps.	\$386,500	2011	1.34	\$519,000
7	I-580/Marina Bay Parkway	Improve pedestrian and bicycle crossings at the I-580/Marina Bay Parkway interchange ramps	\$815,300	2011	1.34	\$1,095,000
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.	\$1,150,000	2018	1.00	\$1,150,000
		b.) Point Richmond to Richmond Greenway: including S. Garrard Blvd and W. Ohio Ave.	\$2,950,000	2018	1.00	\$2,950,000
		c.) W. Cutting Blvd, Cutting Blvd, and Hoffman Blvd.	\$3,550,000	2018	1.00	\$3,550,000
		d.) Harbour Way South: Hoffman Blvd to Ferry Terminal.	\$1,100,000	2018	1.00	\$1,100,000

Transit and Station-Related Improvements

9	I-80 Express Bus	Capital improvements associated with implementing Express Bus Service on I-80 from Hercules 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.	\$104,003,000	2017	1.05	\$109,203,000
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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. Future capital improvements could include preparation for ferry service.	\$51,000,000	2017	1.05	\$53,550,000
11	BART Extension	BART extension from the Richmond BART Station. Only the planning, conceptual engineering and program level environmental clearance phases of the project are included.	\$14,000,000	2017	1.05	\$14,700,000
12	San Pablo Avenue Transit Corridor Improvements	Bus Rapid Transit (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.	\$183,000,000	2017	1.05	\$192,150,000
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.	\$116,000,000	2017	1.05	\$121,800,000
14	West County BART Station Access, Parking & Capacity Improvements	a.) El Cerrito Plaza Station Modernization and Capacity Enhancements.	\$42,710,000	2015	1.16	\$49,442,000
		b.) El Cerrito Plaza BART Pedestrian & Bike Safety and Access Improvements.	\$1,200,000	2017	1.05	\$1,260,000
		c.) Richmond BART Pedestrian & Bike Safety and Access Improvements.	\$3,300,000	2017	1.05	\$3,465,000
		d.) Richmond Crossover Project.	\$27,000,000	2012	1.29	\$34,759,000

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.	\$25,000,000	2005	1.51	\$37,761,000
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.	\$14,400,000	2017	1.05	\$15,120,000
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.	\$80,750,000	2017	1.05	\$84,788,000
18	I-80/Central Avenue Interchange Improvements (Phase 2)	Improve traffic operations 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.	\$14,500,000	2017	1.05	\$15,225,000
19	I-80/Pinole Valley Road Interchange 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, in addition to ramp-terminal intersection improvements.	\$10,437,000	2017	1.05	\$10,959,000
Administrative Projects						
20	Future Nexus Study Updates	Two comprehensive nexus studies and fee updates, over the 22-year planning horizon of the 2019 STMP Fee.	\$500,000	2018	1.00	\$500,00
Total Estimated Cost			\$789,283,200			\$855,002,000

Notes:

¹ Most projects have cost estimates prepared in 2011 or more recently. For those projects, the escalation factor was calculated based on the Annual Infrastructure Construction Cost Inflation Estimates (AICCIE) reported by OneSanfrancisco (onesanfrancisco.org). Two projects (projects 3 and 15) have cost estimates dating to 2005; for those projects, an index of 1.37 as specified by WCCTAC's STMP model ordinance was used to escalate the costs to 2016 dollars, and then the inflation rates for years 2016 and 2017 (reported by onesanfrancisco.org) were used to escalate the cost to 2018 dollars.

MEETING DATE: June 12, 2025

TO: West Contra Costa Transportation Commission

FROM: John Nemeth, Executive Director

SUBJECT: **Measure J 28b Funds – Small-Scale Capital Grant Program Concept**

REQUESTED ACTION

Staff requests input and feedback on potential uses of uncommitted Measure J 28b funds.

BACKGROUND AND DISCUSSION

Measure J 28b is a flexible funding category within the Measure J Expenditure Plan. In recent years, WCCTC has used these funds for a range of purposes, including:

- Travel training program activities
- Local match for the Richmond Parkway Transportation Plan and PASS grants
- Capital grant matches for the I-80/San Pablo Dam Road Interchange Project and the I-80/Central Avenue Bicycle/Pedestrian Undercrossing Project
- Maintenance of bus shelters in El Cerrito, Richmond, and San Pablo

Current Status

Staff estimates that there's approximately \$550-\$600K of uncommitted funds in this category. Staff is working with CCTA to refine this estimate and will provide an updated figure at the TAC meeting.

Discussion

An option for a portion of these funds is to make them available for "small-scale" transportation projects, generally in the \$15-50K range. These could include: bike rack installations, bike lane striping, curb ramps, crosswalk improvements, daylighting (red curb and signage), pedestrian refuge islands, bus stop amenities and improvements, or traffic calming.

A small-scale grant program could help member agencies address unmet transportation needs with relatively low-cost, high-impact projects.

Key Questions for the TAC

1. Funding Allocation

- If there's a small-scale capital grant program, what portion of the available 28b funds should be made available vs. reserved for other potential needs?

2. Distribution Method

- Should funds be distributed by formula to all WCCTC member agencies, or allocated through a competitive grant process?

3. Program Parameters (if competitive)

- What eligibility criteria and evaluation metrics should be used (e.g., safety benefit, equity, cost-effectiveness, readiness)?
- Should there be a cap per project or agency?
- Should projects require a local match?

Next Steps

If supported, staff will use the TAC's input to develop a framework for the small-scale capital program. This would ultimately be brought to the WCCTC Board for review and approval.

MEETING DATE: June 12, 2025

TO: West Contra Costa Transportation Commission

FROM: Coire Reilly, Program Manager

SUBJECT: **TFCA Application**

REQUESTED ACTION

Staff requests input and feedback on the proposed TFCA application for FY 2026.

BACKGROUND AND DISCUSSION

For over 30 years, the Bay Area Air District's Transportation Fund for Clean Air (TFCA) has supported Transportation Demand Management (TDM) programs throughout the region, including WCCTC's efforts. These funds have historically been combined with Measure J Program 17 ("Commute Alternatives") to implement TDM strategies.

Previously, TFCA funding was distributed to Regional Transportation Planning Committees (RTPCs) based on a jobs/housing formula. The RTPCs then collaborated to deliver the countywide TDM program, "511 Contra Costa". However, in 2024, the Contra Costa Transportation Authority (CCTA) transitioned from this allocation method to an open call for projects process.

Under this new structure, WCCTC successfully applied for funding to continue West County's commuter-focused incentive program and to administer the countywide Guaranteed Ride Home (GRH) program. However, the awarded funding was less than what WCCTC had historically received under the previous formula-based system.

CCTA released the call for projects for TFCA FY 2026 funding at the end of May. In discussions with partner RTPCs, there is consensus to submit applications for similarly scoped programs as last year. However, due to the competitive nature of the process, the final funding amount remains uncertain until all applications are reviewed.

WCCTC staff has expressed to CCTA the need to revisit the TFCA funding policy, noting that the current approach introduces significant annual uncertainty for program planning and budgeting. This concern was also raised by the WCCTC Technical Advisory Committee (TAC) in 2024. CCTA staff has indicated a willingness to engage in policy discussions following the conclusion of this year's funding cycle.

NEXT STEPS / REQUEST FOR SUPPORT

WCCTC staff seeks TAC support to:

- Submit an application for a commuter-focused incentive program serving West County, consistent with last year's scope.
- Continue to operate the countywide Guaranteed Ride Home program.
- Request that member agencies notify WCCTC staff of any plans to submit individual TFCA applications, as this could affect overall program funding and budget planning.