

STMP Cycle 3

Call for Projects

Funding Recommendation

What is the STMP?



Development Fees

WCCTC acts as trustee for transportation mitigation fees collected from new development by West County cities and the unincorporated County.



2019 Program

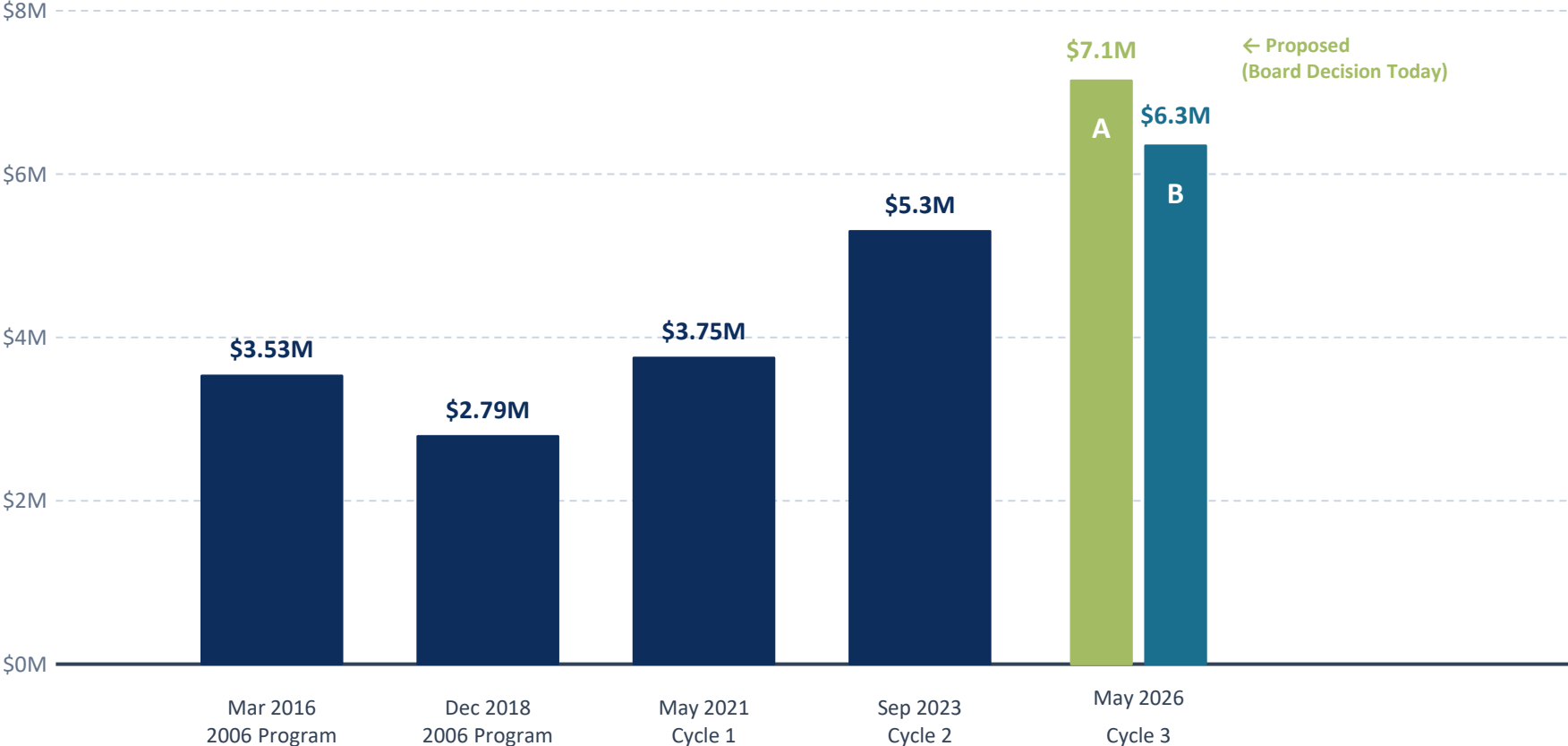
The current program funds 20 pre-identified capital projects. A legally required Nexus Study Update is now underway to refresh the program.



How It Works

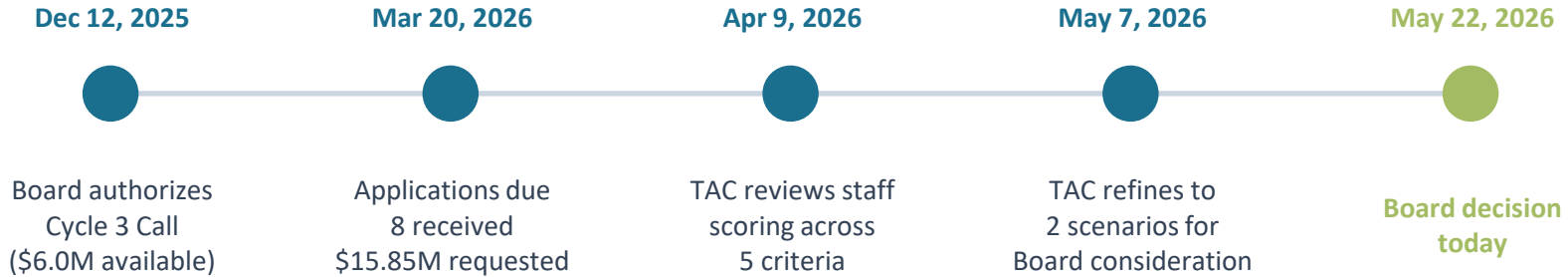
STMP funds are disbursed on a reimbursement basis — project sponsors complete work and invoice WCCTC, which then releases funds. Available funds reflect fees collected to date.

A Decade of STMP Allocations



How We Got Here

Additional STMP revenues received since the last cycle created an opportunity for a new Call for Projects.



The Cycle 3 Call for Projects

\$6.0M

Originally authorized
by Board (Dec 2025)

\$6.4M

Available now
(additional revenues
received)

8

Applications
received

\$15.85M

Total requested
(2.6x oversubscribed)

Applications Received

Rank	Project	Sponsor	Score /40	Requested
1	Barrett Ave Improvement Project	Richmond	37	\$311,931
2	Tennent Ave / Bay Trail RR Crossing	Pinole	34	\$700,000
3	San Pablo Ave Complete Streets / Bay Trail	County	32	\$436,000
4	I-80 / San Pablo Dam Rd Interchange Ph. 2	San Pablo/CCTA	31	\$4,000,000
5	El Cerrito Plaza LED Lighting & Signage	BART	30	\$900,000
6	Safe Strides San Pablo Avenue	El Cerrito	28*	\$6,000,000
7	Richmond Bay Trail Gap Closure	EBRPD	27	\$500,000
8	Hercules Hub Multimodal Station	Hercules	24	\$3,000,000
TOTAL				\$15,847,931

**Safe Strides was also scored as a partial award of ~\$1.675M covering early design phases only (score: 33).*

How Projects Were Scored

Five TAC-established criteria, 40 points possible. Scores represent professional judgment — all projects are eligible.

10 pts

Readiness to Spend

Can funds be spent quickly after award? Weighted average timing across all project phases.

10 pts

Value of STMP Funding

Does STMP funding meaningfully advance or complete the project? Does it leverage other sources?

10 pts

Improves Alt. Mode Network

Does the project support walking, biking, transit, or other non-auto travel?

5 pts

Serves Disadvantaged Communities

Does the project benefit MTC-designated Equity Priority Communities?

5 pts

Improves Safety

Does the project improve safety for any mode of travel?

The Central Question

Fund the I-80 / San Pablo Dam Road Interchange Phase 2?

At \$4,000,000, it is the largest request and cannot be scaled down.

YES → Scenario A

- Fund SPDR + 5 other projects
- Requires additional funding contributions
- 2 significant leveraging opportunities
- 6 of 8 applicants funded

NO → Scenario B

- Skip SPDR entirely
- Stay within Cycle 3 balance alone
- Broader distribution of awards
- 7 of 8 applicants funded

Scenario A: With I-80/San Pablo Dam Road

How It's Funded:

Source	Amount
STMP Cycle 3 Available Balance	\$6,400,000
WCCTC – Prior SPA Award (returned)	\$325,000
WCCTC – Measure J 28b Allocation	\$420,000
Total Available	\$7,145,000

Project Awards:

Barrett Ave (Richmond)	\$311,931
Tennent Ave / Bay Trail (Pinole)	\$700,000
SPA Complete Streets (County)	\$436,000
I-80/SPDR Ph.2 (San Pablo/CCTA)	\$3,672,000
El Cerrito Plaza LED (BART)	\$600,000
Safe Strides SPA (El Cerrito)	\$1,425,000
TOTAL	\$7,144,931

- Short-term funding agreement through June 2027 — if state funds don't materialize, STMP allocation returns to pool
- El Cerrito allocation (~\$1.425M) serves as local match for joint ATP pedestrian safety grant (~\$12M) on San Pablo Ave

Scenario B: Without I-80/San Pablo Dam Road

Barrett Ave (Richmond)	\$311,931
Tennent Ave / Bay Trail (Pinole)	\$700,000
SPA Complete Streets (County)	\$436,000
<i>I-80/SPDR Ph.2 (San Pablo/CCTA)</i>	—
El Cerrito Plaza LED (BART)	\$900,000
Safe Strides SPA (El Cerrito)	\$2,000,000
Richmond Bay Trail Gap Closure (EBRPD)	\$500,000
Hercules Hub Multimodal Station (Hercules)	\$1,500,000
TOTAL	\$6,347,931

Scenario B at a Glance

- 7 of 8 applicants receive funding
- Larger awards to El Cerrito and Hercules
- No additional funding contributions needed.
- I-80/SPDR can be considered in next round (~1 year)

Scenarios Side by Side

	Project	Agency	Requested	Scenario A	Scenario B
1	Barrett Ave Improvement Project	Richmond	\$311,931	\$311,931	\$311,931
2	Tennent Ave / Bay Trail RR Crossing	Pinole	\$700,000	\$700,000	\$700,000
3	San Pablo Ave Complete Streets	County	\$436,000	\$436,000	\$436,000
4	I-80 / SPDR Interchange Ph.2	San Pablo/CCTA	\$4,000,000	\$3,672,000	—
5	El Cerrito Plaza LED Lighting	BART	\$900,000	\$600,000	\$900,000
6	Safe Strides San Pablo Ave	El Cerrito	\$6,000,000	\$1,425,000	\$2,000,000
7	Richmond Bay Trail Gap Closure	EBRPD	\$500,000	—	\$500,000
8	Hercules Hub Multimodal Station	Hercules	\$3,000,000	—	\$1,500,000
TOTAL			\$15,847,931	\$7,144,931	\$6,347,931

Staff Recommendation

Scenario A

Two leveraging opportunities. Short-term agreement protects STMP funds. Awards to 6 of 8 applicants.

Leveraging: Funds I-80/SPDR AND provides ATP match for San Pablo Ave pedestrian safety grant (~\$12M)

Risk Protection: Short-term funding agreement through June 2027 — STMP allocation returns if state funds don't come through

Broad Benefit: Awards to 6 of 8 applicants across multiple jurisdictions and project types

Note: Scenario B is a viable alternative — funds 7 of 8 applicants within Cycle 3 balance alone