

TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

DATE & TIME: June 11, 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 May 7, 2026.**

Recommendation: Approve as presented.

Attachment: Yes

B. **Minutes from May 19, 2026.**

Recommendation: Approve as presented.

Attachment: Yes

4. **REGULAR AGENDA ITEMS**

A. **2027 STMP Nexus Study and Program Update: Review of Potential Project List**

Description: Following the introductory presentation on the STMP Update process at its February 2026 meeting, WCCTC TAC members were asked to review the 2019 STMP's Project List and identify new adopted plans and projects that should be reviewed for potential inclusion in the 2027 Update's Project List. The consultant team has reviewed adopted plans and studies to compile a first draft list of potential 2027 STMP projects using the 2019 STMP's eligibility criteria.

* 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.

Recommendation: Provide feedback on 2027 STMP Update's Project List's eligibility criteria and review the first draft of the 2027 STMP Potential Project List.

Attachments: Yes

Presenter/Lead Staff: Leah Greenblat, WCCTC Transportation Planning Manager, Julie Morgan, Fehr & Peers

Estimated Time:* **1:35 PM**, (85 minutes)

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

Description: In the Measure J Expenditure Plan, there is not only a Countywide TLC grant program with funds allocated to each Regional Transportation Planning Committee (RTPC), but there are also additional TLC funds for West County TLC projects. For the upcoming TLC Call for Projects there is \$5.6 million designated only for West County. The CCTA is recommending the weighting for the OBAG 4 criteria (attached), but each RTPC may adjust the weights given to the various TLC eligibility screening and scoring criteria. WCCTC staff wants the TAC to review the screening and criteria to identify if there are any additions or modifications needed for West County TLC funds.

Recommendation: Forward a recommendation to the WCCTC Board on screening and scoring criteria for the West County Measure J TLC funds.

Attachments: Yes

Presenter/Lead Staff: Leah Greenblat

Estimated Time:* **3:00 PM**, (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:* **3:20 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:* **3:25 PM** (5 minutes)

6. ADJOURNMENT

Description / Recommendation: Adjourn.

Estimated Time:* **3:30 PM**

* 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.

The next regular meeting of the TAC is July 9, 2026. The next meeting of the WCCTC Board is Friday, June 26, 2026.

- 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: May 7, 2026

MEMBERS PRESENT: Celestine Do, BART; Finn Wurtz, WestCAT; Jamar Stamps, Contra Costa County; Glenn Dombeck, Hercules; Regina Tran, AC Transit; Janney Lockwood, Richmond; Jarrett Mullen, El Cerrito; Jimmie Zhao, San Pablo

GUESTS: Hisham Noeimi (CCTA), Kevin Byrd

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

ACTIONS LISTED BY: WCCTC Staff

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Call to Order	The meeting was called to order at 1:30 PM
2.	Public Comment	None
3A.	Consent Calendar: Minutes from April 9, 2026, meeting.	Moved: Jimmie Zhao Seconded: Jamar Stamps Abstain: None Consent Calendar was approved unanimously.
Regular Agenda Items		
4A.	STMP Cycle 3 Call for Projects – TAC Funding Recommendation	TAC directed staff to present two options to the Board, an “A” and a “B” option, each with a different mix of projects to be funded.
4B.	TFCA Call for Projects	WCCTC staff and member agencies discussed the upcoming TFCA Call for Projects and possible application for funding.
5D	Bike to Wherever Day Preparation	Coire Reilly of WCCTC staff mentioned that this year had the most energizer stations ever in West County at 15 with at least one in each jurisdiction.

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
Standing Items:		
5A.	Technical Coordinating Committee (TCC) Report	The TCC discussed the upcoming OBAG 4/TLC/PBTF combined call for projects that will be the subject of an upcoming special TAC meeting.
5B.	Staff and TAC Member Announcements	<p>Janney Lockwood mentioned that she would be a TAC alternate and that either Josef Munoz or Gail Payne would be the main representative from Richmond.</p> <p>Jimmie Zhou announced that Allen Panganiban retired and Jill Mercurio was serving as interim PW director on a part time basis.</p> <p>Finn Wurtz shared that WestCAT is offering a summer youth ride promo and that over the summer all weekend rides are free.</p>
6.	Adjournment	The meeting adjourned at 3:12 PM

DRAFT WCCTC TAC Meeting Action Minutes

MEETING DATE: May 19, 2026

MEMBERS PRESENT: Celestine Do, BART; Finn Wurtz, WestCAT; Jamar Stamps, Contra Costa County; Regina Tran, AC Transit; Janney Lockwood, Richmond; Jarrett Mullen, El Cerrito;

GUESTS: Matt Kelly (CCTA), Kevin Byrd

STAFF PRESENT: John Nemeth, Leah Greenblat

ACTIONS LISTED BY: WCCTC Staff

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Call to Order	The meeting was called to order at 9:30 AM
2.	Public Comment	None
Regular Agenda Items		
3A.	<p>Recommendation Development of the 2026 Coordinated Call for Projects for the OBAG 4, Measure J Transportation for Livable Communities (TLC), and Pedestrian, Bicycle, and Trail Facilities (PBTF) Cycle 3 funding programs.</p>	<p>Matt Kelly, CCTA staff, provided information about the Coordinated Call for Projects combining OBAG 4, Measure J TLC Cycle 3, and Measure J PBTF Cycle 3, making approximately \$90 million available for Contra Costa County. CCTA plans to submit \$52 million in OBAG 4 projects to MTC, with \$7 million available competitively countywide, and CCTA directing up to \$45M toward its own initiatives. Eligibility requirements include compliance with state housing law, safety planning, and pavement management, with six jurisdictions currently noncompliant. TAC Members asked questions about the details of these funding categories and the process. Multiple members also expressed concern about the small size of the competitive pot.</p>

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
Standing Items:		
4A.	Staff and TAC Member Announcements	None.
5.	Adjournment	The meeting adjourned at 10:00 AM

Table 1. 2019 STMP Projects, Cost and Status

ID	Project	Description	Estimated Cost (2018\$)	Status
Complete Streets Projects				
1	San Pablo Avenue Complete Streets Projects	a.) Construct bike and pedestrian improvements along San Pablo Avenue from Rodeo to Crockett.	\$ 8,610,000	
		b.) Construct bicycle, pedestrian, and transit improvements along San Pablo Avenue between La Puerta Road and Hilltop Drive.	\$ 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.	\$ 13,755,000	
		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.	\$ 8,190,000	Partially complete
		e.) San Pablo Avenue Class I Boardwalk between John Muir Parkway and Sycamore Avenue.	\$ 398,000	
		f.) Complete bicycle/pedestrian connection on San Pablo Avenue over Santa Fe Railroad tracks.	\$ 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.	\$ 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.	\$ 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.	\$ 12,276,000	
5	Ohlone Greenway Improvements	Implement crossing, wayfinding, signing, lighting, safety, access and security, and landscaping improvements along Ohlone Greenway.	\$ 3,045,000	In process

ID	Project	Description	Estimated Cost (2018\$)	Status
6	I-580/Harbour Way Interchange Pedestrian & Bicycle Access Improvements	Improve pedestrian and bicycle crossings at the I-580/Harbour Way interchange ramps.	\$ 519,000	
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.	\$ 1,095,000	
8	Richmond "Ferry to Bridge" Bicycle Network Improvements (connecting Ferry Terminal with Richmond-San Rafael Bridge Bay Trail)	a.) Bicycle Boulevard in Point Richmond area: from the new trail at Tewksbury & Castro to existing Bay Trail at S. Garrard & Richmond Ave.	\$ 1,150,000	In process
		b.) Class 1 trail in Point Richmond to Richmond Greenway, including S. Garrard Blvd and W. Ohio Ave.	\$ 2,950,000	
		c.) Two-way cycle-track and road diet on W. Cutting Blvd, Cutting Blvd, and Hoffman Blvd.	\$ 3,550,000	
		d.) Two-way cycle-track on Harbour Way South: Hoffman Blvd to Ferry Terminal.	\$ 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, a potential I-80/Macdonald Avenue Express Bus/BRT transit center, and other intermediate stops.	\$ 109,203,000	
10	Hercules Regional Intermodal Transportation Center	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.	\$ 53,550,000	In process

ID	Project	Description	Estimated Cost (2018\$)	Status
11	BART Extension from Richmond Station	BART extension from the Richmond BART Station to Contra Costa College. Only the planning, conceptual engineering and program level environmental clearance phases of the project are included.	\$ 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.	\$ 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.	\$ 121,800,000	
14	West County BART Station Access, Parking & Capacity Improvements	a.) El Cerrito Plaza Station Modernization and Capacity Enhancements.	\$ 49,442,000	Partially complete
		b.) El Cerrito Plaza BART Pedestrian & Bike Safety and Access Improvements.	\$ 1,260,000	In process
		c.) Richmond BART Pedestrian & Bike Safety and Access Improvements.	\$ 3,465,000	Completed
		d.) Richmond Crossover Project.	\$ 34,759,000	No longer a priority for the agency
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.	\$ 37,761,000	Partially complete
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.	\$ 15,120,000	In process
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.	\$ 84,788,000	

ID	Project	Description	Estimated Cost (2018\$)	Status
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.	\$ 15,225,000	Under final design and permitting
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.	\$ 10,959,000	

Fehr & Peers

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

TAC Meeting #2

Agenda

01 STMP Overview

02 2027 Potential Projects

03 Next Steps

SECTION 01

STMP Overview

What is a Transportation Impact Fee?



One-time charge



Imposed at building permit stage or certificate of occupancy



Imposed on all development projects within a defined geographic area



Revenue used to build facilities to serve new development

Why charge impact fees?

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

What goes into a nexus study?



ESTIMATE
EXISTING
DEVELOPMENT
AND FUTURE
GROWTH



IDENTIFY
FACILITY
STANDARDS



DETERMINE
NEW FACILITY
NEEDS AND
COSTS



ALLOCATE
SHARE TO
ACCOMMODATE
GROWTH



IDENTIFY
ALTERNATIVE
FUNDING
NEEDS

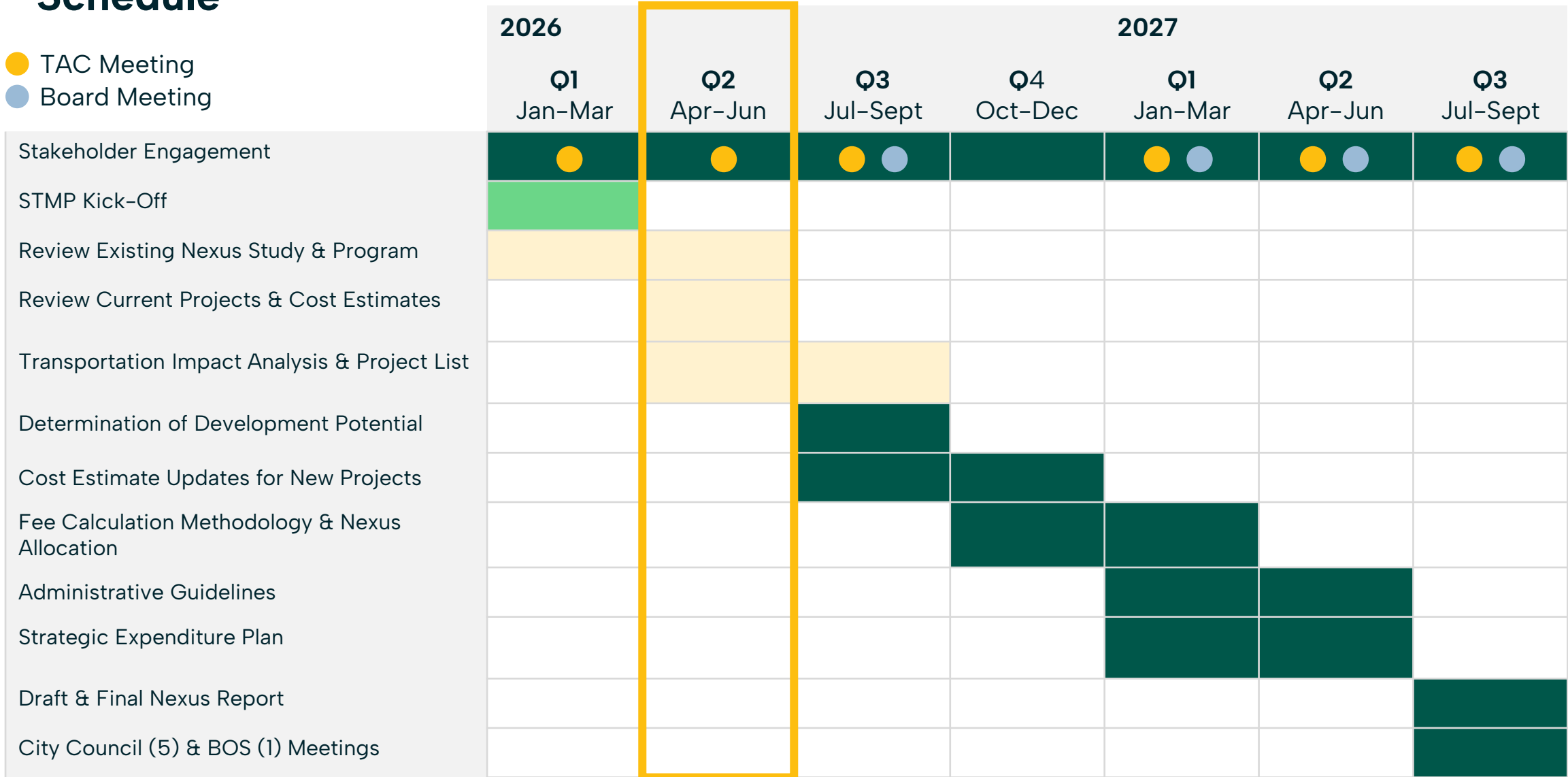


CALCULATE
FEE BY
ALLOCATING
COSTS PER
UNIT OF NEW
DEVELOPMENT

Schedule

Completed In progress Planned

- TAC Meeting
- Board Meeting



SECTION 02

2027 STMP Potential Project List

2027 STMP project eligibility requirements

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

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

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

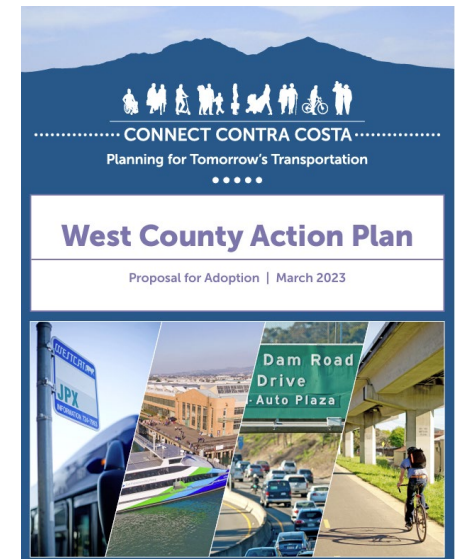
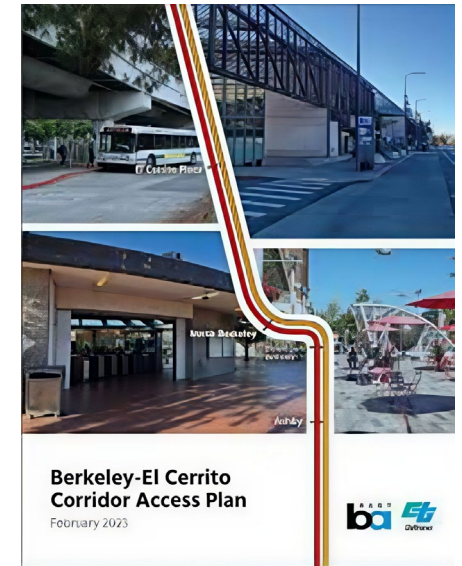
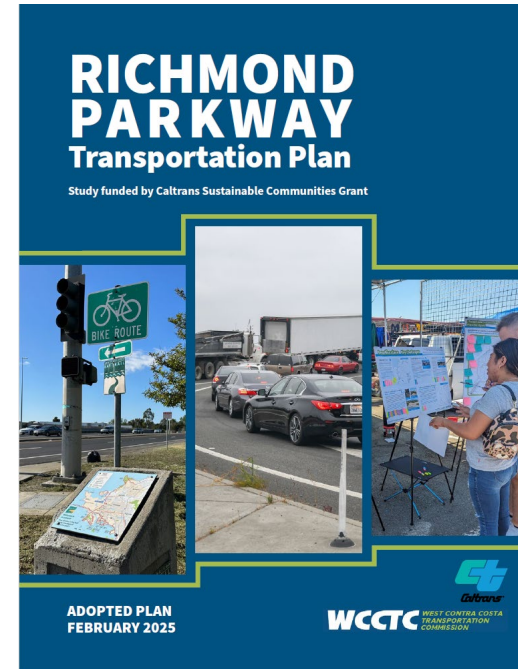
- Does the project address the **impacts of congestion** on regional travel?
- Is the project located on a **Route of Regional Significance**?
- Does the project **improve access** to **BART stations, transit centers or major transit hubs**?
- Does the project **increase transit ridership**?
- Does the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

Projects & plans reviewed in 2019 study

- Regional Measure 3 Expenditure Plan
- 2016 Express Bus Study Update Final Report
- 2017 Countywide Comprehensive Transportation Plan Public Review Draft
- West Contra Costa High-Capacity Transit Study
- 2015 Update of the Contra Costa Congestion Management Program
- 2014 Comprehensive Transportation Project List
- West County Action Plan for Routes of Regional Significance
- BART Sustainable Communities Operations Analysis
- West Contra Costa Transit Enhancement and Wayfinding Plan
- 2009 Contra Costa Countywide Bicycle and Pedestrian Plan
- +17 other planning and environmental documents

Sources of new potential projects

- Current project list
- WCCTC projects
 - Richmond Parkway Transportation Plan
 - West County Action Plan
 - San Pablo Avenue Multimodal Corridor Project
- CCTA projects
 - Countywide traffic signal work
- MTC
 - Richmond–San Rafael Forward
 - Bay Bridge Forward
- Other
 - Berkeley El Cerrito Corridor Access Plan



Potential new projects

2019 STMP Project List

Projects from the 2019 project list that will be carried forward to the 2027 STMP list.

Complemented by new project descriptions and/or cost estimates, as provided by local agencies.

Potential New Projects

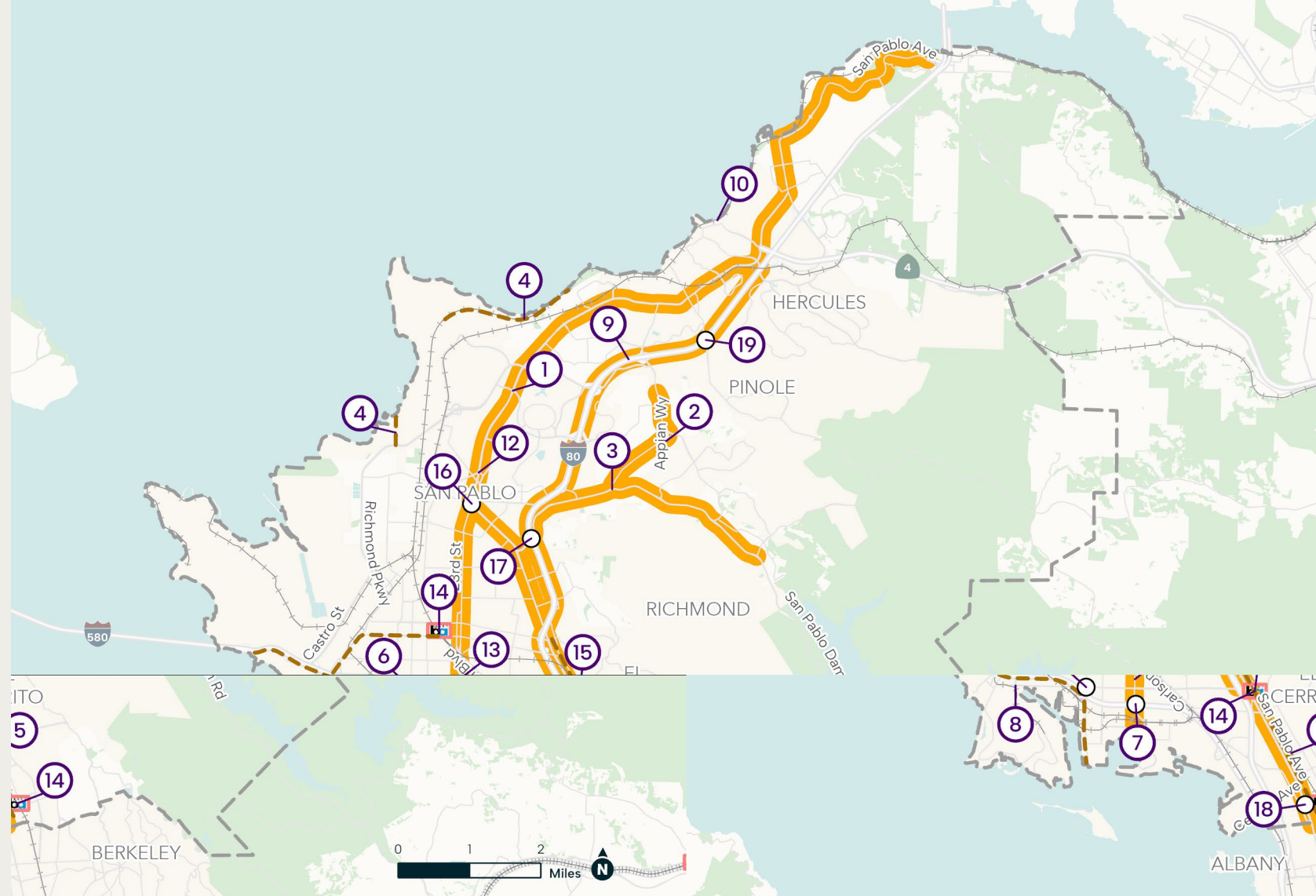
Newly identified projects that match the screening criteria, with a detailed project description and associated cost.

West County Action Plan

Actions in the West County Action Plan that align well with the STMP goals and project criteria, but for which no projects were identified.

2019 STMP projects

1. San Pablo Ave Complete Streets
2. Appian Way Complete Streets
3. San Pablo Dam Road Complete Streets
4. Bay Trail Gap Closures
5. Ohlone Greenway
6. I-580/Harbour Way
7. I-580/Marina Bay Parkway
8. Ferry to Bridge Bike Connections
9. I-80 Express Bus
10. Hercules RITC
11. BART Extension (*not mapped*)
12. San Pablo Ave BRT
13. 23rd Street BRT
14. BART Station Access Improvements
15. Del Norte TOD
16. San Pablo Ave/23rd St Realignment
17. I-80/San Pablo Dam Road
18. I-80/Central Ave
19. I-80/Pinole Valley Road



STMP Project Types

- BART Stations
- Interchange/Intersection
- Roadway/Freeway
- Trails/Bicycle Facilities

- West County
- City Limits

2019 STMP Projects

Updates received

Partial updates received

No updates received

Complete Streets

San Pablo Avenue Complete Streets (*Rodeo to Crockett, La Puerta Road to Hilltop Drive, Lancaster Drive to Robert Miller Drive, Rivers Street to Lowell Avenue, John Muir Parkway to Sycamore Avenue, over Santa Fe railroad tracks, in City of El Cerrito*)

Appian Way Complete Streets

San Pablo Dam Road Improvements in Downtown El Sobrante

Other Bike/Ped Improvements

Bay Trail Gap Closure

Ohlone Greenway Improvements

I-580/Harbour Way Interchange Ped & Bike Access Improvements

I-580/Marina Bay Parkway Interchange Ped & Bike Access Improvements

Richmond Ferry to Bridge Bike Network Improvements (*Point Richmond area, Point Richmond to Richmond Greenway*)

2019 STMP Projects

Updates received

Partial updates received

No updates received

Local Street & Intersection Improvements

San Pablo Avenue Intersection Realignment at 23rd Street and Road 20

Freeway & Interchange Improvements

I-80/San Pablo Dam Road Interchange Improvements (Phase 2)

I-80/Central Avenue Interchange Improvements (Phase 2)

I-80/Pinole Valley Road Interchange Improvements

2019 STMP Projects

Updates received

Partial updates received

No updates received

Transit-Station Related

I-80 Express Bus (Short & Mid-Term Improvements)

Hercules Regional Intermodal Transportation Center

BART Extension (Planning & Conceptual Engineering Phases) from Richmond Station

San Pablo Avenue Transit Corridor Improvements

23rd Street Transit Corridor Improvements

West County BART Station Access, Parking & Capacity Improvements (*El Cerrito Plaza Station Modernization and Capacity Enhancements, El Cerrito Plaza BART and Richmond BART Pedestrian and Bike Safety and Access Improvements, Richmond Crossover Project*)

Del Norte Area TOD Public Infrastructure Improvements

Potential New Projects

- Safety improvements on the Richmond Parkway Corridor
 - Intersection safety improvements
 - Speed management and signage
 - Upgraded Bay Trail facilities
 - High-quality on-street bikeways, sidewalk gap closures
 - Wildcat Creek Trail crossing improvements
- West County Traffic Signal Upgrades
- I-580/Richmond Parkway Operational Improvements Project
- El Cerrito Plaza parking garage with EV charging

Potential Projects Inspired by the West County Action Plan

- Should the impact fee program include contributions to **freeway improvements**?
 - Open Road Tolling (ORT) & Interstate 580 Westbound High Occupancy Vehicle (HOV) Lane Project
- Are there examples of additional **rail stations** or **rail crossings** projects that can be considered for the fee program?
- Are there examples of additional **regional express bus service** and **bus rapid transit** projects that can be considered for the fee program?
- Are there examples of gap closure or safety projects in the countywide low-stress **bicycle network** that can be considered for the fee program?

SECTION 03

Next Steps

Next Steps

- Local agencies to provide project status updates on existing project list (2019) by 6/26/26
- Local agencies to provide feedback on proposed projects for inclusion in the 2027 STMP Update by 6/26/26
- Formal draft of project list to be presented at TAC Meeting #3

Thank You!

Leah Greenblat (WCCTC): lgreenblat@westcontracostatc.gov

Julie Morgan (Fehr & Peers): j.morgan@fehrandpeers.com

Gaby Picado-Aguilar (Fehr & Peers): g.picado-aguilar@fehrandpeers.com



Technical Coordinating Committee **STAFF REPORT**

Meeting Date: April 16, 2026

Subject	Development of the 2026 Coordinated Call for Projects for the One Bay Area Grants Cycle 4 (OBAG 4) and the Measure J Transportation for Livable Communities (TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) Cycle 3 funding programs
Summary of Issues	On February 27, 2026, the Metropolitan Transportation Commission (MTC) released the OBAG 4 Regional and County Call for Projects Guidelines adopted under Resolution No. 4740. The Authority, as the Congestion Management Agency (CMA), is responsible for submitting eligible countywide project priorities to MTC and administering the program and call for projects in accordance with MTC guidelines. In addition, the Authority plans to issue a call for projects for the third cycle of the Measure J TLC and PBTF funding programs. Staff are proposing a coordinated call for projects for both OBAG 4 and Cycle 3 of the TLC and PBTF programs. A proposed program framework and criteria covering the multiple funding sources have been developed for consideration. Staff will provide an overview of the proposed coordinated call for projects to elicit feedback from the Technical Coordinating Committee.
Recommendations	Staff seeks input on the development of the guidelines and scoring criteria for the OBAG 4 and TLC-PBTF Coordinated Call for Projects, and establishment of a subcommittee for screening and scoring of OBAG 4 project applications, with representation from the four subregions. Staff will incorporate comments and return in May 2026 with a draft Coordinated Call for Projects.

OBAG 4 County Program Criteria

MTC has established the following criteria for scoring of the applications received as part of the OBAG 4 County Program:

- Project Needs and Benefits to safety, multimodal access, resilience, stormwater, and state of good repair
- Local Priority and Community Support – demonstrated through CBTPs, PDA planning, other local plans, and letters of support
- Equity Impacts – providing benefits to LDCs or similar local designation and ADA Transition Plan alignment
- Other optional criteria (by CTA) – proposed additional criteria include:
 - Programmatic projects with countywide coverage
 - Projects of county or regional-level significance and impact on the transportation system
 - Livable Streets Proposal Implementation (5-Star Projects, Transformative Visions)

CC-TLC Program Goals

The CC-TLC program can fund local plans and studies that are intended to lead to the development of compact, mixed-use, walkable, and transit-supportive areas, especially those that include affordable housing or encourage walking, bicycling, or transit use. The following specific goals further define the objectives of the TLC Program:

- Help create walkable, pedestrian-friendly neighborhoods and business districts
- Promote innovative solutions, including compact building design and context-sensitive site planning that is integrated with the transportation system
- Help create walkable, pedestrian-friendly access linking housing and job centers to transit
- Help create affordable housing

- Encourage a mixture of land uses and support a community's development or redevelopment activities
- Provide for a variety of transportation choices to enhance a community's mobility, identity, and quality of life

Measure J explicitly notes that TLC funding “would not be allocated to local jurisdictions on an ‘as-of-right’ formula basis.” That is, it requires the Regional Transportation Planning Committees (RTPCs), which have the responsibility of reviewing and recommending projects to the Authority, to recommend funding allocation on merit and not on a pre-determined allocation of funding to member jurisdictions.

As part of the coordinated call for projects, RTPCs will submit a prioritized list totaling roughly 120 percent of their estimated share of TLC funding. The Authority will use that list in preparing the proposed coordinated funding program that incorporates the three funding programs.

CC-TLC Program Application Eligibility Screening

Applications will be screened for eligibility based on meeting the following factors:

- Submitting a clear and complete proposal
- Local LRSP adoption
- Resolution of local support for the project
- Micromobility Policies
- Project Operations and Maintenance commitment
- Data Sharing
- Percent of award for preventive maintenance, paving, etc.

CC-TLC Program Criteria

Staff is proposing to retain the general program criteria framework from TLC Cycle 2, which includes the following scoring criteria, where projects will be assigned points (to be

determined by the RTPCs) based on their impact on the following:

- Safety and Injury Prevention
- Public Health
- Project Cost and Local Funding Match Percent
- Bundled/Multijurisdictional Projects
- Project Deliverability Timeframe, Sponsor Readiness, and Implementation Feasibility
- Improved System/Network Connectivity
- Range and Number of Users
- Latent Demand
- Local Community and Policy Support
- PBA 2050+ Objectives for Housing and Anti-Displacement Policies
- Prioritizing Public Space
- Increase Transit Ridership

CC-TLC Eligible Project Types

Bicycle and Micromobility Improvements	<ul style="list-style-type: none">▪ Multi-purpose (Class I) trails and protected bikeways (Class IV)▪ Class I overcrossings of roadways and waterways▪ Bicycle and micromobility device parking and charging▪ Signage and wayfinding
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Pedestrian Improvements

- New or upgraded sidewalks, crosswalks, and pathways, including bulb-outs, mid-block crossings, and pedestrian islands
- Public plazas
- Pedestrian-scaled wayfinding signage
- Street furniture and landscaping that enhance the comfort and attractiveness of pedestrian facilities, including pedestrian-scale lighting, bus shelters, tree grates, bollards, benches, and street trees

Transit Improvements

- Bus stops and shelters
- Improvements at transit stations that provide or improve pedestrian or bicycle access
- Signage for wayfinding, schedules, and route maps

Other Eligible Improvements

- Other transportation improvements that support and are necessary for the development of compact, mixed-use, walkable districts or encourage walking, bicycling, and transit use, including but not limited to:
 - Roadway improvements that enhance traffic flow, consistent with creating areas that encourage walking, bicycling, and transit use, and locally adopted plans and policies
 - Traffic calming
 - Mobility hub improvements
 - Signals that better accommodate pedestrians and bicyclists, including bike and pedestrian video and/or loop detection

CC-TLC Eligible Plans and Studies

The CC-TLC program can fund local plans and studies that are intended to lead to the development of compact, mixed-use, walkable, and transit-supportive areas, especially those

that include affordable housing or encourage walking, bicycling, micromobility, or transit and mobility hub use. Plans could include general plan amendments, specific plans, station area plans, and master plans consistent with the goals and objectives of the CC-TLC program. Studies could include corridor plans to identify bicycle, pedestrian, and transit and mobility hub access projects within a corridor or district, and feasibility studies to determine realistic improvements

CC-TLC Ineligible Project Types

Any project that does not help achieve the goals of the CC-TLC program would not be eligible for CC-TLC funding. Ineligible projects include:

- Roadway or other transportation improvements that do not support compact, mixed-use development and workforce housing
- Roadway or other transportation improvements that detract from the walkability of the surrounding area
- Operations, including transit operations and bike stations, whether or not the facilities necessary for these operations are eligible for funding
- Incentive programs, including transit subsidies

CC-TLC Eligible Phases and Components

The CC-TLC program may be used to fund any project phase or component allowed in Measure J, with the following restrictions:

Plans and Studies

- CC-TLC funds may be used to fund plans and studies that would further the goals of the CC-TLC program.
- The CC-TLC program can be used to fund environmental clearance for an eligible plan or study.
- The minimum request for plans and studies is \$150,000, and the maximum is \$300,000.

Projects

- CC-TLC funds may be used for all phases of project development, from design, right-of-way (ROW), and environmental clearance through construction, consistent with Authority policies.
- No CC-TLC funds, however, shall be allocated to projects solely for design, ROW, and environmental clearance; each project funded must lead to the construction of the project and include funding, whether with CC-TLC funds or other secured and committed funding, for project construction.
- The minimum request for projects is \$250,000, and the maximum will equal the amount available for allocation by the RTPC.

Staff Time

CC-TLC funds may not be used to fund staff time provided by the sponsor agency or agencies.

CC-TLC Eligible Sponsors

Measure J limits CC-TLC funding to two types of recipients:

- Local jurisdictions that are in compliance with the Measure J Growth Management Program (GMP) at the time the grant is approved by the Authority, as well as meeting the basic OBAG 4 eligibility requirements.
- Transit agencies, which must meet the basic OBAG 4 requirements if delivering a project on behalf of a local jurisdiction.

Other project sponsors would be eligible for CC-TLC funding only if they partner with a local jurisdiction or transit agency.

CC-TLC Scoring Criteria

The CC-TLC program may be used to fund any project phase or component allowed in Measure J, with the following restrictions.

To ensure that the projects recommended best achieve the program's goals and reflect the context of its subregion, each RTPC must evaluate the projects submitted against the following criteria and recommend only those projects that score highest. RTPCs must

establish a scoring system whose weighting reflects the best way to achieve the program’s goals given the character and needs of the subregion’s communities. Consistent with Measure J, however, the scoring system must give preference to “projects that maximize transportation benefits linked to providing affordable housing near transit or in downtown areas.”

Criteria	Scoring *
1) Achievement of CC-TLC Goals: Describe how well the proposed project achieves the six goals of the CC-TLC program	TBD
a. Help create walkable, pedestrian-friendly neighborhoods and business districts	TBD
b. Promote innovative solutions, including compact building design and context-sensitive site planning that is integrated with the transportation system	TBD
c. Help create walkable, pedestrian-friendly access linking housing and job centers to transit	TBD
d. Help create affordable housing	TBD
e. Encourage a mixture of land uses and support a community’s development or redevelopment activities	TBD
f. Provide for a variety of transportation choices to enhance a community’s mobility, identity, and quality of life	TBD
2) Feasibility: describe where the sponsor is in the project development process — design, environmental clearance, ROW purchase, and Plans, Specifications & Estimates (PS&E) — and any outstanding issues	TBD
3) Local and policy support: identify policies in local plans that support the projects, the integration of the project with other local efforts, and other support from the general public, the RTPCs, and other relevant agencies	TBD
4) Matching funds: identify funds from other sources that are or	TBD

would be committed to the project

- * Each RTPC shall establish scoring tailored to the needs of its subregion, although, as noted above, RTPCs must give preference to projects that help create affordable housing.

PBTF Program Goals

PBTF is a countywide competitive program designed to fund the projects identified in the CBPP. The purpose of these revenues is to fund the “construction of pedestrian and bicycle facilities, including regional trails throughout the County.” PBTF has three primary components:

1. **Countywide Share:** One percent will go to “complete projects in the CBPP”.
2. **EBRPD Share:** One-half percent will go to the EBRPD for the development and rehabilitation of paved regional trails”.
3. **West County Share:** The remaining 0.04 percent will go exclusively for “additional trail/pedestrian/bicycle capital projects, and/or facility maintenance in West County” and will be programmed as part of the West County TLC project selection process.

PBTF Program Eligible Sponsors

Public agencies that can carry out eligible projects, including their design, the purchase of ROW, requesting bids, and constructing the project consistent with the Authority’s policies, including Resolution 13-38-P, *Policy on Local Agency Coordination*, are eligible to receive funding through the Countywide Share portion of the PBTF program.

PBTF Program Eligible Projects

The countywide share of PBTF funds may be used to fund the design and construction of facilities that support and encourage walking or bicycling, and that are identified in the CBPP. Funds from the countywide share can only be used to fund bicycle or pedestrian facilities. These funds may be used to fund the bicycle and pedestrian components of roadway improvement project if that project would not substantially increase the capacity of the roadway for vehicular movement.

PBTF Program Eligible Project Phases

PBTF funds may be used to fund all phases of constructing a project, including engineering

5.0 Scoring of Applications

MTC’s OBAG 4 County Program guidelines provide the following scoring rubric for their scoring of CTA project lists:

- 100 points total maximum per Application (OBAG 4, CARE, TLC-12 & PBTF-13 Cycle-3, TFCA Additional)
- 110 total points for projects that are eligible to receive CMAQ funds

The total points are broken-down into the following categories

- CTA Priorities/Scoring (75 pts);
- Regional Alignment (10 pts) – Support for PBA 2050+ strategies, Regional Safety/Vision Zero Policy (MTC Reso. 4400), Complete Streets Policy, Bay Area Transit Transformational Action Plan, and Transit Priority Policy for Roadways;
- Federal Performance Goals (5 pts) – Improvements to safety, infrastructure condition, system reliability, freight movement and economic vitality, congestion reduction, and environmental sustainability;
- Deliverability and Risk (10 pts) - Sponsor capacity and expertise, recent delivery of regional funds, and risks to the project schedule or delivery plan;
- Air Quality Benefits (10 pts) – The relative cost-effectiveness in reducing criteria air pollutants, for CMAQ-eligible projects for the purpose of assigning CMAQ funding consistent with federal requirements.

Table 4-1. Scoring Categories and Assigned Weights (Maximum Points per Criterion)

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
Authority Total		75