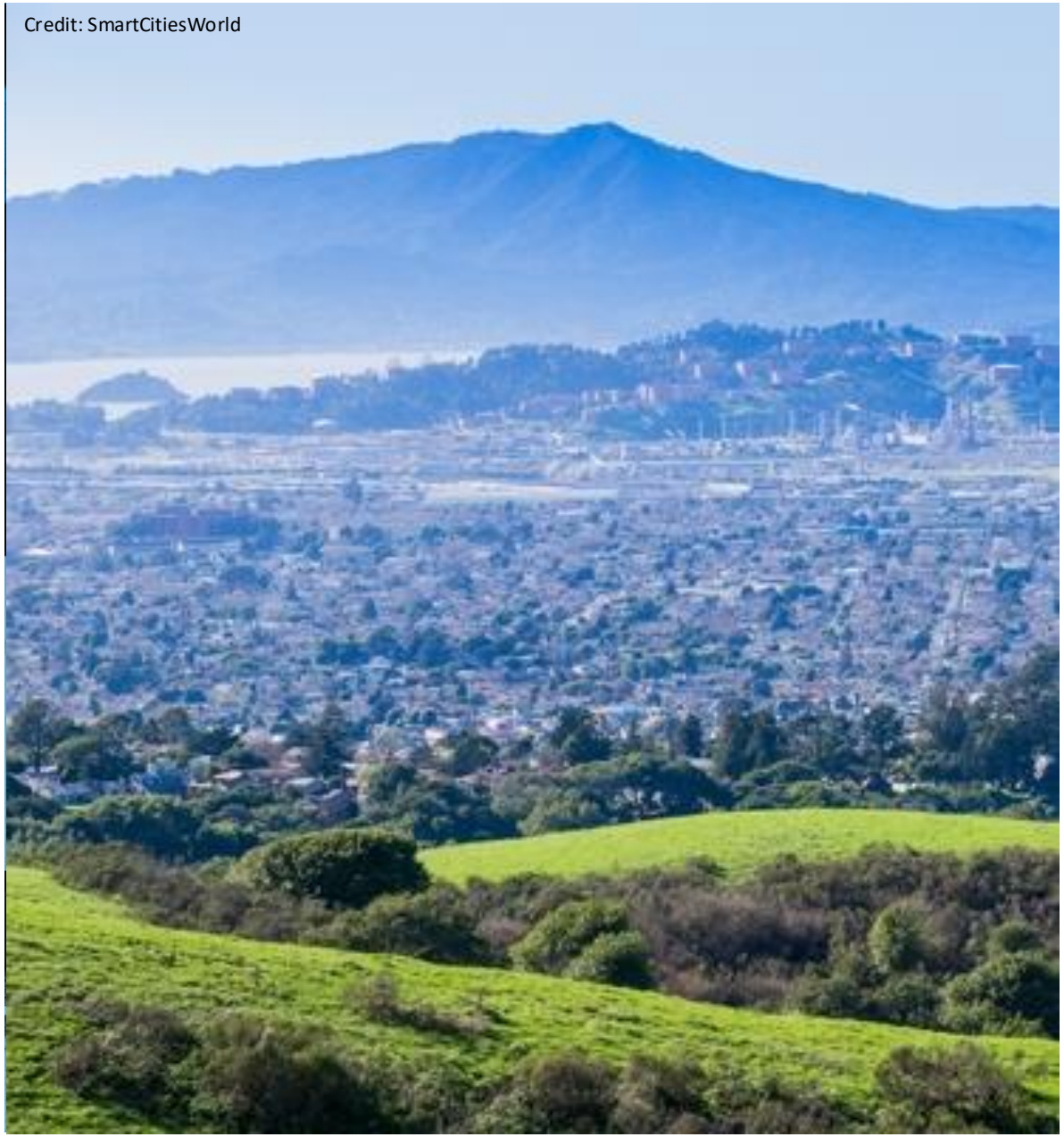
CONTRA COSTA TRANSPORTATION AUTHORITY

Contra Costa Transportation Authority Integrated Transit Plan

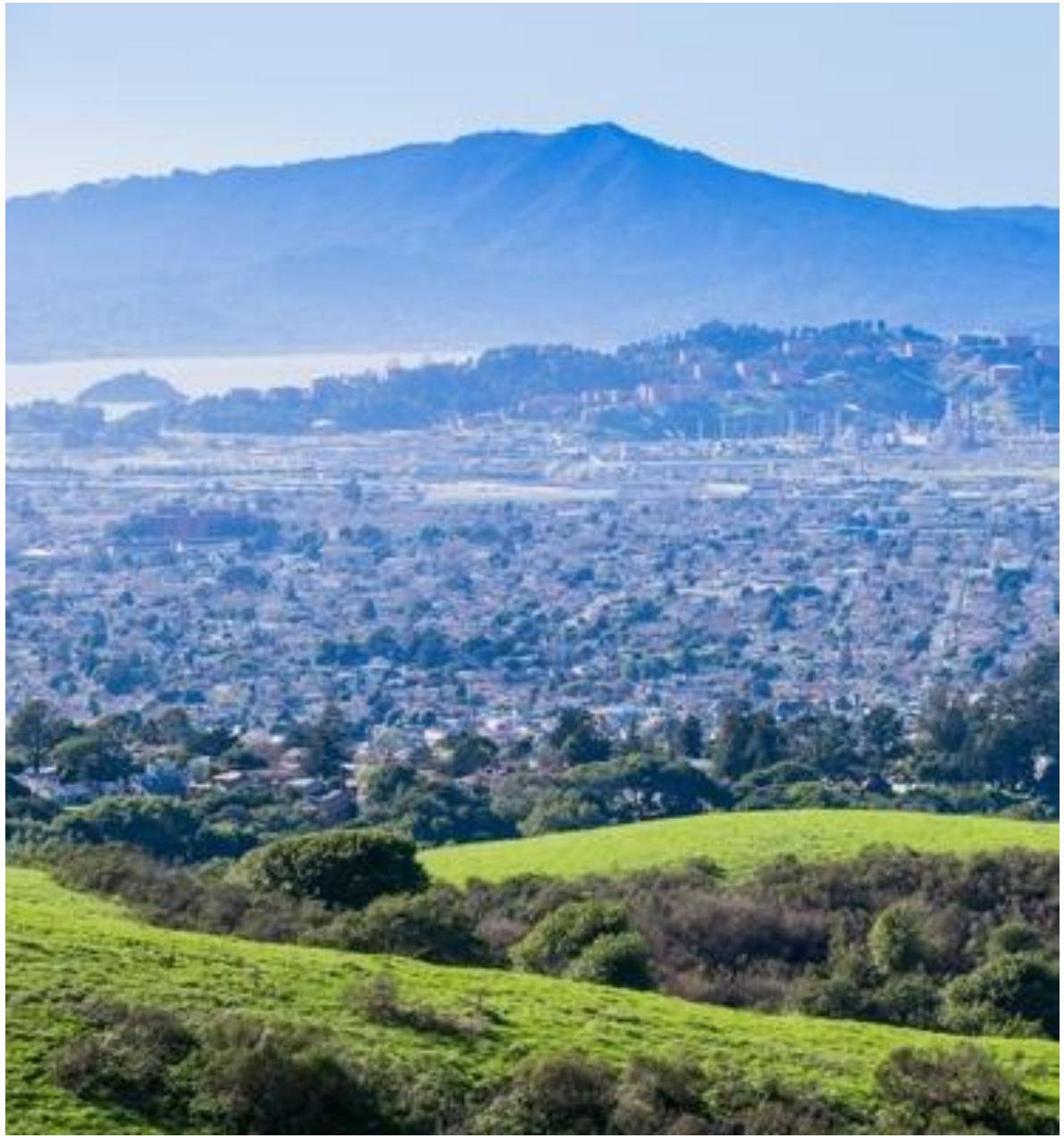
TRANSPAC Board
November 2025


Credit: SmartCitiesWorld

Agenda

1. How we addressed TRANSPAC feedback from the Spring
2. Project Evaluation Results
3. Capital and Operations Cost Estimates
4. Next Steps

How we addressed TRANSPAC feedback from the Spring



Agreed & Incorporated

- Currently funded projects noted in this presentation.
- Volume-to-Capacity (V/C) ratio analysis addressed on the next slide.
- Recommendations will go to CCTA Board and be incorporated into the Countywide Transportation Plan.

Answered/Acknowledged

- TPC is a single, defined route based on the existing conditions analysis. Recommendations will include a pot of money for transit infrastructure improvements outside of TPCs.
- Comments that Ygnacio Valley Road and the other candidate TPC corridors cannot accommodate a transit lane are acknowledged.
- Assumption is that service will be delivered by existing, public bus operators.
- For full-fledged BRT, adjacent properties will be eligible to increase density, regardless of local land use rules. TPC corridors are not specific as to the level and nature of improvements.

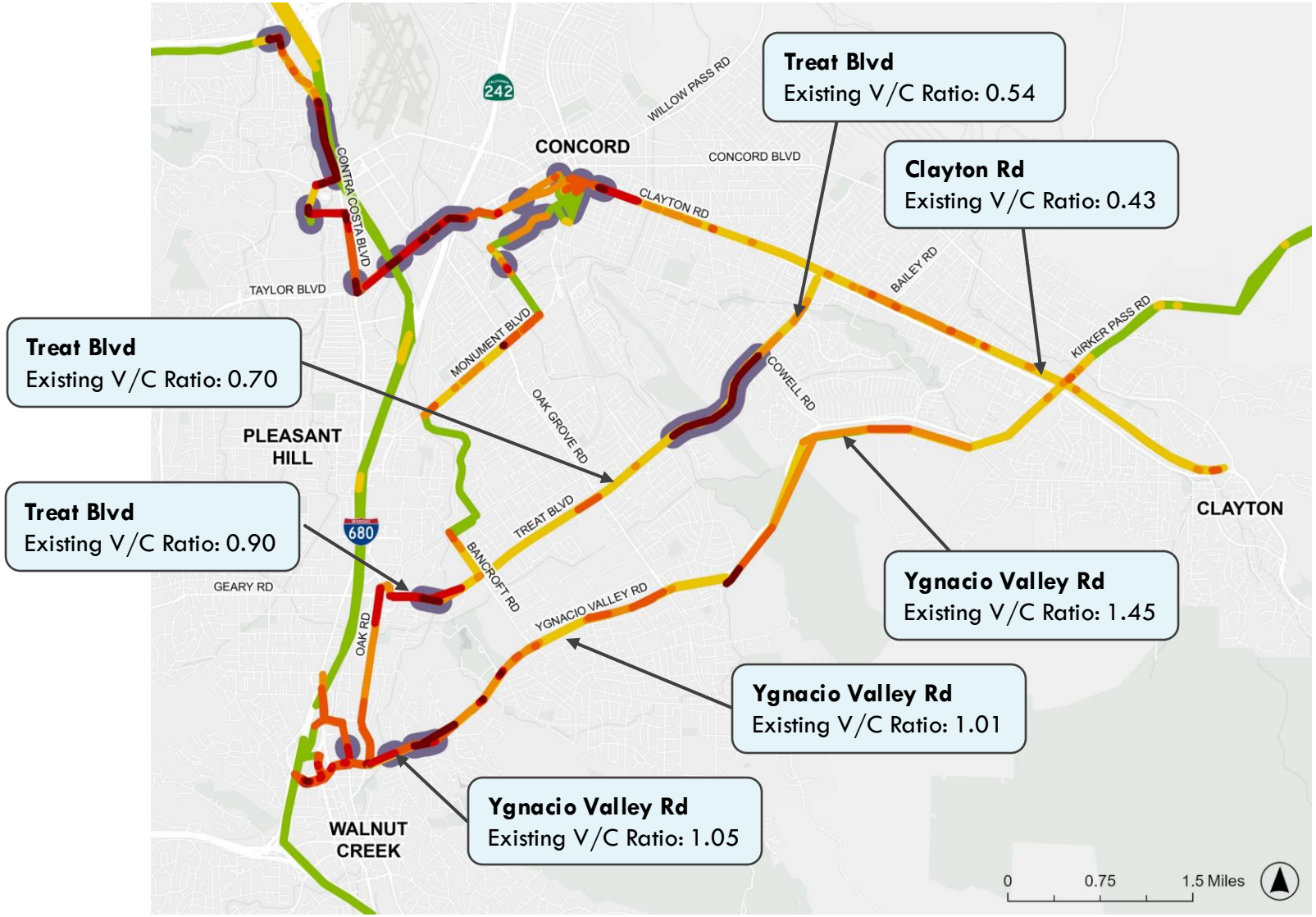
Existing Volume-to-Capacity Ratio (V/C) Analysis

- Highest V/C ratios on Ygnacio Valley Road, which exceed 1 during peak hour
- Treat Boulevard and Clayton Road V/C ratios do not exceed 1 during peak hour

Related TPC	TPC Roadway and Cross-street	Lanes Per Direction	AM or PM Peak	2023 Directional Peak Hour Volume	V/C Ratio
5	**Treat Blvd - Oak Grove Rd**	3	PM Peak	1,814	0.70
	Treat Blvd - Oak Rd	3	AM Peak	2,395	0.90
5 and 7	**Treat Blvd - Clayton Rd**	3	PM Peak	1,428	0.54
6	**Ygnacio Valley Rd - Cowell Rd**	2	PM Peak	2,661	**1.45**
	Ygnacio Valley Rd - Bancroft Rd	3	PM Peak	2,739	**1.01**
	Ygnacio Valley Rd - Walnut Blvd	3	PM Peak	2,700	**1.05**
7	**Clayton Rd - Kirker Pass Rd**	3	PM Peak	1,137	0.43

Data source: 2023 Congestion Management Program for Contra Costa, FDOT Multimodal Quality/Level of Service Handbook

Existing V/C Ratio and Future Speed Degradation



Percent Change in Speed from 2020 to 2050 During PM Peak Without TPC Treatments

- >-10%
- -20% to -10%
- -30% to -20%
- -40% to -30%
- -50% to -40%
- <-50%

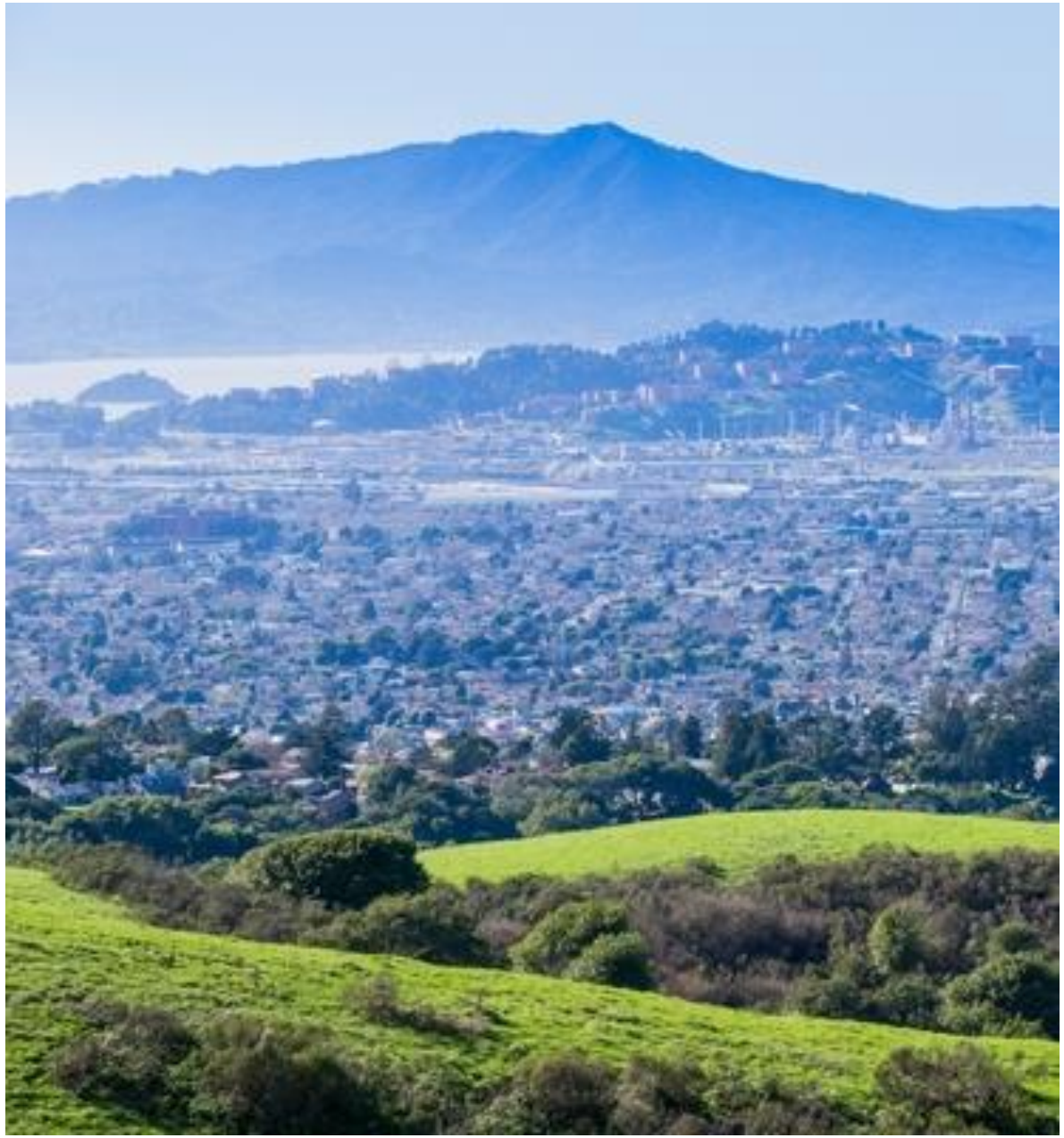
Future Speed < 15 mph

Data source: CCTA Travel Demand Model, PM Peak, 2020 to 2050

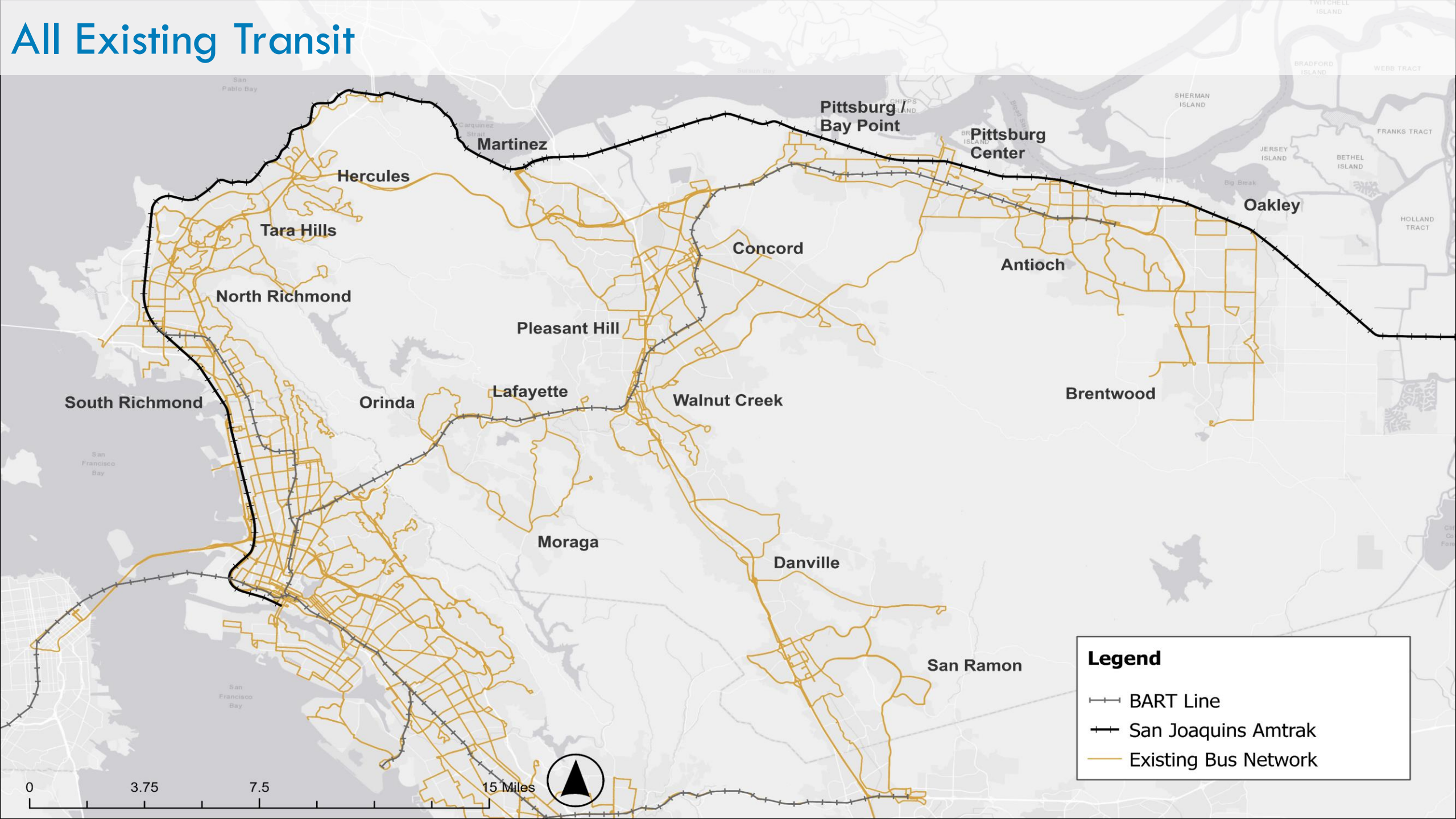
Planned for Future Action

- TPC treatments planned within existing ROW.
- Coordination with cities is through RTPCs at this stage. If projects advance, cities will be involved in planning and design.
- Detailed design, ridership estimation, and BART development policy are outside the scope of this study.
- CHP approved buses on shoulders in San Diego. Bay Area working with CHP to develop parameters for buses on shoulders in locations such as the approaches to the Bay Bridge.
- The next steps in this study include identifying a prioritization framework.

Project Evaluation

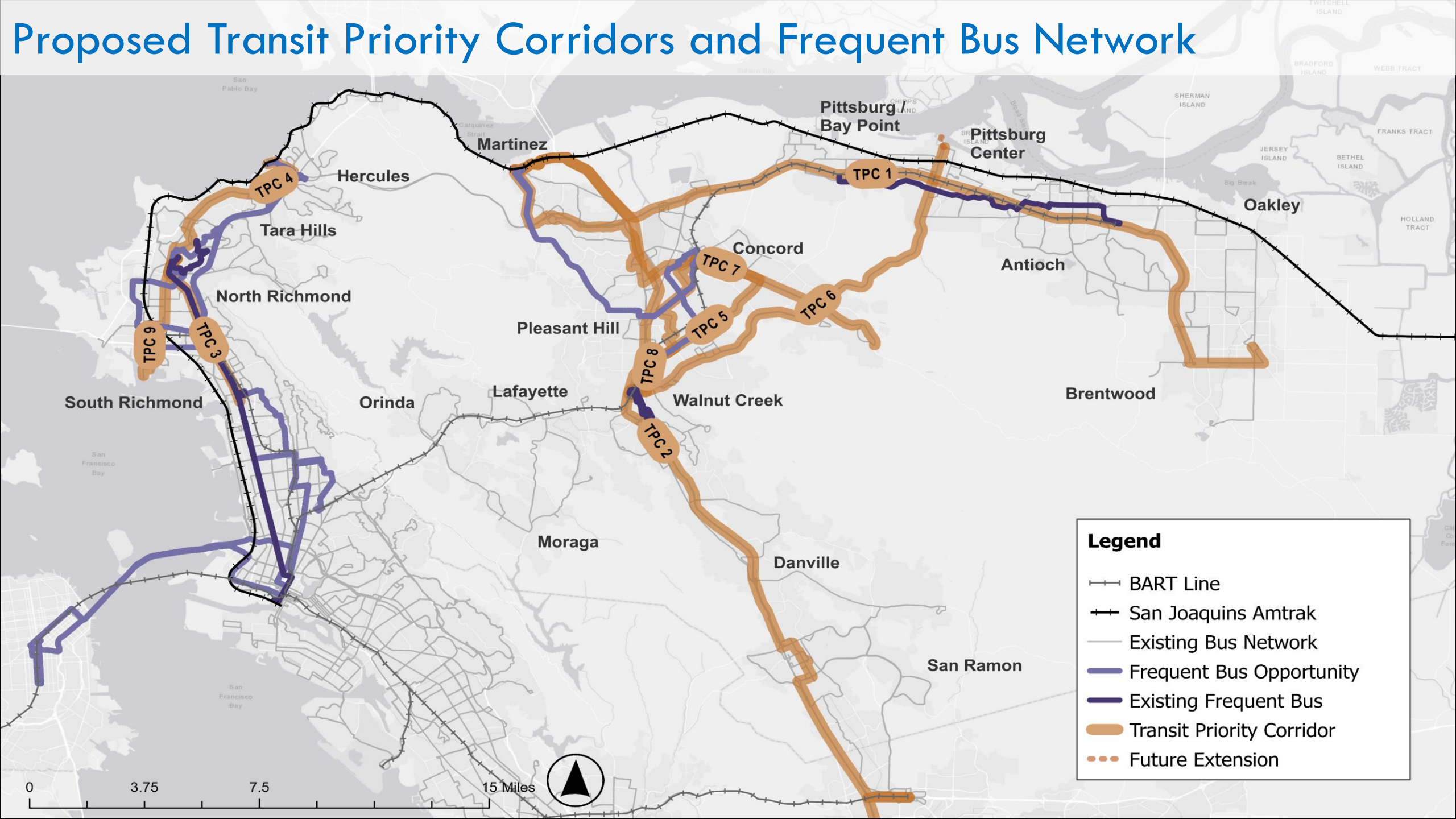


All Existing Transit



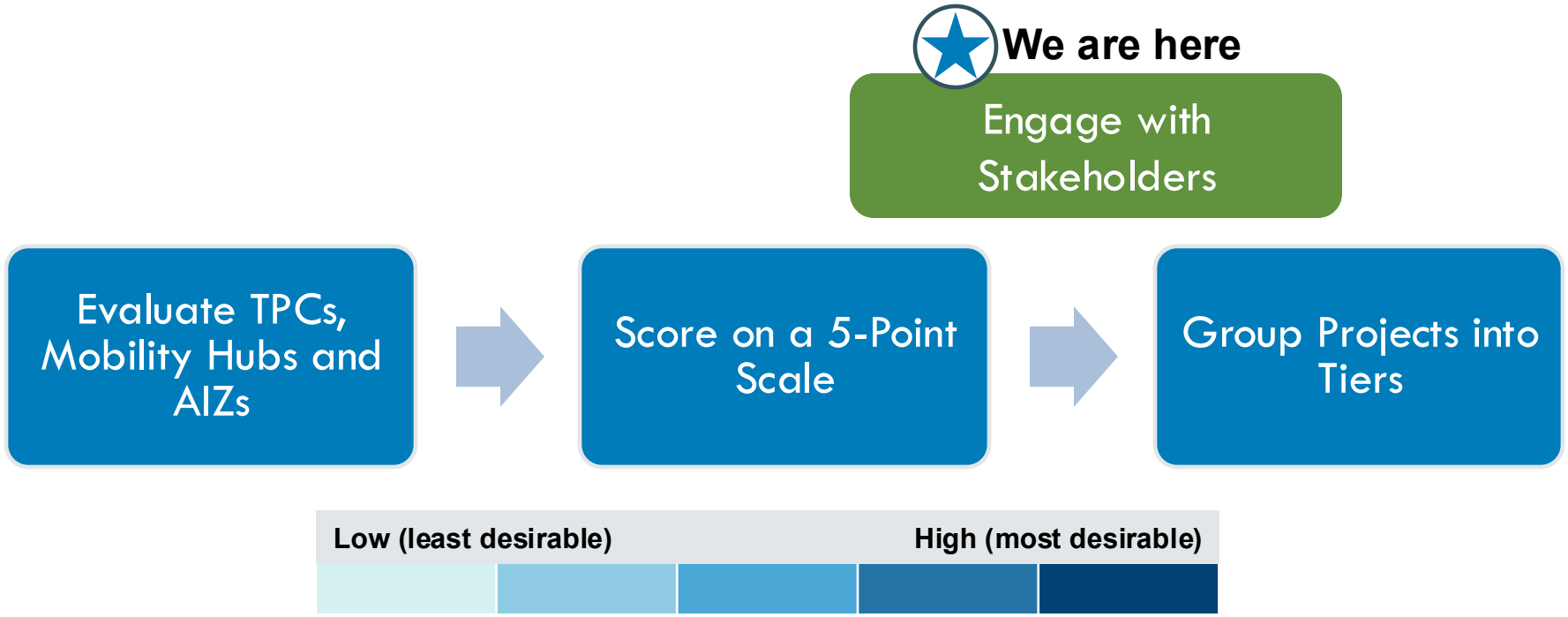
Existing Frequent Bus Service

Proposed Transit Priority Corridors and Frequent Bus Network



Locations of TPCs and Candidate TPC Improvements

Evaluation Process



Evaluation Criteria

Network-Wide Benefits

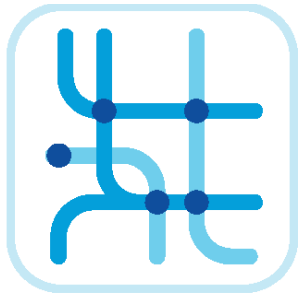
Accessibility to High Frequency Transit

Connecting People to Jobs with Transit

Alignment With Regional Priorities

Alignment with Regional Priorities

Addresses a Regional Transit Gap



Equity

Benefits Equity Priority Communities

Ridership Potential

Ridership Potential: All Trips

Ridership Potential: Existing Transit Trips

Travel Time Benefits

Transit Travel Time Savings

Projected Speed Degradation without TPC Treatments

Development

Opportunities to Promote Economic Development

1. Accessibility to High-Frequency Transit

- **Objective:** Calculate the change in access to high-frequency transit with proposed transit investments
- **Performance Measure:** Change in population and jobs within 0.5 miles of high-frequency transit

Evaluation Results

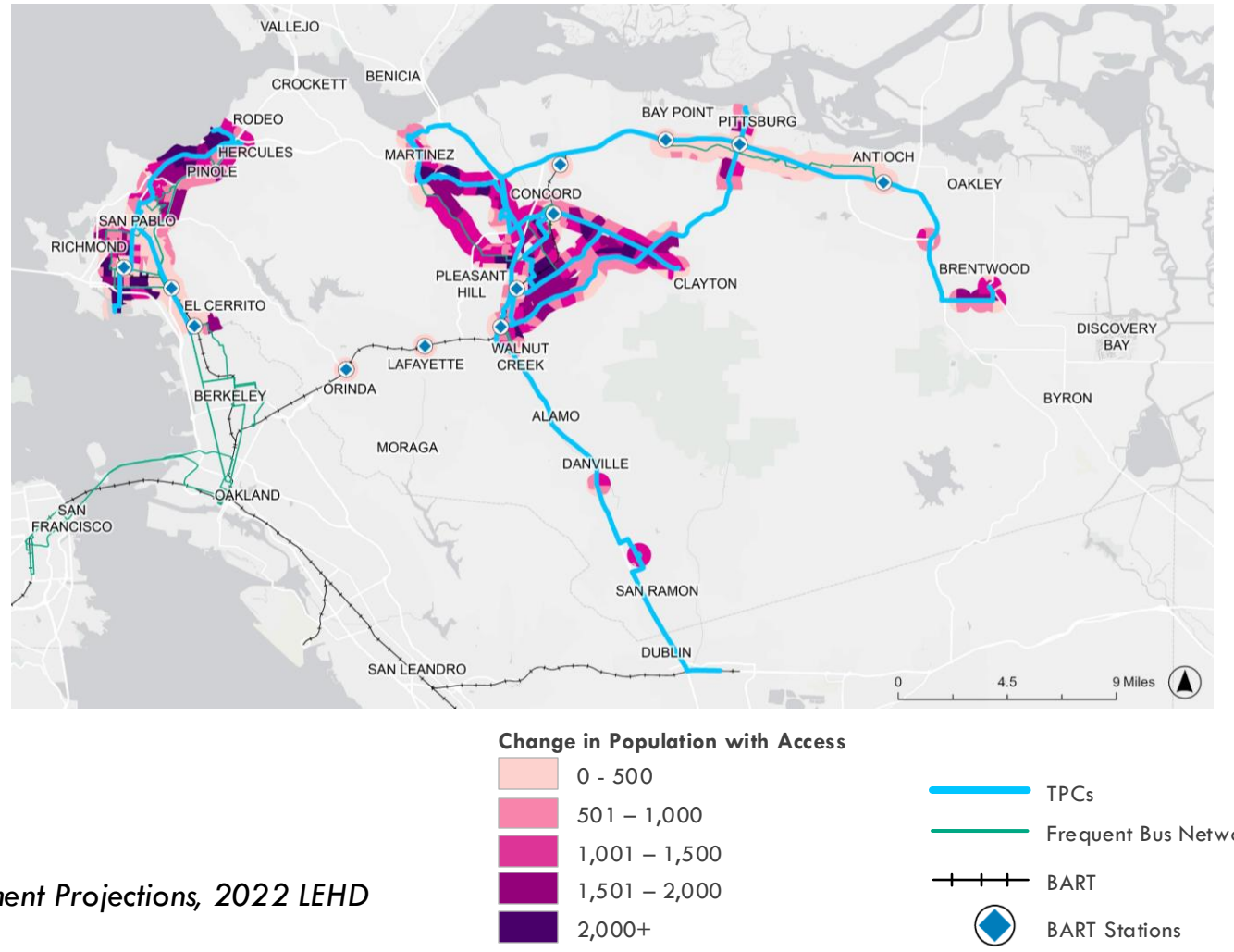
Existing

+313,000 people (+27% of county)
+138,000 jobs (+36% of county)

2050 Projections

+339,000 people (+23% of county)
+171,000 jobs (+32% of county)

Change in Existing Population with Access to High-Frequency Transit With Improvements



Data source: 2023 5-Year ACS, PBA 2050 Population and Employment Projections, 2022 LEHD Origin-Destination Employment Statistics

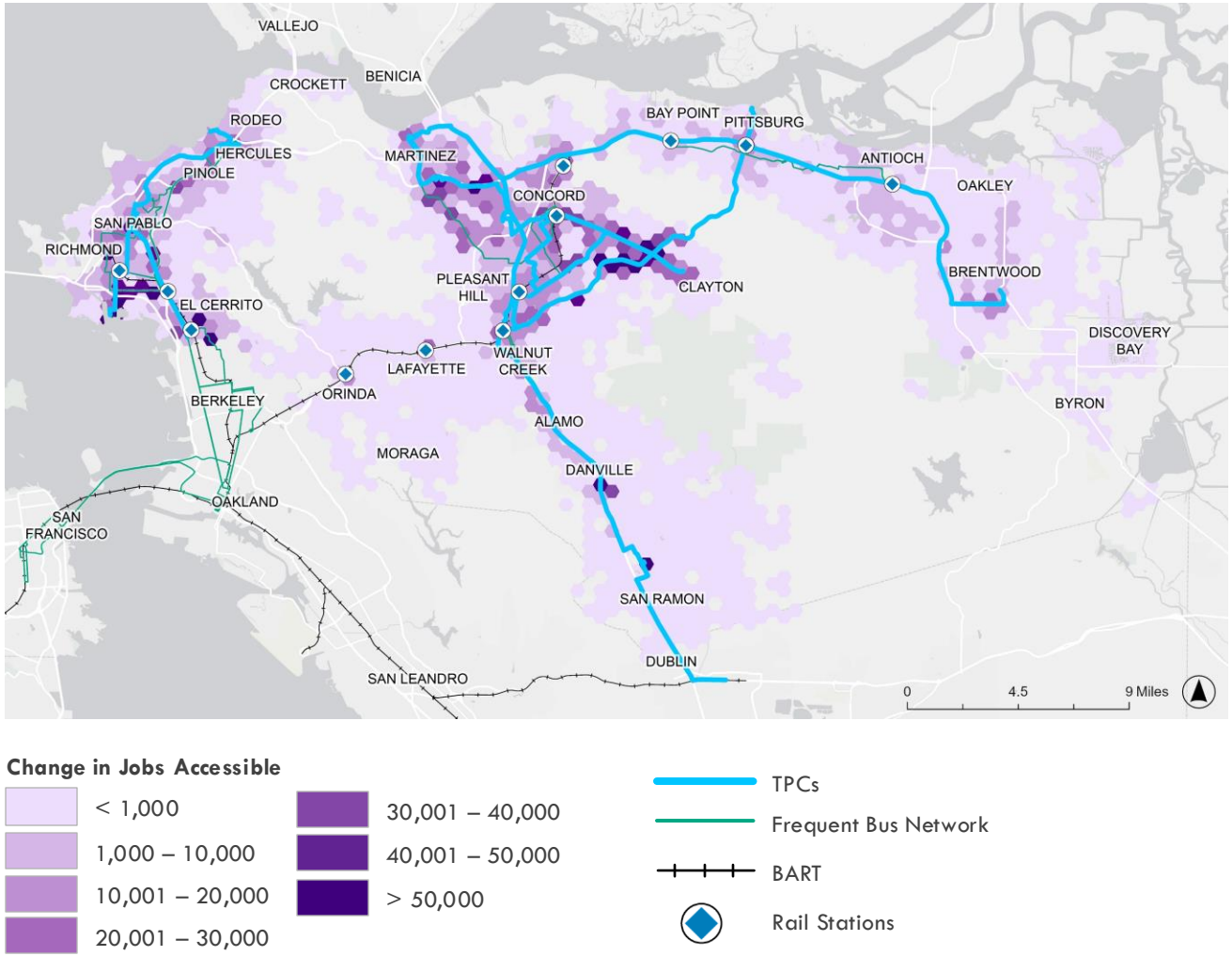
2. Connectivity of Transit Network

- **Objective:** Calculate the change in connectivity to jobs countywide by investing in transit
- **Performance Measures:** Change in jobs accessible within 45-minute transit trip from each hextile center

Evaluation Results

Average change in number of jobs accessible within 45-minutes by transit:
+78% more jobs

Increase in Jobs Accessible within 45-minutes by Transit With Improvements



Data source: Cal ITP Transit Speed Data (Feb 2025), 2022 LEHD Origin-Destination Employment Statistics

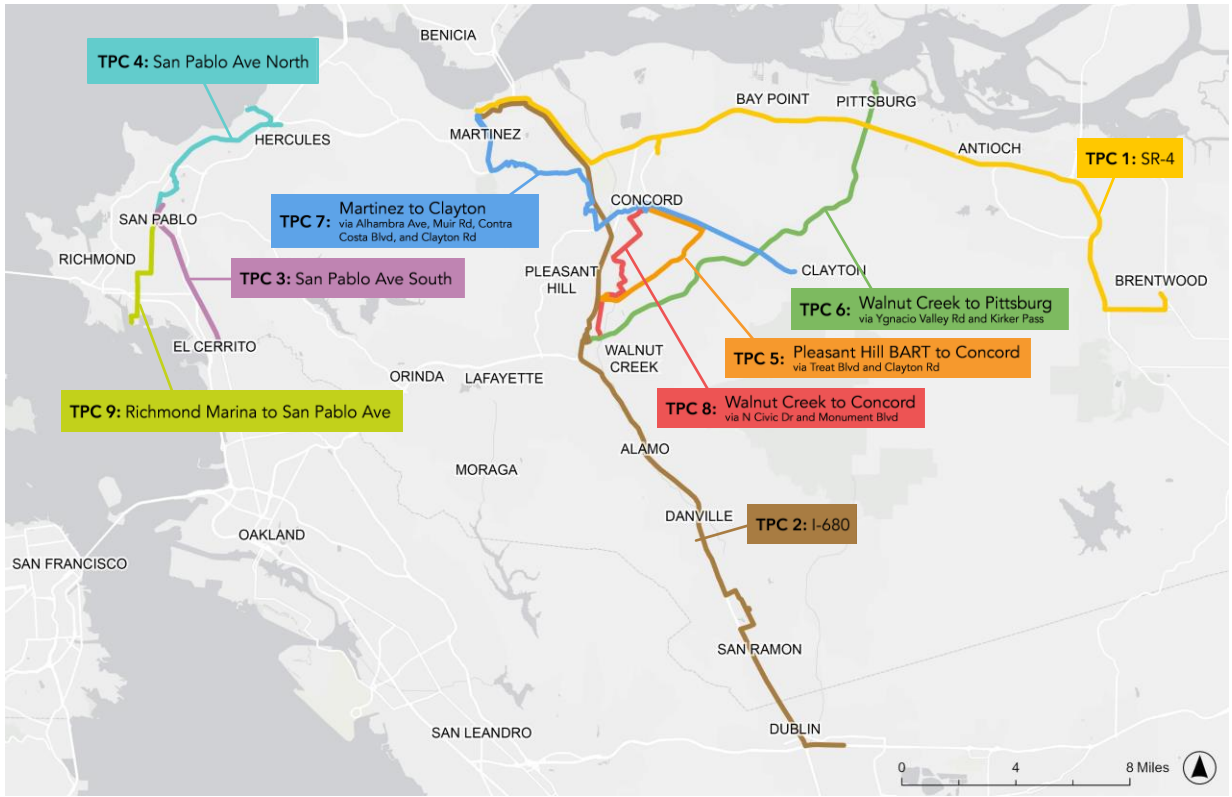
Transit Investment Evaluation Summary – TPC Results

	Evaluation Category							
	Alignment with Regional Priorities		Ridership Potential			Transit Travel Time Benefit		
	3. Planned Projects	4. Regional Transit Gaps	5. Markets Served	6. Existing Transit Trips Served	7. Equity	8. Transit Travel Time Savings	9. Projected Speed Degradation w/o TPC Treatments	10. Economic Development Potential
TPC 1: SR-4	Yes	Yes						
TPC 2: I-680	Yes	No						
TPC 3: San Pablo Ave South	Yes	Yes						
TPC 4: San Pablo Ave North	Yes	No						
TPC 5: Pleasant Hill BART to Concord via Treat Blvd and Clayton Rd	No	No						
TPC 6: Walnut Creek to Pittsburg via Ygnacio Valley Rd and Kirker Pass	No	Yes						
TPC 7: Martinez to Clayton via Alhambra Ave, Muir Rd, Contra Costa Blvd, and Clayton Rd	No	No						
TPC 8: Walnut Creek to Concord via N Civic Dr and Monument Blvd	No	No						
TPC 9: Richmond Marina to San Pablo Ave	Yes	No						

Transit Investment Evaluation Summary – TPC Scoring

Point value assigned by rating:

- Criteria 3 and 4: Yes = 1 and No = 0
- Criteria 5 to 10: Low = 1 and High = 5



	Total Score
TPC 3: San Pablo Ave South	**24**
TPC 1: SR-4	**20**
TPC 9: Richmond Marina to San Pablo Ave	**18**
TPC 2: I-680	**17**
TPC 4: San Pablo Ave North	**16**
TPC 7: Martinez to Clayton via Alhambra Ave, Muir Rd, Contra Costa Blvd, and Clayton Rd	**16**
TPC 8: Walnut Creek to Concord via N Civic Dr and Monument Blvd	**16**
TPC 6: Walnut Creek to Pittsburg via Ygnacio Valley Rd and Kirker Pass	**15**
TPC 5: Pleasant Hill BART to Concord via Treat Blvd and Clayton Rd	**11**

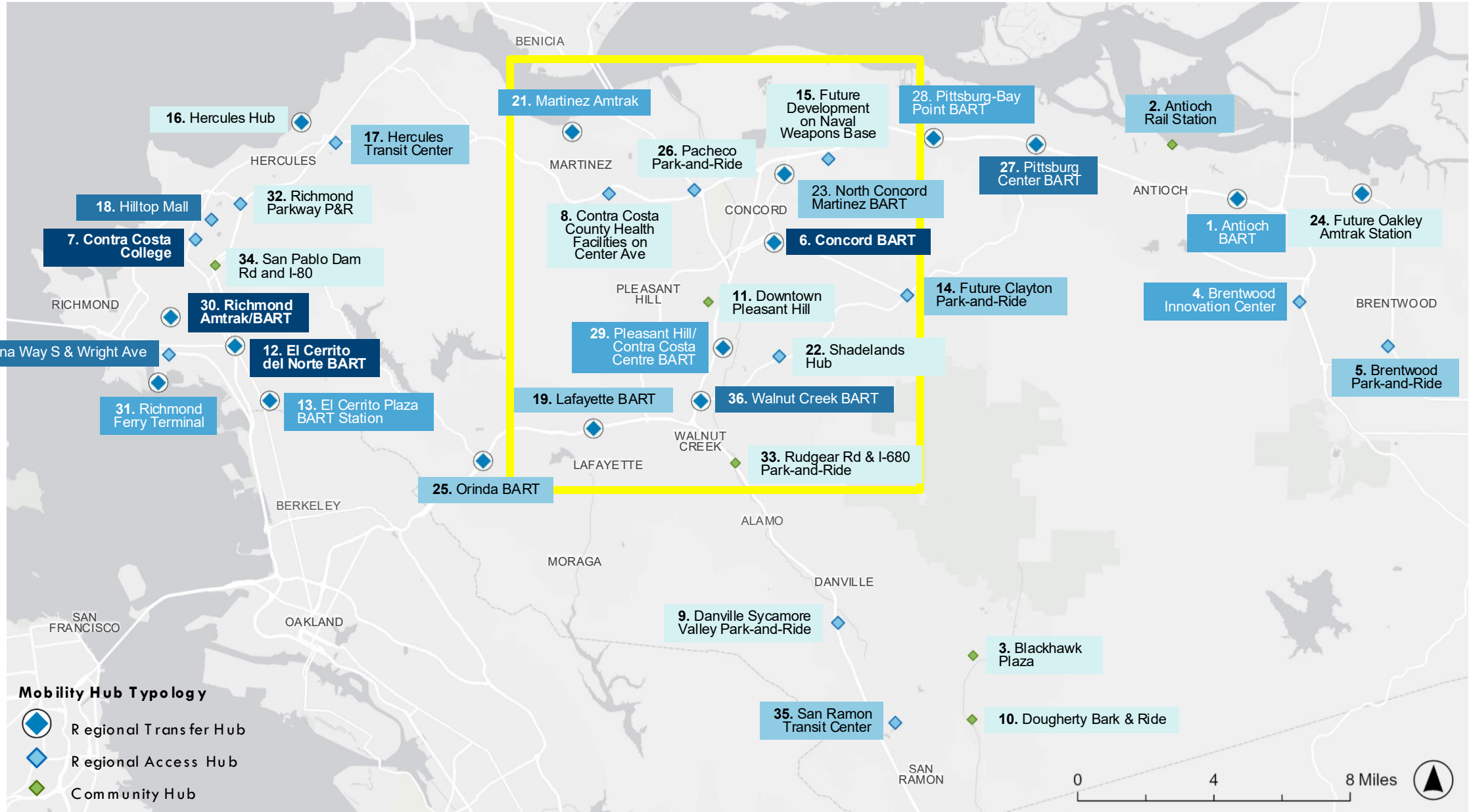
Transit Investment Evaluation Summary – Mobility Hub Results

ID	Hub Name	5. Markets Served	6. Existing Transit Trips	7. Equity	10. Economic Develop. Potential
7	Contra Costa College*				
30	**Richmond Amtrak/BART**				
6	Concord BART				
12	**El Cerrito del Norte BART**				
20	Marina Way S & Wright Ave				
27	**Pittsburg Center BART**				
18	Hilltop Mall				
36	Walnut Creek BART*				
13	El Cerrito Plaza BART Station				
21	Martinez Amtrak*				
28	Pittsburg-Bay Point BART				
29	**Pleasant Hill/Contra Costa Centre BART**				
1	Antioch BART				
4	Brentwood Innovation Center				
31	Richmond Ferry Terminal				
2	Antioch Rail Station				
5	Brentwood Park-and-Ride				
14	Future Clayton Park-and-Ride				

ID	Hub Name	5. Markets Served	6. Existing Transit Trips	7. Equity	10. Economic Develop. Potential
17	**Hercules Transit Center**				
19	Lafayette BART				
23	North Concord Martinez BART				
25	Orinda BART				
35	San Ramon Transit Center*				
9	**Danville Sycamore Valley Park-and-Ride**				
15	Future Development on Naval Weapons Base				
16	Hercules Hub				
32	**Richmond Parkway Park-and-Ride**				
34	San Pablo Dam Rd & I-80				
22	Shadelands Hub				
8	Contra Costa County Health Facilities on Center Ave				
11	Downtown Pleasant Hill				
24	Future Oakley Amtrak Station				
33	Rudgear Rd & I-680 Park-and-Ride				
3	Blackhawk Plaza				
10	Dougherty Bark & Ride				
26	Pacheco Park-and-Ride				

Mobility Hubs **bolded** are included in MTC's Top 25 Hub Cluster Lists
Mobility Hubs with an asterisk (*) have received funding through MTC Regional Mobility Hubs Capital Grant Program or through the Transit and Intercity Rail Capital Program (TIRCP)
Future Antioch Park and Ride mobility hub will be added once a specific site is identified through that project

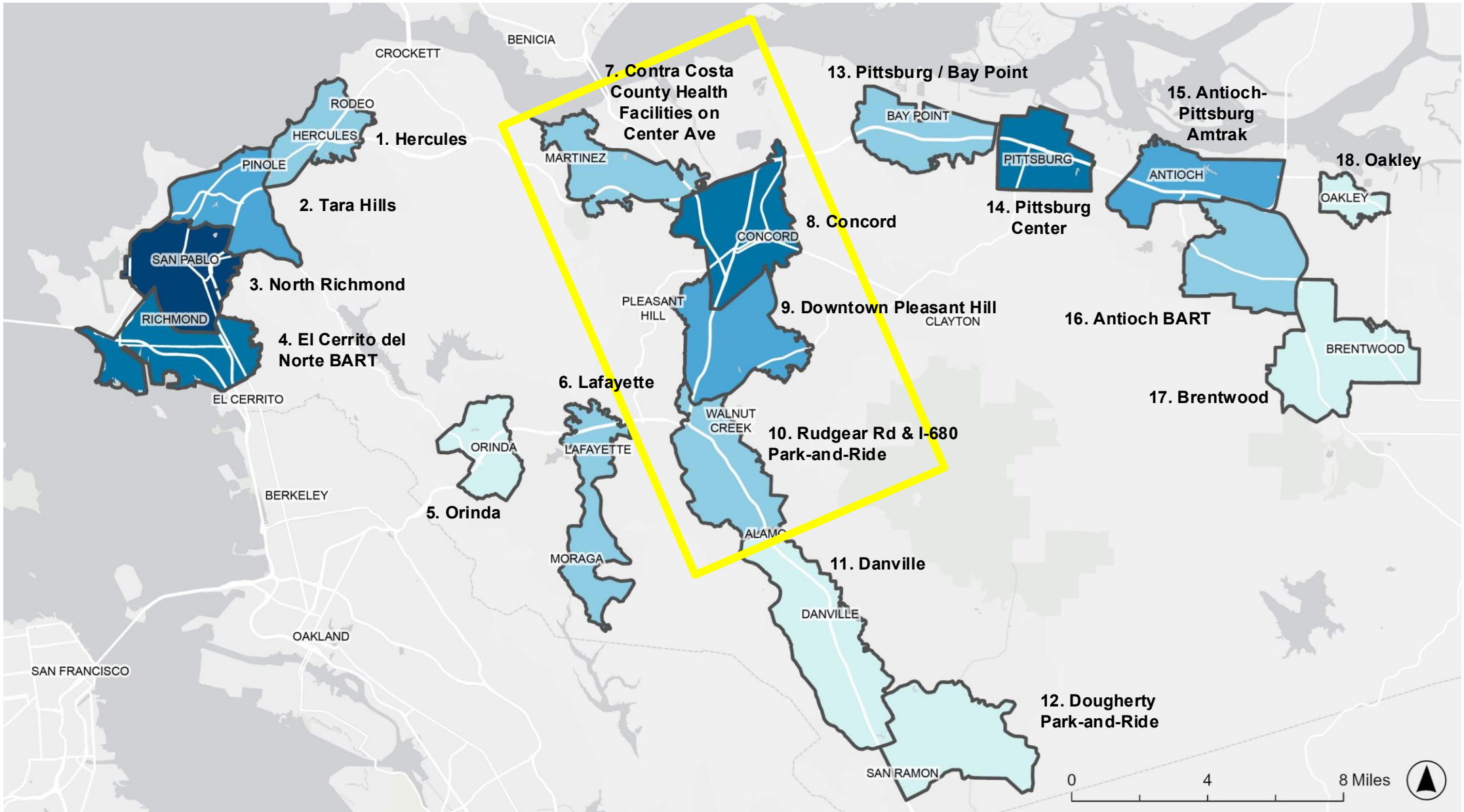
Mobility Hubs Evaluation Summary Results Map



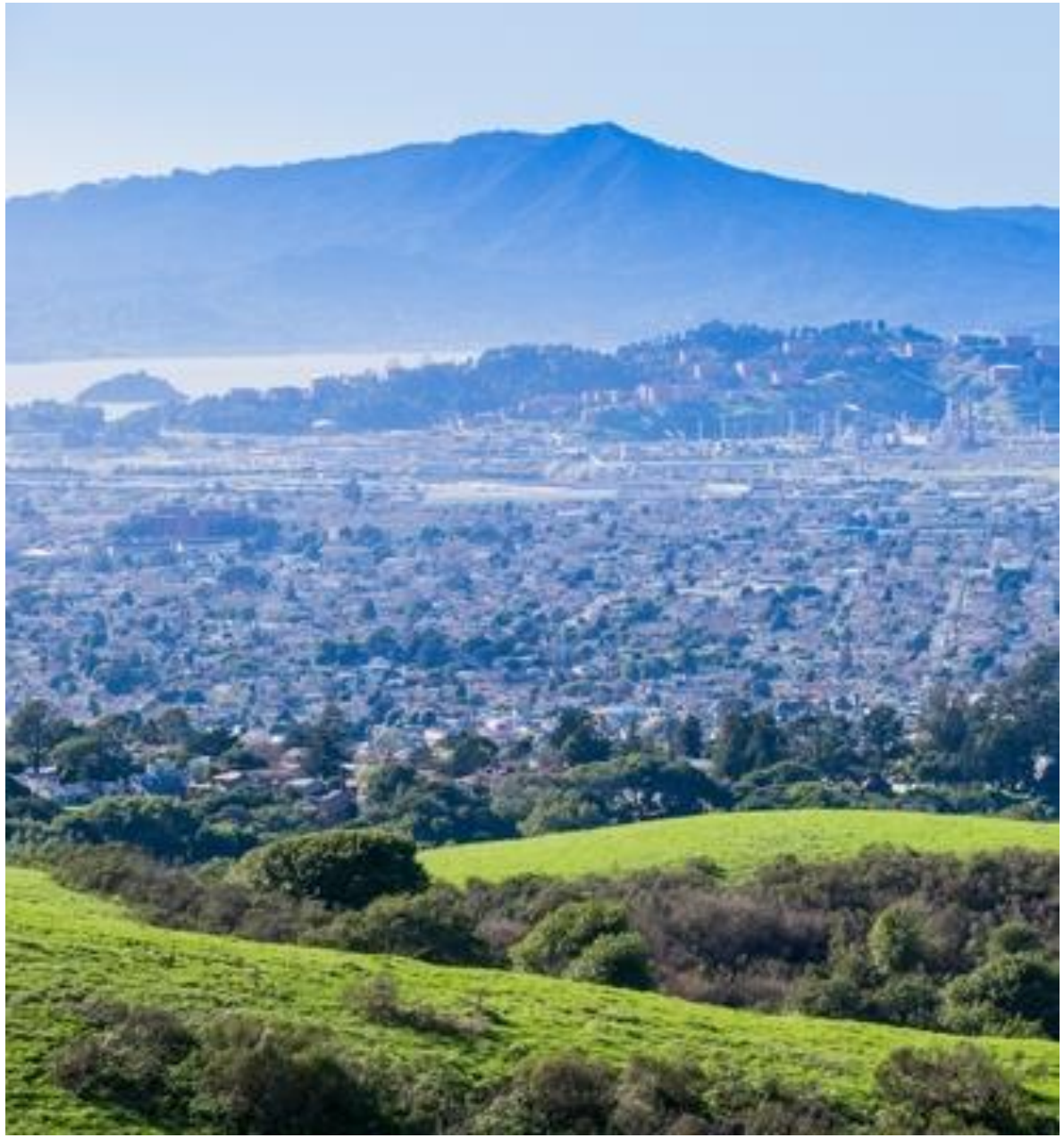
Transit Investment Evaluation Summary – Access Improvement Zones

ID	Hub Name	5. Markets Served	6. Existing Transit Trips	7. Equity	10. Economic Develop. Potential
3	North Richmond				
4	El Cerrito del Norte BART				
14	Pittsburg Center				
8	Concord				
15	Antioch-Pittsburg Amtrak				
2	Tara Hills				
9	Downtown Pleasant Hill				
10	Rudgear Rd & I-680 Park-and-Ride				
16	Antioch BART				
1	Hercules				
13	Pittsburg / Bay Point				
7	Contra Costa County Health Facilities on Center Ave				
11	Danville				
6	Lafayette				
18	Oakley				
17	Brentwood				
12	Dougherty Park-and-Ride				
5	Orinda				

Access Improvement Zones Evaluation Summary Results Map



Capital and Operations Cost Estimates



Capital Cost Estimates - TPCs

- Bus stop improvements
  - New shelters, real-time information, concrete bus pads
- Intersection improvements
  - TSP, traffic signal upgrades, safety, and accessibility improvements
- Bus-only lane where noted as Candidate for Transit Lanes
  - Assumes repurposing vehicle lane, parking/shoulder, or median, and does not include roadway widening involving ROW acquisition
  - Includes associated roadway improvements, utility relocations, and bike facilities (where planned)
  - Queue jumps in other locations
- New zero-emission buses
- Costs are current year dollars

	Length of Corridor (miles)	Low Cost Estimate	High Cost Estimate
TPC 1: SR-4	30.9	$ 270M	$ 330M
TPC 2: I-680	29.7	$ 100M	$ 140M
TPC 3: San Pablo Ave South	5.8	$ 400M	$ 500M
TPC 4: San Pablo Ave North	7.5	$ 270M	$ 350M
TPC 5: Pleasant Hill BART to Concord via Treat Blvd and Clayton Rd	7.8	$ 240M	$ 300M
TPC 6: Walnut Creek to Pittsburg via Ygnacio Valley Rd and Kirker Pass	15.6	$ 550M	$ 690M
TPC 7: Martinez to Clayton via Alhambra Ave, Muir Rd, Contra Costa Blvd, and Clayton Rd	19.7	$ 360M	$ 460M
TPC 8: Walnut Creek to Concord via N Civic Dr and Monument Blvd	9.4	$ 180M	$ 220M
TPC 9: Richmond Marina to San Pablo Ave	5.0	$ 80M	$ 100M

NOTE: I-680 and San Pablo South are partially funded.

Mobility Hub Capital Cost Estimates and Assumptions

- Bus stop improvements
  - New shelters, real-time information, concrete bus pads, driver relief, battery electric bus charging
- Intersection improvements at the intersections and streets directly adjacent to the hubs
  - TSP, accessibility upgrades, pedestrian walkways and lighting, low-stress bikeways, improved curb ramps as needed
- Support services and amenities
  - Kiosks, restrooms, package delivery stations, solar panel canopies
- Does not assume right-of-way cost
  - Most locations already publicly-owned
- Costs are current year dollars

	Number of Mobility Hubs	Total Cost Range
Mobility Hub Improvements	36	$660M - $850M

Mobility Hub Category	Cost Per Mobility Hub
Community Hub	$10M - $14M
Regional Access Hub	$10M - $35M
Regional Transfer Hub	$11M - $37M

NOTE: Four mobility hubs have received MTC funding.

Access Improvement Zone Capital Cost Estimates and Assumptions

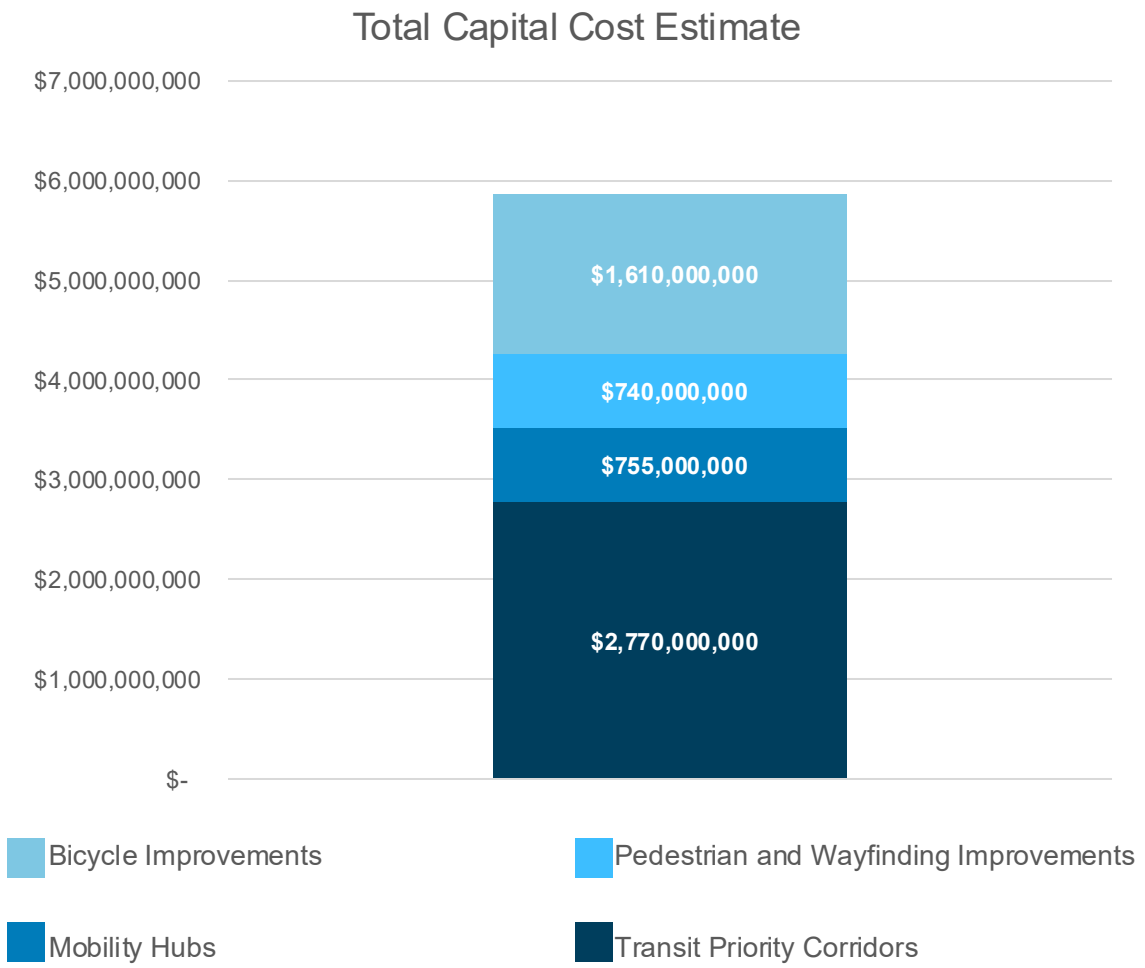
- Pedestrian and wayfinding improvements
  - Rectangular Rapid Flashing Beacons, wayfinding signage, and intersection improvements (ADA curb ramps, high-visibility crosswalks, striping, and Accessible Pedestrian Signals), and new or upgraded sidewalk
- Bicycle improvements
  - Mix of proposed bicycle facilities (Class IIB and Class IV), with bikeshare and bicycle charging stations
- Costs are current year dollars

	Improvement Length (miles)	Total Cost Range
Pedestrian and Wayfinding Improvements	250	$660M- $820M
Bicycle Improvements	200	$1,440M - $1,780M

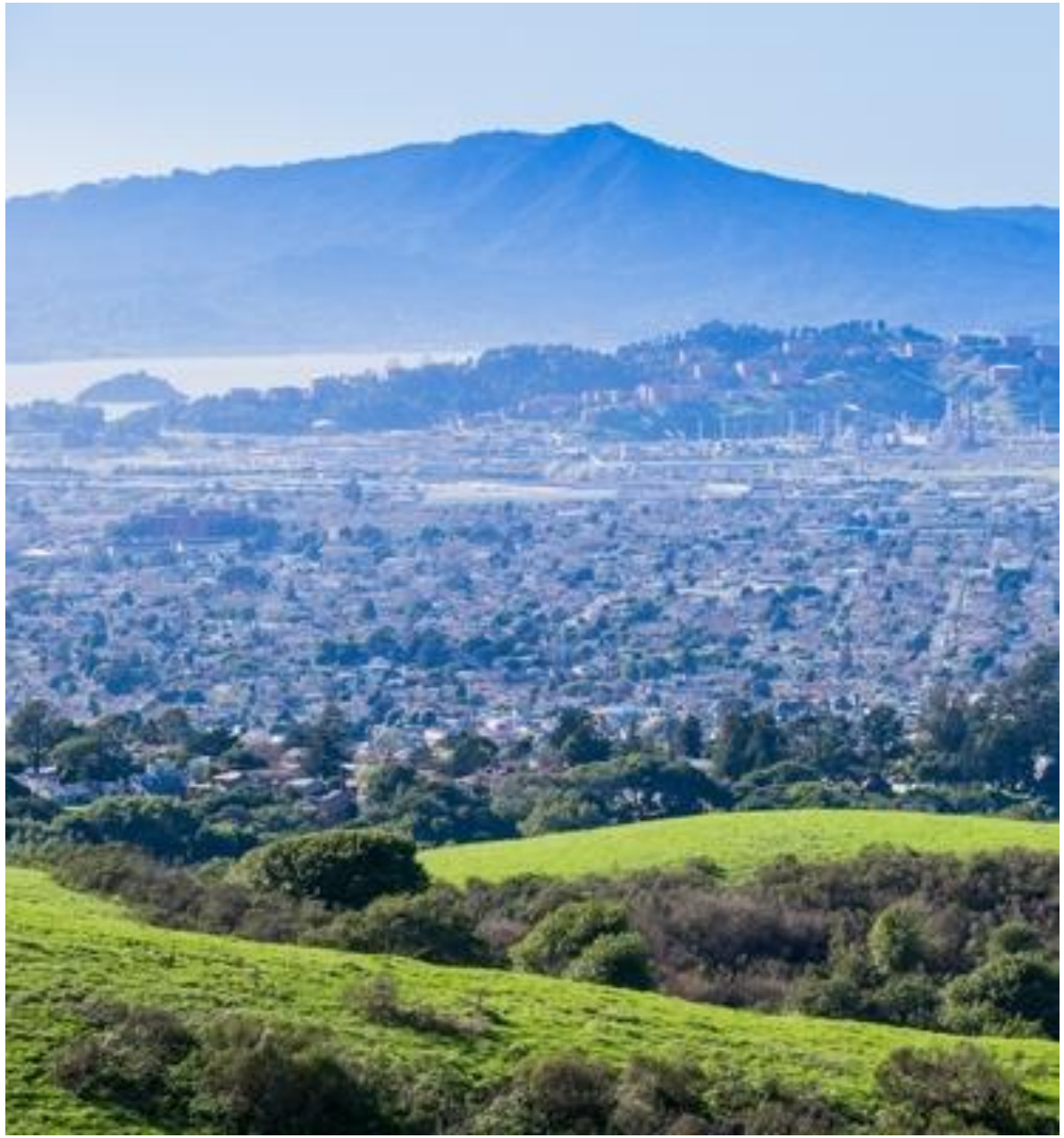
ID	Access Improvement Zone	Pedestrian and Wayfinding Length (miles)	Existing Bike Facility Length (miles)
1	**Hercules**	11	8
2	**Tara Hills**	10	5
3	**North Richmond**	25	12
4	**El Cerrito del Norte BART**	25	26
5	**Orinda**	4	4
6	**Lafayette**	6	10
7	**Contra Costa County Health Facilities on Center Ave**	15	6
8	**Concord**	17	16
9	**Downtown Pleasant Hill**	27	14
10	**Rudgear Rd & I-680 Park-and-Ride**	13	11
11	**Danville**	9	17
12	**Dougherty Park-and-Ride**	11	14
13	**Pittsburg / Bay Point**	5	14
14	**Pittsburg Center**	11	10
15	**Antioch-Pittsburg Amtrak**	11	9
16	**Antioch BART**	7	9
17	**Brentwood**	10	7
18	**Oakley**	6	2

Total Capital Improvements and Costs

Capital Improvements	Quantity
Transit Priority Corridors	9 corridors
Mobility Hubs	36 mobility hubs
Pedestrian and Wayfinding Improvements	250 miles
Bicycle Improvements	200 miles



Operations Cost Estimates



General Cost Modeling Approach

- Annual revenue hours required x NTD 2023 Cost per Revenue Hour
- All but TPC 3 (San Pablo South) modeled as new routes*
- 1/3 Mile Stop Spacing
- **TPC runtimes updated based on bus priority treatments developed for capital cost estimates.**

	# of Routes	Assumed Frequency	Proposed Span	Days per Week
Transit Priority Corridors	8 + 1 *(New Routes + Improved Route*)*	15-20 min	19 hrs (5a-12a)	7
Frequent Bus	12 *(Improved Routes)*	15-20 min	19 hrs (5a-12a)	7
Station Feeders	6 *(New Routes)*	One Bus	19 hrs (5a-12a)	7

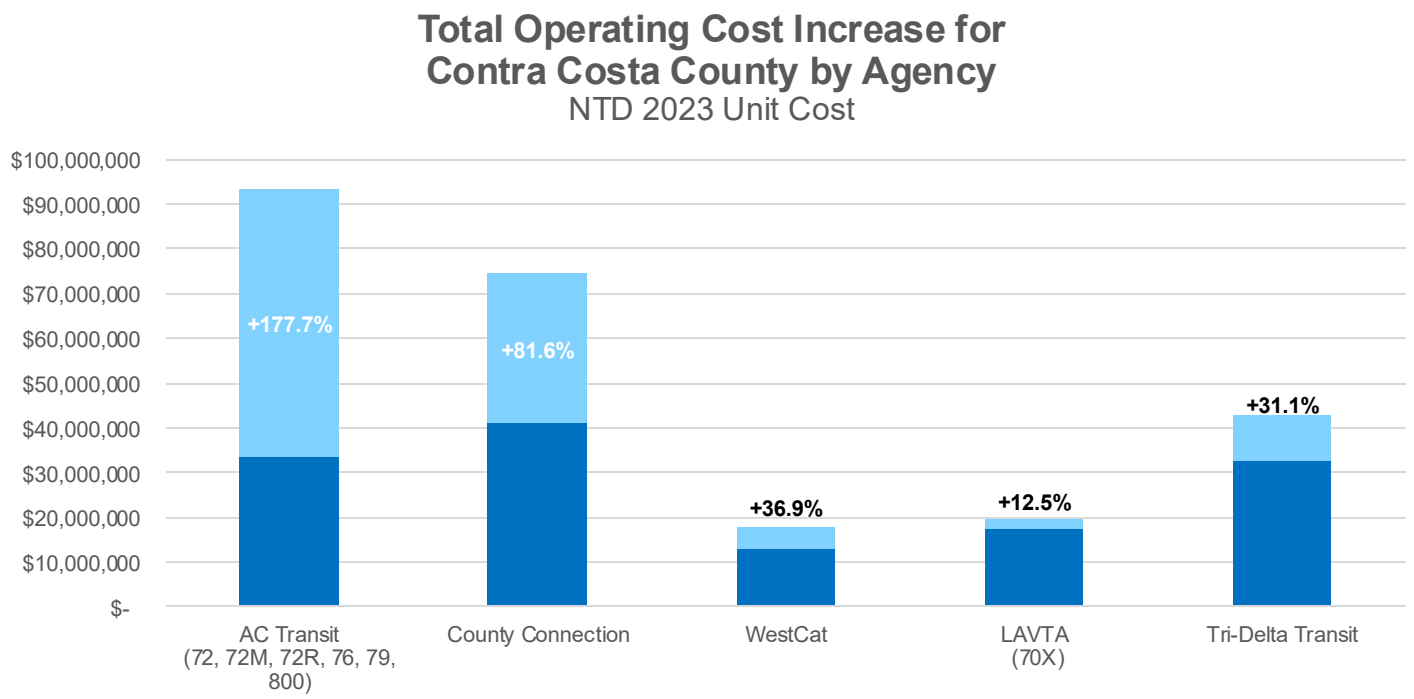
Notes:

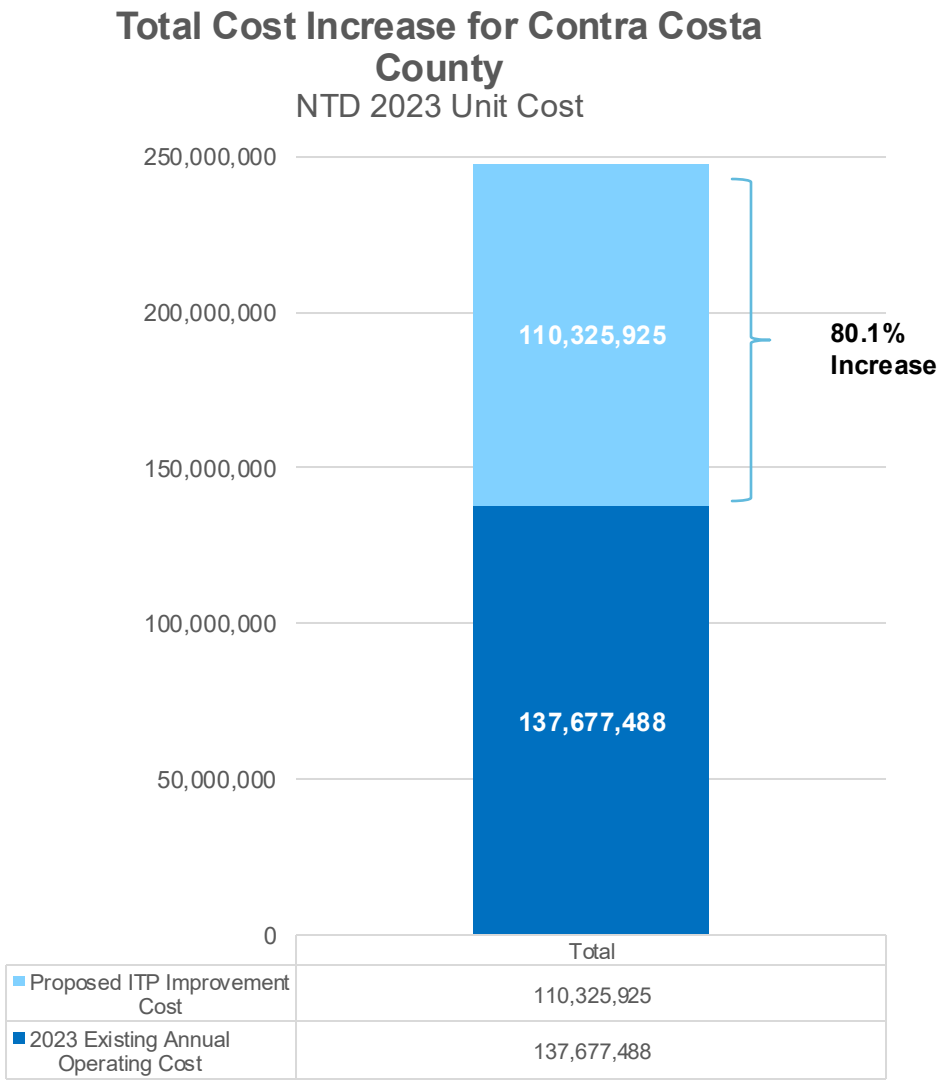
- The modeled costs are in FY2023 dollars. Inflation figures should be applied based on when the funding is requested.
- Modeling assumptions are preliminary and high-level. Cost may vary as more detailed project planning progresses.

*Hours from existing AC 72, 72M and 72R assumed to cover TPC 3

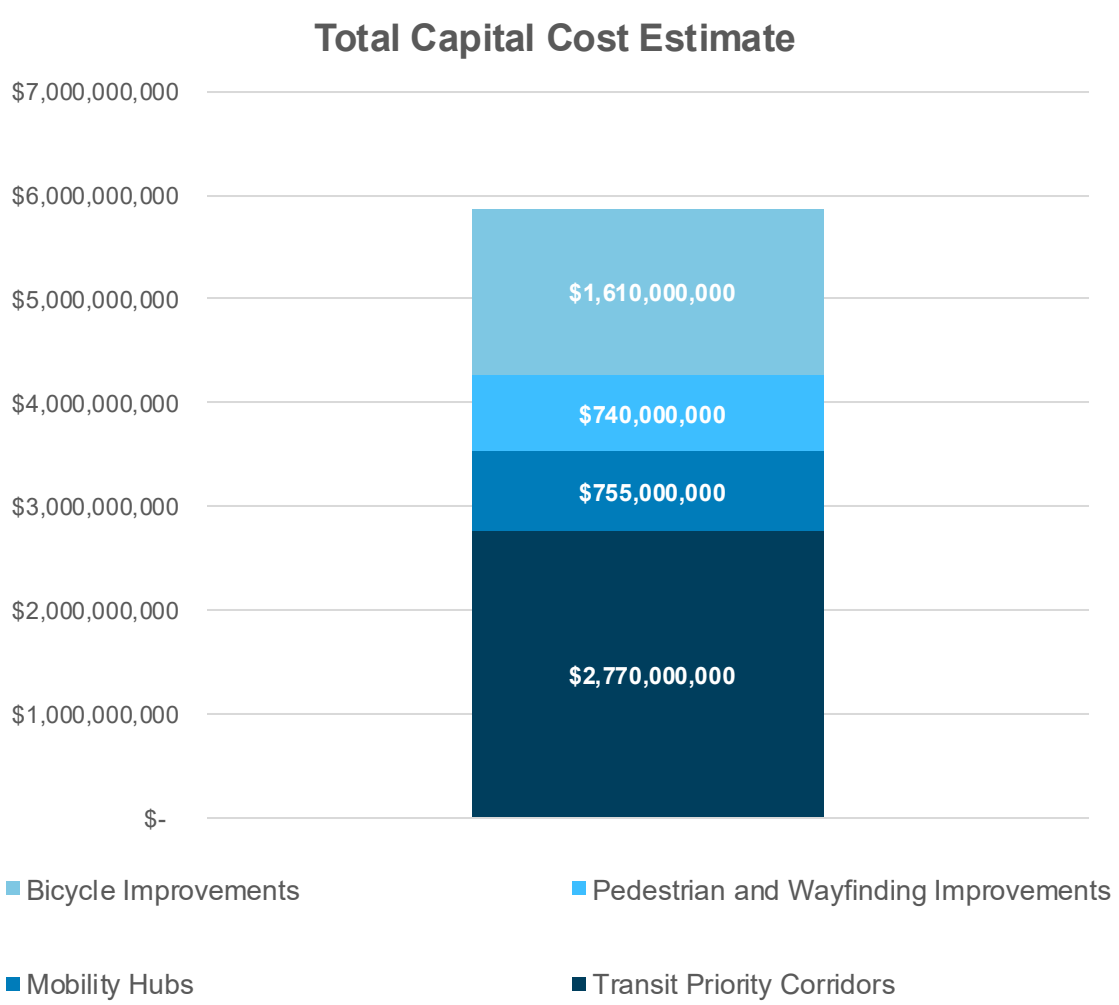
Integrated Transit Plan Operations Cost

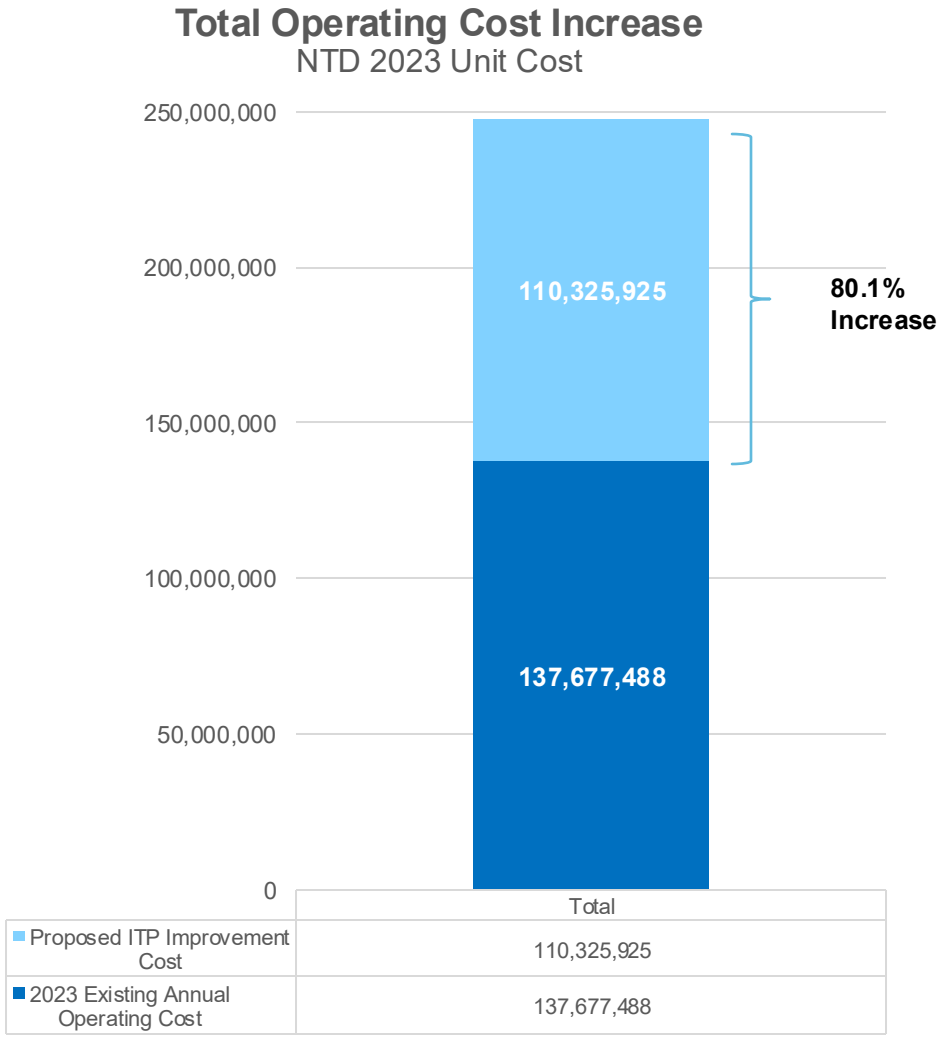
- ITP Annual Operating Cost (above existing): $110M/year
- Baseline includes only the portion of service in Contra Costa for AC Transit and LAVTA



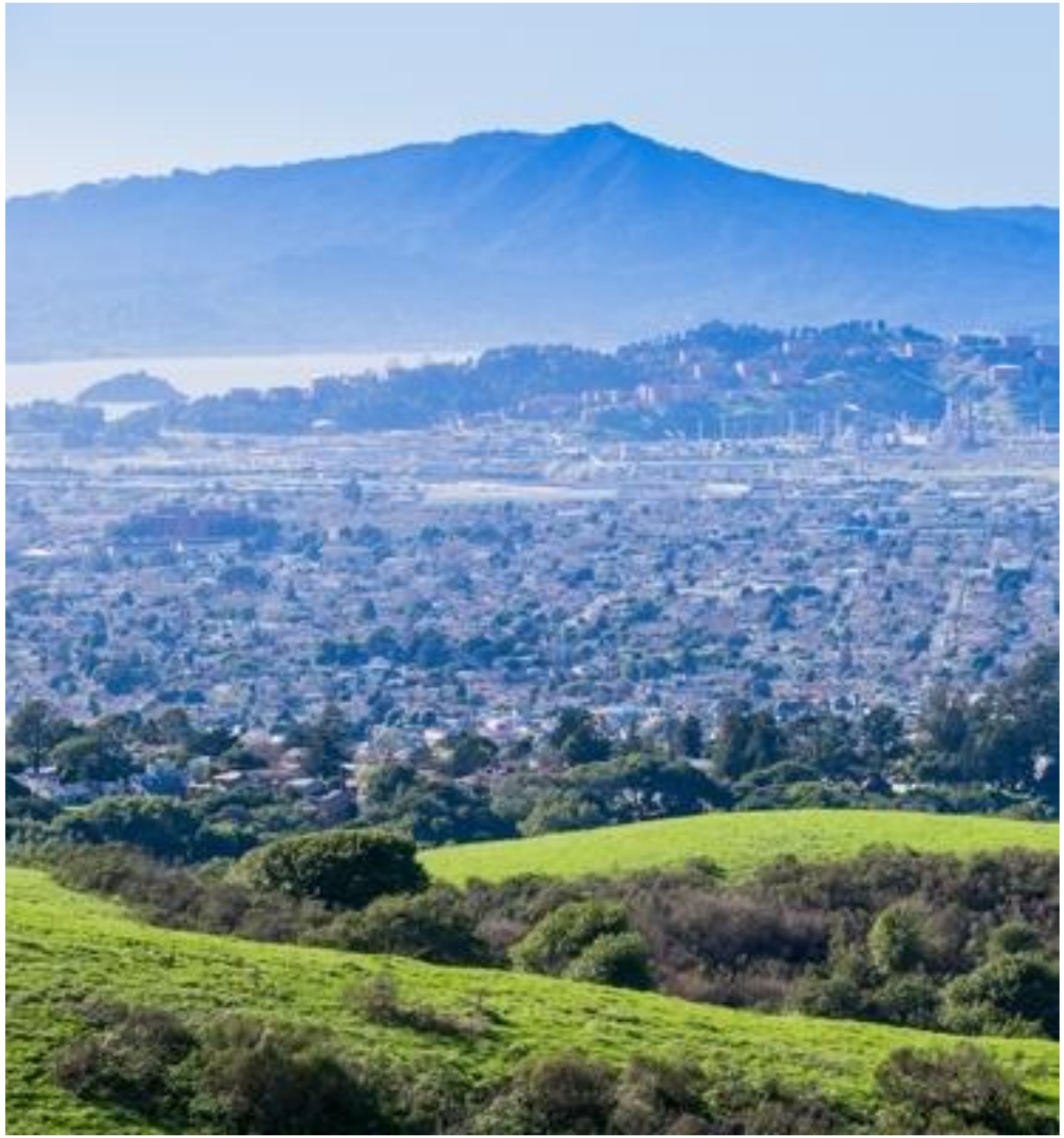


Integrated Transit Plan Capital and Operations Cost





Next Steps



Next Steps

1. Present similar content at all RTPC TACs and Boards (Sept – Oct)
2. CCTA Board Adoption
3. Draft Final Report

Appendix Slides

Agreed & Incorporated

Feedback	Response
Concord - have you done traffic analysis? Would be good to at least provide something simple like V/C to identify potential traffic effects from a lane conversion	Addressed in this deck.
Some place labels on map are not in the right place, replace picture of bus on Slide 27, as this route has been discontinued.	The map and slide have been updated.
Will this study and recommendations go to CCTA Board?	Yes. Recommendations will also be incorporated into Countywide Transportation Plan.
Next presentation, it would be good to understand transit improvements that are already in process and/or funded.	Mobility hubs with existing funding are noted. Most TPCs and all AIZs are currently completely unfunded.

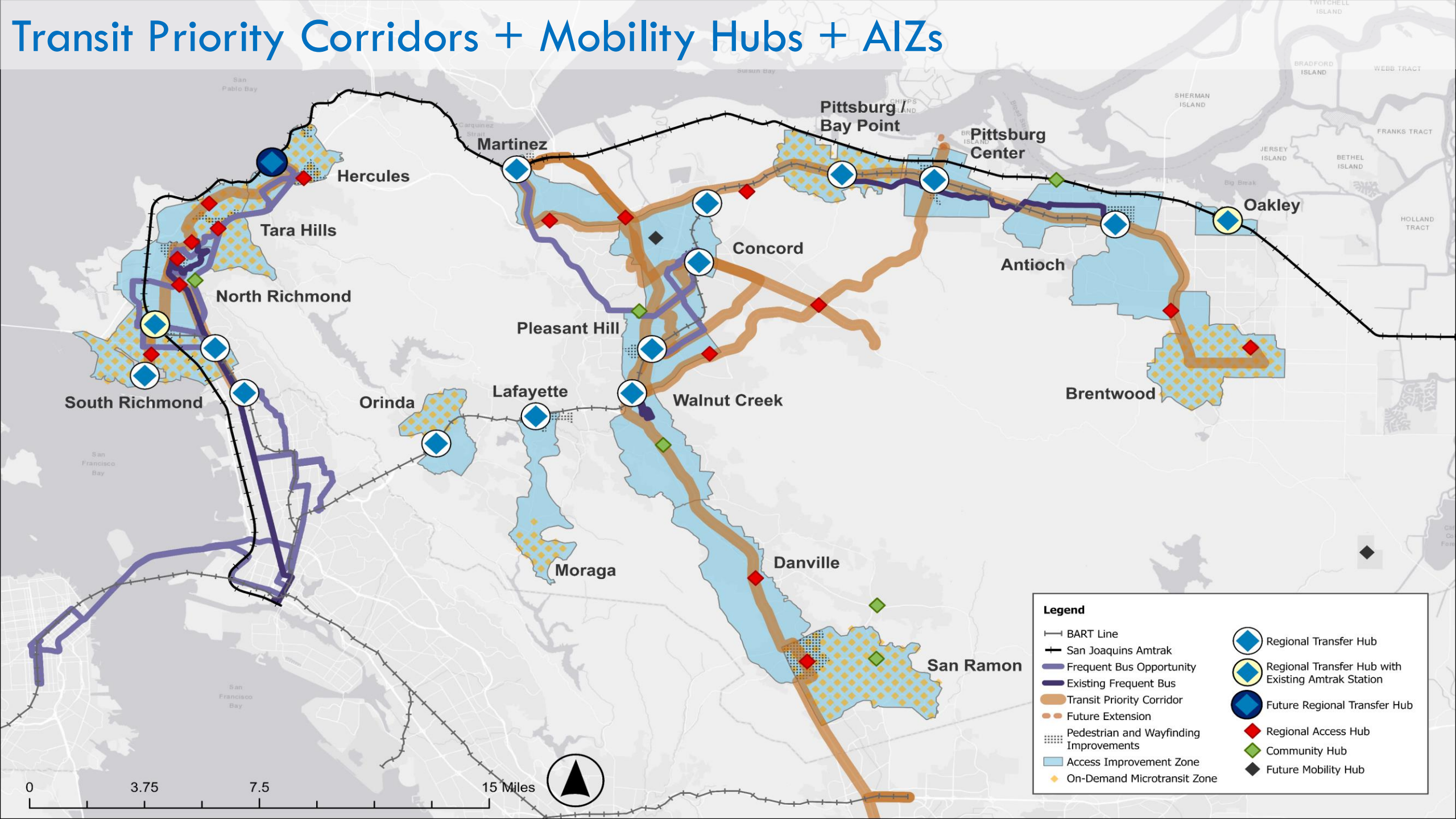
Answered/Acknowledged

Feedback	Response
How did you pick the TPC alignments?	Corridors were selected based on a number of criteria including existing and historic travel patterns, existing bus network, connectivity to regional transit and street conditions such as multiple traffic lanes.
Why did you pick the alignment between WC BART and Concord BART? There is another route that goes through the Monument interchange that also needs improvements. Why haven't you included those?	The TPC is identified as a single, defined route based on the existing conditions analysis, including an assessment of existing ridership and latent demand. Other corridors are defined for additional frequent service. However, we are including a pot of money for transit infrastructure improvements outside of TPCs in our cost estimates.
Ygnacio Valley Road and the other candidate TPC corridors cannot accommodate a transit lane. Any disruption today causes traffic and dedicating space for transit will not be acceptable to central Costa County residents.	Acknowledged.
Have you considered private transit operators?	Assumption with this study is that service will be delivered by existing, public bus operators.
Will development of TPCs cause cities to lose local land use control by allowing as-of-right high-density housing and affordable housing?	In the case of full-fledged BRT, properties along a BRT line will be eligible to increase density, regardless of local land use rules. TPC corridors are not specific as to the level and nature of improvements.

Planned for Future Action

Feedback	Response
For Treat, would you do lane conversion or widening?	In all cases, TPC treatments would be made within existing right-of-way. Not yet determined if the bus lane would be created through lane conversion or modification to medians, curbs, parking lanes, or other re-allocations.
Previously looked at PTTL on 880 and it was really tough to fit in, have you evaluated that for 680?	The Innovate 680 Project is looking into detailed design for this corridor.
Will you be ranking the corridors?	The next steps in the analysis include developing a prioritization framework.
Did you coordinate with the local jurisdictions?	Coordination and input is being sought through the RTPCs and future corridor development will coordinate directly with the cities.
Operating buses on shoulders will be challenging. Has CHP reviewed and approved operating buses on shoulders? Won't that interfere with breakdowns?	Detailed design and operational considerations will be addressed in follow-on studies particular to each corridor as relevant. CHP has approved buses on shoulders in San Diego but the Bay Area as a whole is working with CHP to develop operating parameters for buses on shoulders in locations such as the approaches to the Bay Bridge.
What is the expected increase in transit ridership if lanes were dedicated to transit?	Ridership estimates are not part ITP scope but would be undertaken if a corridor moves into development stage.
If BART builds housing on its own property, it will increase traffic on freeways. Is this study recommending anything regarding BART development?	BART development policy is outside scope of ITP.

Transit Priority Corridors + Mobility Hubs + AIZs



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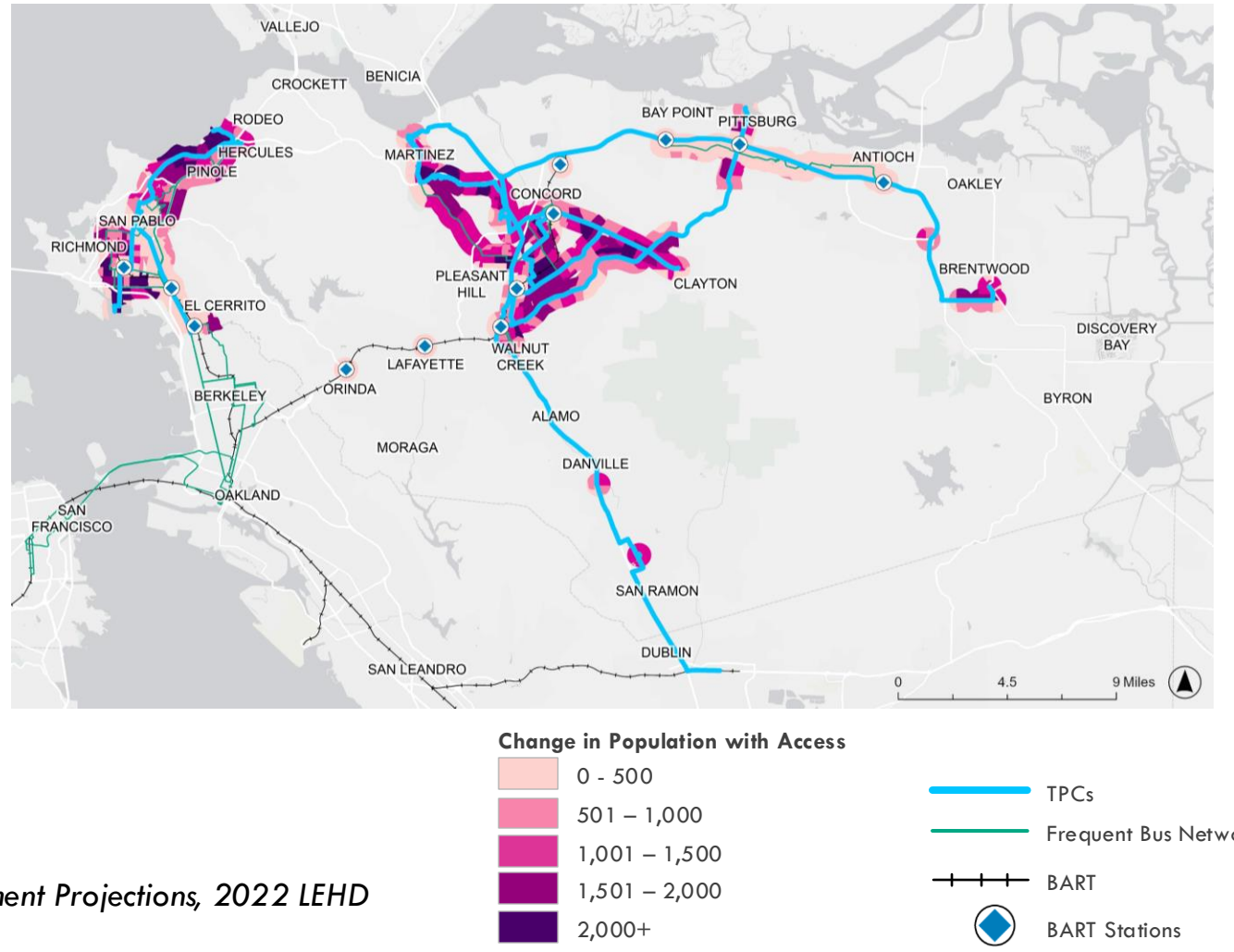
+171,000 jobs (+32% of county)

Change in Existing Population with Access to High-Frequency Transit With Improvements



Data source: 2023 5-Year ACS, PBA 2050 Population and Employment Projections, 2022 LEHD Origin-Destination Employment Statistics

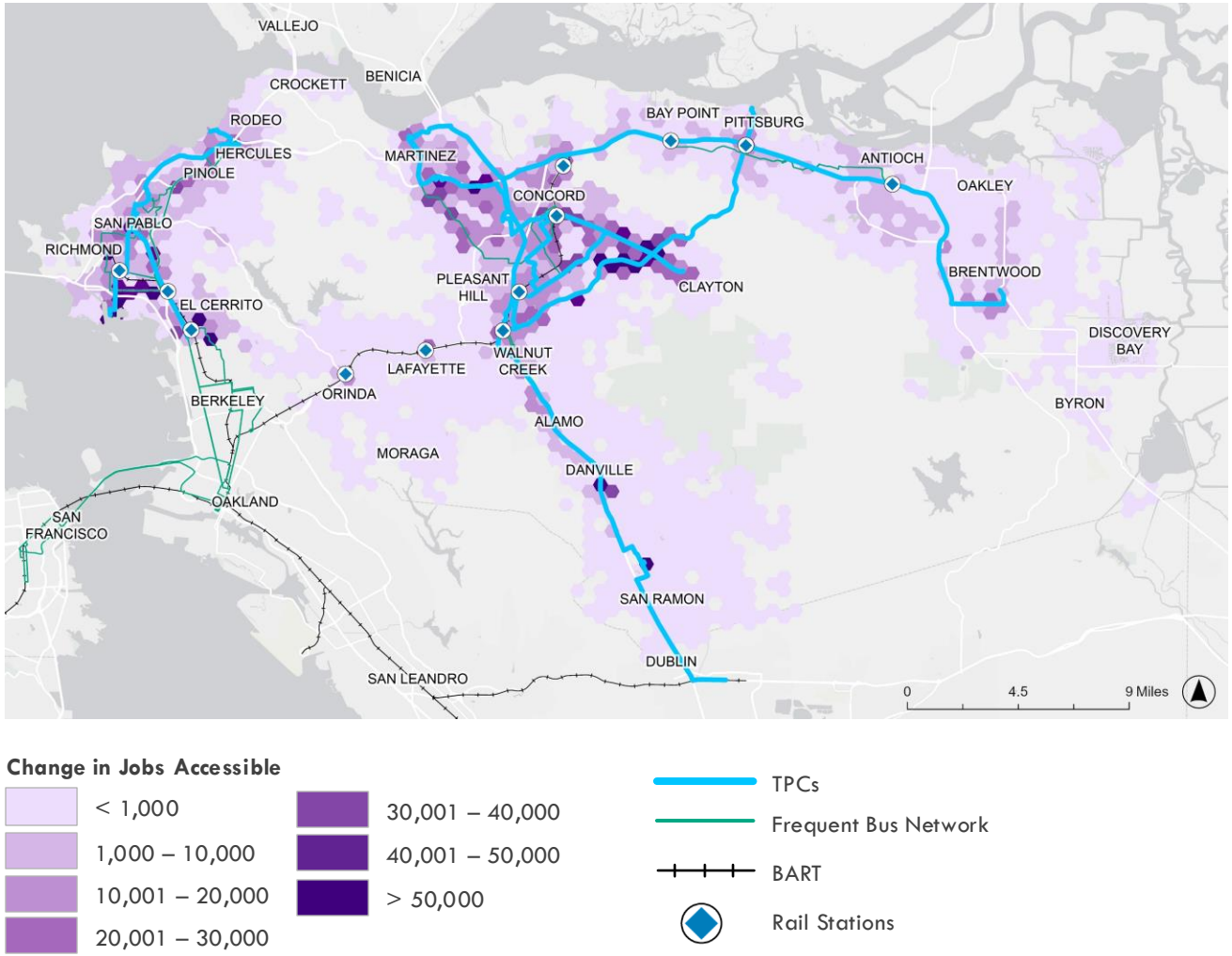
2. Connectivity of Transit Network

- **Objective:** Calculate the change in connectivity to jobs countywide by investing in transit
- **Performance Measures:** Change in jobs accessible within 45-minute transit trip from each hextile center

Evaluation Results

Average change in number of jobs accessible within 45-minutes by transit:
+78% more jobs

Increase in Jobs Accessible within 45-minutes by Transit With Improvements



Data source: Cal ITP Transit Speed Data (Feb 2025), 2022 LEHD Origin-Destination Employment Statistics

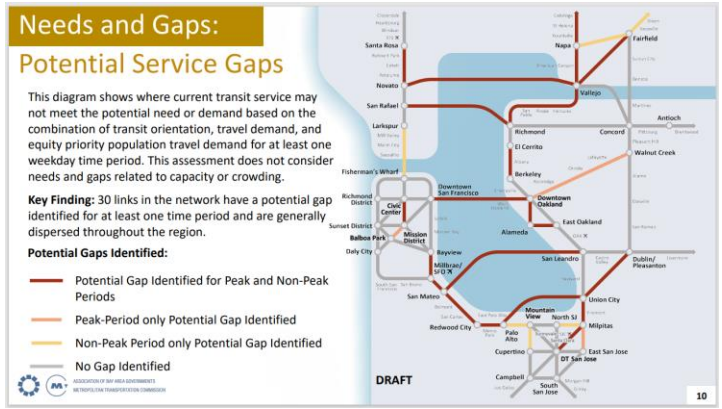
3. Planned Projects

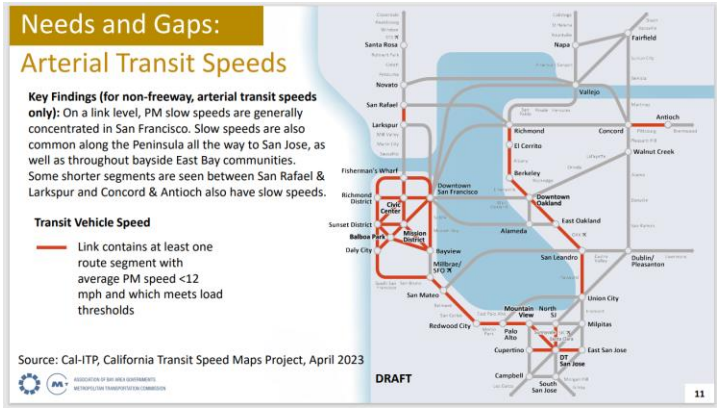
- **Objective:** Assess if TPC project aligns with existing plans
- **Performance Measure:** Yes/No of whether project aligns with one of the following regional or subregional:
  - Transit 2050+ Project List
  - CCTA's Countywide Action Plans
    - West County, Central County, East County, Tri-Valley, and Lamorinda
  - CCTA's Innovate 680
  - WCCTC's San Pablo Avenue Multimodal Corridor Study
  - WCCTC's West County High-Capacity Transit Study

TPC Aligns with Existing Plan	
TPC 1: SR-4	**MTC's Transit 2050+**
TPC 2: I-680	**CCTA's Innovate 680** **MTC's Transit 2050+**
TPC 3: San Pablo Ave South	**WCCTC's San Pablo Avenue Multimodal Corridor Study** **MTC's Transit 2050+**
TPC 4: San Pablo Ave North	**WCCTC's West County High-Capacity Transit Study**
TPC 9: Richmond Marina to San Pablo Ave	**MTC's Transit 2050+** **WCCTC's West County High-Capacity Transit Study**
No Existing Plan Found that Aligns with TPC	
TPC 5: Pleasant Hill BART to Concord via Treat Blvd and Clayton Rd	
TPC 6: Walnut Creek to Pittsburg via Ygnacio Valley Rd and Kirker Pass	
TPC 7: Martinez to Clayton via Alhambra Ave, Muir Rd, Contra Costa Blvd, and Clayton Rd	
TPC 8: Walnut Creek to Concord via N Civic Dr and Monument Blvd	

4. Regional Transit Gaps

- **Objective:** Assess if TPC project addresses regional transit gaps identified by the MTC's Plan Bay Area 2050+
- **Performance Measure:** Yes/No of whether project fills an identified transit service or speed gap.



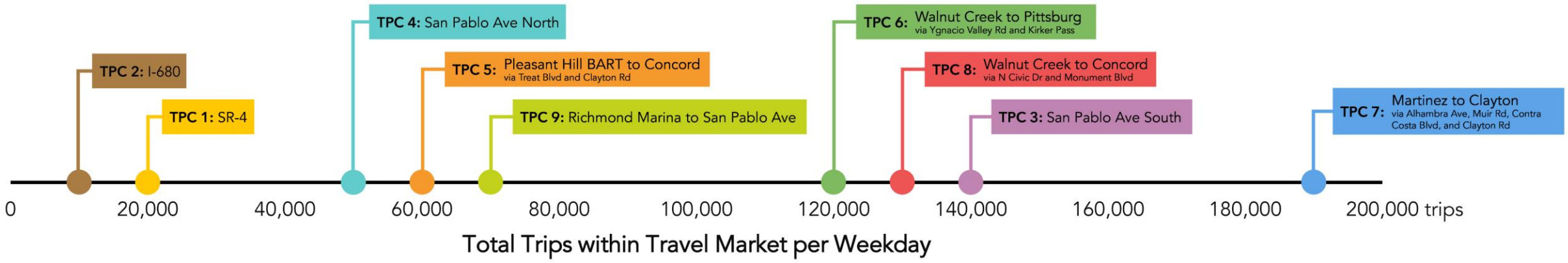


Meets a Regional Transit Gap
TPC 1: SR-4
TPC 3: San Pablo Ave South
TPC 6: Walnut Creek to Pittsburg via Ygnacio Valley Rd and Kirker Pass
Does not meet a Regional Transit Gap
TPC 2: I-680
TPC 4: San Pablo Ave North
TPC 5: Pleasant Hill BART to Concord via Treat Blvd and Clayton Rd
TPC 7: Martinez to Clayton via Alhambra Ave, Muir Rd, Contra Costa Blvd, and Clayton Rd
TPC 8: Walnut Creek to Concord via N Civic Dr and Monument Blvd
TPC 9: Richmond Marina to San Pablo Ave

Data source: Transit 2050+ Existing Conditions Analysis

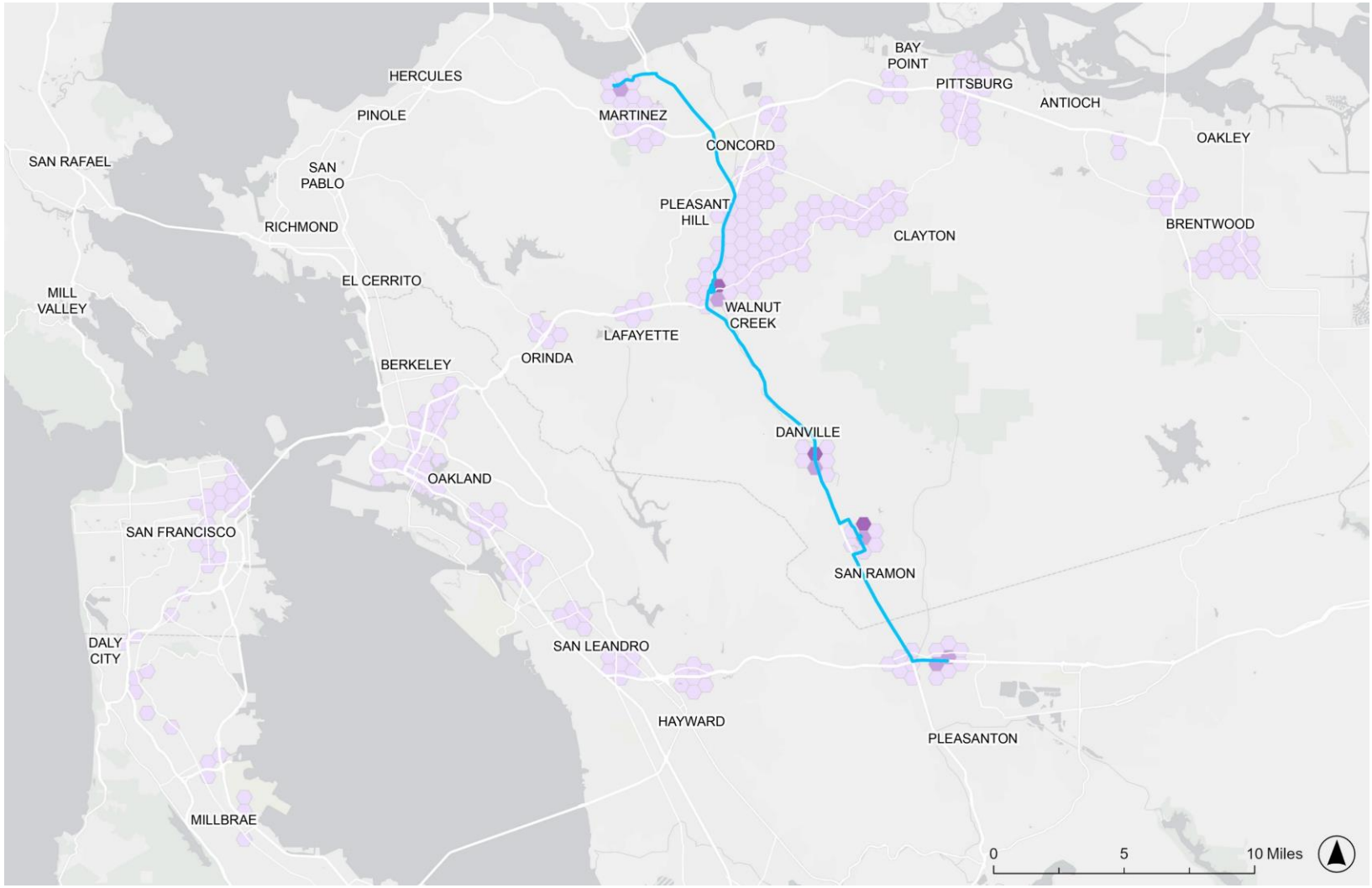
5. Markets Served

- **Objective:** Identify the potential existing travel for the transit investment, which may correlate to potential ridership, mode shift, and support of regional VMT/GHG reduction goals
- **Performance Measure:** Total travel market that may be served by transit investment, which are trips that start and/or end along the TPC that could be served by TPC in a one-seat or one-transfer ride on high-frequency transit



Data source: Replica (Fall 2024)

5. Markets Served – TPC 2 Results



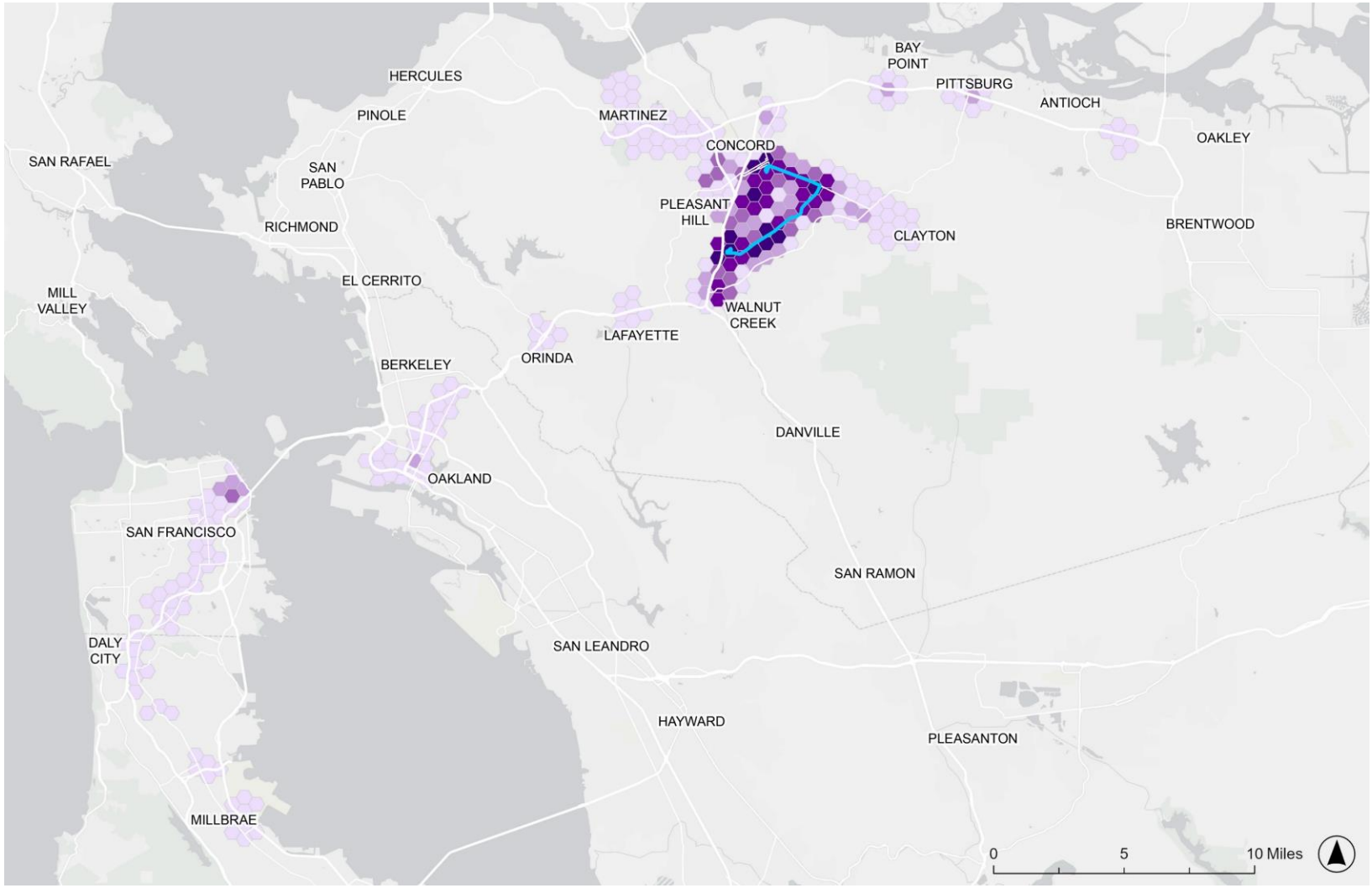
TPC 2

Start/End Locations of Trips Within TPC 2's Market, Per Weekday

- 1 - 500
- 501 – 1,000
- 1,001 – 2,000
- 2,001 – 4,000
- 4,000+

Data source: Replica (Fall 2024)

5. Markets Served – TPC 5 Results



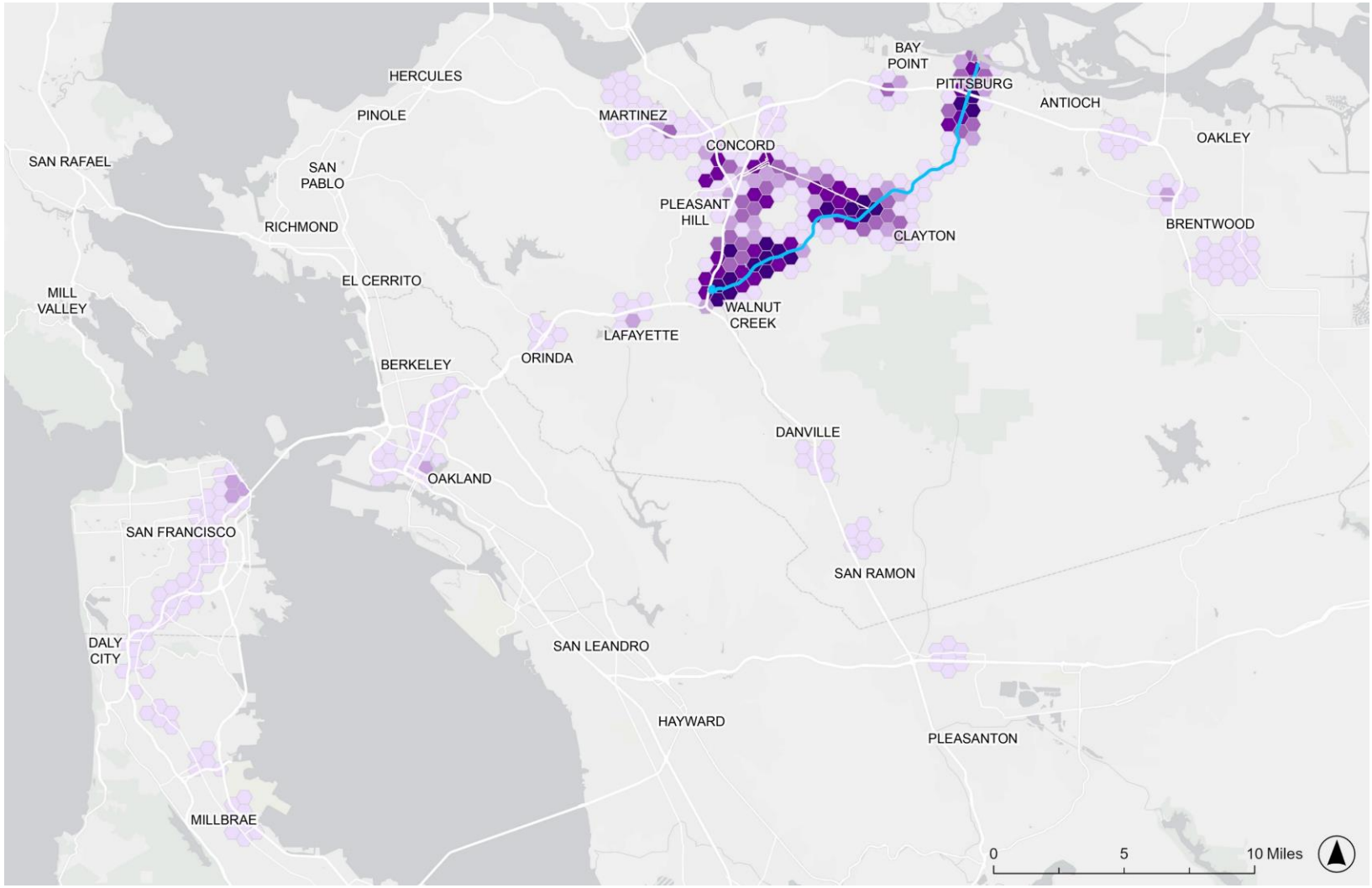
TPC 5

Start/End Locations of Trips Within TPC 5's Market, Per Weekday

- 1 - 500
- 501 – 1,000
- 1,001 – 2,000
- 2,001 – 4,000
- 4,000+

Data source: Replica (Fall 2024)

5. Markets Served – TPC 6 Results



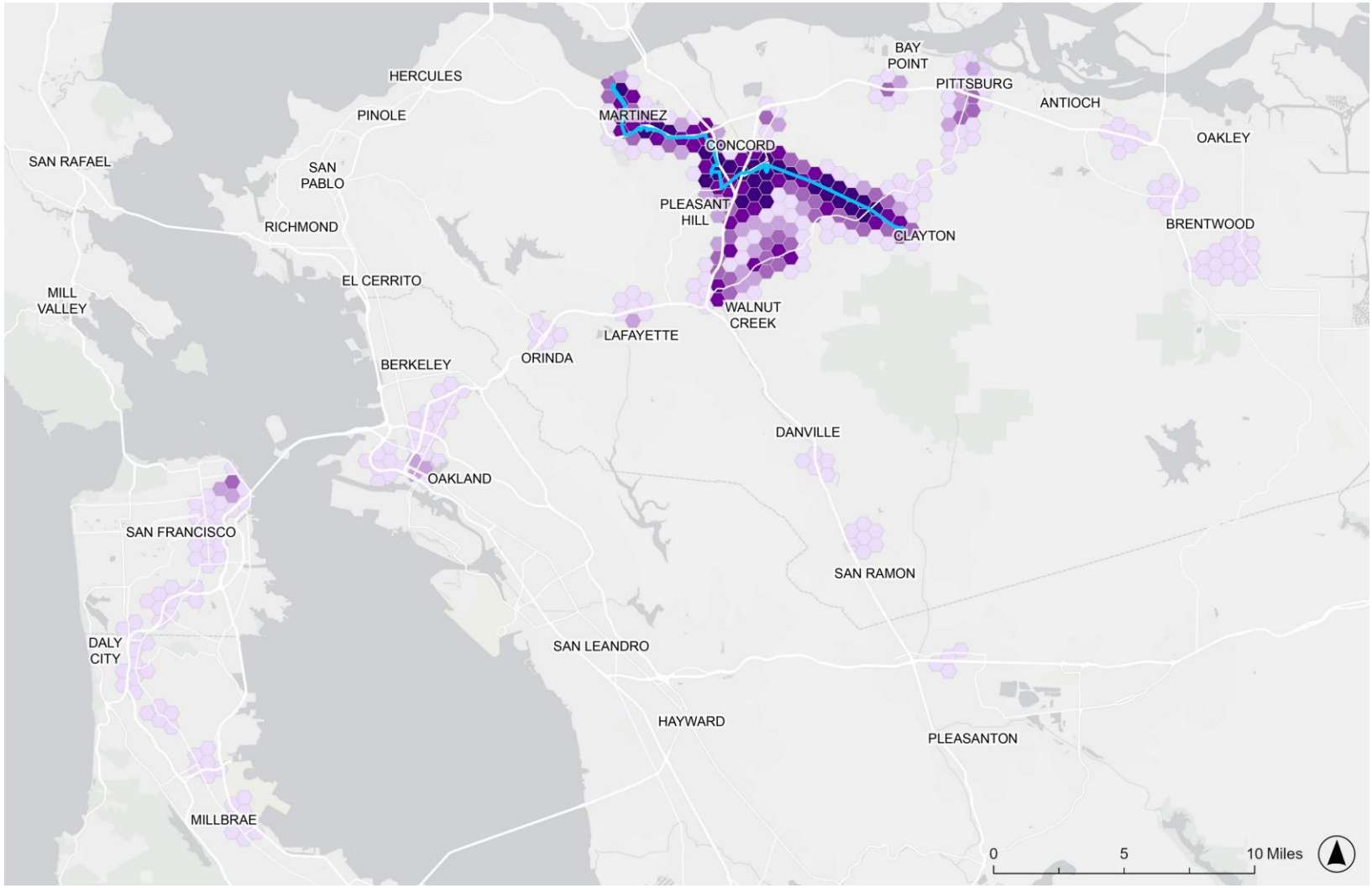
TPC 6

Start/End Locations of Trips Within TPC 6's Market, Per Weekday

- 1 - 500
- 501 – 1,000
- 1,001 – 2,000
- 2,001 – 4,000
- 4,000+

Data source: Replica (Fall 2024)

5. Markets Served – TPC 7 Results



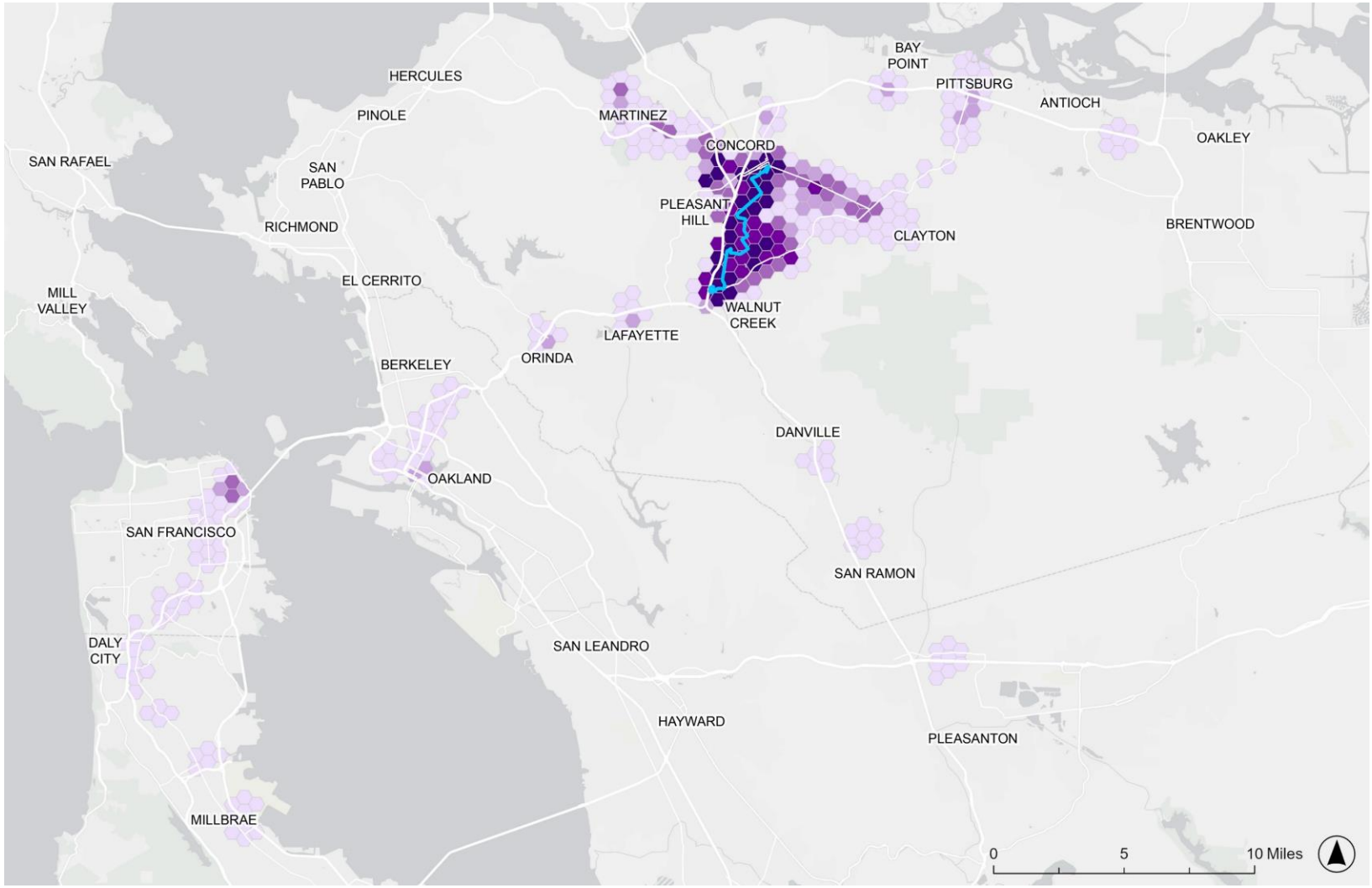
TPC 7

Start/End Locations of Trips Within TPC 7's Market, Per Weekday

- 1 - 500
- 501 – 1,000
- 1,001 – 2,000
- 2,001 – 4,000
- 4,000+

Data source: Replica (Fall 2024)

5. Markets Served – TPC 8 Results



TPC 8

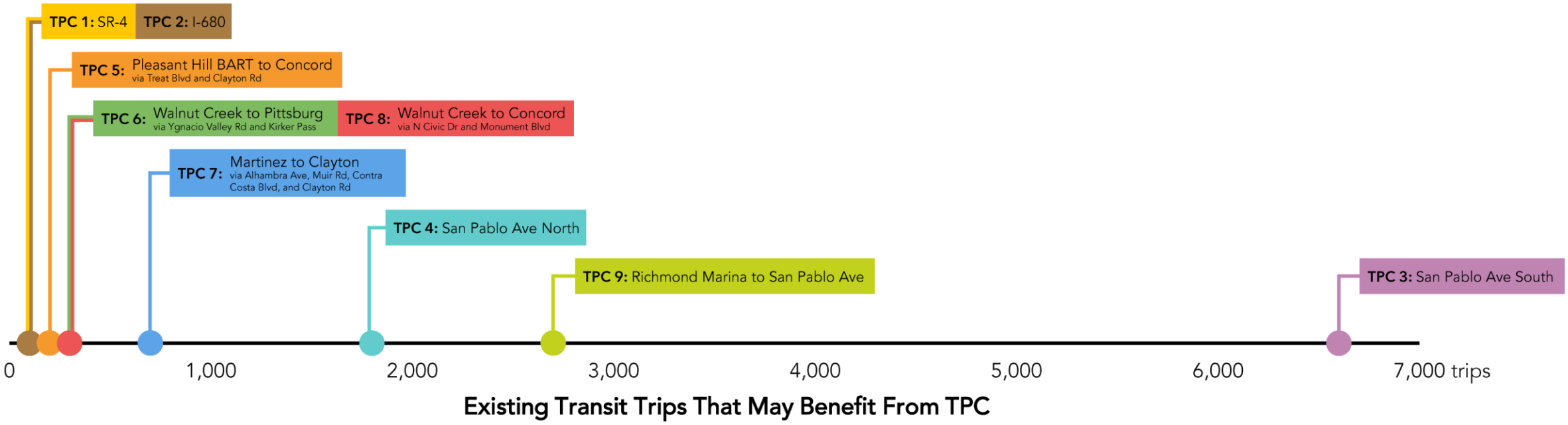
Start/End Locations of Trips Within TPC 8's Market, Per Weekday

- 1 - 500
- 501 – 1,000
- 1,001 – 2,000
- 2,001 – 4,000
- 4,000+

Data source: Replica (Fall 2024)

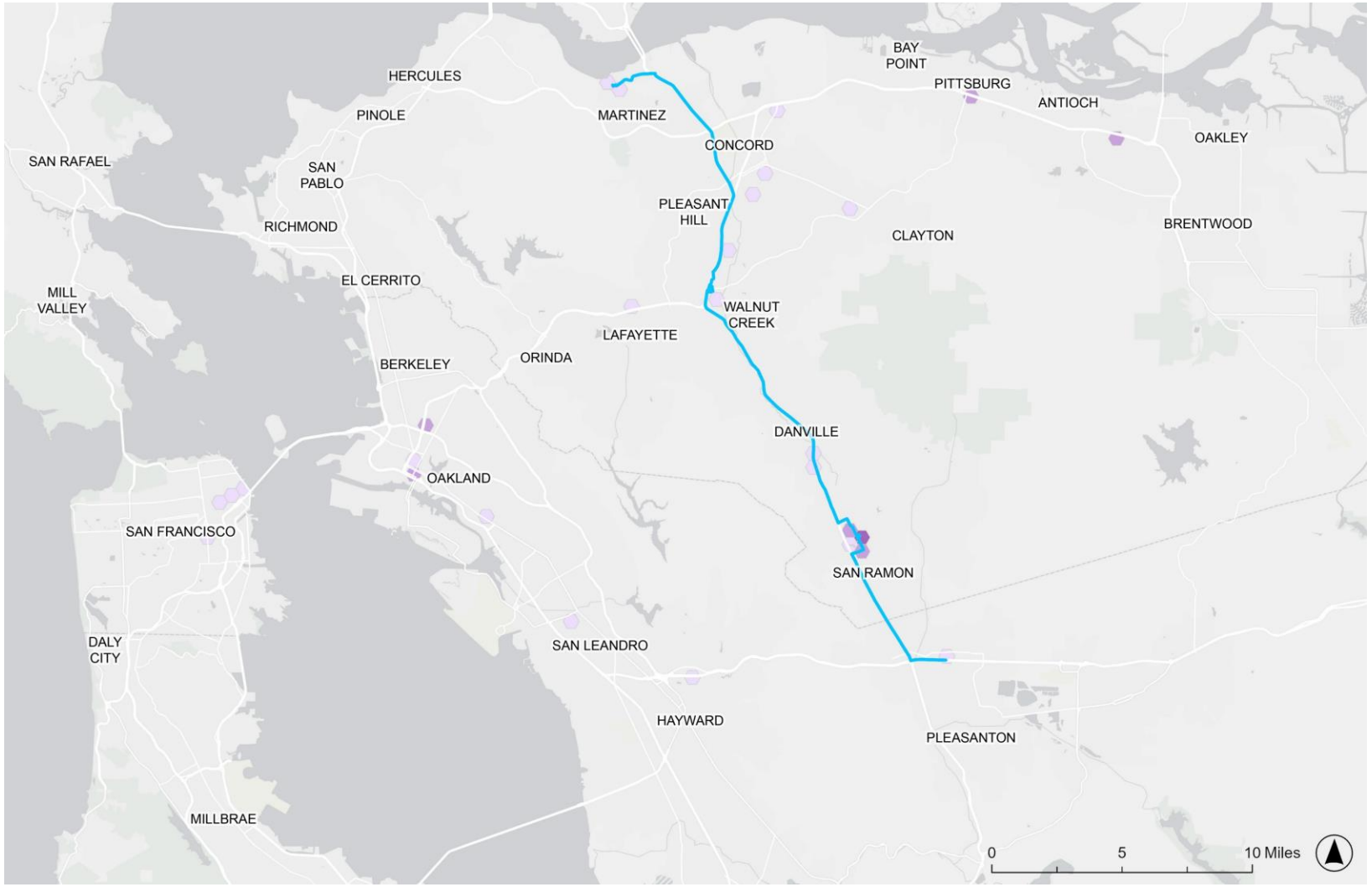
6. Existing Transit Trips Served

- **Objective:** Measure existing transit trips served by each transit investment, which may allow for comparison of magnitude of potential ridership within investment categories
- **Performance Measure:** Total existing transit trips that may benefit by each transit investment



Data source: MTC Regional Onboard Survey

6. Existing Transit Trips Served – TPC 2 Results



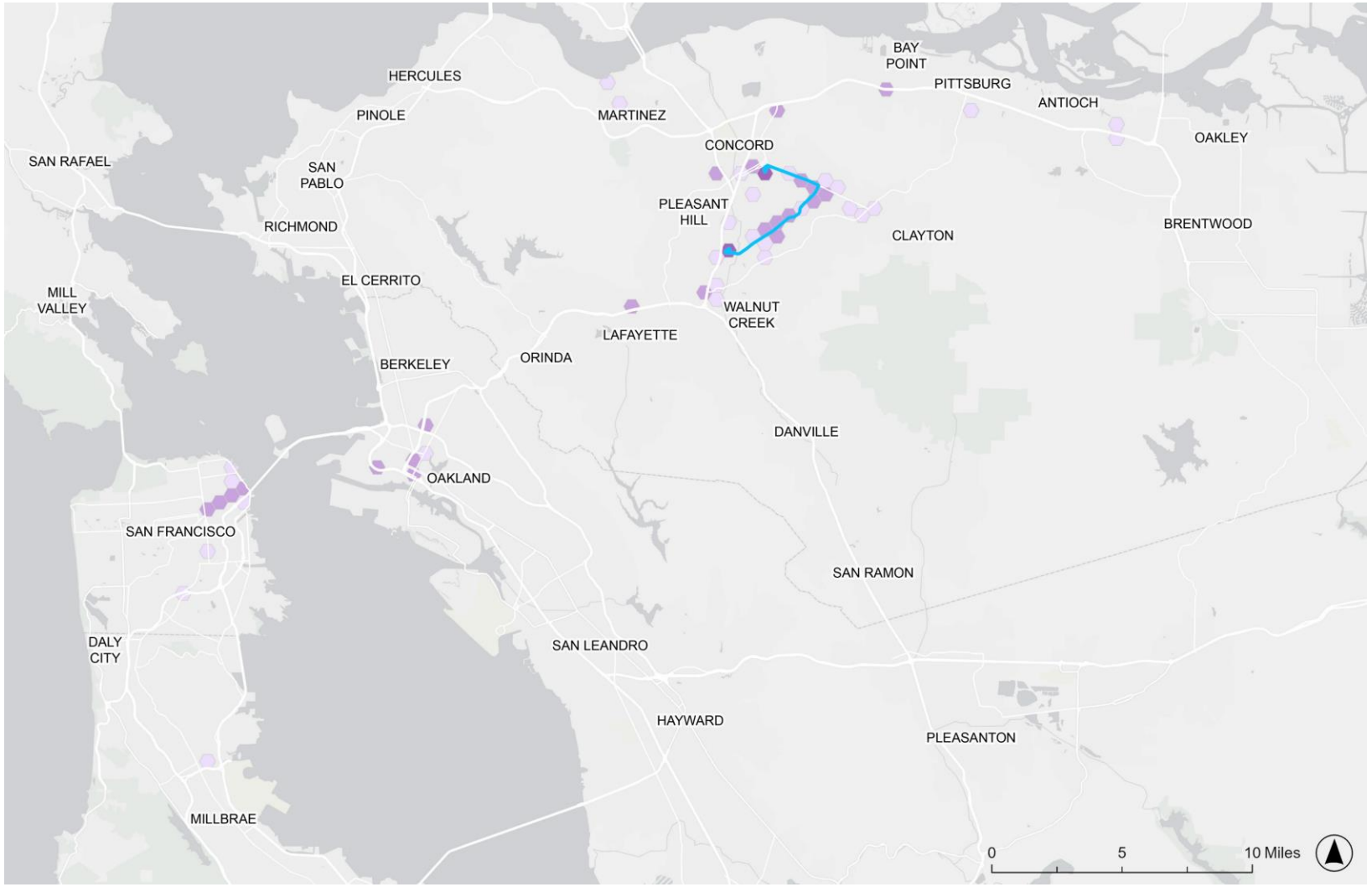
TPC 2

Start/End Locations of Existing Transit Trips that Could Benefit from TPC 2, Per Weekday

- 0 – 10
- 10 – 50
- 50 – 100
- 100 – 200
- 200+

Data source: MTC Regional Onboard Survey

6. Existing Transit Trips Served – TPC 5 Results



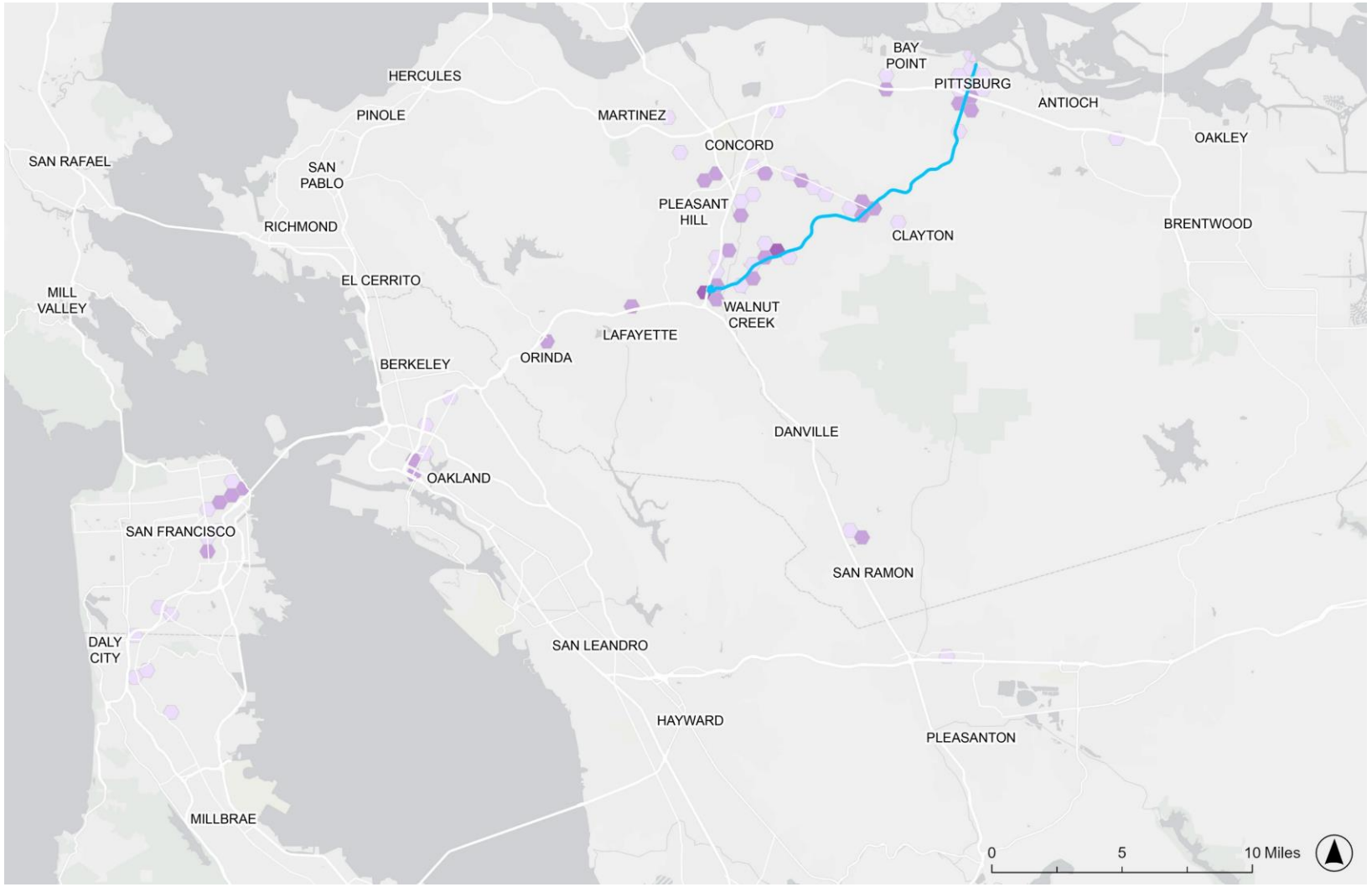
TPC 5

Start/End Locations of Existing Transit Trips that Could Benefit from TPC 5, Per Weekday

- 0 – 10
- 10 – 50
- 50 – 100
- 100 – 200
- 200+

Data source: MTC Regional Onboard Survey

6. Existing Transit Trips Served – TPC 6 Results



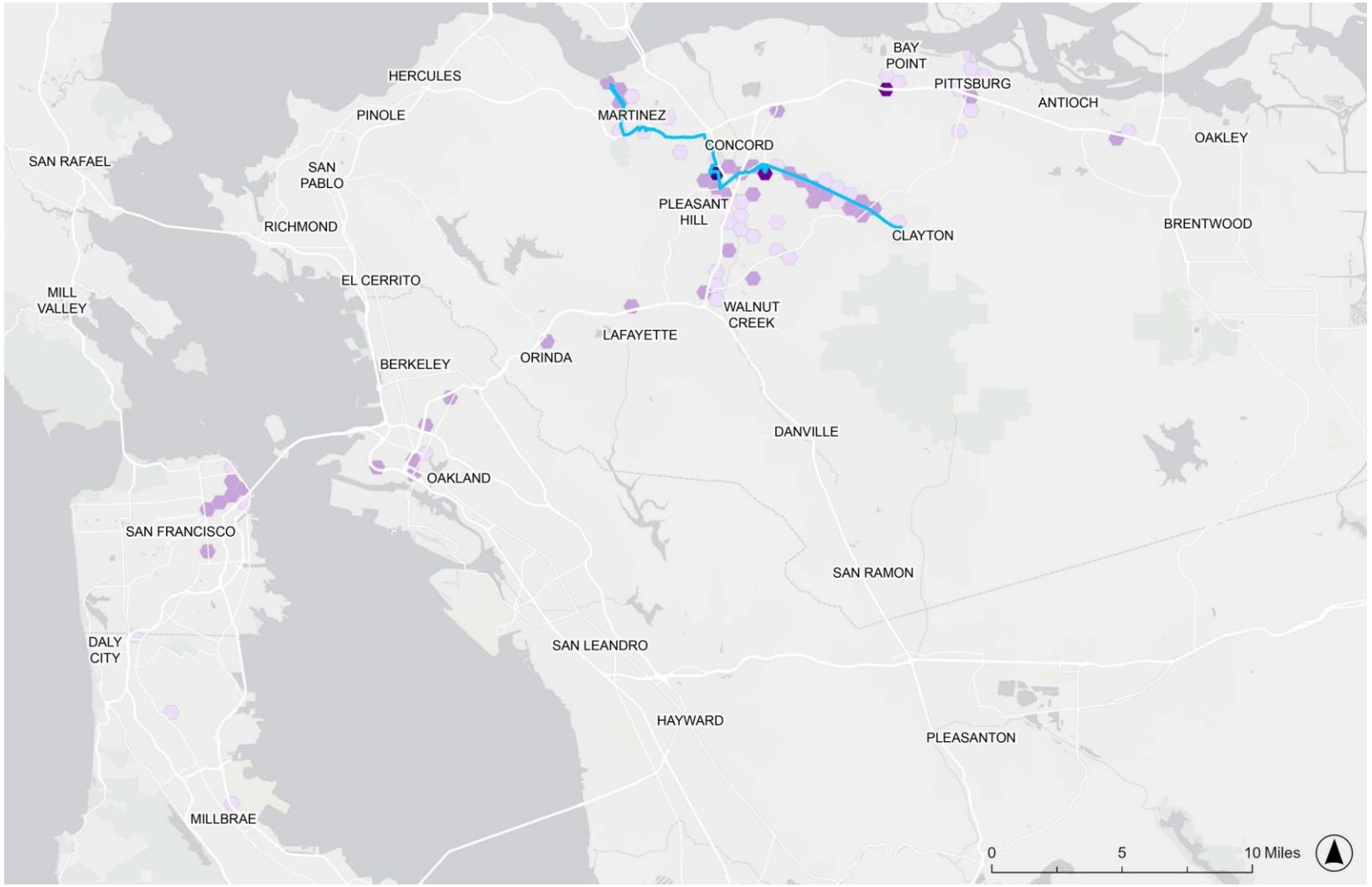
TPC 6

Start/End Locations of Existing Transit Trips that Could Benefit from TPC 6, Per Weekday

- 0 – 10
- 10 – 50
- 50 – 100
- 100 – 200
- 200+

Data source: MTC Regional Onboard Survey

6. Existing Transit Trips Served – TPC 7 Results



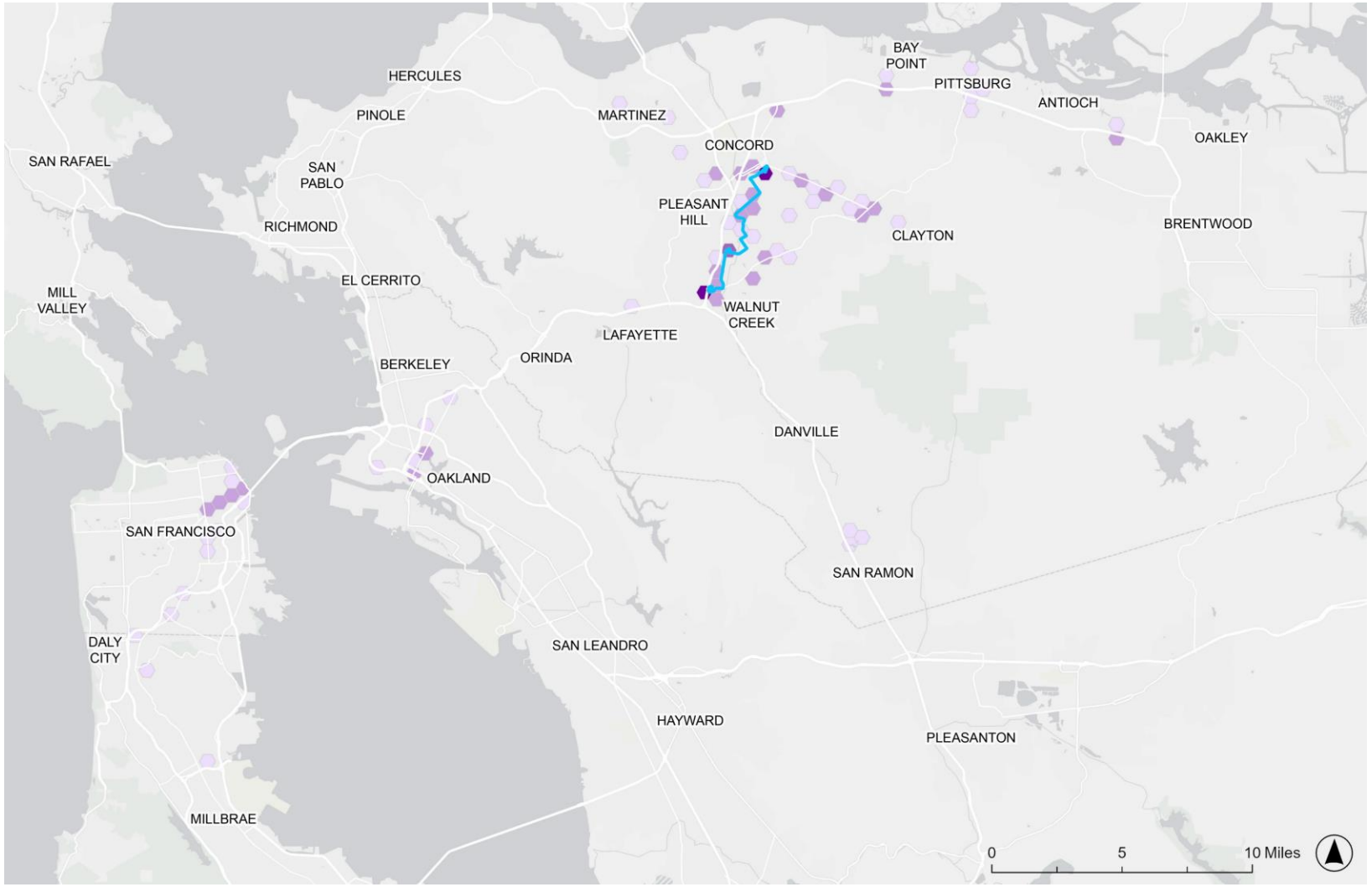
TPC 7

Start/End Locations of Existing Transit Trips that Could Benefit from TPC 7, Per Weekday

- 0 – 10
- 10 – 50
- 50 – 100
- 100 – 200
- 200+

Data source: MTC Regional Onboard Survey

6. Existing Transit Trips Served – TPC 8 Results



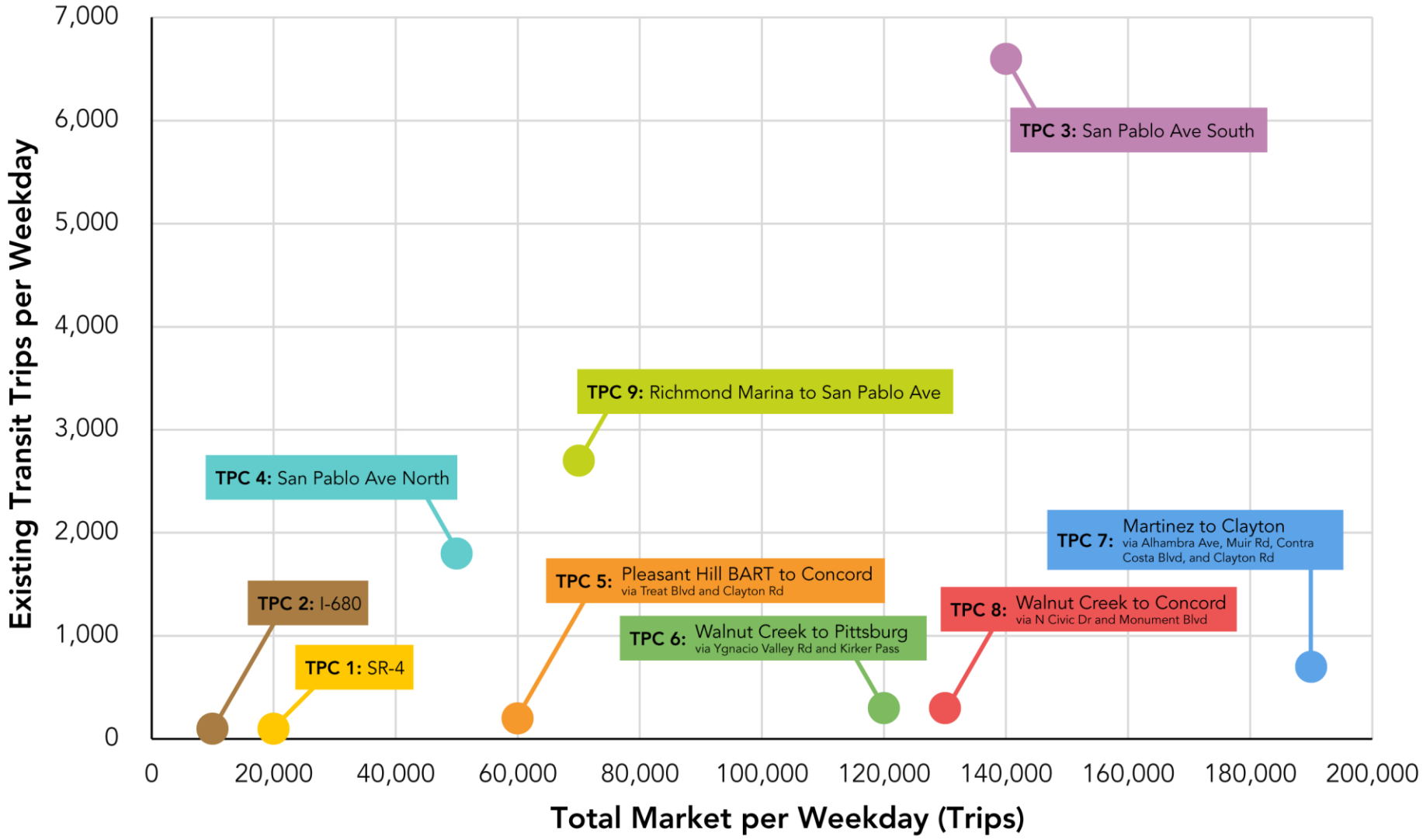
TPC 8

Start/End Locations of Existing Transit Trips that Could Benefit from TPC 8, Per Weekday

- 0 – 10
- 10 – 50
- 50 – 100
- 100 – 200
- 200+

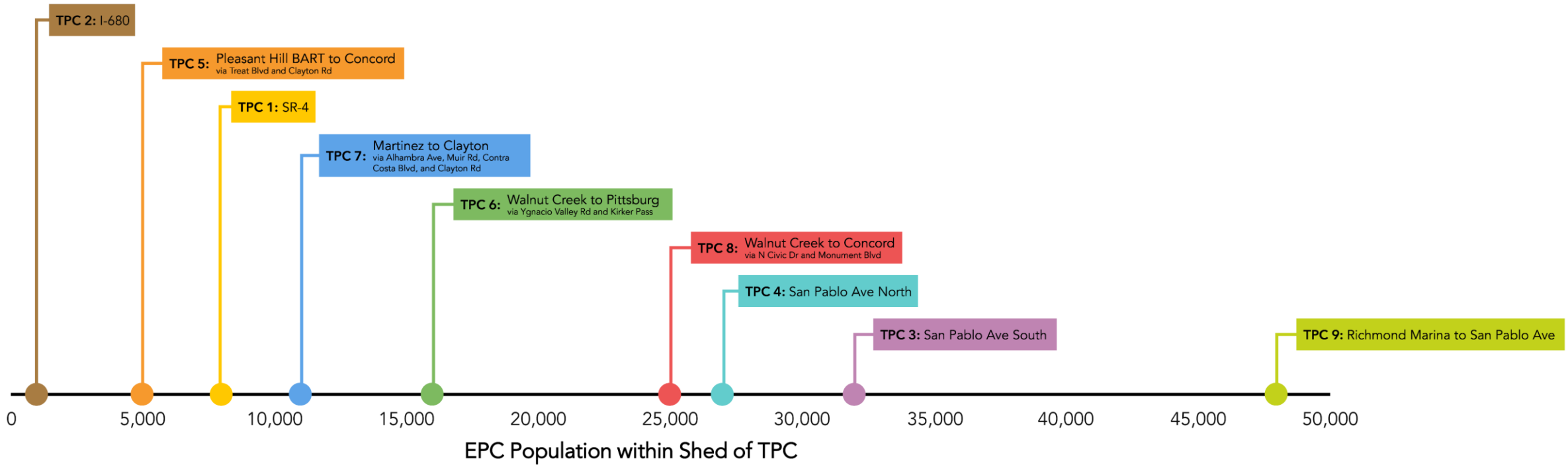
Data source: MTC Regional Onboard Survey

Existing Transit Trips vs Total Market



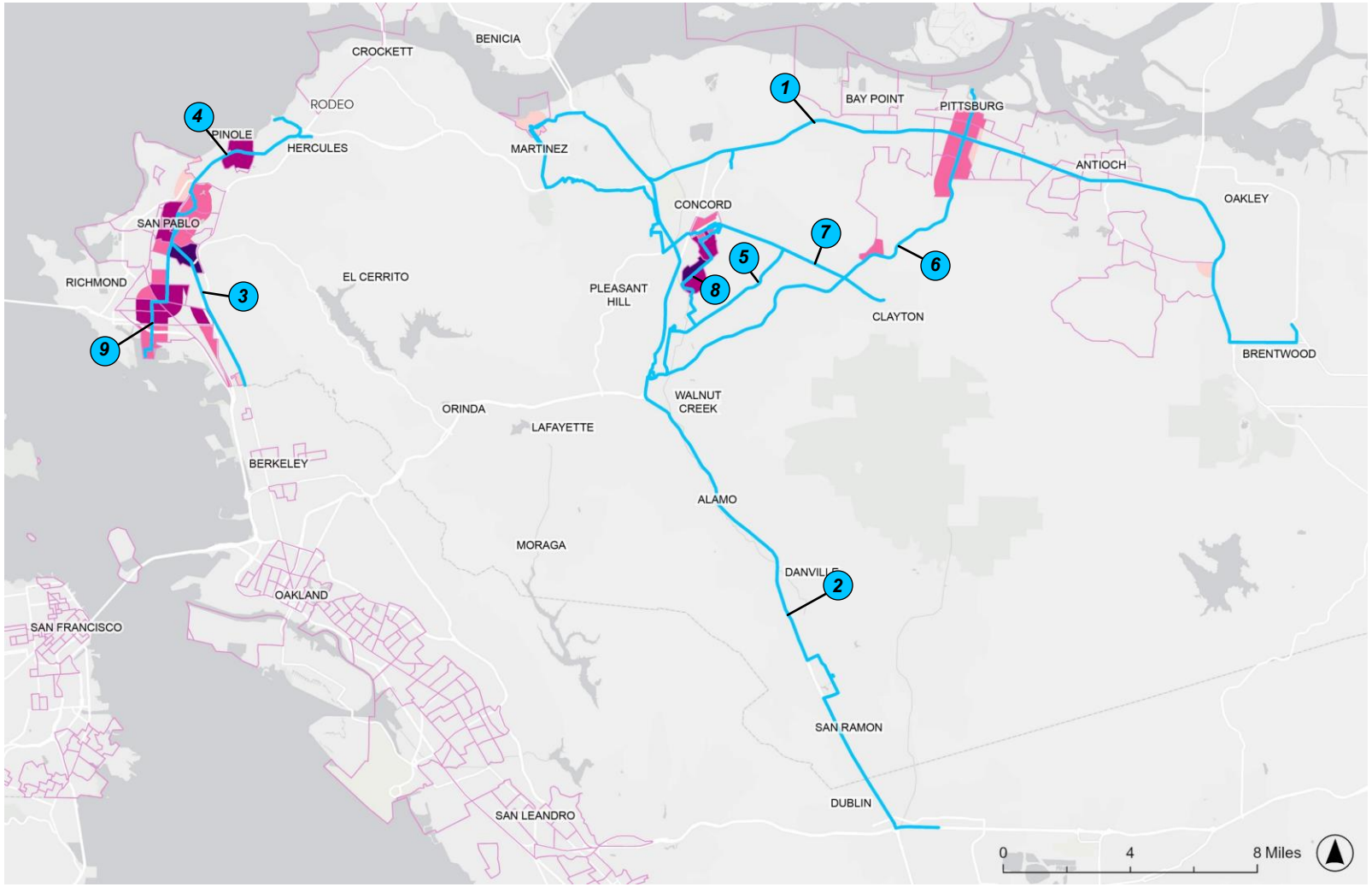
7. Equity

- **Objective:** Measure to the extent by which Equity Priority Communities (EPCs) would benefit from proposed investment
- **Performance Measure:** Total EPC population served by each improvement.



Data source: PBA 2050+ Equity Priority Area Definitions

7. Equity



TPCs

EPC Boundary

EPC Population Within 0.5mi of TPC

0 – 2,000

2,001 – 4,000

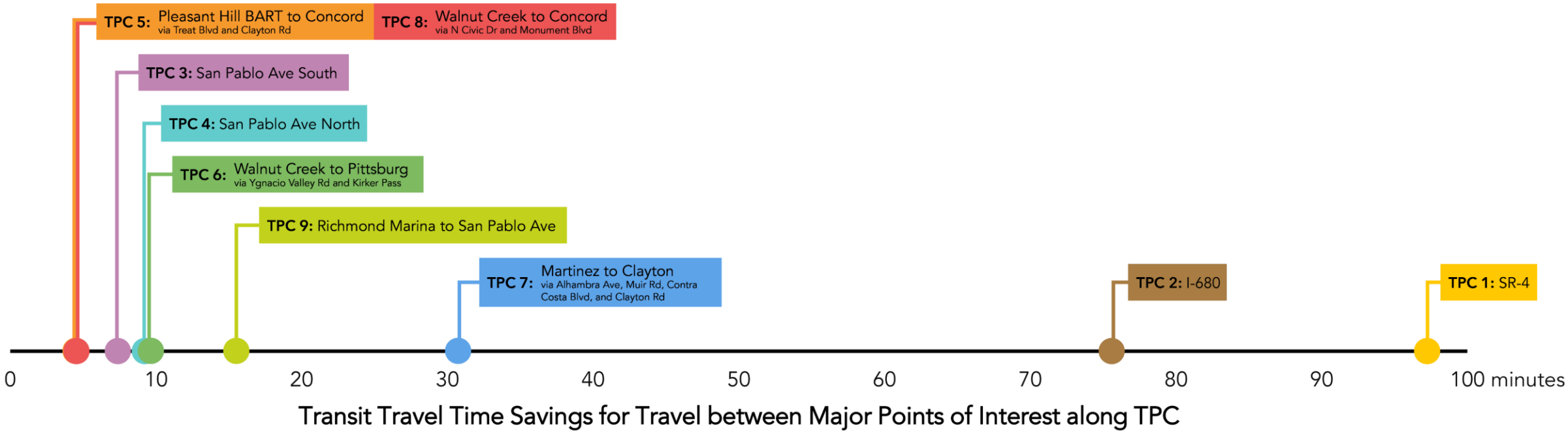
4,001 – 6,000

6,000+

Data source: PBA 2050+ Equity Priority Area Definitions

8. Transit Travel Time Savings

- **Objective:** Estimate change in transit travel time after improvements
- **Performance Measure:** Change in estimated transit travel time between key locations with the transit investment.

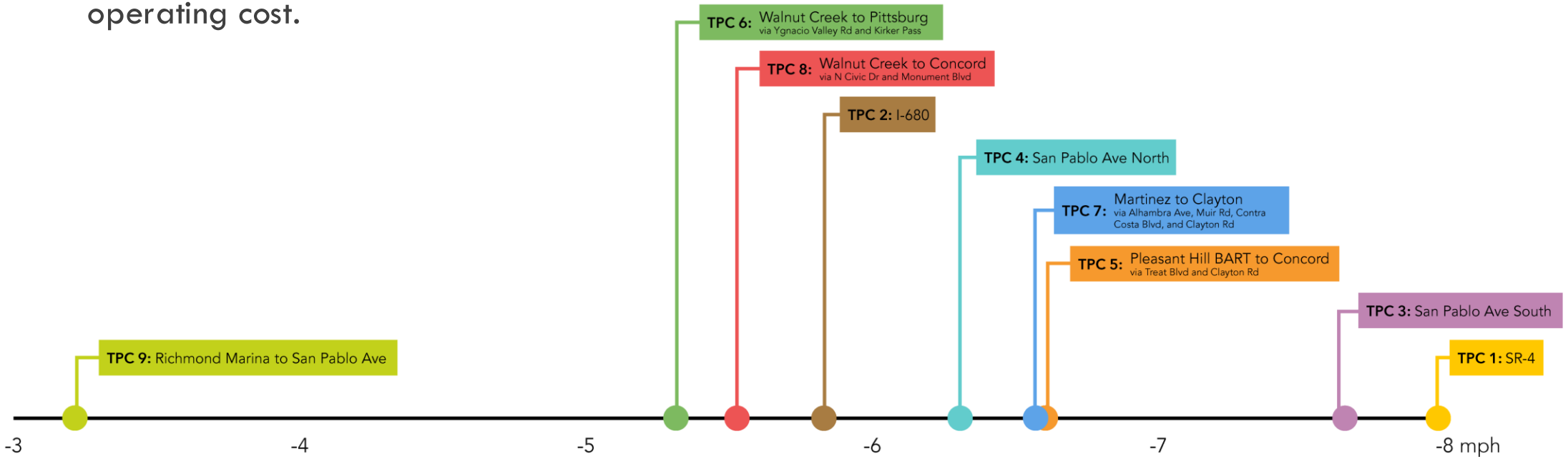


Transit Travel Time Savings for Travel between Major Points of Interest along TPC

Data source: Google Maps; Cal ITP Transit Speed Data (Feb 2025)

9. Projected Speed Degradation without TPC Treatments

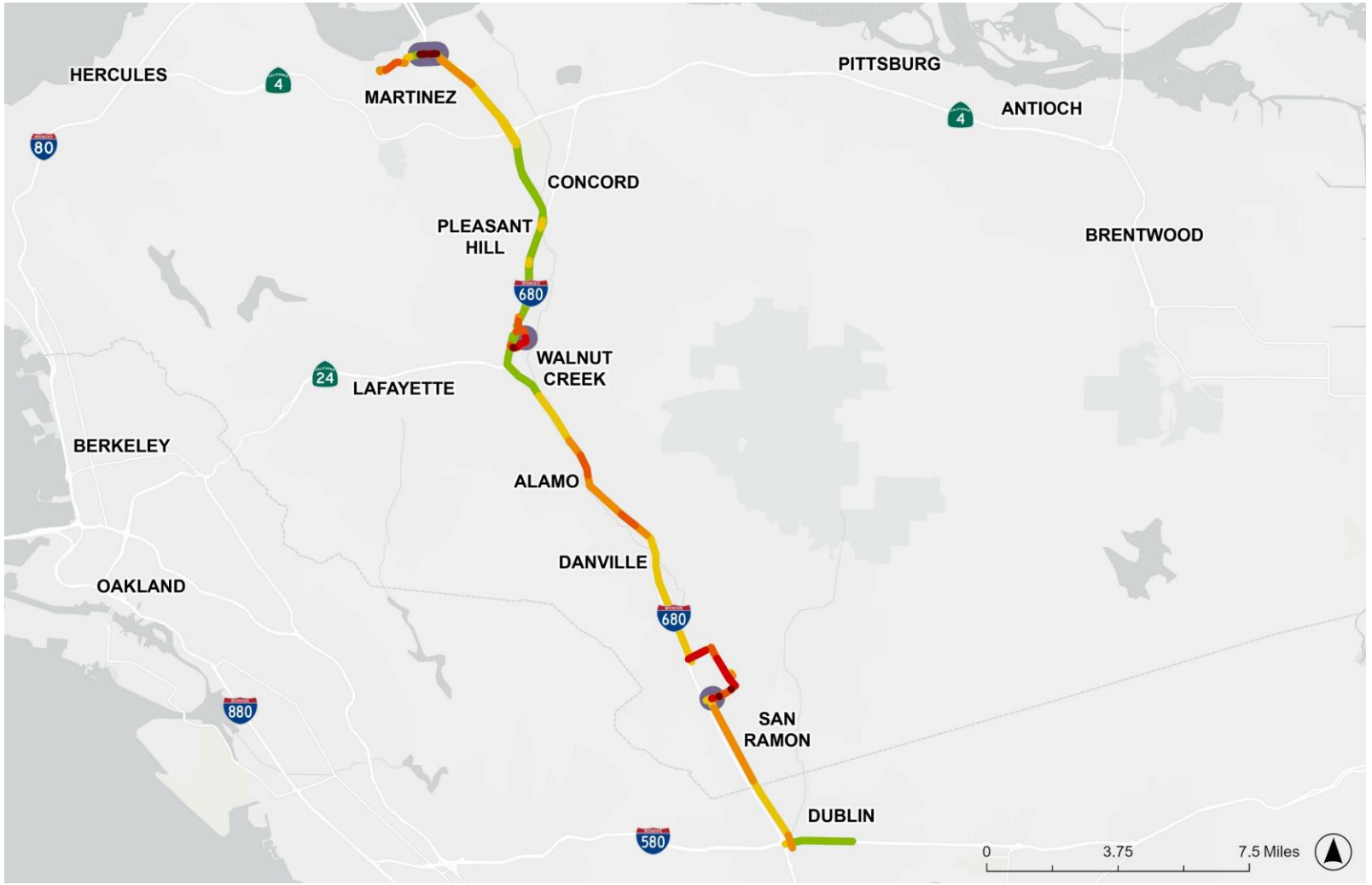
- **Objective:** Evaluate degree to which travel speeds on each TPC are projected to decrease in the future without TPC transit investments.
- **Performance Measure:** Change in speeds from 2020 to 2050 without transit investment. Higher speed reduction translates to greater need for transit investment to avoid impacts to overall mobility and transit operating cost.



Average Projected Speed Degradation without TPC Treatments, 2020 to 2050

Data source: CCTA Travel Demand Model

9. Projected Speed Degradation (2020 to 2050) without TPC Treatments – TPC 2 Results



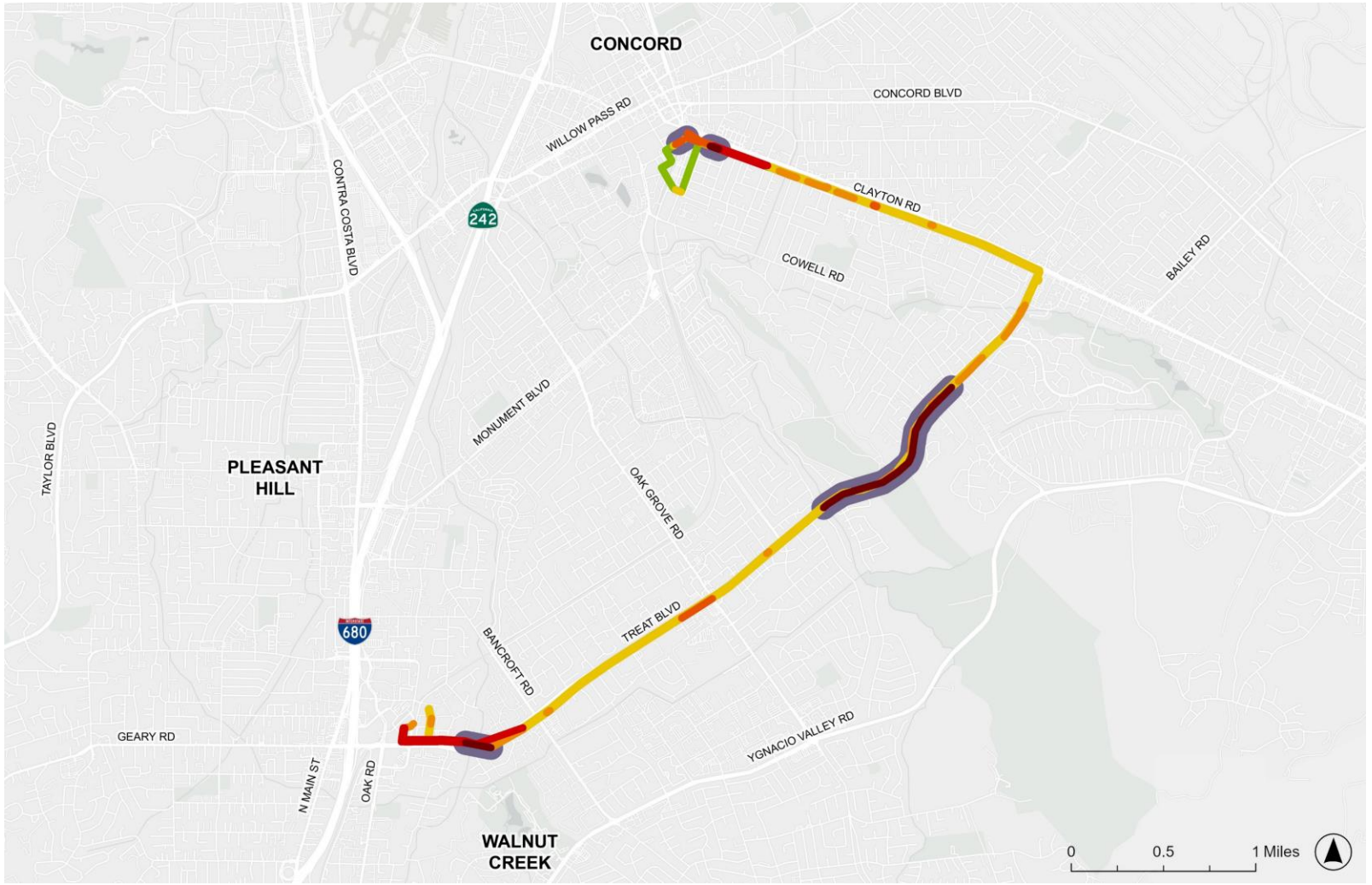
Percent Change in Speed During PM Peak Without TPC Treatments

- >-10%
- -20% to -10%
- -30% to -20%
- -40% to -30%
- -50% to -40%
- <-50%

Future Speed < 15 mph

Data source: CCTA Travel Demand Model, PM Peak, 2020 to 2050

9. Projected Speed Degradation (2020 to 2050) without TPC Treatments – TPC 5 Results



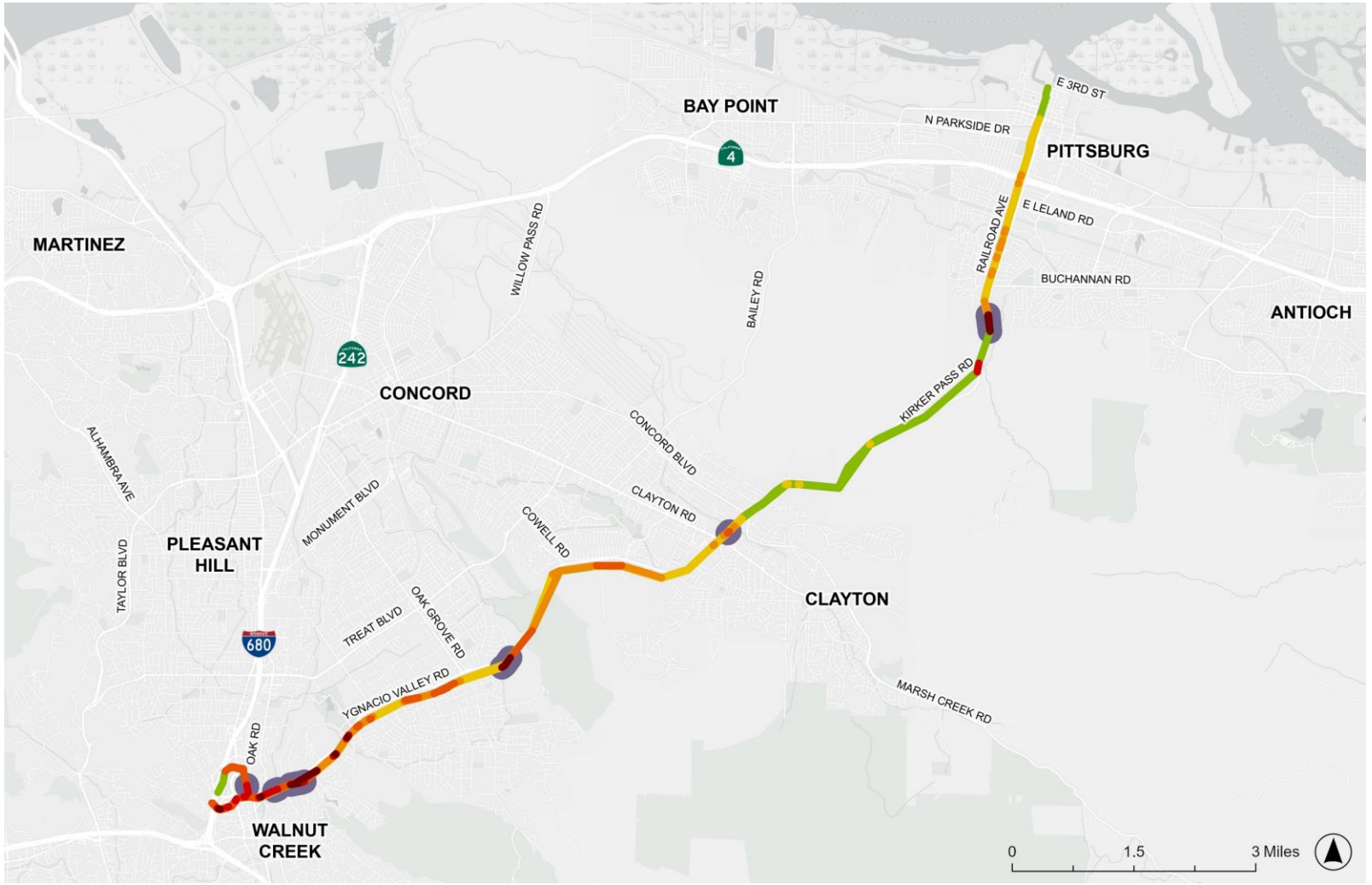
Percent Change in Speed During PM Peak Without TPC Treatments

- >-10%
- -20% to -10%
- -30% to -20%
- -40% to -30%
- -50% to -40%
- <-50%

Future Speed < 15 mph

Data source: CCTA Travel Demand Model, PM Peak, 2020 to 2050

9. Projected Speed Degradation (2020 to 2050) without TPC Treatments – TPC 6 Results



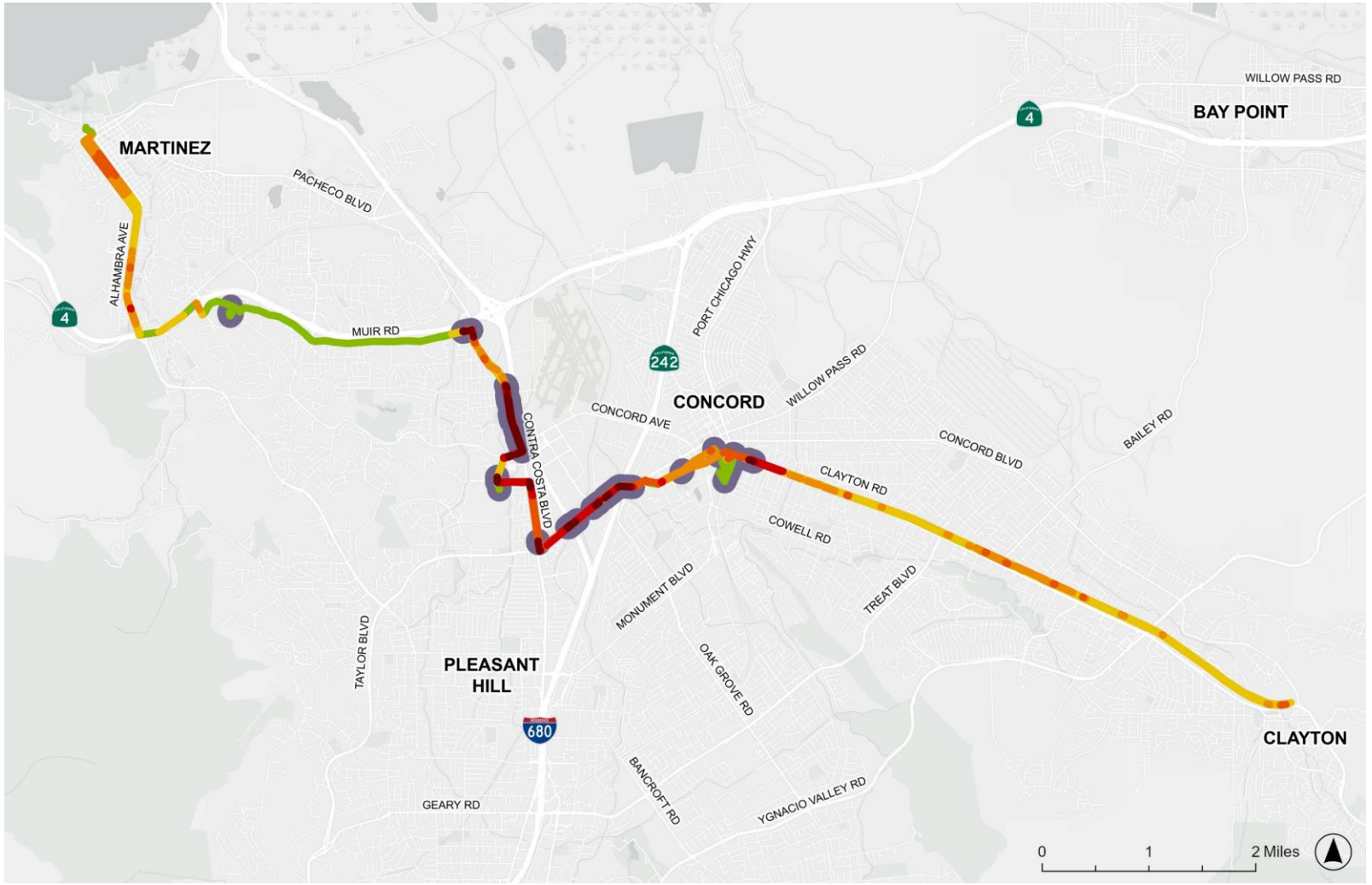
Percent Change in Speed During PM Peak Without TPC Treatments

- >-10%
- -20% to -10%
- -30% to -20%
- -40% to -30%
- -50% to -40%
- <-50%

Future Speed < 15 mph

Data source: CCTA Travel Demand Model, PM Peak, 2020 to 2050

9. Projected Speed Degradation (2020 to 2050) without TPC Treatments – TPC 7 Results



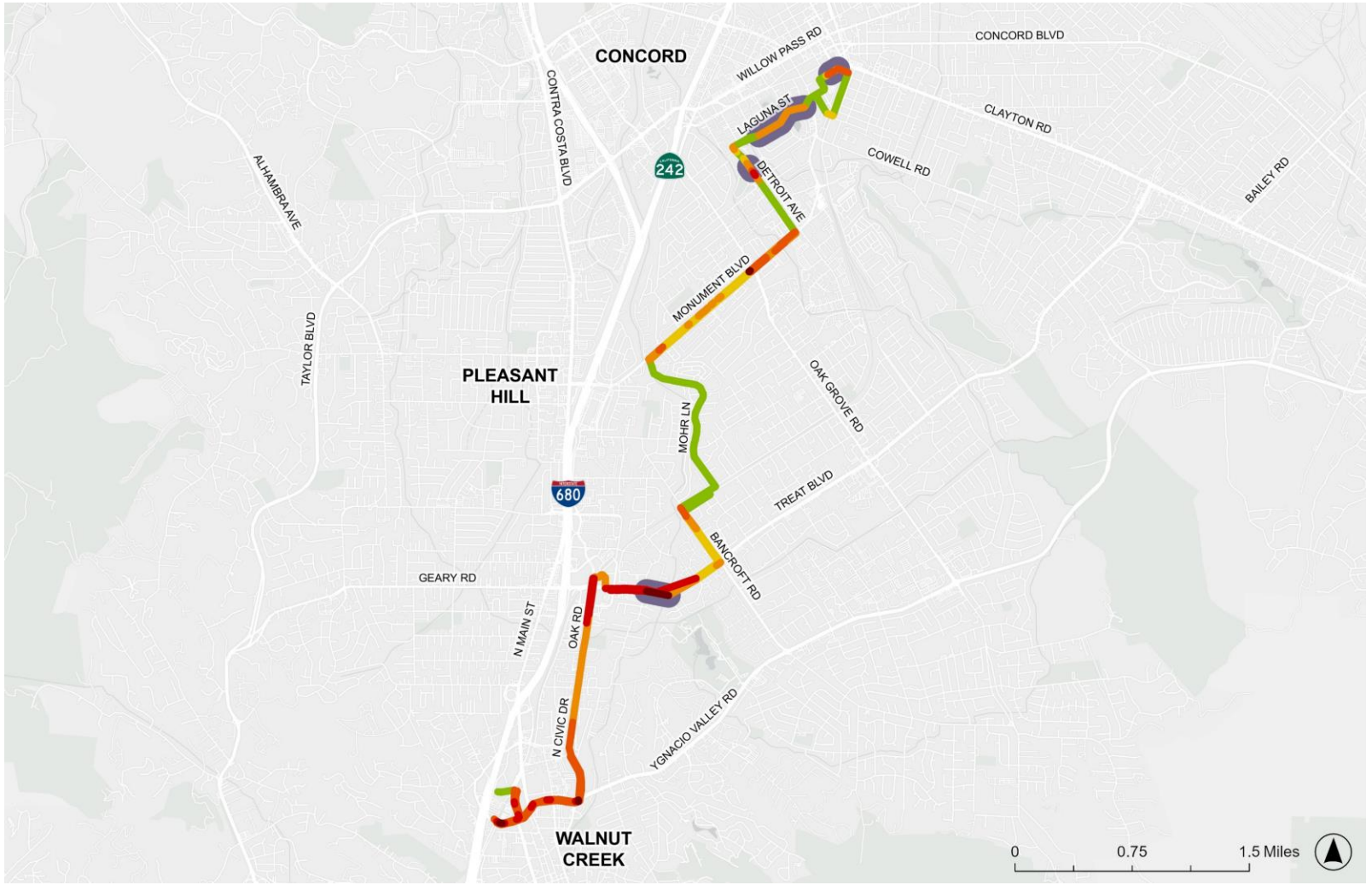
Percent Change in Speed During PM Peak Without TPC Treatments

- >-10%
- -20% to -10%
- -30% to -20%
- -40% to -30%
- -50% to -40%
- <-50%

Future Speed < 15 mph

Data source: CCTA Travel Demand Model, PM Peak, 2020 to 2050

9. Projected Speed Degradation (2020 to 2050) without TPC Treatments – TPC 8 Results



Percent Change in Speed During PM Peak Without TPC Treatments

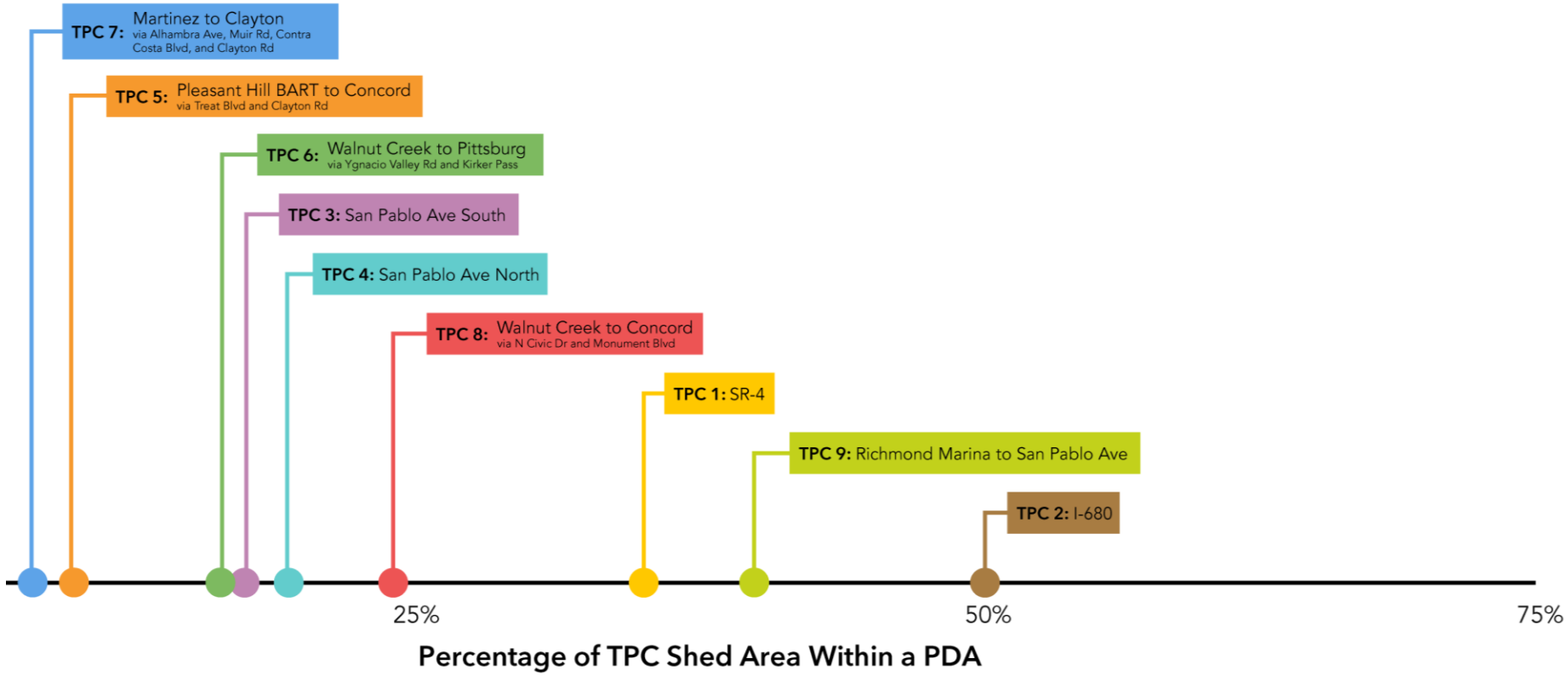
- >-10%
- -20% to -10%
- -30% to -20%
- -40% to -30%
- -50% to -40%
- <-50%

Future Speed < 15 mph

Data source: CCTA Travel Demand Model, PM Peak, 2020 to 2050

10. Economic Development Potential

- **Objective:** Estimate potential for project to encourage economic activity through redevelopment identified in MTC's Priority Development Area (PDA)
- **Performance Measure:** Percent of shed area (0.5-mile buffer around TPC) that is within a PDA



Data source: PBA 2050+ Priority Development Areas

10. Economic Development Potential

TPCs

PDAs Within TPC Shed Area

PDA Borders

PDA Area Within 0.5 miles of TPC

Data source: PBA 2050+ Priority Development Areas

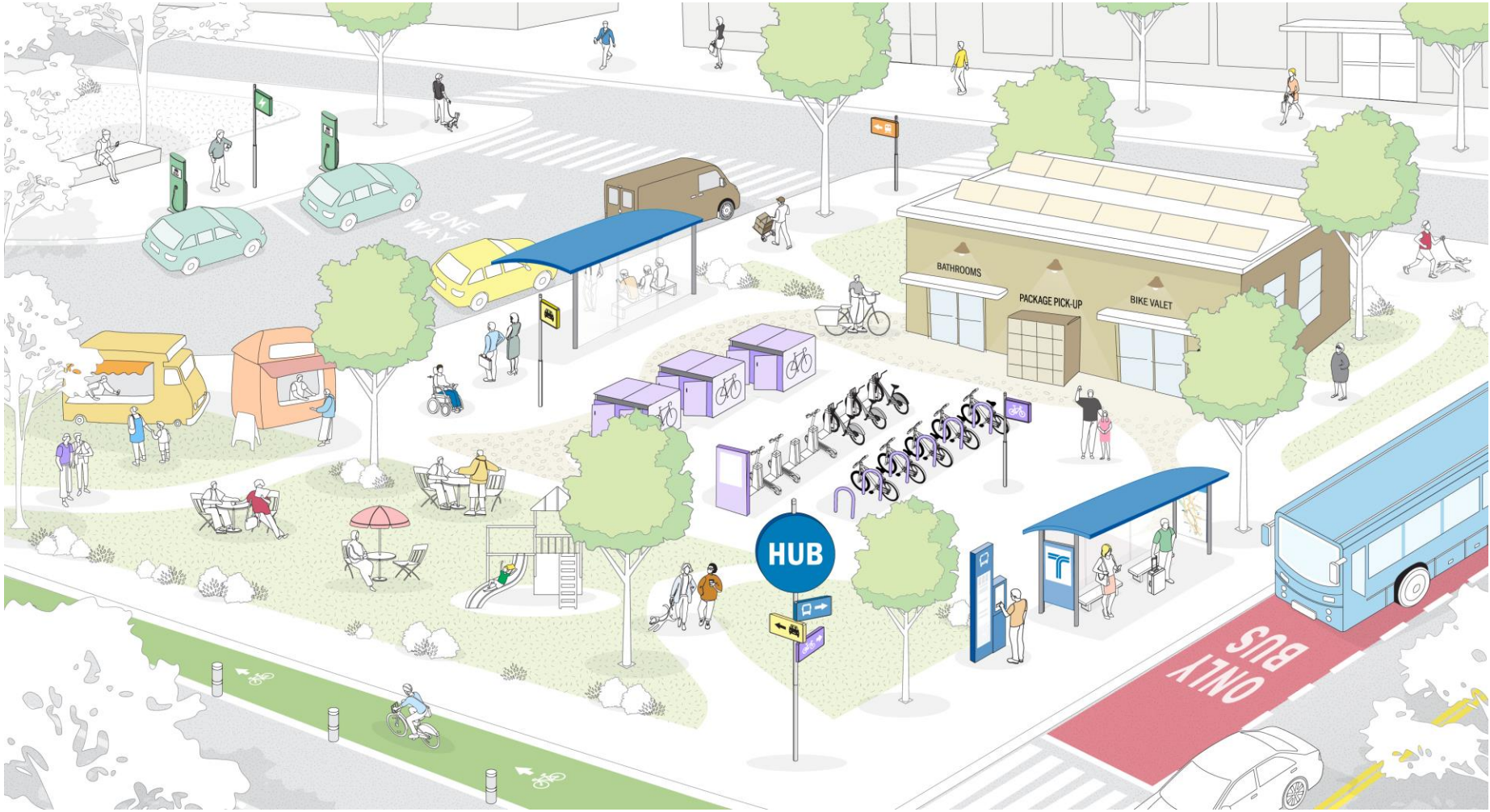
Mobility Hubs Typology

1 Regional Transfer Hubs

Serve as access points for high-capacity transit and rail services (e.g. BART stations).

2 Regional Access Hubs

Serve as access points to TPCs and frequent transit services.

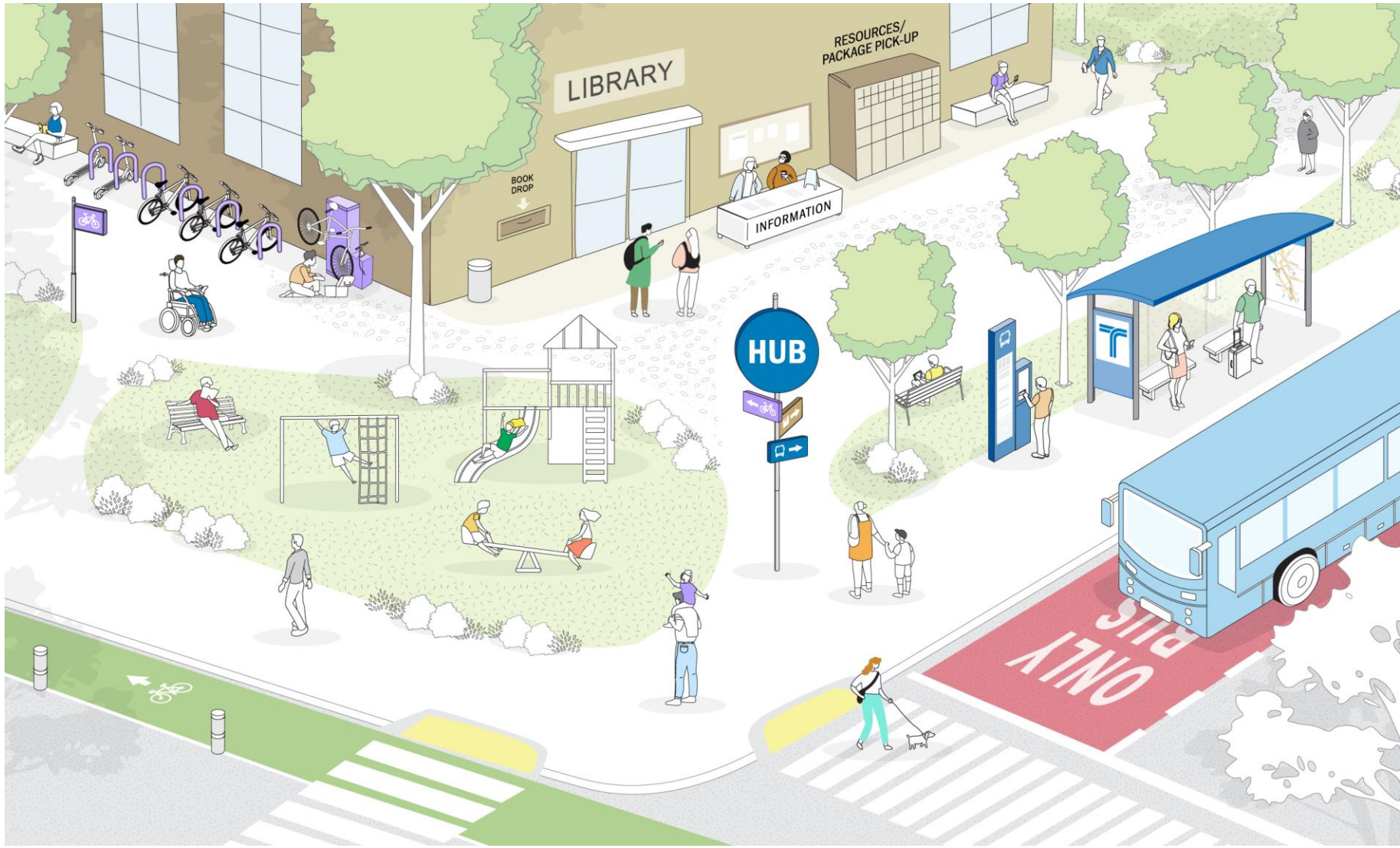


Mobility Hubs Typology (continued)

3

Community Hubs

Serve as hubs for local access.



Microtransit Modeling Assumptions

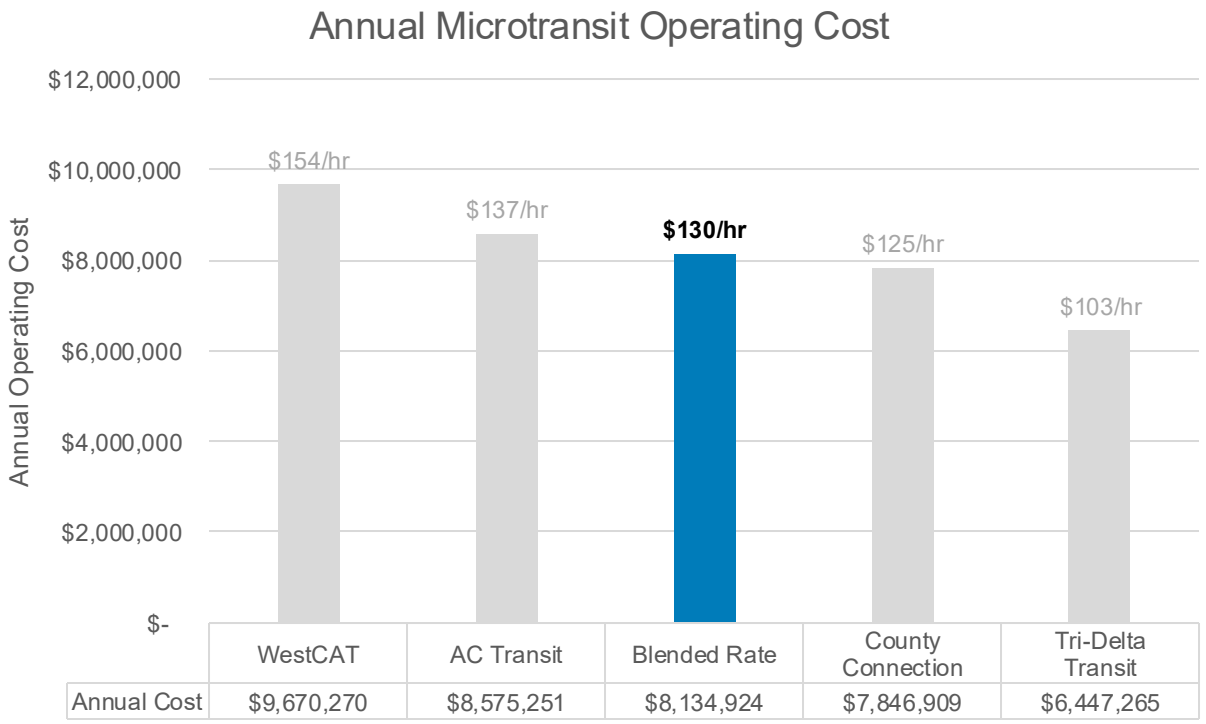
- Vehicle requirements for each zone were scaled based on existing Tri MyRide service area characteristics
  - Existing Antioch/Oakley, Pittsburg/Bay Point & Brentwood details shown in table
- Weekday Span: 5am-9pm
- Weekend Span: 8am-5pm

Zone	Weekday Vehicles	Weekend Vehicles
*Tri MyRide Antioch/Oakley**	*4-5*	*1*
*Tri MyRide Pittsburg/Bay Point**	2-3	*1*
*Tri MyRide Brentwood**	2	1
Bay Point/Pittsburg	2-3	1
Greater San Ramon	3	1
Moraga	1	1
Tara Hills	1	1
Orinda	1	1
South Richmond	2	1
Rodeo	1	1
Bayview	2	1

*Currently Operating. Shown for comparison

Proposed Microtransit Annual Operating Costs

- Annual Revenue Hours: **62,680**
- Annual Operating Cost: **$8.1M***



Service	2023 Demand Response Cost per Revenue Hour
WestCAT	$154.28
AC Transit	$136.81
County Connection (CCCTA)	$125.19
Livermore / Amador Valley Transit Authority (Wheels)	-
Tri Delta Transit	$102.86
Blended Rate:	**$129.79**

*Hourly cost based on blended rate of current costs for different operators