



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

SOUTHWEST AREA TRANSPORTATION COMMITTEE

MEETING AGENDA

Monday, October 6th, 2025, at 3:00 p.m.

Location 1: Contra Costa County Board of Supervisors' Office - District 2 (Candace Andersen)
Lafayette Office at 3338 Mt. Diablo Boulevard, Lafayette, CA 94549.

This is an in-person meeting of the SWAT Committee, with the option for members of the public to appear in person or to participate via Zoom teleconference. Persons who wish to address the Board during public comment or with respect to an item on the agenda may comment in person or may call in or log in to the meeting via Zoom.

Join ZOOM at Link

<https://ccccounty-us.zoom.us/j/87885517683?pwd=ksiv4xvXUGNAUYidTvJwFbDBlsvTcG.1>

Password: 731700

Any document provided to a majority of the members of the Southwest Area Transportation Committee (SWAT) regarding any item on this agenda will be made available for public inspection at the meeting and at the San Ramon City Hall, 7000 Bollinger Canyon Road, San Ramon, CA during normal business hours.

1. CONVENE MEETING/SELF INTRODUCTION

2. PUBLIC COMMENT

Members of the public are invited to address the Committee regarding any item that is not listed on the agenda. *(Please complete a speaker card in advance of the meeting and hand to a staff member)*

3. BOARD MEMBER COMMENTS

4. ADMINISTRATIVE ITEMS

5. CONSENT CALENDAR

5.A Approve Meeting Minutes, SWAT BOD 9/08/2025 *(Attachment Agenda Item 5A)*

6. REGULAR AGENDA ITEMS

6.A Approve: TFCA Subregional program allocations. CCTA would like SWAT Board approval of just the Sub-Regional TFCA Grant allocations to SWAT. There are two sub-regional grants that were submitted by SWAT. Total Southwest County Sub Regional Projects \$185,014.67. **By: Chris Weeks, SWAT Administrator** *(Attachment Agenda Item 6A)*

6.B Presentation: Integrated Transit Plan (ITP)

CCTA will present an update on the Integrated Transit Plan (ITP), sharing project evaluation results, and capital and operations cost estimates for proposed ITP projects as well as how feedback given by SWAT to the Spring update has been addressed.

By: **Danielle Elkins, CCTA; Monica Tanner, TYLin; Kevin Connolly, TYLin**
(Attachment Agenda Item 6B)

6.C Approve: Agree to contribute \$5,500 annual SWAT Measure J funding to make Try Transit program and Secure Your Cycle program regional.

By: **Chris Weeks, SWAT Administrator** (Attachment Agenda Item 6C)

7. WRITTEN COMMUNICATIONS (*Attachments – Action as determined necessary*)

- TRANSPAC BOD Meeting Status Letter, September 2025
- TRANSPLAN BOD Meeting Status Letter, September 2025
- SWAT BOD Meeting Status Letter, September 2025

8. DISCUSSION Next Agenda & Meeting Date: November 3 , 2025

9. ADJOURNMENT

The SWAT Committee will provide reasonable accommodation for persons with disabilities planning to participate in SWAT monthly meetings. Please contact Chris Weeks at least 48 hours before the meeting at (925) 973-2547 or cweeks@sanramon.ca.gov

Agendas, minutes, and other information regarding this committee can be found at: <https://swatcommittee.org/>

AGENDA ITEM 5A



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

SUMMARY MINUTES

Monday, September 8, 2025 - 3:00 p.m.

Location 1: Contra Costa County Board of Supervisors' Office - District 2 (Candace Andersen)
Lafayette Office at 3338 Mt. Diablo Boulevard, Lafayette, CA 94549.

Committee members present: Candace Andersen, Contra Costa County; Karen Stepper, Town of Danville; Darlene Gee, City of Orinda; Susan Candell, City of Lafayette **Committee members absent:** Mark Armstrong, City of San Ramon; Kerry Hillis, Town of Moraga.

Staff members present: Nate Levine, Town of Moraga; Sivakumar Natarajan, City of Orinda; Chris Weeks, City of San Ramon; Allan Shields, Town of Danville; Robert Sarmiento, Contra Costa County; Stella Watherspoon; City of Lafayette

Others Present: Hisham Noemi, CCTA; Jay Zhang, CCTA; Andy Dillard, CCTA

1. CONVENE MEETING/SELF INTRODUCTION

2. PUBLIC COMMENT

Members of the public are invited to address the Committee regarding any item that is not listed on the agenda. *(Please complete a speaker card in advance of the meeting and hand to a staff member)*

3. BOARD MEMBER COMMENTS

4. ADMINISTRATIVE ITEMS

Weeks: 5 Star Projects solicitation sent by CCTA

5. CONSENT CALENDAR

5.A Approval: Meeting Minutes, SWAT BOD 09/08/2025 (Attachment 5A)
Action: Anderson/Stepper – Passed Unanimously

6. REGULAR AGENDA ITEMS

6.A Appoint City of Lafayette representative, Susan Candell, as the new Lamorinda SWAT Alternate to the CCTA for the two-year term through January 31, 2027. By: Chris Weeks, SWAT Administrator (Attachment 6A)
Action: Stepper/Candell – Passed Unanimously

6.B Presentation: 2025 Measure J Strategic Plan: The Contra Costa Transportation Authority (CCTA) is in the process of updating the current Measure J Strategic Plan adopted back in September 2022. A revenue forecast for the update was adopted by the Authority Board in June 2025. CCTA staff will provide an update on the approach and schedule for completing the update. By: Hisham Noeimi, Director of Programming at CCTA. (Attachment 6B)

Noeimi:

- Measure J Strategic Plan
 - Anticipates funding needs and availability for next 5-7 years
 - Established timing/size of bond issuance to meet funding needs
 - Commits funding to projects in specific years – “Program of Projects”
 - Updated every 2-3 years to assess assumptions on revenue growth, debt service costs, and other factors
- Highlights
 - \$48.35 million (15.25%) more in revenues in past three years compared to projections in the 2022 Measure J Strategic Plan
 - Completed refinancing 2015 bonds in early 2025 which reduced bond interest cost by \$7 million
 - CCTA was awarded \$166 million in Federal Mega Funds for Innovate 680 in October 2024, and \$58 million in SB1 Funds for I-680/SR4 in June 2025
 - Several large Measure J projects are expected to start construction in next 3 years (I-680 CARM, I-680 NB Express Lane, I-680/SR4 – Phase 2A & 4, I-80 San Pablo Dam Road Interchange – Phase 2)
 - Number of non-Measure J grant funded projects is increasing – five SS4A projects, three Signal Earmarks, Countywide Smart Signal Project, Shared Mobility Hubs, TBOS testing and training, etc.
 - Uncertain current economic conditions due to tariffs, etc.

Gee: We know the 166 million Mega Grant is not really “real” real yet, do you have an estimate about when it will become real and a Plan B?

Noeimi: We have a new agreement from them so I would expect it within 2-3 months.

Anderson: Its innovation but very functional innovation, its moving cars so we are very hopeful.

Gee: Unfortunately, it’s moving cars in an unpopular state.

Noeimi: We are still very optimistic.

- Revenue Forecast

- Revenue Forecast (June 2025) from the 2022 Strategic Plan outlined three figures:

Noeimi: This table is our projected sales taxes and what the actual numbers were, so we show a surplus of \$48 Million

- Baseline, Conservative and Optimistic, with forecasts of +2.3%, +1.2% and +5.1%, respectively.

Noeimi: Due to the updated forecast we see in baseline 60 million more available. From that, 57% are going to go to programs. You will see that in your annual allocations.

- Programmatic Construction Reserves (Construction Capital Costs > \$600m in next 4 years)
 - I-680 NB Express Lanes: \$162 million (funded)
 - I-680/SR4 – Phase 2A and 4: \$191 million (funded)
 - I-680 Coordinated Adaptive Ramp Metering: \$83 million (funded)
 - I-80/San Pablo Dam Rd: \$120 million (unfunded)
 - Countywide Smart Signal Project: \$27 million (funded)

- Safe Streets & Roads for All (SS4A): \$28 million (funded)
- I-680 Shared Mobility Hubs: \$11 million (funded)

Noeimi: We need to replenish these reserves.

•TLC/PBTF

- Two cycles programmed since start of Measure J (2012 and 2016).
- The 2022 Strategic Plan deferred 3rd cycle programming to address constrained cashflow capacity in 2023 and 2024.
- Cashflow capacity improved due to higher revenues than projected in past three years.
- Board approved removing the hold on programming the next cycle of TLC and PBTF Measure J Funds in 2025.

Noeimi: There will be 30-40 million dollars for ped and bike projects available to the cities

•Sub-Regional Equity

- Capital Projects in Measure J Expenditure Plan by Subregion
 - EAST: \$394.9M (49%), CENTRAL: \$243.5M (30%), SOUTHWEST: \$104.9M (13%), WEST: \$68.5M (8%)
- Programs in Measure J Expenditure Plan by Subregion
 - WEST: \$383.9M (35%), SOUTHWEST: \$237.2M (22%), CENTRAL: \$294.5M (27%), EAST: \$172.6M (16%)
- Geographic Equity in Expenditure Plan (Subregion/New Capacity for Projects \$M)
 - East/\$18.8, Central/\$12.0, Southwest \$5.9, West \$0.3

Noeimi: The share was based on population, and we must maintain that. 95% of strategic plan projects are completed.

•Proposed Schedule:

- Jun 2025: Approval of Updated Forecast
- July-Sept 2025: RTPC Input
- Nov 2025: Draft 2025 Measure J Strategic Plan
- Dec 2025: Final; 2025 Measure J Strategic Plan

Candell: What exactly does it mean to cities that there is TLC/and PBTF funds available?

Noeimi: It means we will have a call for projects early next year for PBTF. For the TLC program we will have to work with the RTPC's. It could be 30-40 million dollars available of measure J.

Anderson: One project we need funding for is trail bifurcation. From Bollinger to Crow along the Iron Horse trail we will have a pilot with two parallel trails. I would also love to see a project also connecting Lafayette-Moraga Trail.(Explained history of IHT)

Weeks: Can you mention 5 Star projects?

Noeimi: We want to sell to the public a new measure, so we are looking for those 5-star projects to highlight. The TLC funding and OBAG 4 give us a chance to fund 5 Star projects that meet the goals of the CTP. We are trying to get the cities and RTPC ideas on what they think these five-star projects would be.

Weeks: If you have regional projects, you want represented coordination with your staff.

Gee: Where does the strategic plan consider grants. Are they extra on top or are they integrated.

Noeimi: We make sure our cash flow can absorb losing a grant.

7. WRITTEN COMMUNICATIONS (*Attachments – Action as determined necessary*)

8. DISCUSSION Next Agenda & Meeting Date: October 6th, 2025

9. ADJOURNMENT

AGENDA ITEM 6A



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

DATE: October 6, 2025

TO: Southwest Area Transportation Committee (SWAT)

FROM: Chris Weeks; SWAT Administrator

SUBJECT: 6. A. TFCA Sub-Regional Grants for SWAT

BACKGROUND

FY 2025-26 is the second cycle under the Authority's TFCA Policy. CCTA requests SWAT Board approval of the **Sub-Regional** TFCA Grant allocations to SWAT. There are two sub- regional grants that were submitted by SWAT. Total Southwest County Sub Regional Projects \$185,014.67. They were fully funded.

Name	Program	Amount
SWC1	Lamorinda School Bus Trip Reduction City of Lafayette	\$ 104,141.66
SWC2	Traffix School Bus Trip Reduction City of San Ramon	\$ 80,873.01

Approval would go to CCTA, then and approved by CCTA Board, October 16th.

FISCAL ANALYSIS

\$185,014.67 will be paid to the TRAFFIX and Lamorinda School Bus programs when reimbursements requested by administering Cities. (San Ramon for TRAFFIX and Lafayette for Lamorinda School Bus Program). See attachment Item 6A - FY 2025-26 is the second cycle TFCA Sub-Regional Grants.

Note: \$19,216 Redistributed to SWAT to initiate drawdown on SWAT prior year rollover to grant full amount qualified from applications.

RECOMMENDED ACTION

Please approve the FY 2025-26 second cycle TFCA Sub-Regional Grants for a total of Total Southwest County Sub Regional Projects \$185,014.67

Staff Contact:

Chris Weeks, SWAT Administrator

Phone: (925) 973-2547

Email: cweeks@sanramon.ca.gov

Web: <https://swatcommittee.org/>

TFCA Project Submittal and Benefit Calculation Worksheet
TFCA County Total Funds FY2026
\$ 1,891,105
Countywide Projects - Serving All Residents

<i>Project Status</i>	<i>Project</i>	<i>Sponsor</i>	<i>Initial Request</i>	<i>Draft Final</i>	<i>Net</i>	<i>Notes</i>
<i>Draft</i>	511CC Countywide Brand + Countywide TDM Commute & School Incentives + Seasonal Programs	CCTA	\$ 792,453	\$ 773,237	\$ (19,216)	Redistributed to SWAT to initiate drawdown on SWAT prior year rollover.
<i>Draft</i>	Countywide Vanpool Program	City of San Ramon	\$ 229,878	\$ 229,878	\$ -	
<i>Draft</i>	Guaranteed Ride Home	WCCTAC	\$ 60,000	\$ 60,000	\$ -	
Countywide Project Total			\$ 1,082,331	\$ 1,063,115		

	<i>Initial Remaining</i>	<i>Draft Final</i>
Funds Remaining for Subregional Projects	\$ 808,774	\$ 827,990

Available by Subregion

Central County	30.70%	\$248,294	\$248,294	\$ -	Incorporates above 511CC redistribution.
East County	26.60%	\$215,134	\$215,134	\$ -	
Southwest	20.50%	\$165,799	\$185,015	\$ 19,216	
West County	22.20%	\$179,548	\$179,548	\$ -	

Central County Available Funds

<i>Project Status</i>	<i>Project</i>	<i>Sponsor</i>	<i>Initial Request</i>	<i>Draft Final</i>
<i>Draft</i>	CC1: Walk & Roll (TRANSPAC)	CCTA	\$ 286,840.00	\$ 248,293.62
Central County Project Total			\$ 286,840.00	\$ 248,293.62
Remaining:			\$ (38,546.38)	\$ -

East County Available Funds

<i>Project Status</i>	<i>Project</i>	<i>Sponsor</i>	<i>Initial Request</i>	<i>Draft Final</i>
<i>Draft</i>	EC1: Tri MyRide Service Expansion	ECCTA	\$ 340,000.00	\$ 153,853.88
<i>Draft</i>	EC2: Walk & Roll (TRANSPAC)	CCTA	\$ 101,280.00	\$ 61,280.00
East County Project Total			\$ 441,280.00	\$ 215,133.88
Remaining:			\$ (226,146.12)	\$ -

Southwest County Available Funds

<i>Project Status</i>	<i>Project</i>	<i>Sponsor</i>	<i>Initial Request</i>	<i>Draft Final</i>
<i>Draft</i>	SWC1: Lamorinda School Bus Trip Reduction	City of Lafayette	\$ 104,000.00	\$ 104,141.66
<i>Draft</i>	SWC2: Traffic School Bus Trip Reduction	City of San Ramon	\$ 80,763.00	\$ 80,873.01
Southwest County Project Total			\$ 184,763.00	\$ 185,014.67
Remaining:			\$ (18,964.33)	\$ -

West County Available Funds

<i>Project Status</i>	<i>Project</i>	<i>Sponsor</i>	<i>Initial Request</i>	<i>Draft Final</i>
<i>Draft</i>	WC1: West County Commuter Incentive Program	WCCTAC	\$ 221,817.00	\$ 179,547.83
West County Project Total			\$ 221,817.00	\$ 179,547.83
Remaining:			\$ (42,269.17)	\$ -

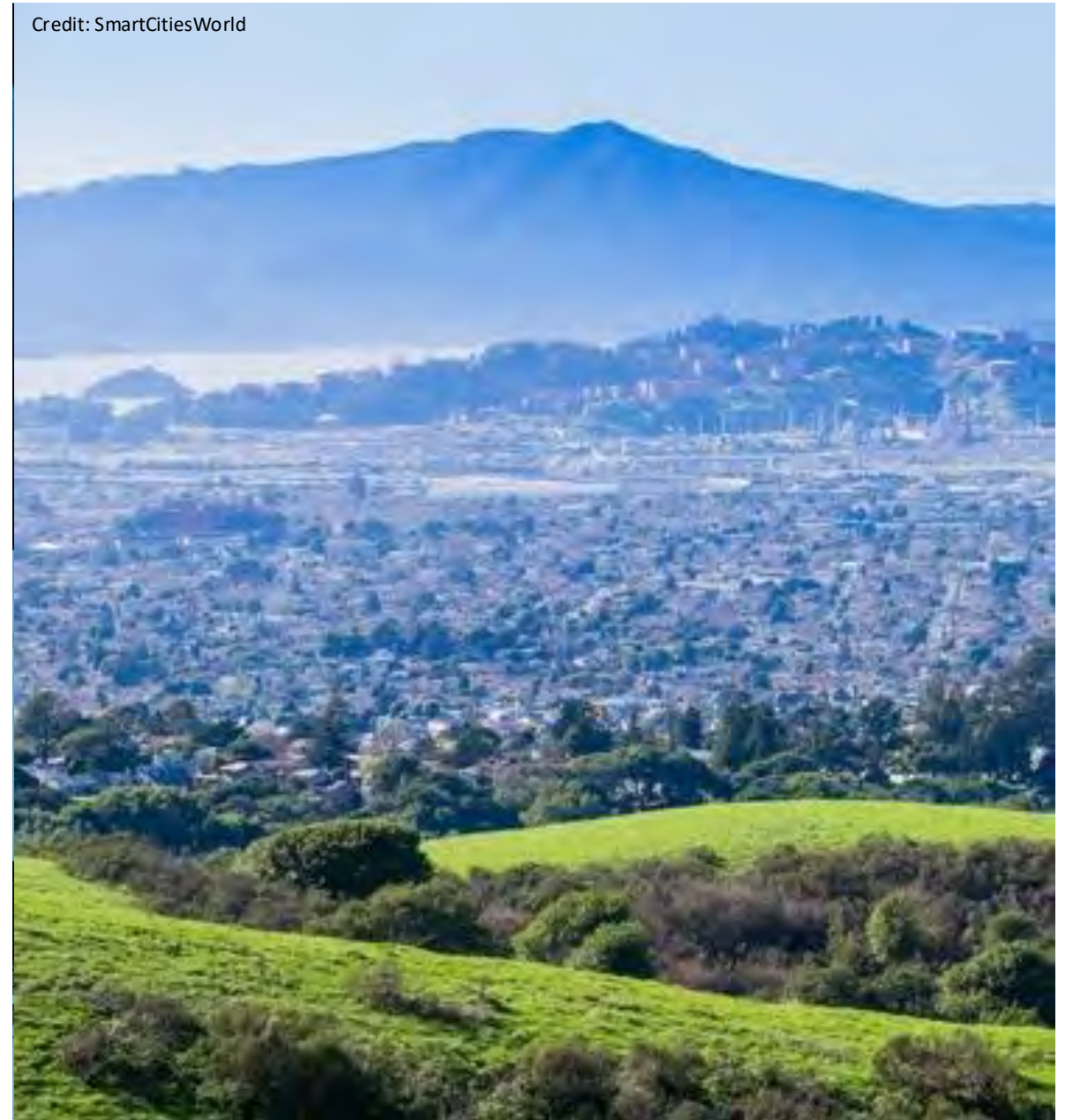
AGENDA ITEM 6B



Contra Costa Transportation Authority Integrated Transit Plan

SWAT TAC
September 2025

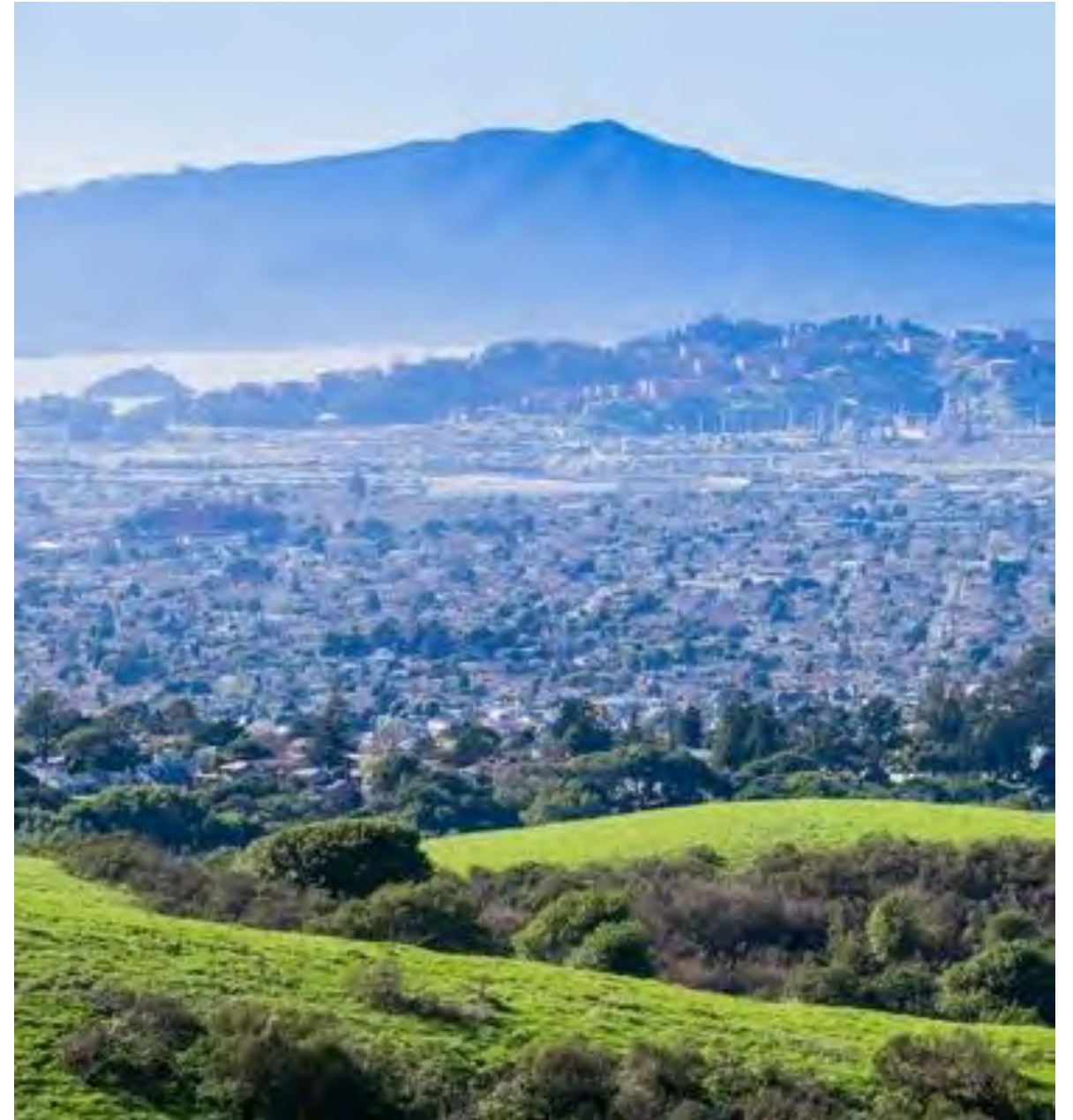
Credit: SmartCitiesWorld



Agenda

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

How we addressed SWAT feedback from the Spring



Answered/Acknowledged

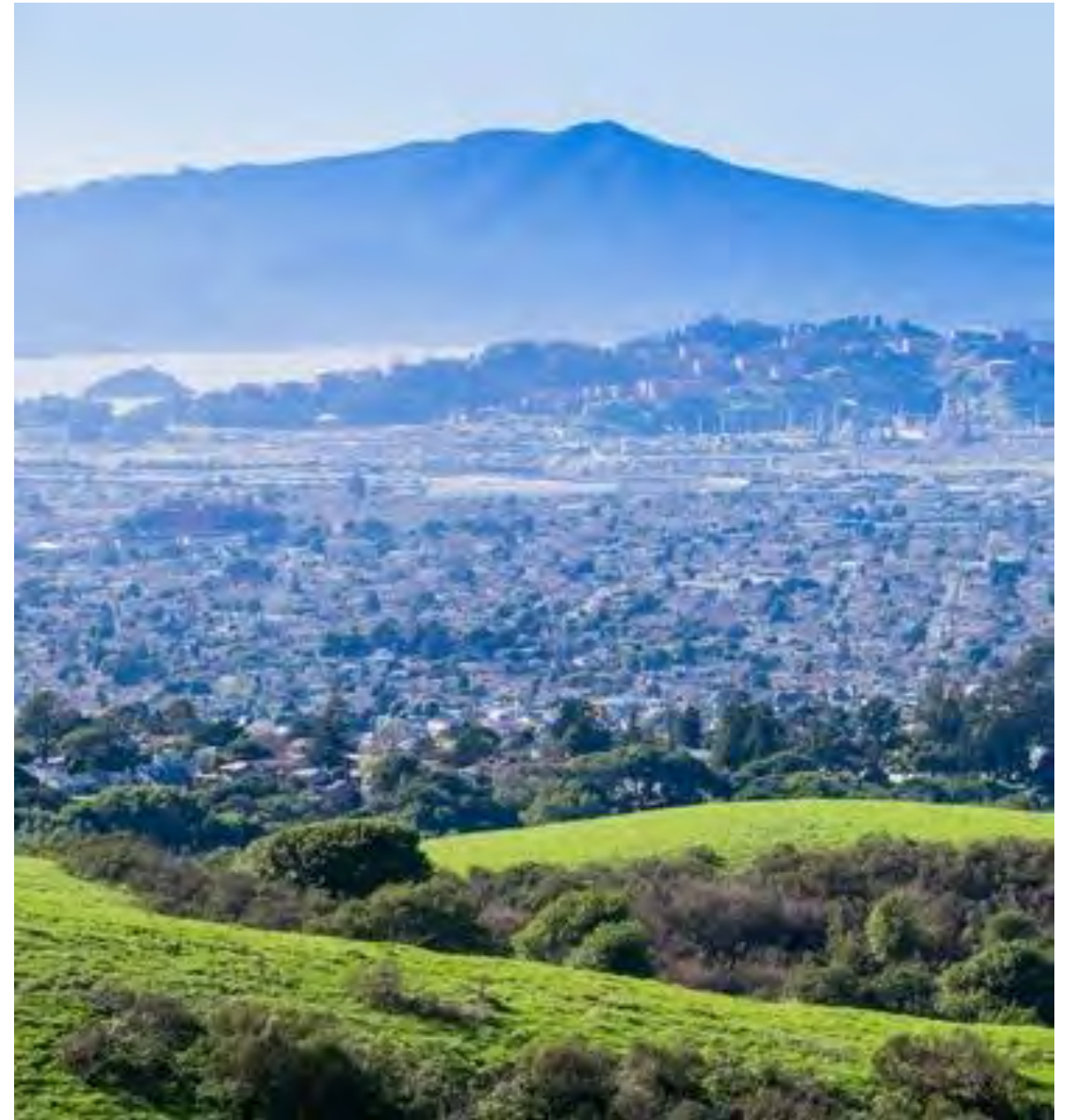
- ITP team has been coordinating with BART at each stage of the project.
- TPC concept is centered on a transit-first vision that includes arterial design concepts that prioritize transit and include alternative modes such as bikes and pedestrians.
- Alamo Shopping Plaza will be noted as a potential mobility hub in the plan.
- ALZ in Lafayette will be inclusive of emerging network of Class I bicycle and pedestrian facilities around the BART station.
- ITP study scope does not include school bus service.

Not Advanced

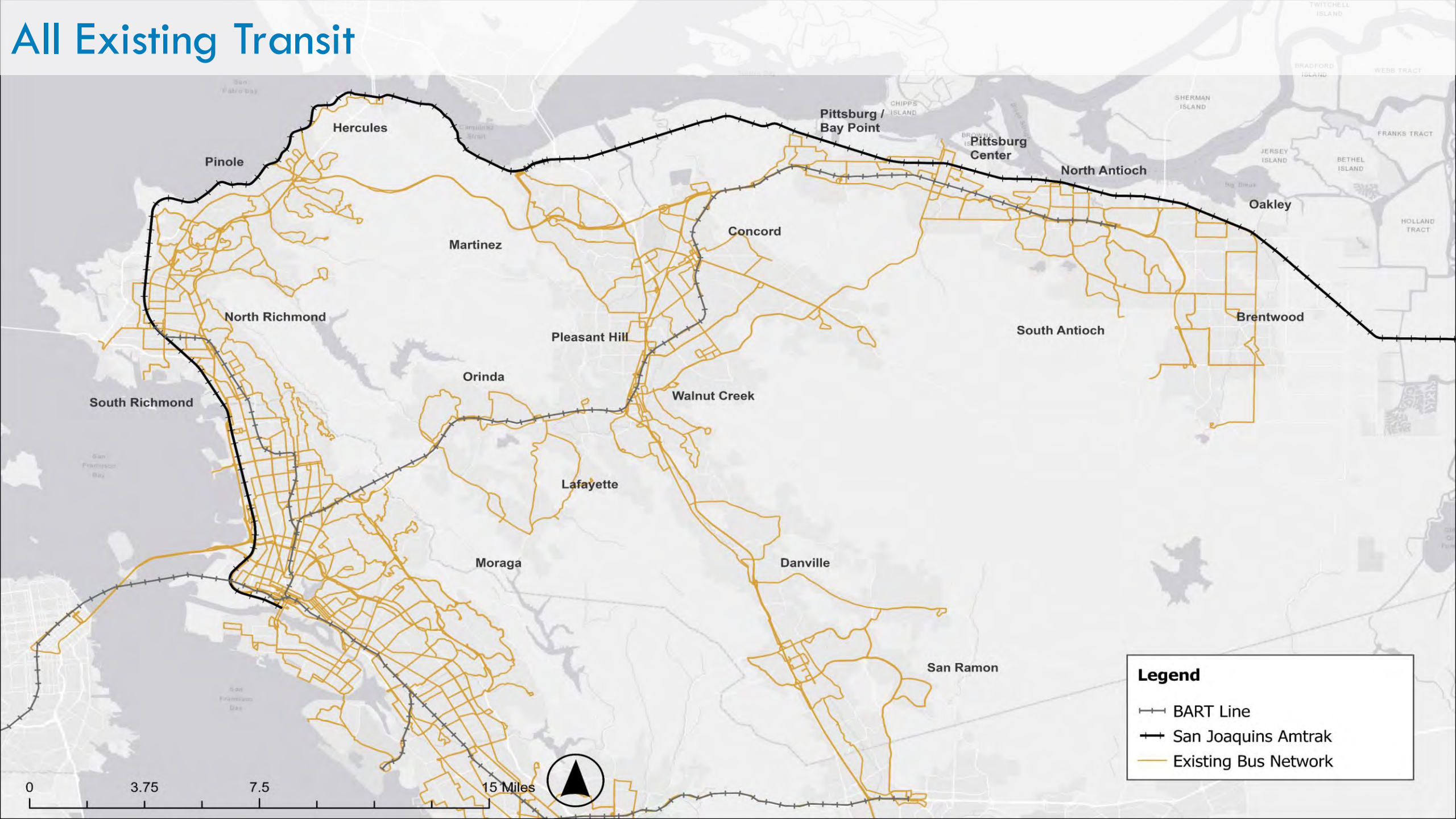
- Cost estimates for TPCs will not include infrastructure for autonomous vehicles.



Project Evaluation



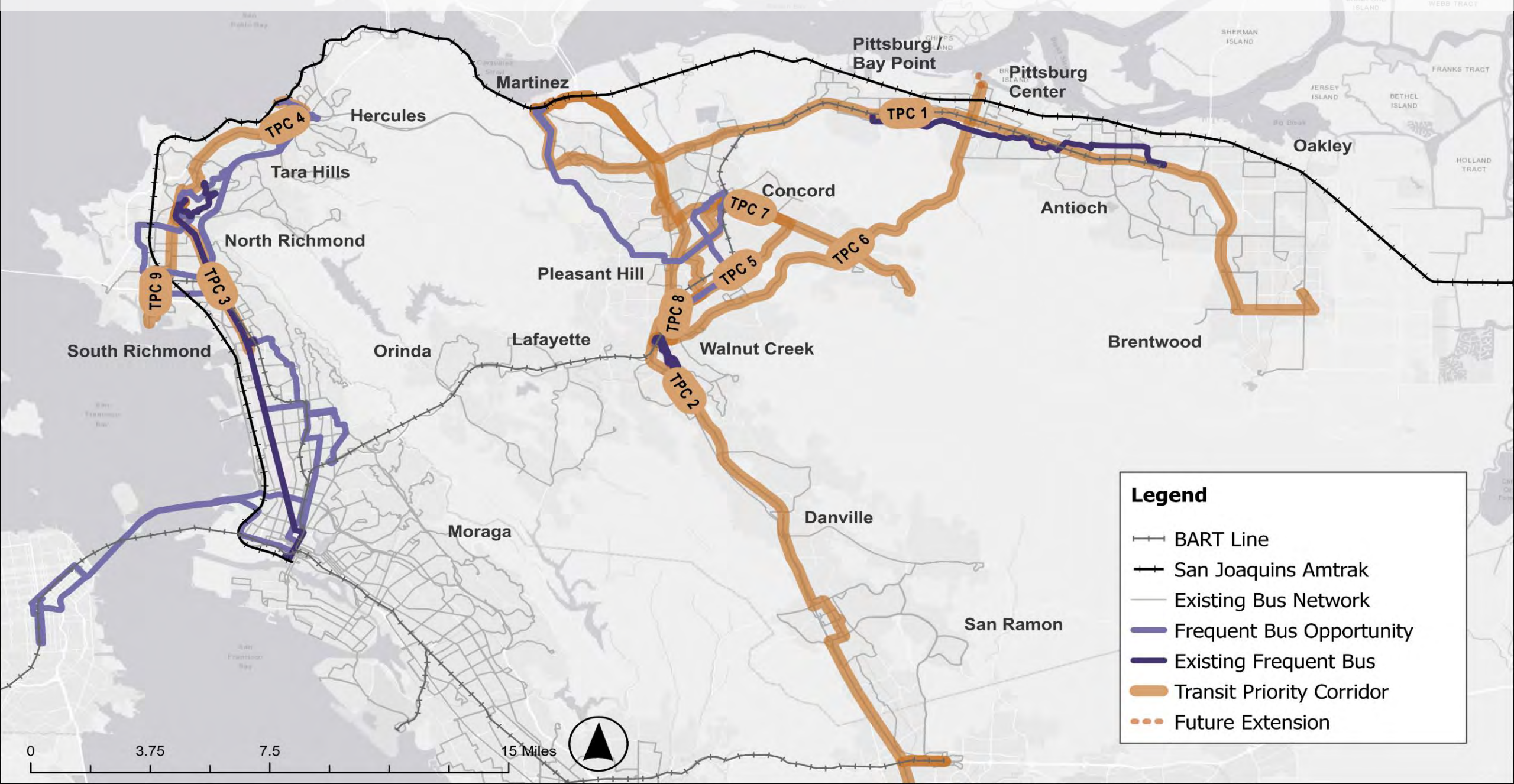
All Existing Transit



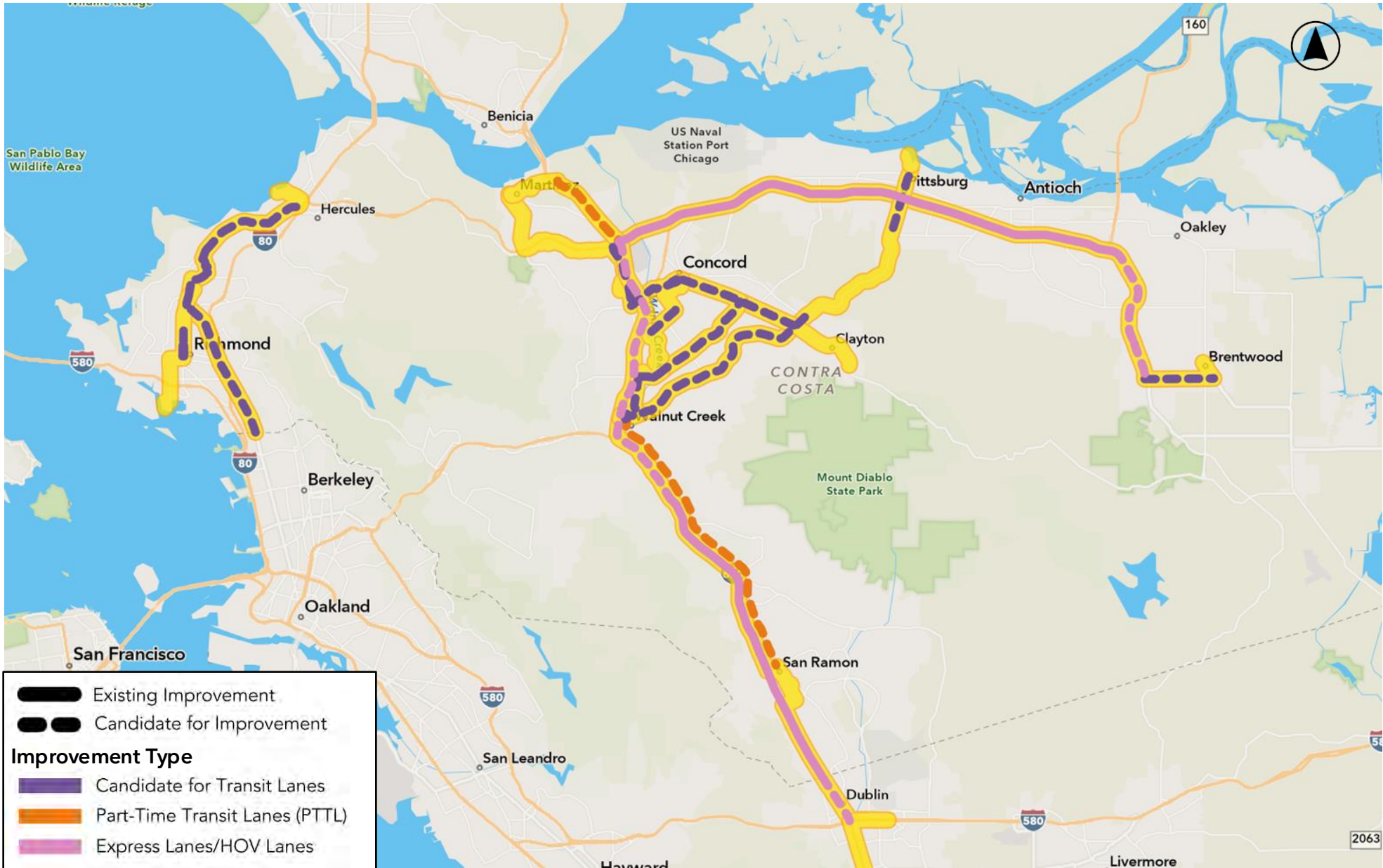
Existing Frequent Bus Service



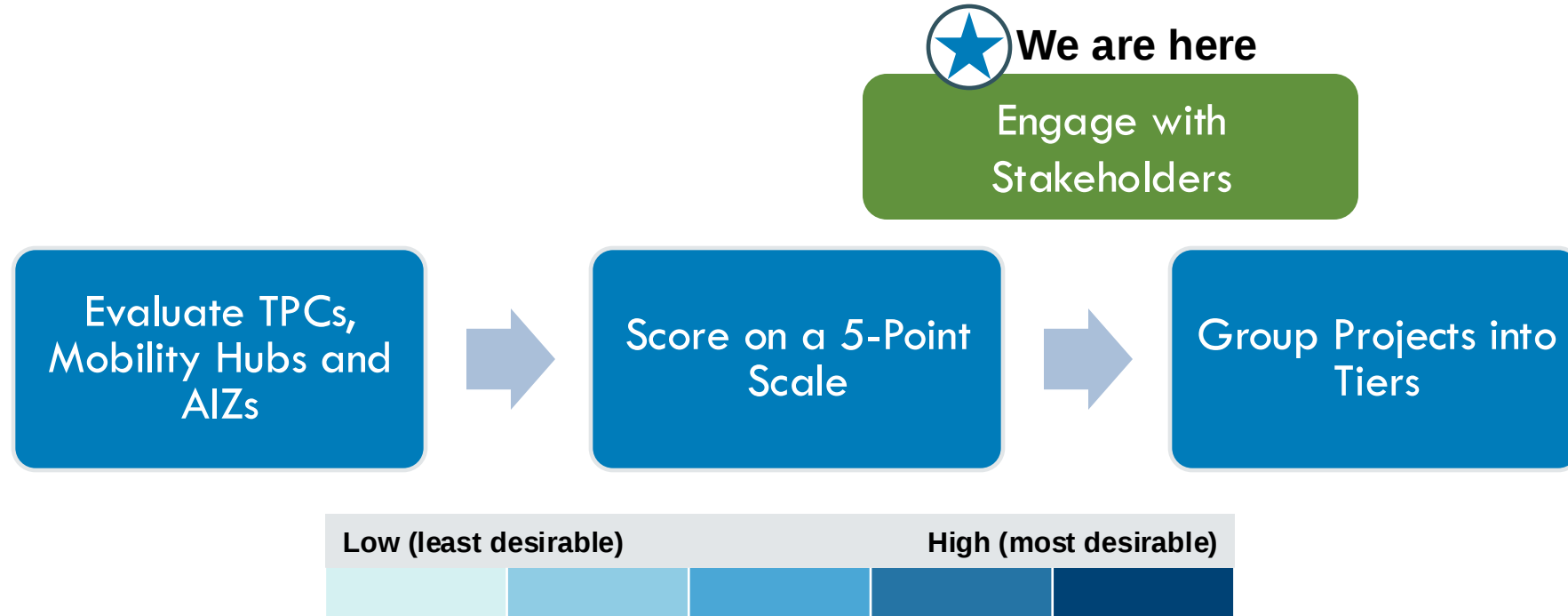
Proposed Transit Priority Corridors and Frequent Bus Network



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

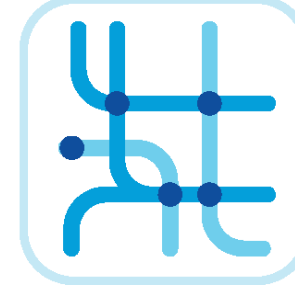


Alignment With Regional Priorities

Alignment with Regional Priorities



Addresses a Regional Transit Gap



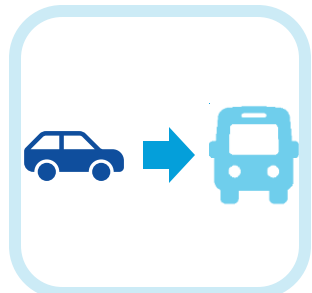
Equity

Benefits Equity Priority Communities



Ridership Potential

Ridership Potential:
All Trips



Ridership Potential:
Existing Transit Trips

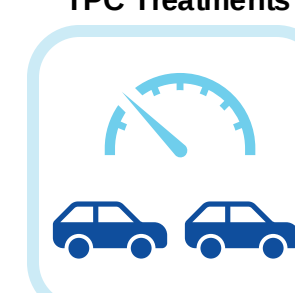


Travel Time Benefits

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

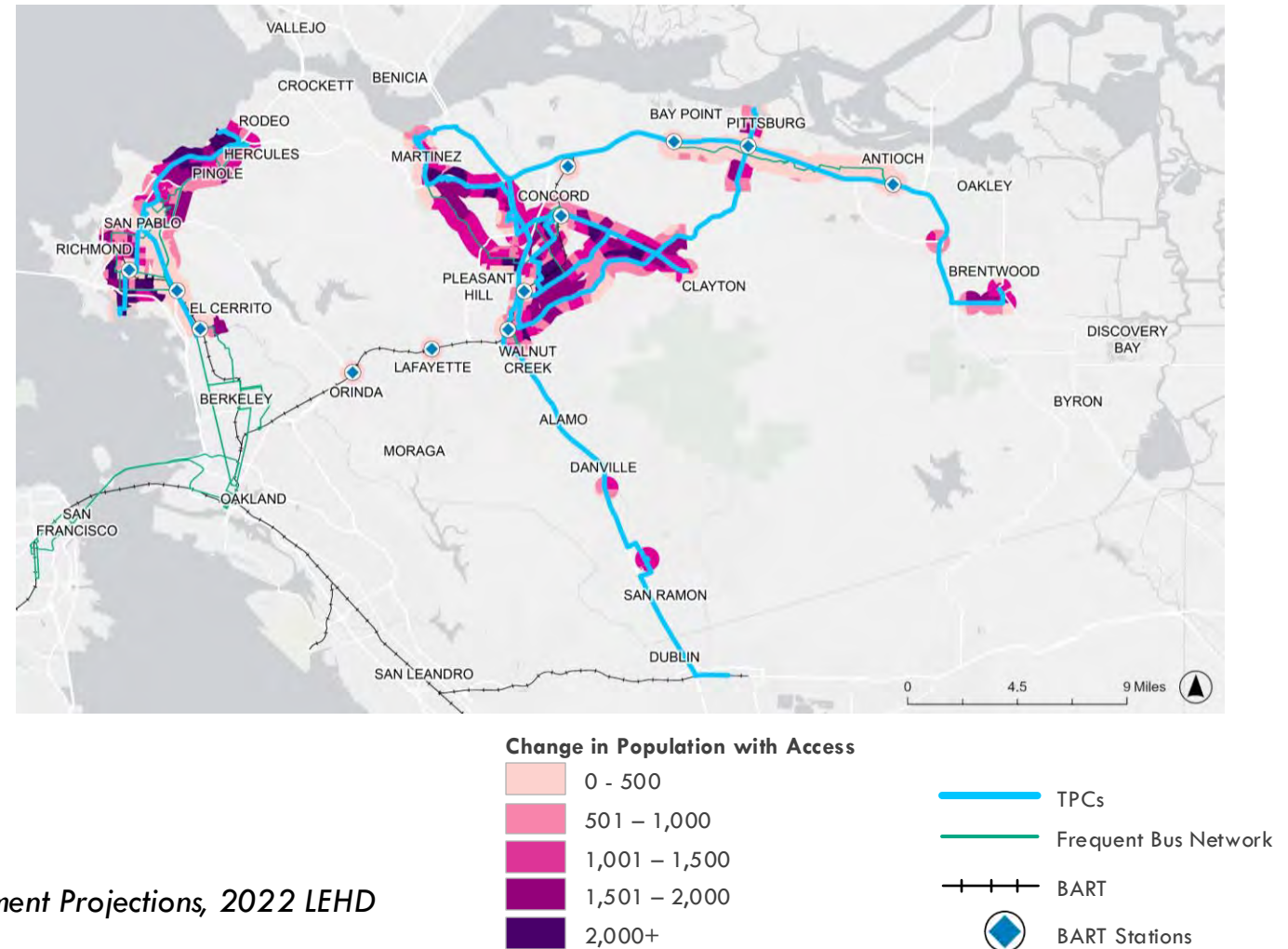
+313,000 people (+27% of county)
+138,000 jobs (+36% of county)

2050 Projections

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

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

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



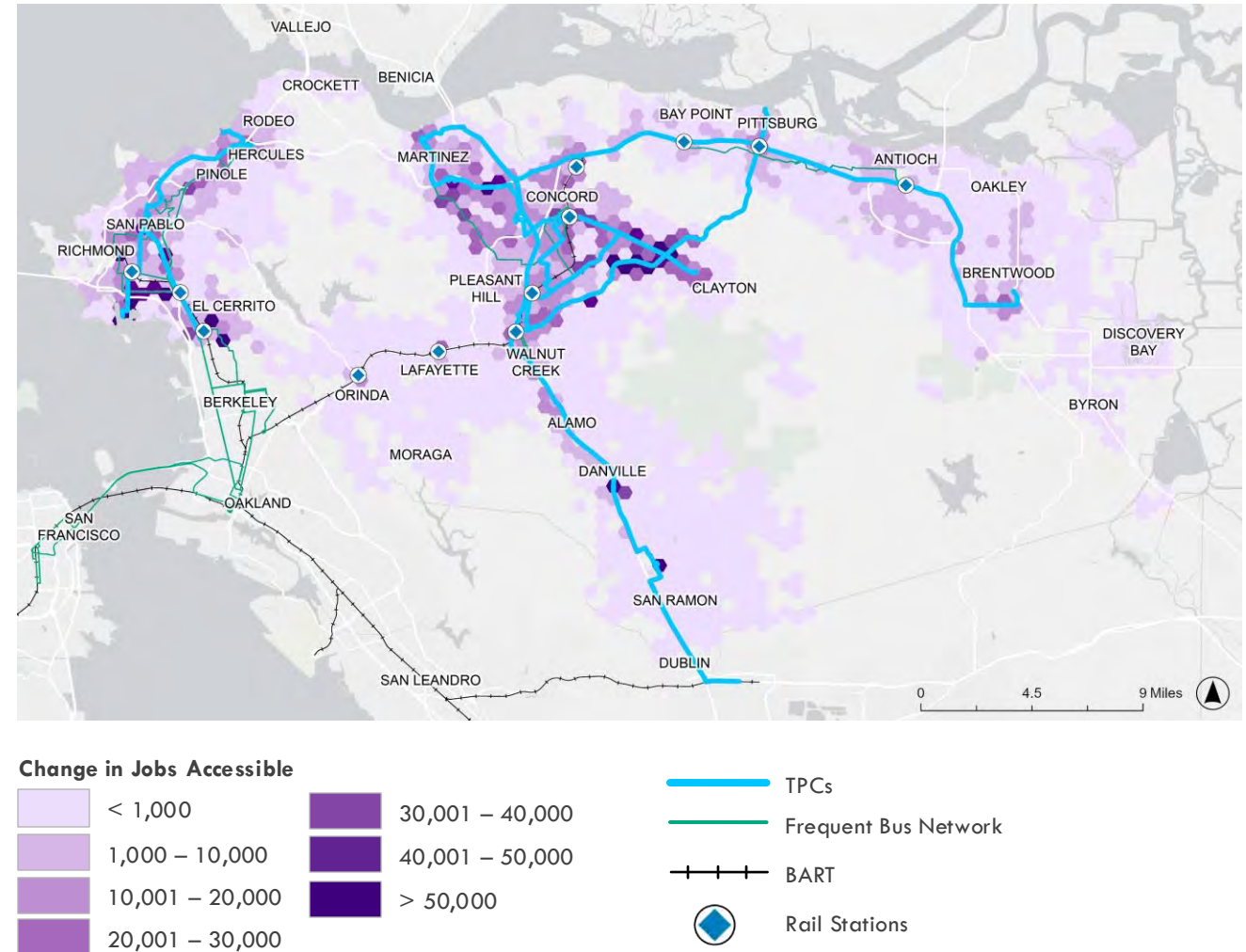
2. Connectivity of Transit Network

- **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						

Low (least desirable)

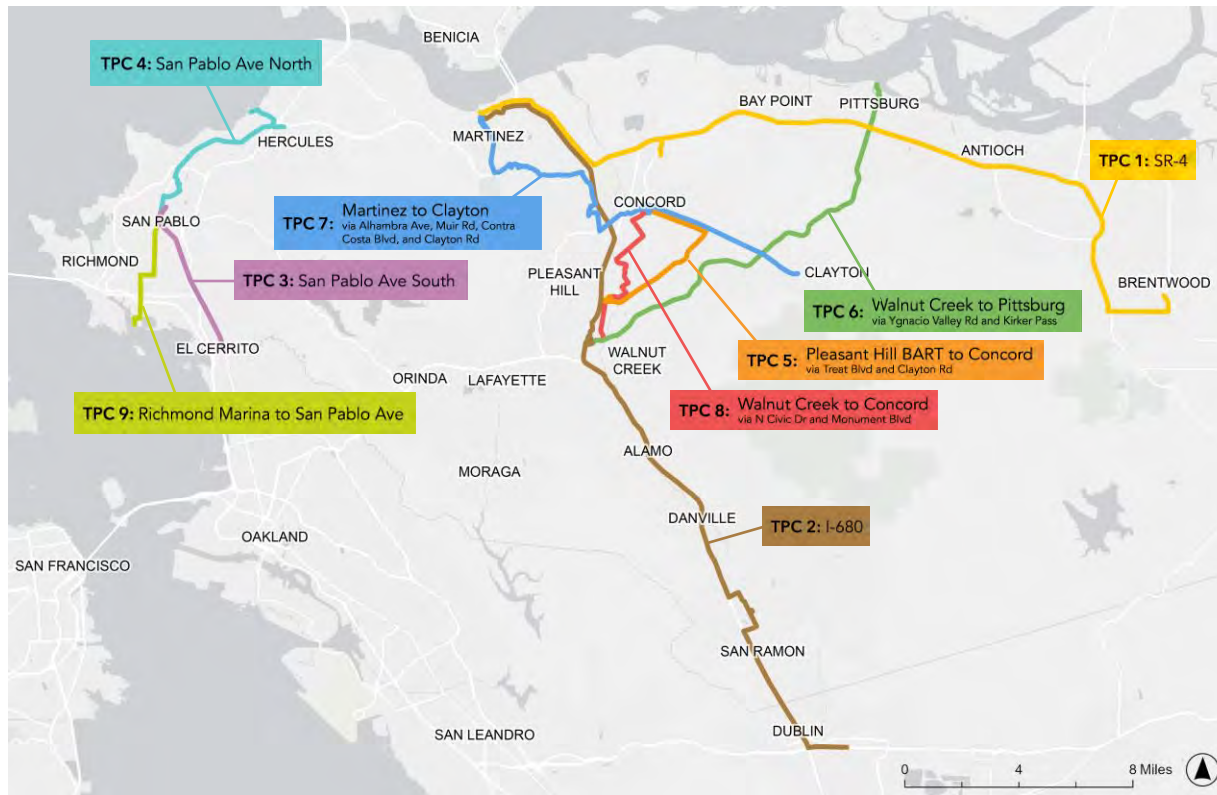
High (most desirable)



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

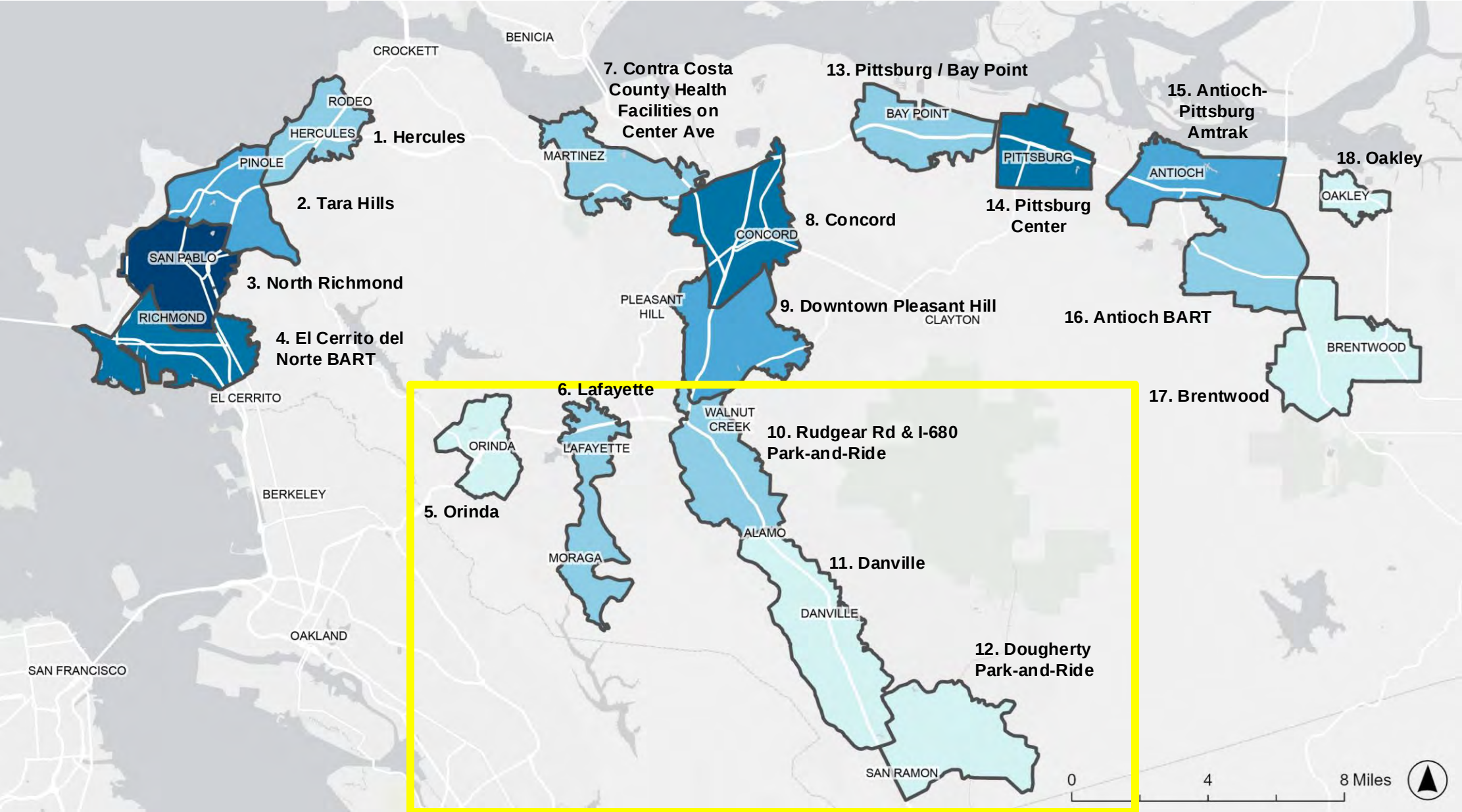
Mobility Hubs Evaluation Summary Results Map



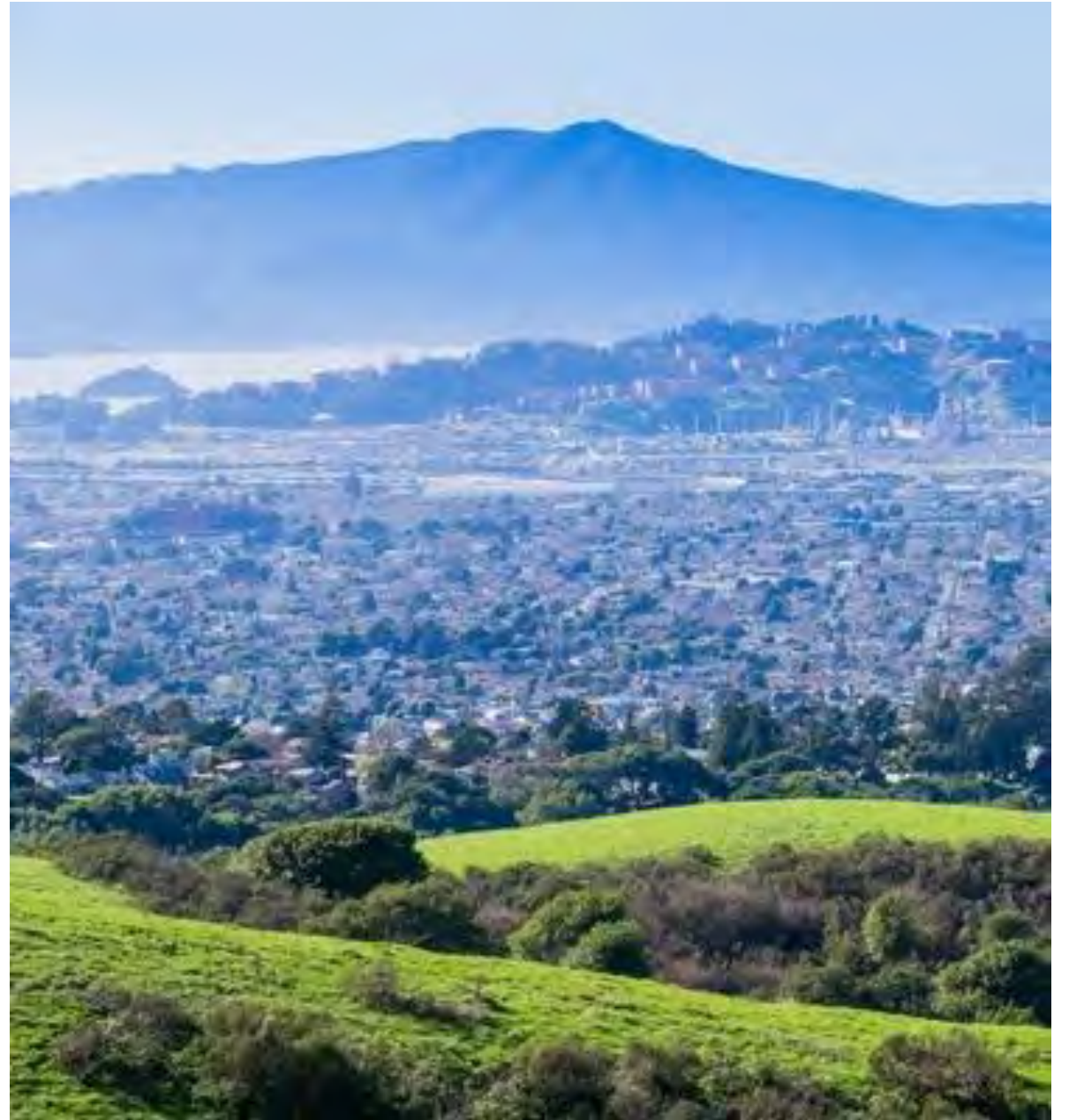
Transit Investment Evaluation Summary – Access Improvement Zones

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

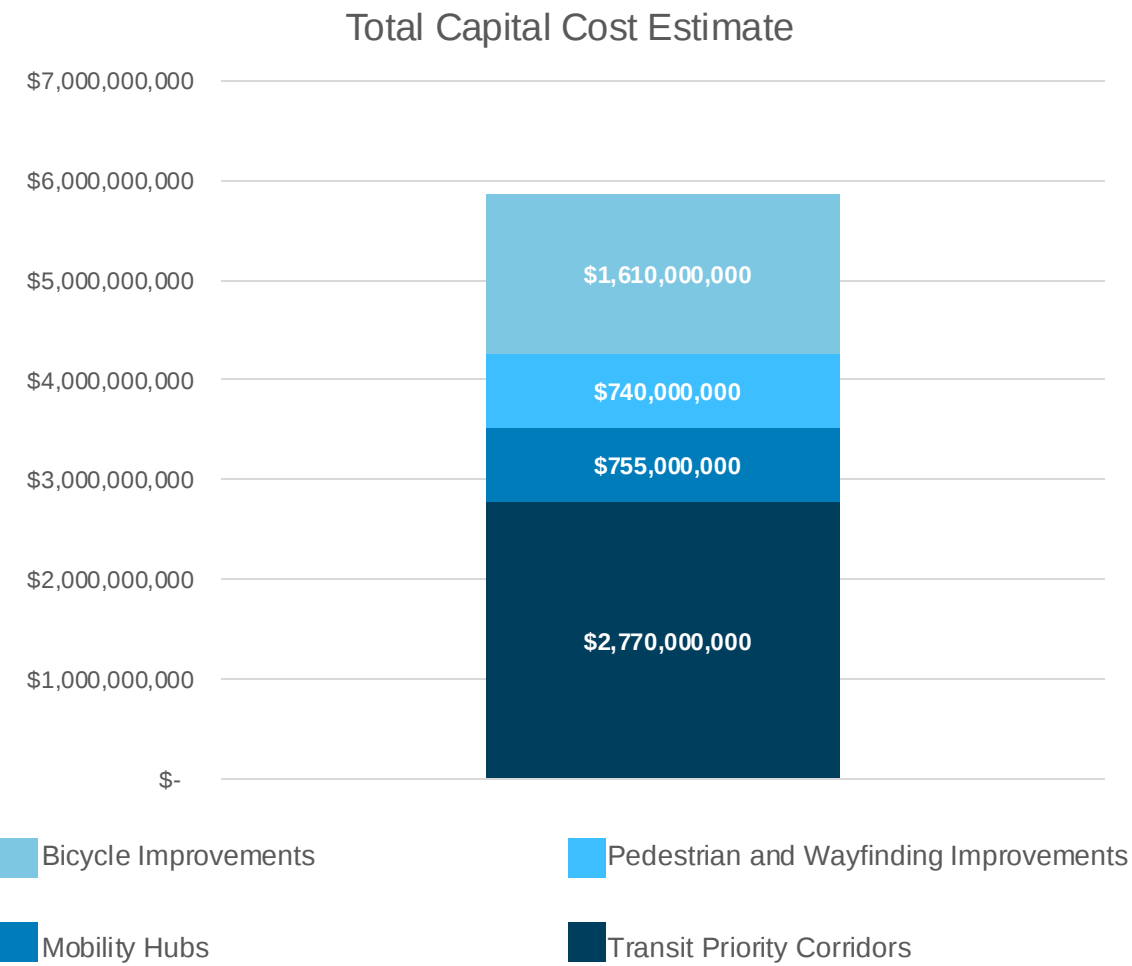
- Pedestrian and wayfinding improvements
 - Rectangular Rapid Flashing Beacons, wayfinding signage, and intersection improvements (ADA curb ramps, high-visibility crosswalks, striping, and Accessible Pedestrian Signals), and new or upgraded sidewalk
- Bicycle improvements
 - Mix of proposed bicycle facilities (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

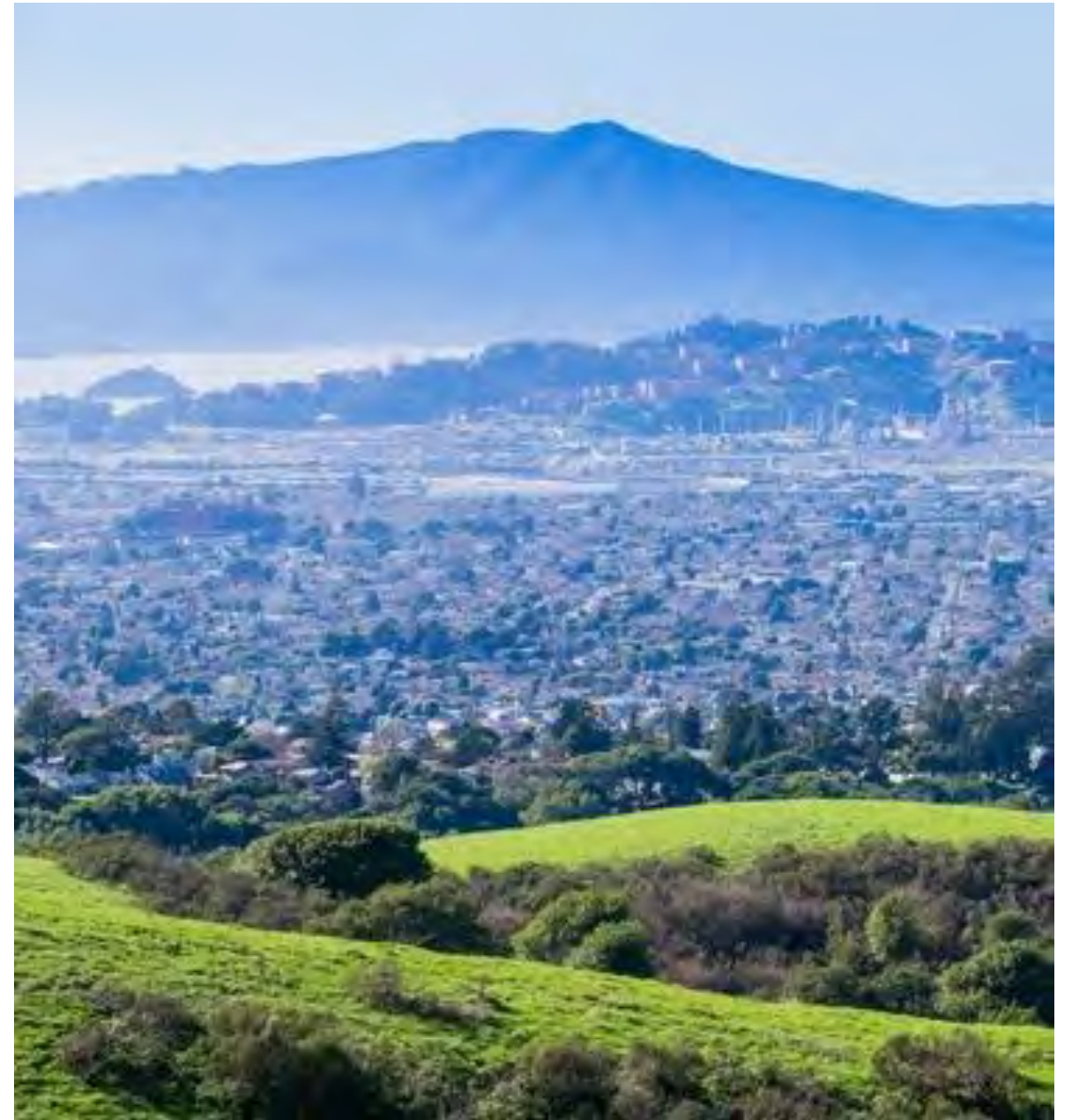
ID	Access Improvement Zone	Pedestrian and Wayfinding Length (miles)	Existing Bike Facility Length (miles)
1	Hercules	11	8
2	Tara Hills	10	5
3	North Richmond	25	12
4	El Cerrito del Norte BART	25	26
5	Orinda	4	4
6	Lafayette	6	10
7	Contra Costa County Health Facilities on Center Ave	15	6
8	Concord	17	16
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:

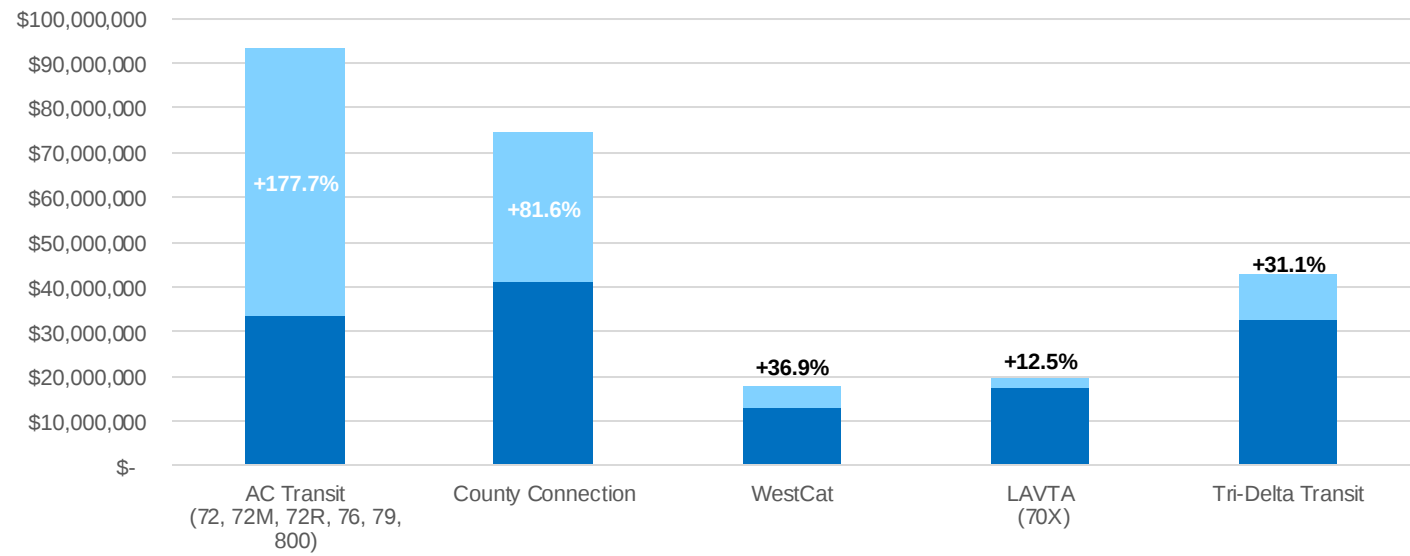
- The modeled costs are in FY2023 dollars. Inflation figures should be applied based on when the funding is requested.
- Modeling assumptions are preliminary and high-level. Cost may vary as more detailed project planning progresses.

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

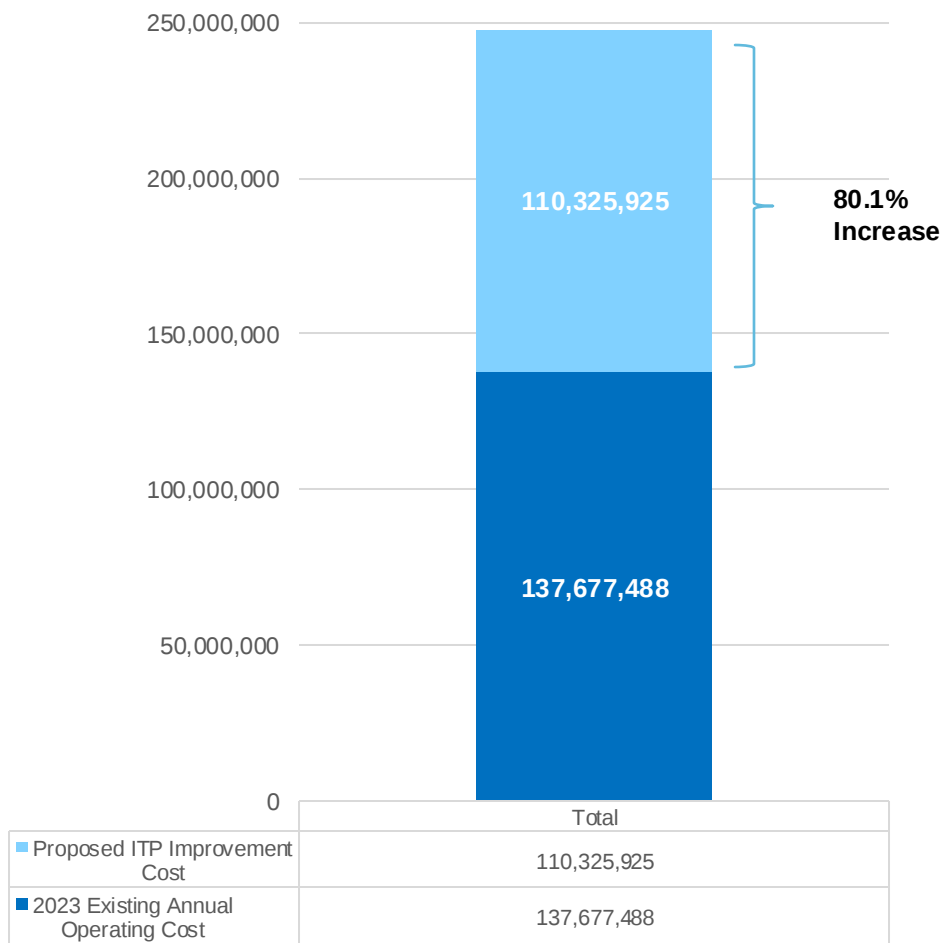
Integrated Transit Plan Operations Cost

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

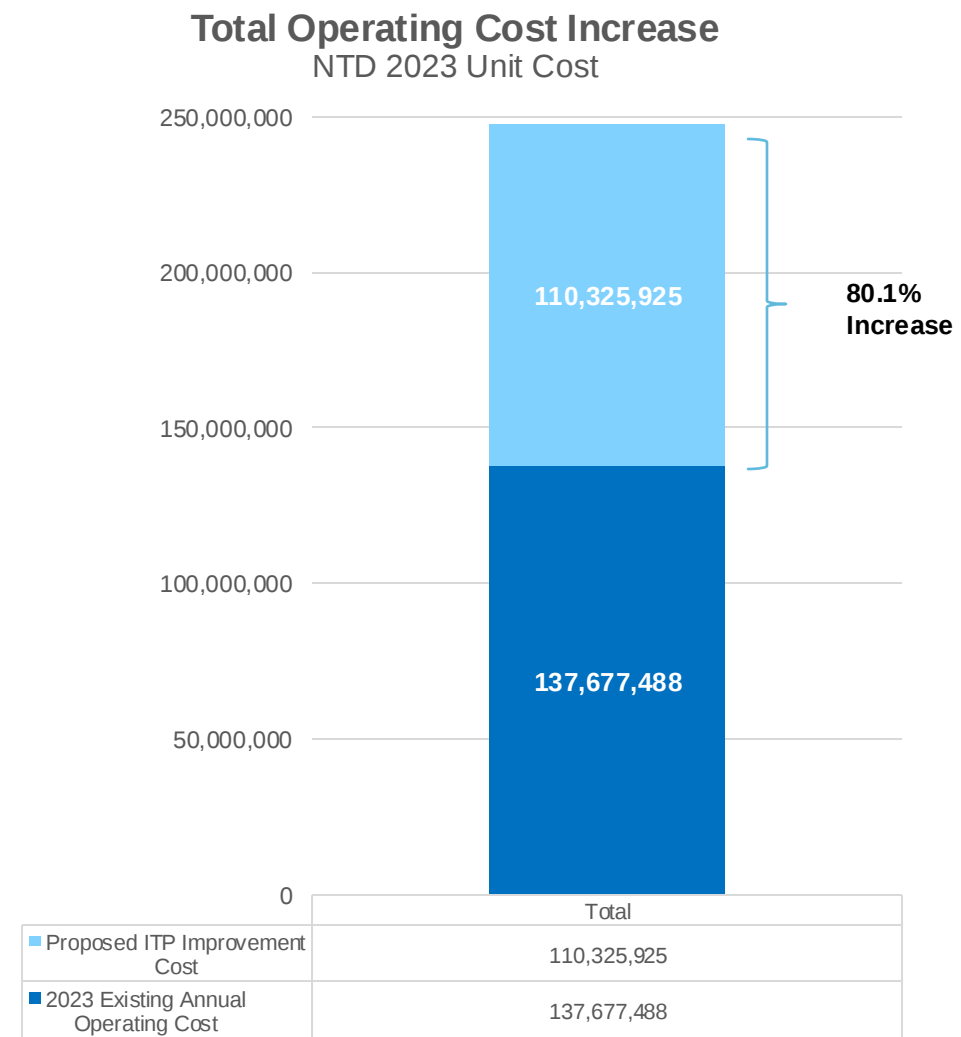
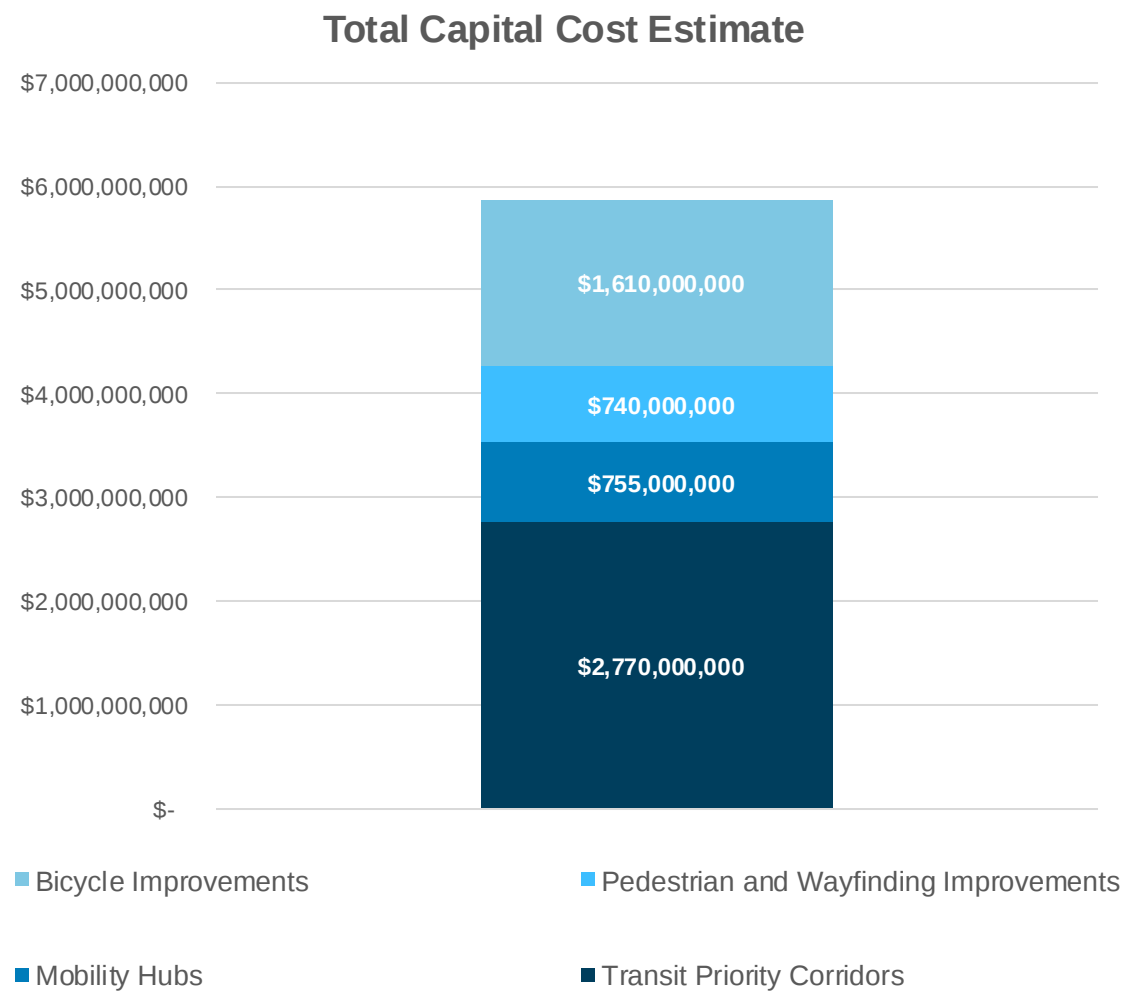
Total Operating Cost Increase for
Contra Costa County by Agency
NTD 2023 Unit Cost



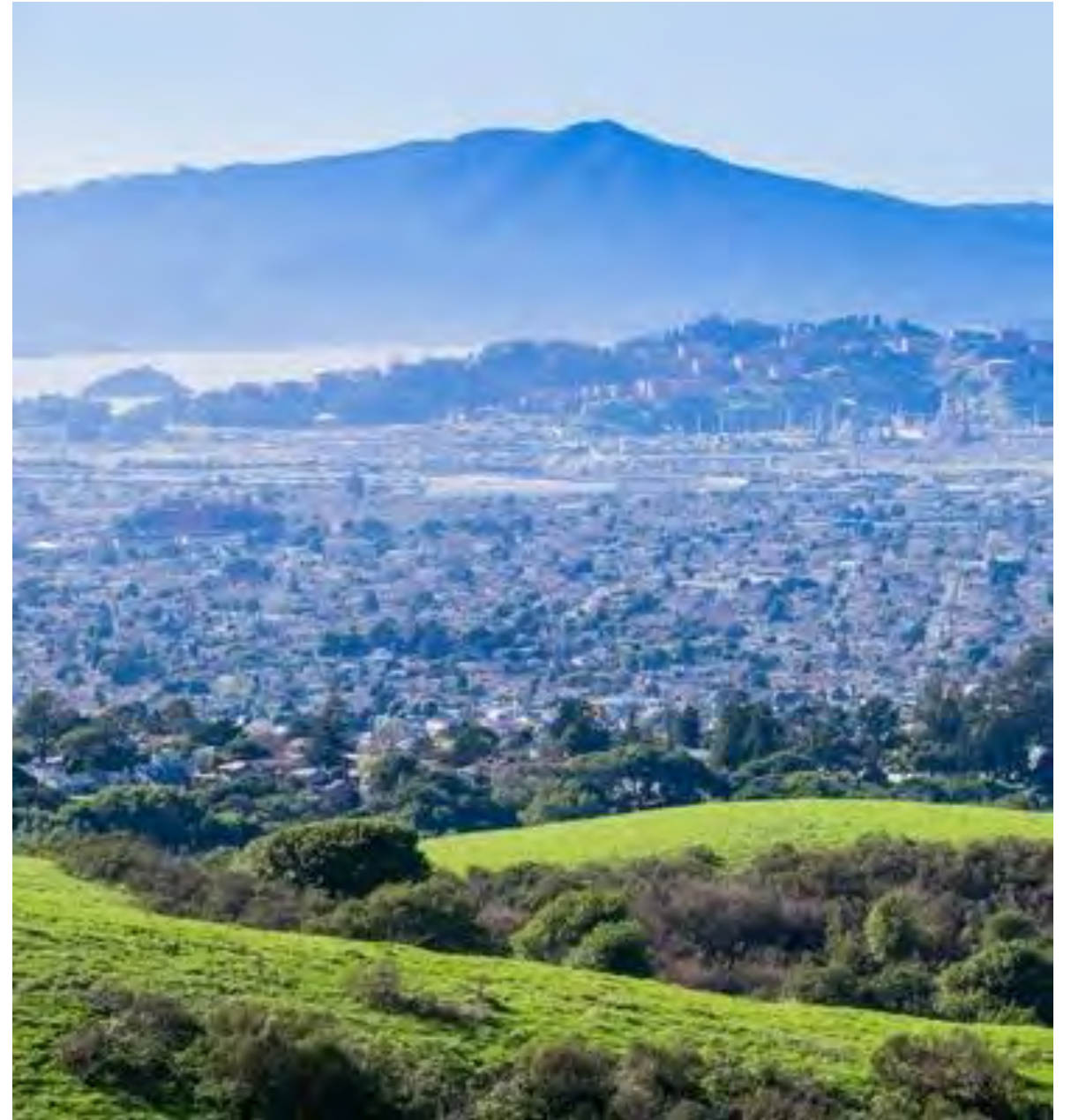
Total Cost Increase for Contra Costa
County
NTD 2023 Unit Cost



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

Answered/Acknowledged

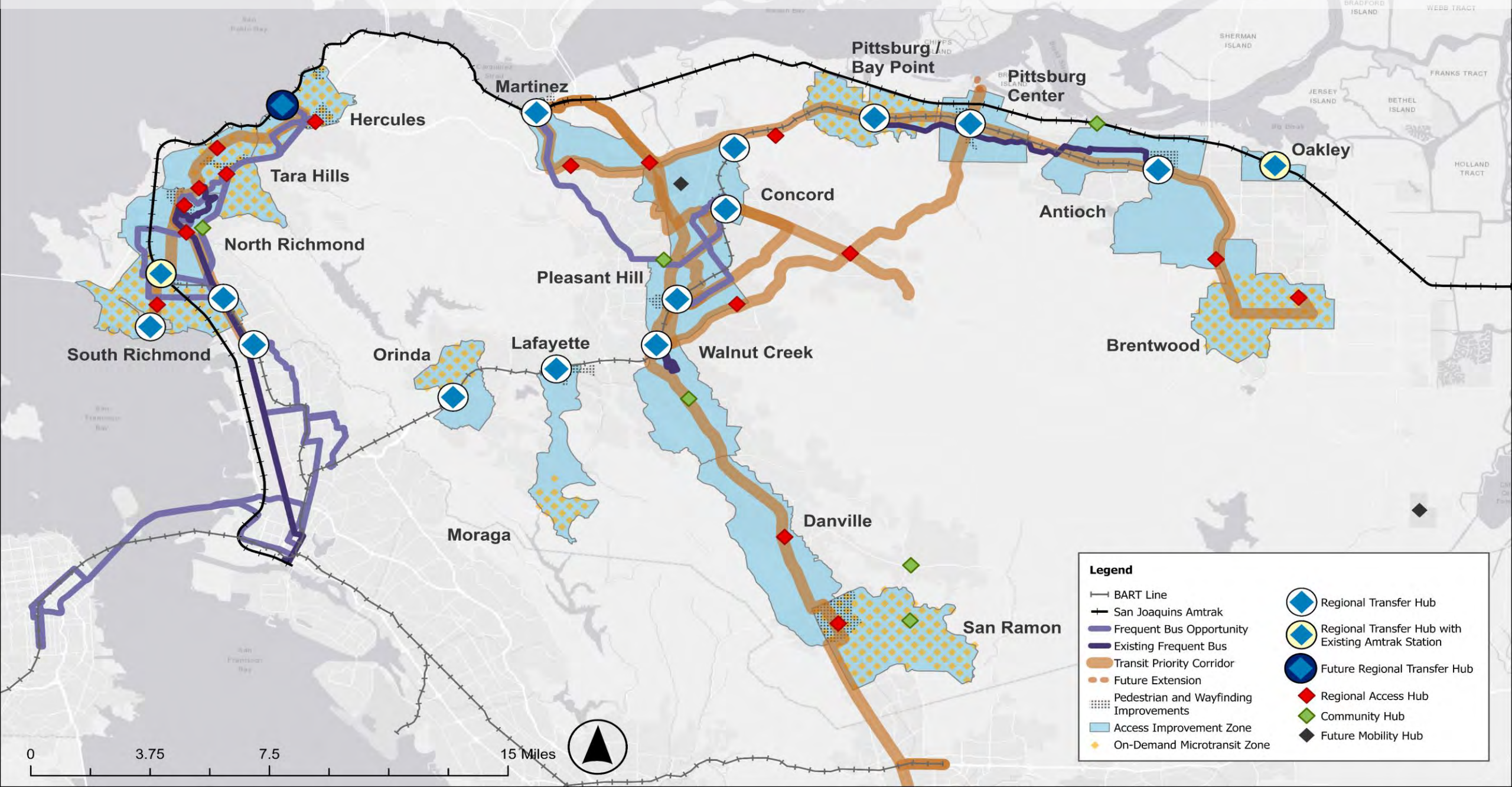
Feedback	Response
<i>Any coordination with BART staff yet?</i>	The ITP team has coordinated with BART staff throughout the study
<i>Will this project be integrating transit into complete streets?</i>	TPC concept is centered on a transit-first vision that includes arterial design concepts that prioritize transit and include alternative modes such as bikes and pedestrians.
<i>Question on what is included in active improvement zones</i>	Features of Access Improvement Zones include: mobility hubs, enhanced feeder bus service, microtransit services and enhanced micromobility such as scooters and bikes
<i>Consider a mobility hub at the Alamo Shopping Plaza</i>	We will note this as a potential location in the plan.
<i>Lafayette has an emerging network of Class I bicycle and pedestrian facilities around the BART station and would like AIZ to be inclusive of future improvements.</i>	AIZ in Lafayette will be inclusive of bike lanes and other bicycle-related infrastructure.
<i>Questions about how this applies to the cities school bus systems</i>	ITP study scope does not include school bus service.

Not Advanced

Feedback	Response
<i>San Ramon would like updated infrastructure for autonomous vehicles since they have upcoming pilots and testing</i>	Comment noted. Cost estimates for TPCs will not include infrastructure for autonomous vehicles.



Transit Priority Corridors + Mobility Hubs + AIZs



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

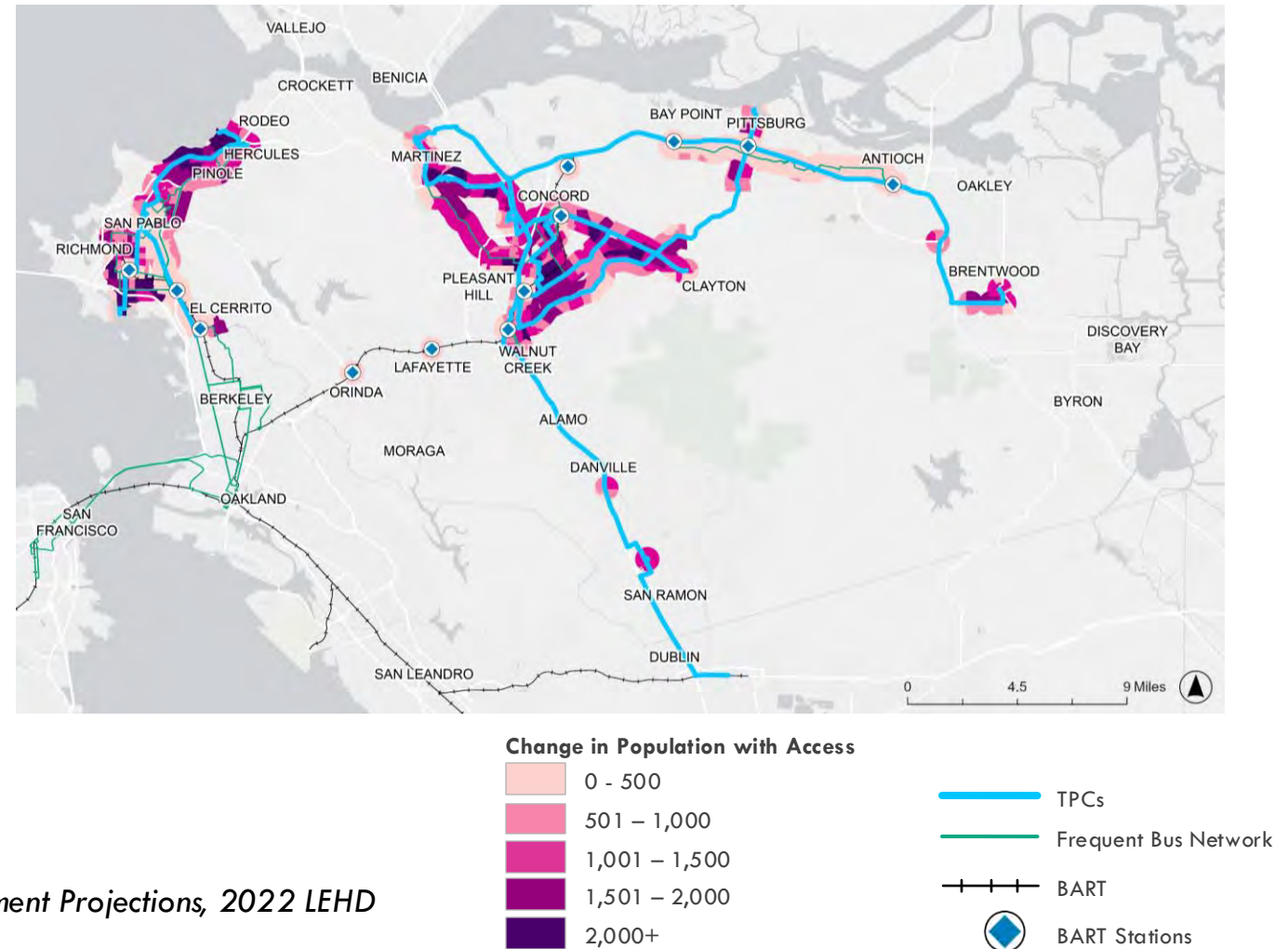
+313,000 people (+27% of county)
+138,000 jobs (+36% of county)

2050 Projections

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

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

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



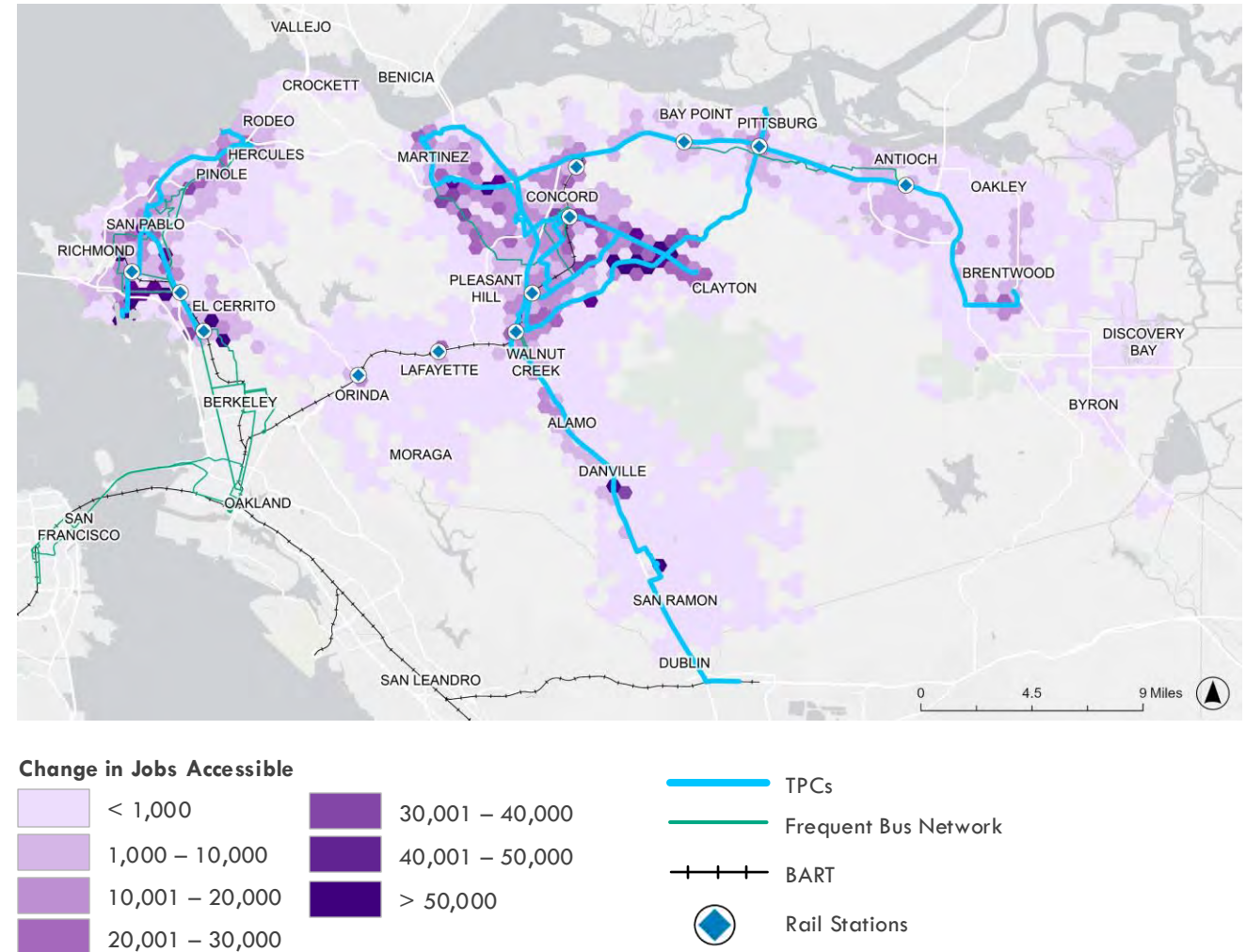
2. Connectivity of Transit Network

- **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

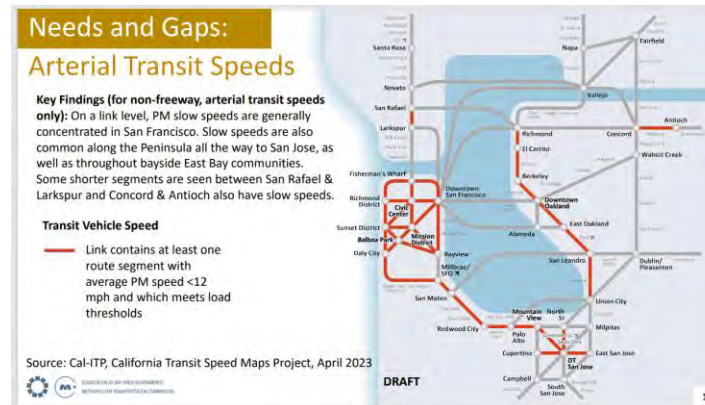
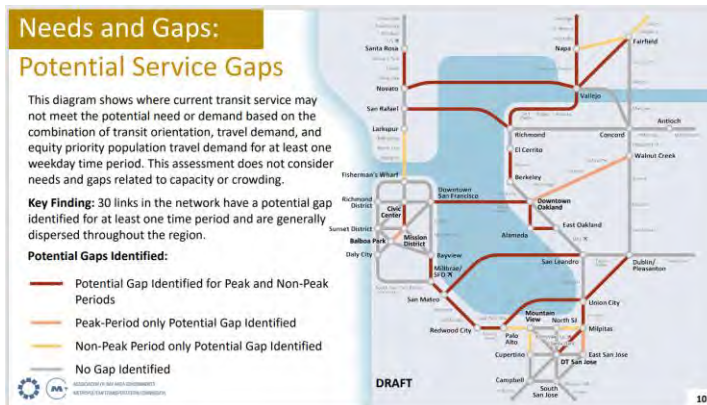
3. Planned Projects

- **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

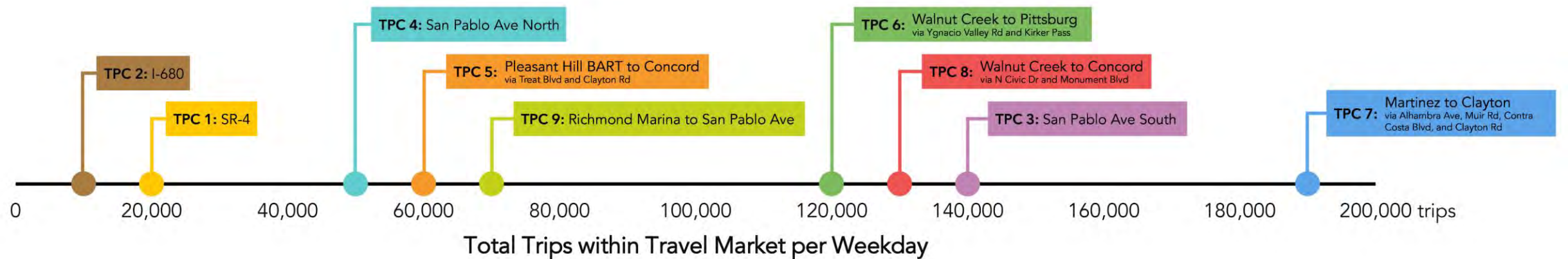
TPC 8: Walnut Creek to Concord
via N Civic Dr and Monument Blvd

TPC 9: Richmond Marina to San Pablo Ave

Data source: Transit 2050+ Existing Conditions Analysis

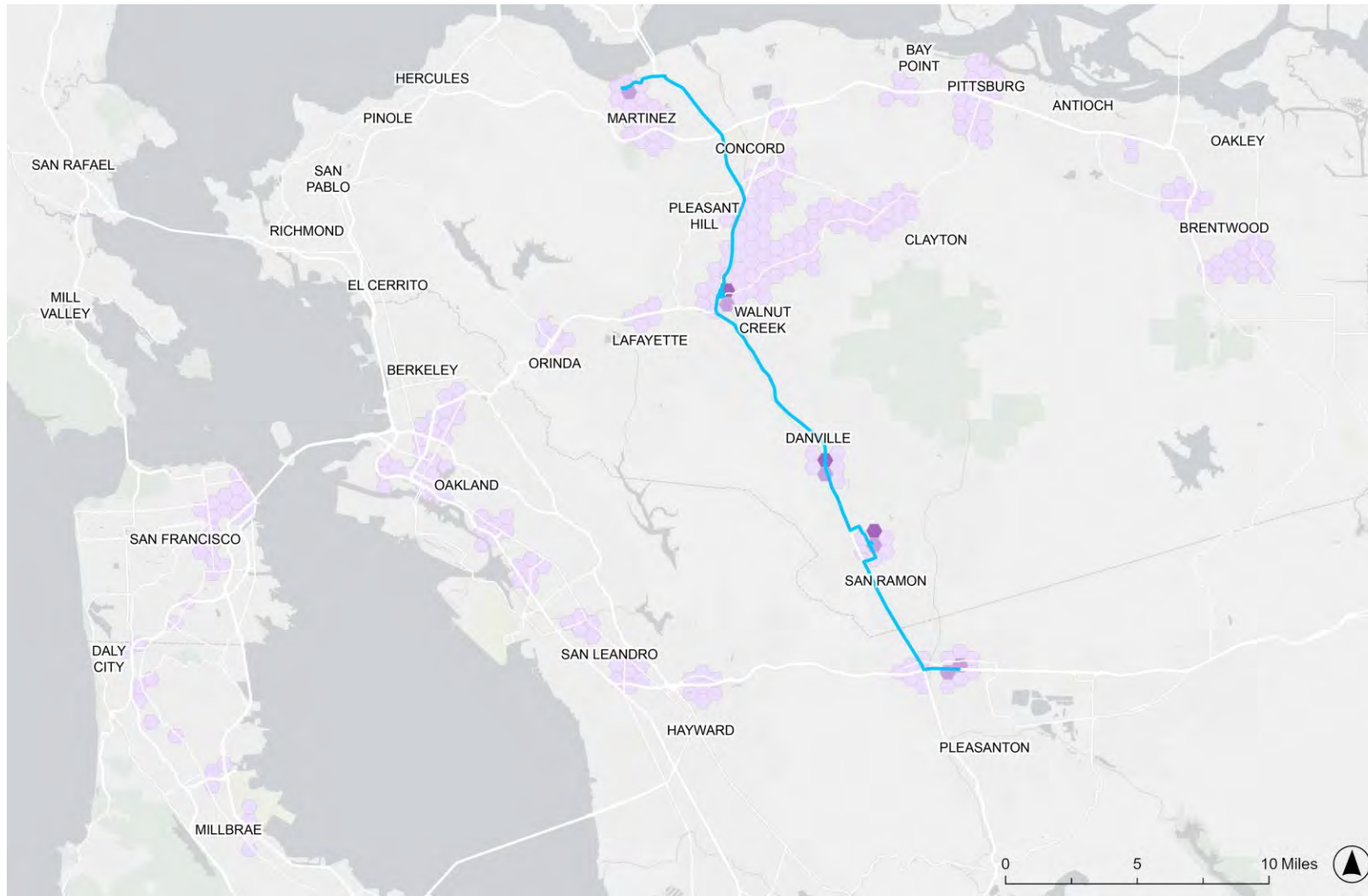
5. Markets Served

- **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)

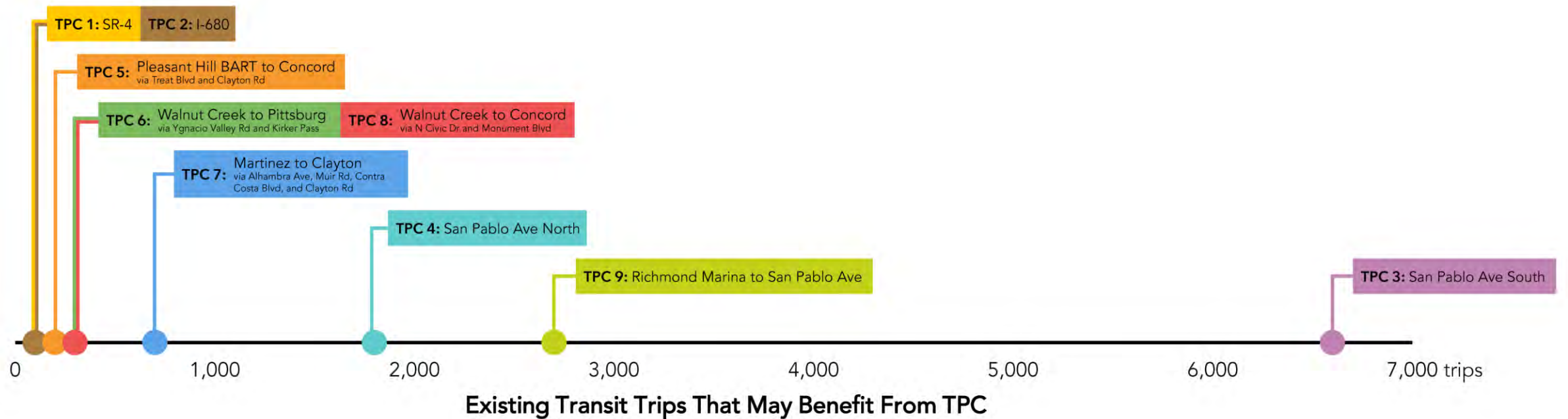
5. Markets Served – TPC 2 Results



Data source: Replica (Fall 2024)

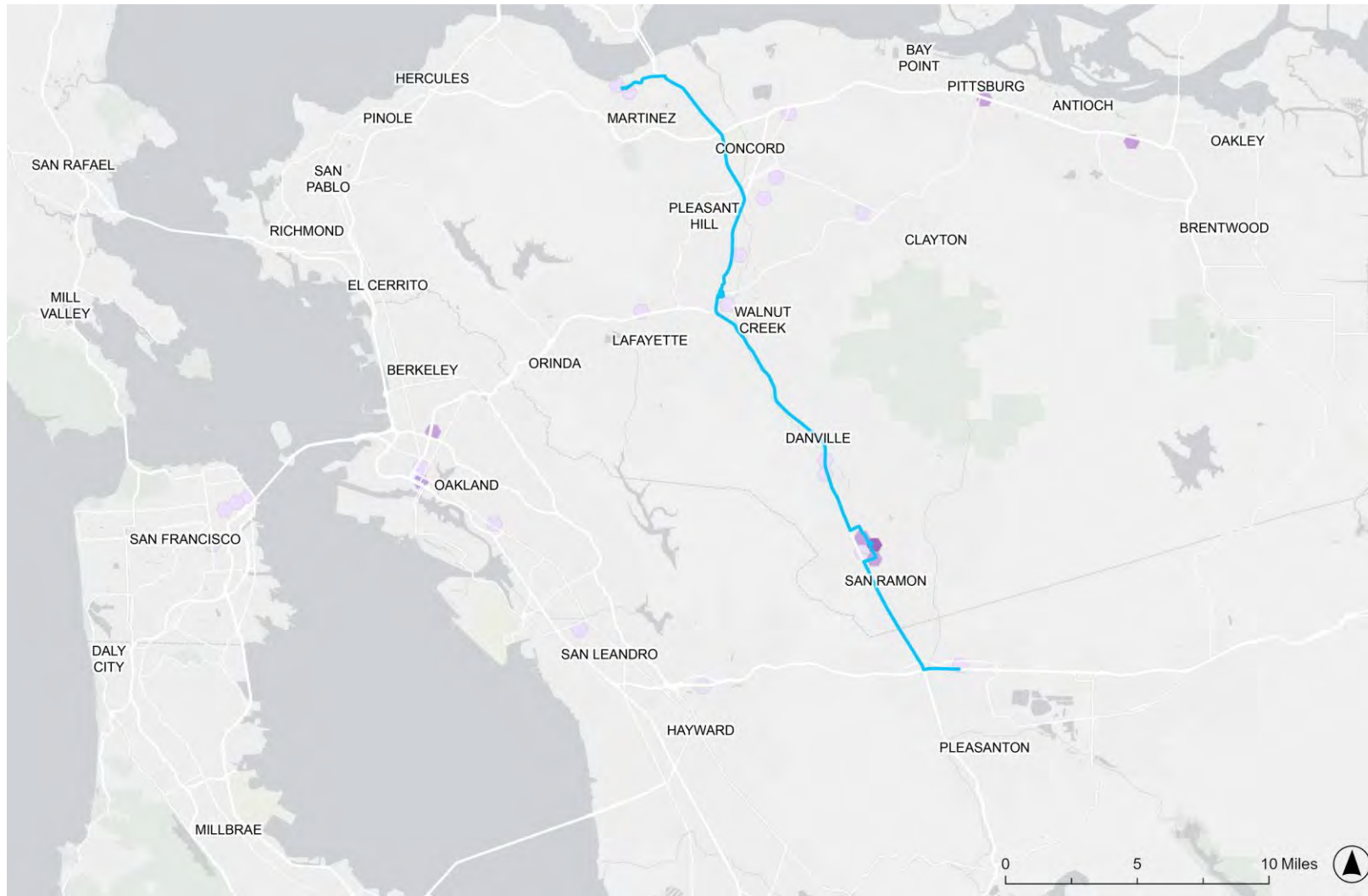
6. Existing Transit Trips Served

- **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



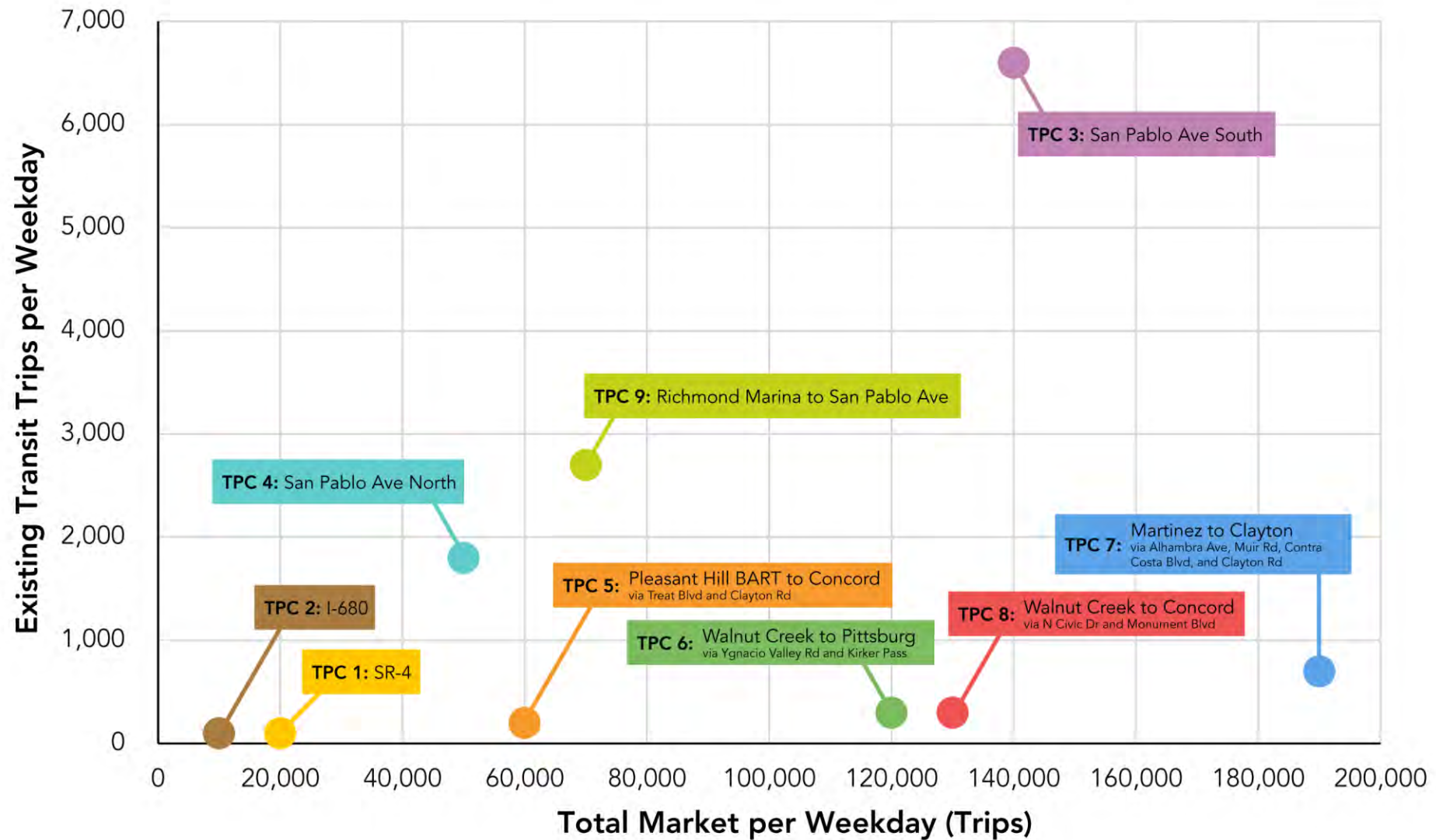
Data source: MTC Regional Onboard Survey

6. Existing Transit Trips Served – TPC 2 Results



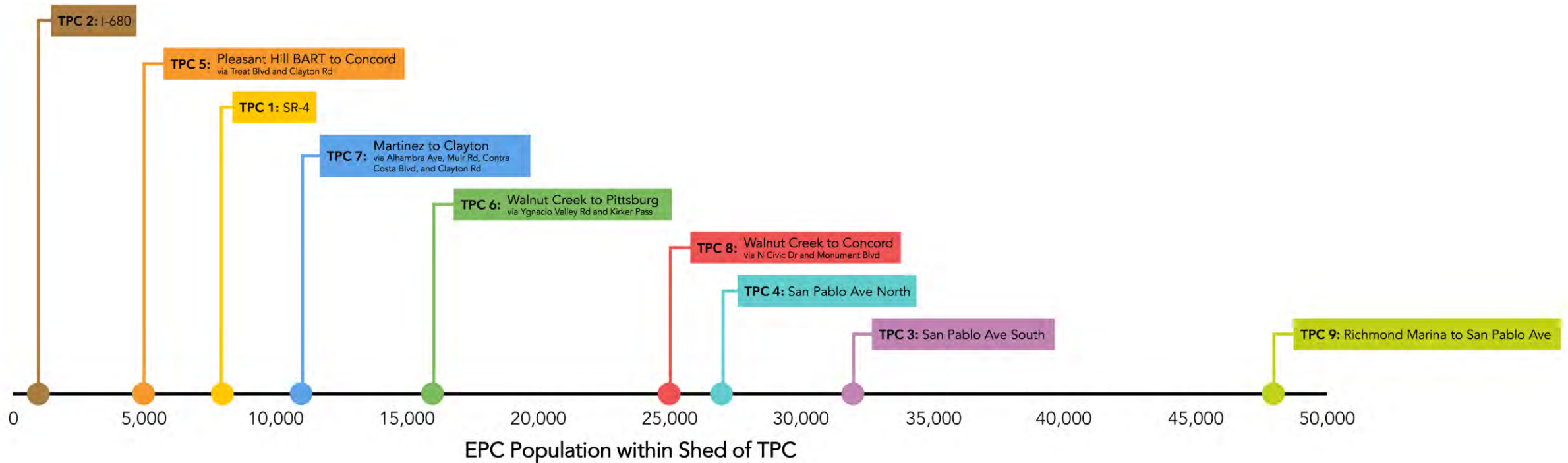
Data source: MTC Regional Onboard Survey

Existing Transit Trips vs Total Market



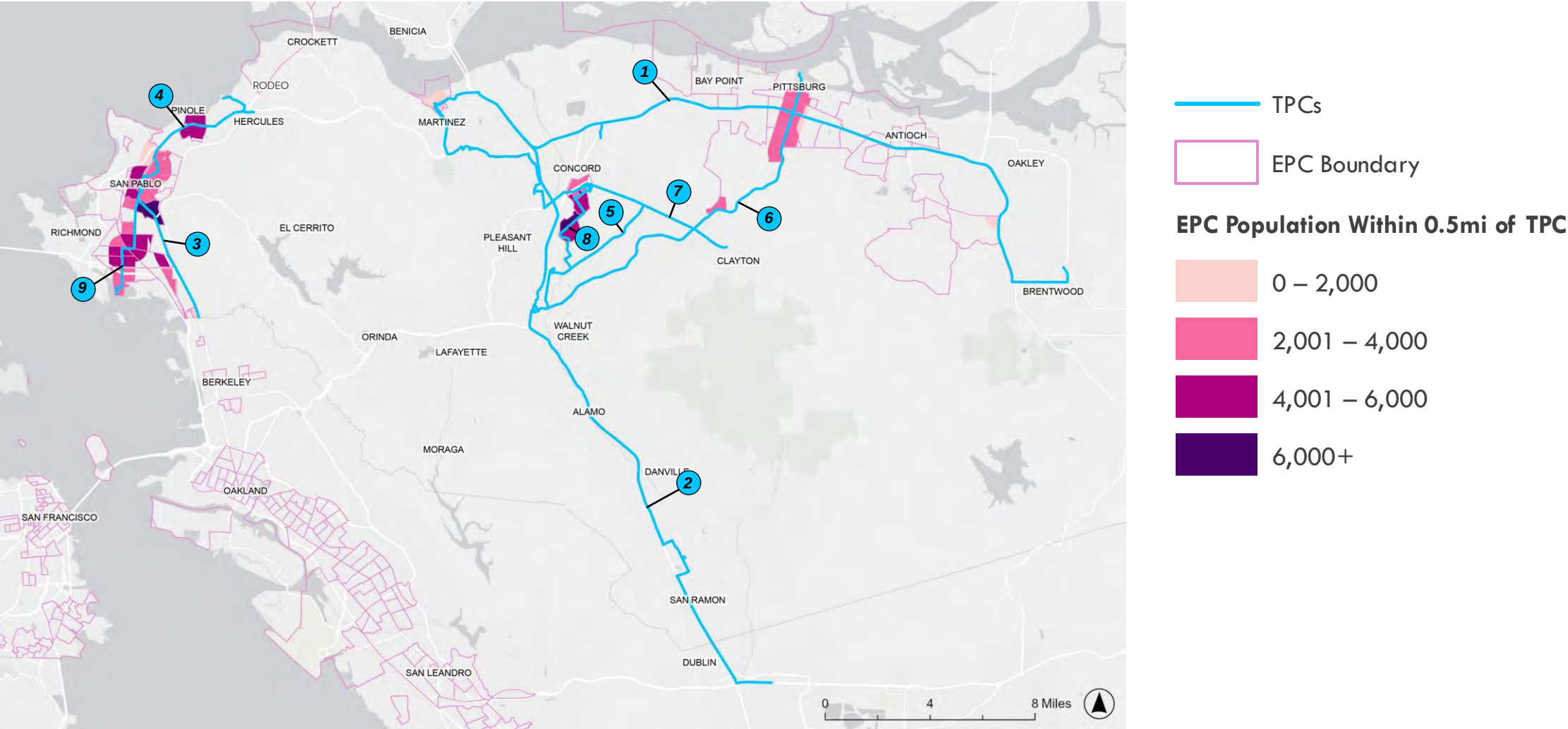
7. Equity

- **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

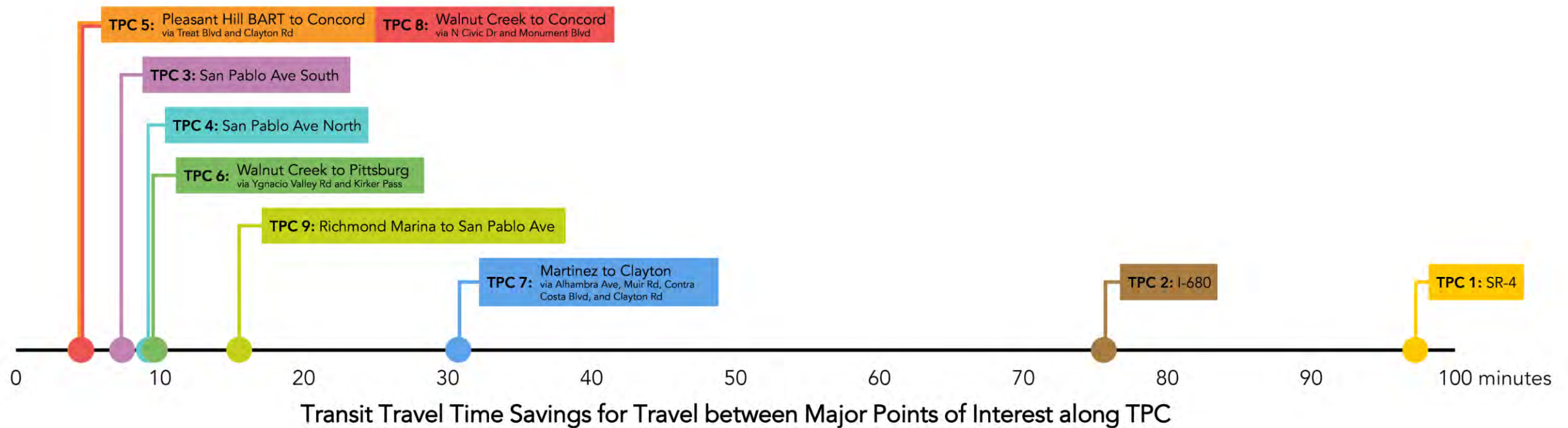
7. Equity



Data source: PBA 2050+ Equity Priority Area Definitions

8. Transit Travel Time Savings

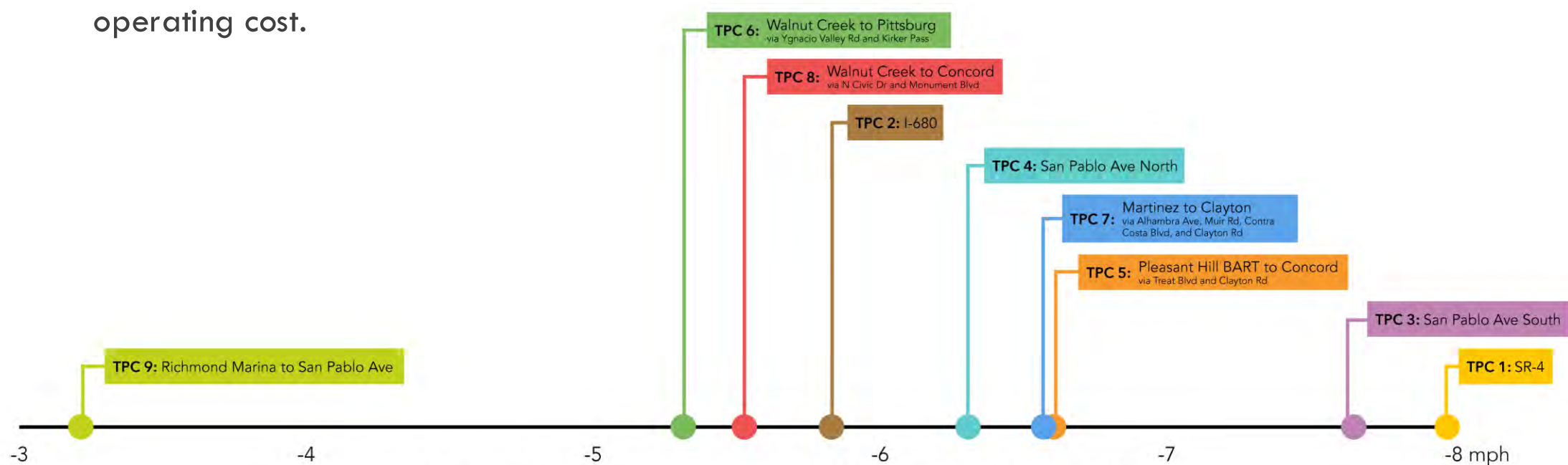
- **Objective:** Estimate change in transit travel time after improvements
- **Performance Measure:** Change in estimated transit travel time between key locations with the transit investment.



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

9. Projected Speed Degradation without TPC Treatments

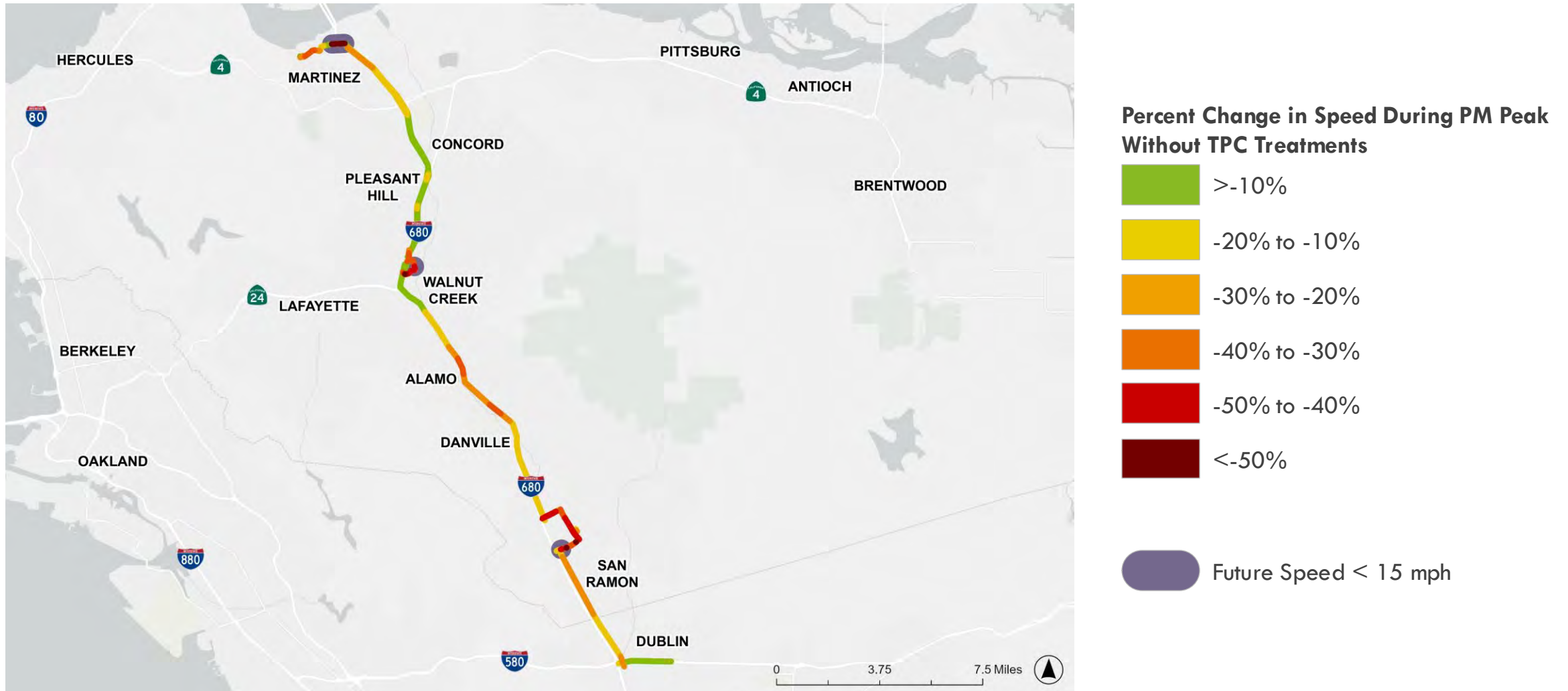
- **Objective:** Evaluate degree to which travel speeds on each TPC are projected to decrease in the future without TPC transit investments.
- **Performance Measure:** Change in speeds from 2020 to 2050 without transit investment. Higher speed reduction translates to greater need for transit investment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

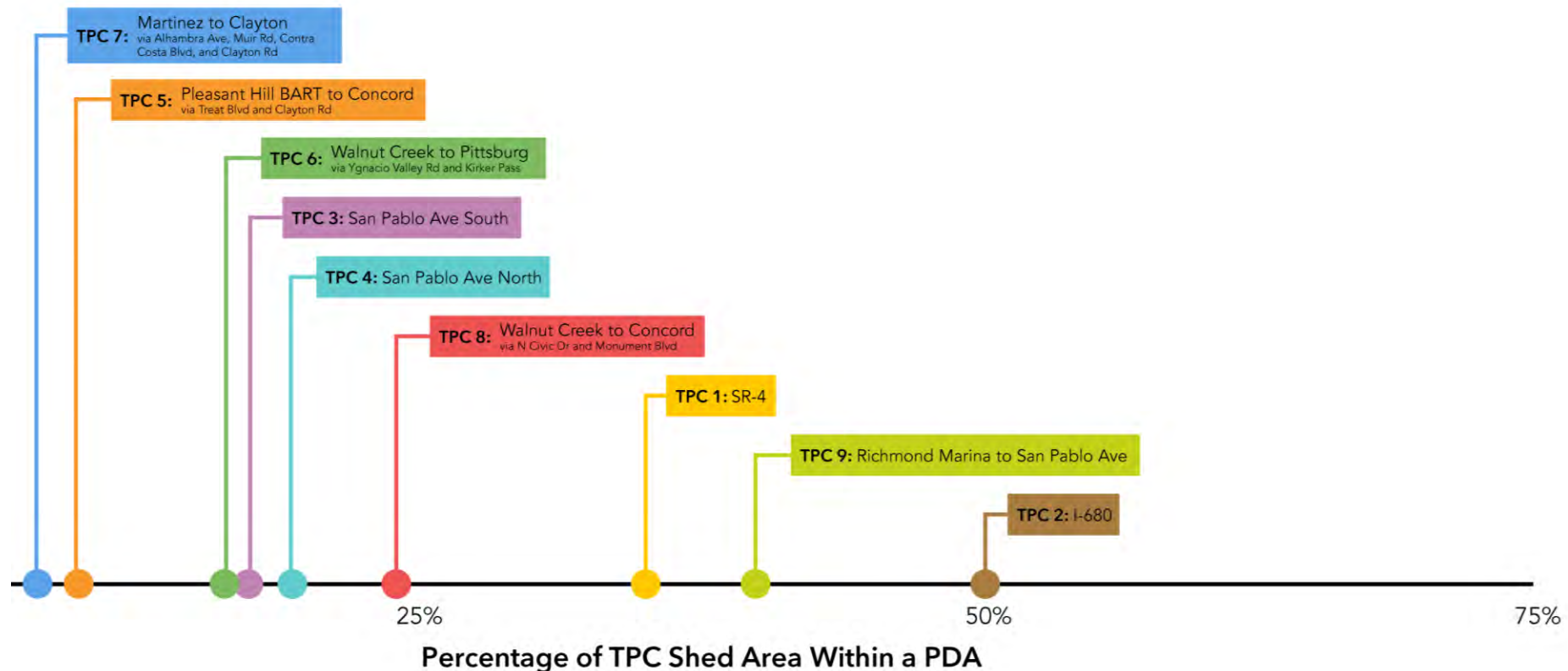
9. Projected Speed Degradation (2020 to 2050) without TPC Treatments – TPC 2 Results



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

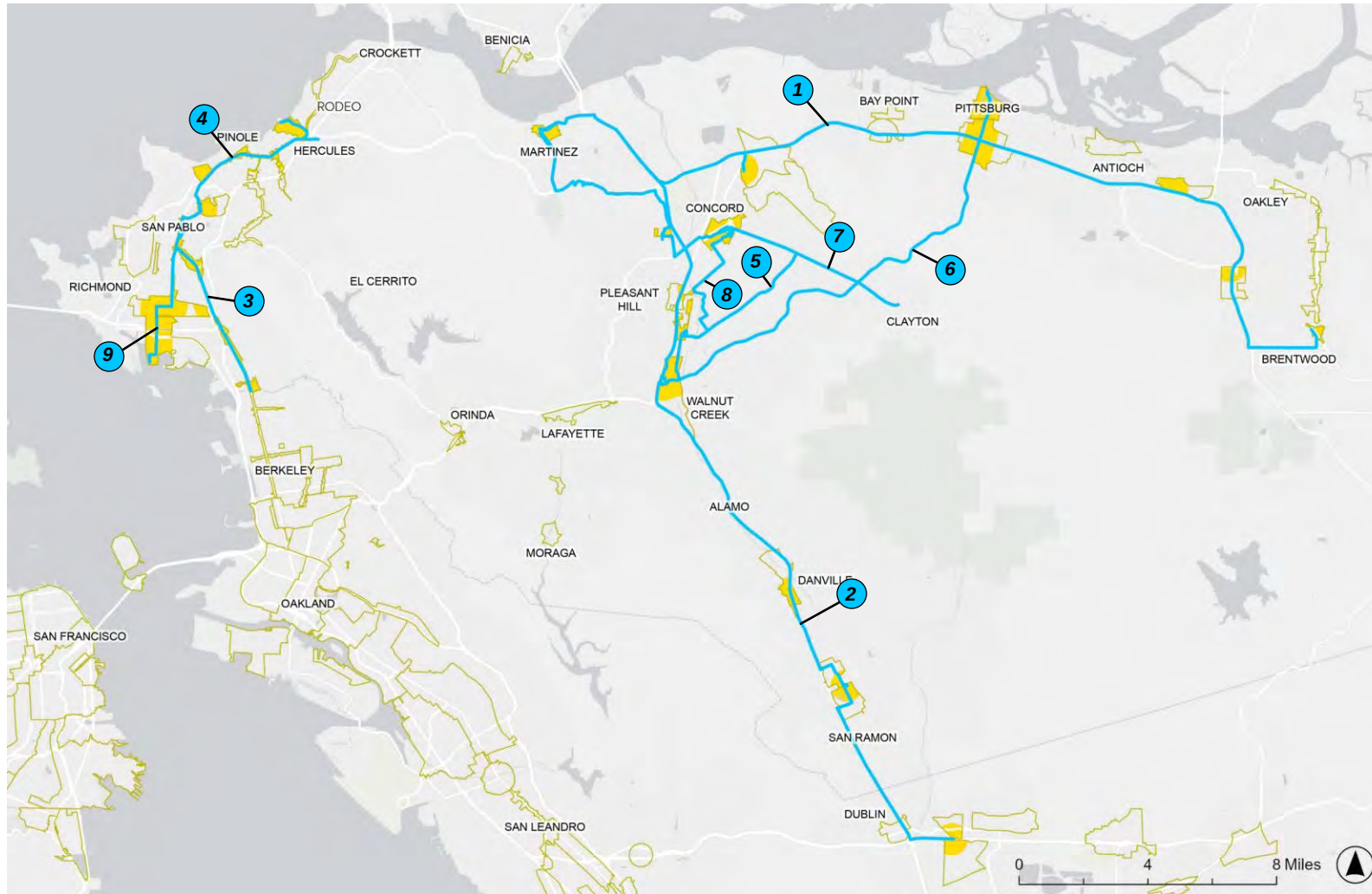
10. Economic Development Potential

- **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

PDA 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

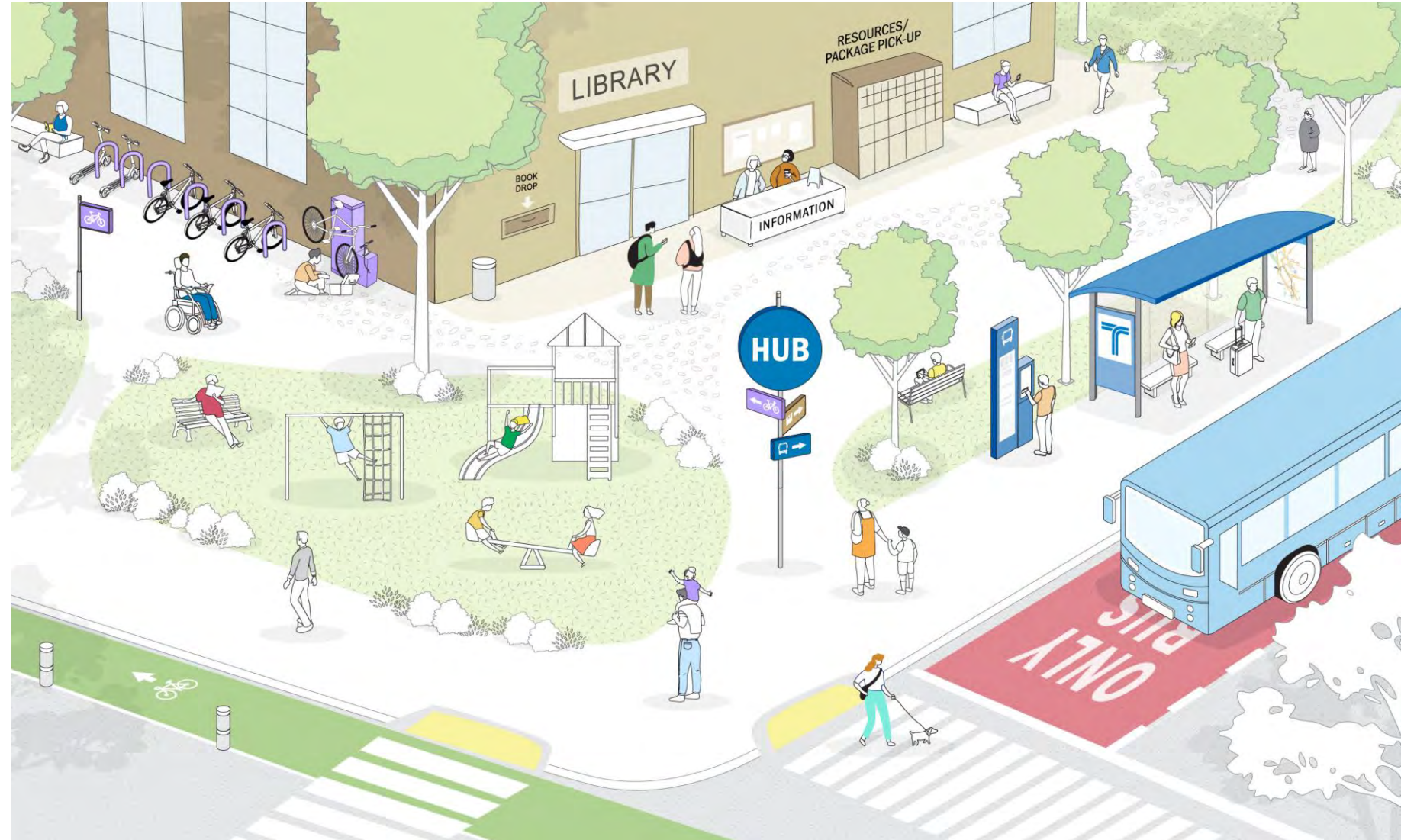
Regional Access Hubs

Serve as access points to TPCs and frequent transit services.



3

Serve as hubs
for local access.



Microtransit Modeling Assumptions

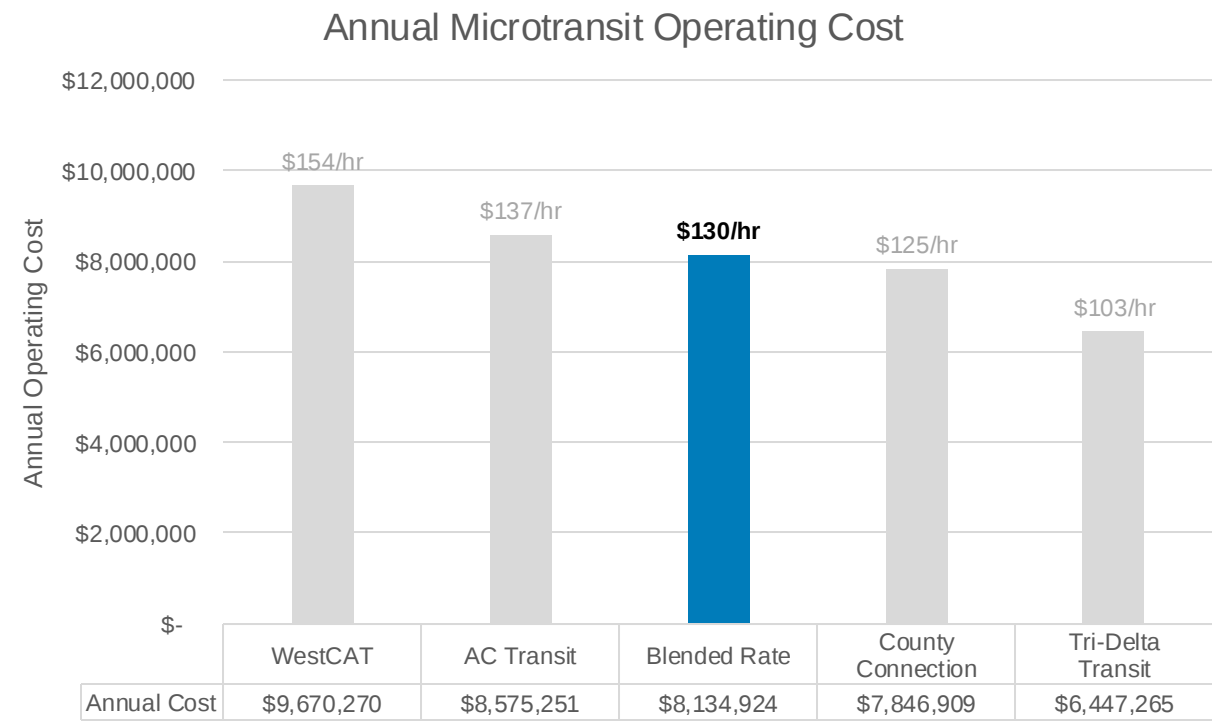
- Vehicle requirements for each zone were scaled based on existing Tri MyRide service area characteristics
 - Existing Antioch/Oakley, Pittsburg/Bay Point & Brentwood details shown in table
- Weekday Span: 5am-9pm
- Weekend Span: 8am-5pm

Zone	Weekday Vehicles	Weekend Vehicles
<i>Tri MyRide Antioch/Oakley*</i>	4-5	1
<i>Tri MyRide Pittsburg/Bay Point*</i>	2-3	1
<i>Tri MyRide Brentwood*</i>	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

AGENDA ITEM 6C



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

DATE: April 14, 2025

TO: Southwest Area Transportation Committee (SWAT)

FROM: Chris Weeks; SWAT Administrator

SUBJECT: 6. C. Try Transit & Secure Your Cycle for SWAT

BACKGROUND

Try Transit is a promotion that is now only available for West County due to changes in the TFCA grant program. It was available countywide until this year. The Try Transit program has two offerings, one for commuters, and a second for college students. When a commuter or college student will pledge to try transit as an alternative to driving alone to/from work or campus they receive a pre-loaded \$25 Clipper card. The Central & East CCTA managed offices are also planning to launch to expand the West County offering in their region. We want to restore funding to Try Transit and Secure Your Cycle for the region by providing Measure J funding.

FISCAL ANALYSIS

Proposed Try Transit Annual Budget is \$5000* based on FY24/25 requests and Secure Your Cycle Budget \$500 total ask \$5,500 from the remaining \$38,000 in unallocated measure J funds for FY25/26 (\$32,500 remaining after allocation)

Try Transit Historic Costs

SWAT	Applications	Clipper Card		Clipper Fee			Total
<i>TT - FY21-22</i>	<i>73</i>	<i>\$25</i>	<i>\$1,825</i>	<i>\$3</i>	<i>\$219</i>		<i>\$2,044</i>
<i>TT - FY22-23</i>	<i>95</i>	<i>\$25</i>	<i>\$2,375</i>	<i>\$3</i>	<i>\$285</i>		<i>\$2,660</i>
<i>TT - FY23-24</i>	<i>68</i>	<i>\$25</i>	<i>\$1,700</i>	<i>\$3</i>	<i>\$204</i>		<i>\$1,904</i>
<i>TT - FY24-25</i>	<i>166</i>	<i>\$25</i>	<i>\$4,150</i>	<i>\$3</i>	<i>\$498</i>	<i>*</i>	<i>\$4,648</i>

RECOMMENDED ACTION

Agree to allocate requested Measure J funds to Try Transit and Secure Your Cycle for FY25/26

Staff Contact:

Chris Weeks, SWAT Administrator

Phone: (925) 973-2547

Email: cweeks@sanramon.ca.gov

Web: <https://swatcommittee.org/>

AGENDA ITEM 7

TRANSPAC
Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
1320 Mount Diablo Blvd, Suite # 206, Walnut Creek, CA 94596
(925) 937-0980

September 23, 2025

Timothy Haile
Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: Status Letter for TRANSPAC Meeting – September 11, 2025

Dear Mr. Haile:

The TRANSPAC Committee met on September 11, 2025. The following is a summary of the meeting and action items:

1. The Board accepted the Quarterly Financial Report for the period ended June 30, 2025.
2. The Board approved the programming of \$248,294 in TFCA subregional funds to support the Walk 'n' Roll (TRANSPAC) school trip reduction program for FY 2025-26.
3. The Board received updates on 2025 Measure J Strategic Plan.

Please contact me at (925)-937-0980, or email at matt@graybowenscott.com if you need additional information.

Sincerely,

Matthew Todd

Matthew Todd
Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Matt Kelly and John Hoang, CCTA Staff
Robert Sarmiento, TRANSPAN; Susannah Meyer, Chair, TRANSPAN
Chris Weeks, SWAT; Mark Armstrong, Chair, SWAT
John Nemeth, WCCTAC; Cameron Sasai, Chair, WCCTAC
Tarienne Grover, CCTA Staff
Sue Noack, Andrei Obolenskiy

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
30 Muir Road, Martinez, CA 94553

September 16, 2025

Mr. Timothy Haile, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Haile:

The TRANSPLAN Committee undertook the following activities during its meeting on September 11, 2025:

1. Appointed Gina Haynes (Pittsburg) as a TRANSPLAN representative to the Contra Costa Transportation Authority (CCTA) Technical Coordinating Committee.
2. Received a presentation on the 2025 Measure J Strategic Plan Update from CCTA staff. CCTA staff responded to a question about the impact of changes to federal funding on CCTA projects by stating that CCTA had enough funding, at least in the short-term, to continue project development and construction.
3. Received a presentation on the East Contra Costa County Automated Transit Network (ATN) Project from CCTA staff. The TRANSPLAN Committee inquired about the cost to ride a vehicle on the ATN and potential ATN alignments along the State Route 4 Corridor from the Antioch BART Station to Brentwood. Staff in attendance from Tri Delta Transit, who would be operating the ATN once it is built, provided additional information about the ATN infrastructure and future ATN operations.

Should you have any questions, please feel free to contact me at 925-655-2918 or robert.sarmiento@dcd.cccounty.us.

Sincerely,



Robert Sarmiento
TRANSPLAN Staff

c: TRANSPLAN Committee	M. Todd, TRANSPAC	M. Kelly, CCTA
A. Shields, TVTC	J. Nemeth, WCCTAC	T. Grover, CCTA
C. Weeks, SWAT	D. Elkins, CCTA	TRANSPLAN TAC

Phone: 925.655.2918 :::: robert.sarmiento@dcd.cccounty.us :::: www.transplan.us



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

September 8, 2025

Mr. Tim Haile, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: SWAT Meeting Summary Report for September 8, 2025

Dear Mr. Haile:

The Southwest Area Transportation Committee ("SWAT") met Monday, September 8, 2025. The following is a summary of the meeting and action items:

1. Approved the SWAT BOD Meeting Minutes from 07/07/2025: and
2. Appointed City of Lafayette representative, Susan Candell, as the new Lamorinda SWAT Alternate to the CCTA for the two-year term through January 31, 2027; and
3. Received presentation on 2025 Measure J Strategic Plan. The updated revenue forecast was presented by CCTA staff Hisham Noeimi, Director of Programming at CCTA.

Please contact me at (925) 973-2547 Desk, (925) 678-4955 Cell, or email cweeks@sanramon.ca.gov, if you need more information.

Regards,

A handwritten signature in black ink, appearing to read "Chris Weeks".

Chris Weeks

San Ramon Transportation Division Manager/SWAT Administrator

Cc: SWAT; SWAT TAC; Hisham Noemi, CCTA; Stephanie Hu, CCTA; Matt Kelly, CCTA; John Hoang, CCTA; Matt Todd, TRANSPAC; Tiffany Gephart, TRANSPAC; John Nemeth, WCCTAC; Robert Sarmiento, TRANSPAC; Ying Smith, CCTA; Ryan McClain, CCTA; Danielle Elkins, CCTA; Rod Wui, City of San Ramon; Emily Owen, CCTA