

Susannah Meyer, Chair  
Brentwood  
City Council

Aaron Meadows Vice-Chair  
Oakley  
City Council

Ron Bernal  
Antioch  
City Council

Juan Banales  
Pittsburg  
City Council

Diane Burgis  
Contra Costa County  
Board of Supervisors

Cortney Jones  
Antioch  
Planning Commission

Kristopher Brand  
Brentwood  
Planning Commission

Kerry Harvey  
Oakley  
Planning Commission

Sarah Foster  
Pittsburg  
Planning Commission

Bob Mankin  
Contra Costa  
Planning Commission

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# TRANSPLAN Committee Special Meeting

## Thursday, October 16, 2025 – 6:30 PM

**Meeting Location:**  
**Tri Delta Transit Board Room**  
**801 Wilbur Avenue, Antioch 94509**

This is an in-person meeting of the TRANSPLAN 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 Meeting:**  
<https://zoom.us/j/94120036996?pwd=n7yGk0GJxqisXhs3ZL1rvuxVgDrCE2.1>

**Meeting ID: 941 2003 6996**  
**Passcode: 189801**

**Dial-in Information**  
**+1 669 444 9171 US**  
**Meeting ID: 941 2003 6996**  
**Passcode: 189801**

In lieu of making public comments at the meeting, members of the public also may submit public comments before or during the meeting by emailing comments to Robert Sarmiento at [Robert.Sarmiento@dcd.cccounty.us](mailto:Robert.Sarmiento@dcd.cccounty.us) or at (925) 655-2918.

All comments submitted by email to the above email address before the conclusion of the meeting will be included in the record of the meeting. When feasible, the Committee Chair, or designated staff, also will read the comments into the record at the meeting, subject to a two-minute time limit per comment.

The TRANSPLAN Chair may reduce the amount of time allotted to read comments at the beginning of each item or public comment period depending on the number of comments and the business of the day. Your patience is appreciated. A break may be called at the discretion of the Committee Chair.

If the Zoom connection malfunctions for any reason, the meeting may be paused while a fix is attempted. If the connection is not reestablished, the Board may continue the meeting in person without remote access.

We will provide reasonable accommodations for persons with disabilities to participate in TRANSPLAN meetings if they contact staff at least 48 hours before the meeting. Please contact Robert Sarmiento at [robert.sarmiento@dcd.cccounty.us](mailto:robert.sarmiento@dcd.cccounty.us).

## AGENDA

*Items may be taken out of order based on the business of the day and preferences of the Committee.*

**1. OPEN** the meeting.

**2. ACCEPT** public comment on items not listed on agenda.

**Consent Items\*** (see attachments where noted [♦])

**3. ADOPT** minutes from September 11, 2025 TRANSPLAN Meeting. ♦ **Page 3**

**4. ACCEPT** environmental register. ♦ **Page 10**

**5. ACCEPT** status report on major East County transportation projects. ♦ **Page 14**

**6. ACCEPT** miscellaneous communication:

- September 11, 2025 TRANSPLAN Committee Meeting Summary Letter
- Letter from the Contra Costa Transportation Authority (CCTA) Re: September 17,

\* = All Consent items are listed within the gray square

2025 Meeting

- c. Status Letter for TRANSPAC Meeting – September 11, 2025
- d. SWAT Meeting Summary Report for September 8, 2025
- e. SWAT Meeting Summary Report for October 6, 2025 ♦ **Page 22**

Action/Discussion Items (see attachments where noted [♦])

**7. RECEIVE** update on the Draft Integrated Transit Plan. CCTA staff and their consultants 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 provided by the TRANSPLAN Committee to the Spring update has been addressed. ♦ **Page 29**

**8. APPROVE** FY 2025/26 Transportation for Clean Air (TFCA) East County subregional program allocations. Two proposals request TFCA East County subregional program allocation, totaling \$215,133.88. ♦ **Page 87**

**9. APPROVE** 511 Contra Costa request to allocate Measure J Program 17 funds (Commute Alternatives) towards the installation of e-lockers in the City of Antioch. ♦ **Page 91**

**10. RECEIVE** report on CCTA activities from TRANSPLAN Committee representatives.

**11. RECEIVE** miscellaneous TRANSPLAN Committee member comments.

**12. ADJOURN** to the next meeting on Thursday, November 13, 2025, at 6:30 p.m. or other date/time as deemed appropriate by the Committee.

\* = All Consent items are listed within the gray square

**ITEM 3**

**ADOPT MINUTES FROM SEPTEMBER 11, 2025 MEETING.**

**TRANSPLAN COMMITTEE**  
**Antioch - Brentwood - Oakley - Pittsburg and Contra Costa County**

**MINUTES**

September 11, 2025

The regular meeting of the TRANSPLAN Committee was convened as an in-person meeting with the option for members of the public to appear in person or to participate via teleconference. Persons who wished to address the Board during public comment or with respect to an item on the agenda were able to comment in person or call in or log in to the meeting via Zoom.

Vice Chair Aaron Meadows called the meeting to order at 6:38 P.M.

**PRESENT:** Juan Banales (Pittsburg), Ron Bernal (Antioch), Kristopher Brand (Brentwood), Diane Burgis (Contra Costa County), Sarah Foster (Pittsburg), Kerry Harvey (Oakley), Cortney Jones (Antioch), Bob Mankin (Contra Costa Planning Commission), and Vice Chair Aaron Meadows (Oakley)

**ABSENT:** Chair Susannah Meyer (Brentwood)

**STAFF:** Robert Sarmiento, TRANSPLAN Staff, Contra Costa County Department of Conservation and Development (CCDCD)

**PUBLIC COMMENT**

No written comments were submitted, or oral comments made, by any member of the public.

**CONSENT ITEMS**

On motion by Juan Banales, and second by Cortney Jones, TRANSPLAN Committee members adopted the Consent Items, as follows:

1. ADOPTED Minutes from the June 12, 2025 TRANSPLAN Meeting
2. ACCEPTED Environmental Register
3. ACCEPTED Status Report on Major East County Transportation Projects
4. ACCEPTED Miscellaneous Communications:
  - a) June 12, 2025 TRANSPLAN Committee Meeting Summary Letter
  - b) Status Letter for TRANSPAC Meeting – June 12, 2025
  - c) Status Letter for TRANSPAC Meeting – July 10, 2025
  - d) SWAT Meeting Summary Report for July 7, 2025
5. APPOINTED TRANSPLAN Representative to the Contra Costa Transportation Authority (CCTA) Technical Coordinating Committee (TCC).

The motion carried by the following vote:

Ayes: Banales, Bernal, Brand, Burgis, Foster, Harvey, Jones, Mankin, Meadows  
Noes: None  
Abstain: None  
Absent: Meyer

**RECEIVE UPDATE ON THE 2025 MEASURE J STRATEGIC PLAN UPDATE**

The Contra Costa Transportation Authority (CCTA) is in the process of updating the current Measure J Strategic Plan adopted in September 2022. A revenue forecast for the update had been adopted by the Authority Board in June 2025, and an update will be provided on the approach and schedule for completing the update.

Hisham Noeimi, Director, Programming, CCTA, presented the 2025 Strategic Plan Update for Measure J which had been approved by Contra Costa Voters in November 2004, extending the half cent transportation sales tax for 25 years from April 1, 2009 through March 31, 2034, and assigning funding for specific projects and programs in the Expenditure Plan. He described some components of Measure J, including the 18 percent return-to-source funds allocated to local jurisdictions for local street maintenance and improvement projects.

Mr. Noeimi advised that the Expenditure Plan had expected to produce \$2 billion in revenue in 2004 dollars, although that had not proven to be the case given the recession in 2008. He explained that the Measure J Strategic Plan anticipated funding needs and availability for the next five to seven years, established timing and size of bond issuances to meet the funding needs, committed funding to projects in specific years, and was updated every two to three years to assess assumptions on revenue growth, debt service costs and other factors.

Mr. Noeimi highlighted what had occurred under the Measure J Strategic Plan in the last three years:

- There had been \$48.35 million more in revenues compared to projections in the 2022 Measure J Strategic Plan;
- The 2015 bonds had been refinanced in 2025 which had reduced the bond interest cost by \$7 million;
- CCTA had been 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 were expected to start construction in the next three years; and
- The number of non-Measure J grant funded projects was increasing, although there was uncertainty with future funding in the current economic conditions due to tariffs and the like.

For the revenue forecast, Mr. Noeimi identified and compared actual Measure J sales tax revenue with projected sales tax revenue under the 2022 Strategic Plan. He also identified a baseline, conservative and optimistic revenue forecast as of June 2025.

Along with that, Mr. Noeimi recognized the programmatic construction reserves to address unforeseen cost increases during construction and/or revenue reductions and explained that several large Measure J projects were anticipated to be under construction in the next three years. The CCTA Board of Directors had approved augmenting the programmatic construction reserve in each subregion, amounts to be determined as part of the Strategic Plan update. He highlighted the funded projects representing over \$600 million in capital costs over the next four years.

Mr. Noeimi referred to the Transportation for Livable Communities (TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) programs and reported that two cycles had been programmed since the start of Measure J, in 2012 and 2016. The 2022 Strategic Plan deferred the third cycle programming to address the constrained cashflow capacity in 2023 and 2024. The cashflow capacity improved due to higher revenues than expected in the past three years, and the Board approved removing the hold on programming the next cycle of TLC and PBTF Measure J funds in 2025.

Mr. Noeimi referred to the geographic equity for the subregions for both capital projects and programs the Measure J Expenditure Plan by subregion, and for new capacity for projects. He pointed out that East County had nearly 49 percent of the programmed Measure J funds in the 2022 Strategic Plan and the same for the targeted capital projects while Central County had almost 30 percent, Southwest County had almost 13 percent and West County had less than 9 percent of the funds.

Mr. Noeimi identified the projects remaining in the Measure J Strategic Plan Program of Projects by subregion and stated the actual projects would be identified in the next update. He highlighted the projects completed in East County and explained that the only project remaining in East County was the James Donlon Extension project in Pittsburg. With about a half million left subregionally, he suggested that could be used for a match or a gap and he would return with more information.

Mr. Noeimi stated the final 2025 Measure J Strategic Plan was targeted to be completed by December 2025. He responded to questions, pointed out that \$600 million in bonds had been issued, clarified that an active Antioch project was an \$18 million project, and agreed that a government shutdown could impact revenues, and while the CCTA had enough cash to get through that, the cash would not last too long.

### **RECEIVE UPDATE ON THE EAST CONTRA COSTA COUNTY AUTOMATED TRANSIT NETWORK (ATN) PROJECT**

CCTA staff to provide an update on the status of the ATN Project.

Ryan McClain, Deputy Executive Director, Projects and Operations, Contra Costa Transportation Authority (CCTA), presented the ATN and noted that the ATN had last been updated in 2023. He identified the project's vision and objectives and noted that the original vision was to entail a partnership with Tri Delta Transit to create an integrated, sustainable and affordable transit network.

The enhanced network was intended to bring more people to the ATN system and BART. There was a potential for sustainable economic development in areas the new transit system would serve. He identified the ATN project requirements and stated a Request for Proposal (RFP) had been issued with key project parameters for the system such as on-demand, wait times from two to five minutes, and no shared vehicles with a one-party ride, non-stop travel, and point-to-point service, although there was an ability to share rides.

Mr. McClain advised that the vehicles would be fully automated, the plan was for greenhouse gas (GHG) neutral operations, with vehicles made in the USA, an Americans with Disabilities Act (ADA) accessible system and vehicles, and required to use the same system assumed in the Feasibility Study. The operations would be fully traffic-separated and directionally separated and there would be an option to operate at grade. He also noted that people could leave their car at home and connect with shopping centers, BART or Amtrak, and if not getting in their cars people would be more likely to use alternatives.

Mr. McClain presented the contract scope and schedule and reported that since the award of contract, they had been working on feasibility studies from a financial standpoint in the past 13 months, and were now heading into Phase 2 that would focus on environmental considerations. After Phase 2, the design process would be pursued for another 18 months, then construction afterwards for another 30 months, and then operation was expected to start in 2030.

Mr. McClain described the delivery approach going forward with grant funding. He identified some of the unique benefits generated by the project, including delivery in five to seven years: attract private financing while retaining public ownership, substantially reduce dependence on operating subsidies, create new economic and workforce development opportunities and stimulate Transit Oriented Development (TOD).

Mr. McClain identified the full system phasing plan that would offer more density station placement than BART, for instance, with a long-term goal of 28 miles, 44 stations, and 11 million riders who would pay \$3 for shared fares and \$10 for non-shared fares, with wait times of two to five minutes. He stated the concept had been narrowed down to the first segment from the Antioch BART station to Brentwood and he identified three different alignments for the segments. He stated that design and build out costs had been estimated to identify the subsidy needed. There was a potential for a hybrid of the three alignments. He also identified a comparison of the ATN project with alternatives such as eBART and State Route 4 Median Bus Rapid Transit (BRT), and noted that the ATN would integrate and augment the existing transit system all throughout East County. He added that Glydways was on track to achieve major technology development milestones well ahead of Day 1 operations, and he showed an aerial view of the Glydways Development Facility at the Hilltop Mall property in Richmond.

Next steps would involve a benefit cost analysis, environmental clearance, further assessing and prioritizing funding sources, grant applications and project socialization with key regional, state and federal stakeholders and subcontractor procurement.

Director Burgis verified with Mr. McClain that of the three studied options; Westside, SR4 Median and Eastside, the Eastside probably made more sense, but when going through the environmental screening there would be an assessment of the other alignment options as well. She referred to the lessons learned from BART and other systems and the need to make sure the proposed ATN was feasible, and ideally would be turned over to Tri Delta Transit for management, with the idea to build the ATN in a sustainable way.

Cortney Jones asked about the way the ATN would travel and noted the width of two ATN vehicles could fit in one traffic lane. As to the cost of \$3 for a shared ride and \$10 for a non-shared ride, Mr. McClain affirmed that there would be a flat rate no matter the distance a rider travelled.

Mr. McClain stated the goal was to get funding from existing developments, initially pursue grants and then work with partners. He added that instead of widening the road an alternative transportation option would be available. One could also order ahead on an app or at a kiosk at the station. The vehicles were only five feet wide and could switch to other shuttles with the idea that vehicles could use off-the-shelf parts, and even if Glydways went away the ATN could still be pursued. There would also be rubber tires on a concrete path, no rails, and no third electric rail. The vehicles would be battery powered with little infrastructure needed. The closest thing to the proposed ATN was the Air Train at SFO where rubber tires operated on a dedicated track, seen as something new.

Mr. McClain added that as many safeguards as possible would be built in. He was asked about the lifespan of the vehicles and he did not know and would have to provide that information at a later date.

Rashidi Barnes, Chief Executive Officer (CEO), Tri Delta Transit, wanted to be able to repurpose the ATN right-of-way for Tri Delta Transit buses if Glydways or other ATN operator went under. He referred to the short lifespan of the current electric buses, primarily due to parts or parts distributors not being available to help maintain the electric buses, and emphasized the need to have a Tri Delta Transit workforce capable of managing the ATN.

#### **RECEIVE REPORT ON CCTA ACTIVITIES FROM TRANSPLAN COMMITTEE REPRESENTATIVES**

Vice Chair Meadows reported that there had been no CCTA Board meeting in August, and Diane Burgis advised that the Board would meet next week.

#### **RECEIVE MISCELLANEOUS TRANSPLAN COMMITTEE MEMBER COMMENTS**

There were no comments.

**ADJOURNMENT**

Vice Chair Meadows adjourned the meeting of the TRANSPLAN Committee at 7:31 P.M. to the next meeting on Thursday, October 9, 2025 at 6:30 P.M. or other date/time as deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith  
Minutes Clerk

**ITEM 4**

**ACCEPT ENVIRONMENTAL REGISTER.**

## TRANSPLAN ENVIRONMENTAL REGISTER

| LEAD AGENCY       | GEOGRAPHIC LOCATION<br>(City, Region, etc.)                                                        | NOTICE / DOCUMENT                                                  | PROJECT NAME                                   | DESCRIPTION                                                                                                                                                                                                                                                                                                                     | COMMENT DEADLINE | RESPONSE |
|-------------------|----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|----------|
| City of Oakley    | West of Big Break Road, east of Bridgehead Road, and north of Main Street                          | Notice of Availability:<br>Draft Environmental Impact Report       | <b>Bridgehead Industrial Project</b>           | Removal of the existing vineyard and associated buildings and subsequent construction of 10 light industrial buildings (Buildings 1 through 10) totaling 3.18 million sf of new building space, along with supporting infrastructure improvements.                                                                              | 11/3/2025        | No       |
| City of Oakley    | Southwest of the intersection of Kings Canyon Way and Sierra Trail Boulevard                       | Notice of Intent to Adopt<br>Recirculated MND                      | <b>Stonecreek Subdivision 9647 Project</b>     | Subdivision of project site into 176 single-family residential lots. The project would also include approximately one acre of open space within a 75-foot setback from Marsh Creek, a 2.43-acre park in the northwest corner of the project site, and a 2.7-acre stormwater detention basin in the northeast corner of the site | 10/15/2025       | No       |
| City of Pittsburg | 2232 Golf Club Road, south of Leland Road                                                          | Notice of Availability:<br>Draft Environmental Impact Report       | <b>Pittsburg Technology Park Specific Plan</b> | Specific Plan will serve as the overarching planning document for an area where a future technology-focused business park will be developed.                                                                                                                                                                                    | 8/19/2024        | No       |
| City of Oakley    | East of Bethel Island Road, north of East Cypress Road, and west and south of Sandmound Boulevard. | Notice of Preparation:<br>Supplemental Environmental Impact Report | <b>East Cypress Corridor Specific Plan</b>     | Redesign to "Planning Area 2" of the East Cypress Corridor Specific Plan, further subdivision of the project site into 443 residential lots through six Builder's Remedy Tentative Maps, and an analysis of the feasibility of a new Rock Slough Bridge.                                                                        | 6/10/2024        | Yes      |
| City of Oakley    | West of Big Break Road, east of Bridgehead Road, and north of Main Street                          | Notice of Preparation:<br>Environmental Impact Report              | <b>Bridgehead Industrial Project</b>           | Removal of the existing vineyard and associated buildings and subsequent construction of 10 light industrial buildings (Buildings 1 through 10) totaling 3.18 million sf of new building space, along with supporting infrastructure improvements.                                                                              | 6/10/2024        | Yes      |

### TRANSPLAN ENVIRONMENTAL REGISTER

|                     |                                                                                         |                                                              |                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |          |     |
|---------------------|-----------------------------------------------------------------------------------------|--------------------------------------------------------------|---------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-----|
| City of Pittsburg   | 2232 Golf Club Road, south of Leland Road                                               | Notice of Preparation:<br>Draft Environmental Impact Report  | <b>Pittsburg Technology Park Specific Plan</b>                | Specific Plan will serve as the overarching planning document for an area where a future technology-focused business park will be developed.                                                                                                                                                                                                                                                                                                                                  | 4/4/2024 | Yes |
| City of Pittsburg   | City of Pittsburg                                                                       | Notice Of Availability:<br>Draft Environmental Impact Report | <b>2024 Pittsburg General Plan</b>                            | Comprehensive update of City of Pittsburg's General Plan                                                                                                                                                                                                                                                                                                                                                                                                                      | 2/9/2024 | No  |
| Contra Costa County | Unincorporated Contra Costa County                                                      | Notice of Preparation:<br>Draft Environmental Impact Report  | <b>Contra Costa 2045 General Plan and Climate Action Plan</b> | Comprehensive update of Contra Costa County's General Plan and Climate Action Plan                                                                                                                                                                                                                                                                                                                                                                                            | 10/20/23 | No  |
| City of Pittsburg   | 420 East 3rd Street, southwest of the intersection of East 3rd Street and Harbor Street | Notice Of Availability:<br>Draft Environmental Impact Report | <b>Harbor View Project</b>                                    | 207 single-family residential units, 20 mixed-use live/work duplexes.                                                                                                                                                                                                                                                                                                                                                                                                         | 5/1/23   | No  |
| City of Pittsburg   | North of Willow Pass Road and south of Honker Bay                                       | Notice of Preparation                                        | <b>Bay Walk Mixed-Use Project</b>                             | (1) remedial activities, and (2) new development within the project site. A Specific Plan is being prepared to define the potential development of the project site. Overall, the proposed Specific Plan could result in the development of a range of uses, including approximately 1,999 residential units, 18.8 acres of Employment Center Industrial (ECI) uses, 6.5 acres of mixed-use development, a 120-room hotel, and various park, recreation, and open space areas | 11/29/22 | Yes |
| City of Pittsburg   | Buchanan Road, between Ventura Drive and Meadows Ave., Pittsburg                        | Notice of Intent to Adopt MND                                | <b>LMK Petro</b>                                              | New gas station with ancillary uses, including a Convenience Store, and a Car Wash. Requires a General Plan Amendment, rezone, use permit, and design review.                                                                                                                                                                                                                                                                                                                 | 11/28/22 | No  |

**TRANSPLAN ENVIRONMENTAL REGISTER**

|                      |                                                                                                        |                             |                                                                    |                                                                          |         |    |
|----------------------|--------------------------------------------------------------------------------------------------------|-----------------------------|--------------------------------------------------------------------|--------------------------------------------------------------------------|---------|----|
| City of<br>Pittsburg | 420 East 3rd<br>Street, southwest<br>of the<br>intersection of<br>East 3rd Street<br>and Harbor Street | Notice of<br>Preparation    | <b>Harbor View Project</b>                                         | 207 single-family residential units, 20<br>mixed-use live/work duplexes. | 9/12/22 | No |
| City of Oakley       | Oakley                                                                                                 | Notice of<br>Public Hearing | <b>Public Review Draft of 2023-2031<br/>Housing Element Update</b> | Updating of the Oakley Housing Element<br>for 2023 to 2031               | 7/12/22 | No |

**ITEM 5**

**ACCEPT STATUS REPORT ON MAJOR EAST COUNTY  
TRANSPORTATION PROJECTS.**

# TRANSPLAN: Major East County Transportation Projects

- State Route 4 Widening • State Route 4 (former) “Bypass”
- State Route 239 • eBART

## Quarterly Status Report: July – September 2025

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Information updated from previous report is in underlined italics.

### ACTIVE PROJECTS

#### STATE ROUTE 4 WIDENING

##### A. SR4 Operational Improvements: I-680 to Bailey Road (#6006)

**CCTA Fund Source:** Measure J

**Lead Agency:** Contra Costa Transportation Authority/City of Concord

**Project Description:**

***Initial Phase (Eastbound):*** 1) Replace the existing acceleration lanes at Port Chicago Highway (PCH) on ramp with an auxiliary (Aux) lane from PCH on ramp to Willow Pass Road off ramp. 2) Extend this Aux lane from Willow Pass Road off ramp to Willow Pass Road on ramp. 3) Add second exit lane San Marco Blvd off ramp.

***Future Phases (as funding becomes available):*** Improve SR4 between (b/w) I-680 & Bailey Road. Improvements to be evaluated include:

Eastbound:

B/w Port Chicago Hwy Interchange (I/C) and Willow Pass Rd I/C

- 1) Add Aux lane b/w PCH on ramp & Willow Pass Rd off ramp.

B/w Willow Pass Rd I/C and San Marco Blvd I/C

- 2) Add Aux lane b/w Willow Pass Rd on ramp & San Marco Blvd off ramp.

At San Marco I/C

- 3) Add new mixed flow lane from San Marco Blvd off ramp to San Marco Blvd on ramp.

B/w San Marco Blvd I/C and Bailey Rd I/C

- 4) Add Aux lane from San Marco Blvd loop on ramp to existing deceleration lane at Bailey Rd off ramp.

From SR 242 off ramp to Port Chicago Highway off ramp

- 5) Extend existing mixed flow lane from I-680 on ramp to PCH off ramp.

Westbound:

At SR242/SR4 I/C

- 6) Modify one of the existing mandatory exit lanes to SR242 to an optional exit lane, allowing 3 lanes to both SR242 exit and WB SR4.

From Port Chicago Hwy I/C to Willow Pass Rd I/C

- 7) Add mixed flow lane from Willow Pass Rd on ramp to existing mainline lane just east of Port Chicago Hwy (PCH) off ramp.
- 8) Add second exit lane at Port Chicago Highway off ramp.
- 9) Add Aux lane from Willow Pass Road on ramp to second exit to PCH.

At Willow Pass Rd I/C

- 10) Add mixed flow lane b/w Willow Pass off ramp & Willow Pass on ramp. B/w Willow Pass Rd I/C and San Marco Blvd I/C
- 11) Add Aux lane b/w San Marco Blvd on ramp and Willow Pass off ramp. At San Marco Blvd I/C & b/w San Marco Blvd I/C and Bailey Rd I/C

At San Marco Boulevard I/C and b/w San Marco Boulevard I/C & Bailey Road I/C

- 12) Extend existing acceleration lane at Bailey Rd on ramp to existing Aux lane b/w San Marco on ramp & Willow Pass off ramp.

**Current Phase:** Environmental Clearance

**Project Status:**

- PSR-PDS was approved in May 2017.
- The Initial Phase of the project is in the Project Approval/Environmental Document (PA/ED) Phase.

**Issues/Areas of Concern:** The Overall Project has significant funding shortfall.

**Update from Previous Quarterly Report**

- Project work is currently on hold until next steps to address SB 743 are determined.
- In anticipation of restarting work on Phase 1, term extension to the agreement with the consultant team was approved by the Authority Board in July 2025.
- Schedule has been updated based on the latest information.

**B. State Route 4 Integrated Corridor Management (ICM) (#28002)**

**CCTA Fund Source:** Measure J/FHWA/TBD

**Lead Agency:** Contra Costa Transportation Authority

**Project Description:** Use state-of-the-practice Intelligent Transportation System (ITS) technologies to enhance the effectiveness of the existing transportation system along State Route 4 (SR4) and parallel/crossing arterials between SR160 and Interstate 80 (I-80). Project elements include the following:

- Operational strategies based on real-time traffic conditions along the corridor (a.k.a. Decision Support System)
- Adaptive ramp metering

- Incident management with speed harmonization
- Traffic and transit Information System
- Arterial and transit improvements
- Connected Vehicle (CV) applications/technologies
- Integration with the I-80 Integrated Corridor Management (ICM).

The SR 4 ICM may be combined with one or more packages of the SR 4 Operational Improvements (Project 6006).

**Current Phase:** Environmental Clearance

**Project Status:**

- Project was awarded a Federal Highway Administration (FHWA) ICM Planning Grant.
- Completed Systems Engineering Management Plan (SEMP) 2 System Requirements Concept of Operations (ConOps) report.

**Issues/Areas of Concern:** Must compete for additional grants:

- a) \$6 million for Phase 2 implementation
- b) \$4.75 million CV Pilot Deployment

**Update from Previous Quarterly Report**

Project is on hold pending future funding.

## **STATE ROUTE 239 (#5007)**

**Scope:**

State Route 239 (SR239) was first legislated in 1959 as a possible roadway linking SR4 in Brentwood to I-205 or I-580 west of Tracy. A Feasibility Study and a Project Initiation Document were completed in 2015. The current scope is to complete the preliminary engineering and environmental document (PAED) for SR239 to determine its alignment, complete the State Route Adoption process, and to identify and obtain environmentally approval for an initial segment to proceed with design and construction.

**Administration:** Responsibility for the State Route 239 Study the associated federal funding was transferred from Contra Costa County to the Contra Costa Transportation Authority in January 2012.

**Current Phase:** Environmental Clearance

**Status**

- Feasibility study and project initiation document have been completed.
- The PAED work is ongoing.
- The project funding deadline was extended to June 30, 2026 to reflect the complex nature of the project.

**Issues/Areas of Concern**

- Significant funding is needed to complete project and a two-tiered process is being contemplated to be consistent with project phasing.
- The proposed hybrid programmatic and project level PAED is new to Caltrans District 4.

- The Transfer-Bethany Pipeline has been terminated and is no longer a project constraint.
- The project team continues to coordinate with the Delta Conveyance project for mutual compatibility.
- Project has to adapt to changing environmental protocols.

#### **Update from Previous Quarterly Report**

- Consultant has completed the majority of environmental technical studies. The team is discussing the streamlining of the Draft Environmental Document preparation and review.
- Project alternatives are continually being updated, refined, and evaluated based on coordination with other projects, public input and to minimize environmental impacts, utilizing information from the latest field surveys.
- Consultant and Caltrans completed the consultation process with various resource agencies, and the guidance and information received has been beneficial in developing and refining the study alternatives.
- Wildlife movement camera survey at multiple locations and movement study are ongoing.
- Project includes multi-modal project elements which may include accommodation for future transit and micro-transit facilities.
- The project team is refining studies, including plan to address Senate Bill 743 (SB 743) vehicle miles traveled (VMT) requirements.
- An alternative evaluation matrix had been presented to project stakeholder agencies.
- Advance agency outreach will precede release of draft environmental document for public review in spring 2026.

## **COMPLETED PROJECTS**

### **STATE ROUTE 4 WIDENING**

#### **C. SR4 Widening: Railroad Avenue to Loveridge Road **COMPLETED****

**Lead Agency:** CCTA

**Project Description:** The project widened the existing highway from two to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately ¾ mile west of Loveridge Road and provided a median for future transit.

**Current Project Phase:** Completed.

**Project Status:** Landscaping of the freeway mainline started in December 2009 and was completed in June 2010. A three-year plant establishment and maintenance period is currently in progress as required by the Cooperative Agreement with Caltrans, was completed on June 24, 2013. Caltrans has accepted the project and will take over the maintenance responsibilities. The CCTA Board accepted the completed construction contract, approved the final contractor progress payment, approved the release of the retention funds to the contractor, and authorized staff to close construction Contract No. 241 at its September 18, 2013 meeting.

**Issues/Areas of Concern:** None.

#### **D. SR4 Widening: Loveridge Road to Somersville Road **COMPLETED****

**Lead Agency:** CCTA

**Project Description:** The project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) between Loveridge Road and Somersville Road. The project provides a median for future mass transit. The environmental document also addresses future widening to SR 160.

**Current Project Phase:** Completed.

**Project Status:** Caltrans accepted the contract on June 30, 2014. The construction contract is now closed with no outstanding claims.

**Issues/Areas of Concern:** None.

**E. SR4 Widening: Somersville Road to SR 160** **COMPLETED**

**Lead Agency:** CCTA

**Project Description:** This project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) from Somersville Road to Hillcrest Avenue (plus auxiliary lanes), including a wide median for transit, and then six lanes to SR160 and the new SR4 Bypass.

The project was constructed in five segments:

- Segment 1: Somersville Road to Contra Loma Boulevard.
- Segment 2: Contra Loma Boulevard to A Street/Lone Tree Way.
- Segment 3A: A Street/Lone Tree Way to Hillcrest Avenue.
- Segment 3B: Hillcrest Avenue to SR160.
- Corridor-wide: Landscaping.

**Current Project Phase:** Completed.

**Project Status:** The project is divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3A) A Street Interchange and Cavallo Undercrossing and 3B) Hillcrest Avenue to Route 160.

**Segment 1:** Somersville Interchange  
Segment was open to traffic in December 2013.

**Segment 2:** Contra Loma Interchange & G St. Overcrossing  
Construction began in March 2012 and was completed in February 2016. Project History Files have been submitted to Caltrans.

**Segment 3A:** A Street Interchange and Cavallo Undercrossing  
Construction began in August 2012 and was accepted as complete in May 2017.

**Segment 3B:** Hillcrest Avenue to SR160  
Construction and BART bike safety improvements have been completed.

**Corridor-wide:**

Ribbon cutting ceremony held on July 20, 2016.

**Issues/Areas of Concern:** None

**F. SR4 Bypass: SR4/SR160 Connector Ramps** **COMPLETED**

**Project Fund Source:** Bridge Toll Funds

**Lead Agency:** CCTA

**Project Description:** Complete the two missing movements between SR4 Bypass and State Route 160, specifically the westbound SR4 Bypass to northbound SR160 ramp and the southbound SR160 to eastbound SR4 Bypass ramp.

**Current Phase:** Completed.

**Project Status:**

- The project opened to traffic on February 29, 2016.
- Final paving is complete and a ribbon cutting was held on February 29, 2016.

**Issues/Areas of Concern:** None.

## **STATE ROUTE 4 (FORMER “BYPASS” PROJECT)**

**G. SR-4: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1**  
**COMPLETED**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

**Project Description:** Widen the State Route 4 Bypass from 2 to 4 lanes (2 in each direction) from Laurel Road to Sand Creek Road, and construct the Sand Creek Interchange. The interchange will have diamond ramps in all quadrants with the exception of the southwest quadrant.

**Current Phase:** Completed.

**Project Status:** Construction completed 2015.

**Issues/Areas of Concern:** None.

**H. SR-4: Balfour Road Interchange – Phase 1 (5005)** **COMPLETED**

**CCTA Fund Source:** East Contra Costa Regional Fee and Finance Authority (ECCRFFA)

**Lead Agency:** CCTA

**Project Description:** The Phase 1 project will include a new SR4 bridge crossing over Balfour Road, providing one southbound and one northbound lane for SR4; northbound and southbound SR4 loop on-ramps, servicing both westbound and eastbound Balfour Road traffic; and northbound and southbound SR4 diagonal off-ramps.

**Current Phase:** Completed.

**Project Status:** Project completed in 2022.

**Issues/Areas of Concern:** None

**I. SR-4: Mokelumne Trail Bike/Pedestrian Overcrossing (portion of Project #5002)**

**COMPLETED**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

**Project Description:** Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at SR4. The overcrossing will include a multi-span bridge with columns in the SR4 median. Bridge approaches will be constructed on earthen embankments. The path width is assumed to be 12 feet wide. This project is required as a condition of approval under the SR-4 Bypass project.

**Current Phase:** Post Construction.

**Project Status:** Project completed in 2024.

**EAST COUNTY RAIL EXTENSION (eBART) (# 2001/2101)**

**COMPLETED**

**Scope**

Extend rail service eastward from the Pittsburg/Bay Point BART Station to Hillcrest Avenue within the median of SR 4 (Project 1). In addition, the parking lot at Antioch BART station at Hillcrest Avenue will be expanded by 800 spaces (Project 2).

**Status**

- Project #1: Completed. Revenue service started in May 2018.
- Project #2: Completed

**Issues/Areas of Concern**

None

Staff will provide updates as needed.

**ITEM 6**

**ACCEPT MISCELLANEOUS COMMUNICATION.**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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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](mailto: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

**COMMISSIONERS**

Aaron Meadows, Chair

Darlene Gee, Vice  
Chair

Mark Armstrong

Newell Arnerich

Ron Bernal

Diane Burgis

Ken Carlson

Chris Kelley

Sue Noack

Carlyn Obringer

Rita Xavier

Timothy Haile,  
Executive Director

2999 Oak Road  
Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net

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# MEMORANDUM

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To: Matt Todd, TRANSPAC  
Chris Weeks, SWAT  
Robert Sarmiento, TRANSPLAN  
Diane Friedmann, TVTC  
John Nemeth, WCCTAC  
Nate Levine, LPMC

From: Timothy Haile, Executive Director   
for

Date: September 29, 2025

Re: Items of interest for circulation to the Regional Transportation Planning  
Committees (RTPCs)

---

At its September 17, 2025 meeting, the Authority discussed and approved the following agenda item recommendations, which may be of interest to the Regional Transportation Planning Committees:

- A. *The Bay Area LEEDS and Discover Engineering leadership team provided an update on Discovery Engineering, a Science, Technology, Engineering, and Math summer camp supported by the Authority and partially funded by the Redefining Mobility Summit.*
- B. *Staff provided an update on the status of the East Contra Costa County Automated Transit Network Project.*
- C. *The Authority Board approved the 2026 State Transportation Improvement Program (STIP) Candidate Projects including: \$3.737 million in STIP funding for the Downtown Lafayette Aqueduct Pathway Project and \$9.2 million for the Oakland Boulevard Multimodal Improvements Project in the City of Walnut Creek. The Authority Board also authorized the Chair to execute Fund Exchange Agreement No. 730 with the City of Lafayette for the exchange of \$1.402 million in STIP funds for \$1.12 million of the City of Lafayette's future share of Measure J return-to-source funds and to allow the Executive*

*Director or designee to make any non-substantive changes to the language.*

- D. *The Authority Board approved the release of the Draft 2025 Congestion Management Program to be distributed to interested parties for review and comment.*

**\*To view the full meeting packet with additional agenda item information, please visit our meetings webpage [here](#). Attachments to the Authority Board packet can be found in the Administration and Projects Committee and Planning Committee packets as referenced in the staff report.**

**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](mailto: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



# 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](mailto:cweeks@sanramon.ca.gov), if you need more information.

Regards,

A handwritten signature in black ink, appearing to read "Chris Weeks", is written over the word "Regards".

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



# SWAT

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

October 6th, 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 October 6th, 2025

Dear Mr. Haile:

The Southwest Area Transportation Committee ("SWAT") met Monday, October 6th, 2025. The following is a summary of the meeting and action items:

1. **Approved** the SWAT BOD Meeting Minutes from 09/08/2025: and
2. **Approved** TFCA Subregional program allocations.; and
3. Received presentation on 2025 Integrated Transit Plan. Shared 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. Program was presented by TYLin **Staff** Monica Tanner & Kevin Connolly, supporting Danielle Elkins, Deputy Executive Director, Planning, Programs, and Policy at CCTA.
4. **Approved** SWAT commitment of \$5,500 in annual Measure J funding to offer Try Transit program (\$5000) and Secure Your Cycle program (\$500) in SWAT.

Please contact me at (925) 973-2547 Desk, (925) 678-4955 Cell, or email [cweeks@sanramon.ca.gov](mailto: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, TRANSPAN; Ying Smith, CCTA; Ryan McClain, CCTA; Danielle Elkins, CCTA; Rod Wui, City of San Ramon; Emily Owen, CCTA

**ITEM 7**

**RECEIVE UPDATE ON THE DRAFT INTEGRATED TRANSIT PLAN.**

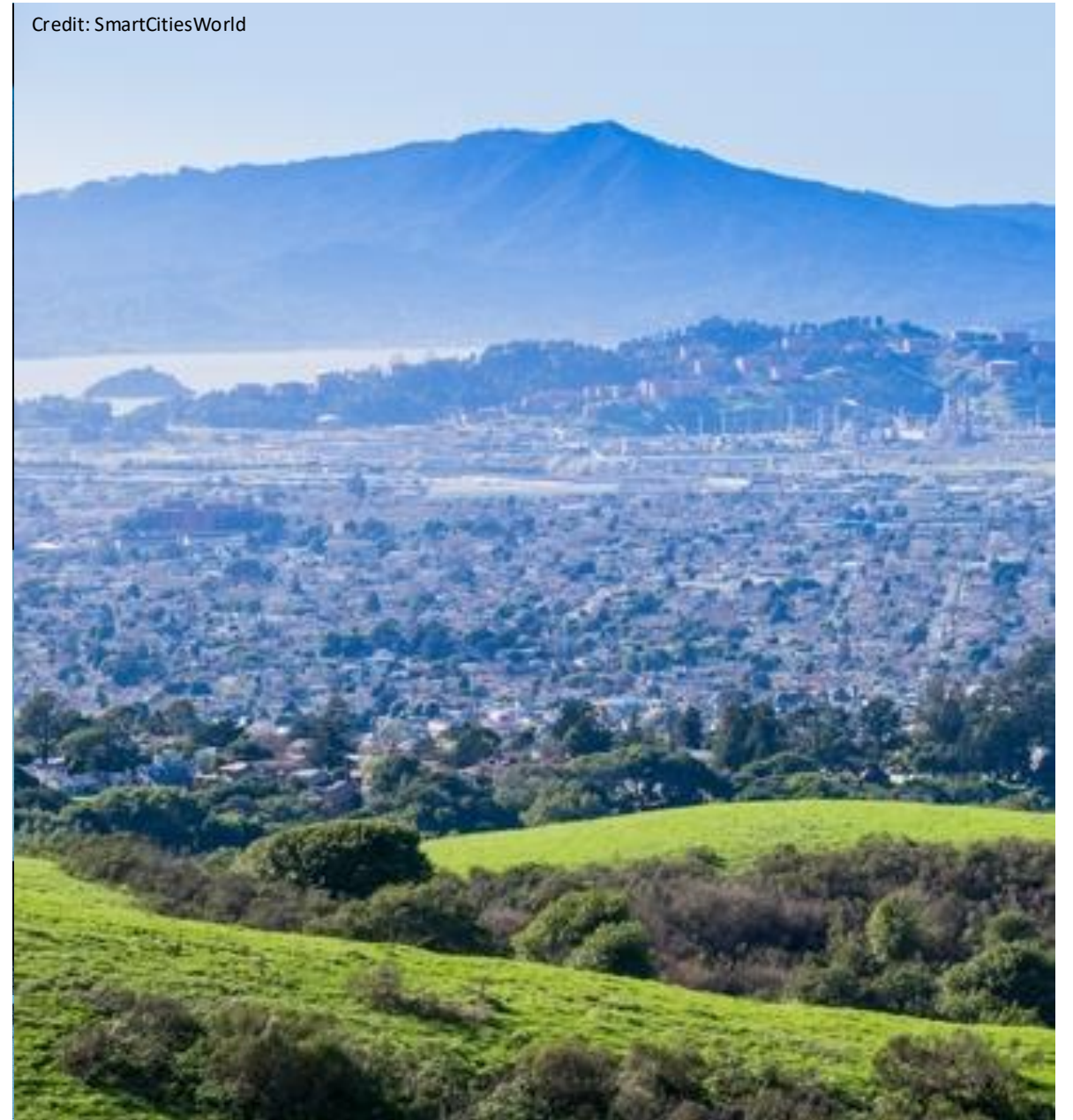


CONTRA COSTA  
TRANSPORTATION  
AUTHORITY

# Contra Costa Transportation Authority Integrated Transit Plan

TRANSPLAN Board  
October 2025

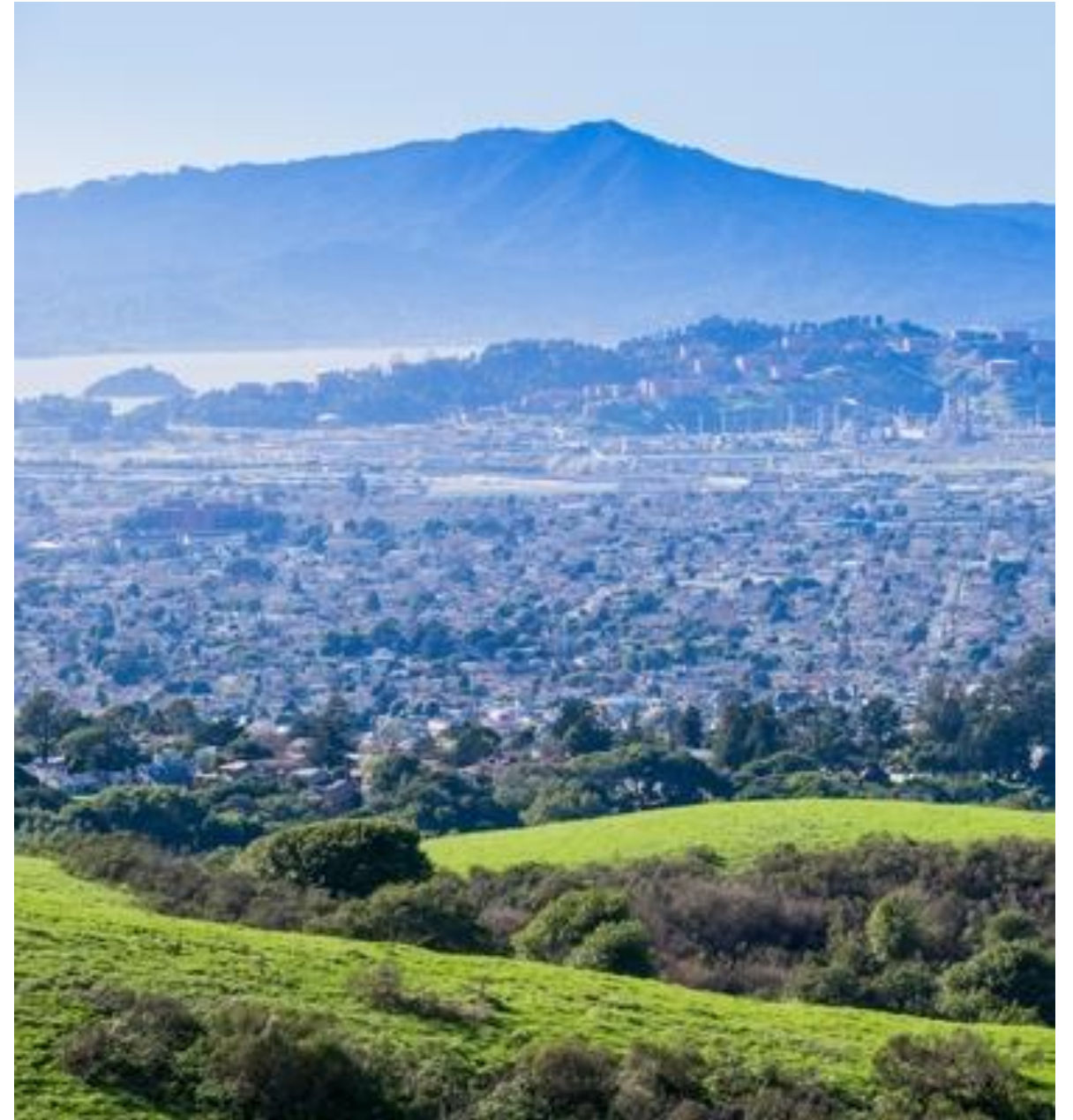
Credit: SmartCitiesWorld



# Agenda

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

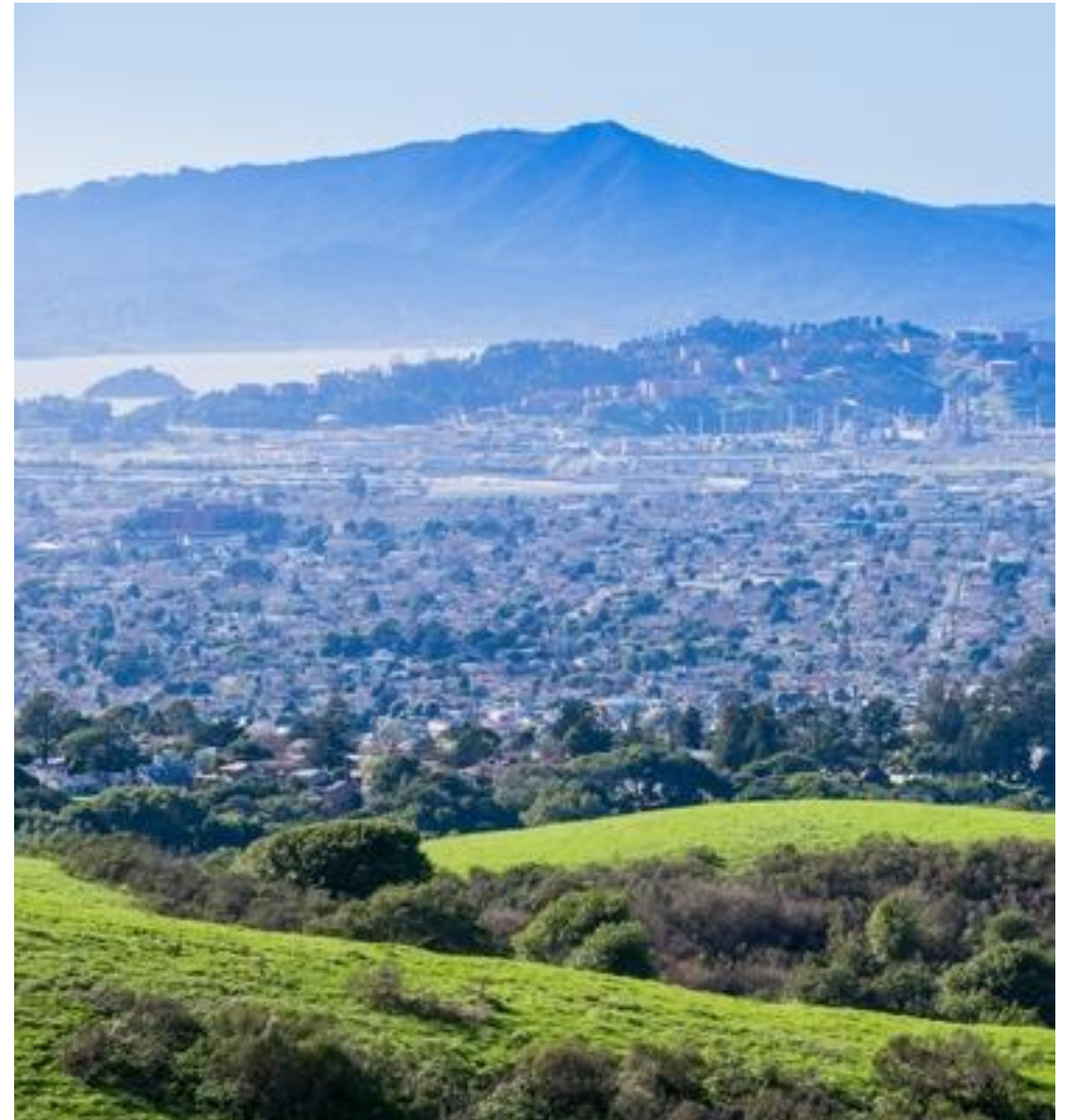
# How we addressed TRANSPLAN feedback from the Spring



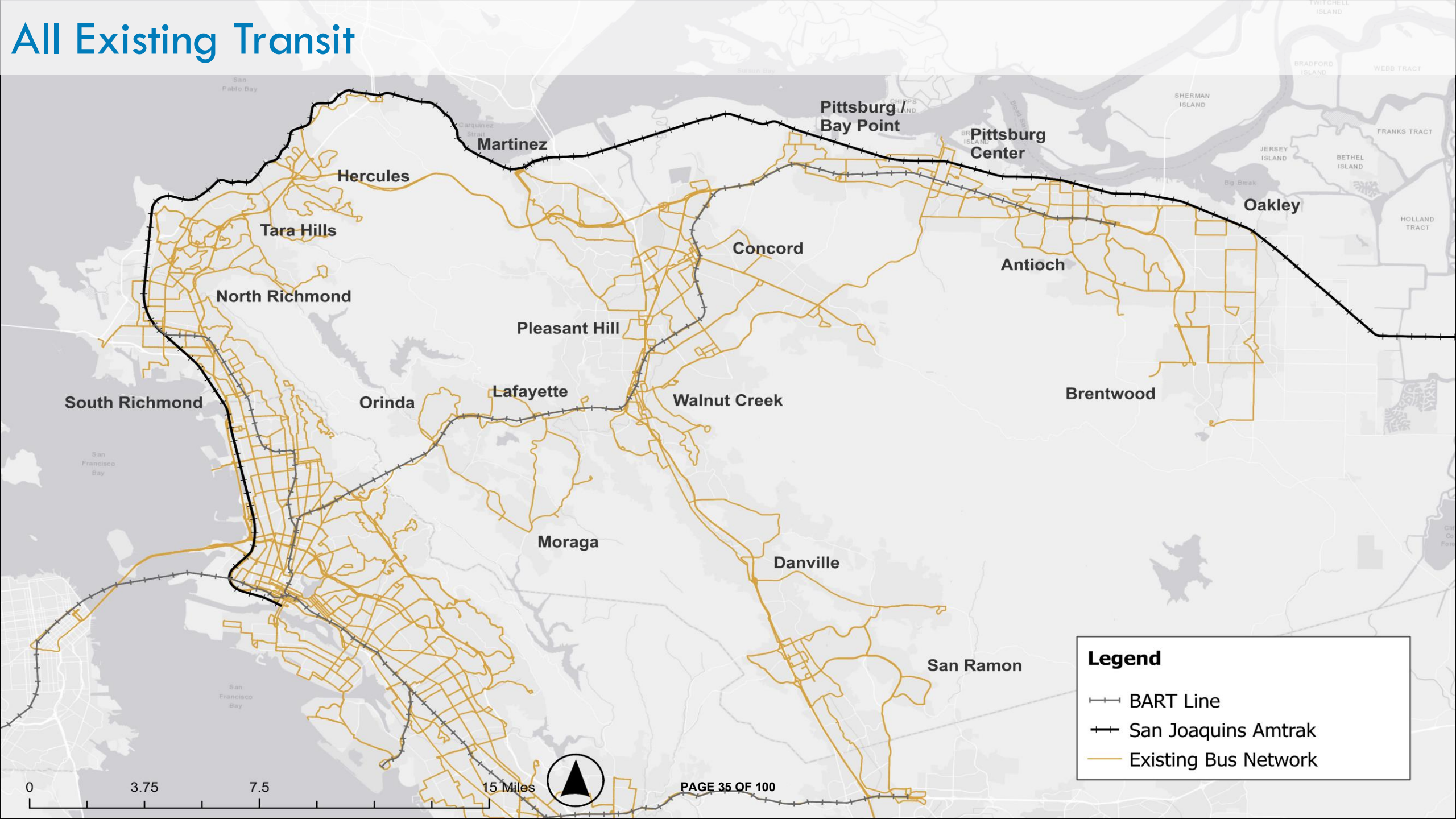
## Answered/Acknowledged

- Thank you for info regarding related projects.
- Where bike lanes are already planned, they are assumed to be included in TPCs for costing purposes. Design phase in the future will address bikes in more detail.
- Bailey Road considered as northern portion of Treat Blvd TPC. However, Kirker Pass TPC was seen as the stronger of the two. The Treat Blvd segment was kept, however, with buses to be routed onto Clayton Road to I-680 and Diablo Valley College.
- Balfour selected over Lone Tree for TPC 1 to better match Tri Delta Transit's potential BRT project on Route 4 and best serve the Brentwood Innovation Center which is south of Lone Tree. Lone Tree can be noted as an alternative for a future Alternatives Analysis phase of this project.

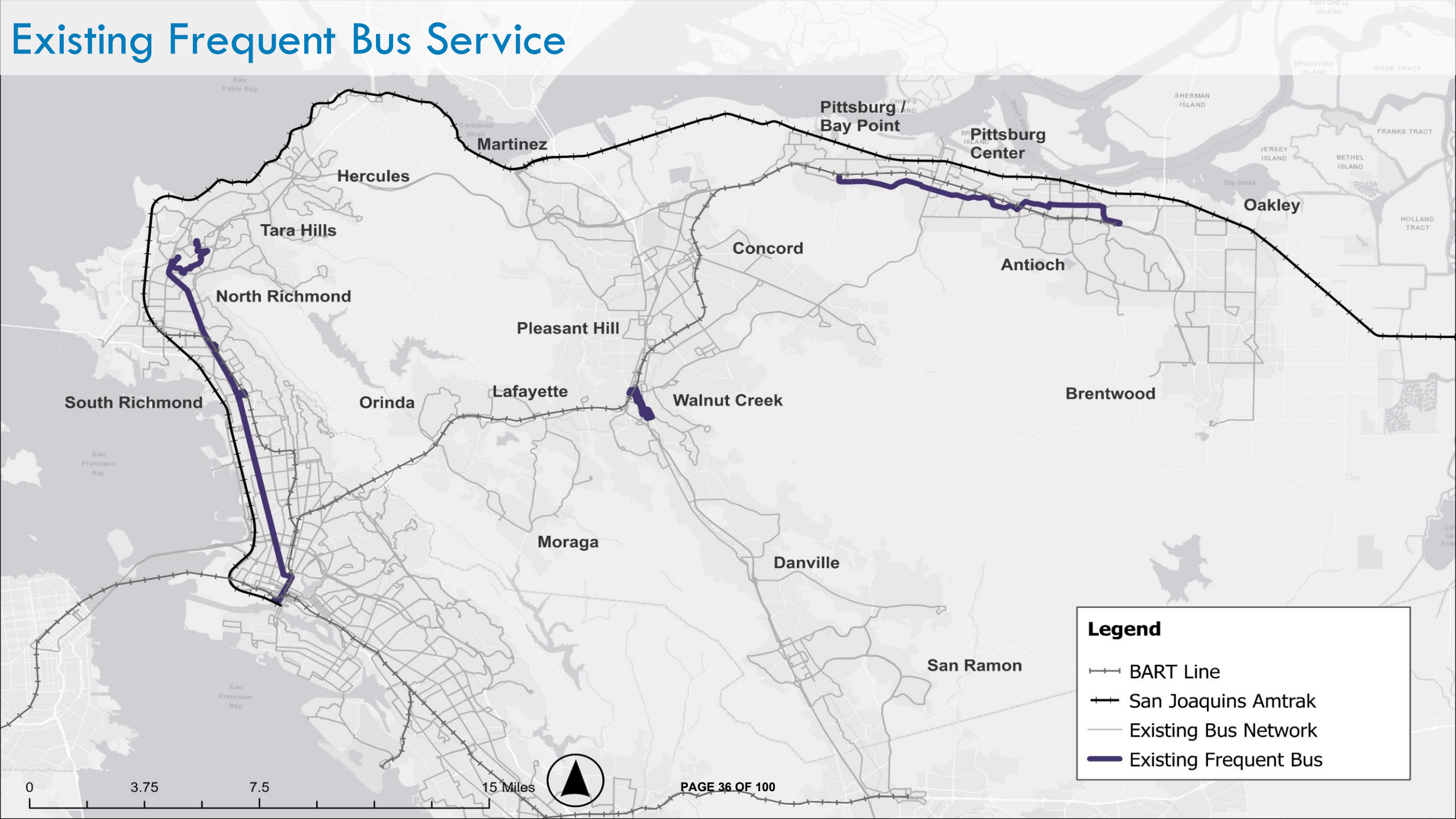
# Project Evaluation



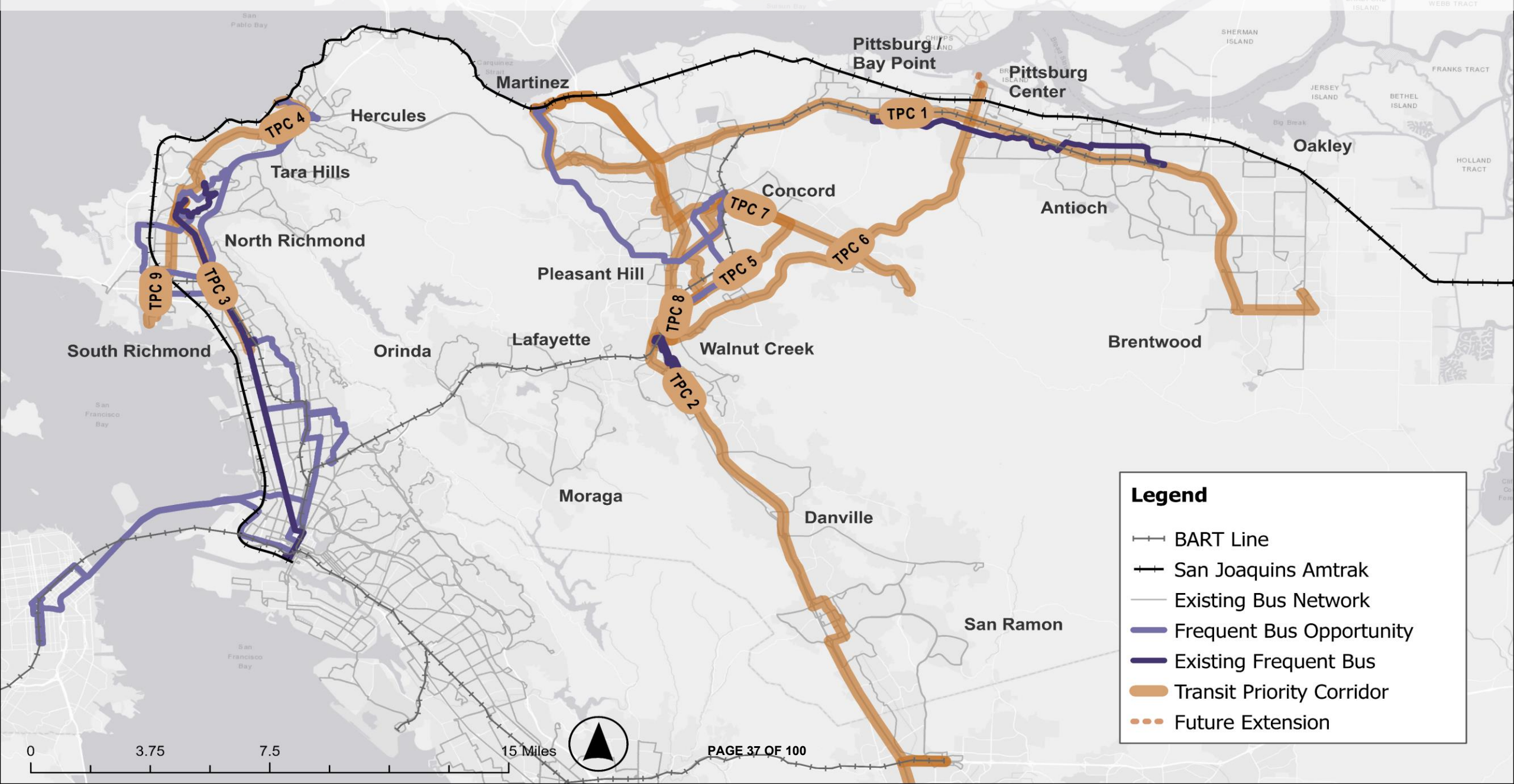
# All Existing Transit



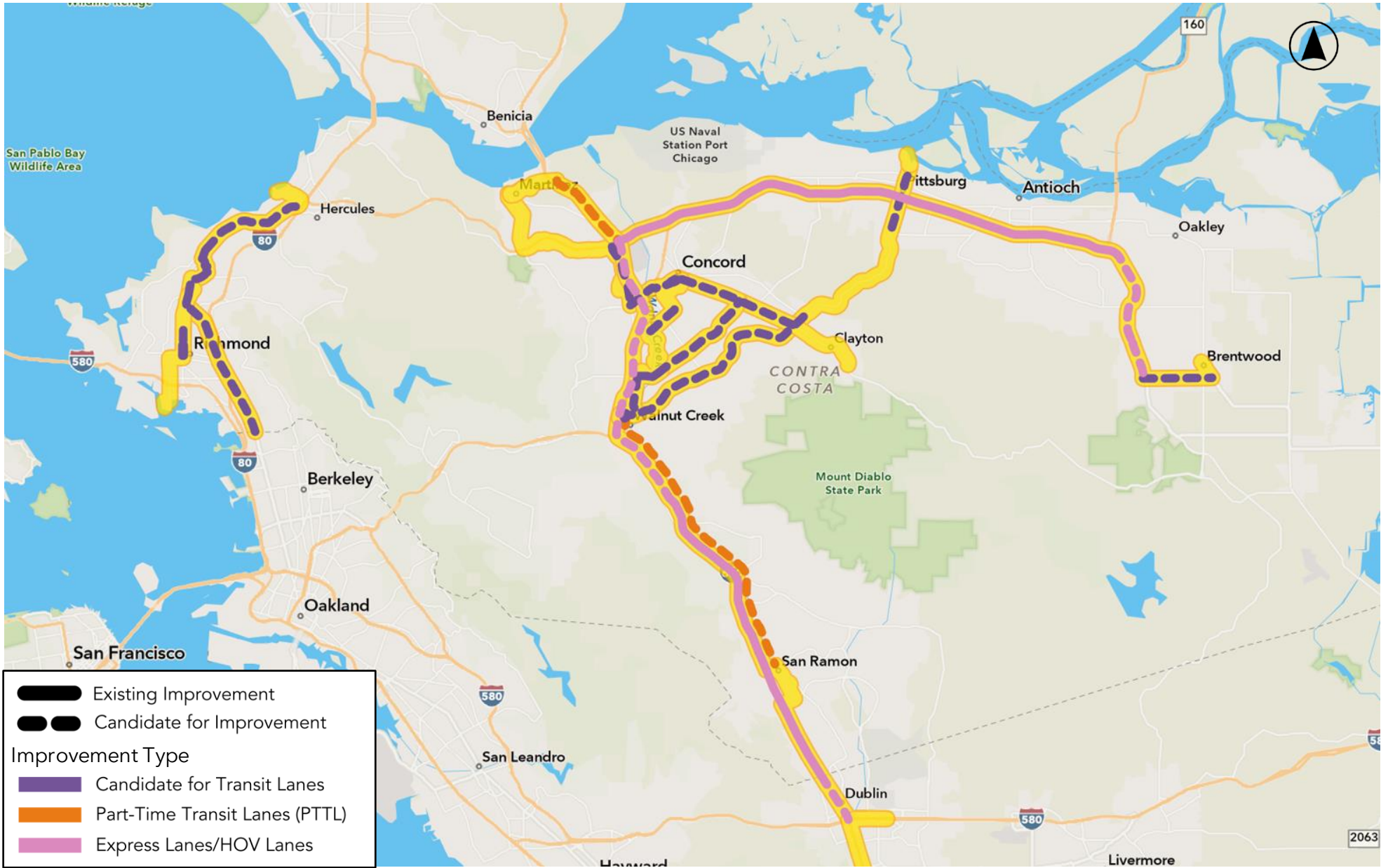
# Existing Frequent Bus Service



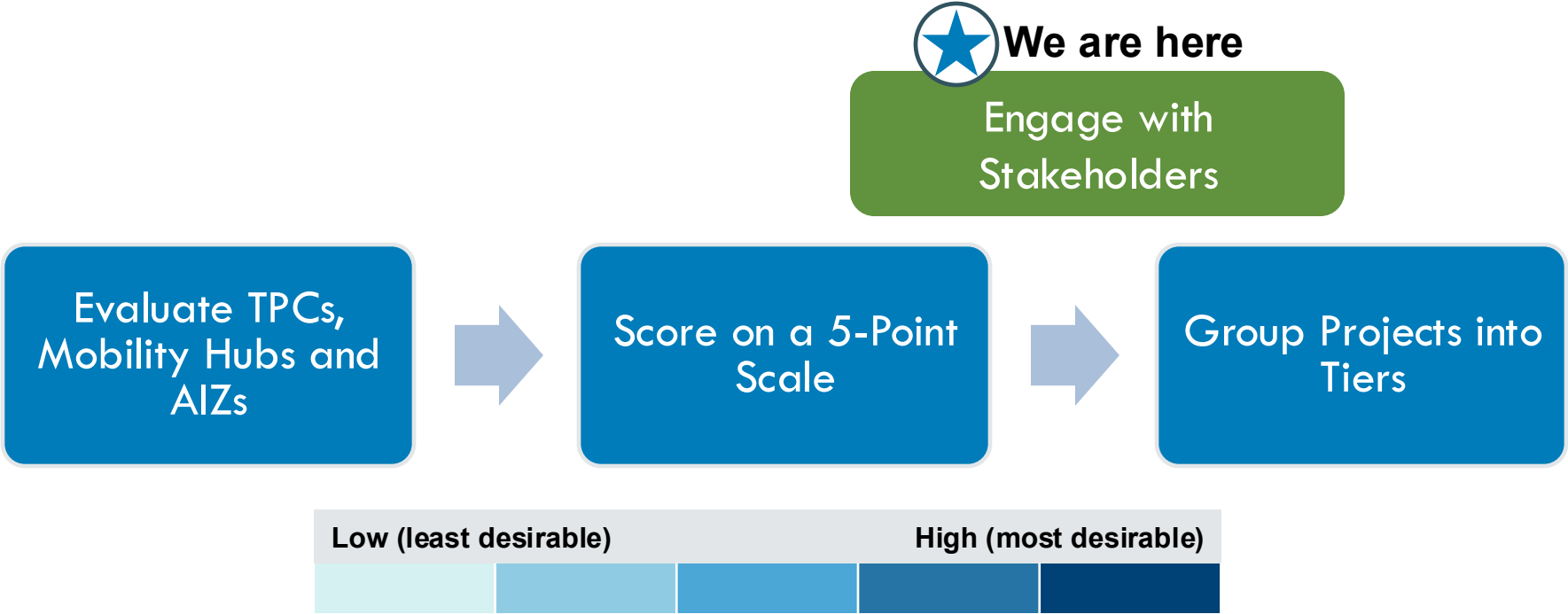
# Proposed Transit Priority Corridors and Frequent Bus Network



# 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

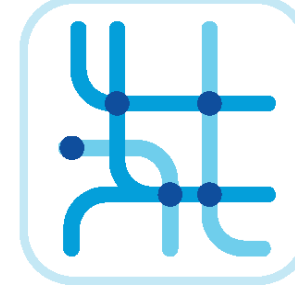


## Alignment With Regional Priorities

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

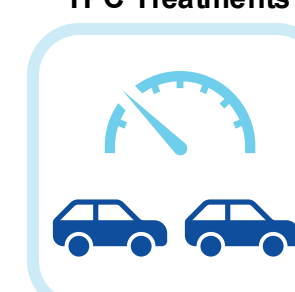


## Travel Time Benefits

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

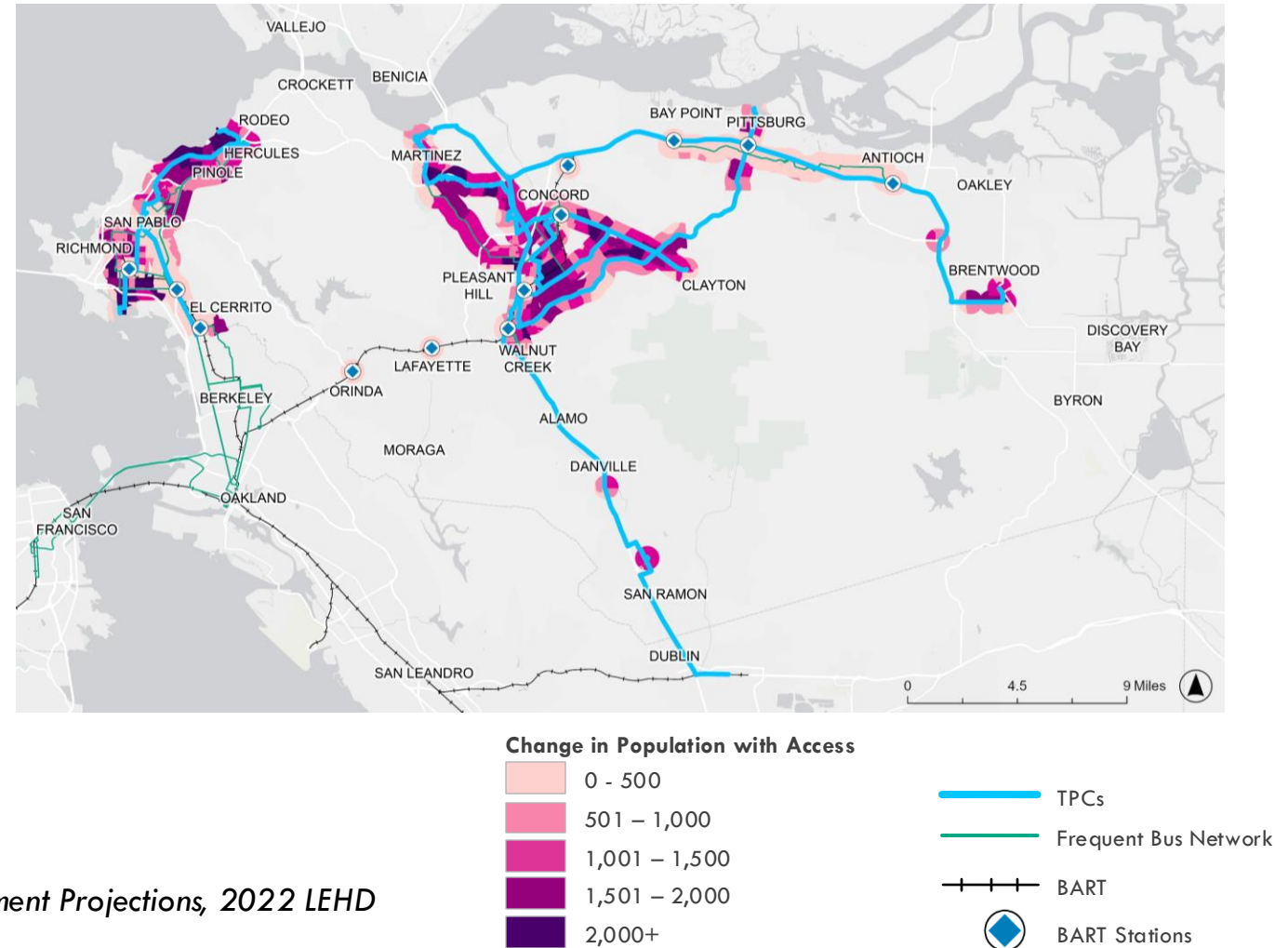
+313,000 people (+27% of county)  
+138,000 jobs (+36% of county)

### 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



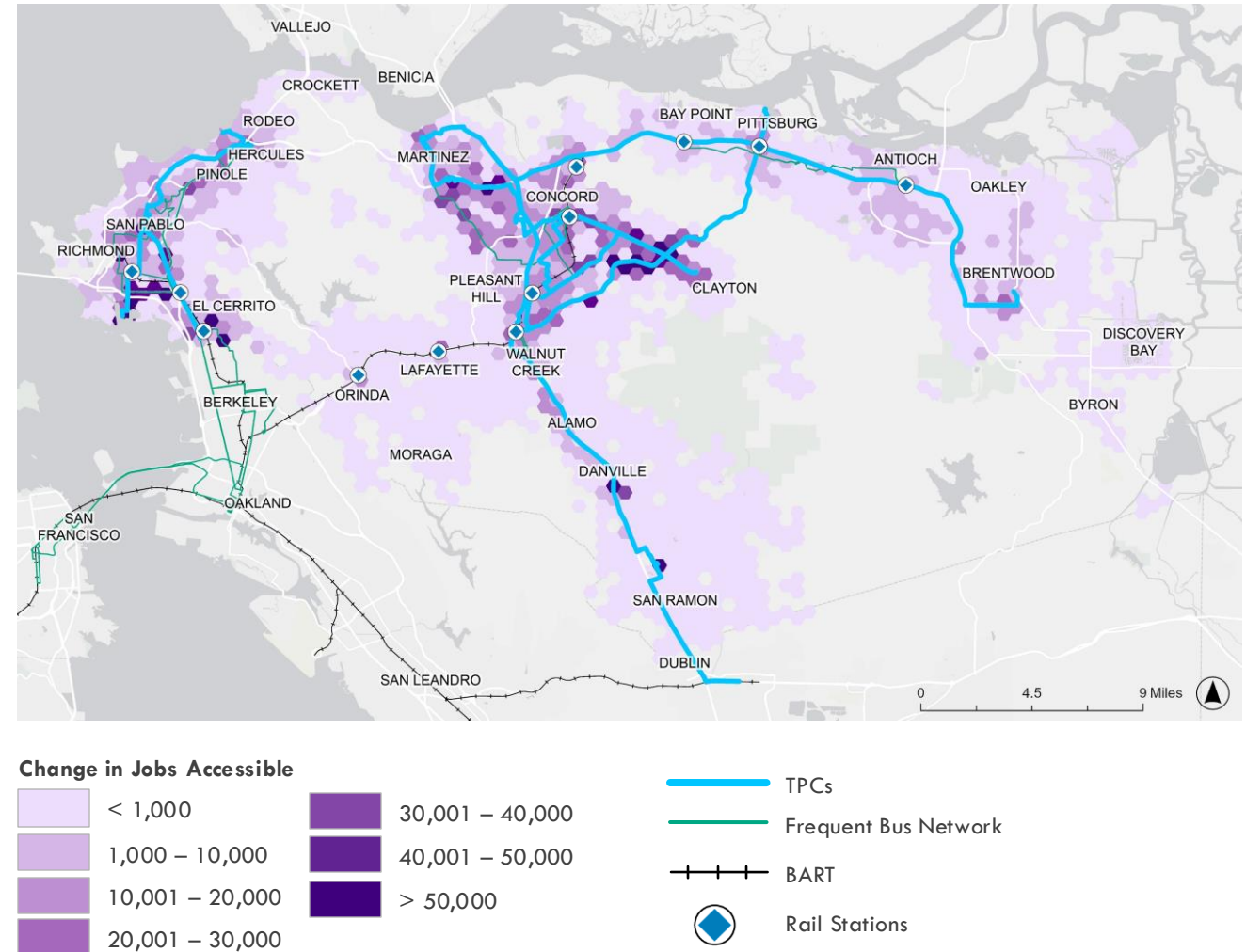
## 2. Connectivity of Transit Network

- **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 |
| <b>TPC 1: SR-4</b>                                                                                | Yes                                | Yes                      |                     |                                  |           |                                |                                                   |                                    |
| <b>TPC 2: I-680</b>                                                                               | Yes                                | No                       |                     |                                  |           |                                |                                                   |                                    |
| <b>TPC 3: San Pablo Ave South</b>                                                                 | Yes                                | Yes                      |                     |                                  |           |                                |                                                   |                                    |
| <b>TPC 4: San Pablo Ave North</b>                                                                 | Yes                                | No                       |                     |                                  |           |                                |                                                   |                                    |
| <b>TPC 5: Pleasant Hill BART to Concord</b><br>via Treat Blvd and Clayton Rd                      | No                                 | No                       |                     |                                  |           |                                |                                                   |                                    |
| <b>TPC 6: Walnut Creek to Pittsburg</b><br>via Ygnacio Valley Rd and Kirker Pass                  | No                                 | Yes                      |                     |                                  |           |                                |                                                   |                                    |
| <b>TPC 7: Martinez to Clayton</b><br>via Alhambra Ave, Muir Rd, Contra Costa Blvd, and Clayton Rd | No                                 | No                       |                     |                                  |           |                                |                                                   |                                    |
| <b>TPC 8: Walnut Creek to Concord</b><br>via N Civic Dr and Monument Blvd                         | No                                 | No                       |                     |                                  |           |                                |                                                   |                                    |
| <b>TPC 9: Richmond Marina to San Pablo Ave</b>                                                    | Yes                                | No                       |                     |                                  |           |                                |                                                   |                                    |

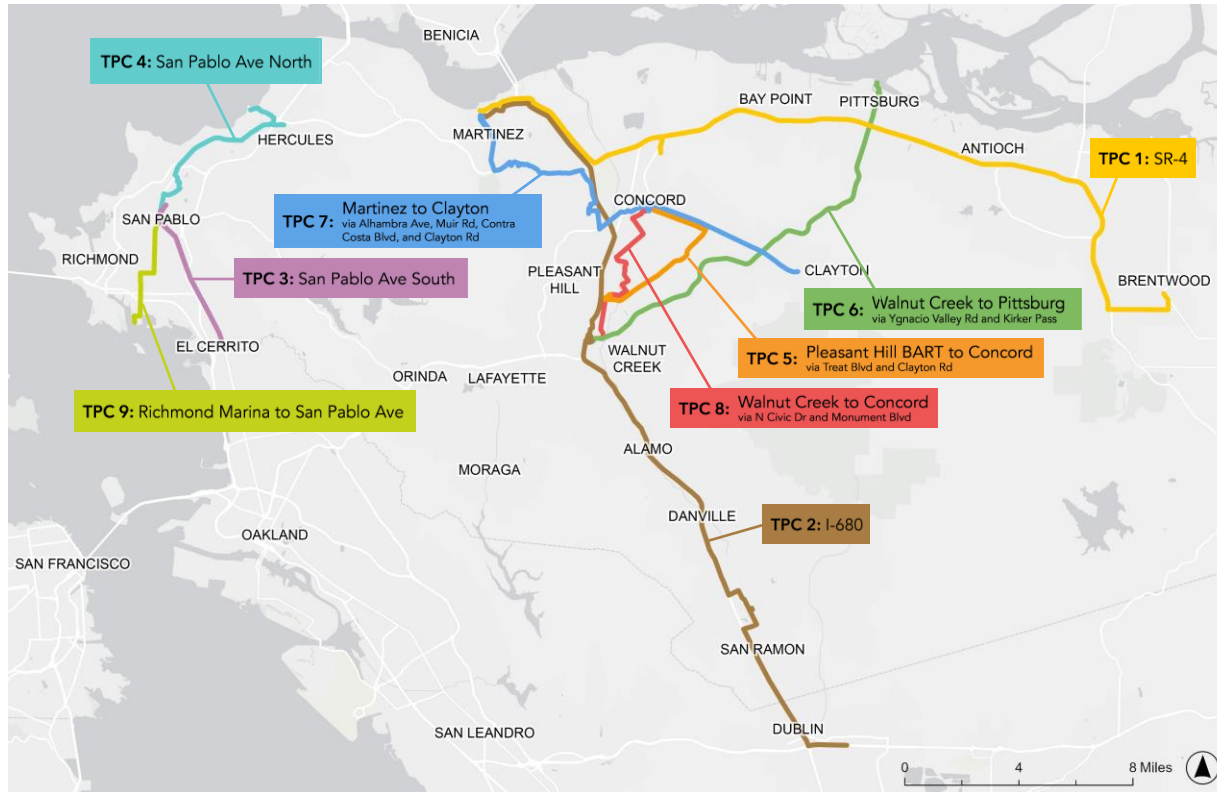
Low (least desirable)

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<br>via Alhambra Ave, Muir Rd, Contra Costa Blvd, and Clayton Rd | 16          |
| TPC 8: Walnut Creek to Concord<br>via N Civic Dr and Monument Blvd                         | 16          |
| TPC 6: Walnut Creek to Pittsburg<br>via Ygnacio Valley Rd and Kirker Pass                  | 15          |
| TPC 5: Pleasant Hill BART to Concord<br>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*                         |                   |                           |           |                                 |
| <b>30</b> | <b>Richmond Amtrak/BART</b>                   |                   |                           |           |                                 |
| 6         | Concord BART                                  |                   |                           |           |                                 |
| <b>12</b> | <b>El Cerrito del Norte BART</b>              |                   |                           |           |                                 |
| 20        | Marina Way S & Wright Ave                     |                   |                           |           |                                 |
| <b>27</b> | <b>Pittsburg Center BART</b>                  |                   |                           |           |                                 |
| 18        | Hilltop Mall                                  |                   |                           |           |                                 |
| 36        | Walnut Creek BART*                            |                   |                           |           |                                 |
| 13        | El Cerrito Plaza BART Station                 |                   |                           |           |                                 |
| 21        | Martinez Amtrak*                              |                   |                           |           |                                 |
| <b>28</b> | <b>Pittsburg-Bay Point BART</b>               |                   |                           |           |                                 |
| <b>29</b> | <b>Pleasant Hill/Contra Costa Centre BART</b> |                   |                           |           |                                 |
| 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                  |                   |                           |           |                                 |

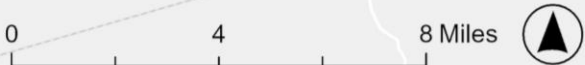
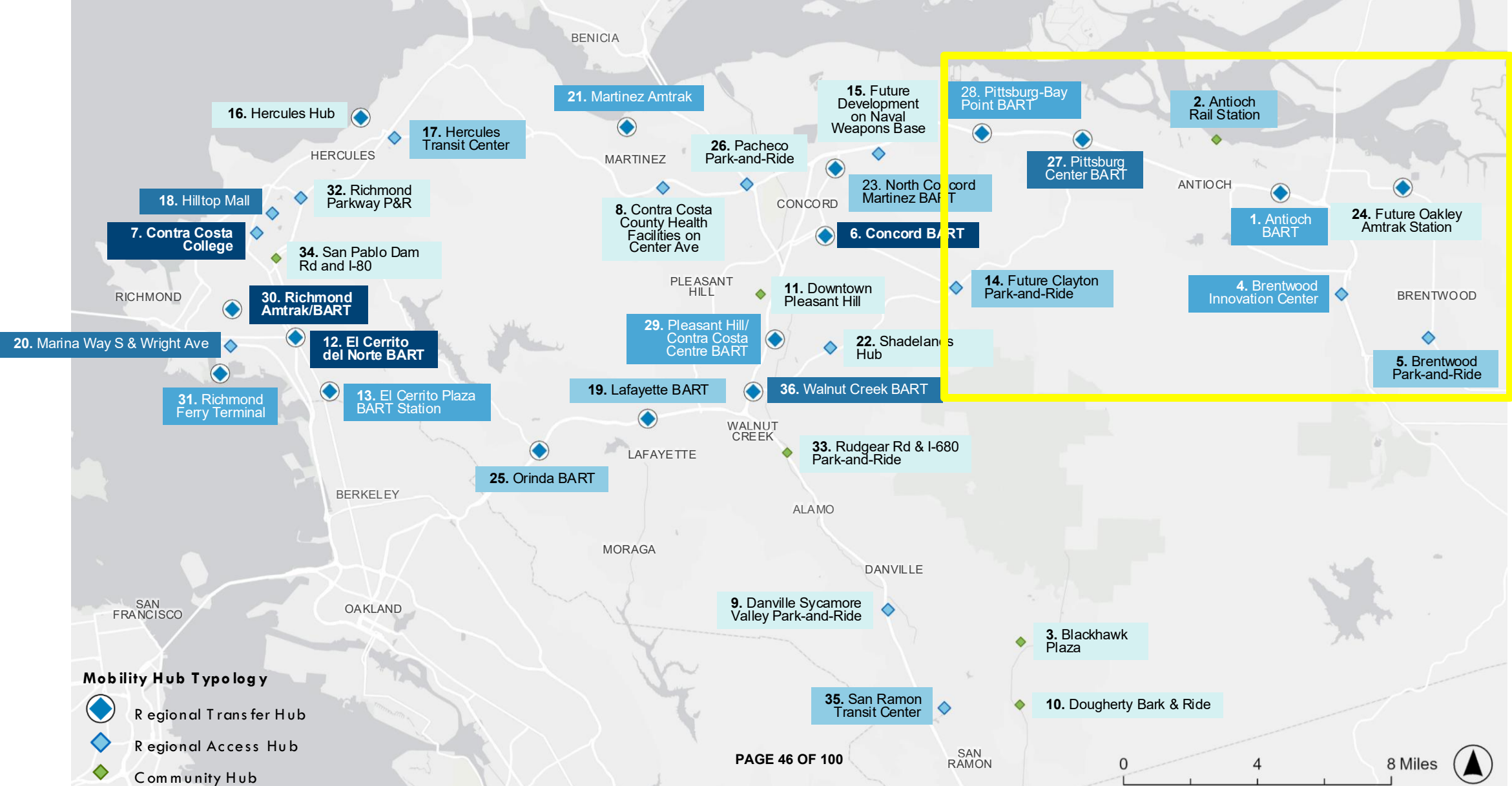
| ID        | Hub Name                                            | 5. Markets Served | 6. Existing Transit Trips | 7. Equity | 10. Economic Develop. Potential |
|-----------|-----------------------------------------------------|-------------------|---------------------------|-----------|---------------------------------|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

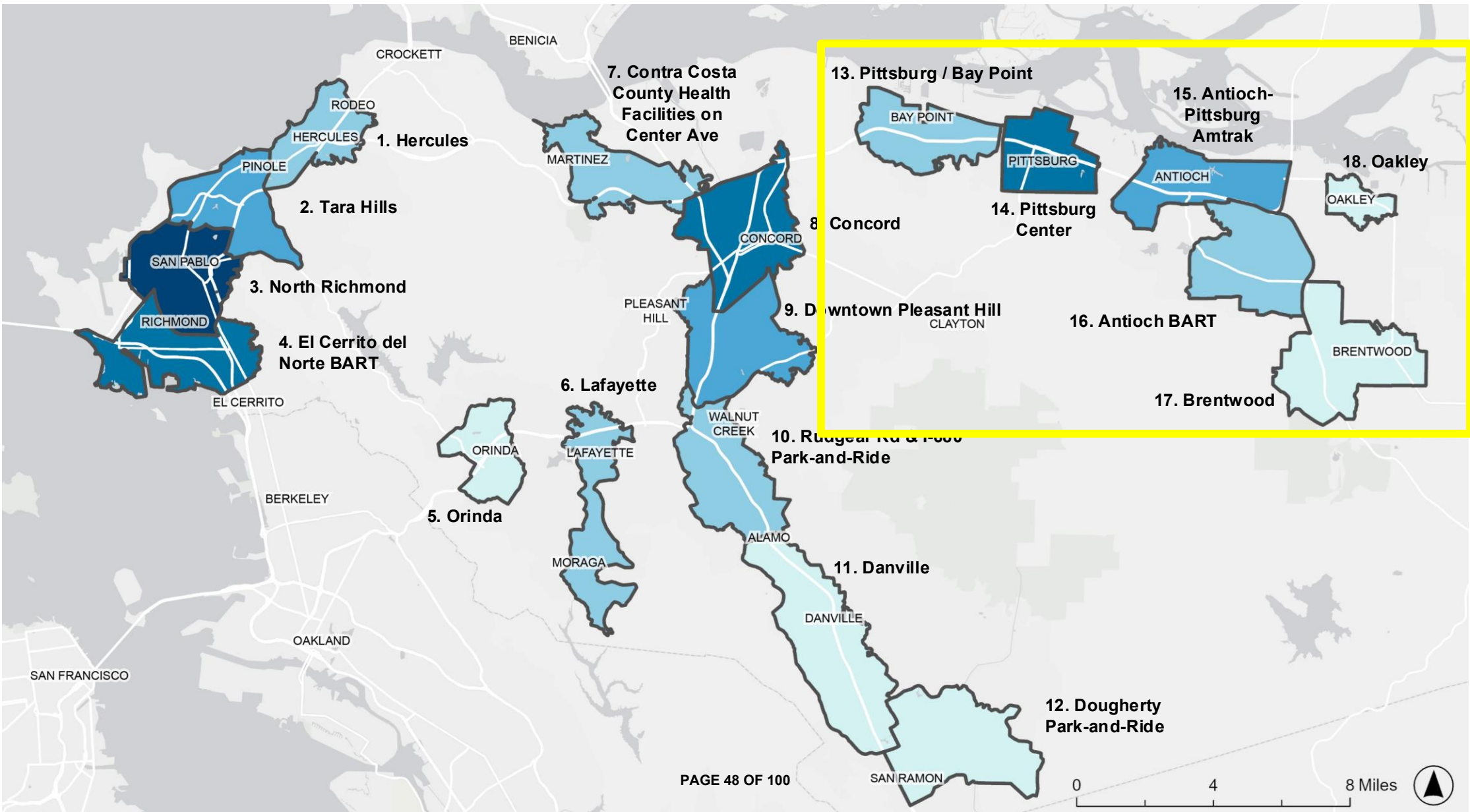
# Mobility Hubs Evaluation Summary Results Map



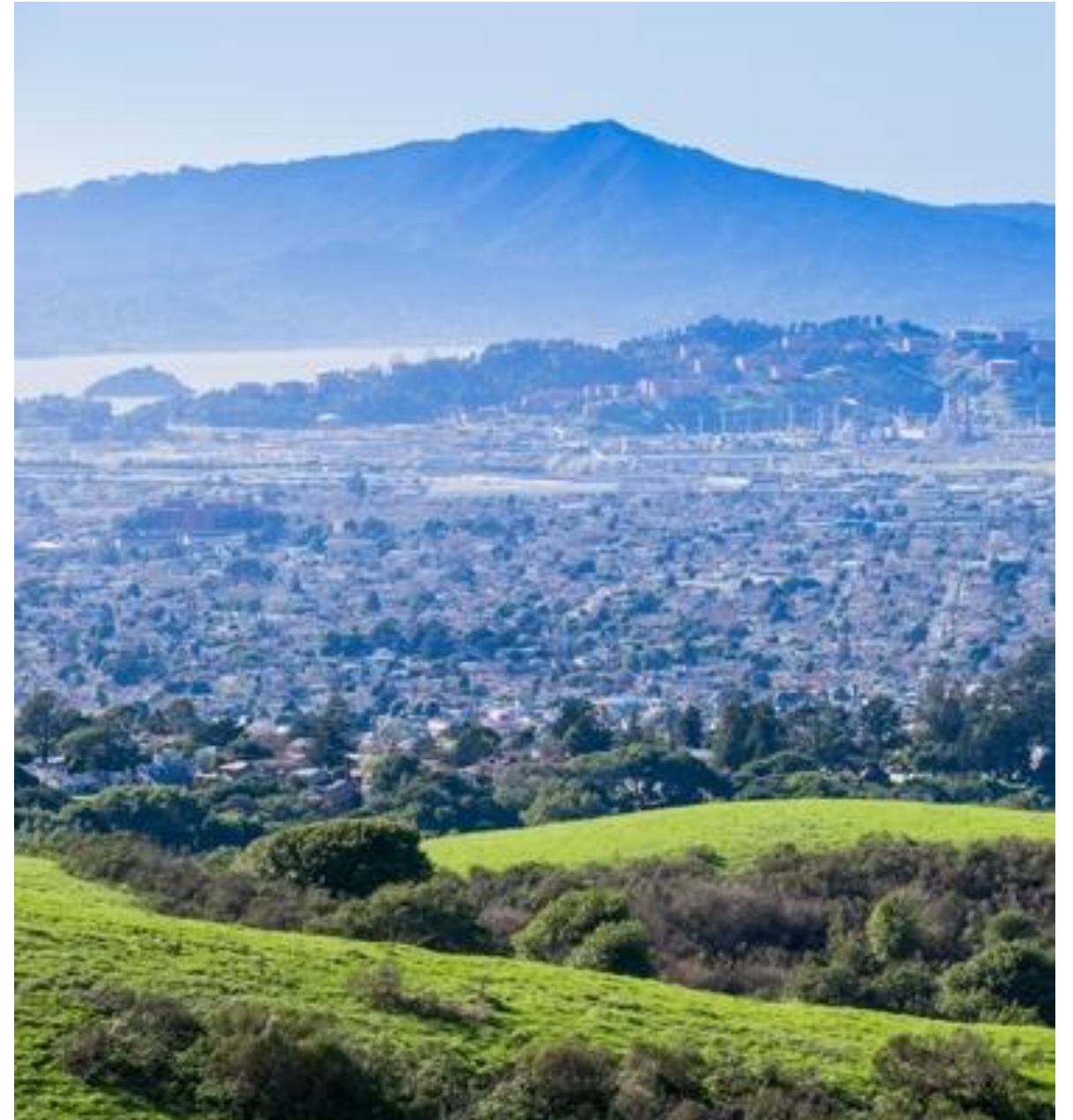
# Transit Investment Evaluation Summary – Access Improvement Zones

| 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 |
|---------------------------------------------------------------------------------------------------|----------------------------|-------------------|--------------------|
| <b>TPC 1: SR-4</b>                                                                                | 30.9                       | \$ 270M           | \$ 330M            |
| <b>TPC 2: I-680</b>                                                                               | 29.7                       | \$ 100M           | \$ 140M            |
| <b>TPC 3: San Pablo Ave South</b>                                                                 | 5.8                        | \$ 400M           | \$ 500M            |
| <b>TPC 4: San Pablo Ave North</b>                                                                 | 7.5                        | \$ 270M           | \$ 350M            |
| <b>TPC 5: Pleasant Hill BART to Concord</b><br>via Treat Blvd and Clayton Rd                      | 7.8                        | \$ 240M           | \$ 300M            |
| <b>TPC 6: Walnut Creek to Pittsburg</b><br>via Ygnacio Valley Rd and Kirker Pass                  | 15.6                       | \$ 550M           | \$ 690M            |
| <b>TPC 7: Martinez to Clayton</b><br>via Alhambra Ave, Muir Rd, Contra Costa Blvd, and Clayton Rd | 19.7                       | \$ 360M           | \$ 460M            |
| <b>TPC 8: Walnut Creek to Concord</b><br>via N Civic Dr and Monument Blvd                         | 9.4                        | \$ 180M           | \$ 220M            |
| <b>TPC 9: Richmond Marina to San Pablo Ave</b>                                                    | 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

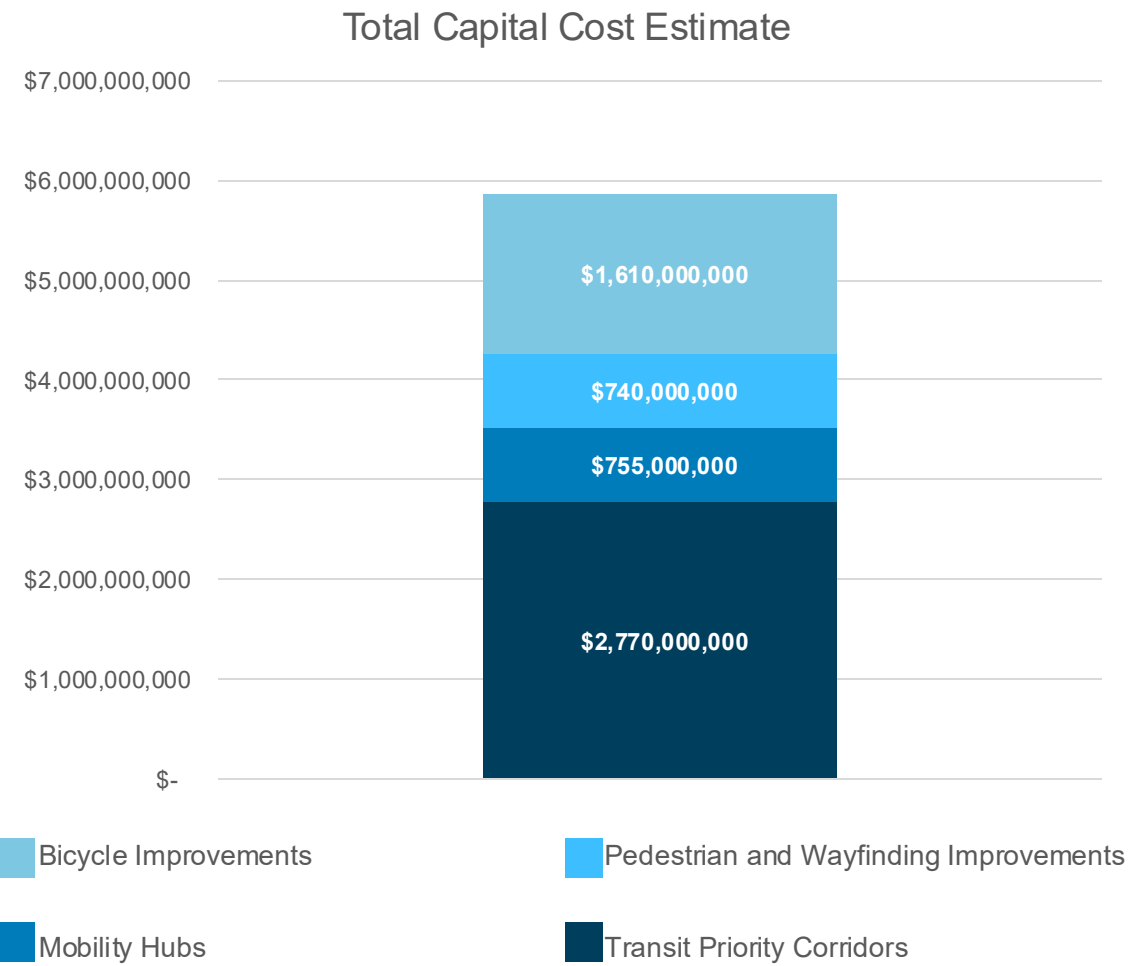
- Pedestrian and wayfinding improvements
  - Rectangular Rapid Flashing Beacons, wayfinding signage, and intersection improvements (ADA curb ramps, high-visibility crosswalks, striping, and Accessible Pedestrian Signals), and new or upgraded sidewalk
- Bicycle improvements
  - Mix of proposed bicycle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

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

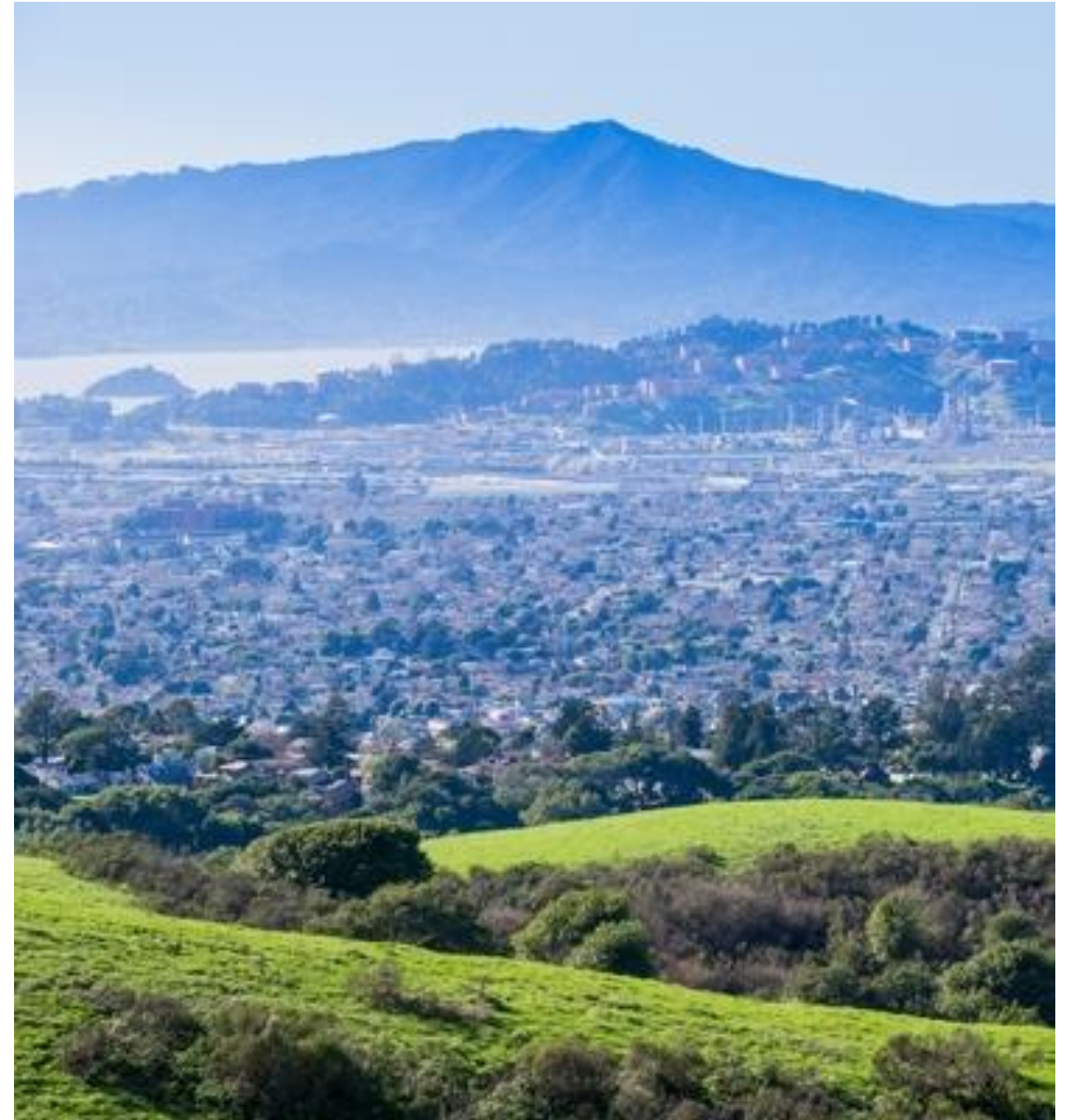
| ID | Access Improvement Zone                                    | Pedestrian and Wayfinding Length (miles) | Existing Bike Facility Length (miles) |
|----|------------------------------------------------------------|------------------------------------------|---------------------------------------|
| 1  | <b>Hercules</b>                                            | 11                                       | 8                                     |
| 2  | <b>Tara Hills</b>                                          | 10                                       | 5                                     |
| 3  | <b>North Richmond</b>                                      | 25                                       | 12                                    |
| 4  | <b>El Cerrito del Norte BART</b>                           | 25                                       | 26                                    |
| 5  | <b>Orinda</b>                                              | 4                                        | 4                                     |
| 6  | <b>Lafayette</b>                                           | 6                                        | 10                                    |
| 7  | <b>Contra Costa County Health Facilities on Center Ave</b> | 15                                       | 6                                     |
| 8  | <b>Concord</b>                                             | 17                                       | 16                                    |
| 9  | <b>Downtown Pleasant Hill</b>                              | 27                                       | 14                                    |
| 10 | <b>Rudgear Rd &amp; I-680 Park-and-Ride</b>                | 13                                       | 11                                    |
| 11 | <b>Danville</b>                                            | 9                                        | 17                                    |
| 12 | <b>Dougherty Park-and-Ride</b>                             | 11                                       | 14                                    |
| 13 | <b>Pittsburg / Bay Point</b>                               | 5                                        | 14                                    |
| 14 | <b>Pittsburg Center</b>                                    | 11                                       | 10                                    |
| 15 | <b>Antioch-Pittsburg Amtrak</b>                            | 11                                       | 9                                     |
| 16 | <b>Antioch BART</b>                                        | 7                                        | 9                                     |
| 17 | <b>Brentwood</b>                                           | 10                                       | 7                                     |
| 18 | <b>Oakley</b>                                              | 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 |
|-----------------------------------|-----------------------------------------|-------------------|--------------------|---------------|
| <b>Transit Priority Corridors</b> | 8 + 1<br>(New Routes + Improved Route*) | 15-20 min         | 19 hrs<br>(5a-12a) | 7             |
| <b>Frequent Bus</b>               | 12<br>(Improved Routes)                 | 15-20 min         | 19 hrs<br>(5a-12a) | 7             |
| <b>Station Feeders</b>            | 6<br>(New Routes)                       | One Bus           | 19 hrs<br>(5a-12a) | 7             |

## Notes:

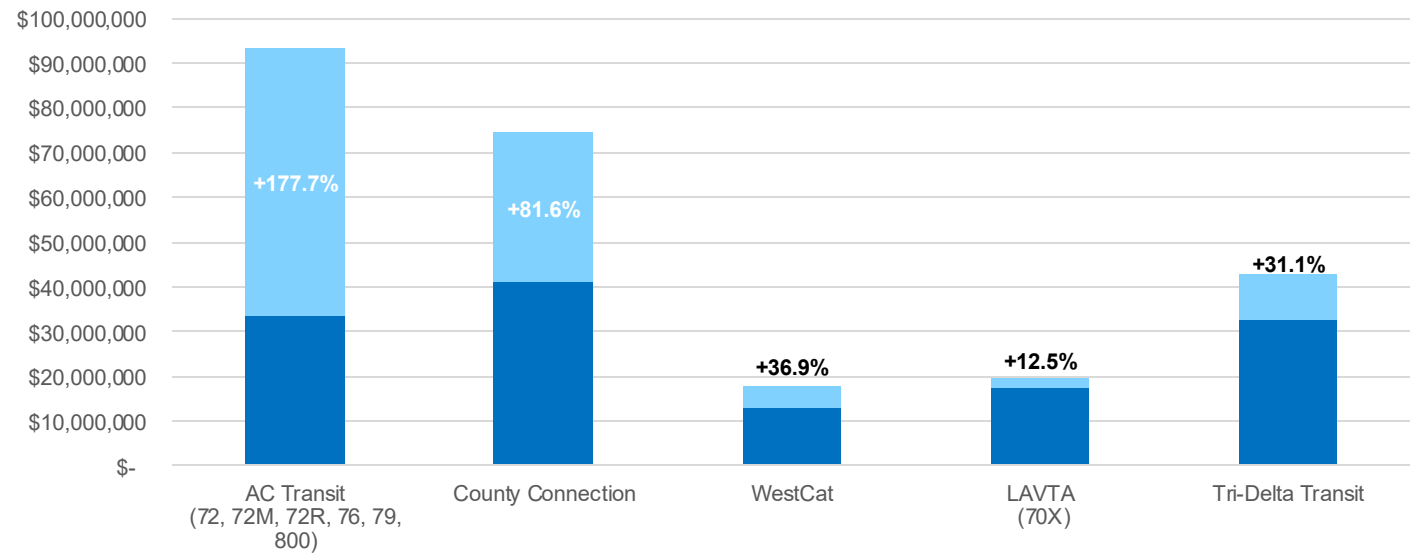
- The modeled costs are in FY2023 dollars. Inflation figures should be applied based on when the funding is requested.
- Modeling assumptions are preliminary and high-level. Cost may vary as more detailed project planning progresses.

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

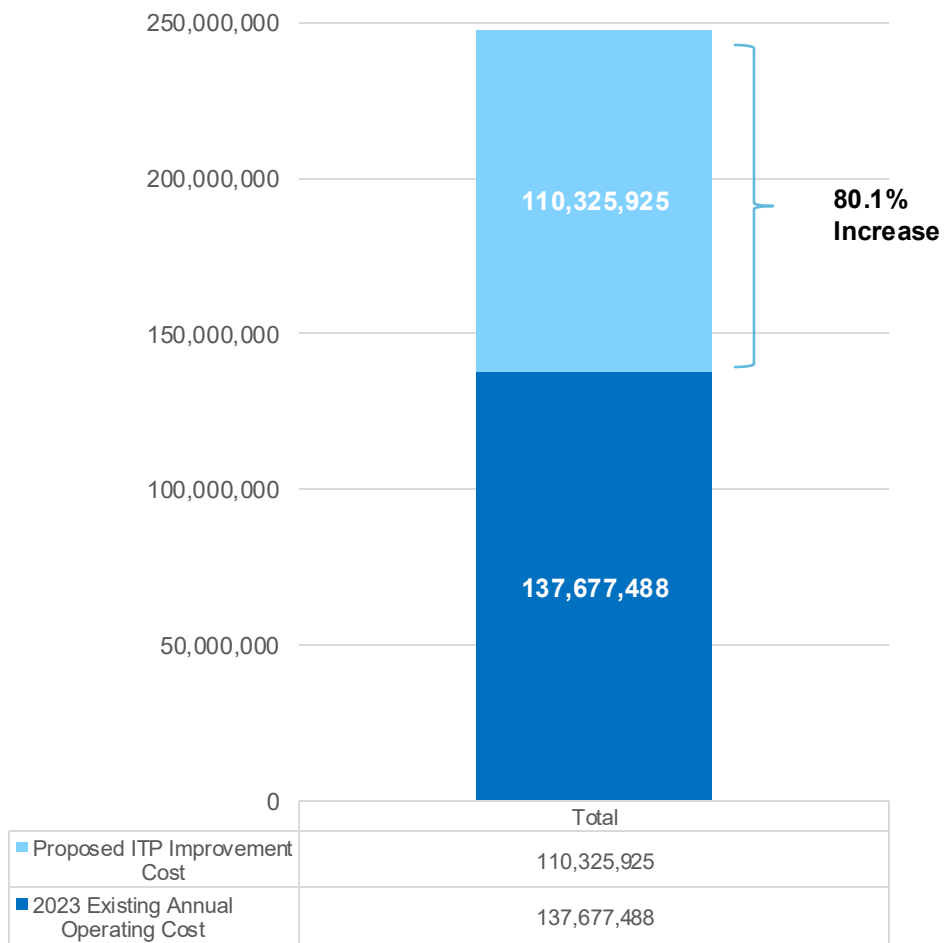
# Integrated Transit Plan Operations Cost

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

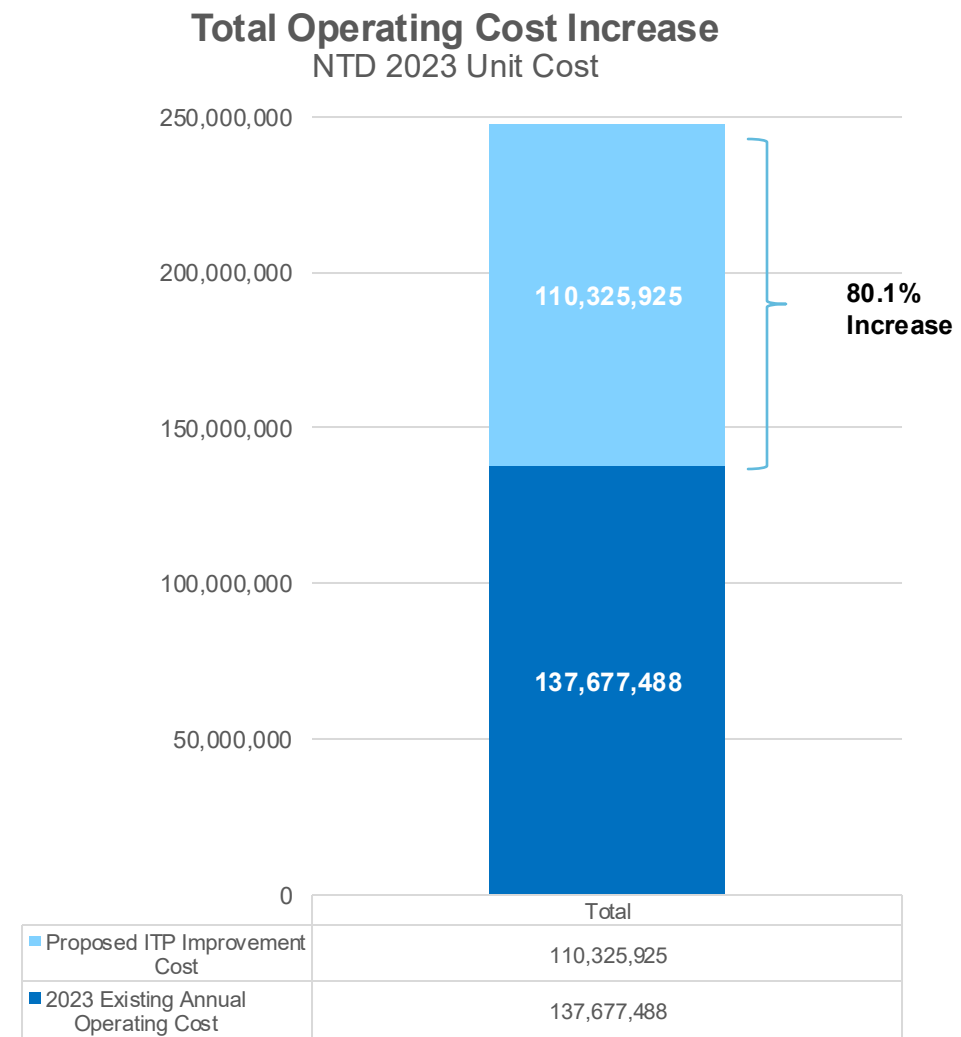
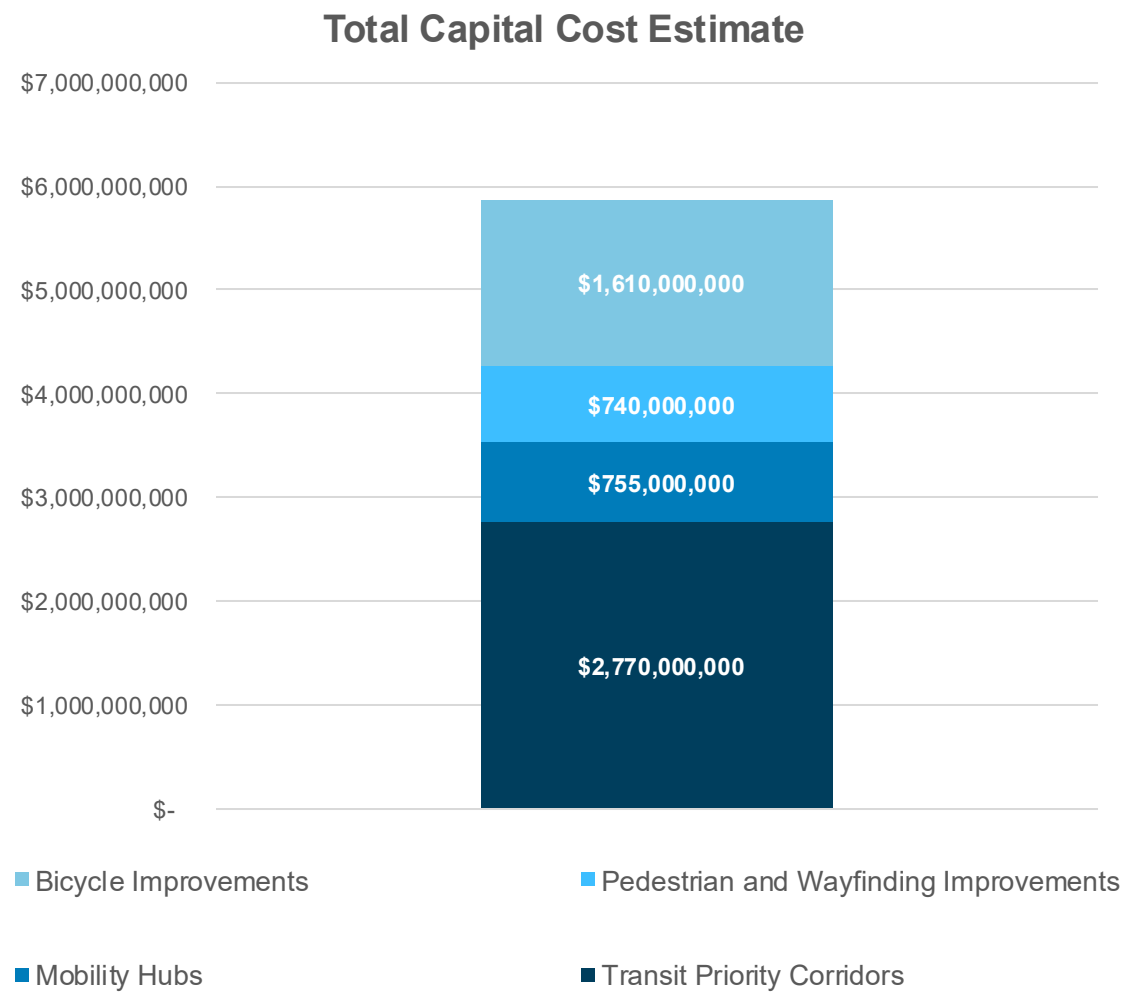
**Total Operating Cost Increase for Contra Costa County by Agency**  
NTD 2023 Unit Cost



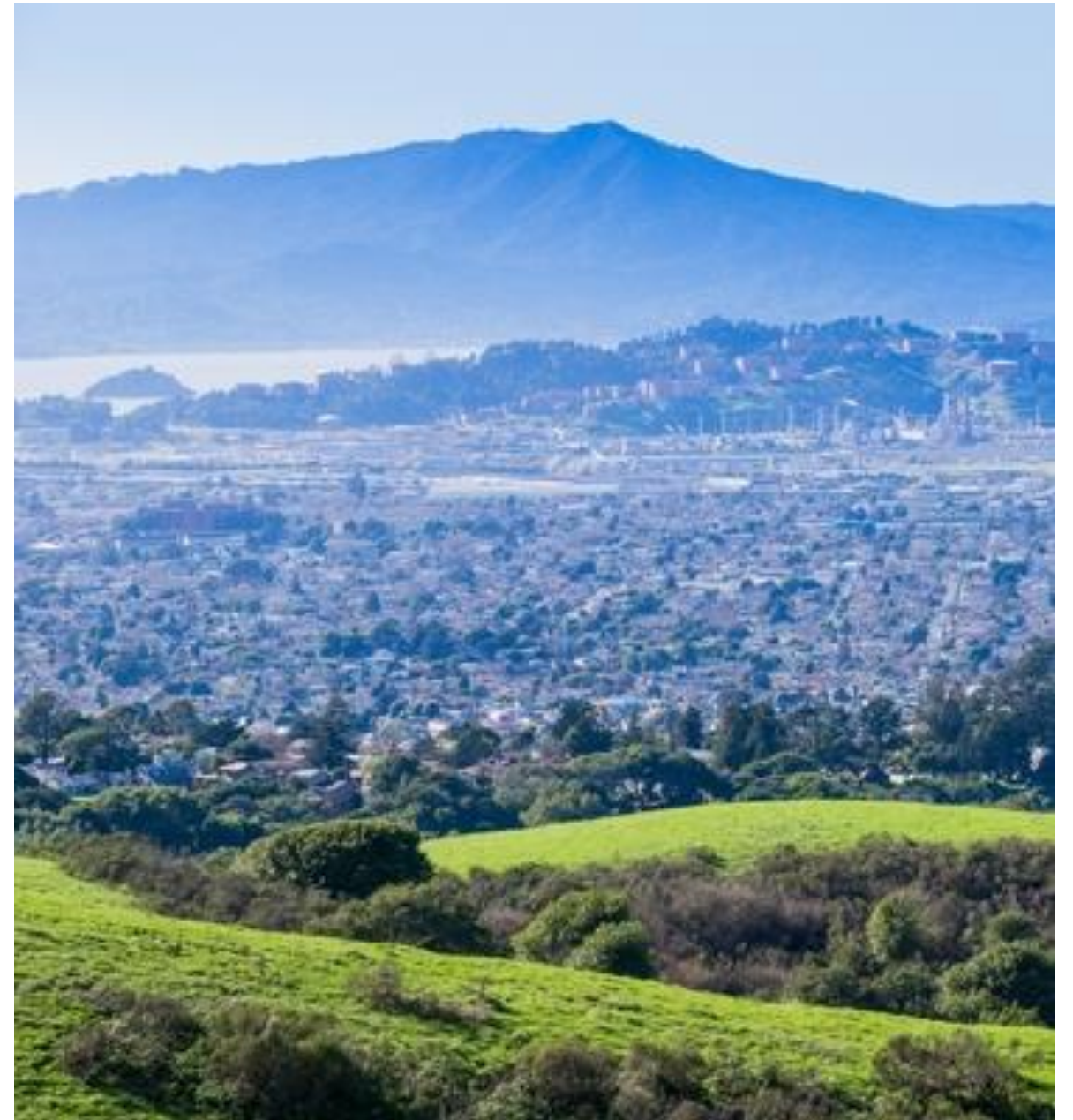
**Total Cost Increase for Contra Costa County**  
NTD 2023 Unit Cost



# 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

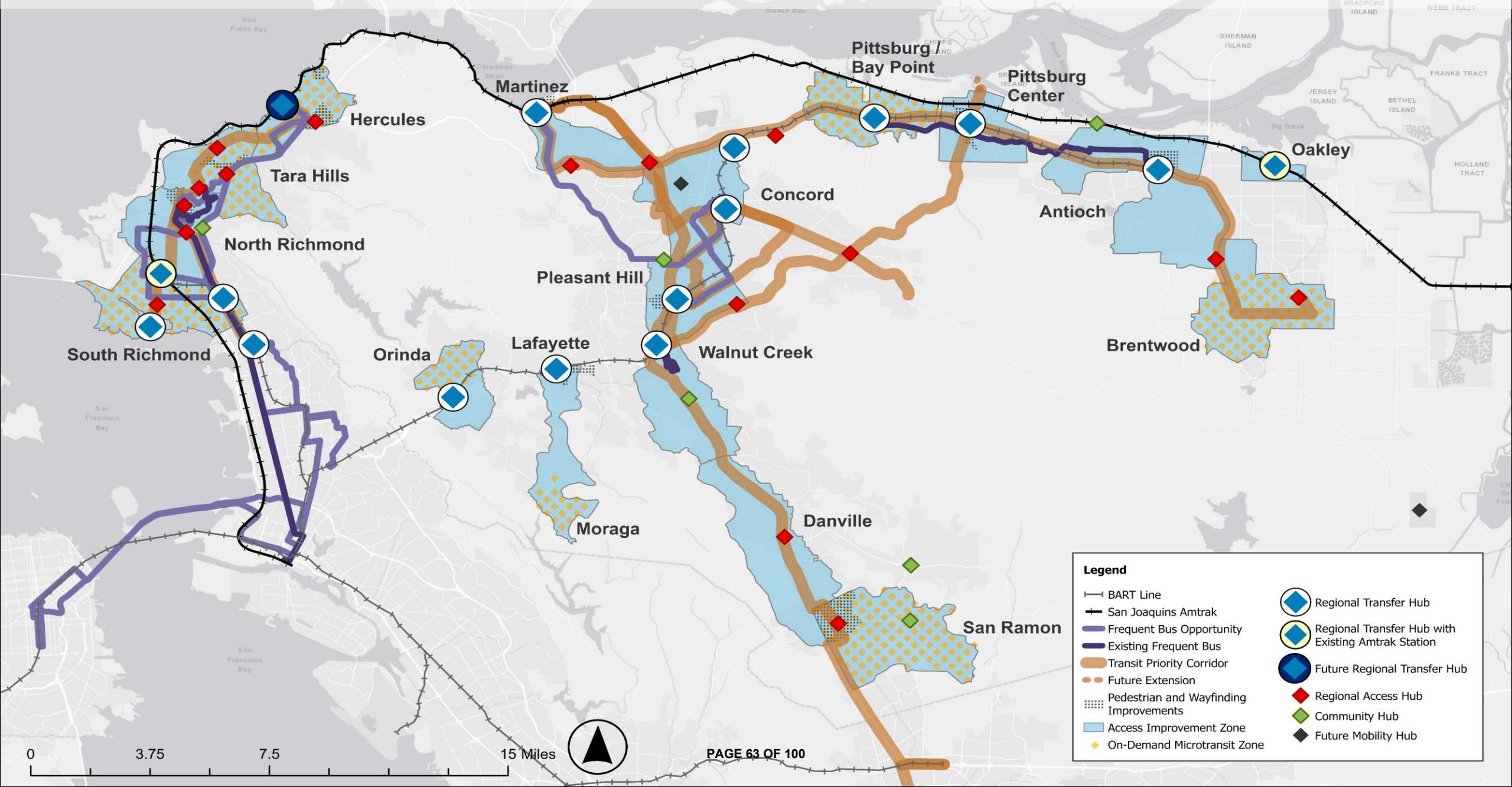
# Answered/Acknowledged

| Feedback                                                                                                                                                                                                                                                                                                                                                                   | Response                                                                                                                                                                                                                                                                                                                                                                                                                       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Was Bailey Road considered since Pittsburg Bay Point BART has high ridership and is adjacent to the Bay Point Equity Priority Community?</i>                                                                                                                                                                                                                            | Yes, Bailey Road was considered earlier in the project. Earlier maps showed the TPC on Treat Blvd continuing onto Bailey Road to Route 4. However, it was seen as an alternative to the Kirker Pass TPC and ultimately the Kirker Pass TPC was seen as the stronger of the two. The Treat Blvd segment of the Bailey Road TPC was kept, however, with buses to be routed onto Clayton Road to I-680 and Diablo Valley College. |
| <p><i>TPC 1</i></p> <ul style="list-style-type: none"> <li>- Smart signals are being deployed on Redwood Boulevard</li> <li>- Don't shove bicyclist away so please have improvements that dove tail with bicycle improvements</li> <li>- Bikes are allowed on SR-4, so confirm that they won't be impacted by improvements</li> <li>- How will these be funded?</li> </ul> | Detail design considerations such as bicycle/transit interface treatments will be a component of future project development phases. The ITP is conceptual and does not address context-specific design needs. Funding will be addressed as part of the final recommendation and will ultimately be considered in a future discussion of sales tax expenditure plans.                                                           |
| <p><i>TPC 6</i></p> <ul style="list-style-type: none"> <li>- Don't squeeze bike lanes out and confirm bike lanes are present</li> <li>- Would ridership be pulled off BART by having these TPCs?</li> <li>- County to widen SB Kirker Pass for truck lane</li> </ul>                                                                                                       | Detail design considerations such as bicycle/transit interface treatments will be a component of future project development phases. The ITP is conceptual and does not address context-specific design needs. It is unlikely that short trips between two or three BART stations will be diverted to bus transit. However, short trips that divert to bus may improve BART capacity pressure in the long term.                 |

# Answered/Acknowledged

| Feedback                                                                                          | Response                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Questions about what is included in bus improvements</i>                                       | All TPCs are anticipated to include frequent service, transit islands/bus bulbs, enhanced stations, transit signal priority, distinctive branding at stations and active transportation improvements. Bus lanes will be considered on some segments. Proposed frequent bus corridors would include increase frequency but not additional infrastructure. |
| <i>TPC 1 - Preference to use Lone Tree Way instead of Balfour Road</i>                            | Balfour was selected over Lone Tree so that it better matched with Tri Delta's potential BRT project on Route 4 and it best served the Brentwood Innovation Center which is south of Lone Tree. However, Lone Tree can be noted as an alternative for a future Alternatives Analysis phase of this project.                                              |
| <i>Request to continue to take into consideration bicycles on corridors and with improvements</i> | Where bike lanes are currently proposed on TPC corridors, our cost estimates will also include the provision of bike infrastructure. Where bike lanes are not already proposed on TPCs, they can certainly be included during more detailed alternatives analysis and design phase of each particular project.                                           |

# 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

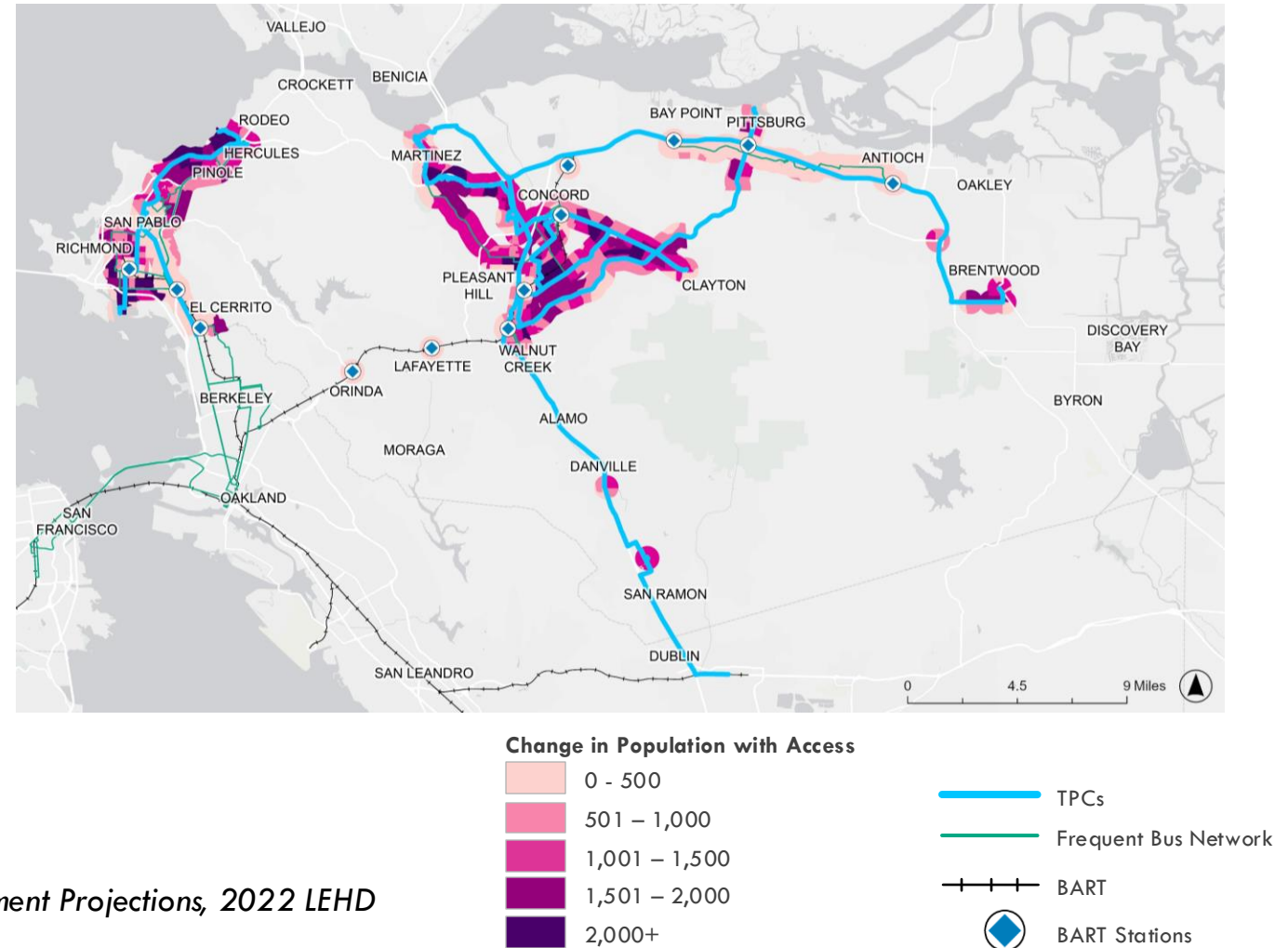
+313,000 people (+27% of county)  
+138,000 jobs (+36% of county)

### 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



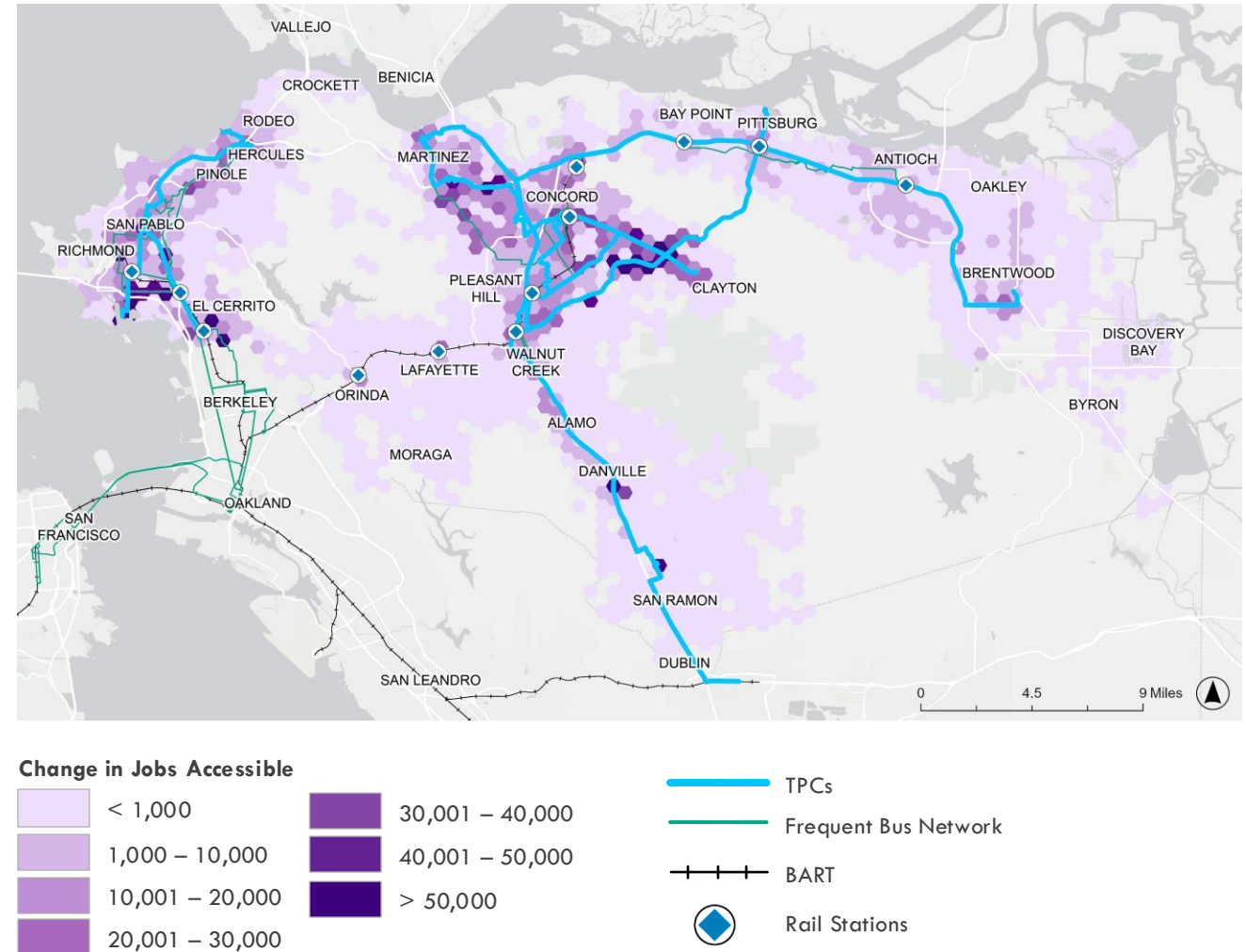
## 2. Connectivity of Transit Network

- **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

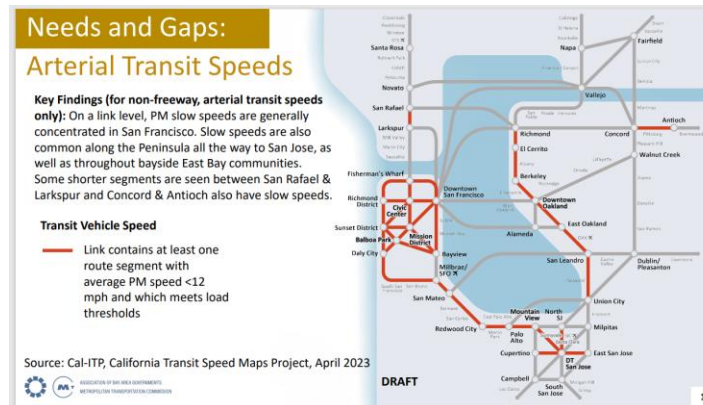
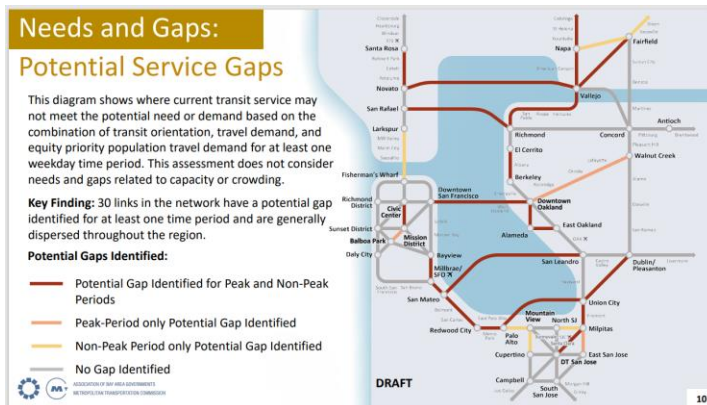
### 3. Planned Projects

- **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<br>MTC's Transit 2050+                                |
| TPC 3: San Pablo Ave South                                                                 | WCCTC's San Pablo Avenue Multimodal Corridor Study<br>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+<br>WCCTC's West County High-Capacity Transit Study    |
| No Existing Plan Found that Aligns with TPC                                                |                                                                           |
| TPC 5: Pleasant Hill BART to Concord<br>via Treat Blvd and Clayton Rd                      |                                                                           |
| TPC 6: Walnut Creek to Pittsburg<br>via Ygnacio Valley Rd and Kirker Pass                  |                                                                           |
| TPC 7: Martinez to Clayton<br>via Alhambra Ave, Muir Rd, Contra Costa Blvd, and Clayton Rd |                                                                           |
| TPC 8: Walnut Creek to Concord<br>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

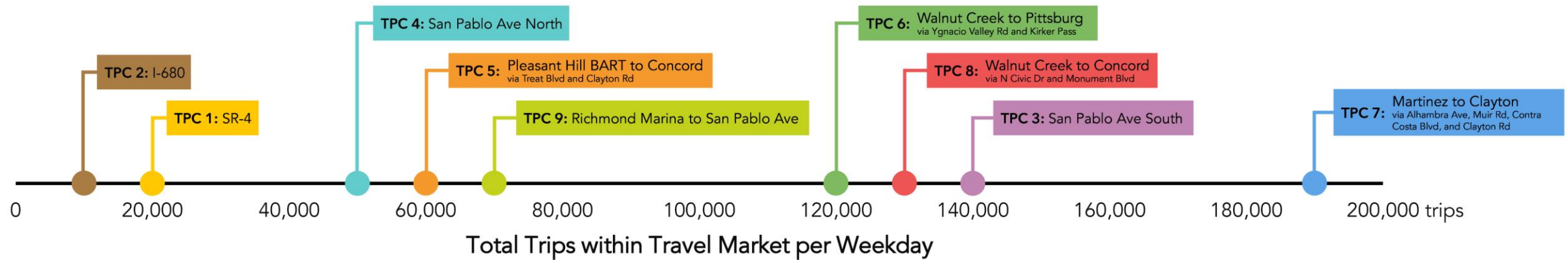
TPC 8: Walnut Creek to Concord  
via N Civic Dr and Monument Blvd

TPC 9: Richmond Marina to San Pablo Ave

*Data source: Transit 2050+ Existing Conditions Analysis*

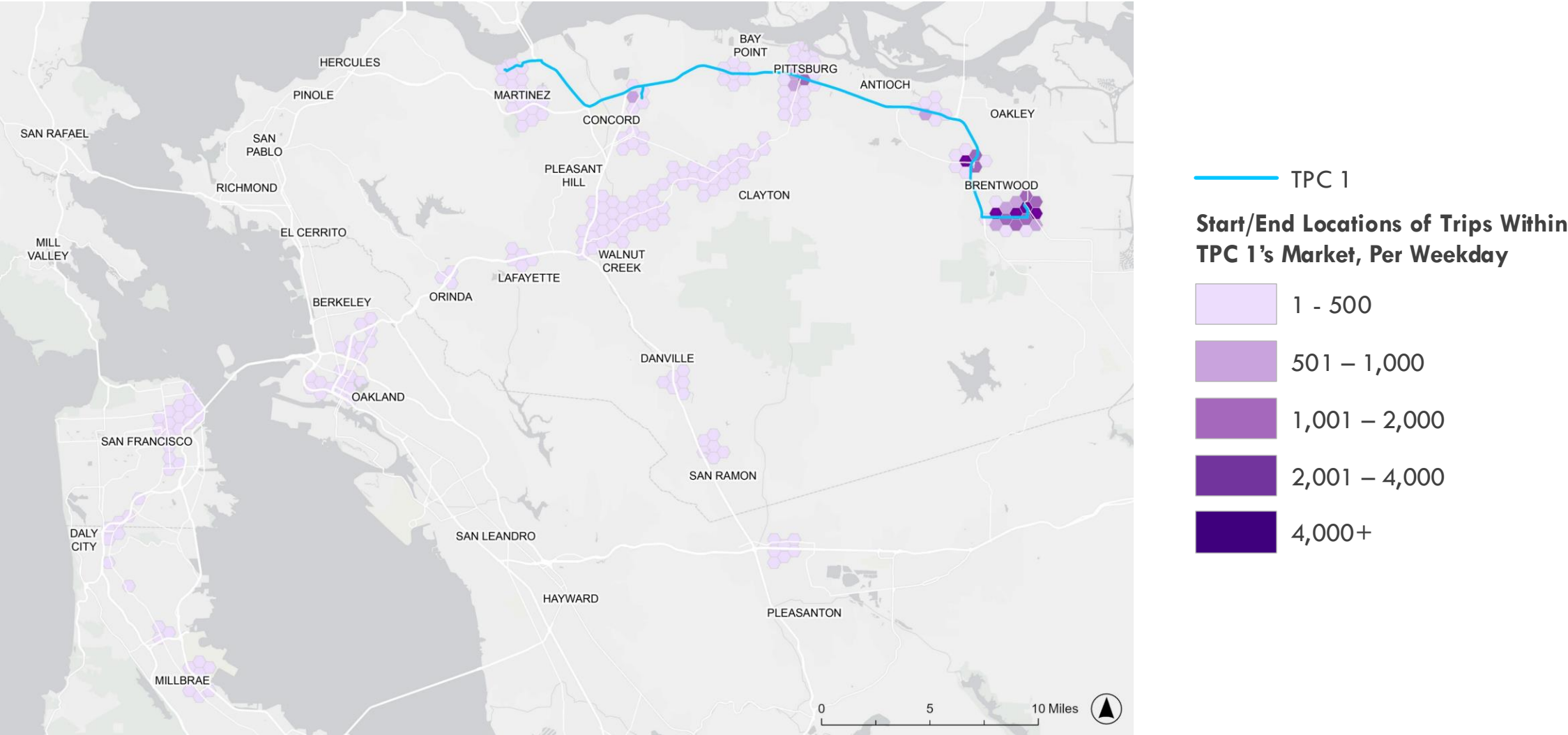
## 5. Markets Served

- **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



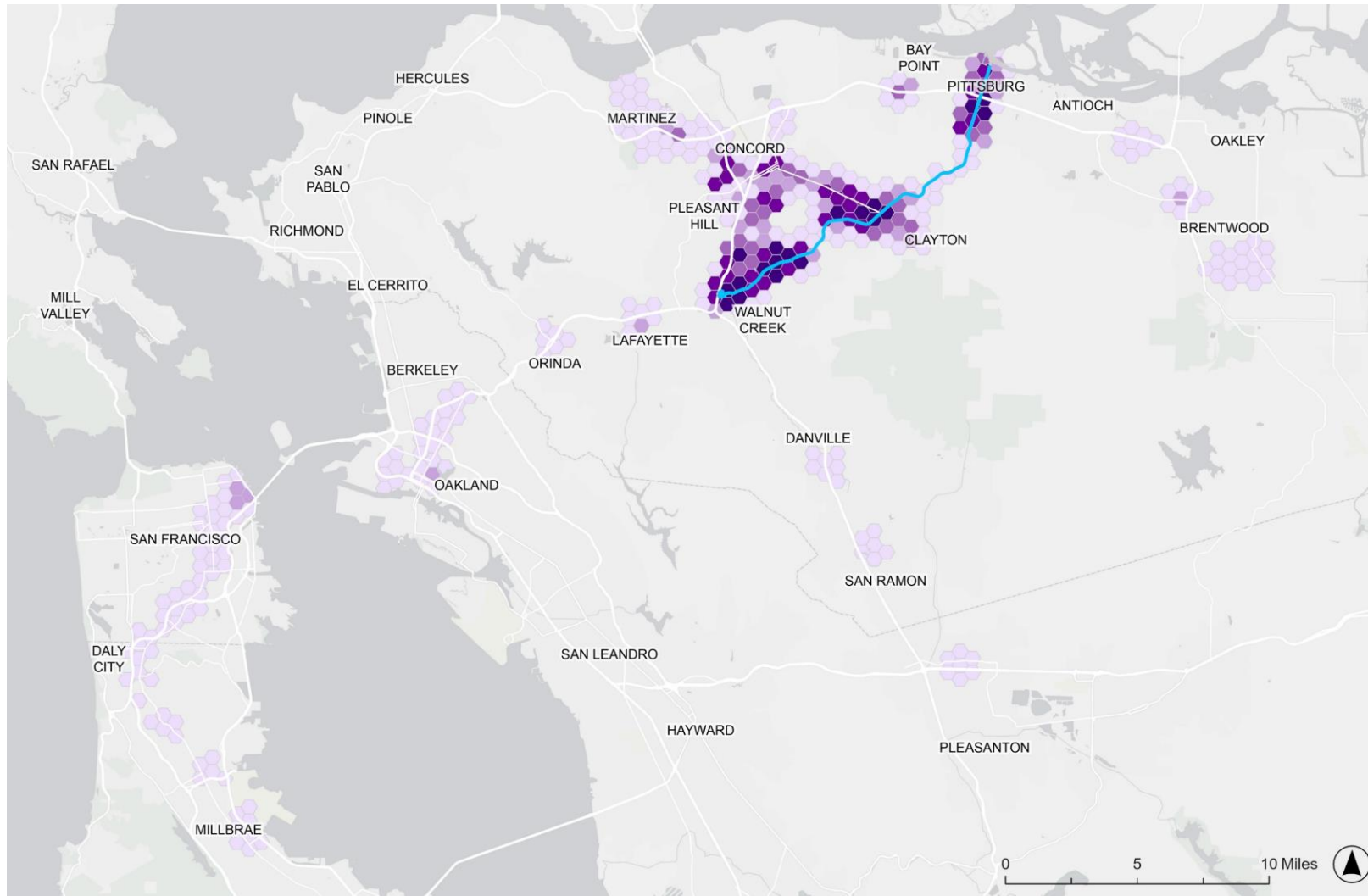
Data source: Replica (Fall 2024)

# 5. Markets Served – TPC 1 Results



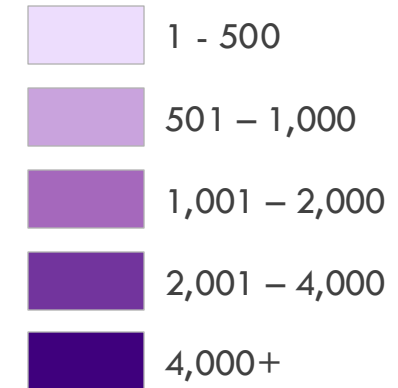
Data source: Replica (Fall 2024)

## 5. Markets Served – TPC 6 Results



— TPC 6

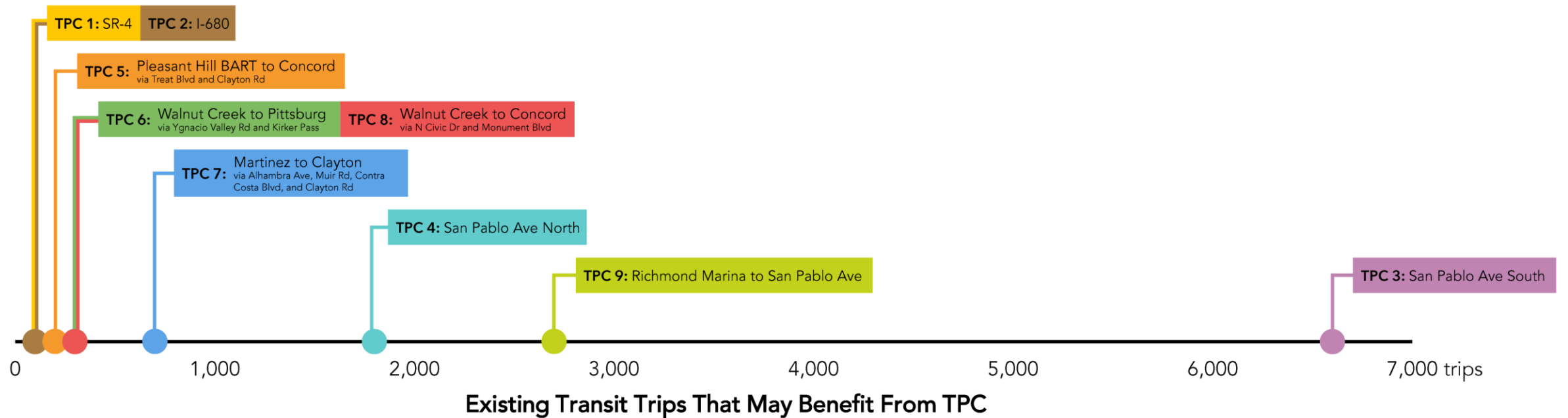
**Start/End Locations of Trips Within  
TPC 6's Market, Per Weekday**



*Data source: Replica (Fall 2024)*

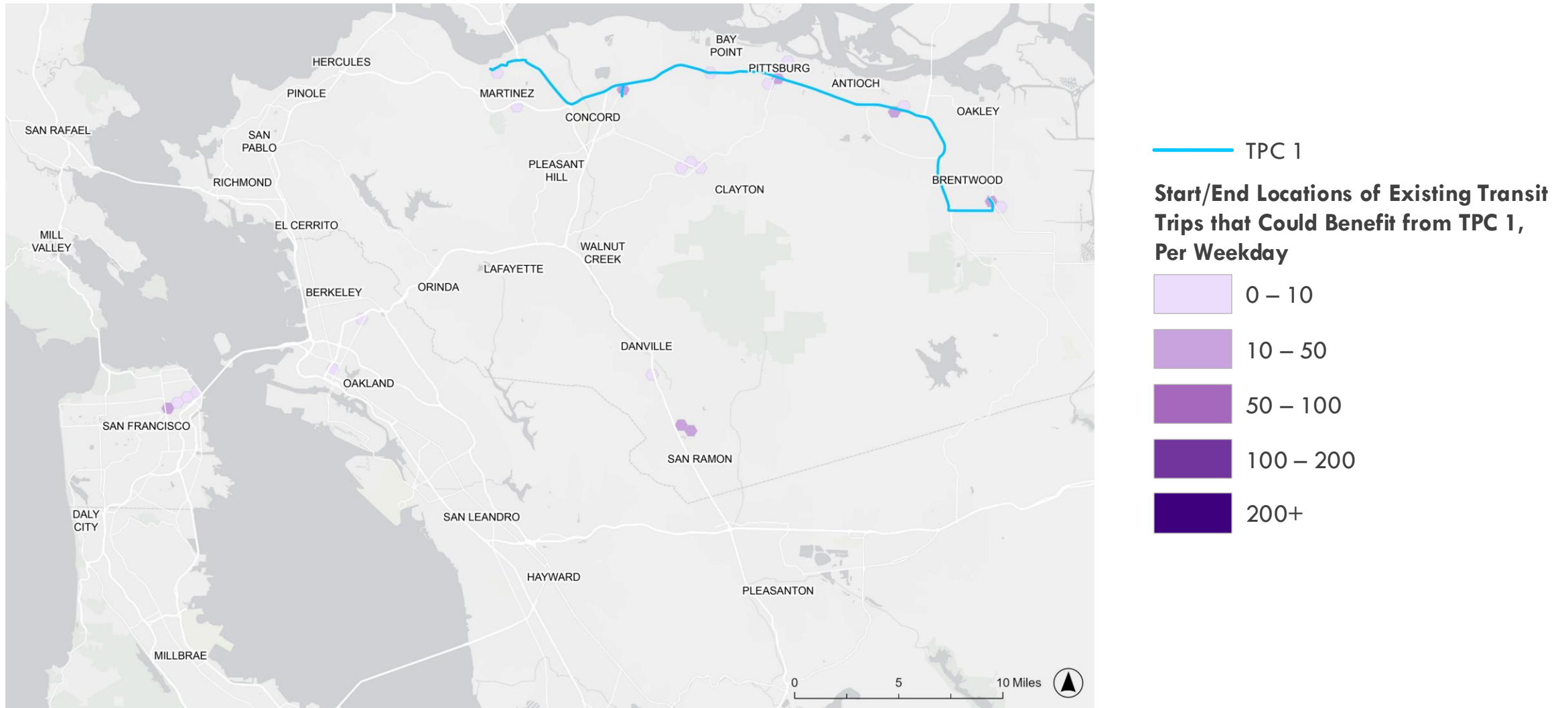
## 6. Existing Transit Trips Served

- **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



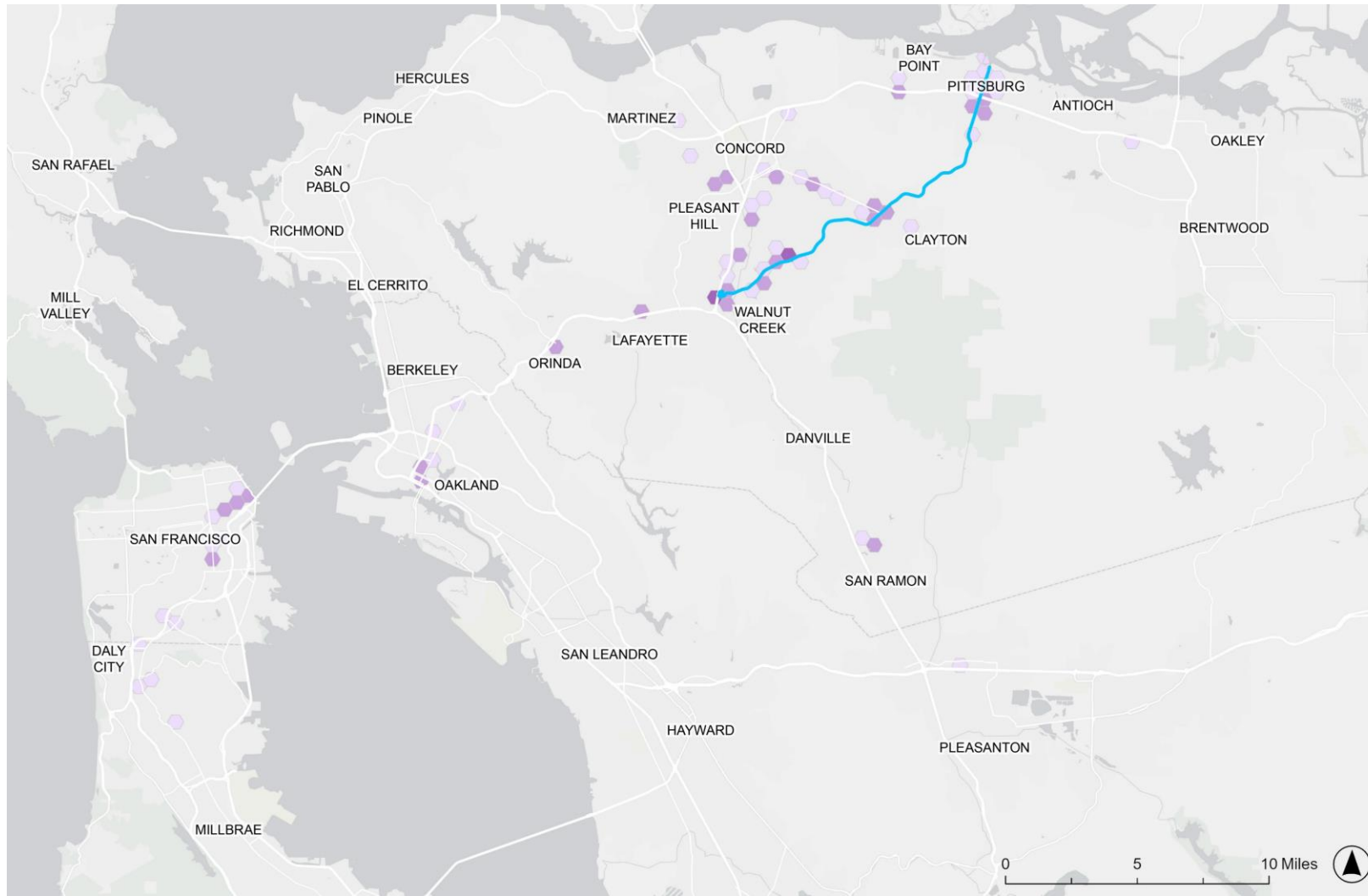
Data source: MTC Regional Onboard Survey

## 6. Existing Transit Trips Served – TPC 1 Results



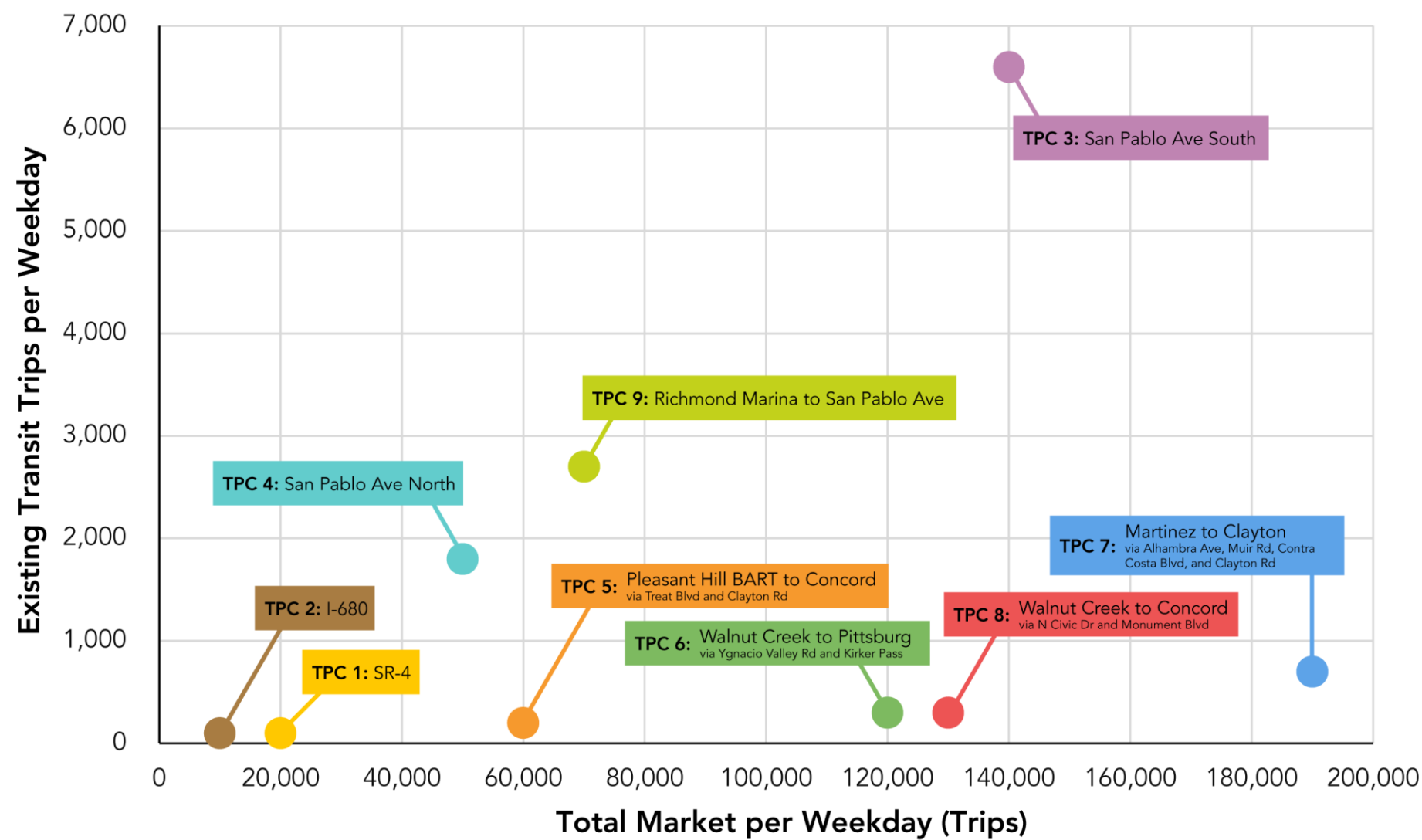
Data source: MTC Regional Onboard Survey

## 6. Existing Transit Trips Served – TPC 6 Results



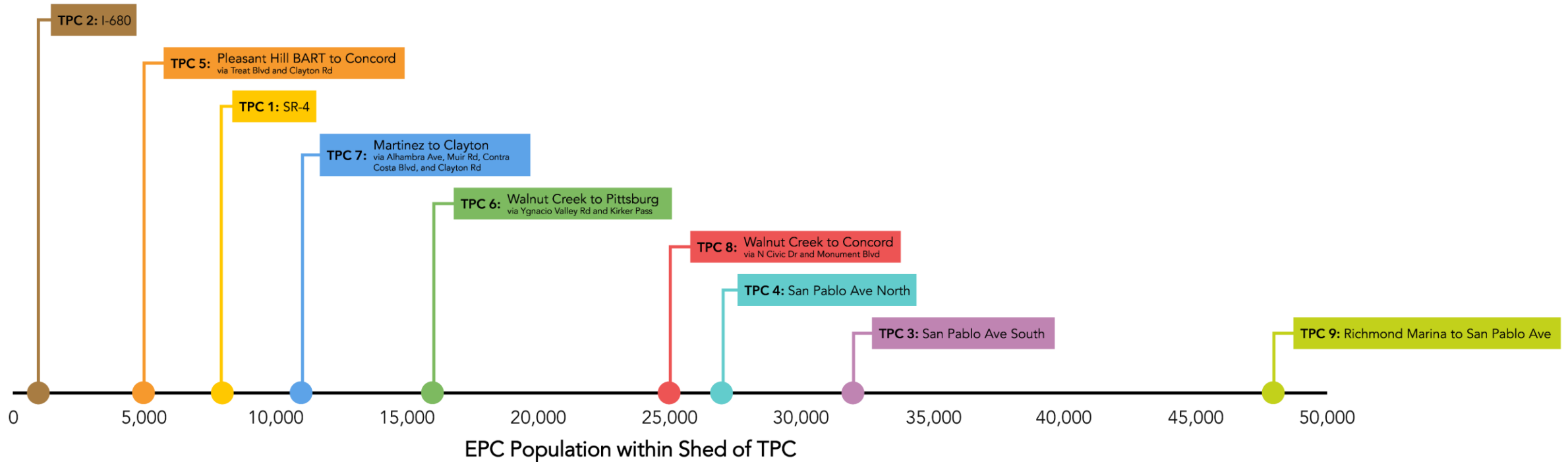
Data source: MTC Regional Onboard Survey

# Existing Transit Trips vs Total Market



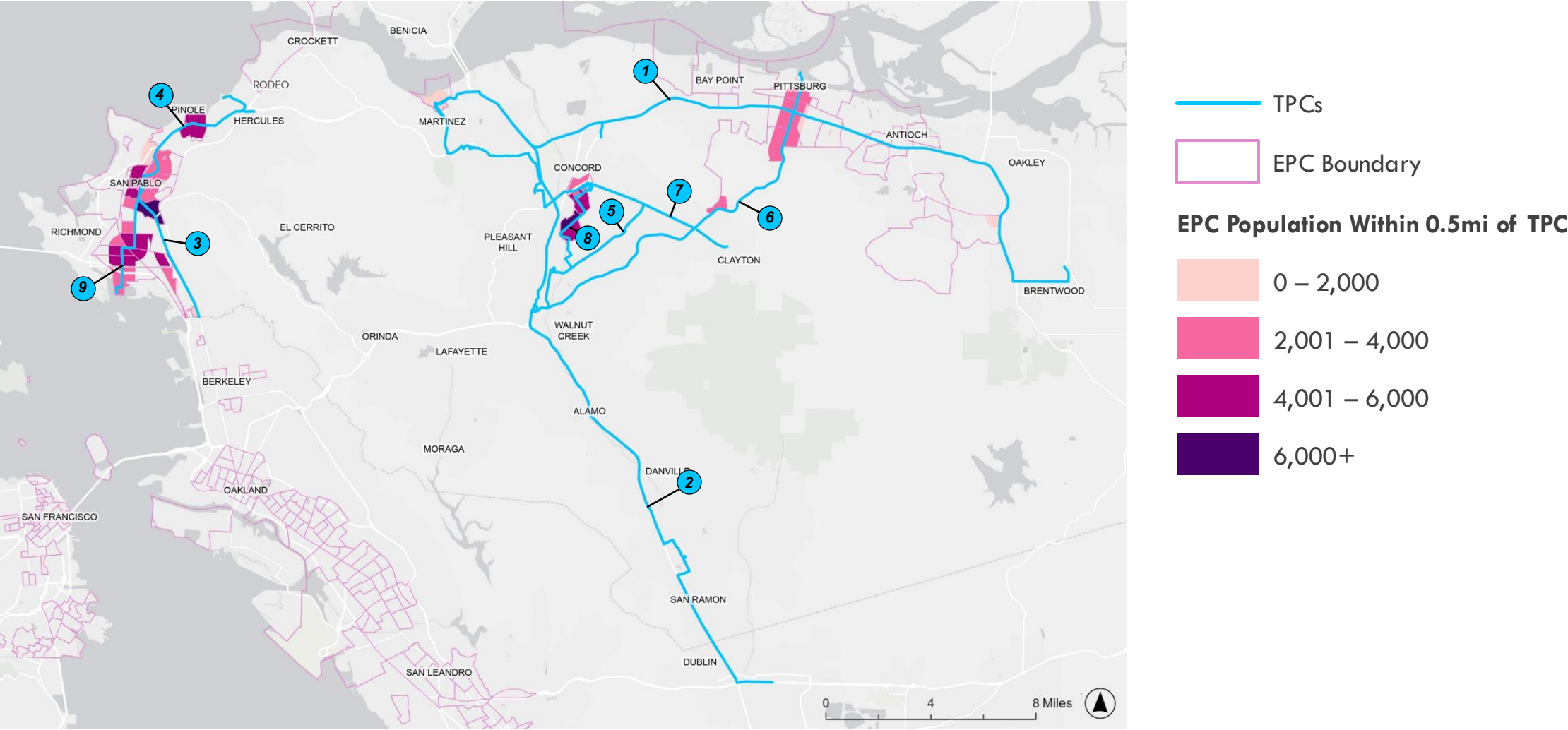
## 7. Equity

- **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

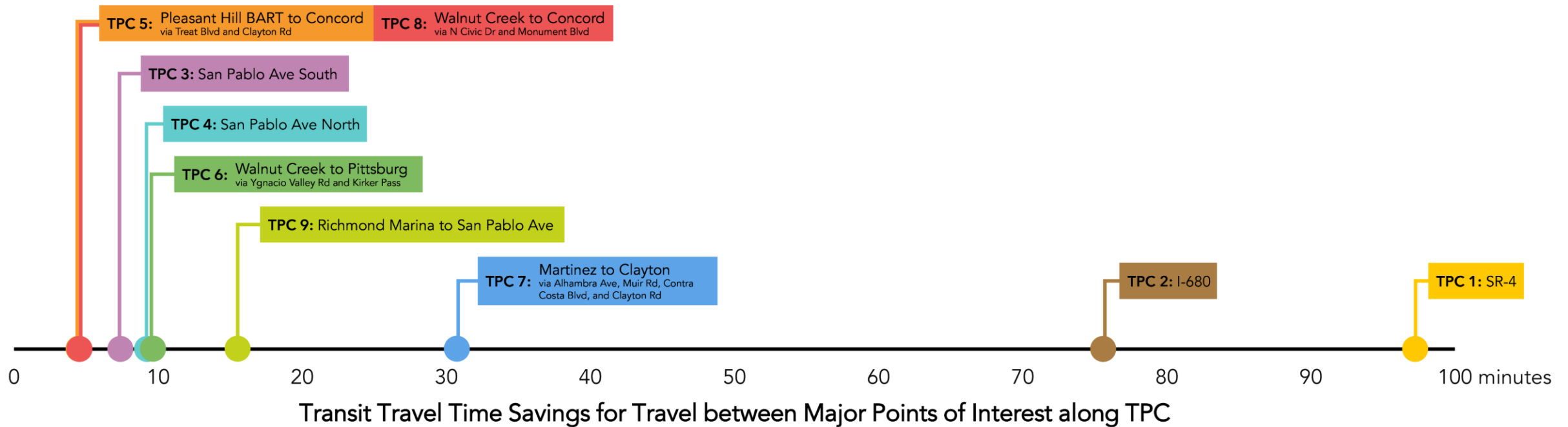
# 7. Equity



Data source: PBA 2050+ Equity Priority Area Definitions

## 8. Transit Travel Time Savings

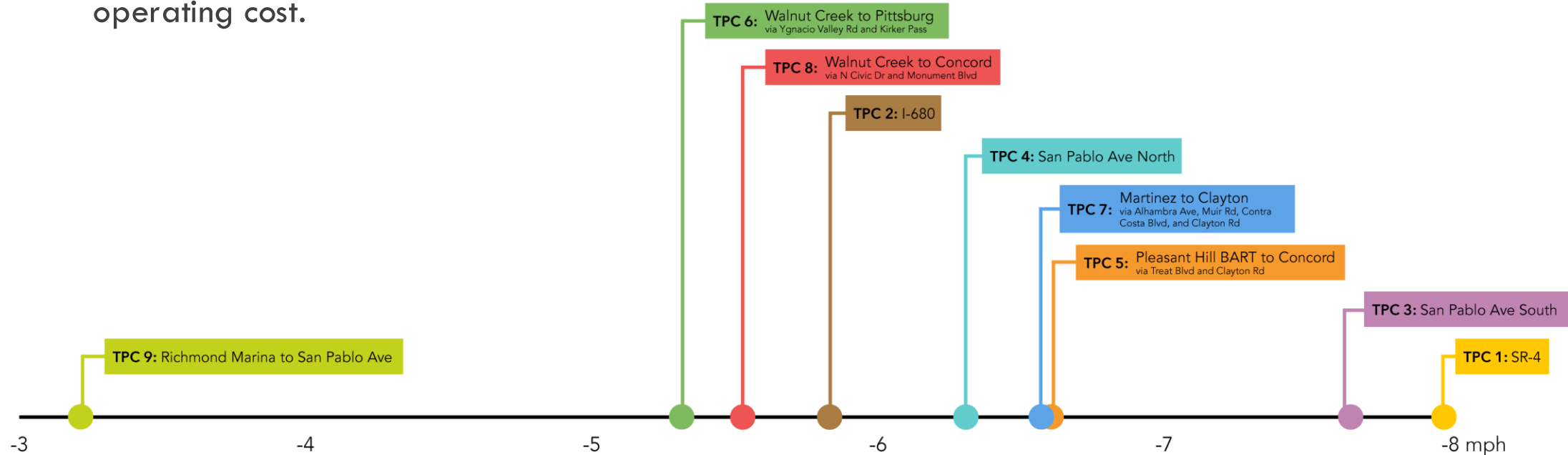
- **Objective:** Estimate change in transit travel time after improvements
- **Performance Measure:** Change in estimated transit travel time between key locations with the transit investment.



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

## 9. Projected Speed Degradation without TPC Treatments

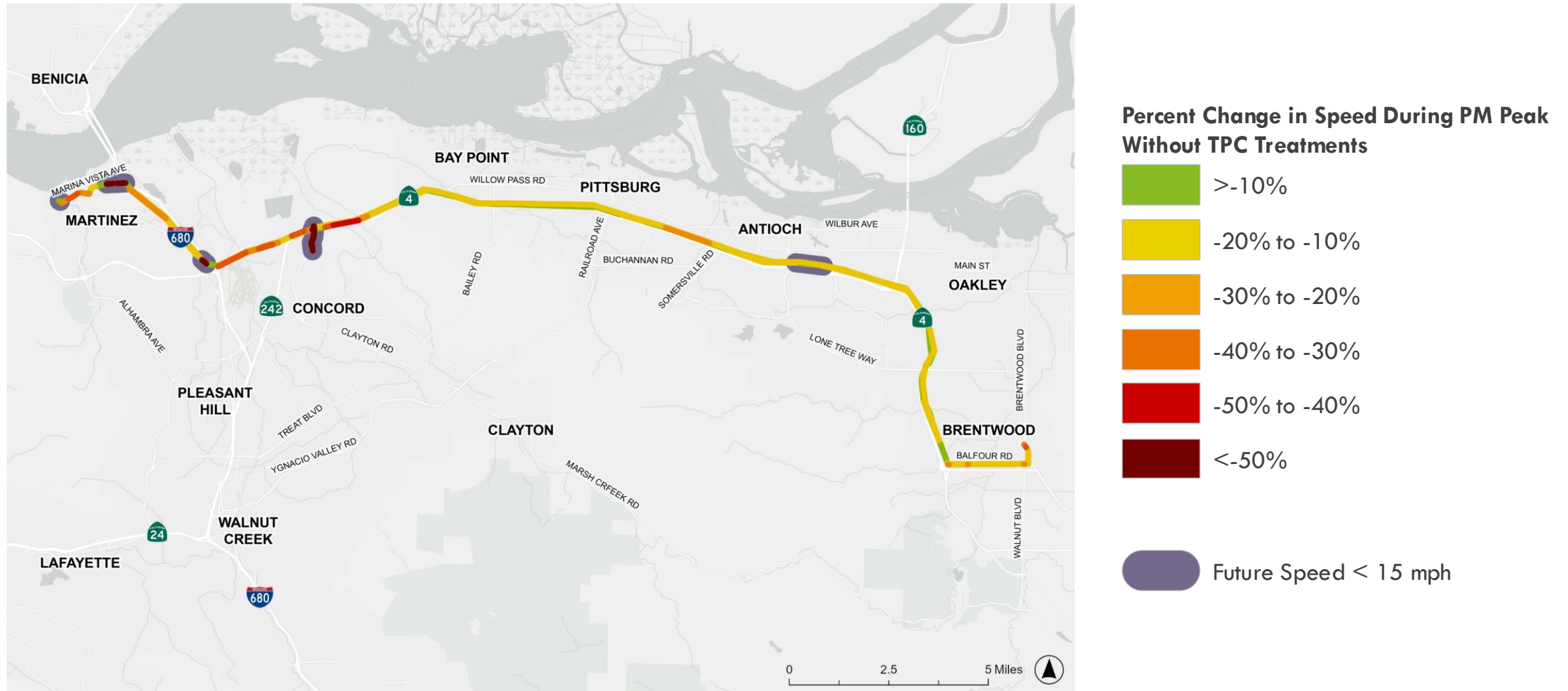
- **Objective:** Evaluate degree to which travel speeds on each TPC are projected to decrease in the future without TPC transit investments.
- **Performance Measure:** Change in speeds from 2020 to 2050 without transit investment. Higher speed reduction translates to greater need for transit investment 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 1 Results



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

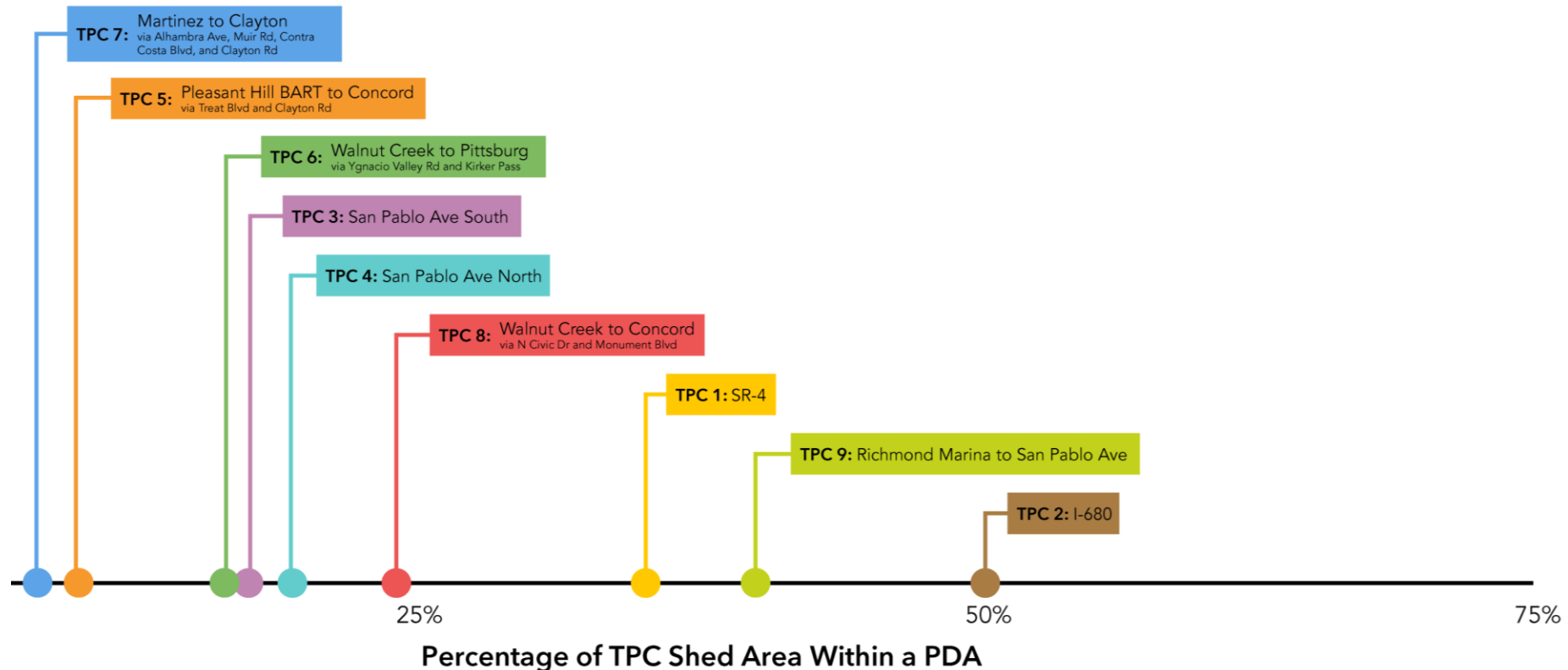
## 9. Projected Speed Degradation (2020 to 2050) without TPC Treatments – TPC 6 Results



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.

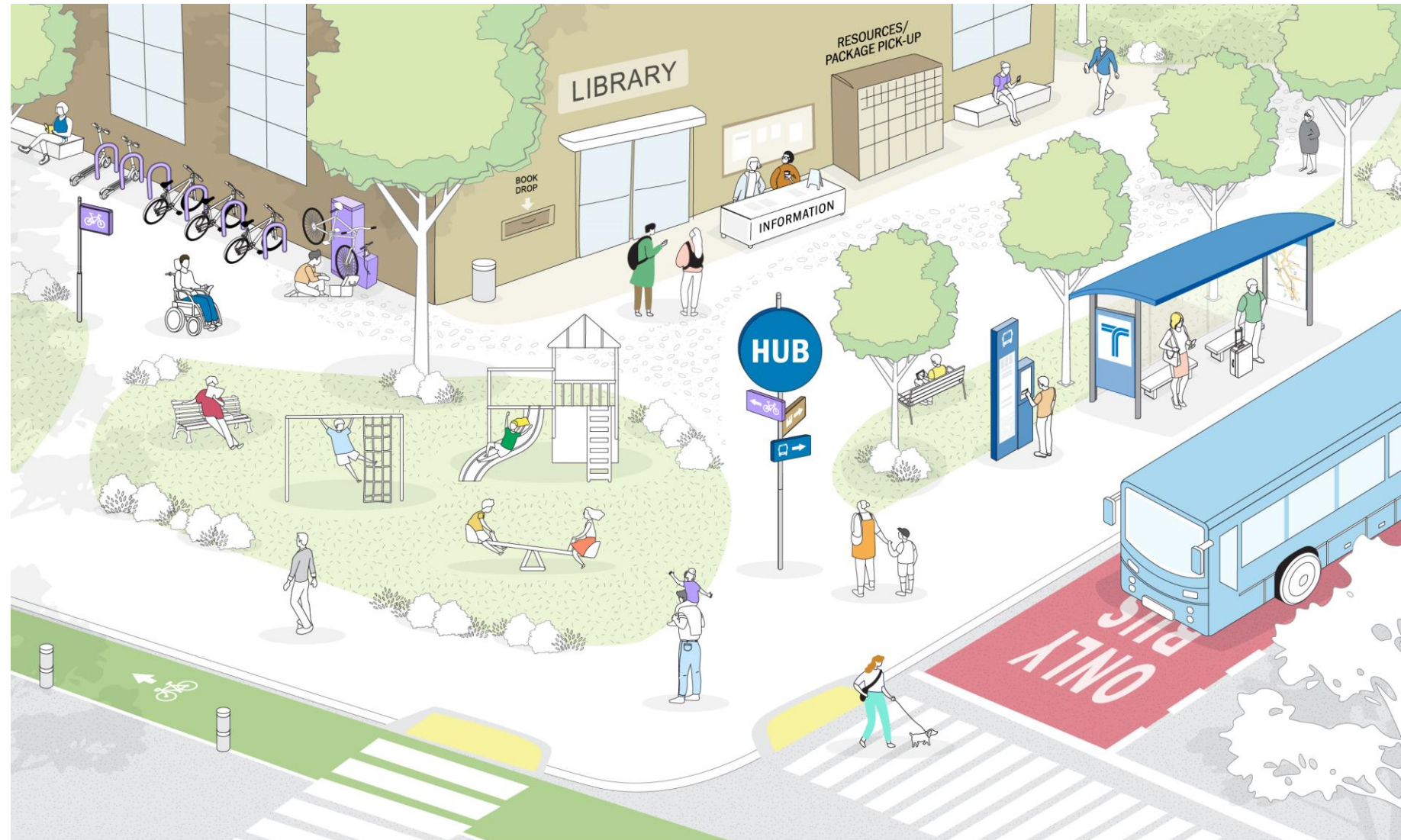


# Mobility Hubs Typology (continued)

3

## Community Hubs

Serve as hubs for local access.



# Microtransit Modeling Assumptions

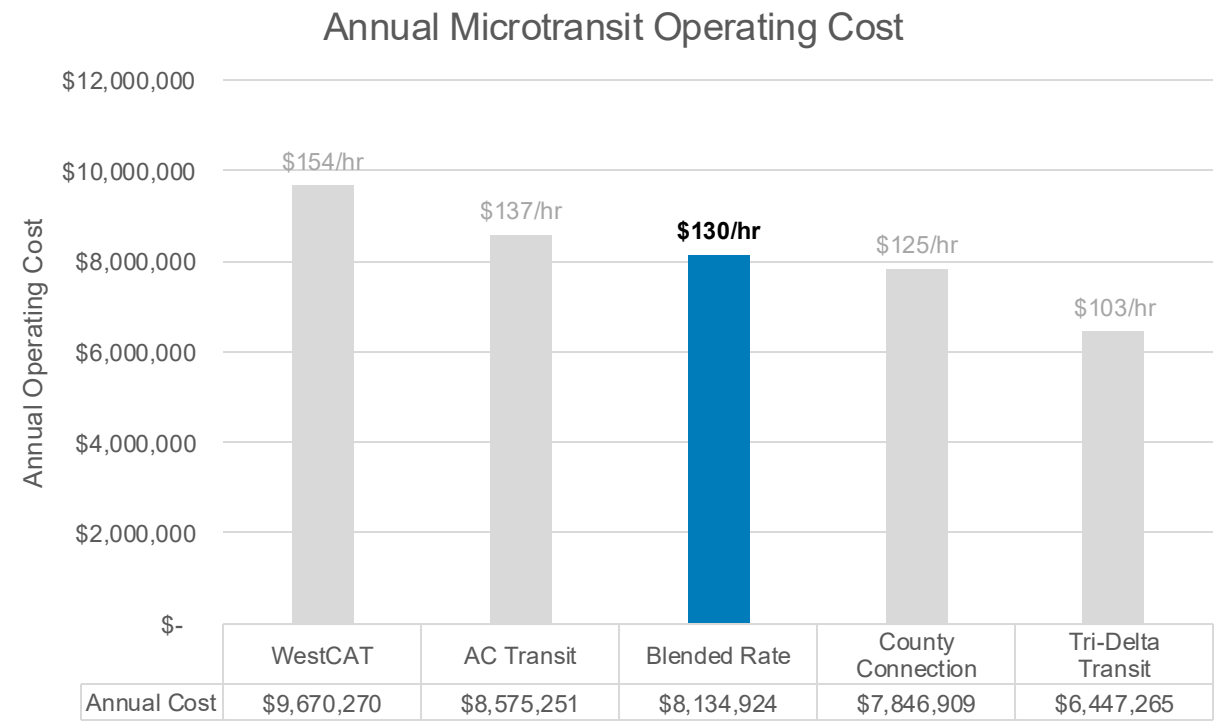
- Vehicle requirements for each zone were scaled based on existing Tri MyRide service area characteristics
  - Existing Antioch/Oakley, Pittsburg/Bay Point & Brentwood details shown in table
- Weekday Span: 5am-9pm
- Weekend Span: 8am-5pm

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

**ITEM 8**

**APPROVE FY 2025/26 TRANSPORTATION FOR CLEAN AIR EAST  
COUNTY SUBREGIONAL PROGRAM ALLOCATIONS.**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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**TO:** TRANSPLAN Committee

**FROM:** TRANSPLAN TAC

**DATE:** October 16, 2025

**SUBJECT:** FY 2025/26 Transportation for Clean Air Program

---

### Recommendation

Approve the FY 2025/26 TFCA East County subregional allocation for the following programs:

- Tri MyRide Service Expansion
- Walk & Roll Program (within the TRANSPLAN region)

### Background

The Transportation Fund for Clean Air (TFCA) program funds transportation projects and programs that reduce emissions and air pollution from motor vehicles. The TFCA program, administered by the Bay Area Air Quality Management District (“Air District”), is funded by a \$4 surcharge on Bay Area vehicle registrations. The Air District annually allocates TFCA funds to the Contra Costa Transportation Authority (CCTA), who serves as the administering agency for the TFCA funds in Contra Costa County.

In 2024, CCTA adopted a new policy for TFCA distribution, replacing the formula-based method with a competitive application process. Under this new approach, funding is first allocated to countywide programs. Remaining funds are then distributed to the subregions, where they are allocated to projects or programs within the subregion on a competitive basis.

For FY 2025/26, CCTA received a total of \$1,891,105 in TFCA funds from the Air District. Of this amount, \$1,063,115 will be allocated to the countywide programs, which are summarized in the table below:

| Program                                                                                             | Description                                                                                                                                                                                          | TFCA Allocation |
|-----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 511 Contra Costa (511CC) Brand, Countywide TDM Commute and School Incentives, and Seasonal Programs | Website, marketing, year-round Big Win on Transit incentives, and seasonal campaigns including Earth Day, Bike to Work Day, Summer Bike Challenge, Winter Walk Challenge, Pass2Class, and SchoolPool | \$773,237       |
| Countywide Vanpool Program                                                                          | 3-month startup incentives for new vanpools                                                                                                                                                          | \$229,878       |
| Guaranteed Ride Home                                                                                | Emergency ride reimbursement for alternative commuters                                                                                                                                               | \$60,000        |

After funding these countywide programs, the remaining \$827,990 will be distributed to the subregions, based on a jobs/housing formula. East County will receive \$215,133.88 (26.60% of the funds available for the subregions).

Below is a table that summarizes the two programs that have requested FY 2025/26 TFCA East County subregional funds.

| <b>Program</b>                                    | <b>Description</b>                                                                                                                                              | <b>TFCA Allocation</b> |
|---------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| Tri MyRide Service Expansion                      | An on-demand, corner-to-corner, shared shuttle service provided by Tri Delta Transit, with service areas in Pittsburg-Bay Point, Antioch-Oakley, and Brentwood. | \$153,853.88           |
| Walk & Roll Program (within the TRANSPLAN region) | A 511CC-managed program that encourages elementary school students to bike, walk, and carpool to school through incentive prizes and engagement activities.     | \$61,280.00            |

Exhibit A provides a breakdown of Contra Costa County's FY 2025/26 TFCA allocation among Countywide and subregional programs.

CCTA staff will present the countywide and subregional TFCA recommendations to the CCTA Board on October 15<sup>th</sup> for approval, which will be contingent on the TRANSPLAN Committee's approval of the two East County TFCA subregional fund requests. After approvals by both the CCTA Board and TRANSPLAN Committee, implementation may begin for the two East County programs.

att: Exhibit A - TFCA Project Submittal and Benefit Calculation Worksheet

cc: TRANSPLAN TAC

**ATTACHMENT A**

|                                                                 |                     |
|-----------------------------------------------------------------|---------------------|
| <b>TFCA Project Submittal and Benefit Calculation Worksheet</b> |                     |
| <b>TFCA County Total Funds FY2026</b>                           | <b>\$ 1,891,105</b> |

| <b>Countywide Projects - Serving All Residents</b> |                                                                                         |                   |                          |                      |                  |                                                                         |
|----------------------------------------------------|-----------------------------------------------------------------------------------------|-------------------|--------------------------|----------------------|------------------|-------------------------------------------------------------------------|
| <b>Project Status</b>                              | <b>Project</b>                                                                          | <b>Sponsor</b>    | <b>Initial Request</b>   | <b>Draft Final</b>   | <b>Net</b>       | <b>Notes</b>                                                            |
| Draft                                              | 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. |
| Draft                                              | Countywide Vanpool Program                                                              | City of San Ramon | \$ 229,878               | \$ 229,878           | \$ -             |                                                                         |
| Draft                                              | Guaranteed Ride Home                                                                    | WCCTAC            | \$ 60,000                | \$ 60,000            | \$ -             |                                                                         |
|                                                    | <b>Countywide Project Total</b>                                                         |                   | <b>\$ 1,082,331</b>      | <b>\$ 1,063,115</b>  |                  |                                                                         |
|                                                    |                                                                                         |                   | <b>Initial Remaining</b> | <b>Draft Final</b>   |                  |                                                                         |
| <b>Funds Remaining for Subregional Projects</b>    |                                                                                         |                   | <b>\$ 808,774</b>        | <b>\$ 827,990</b>    | <b>\$ 19,216</b> |                                                                         |
| <b>Available by Subregion</b>                      |                                                                                         |                   |                          |                      |                  |                                                                         |
| Central County                                     | 30.70%                                                                                  |                   | \$248,294                | \$248,294            | \$ -             |                                                                         |
| East County                                        | 26.60%                                                                                  |                   | \$215,134                | \$215,134            | \$ -             |                                                                         |
| Southwest                                          | 20.50%                                                                                  |                   | \$165,799                | \$185,015            | \$ 19,216        | Incorporates above 511CC redistribution.                                |
| West County                                        | 22.20%                                                                                  |                   | \$179,548                | \$179,548            | \$ -             |                                                                         |
| <b>Central County Available Funds</b>              |                                                                                         |                   | <b>\$ 248,294</b>        | <b>\$ 248,294</b>    |                  |                                                                         |
| <b>Project Status</b>                              | <b>Project</b>                                                                          | <b>Sponsor</b>    | <b>Initial Request</b>   | <b>Draft Final</b>   |                  |                                                                         |
| Draft                                              | CC1: Walk & Roll (TRANSPAC)                                                             | CCTA              | \$ 286,840.00            | \$ 248,293.62        |                  |                                                                         |
|                                                    | <b>Central County Project Total</b>                                                     |                   | <b>\$ 286,840.00</b>     | <b>\$ 248,293.62</b> |                  |                                                                         |
|                                                    | <b>Remaining:</b>                                                                       |                   | <b>\$ (38,546.38)</b>    | <b>\$ -</b>          |                  |                                                                         |
| <b>East County Available Funds</b>                 |                                                                                         |                   | <b>\$ 215,134</b>        | <b>\$ 215,134</b>    |                  |                                                                         |
| <b>Project Status</b>                              | <b>Project</b>                                                                          | <b>Sponsor</b>    | <b>Initial Request</b>   | <b>Draft Final</b>   |                  |                                                                         |
| Draft                                              | EC1: Tri MyRide Service Expansion                                                       | ECCTA             | \$ 340,000.00            | \$ 153,853.88        |                  |                                                                         |
| Draft                                              | EC2: Walk & Roll (TRANSPAC)                                                             | CCTA              | \$ 101,280.00            | \$ 61,280.00         |                  |                                                                         |
|                                                    | <b>East County Project Total</b>                                                        |                   | <b>\$ 441,280.00</b>     | <b>\$ 215,133.88</b> |                  |                                                                         |
|                                                    | <b>Remaining:</b>                                                                       |                   | <b>\$ (226,146.12)</b>   | <b>\$ -</b>          |                  |                                                                         |
| <b>Southwest County Available Funds</b>            |                                                                                         |                   | <b>\$ 165,799</b>        | <b>\$ 185,015</b>    |                  |                                                                         |
| <b>Project Status</b>                              | <b>Project</b>                                                                          | <b>Sponsor</b>    | <b>Initial Request</b>   | <b>Draft Final</b>   |                  |                                                                         |
| Draft                                              | SWC1: Lamorinda School Bus Trip Reduction                                               | City of Lafayette | \$ 104,000.00            | \$ 104,141.66        |                  |                                                                         |
| Draft                                              | SWC2: Traffix School Bus Trip Reduction                                                 | City of San Ramon | \$ 80,763.00             | \$ 80,873.01         |                  |                                                                         |
|                                                    | <b>Southwest County Project Total</b>                                                   |                   | <b>\$ 184,763.00</b>     | <b>\$ 185,014.67</b> |                  |                                                                         |
|                                                    | <b>Remaining:</b>                                                                       |                   | <b>\$ (18,964.33)</b>    | <b>\$ -</b>          |                  |                                                                         |
| <b>West County Available Funds</b>                 |                                                                                         |                   | <b>\$ 179,548</b>        | <b>\$ 179,548</b>    |                  |                                                                         |
| <b>Project Status</b>                              | <b>Project</b>                                                                          | <b>Sponsor</b>    | <b>Initial Request</b>   | <b>Draft Final</b>   |                  |                                                                         |
| Draft                                              | WC1: West County Commuter Incentive Program                                             | WCCTAC            | \$ 221,817.00            | \$ 179,547.83        |                  |                                                                         |
|                                                    | <b>West County Project Total</b>                                                        |                   | <b>\$ 221,817.00</b>     | <b>\$ 179,547.83</b> |                  |                                                                         |
|                                                    | <b>Remaining:</b>                                                                       |                   | <b>\$ (42,269.17)</b>    | <b>\$ -</b>          |                  |                                                                         |

**ITEM 9**

**APPROVE 511 CONTRA COSTA REQUEST TO ALLOCATE MEASURE J  
PROGRAM 17 FUNDS TOWARDS THE INSTALLATION OF E-LOCKERS  
IN THE CITY OF ANTIOCH**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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**TO:** TRANSPLAN Committee  
**FROM:** TRANSPLAN Staff  
**DATE:** October 16, 2025  
**SUBJECT:** E-Locker Installation in the City of Antioch

---

### Recommendation

**APPROVE** 511 Contra Costa request to allocate Measure J Program 17 funds towards the installation of e-lockers in the City of Antioch.

### Background

In 2024, 511 Contra Costa informed TRANSPLAN member agencies that it could fund a limited number of bicycle e-lockers within their jurisdictions with Measure J Program 17 (Commute Alternatives) funds. The City of Antioch indicated interest and negotiated with eLock Technologies, the e-locker company, for service and maintenance of the e-lockers over the past year and a half. The City and eLock Technologies have agreed to terms for the service and licensing agreements and are ready to proceed with installation of the e-lockers.

511 Contra Costa's role in the project is to pay the invoice for the lockers and the fee for the agreement between the City and eLock Technologies. 511 Contra Costa plans to spend a total of \$53,053.50 to pay for four [Bike Link](#) e-lockers (providing eight high-security parking spaces), two Access Hubs that enable network connectivity for real-time alerts and data, cellular internet connection for the Access Hubs for a five-year term, and a five-year Service and Operations Agreement between the City and eLock Technologies. Details of the e-lockers and access hubs can be seen in Attachment A.

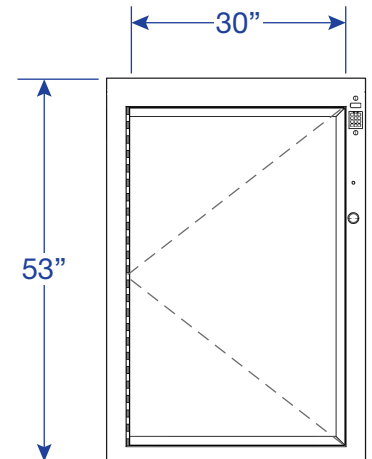
TRANSPLAN Committee approval to allocate Measure J Program 17 funds towards the e-lockers is required before they can be ordered and installed.

att: Attachment A – Bike Link G7 eLockers Factsheet

cc: TRANSPLAN TAC

# G7 eLockers

## Overview



Front Elevation

### Security & Construction

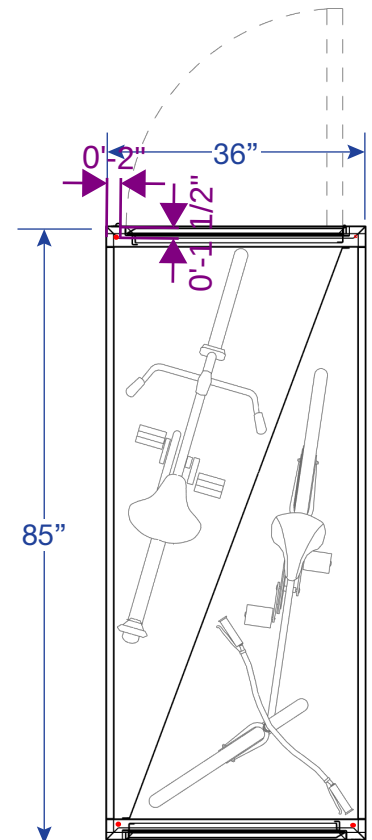
- All steel construction
- Rectangular, oversized, wedge, and stacked configurations
- High security dual wall door resists prying and cutting
- Dual heavy duty stainless steel automotive rotary latches
- Beveled door edge reduces pry tool leverage
- Internal hardened steel security chain for user-supplied lock
- Door, vibration, and latch state sensors enable security alerts
- Leveling system provides for up to 3.5" drop corner-to-corner as well as a continuous barrier to prevent wind-blown debris from getting trapped inside

### Electronics

- 10 year battery life
- -25 C to +80 C temperature range
- No line power or solar exposure required
- Interior camera enables remote monitoring
- Internally mounted triple sealed electronics

### Access & Wayfinding

- iOS and Android smartphone app access
- High security axial tumbler override lock
- Stainless steel keypad enables PIN access for police, lost phone, lost card
- Option for Bikelink Contactless card and regional transit card access
- High contrast status indicator
- High contrast riveted stainless steel identification plate



Plan

# G7 eLockers

## Highlighted Features

ATTACHMENT A

BIKE LINK®



### Heavy-Duty Hinge

- 14 gauge stainless steel continuous piano hinge
- 1/4" diameter hinge fasteners at 3" O.C. for extreme pry resistance



### Security Chain

- Hardened steel security chain for optional additional security with user supplied lock



### Keypad

- Vandal resistant stainless steel keypad



### Automotive Latches

- Dual stainless steel automotive rotary latches with latch position sensors



### Beveled Door Edge

- Beveled door edge resists pry tool attack



### Panic Release

- Emergency interior lock release



### Heavy-Duty Strikers

- Dual 1/2" diameter stainless steel strikers



### Interior Camera

- Enables remote contents monitoring



### Override Lock

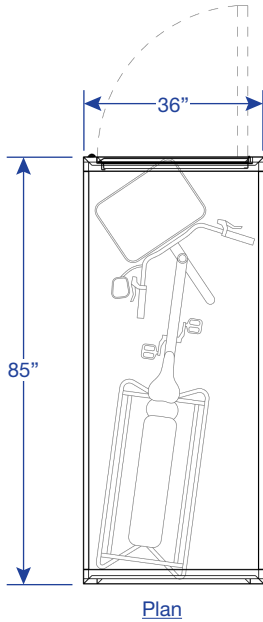
- Recessed high security lock
- Axial pin tumbler mechanism
- Camlock.com, also compatible with Medeco Lock Systems

# G7 eLockers

## Modularity

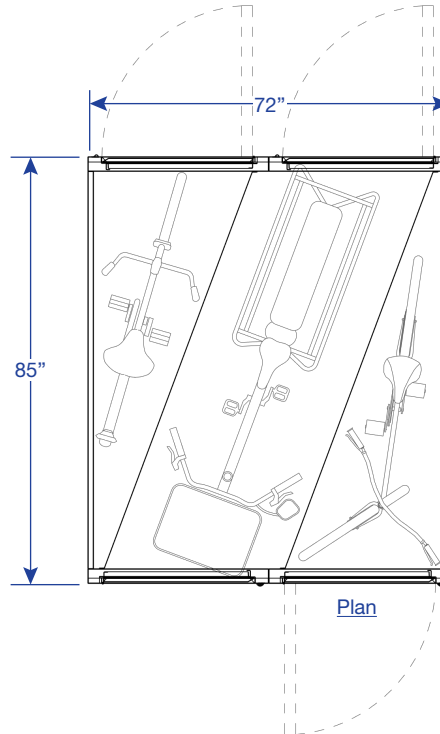
ATTACHMENT A

BIKE LINK®



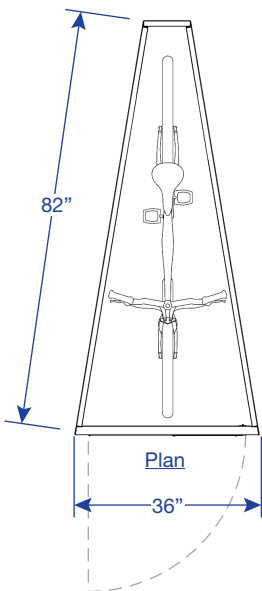
### Oversized "L"

- Door on one side
- Center divider omitted



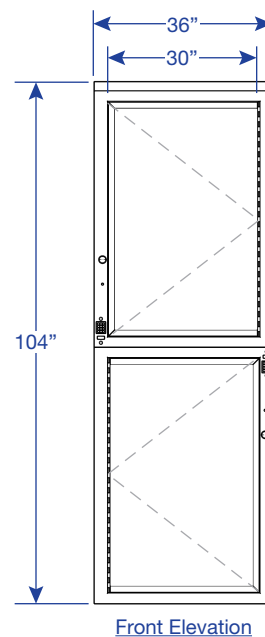
### Oversized "XL"

- Converts two double capacity standard lockers into two standard sized spaces and one "XL" space



### Wedge

- Uses the same door frame and electronics module as the rectangular G7 eLocker
- Can be configured in pie-shaped and half-round groupings
- Can stack two G7 wedge eLockers to create a two-tier wedge using all the same component parts



### Two-Tier

- The G7 Two-Tier eLocker stacks two G7 eLockers, using all the same component parts
- The bottom level has one space available from both sides, but can be configured to have access from only one side
- The top level comes with a list-assist mechanism allowing users to effortlessly load their bikes into the top level
- The top level is accessed from one side and holds only one bicycle

# G7 eLockers

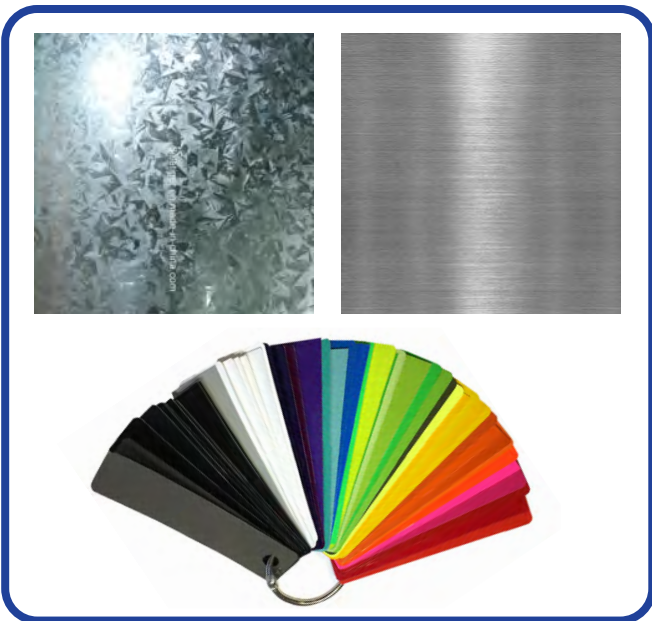
## Materials and Options



Optional door perforations and bicycle logo perforation in side panels



Optional eBike charging: Standard 120 VAC outlets can be installed in any G7 eLocker. Line Power is required.



### Materials and Finishes:

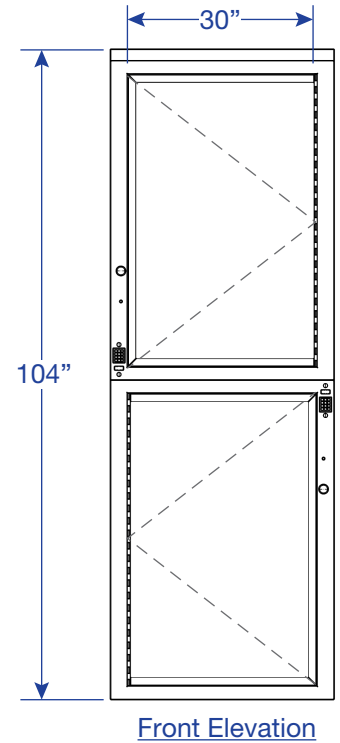
- Standard: 304 #4 Directional Grain Stainless Steel with welded corners for all exterior elements and G90 Galvanized for interior partitions and party walls
- Optional Exterior Finish: TGIC Powder Coat



Leveling system provides for up to 3.5" drop corner-to-corner as well as a continuous barrier to prevent wind-blown debris from getting trapped inside

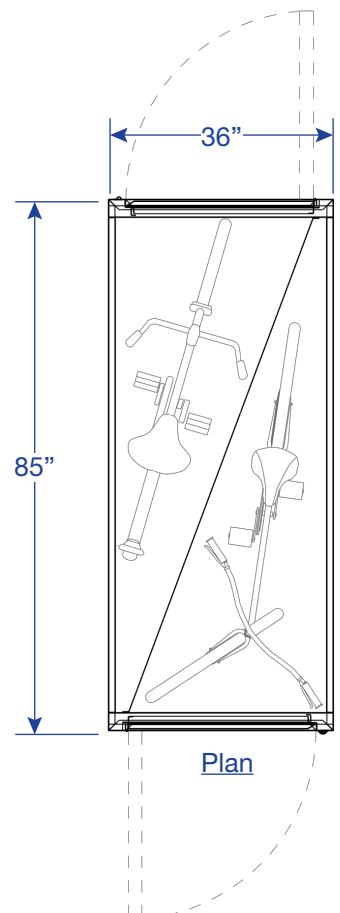
# G7 eLockers

## Two-Tier with Lift-Assist



### Features

- The G7 Two-Tier eLocker stacks two G7 eLockers, using all the same component parts
- The bottom level has one space available from both sides, but can be configured to have access from only one side
- The top level comes with a lift-assist mechanism allowing users to effortlessly load their bikes into the top level
- The top level is accessed from one side and holds only one bicycle
- Lift-assist for upper-tier lockers:
  - Accommodates bikes up to 78" long
  - Accommodates tire widths up to 3.5"
  - The BikeLink Lift-Assist provides actual lift assistance of approximately 20 lbs of lifting force, not just damped fall assistance



# G7 Access Hub

## Overview

**BIKE LINK®**


### Features

- Can be used with eLockers, eRacks, or Bike Rooms
- Accessible using NFC cards or iOS or Android app via Bluetooth
- Keypad
- Black and white display
- Driver's license barcode/QR code scanner
- Communicates via Bluetooth with multiple lockers in a group to facilitate AI-driven automated locker content monitoring and alerts

### Electronics

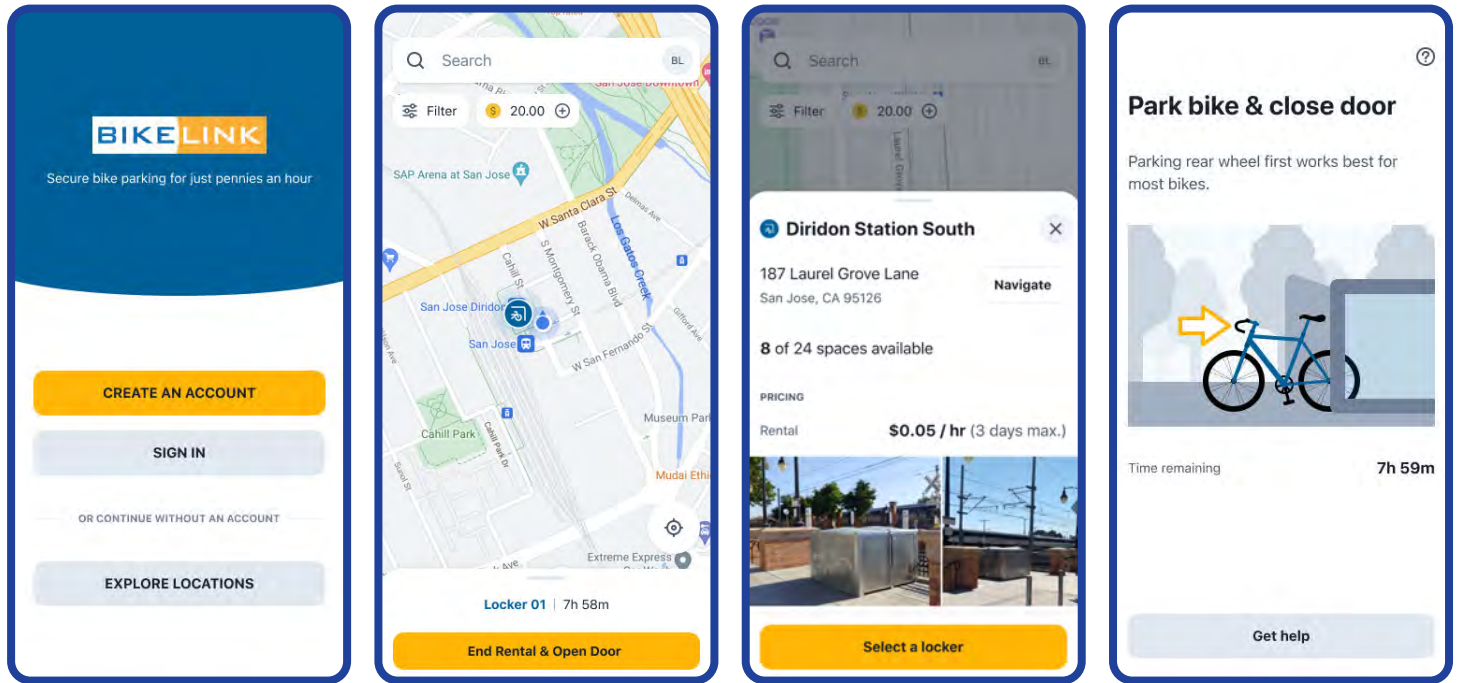
- Cellular modem - low power LTE Cat-M1 / NB-IoT
- FCC Certified Bluetooth 5LE with a high-gain antenna
- ISO-14443 "contactless" NFC reader
- 4.4" 640 x 480 ultra low power reflective LCD
- Backlight for night-time viewing

### Construction

- Fully sealed welded 304 stainless steel enclosure
- No exposed fasteners
- MR10 abrasion and UV-resistant polycarbonate window

# BikeLink App

## iOS and Android

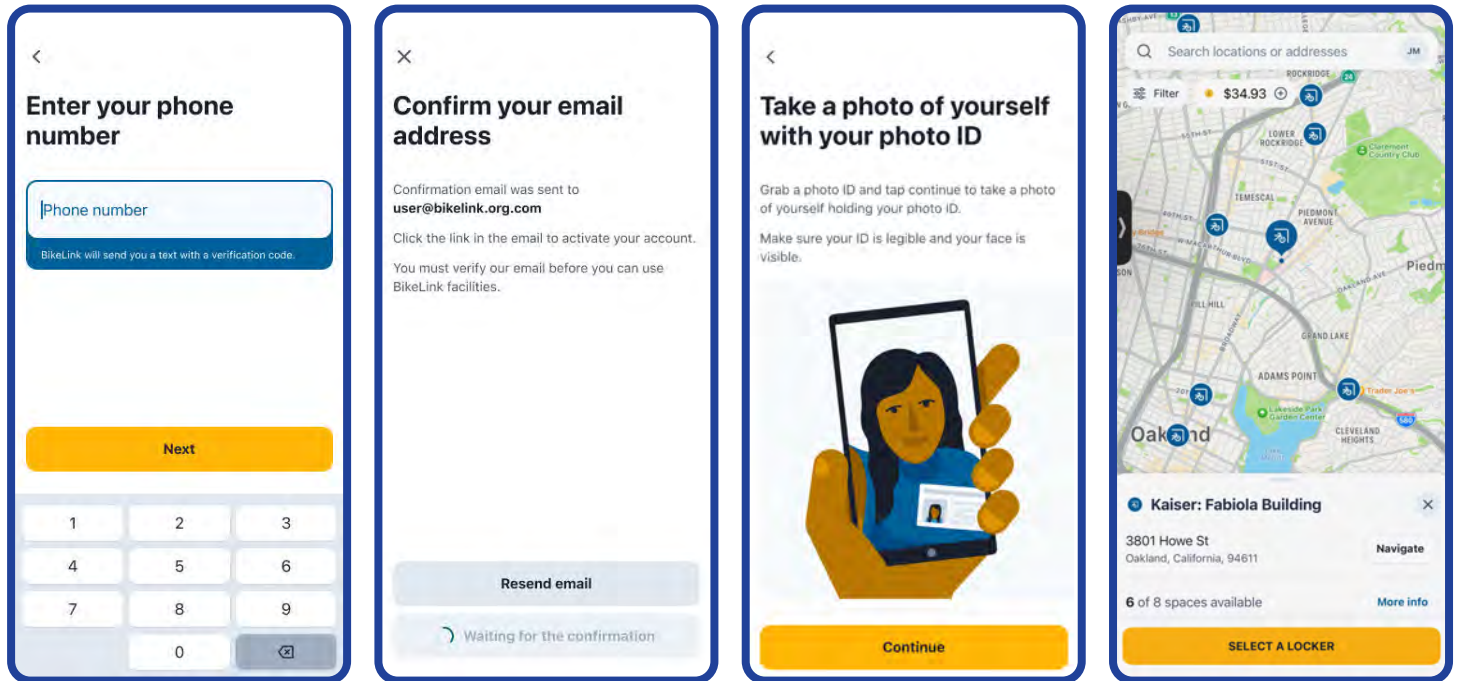
### Overview

The BikeLink user app is available at the Apple Store and Google Play Store for both iOS and Android smartphones and currently facilitates 1000s of rentals a month. It is a full-featured app for renting BikeLink eLockers, including:

- Real-time display of availability of parking
- Hourly, daily, and monthly rentals
- No charge rentals
- Immediate walk-up access
- Reservations
- In-app photo ID scanning
- Report a problem
- In-app troubleshooting
- Link to 24-7 human support with escalation to expert technical support
- Parking locations link to navigation in Google and Apple maps
- Map searchable by location name
- Alerts for expired rental, door open, low battery
- Background transmission of unexpected door open or locker accelerometer possible tampering alerts
- Remote renting in advance
- Continued functionality if there is no cell reception at a parking facility or the phone does not have a SIM card
- Bluetooth support for both iOS and Android
- NFC support for Android
- Auto-generated alerts if a locker door is left open, or if the rental duration exceeds VTA rules
- Payment options: credit card, Paypal

# BikeLink App

## iOS and Android

### Equity

The BikeLink app does not require users to have a bank account; it can be loaded with a PayPal Cash Card which can be purchased at over 100,000 retailers (<https://www.paypal.com/us/digital-wallet/manage-money/add-cash>). Users can also call our 24/7 BikeLink Support Center and request assistance setting up and linking a cash PayPal account to their BikeLink account. On sign-up, each user automatically gets a credit on their BikeLink account, so they can park right away and then add cash to their Paypal account at a future time that is convenient for them. The BikeLink app allows users to start and end a rental even if they do not have internet access at a locker location. This means that even people who cannot afford a data plan or SMS can still use the app.

### Accountability

The BikeLink ID verification process ties the account to a real person. The account is not tied to a burner phone or an ID someone got from someone else.

### Accessibility

The BikeLink app is designed to be ADA-compliant, with high-contrast buttons and large touch areas.

### Security

The BikeLink app uses AES-128-CBC encryption for all security-critical communication between the server and parking equipment to keep the system secure from hackers and malicious apps. The BikeLink app also uses an encrypted rental token scheme that prevents hacking by using a modified copy of the app.

### Convenience

The BikeLink app shows locker availability at a location and allows users to reserve a parking spot before they arrive, so users always know they will have a locker before they arrive.

### User Support

The app is simple to use, but sometimes users want a little extra help. Users can find easy access to FAQs and contextual help. If something goes wrong, the app helps the user, it does not just provide an error code. Of course, sometimes the best help is a human being and users can always connect to a live operator 24/7 from the app.