

TECHNICAL ADVISORY COMMITTEE SPECIAL MEETING NOTICE & AGENDA

DATE & TIME: August 13, 2026 • 1:30 PM – 3:30 PM

LOCATION: WCCTC Offices • 6333 Potrero Ave. at San Pablo Avenue, El Cerrito, CA 94530

TRANSIT OPTIONS: Accessible by AC Transit #72, #72M, & El Cerrito del Norte BART

1. **CALL TO ORDER**

Estimated Time:* 1:30 PM

2. **PUBLIC COMMENT**

Estimated Time:* 1:30 PM, (3 minutes)

The public is welcome to address the TAC on any item that is not listed on the agenda. Please fill out a speaker card and hand it to staff. Please limit your comments to 3 minutes. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The WCCTC TAC may direct staff to investigate and/or schedule certain matters for consideration at a future TAC meeting.

3. **CONSENT CALENDAR**

Estimated Time:* 1:33 PM (2 minutes)

A. **Minutes from July 13, 2026.**

Recommendation: Approve as presented.

Attachment: Yes

4. **REGULAR AGENDA ITEMS**

A. **2027 STMP Nexus Study: Draft Project List**

Description: Over the past few months, TAC members have provided updates on the status of 2019 STMP projects and identified potential new projects for the 2027 Update. WCCTC's consultant, Fehr & Peers, has reviewed this information and prepared a Draft 2027 STMP Update Project List for TAC review ahead of the September 4, 2026 WCCTC Board meeting. Fehr & Peers has also prepared a memo to accompany the draft list and facilitate discussion.

Recommendation: Provide comments and forward a recommendation to the WCCTC Board of the TAC's support of the Draft 2027 STMP Project List.

Attachments: Yes

Presenter/Lead Staff: Leah Greenblat, WCCTC Transportation Planning Manager, and Julie Morgan and Gaby Picado-Aguilar, Fehr & Peers

Estimated Time: 1:35 PM, (45 minutes)*

B. CCTA Draft Countywide Transportation Plan (CTP2050) Overview and Potential Local Implementation Outcomes Plan

Description: The CCTA is updating its plan that it utilizes to guide long-range transportation planning and investment through 2050. The Draft CTP2050 identifies policies and projects that could direct local jurisdictions' eligibility to receive future funding, e.g. compliance with the Growth Management Plan. In addition to the Draft Project List, the Draft CTP2050 includes appendices which discuss potential future changes.

Recommendation: Discuss and provide feedback.

Attachments: Yes

Presenter/Lead Staff: Matt Kelly, CCTA staff

Estimated Time: 2:20 PM, (30 minutes)*

C. Recommendations for CCTA Technical Coordinating Committee (TCC) Positions

Description: Each Regional Transportation Planning Committee has three staff positions on the TCC, one each from the fields of engineering, transportation, and planning. WCCTC currently has a primary vacancy due to the recent resignation of Heba El-Guindy, as well as an optional third alternate seat that remains open. Currently, Leah Greenblat and Josef Munoz serve as the primary representatives and Janney Lockman and John Nemeth serve as alternates. The TCC meets monthly on the third Thursday, in person at 2:30pm.

Recommendation: Forward a recommendation to the WCCTC Board for a primary, and potentially an alternate staff representative, to the TCC.

Attachments: No

Presenter/Lead Staff: Leah Greenblat, WCCTC Transportation Planning Manager

Estimated Time: 2:50 PM, (10 minutes)*

5. STANDING ITEMS

A. Technical Coordinating Committee (TCC) Report

Description: TCC representatives will report on the last TCC meeting.

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTC's TCC Representatives & WCCTC Staff

Estimated Time: 3:00 PM (5 minutes)*

B. Staff and TAC Member Announcements

Description: TAC members or WCCTC staff can make comments or announcements.

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTC Staff and TAC Members

Estimated Time: 3:05 PM (5 minutes)*

6. **ADJOURNMENT**

Description / Recommendation: Adjourn.

Estimated Time:* **3:10 PM**

The next meeting of the TAC is on Thursday, September 10, 2026. The next meeting of the WCCTC Board is a special meeting on Thursday, August 20, 2026.

- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTC TAC meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.210.5930 prior to the meeting.
- If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.
- Handouts provided at the meeting are available upon request and may also be viewed at WCCTC's office.
- Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
- A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.

DRAFT WCCTC TAC Meeting Action Minutes

MEETING DATE: July 13, 2026

MEMBERS PRESENT: Celestine Do, BART; Finn Wurtz, WestCAT; Jamar Stamps, Contra Costa County; Regina Tran, AC Transit; Jarrett Mullen, El Cerrito; Matt Brown, Pinole; Janney Lockman, Richmond; Mike Roberts, Hercules.

GUESTS: Chris Kelley, Danielle Elkins, Nikki Foletta, Josef Munoz, Matt Kelly

STAFF PRESENT: Leah Greenblat, Coire Reilly

ACTIONS LISTED BY: WCCTC Staff

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Call to Order	The meeting was called to order at 1:38 PM
2.	Public Comment	None
3A.	Consent Calendar: Minutes from June 11, 2026, meetings.	Motion to Approve: Finn Wurtz Seconded: Matt Brown Abstain: Mike Roberts Consent Calendar was approved unanimously
Regular Agenda Items		
4A.	Recommendations for CCTA Technical Coordinating Committee (TCC) Positions	Each Regional Transportation Planning Committee has three staff positions on the TCC, one each from the fields of engineering, transportation and planning. WCCTC currently has a vacancy. Currently, Leah Greenblat and Heba El-Guindy serve as a primary representatives and Janney Lockman and John Nemeth serve as alternates. The TCC meets monthly on the third Thursday, in person at 2:30pm. Motion: Jamar Stamps Seconded: Celestine Do

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
		The TAC approved recommending to the WCCTC Board that Josef Munoz be appointed to the TCC as a primary representative. Motion passed with Matt Brown abstaining.
4B.	Grant Eligibility Screening and Scoring Criteria for the West County Share of Measure J's Transportation for Livable Communities (TLC) Funds, continued	WCCTC Leah Greenblat and CCTA Matt Kelly presented for the upcoming TLC Call for Projects, that includes over \$14.4 million in TLC funds is designated for West County. CCTA requires that the OBAG 4 criteria be applied to TLC proposals, but each RTPC may adjust the weights assigned to scoring criteria. At its last meeting, the TAC began reviewing this item. CCTA subsequently provided a memo with guidance on how the criteria weighting may be modified. Celestine Do moved. Jamar Stamps seconded. The TAC unanimously approved forwarding Option E to the Board for its consideration. Matt Brown moved. Celestine Do seconded. The TAC approved having no maximum cap amount, with Mike Roberts opposed.
4C	FY27 Annual TFCA 40% Fund Countywide Call for Projects	CCTA staff Danielle Elkins presented applications received from across the county totaling \$3.175 million. Of the \$2.075 million in available funding, \$402,000 is committed to other subregions from unspent prior-cycle rollovers, leaving \$1.673 million available for countywide and subregional projects.
4D	TAC Recommendations for TFCA Subregional Work Program	WCCTC Staff Coire Reilly provided a brief overview of the Work Plan for the West County Commuter Incentive Program, funded through the subregional Transportation Fund for Clean Air (TFCA) funds for 2028. The TAC is being asked to review and provide a recommendation to the Board.

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
		Motioned: Mike Roberts Seconded: Jarrett Mullen Abstain: None Motion passed unanimously
4E	2027 STMP Nexus Study and Program Update: Review of Potential Project List, continued	WCCTC TAC members were asked to review the 2019 STMP Project List and identify new adopted plans and projects that should be reviewed for potential inclusion in the 2027 Update's Project List. This agenda item was a brief opportunity to discuss additional coordination.
4F	Information Sharing of Upcoming Grant Opportunities	Consistent with TAC practice, this item provided an opportunity to share information about upcoming grant opportunities and potential application submittals. Upcoming calls for projects include MTC's RM3 Safe Routes to Transit and Bay Trail Program and CCTA's Consolidated Call for Projects for OBAG/TLC/PBTF. The following TAC members shared their projects: Jamar Stamps – Rodeo Pedestrian Bridge Jarrett Mullen – Del Norte Complete St, Janney Lockman - Richmond Parkway, OBAG – Cutting multi modal, Celestine Do LED lighting, and OBAG: wayfinding. Regina Tran security enhancement.
Standing Items:		
5A.	Technical Coordinating Committee (TCC) Report	There was no TCC Meeting
5B.	Staff and TAC Member Announcements	Jarrett Mullen – Caltrans moving up SPA paving to Spring 2027. Leah Greenblat announced that there will be a special August 13 TAC meeting.
6.	Adjournment	The meeting adjourned at 3:25 PM

Memo

Date: August 6, 2026

To: Leah Greenblat and John Nemeth, WCCTC

From: Julie Morgan and Gaby Picado-Aguilar, Fehr & Peers

Subject: 2027 STMP Update – Methodology for Developing Draft Project List Draft Memo

This memorandum presents the Draft Project List for the West County Subregional Transportation Mitigation Program (STMP) 2027 Nexus Study and Program Update. At its February 2026 meeting, the Western Contra Costa Transportation Commission (WCCTC) Technical Advisory Committee (TAC) was introduced to the STMP Update process and asked to identify recently adopted plans and projects for potential inclusion in the 2027 update. Fehr & Peers used this input to compile a list of potential projects for inclusion in the 2027 update, which was presented to the TAC in June 2026. Based on additional feedback from the TAC and project sponsors, as well as screening of the potential projects against the eligibility criteria, the 2027 Draft Project List has been developed.

This memo documents the methodology used to develop the Draft Project List and presents the resulting list of projects. This Draft Project List will be confirmed with the TAC members at the August meeting, and then presented to the WCCTC Board for confirmation at their September meeting.

Project List Development Methodology

The STMP was last updated in 2019 and a comprehensive process was undertaken at that time to develop eligibility criteria and compile a list of projects that were consistent with those criteria and that had been identified as needed through recent planning studies. The intent of this 2027 program update is to start from the 2019 program, refresh the projects identified at that time so that they are consistent with current planning, and include new projects that have been identified as needed since 2019. The 2027 Draft Project List was developed using the following approach:

1. Refreshing the 2019 STMP Project List

A status update on each project in the 2019 STMP Project List was requested from its respective sponsor. Many sponsors provided updated project descriptions and/or cost estimates, and those updates were incorporated directly into the 2027 Draft Project List. In a few cases, sponsor feedback indicated that a project was no longer a priority or had been superseded through recent planning work, in which case the project has been removed from the 2027 Draft Project List. When a project remains a priority but the project's definition and cost estimate have not been updated recently, Fehr & Peers

started from the project's 2019 cost estimate and escalated it to current year dollars using the Annual Infrastructure Construction Cost Inflation Estimates (AICCE).

2. Reviewing plans and studies completed since 2019

The consultant team, aided by input from WCCTC staff and TAC members, compiled a list of plans and studies that had been completed since the 2019 STMP update; these included the following:

- Richmond Parkway Transportation Plan (WCCTC, adopted February 2025)
- Richmond Greenway Gap Closure (WCCTC)
- West County Action Plan (WCCTC)
- San Pablo Avenue Multimodal Corridor Study (WCCTC)
- Contra Costa County Vision Zero (Safety) Action Plan (Contra Costa County)
- Contra Costa County Active Transportation Plan (Contra Costa County)
- Countywide Bicycle and Pedestrian Plan (Contra Costa County)
- Countywide Smart Signals (CCTA)
- El Cerrito Active Transportation Plan (El Cerrito)
- El Cerrito Local Road Safety Plan (El Cerrito)
- Richmond Local Roadway Safety Plan (Richmond)
- Berkeley–El Cerrito Corridor Access Plan (BART)
- Safe Trips to BART: An Action Plan for Safer Roadways (BART)
- BART FY25 Capital Investment Plan (BART)
- Hercules Transit Center Study (Hercules)
- San Pablo Avenue Specific Plan (El Cerrito)
- Ohlone Greenway Master Plan (El Cerrito)
- Richmond–San Rafael Forward (MTC)
- Bay Bridge Forward (MTC)
- AC Transit FY 2025–26–FY 2029–30 Capital Improvement Plan (AC Transit)
- AC Transit Strategic Plan (AC Transit)
- AC Transit Major Corridors Study (AC Transit)
- AC Transit Bus Stop Furniture Guidelines (AC Transit)

Each of these documents was reviewed and potential projects that fit the purpose of the STMP program were pulled from each document and added to the list of candidate projects. These projects were reviewed by the consultant team and discussed with the TAC members.

3. Applying the project eligibility criteria

Consistent with the 2019 STMP nexus approach, and after confirmation from the TAC members, all candidate projects were screened using the following two-step eligibility test:

Threshold Criterion (all projects must meet this)

- Does the project have a reasonable expectation of implementation during the timeframe of the fee program (through 2050)?

Supplemental Criteria (a project must meet at least one of these criteria)

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

4. Developing a coherent draft project list

Based on the outcome of the previous steps, and with guidance from WCCTC staff and TAC members, the consultant team compiled a draft list of projects that are consistent with the eligibility criteria and with the most recent information provided by project sponsors and/or available from plans and studies completed in West County over the prior eight years. The result is the 2027 Draft Project List presented below.

Overview of 2027 Draft Project List

The 2027 Draft Project List currently includes 23 candidate projects (several of which are further divided into multiple segments or components), organized into the same five categories used in the 2019 STMP. The majority of the projects have been carried over from the 2019 program, and several projects are newly identified, drawn primarily from recently adopted plans such as the Richmond Parkway Transportation Plan, the West County Action Plan, and the San Pablo Avenue Multimodal Corridor Project. **Table 1** summarizes the draft list by category. A complete project-by-project listing, including sponsor feedback received throughout the update process, is included in the attachment.

Table 1. Draft 2027 STMP Project List Summary by Category

Category	Number of Projects	Total Estimated Cost (2026\$) ¹
Complete Streets Projects	5	\$344,813,000
Other Bicycle and Pedestrian-Focused Improvements	6	\$76,617,000
Transit and Station-Related Improvements	7	\$236,096,000
Local Street and Intersection Improvements	2	\$60,202,000
Freeway Interchange Improvements	3	\$190,586,000
<i>Total</i>	<i>23</i>	<i>\$908,314,000</i>

Source: Fehr & Peers, 2027 Draft STMP Project List (2026\$).

Note:

Projects Not Carried Forward from the 2019 STMP List

Based on feedback from project sponsors and WCCTC staff, some projects included in the 2019 STMP Project List have not been carried forward into the 2027 update. **Table 2** summarizes these projects and the reasons for this conclusion.

Table 2. Projects Not Carried Forward from the 2019 STMP List

2019 ID	Project	Reason
9	I-80 Express Bus (Short & Mid-Term Improvements)	Because of fundamental changes in the operational situation for transit operators, adding this service is not a priority for AC Transit and is not included in AC Transit's proposed Transit Priority Projects plan.
11	BART Extension (Planning & Conceptual Engineering Phases) from Richmond Station	Because of fundamental changes in the operational situation for transit operators, adding this service is not a priority for BART.
13	23rd Street Transit Corridor Improvements (BRT)	Because of fundamental changes in the operational situation for transit operators, adding this service is not a priority for AC Transit and is not included in AC Transit's proposed Transit Priority Projects plan.
14c	West County BART Station Access, Parking & Capacity Improvements – Richmond BART Pedestrian & Bike Safety and Access Improvements	Project complete.
14d	West County BART Station Access, Parking & Capacity Improvements – Richmond Crossover Project	Because of fundamental changes in the operational situation for transit operators, this project is not a near-term priority for BART; could be reconsidered in the future if it were part of potential longer-term service changes at the Richmond station.

Source: Fehr & Peers, 2027 Draft STMP Project List.

Projects Suggested by Stakeholders but Not Included

Fehr & Peers reviewed all of the projects suggested by stakeholders in the context of the STMP program's purpose and the eligibility criteria described above. Of the 25 projects suggested, 14 of them were ultimately not included in the 2027 Draft Project List. Most fall into one of three categories:

- Local road circulation projects that do not meet STMP eligibility criteria; examples include the North Richmond Neighborhood Network, the Parr Boulevard Complete Streets project, the Sycamore Avenue Connector Project, and portions of El Cerrito's bikeway program not related to transit access.
- Projects where the scope overlaps with another project already on the Draft Project List or with a project that has not been carried forward from the 2019 list; examples include three of the four elements of the prior High-Capacity Transit Study and the AC Transit Bus Stop Improvements & Amenities Program.
- Projects lacking sufficient project definition, cost information, or an identified funding need at this time; examples include Richmond Ferry Terminal Access Improvements, WestCAT capital improvements, and AC Transit bus procurements.

A complete list of these projects and the reasoning behind each exclusion is included in the attachment.

Next Steps

- Present the 2027 Draft Project List to the TAC for review and confirmation at the August 13 TAC Meeting.
- Present the 2027 Draft Project List to the WCCTC Board for review and confirmation at the September 4 Board Meeting.
- Use the confirmed project list and proceed with the nexus analysis.

Attachments: Draft 2027 STMP Project List

WEST COUNTY DRAFT 2027 STMP PROJECTS								
Note: 2019 Projects with updated description are noted in this color								
2019 STMP ID	CATEGORY	2027 STMP ID	Project Name	Project Description	Total Project Cost Estimate (\$2026)	Project Sponsor(s)	Source	Notes
Complete Streets Projects								
1a	CS1	CS1A	San Pablo Avenue Complete Streets Projects	Construct improvements along segments of San Pablo Avenue in the County jurisdiction, including: bike and pedestrian improvements along San Pablo Avenue from Rodeo to Crockett by reducing roadway from 4 lanes to 3 lanes plus Class I path; and the San Pablo Avenue Complete Streets project for Tara Hills including Class I pathway, sidewalk gap closure, and upgraded pedestrian crossings.	\$22,528,000	County	Carried over from 2019 Project (revised or expanded description & cost)	Updated cost received from project sponsor.
		CS1B		Construct bicycle and pedestrian improvements along San Pablo Avenue between La Puerta Road and Hilltop Drive. Includes new sidewalk installation on San Pablo Avenue between Lancaster Drive and Robert Miller Drive on the east side, and on Robert Miller between San Pablo Avenue and Hilltop Drive, to improve pedestrian access to the Contra Costa College Transit Hub and the Hilltop Mall Area.	\$4,652,000	Richmond	Carried over from 2019 Project (cost update only)	No feedback received - maintained with cost escalation.
		CS1C		Construct bike, pedestrian and transit improvements along San Pablo Avenue from Rivers Street in San Pablo to Lowell Avenue in Richmond.	\$20,315,000	San Pablo	Carried over from 2019 Project (cost update only)	No updates beyond cost escalation. The San Pablo Ave bridge is a standalone project, added as project ID CS1G.
		CS1D		Implement Complete Streets Improvements along San Pablo Avenue including directional cycle track or buffered bike lane and other bicycle, pedestrian and transit improvements in El Cerrito. <i>These improvements would not preclude future rapid transit service.</i>	\$25,000,000	El Cerrito	Carried over from 2019 Project (cost update only)	Updated cost received from project sponsor
		CS1E		San Pablo Avenue Class I Boardwalk between John Muir Parkway and Sycamore Avenue, to provide pedestrian and transit access to a recently approved shopping center on San Pablo Avenue, across the street from the planned boardwalk.	\$588,000	Hercules	Carried over from 2019 Project (cost update only)	No feedback received - maintained with cost escalation
		CS1F		Implement bicycle and pedestrian improvements along San Pablo Avenue between O'Connor Drive and Hercules Avenue. <i>These improvements would not preclude future rapid transit service.</i>	\$20,000,000	Pinole	Carried over from 2019 Project (revised or expanded description & cost)	Updated cost and description based on feedback from project sponsor. The San Pablo Ave bridge is a standalone project, added as project ID CS1H.
		CS1G		Replace the existing bridge and improve the intersection at San Pablo Avenue & Road 20 & 23rd Street. As part of the bridge replacement, alternative intersection configurations will be analyzed to improve the safety and flow of motorists, transit, bicyclists, and pedestrians through this intersection, as well as improvements to San Pablo Creek.	\$27,800,000	San Pablo	Recommendation from TAC member agency	Info provided by San Pablo
		CS1H		Replace the existing bridge and improve the intersection at San Pablo Avenue over the Santa Fe Railroad tracks. As part of the bridge replacement, the Project will add Class IV bike lanes on both sides, and a sidewalk on the north side of the bridge.	\$30,000,000	Pinole	Recommendation from TAC member agency	Info provided by Pinole
2	CS2	CS2A	Applan Way Complete Streets Project	Provide continuous sidewalks and bike lanes throughout the Applan Way corridor, from San Pablo Dam Road in unincorporated El Sobrante to about 900 linear feet north of the city limit within Pinole. Consider future/existing bus stop locations, on-street parking and sidewalk treatments, such as bulb outs and median refuge islands, while also improving access consistent with ADA. <i>These improvements support transit operations and do not preclude transit service.</i>	\$34,427,000	County, Pinole	Carried over from 2019 Project (cost update only)	Confirmed this project remains a priority - maintained with cost escalation
	CS3	CS3A	San Pablo Dam Road Improvements in Downtown El Sobrante	Provide complete street improvements, including bicycle and pedestrian infrastructure improvements, on San Pablo Dam Road from Applan Way to St. John's Lane (near Canyon Oaks Rd). Improvements may include road diet, Class IV bicycle facility, uncontrolled crosswalks at bus stops, and intersection improvements and sidewalk gap closures.	\$10,000,000	County	Carried over from 2019 Project (revised or expanded description & cost)	Updated description and cost based on feedback from the County. This description does not yet include the St John's Lane to San Pablo Dam trail segment; more information needed from County on that.
3	CS4	CS4A	Richmond Parkway Corridor Improvements	Implement comprehensive safety, complete streets, and active transportation improvements along the Richmond Parkway corridor, including intersection safety improvements at 24 signalized intersections, speed management and signage along the corridor, upgraded Bay Trail facilities, and about 2 miles of high quality on street bikeways and sidewalk gap closures, and at grade signalized Wildcat Creek Trail crossing with lighting and signage. This project includes operational improvements at the I-580/Richmond Parkway interchange.	\$132,003,000	County, Richmond	Richmond Parkway Transportation Plan	
	CS5	CS5A	Safety Improvements on the 23rd Street Corridor	Implement road safety improvements on 23rd Street (a Route of Regional Significance) including road diets, raised medians, Class II bicycle lanes and green bike boxes at intersections. This project includes consideration of converting the 22nd Street and 23rd Street couplet from one-way to two-way street.	\$17,500,000	Richmond	New project	
Other Bicycle and Pedestrian-Focused Improvements								
4	BP1	BP1A	West County Gap Closures	Close gaps in the Bay Trail to improve access to transit facilities, in particular along a 1.5-mile segment between Atlas Road and Cypress Avenue in unincorporated Contra Costa County, and a 0.1-mile segment between Bayfront Park and Pinole Creek in Pinole.	\$15,268,000	County, Pinole, Richmond	Carried over from 2019 Project (cost update only)	Removed Goodrick Ave portion (complete) and scaled cost down accordingly.
		BP1B		Close the Richmond Greenway Gap by constructing a bicycle and pedestrian bridge over the railroad tracks	\$30,000,000	City of Richmond	New project	Project cost based on \$20M-\$40M provided by City of Richmond. Picked mid-range.
5	BP2	BP2A	Ohlone Greenway Improvements	Implement crossing, wayfinding, signing, lighting, safety, access and security, and landscaping improvements along Ohlone Greenway.	\$15,000,000	El Cerrito	Carried over from 2019 Project (cost update only)	Updated cost received from project sponsor
6	BP3	BP3A	I-580/Harbour Way Interchange Pedestrian & Bicycle Access Improvements	Improve pedestrian and bicycle crossings at the I-580/Harbour Way interchange ramps, to improve pedestrian and bicycle connections between waterfront (including future Ferry terminal) and central Richmond.	\$767,000	Richmond	Carried over from 2019 Project (cost update only)	Confirmed this project remains a priority - maintained with cost escalation
7	BP4	BP4A	I-580/Marina Bay Parkway Interchange Pedestrian & Bicycle Access Improvements	Improve pedestrian and bicycle crossings at the I-580/Marina Bay Parkway interchange ramps, to improve pedestrian and bicycle connections between the waterfront and 23rd Street.	\$1,617,000	Richmond	Carried over from 2019 Project (cost update only)	Confirmed this project remains a priority - maintained with cost escalation
8a	BP5	BP5A	Richmond Ferry to Bridge Bicycle Network Improvements	Point Richmond area: from the new trail at Tewksbury & Castro to existing Bay Trail at S Garrard & Richmond Ave. This segment could vary from short-term bicycle boulevard-style improvements through the neighborhood to a long-term goal of a Class I path through railroad and Caltrans ROW along Railroad Ave and Tewksbury Ave.	\$1,900,000	Richmond	Carried over from 2019 Project (cost update only)	Updated cost received from project sponsor
		BP5B		Point Richmond to Richmond Greenway: including S Garrard Blvd and W Ohio Ave. Build a Class I trail along the north side of W Ohio between Garrard and 2nd St, and extend a similar trail or 2-way cycle track along S Garrard to existing facilities at W Cutting.	\$4,357,000	Richmond	Carried over from 2019 Project (cost update only)	No feedback received - maintained with cost escalation
		BP5C		W Cutting Blvd, Cutting Blvd, and Hoffman Blvd. A two-way cycle track is proposed by reducing the number of vehicle travel lanes. Study the potential to add parking on the north side of West Cutting Blvd. Bicycle and pedestrian improvements adjacent to freeway access points are also necessary at Hoffman & Cutting and Hoffman & Harbour Way South.	\$5,243,000	Richmond	Carried over from 2019 Project (cost update only)	No feedback received - maintained with cost escalation
		BP5D		Harbour Way South: Hoffman to Ferry Terminal. Private developments are in the process of planning and building portions of a two-way cycle track along the frontage of their properties between Hoffman and the Cannery property, and this project would connect and extend those improvements.	\$1,625,000	Richmond	Carried over from 2019 Project (cost update only)	No feedback received - maintained with cost escalation
8d	BP6	BP6A	Bike share micromobility study	Identify the opportunities to expand docked bike share system to Richmond and El Cerrito.	\$840,000	Richmond, El Cerrito	Recommendation from TAC member agency	
Transit and Station-Related Improvements								
	TR1	TR1A	Transit Connectivity Plans	Build upon the findings from the prior High-Capacity Transit Study and prepare a focused plan for capital projects to improve transit access to Contra Costa College.	\$500,000	WCCTC, San Pablo, Richmond	New project	
		TR1B		Build upon the findings from the prior High-Capacity Transit Study and prepare a focused plan for capital projects to improve transit access to the Hilltop redevelopment area.	\$500,000	WCCTC, Richmond	New project	

10	TR2	TR2A	Transit Centers	Hercules Regional Intermodal Transportation Center. Implementation of this transit center would involve extensive track work, pipeline relocations, creek restoration, a new station plaza and bus circulation area, new boarding platform, and pedestrian access facilities.	\$122,400,000	Hercules	Carried over from 2019 Project (revised or expanded description & cost)	The most recent CCTA Quarterly Report (https://ccta.ca.gov/wp-content/uploads/2026/06/OPSR-Apr-Jun-2026-FINAL-combined-package.pdf , page 49) says that the total cost of the remaining phases of the Hercules Intermodal Center is \$122.4M.
		TR2B		Richmond Parkway Transit Center Access Improvements. Install new bus bays, new pedestrian connections to Richmond Parkway, and new bicycle storage.	\$1,156,000	County, AC Transit, Richmond	Richmond Parkway Transportation Plan	
	TR3	TR3A	San Pablo Avenue Transit Corridor Improvements	High Priority AC Transit Bus Stop Improvements. Identify and construct high-priority bus stop improvements, including ADA landing areas, pedestrian connections, lighting, and shelters, across the West County service area, prioritizing stops along San Pablo Avenue, a designated Route of Regional Significance.	\$360,000	AC Transit	Recommendation from TAC member agency	Cost provided by AC Transit
		TR3B		Bus Delay Hotspot Remediation Project. Identify and remediate the locations, concentrated along West County Routes of Regional Significance such as San Pablo Avenue, where buses experience the greatest delay, a problem intensified by growing regional through-traffic and congestion. Produce conceptual, buildable designs (signal modifications, bus lanes, queue jumps, bus bulbs) that mitigate the regional congestion impacts.	\$1,410,000	AC Transit	Recommendation from TAC member agency	Cost provided by AC Transit
		TR3C		San Pablo Transit Signal Priority: Produce a strategic plan to modernize the Transit Signal Priority (TSP) system along San Pablo Avenue, replacing the original TSP equipment (for the Line 72) with a cloud-based system capable of managing growing signal and traffic demand.	\$50,000	AC Transit	Recommendation from TAC member agency	Cost provided by AC Transit
		TR3D		Advance options for higher-frequency bus service on San Pablo Avenue between downtown Oakland to the Richmond Parkway Transit Center and on to the Hercules Transit Center, as identified through the Phase 3 San Pablo Safety and Access Project.	\$2,000,000	WCCTC	Carried over from 2019 Project (revised or expanded description & cost)	
12	TR4	TR4A	West County BART Station Access, Parking & Capacity Improvements	El Cerrito Plaza Station Modernization and Capacity Enhancements: Improve access, expand capacity, enhance placemaking, and address state-of-good repair issues at the 45-year old El Cerrito Plaza BART station. Include an improved kiss n' ride area, landscaping, new stairs and elevators to the platform, improved bus intermodal area with raised crosswalks, and improved multimodal access to the station.	\$73,022,000	BART	New project	Need additional information from BART
14a		TR4B		El Cerrito Plaza BART Pedestrian & Bike Safety and Access Improvements (Crosstown Connect): Enhancements on streets between BART Station and Carlson Blvd, including improved pedestrian lighting, widened sidewalks, improved crosswalks, signal timing adjustments, wayfinding and signage, and upgraded bicycle facilities.	\$20,000,000	BART, El Cerrito	Carried over from 2019 Project (revised or expanded description & cost)	Updated project cost and description based on feedback from El Cerrito and the County.
14b		TR4C		Uptown El Cerrito / El Cerrito del Norte BART Access Improvements. Implementation of transportation improvements related to Transit Oriented Development (TOD) in the area around the El Cerrito del Norte BART station. Improvements include complete streets enhancements along the primary access routes to the station area: Eastshore Boulevard, Potrero Avenue, Key Boulevard, Cutting Boulevard, Hill Street, and the Harper Street Stairs.	\$13,100,000	El Cerrito	Partially carried over from 2019 Project, supplemented with current information from the El Cerrito ATP, the San Pablo Avenue Specific Plan, and the El Cerrito Local Road Safety Plan	Updated project cost and description based on feedback from El Cerrito.
15		TR4D		Richmond BART active transportation access improvements. Improvements include Macdonald Avenue from 15th Street to 23rd Street, 23rd Street from Macdonald Avenue to Roosevelt Avenue, Barrett Avenue from 18th Street to 23rd Street, Macdonald Avenue & 23rd Street.	\$408,000	BART	New project	
	TR5	TR5A	Transit Priority Project Planning	Develop a data-driven plan to identify, design, and deliver transit priority projects in partnership with West County jurisdictions, concentrating on Routes of Regional Significance including San Pablo Avenue, where growing through-traffic volumes slow Lines 71, 72, 72L, 72M, and Transbay service. The plan will build a pipeline of quick-build, ready-to-advance projects that mitigate regional congestion and improve transit reliability and access.	\$90,000	AC Transit, WestCAT, County	New project	Cost provided by AC Transit
	TR6	TR6A	AC Transit At-Stop Digital Signage Pilot	Demonstrate e-ink digital signage that delivers real-time arrival information, service alerts, and multilingual messaging at various stops including stops along San Pablo Avenue and other Routes of Regional Significance without requiring a shelter or wired power connection.	\$250,000	AC Transit	New project	Cost provided by AC Transit
	TR7	TR7A	AC Transit Division 3 Security Enhancements	Modernize essential security infrastructure at Division 3, the Richmond operating base that dispatches approximately 200 buses daily (including local lines such as 71, 72, 72L, 72M, 74, 76, school lines; and Transbay Lines G and L routes) along with its maintenance and fuel wash depot. Reliable, secure facility operations are necessary for the on-time, regionally significant transit service the STMP is intended to support, and West County's growing ridership base increases reliance on this single operating facility.	\$850,000	AC Transit, County	New project	Cost provided by AC Transit
Local Street and Intersection Improvements								
16	LS1	LS1A	San Pablo Avenue Intersection Realignment at 23rd Street and Road 20	Realignment of skewed 5-legged intersection as part of a bridge removal project that will enhance pedestrian, bicycle and future BRT access. The project will also include street re-configuration, re-striping and possibly signal modification at this intersection.	\$25,000,000	San Pablo	Carried over from 2019 Project (cost update only)	Updated cost received from project sponsor
	LS2	LS2A	West County Traffic Control Upgrades	Richmond Parkway Signal Upgrades: The project implements signal coordination along the Parkway during peak periods and optimizes corridor-wide cycle lengths, balancing signal operations, pedestrian delay, and travel speed impacts. Infrastructure upgrades include installation of a connected battery backup system and a central signal management system, along with updated signal hardware and software to enable automated traffic signal performance measures. The project also investigates, tests, and deploys emergency vehicle preemption and transit signal prioritization at signalized intersections, and evaluates the feasibility of an adaptive traffic signal control system.	\$4,701,000	County, CCTA, Richmond	Richmond Parkway Transportation Plan	
		LS2B		Upgrade traffic signals at 70 West County intersections as part of countywide Smart Signals initiative.	\$30,501,000	County, CCTA	New project	
Freeway Interchange Improvements								
17	FW1	FW1A	I-80/San Pablo Dam Road Interchange Improvements (Phase 2)	Reconstruct the existing I-80/San Pablo Dam Road interchange (including modifications to the El Portal Drive and McBryde Avenue ramps) and provide improved pedestrian and bicycle facilities. The first phase, to relocate the El Portal Drive on-ramp, extend the auxiliary lane on westbound I-80, and reconstruct the Riverside Ave pedestrian overcrossing, has been completed. The second phase, which is what is included in this STMP program, will include a new connector road on the west side of I-80 to connect SPDR to McBryde Avenue with a new bridge over Wildcat Creek, reconstructing the on- and off-ramps to SPDR, replacing the existing SPDR overcrossing with a 6-lane structure, and realigning Amador Street.	\$160,000,000	San Pablo, CCTA	Carried over from 2019 Project (cost update only)	Updated cost received from project sponsor
18	FW2	FW2A	I-80/Central Avenue Interchange Improvements (Phase 2)	Improve traffic operations and multimodal access at the I-80/Central Avenue interchange and along Central Avenue between Rydin Road and San Pablo Avenue. The first phase, to redirect left turns from WB Central Avenue onto WB I-80 to the adjacent I-580 EB on-ramp at Rydin Road during weekend peak hours and to install traffic signals at the I-580 ramps, has been completed. The second phase, which is what is included in this STMP program, will increase the spacing between the signalized intersections east of I-80 by connecting Pierce Street and San Mateo Street, converting Pierce Street access at Central Avenue to "right-in, right-out," and relocating the traffic signal at Pierce Street/Central Avenue to the San Mateo Street/Central Avenue intersection.	\$14,400,000	El Cerrito, Richmond, CCTA	Carried over from 2019 Project (cost update only)	No significant feedback received. The current estimated cost for the Phase 2 portion of this project (which is the phase included in the STMP) is \$14.4M, based on the CCTA Quarterly Report (https://ccta.ca.gov/wp-content/uploads/2026/06/OPSR-Apr-Jun-2026-FINAL-combined-package.pdf), page 9.
19	FW3	FW3A	I-80/Pinole Valley Road Interchange Improvements	The intent is to improve the operations and safety of the interchange, with the potential to improve the merge onto the I-80 mainline from eastbound Pinole Valley Road to address the grade difference, to improve the ramp terminal intersections, and to enhance the undercrossing.	\$16,186,000	Pinole, CCTA	Carried over from 2019 Project (cost update only)	Feedback received states that this is still a planned project and will need funding to move forward. Okay to maintain current cost with cost escalation.

2019 STMP PROJECTS NOT CARRIED FORWARD							
2019 STMP ID		Project Name	Project Description	Total Project Cost Estimate (\$2019)	Project Sponsor(s)	Reason for exclusion	Notes
9		I-80 Express Bus (Short & Mid-Term Improvements)	Capital improvements associated with implementing Express Bus Service on I-80 from Hercules Transit Center south to Berkeley, Emeryville, Oakland, and expansion to San Francisco, with intermediate stops at the Richmond Parkway Transit Center and a potential I-80/Macdonald Avenue Express Bus/BRT transit center. Expansion of park-and-ride lots and freeway ramp improvements could occur in the medium to long-term. A series of Richmond Parkway Transit Center Improvements may also include: -Improve pedestrian and bicycle crossings at the I-80/Blume Drive and I-80/Fitzgerald Drive intersections -New sidewalks and bicycle lanes providing access to the transit center.	\$109,203,000	WCCTC	Comment received: AC Transit participated in the Express Bus Study, but did not operationalize these improvements. AC Transit is currently not planning for express bus service along I-80. The Richmond Parkway Transit Center is being addressed through Project ID TR2B , reflecting the recommendations from the Richmond Parkway transportation plan. Our suggestion is to remove this I-80 Express Bus project at this time.	
11		BART Extension (Planning & Conceptual Engineering Phases) from Richmond Station	BART extension from the Richmond BART Station. Only the planning, conceptual engineering and program level environmental clearance phases of the project are included for Segment 1 from Richmond to Contra Costa College/City of San Pablo.	\$14,700,000	WCCTC	No longer a priority for the agency.	
13		23rd Street Transit Corridor Improvements	23rd Street BRT from Richmond Ferry Terminal and UC Berkeley Richmond Field Station to Richmond BART/Capitol Corridor station, then continuing to Contra Costa College, with possible extension along San Pablo Avenue to Hilltop Mall and Hercules. Improvements to pedestrian facilities that enhance access to BRT stations are also assumed as part of this project.	\$121,800,000	WCCTC	Project did not move forward, based on AC Transit's feedback. However, there is desire from jurisdictions to study 23rd St as an alternative bus transit route.	
14c		West County BART Station Access, Parking & Capacity Improvements	c.) Richmond BART Pedestrian & Bike Safety and Access Improvements: Enhancements on streets surrounding BART Station to improve station access and safety, including pedestrian lighting, widened sidewalks, improved crosswalks, signal timing adjustments, wayfinding and signage, and upgraded bicycle facilities.	\$3,465,000	BART, Richmond	Project complete	
14d			d.) Richmond Crossover Project: Additional Crossover to allow quicker turnbacks, to utilize fleet more effectively, reduce conflicts in yard, and allow increased service frequency.	\$34,759,000	BART	No longer a priority for the agency. Could be considered in conjunction with future increased or re-configured services to Richmond station.	

OTHER PROJECTS CONSIDERED BUT NOT INCLUDED						
	Project Name	Source	Total Project Cost Estimate (2026\$)		Reason for exclusion	Notes
	Hercules Transit Center pedestrian bridge	Hercules Transit Center Study			Requested by Mike Roberts not to include	
	Richmond Ferry Terminal Access Improvements	WestCAT Short Range Transit Plan (2023–2028), Zero Emission Bus Rollout Plan, WestCAT Evolution Draft Plan			No project description or costs found	
	WestCAT capital improvements (fleet replacement, O&M facilities)				No identified need for funds in the SRTP	
	Transit infrastructure improvements on West County transit corridors	CCTA Integrated Transit Plan			CCTA ITP is underway	
	AC Transit Bus Procurements	AC Transit FY 2025–26 – FY 2029–30 Capital Improvement Plan			Not enough detail for fleet replacement schedule in West County.	
	Richmond Hilltop	High Capacity Transit Study			Improvements to the TC bundled within other projects	
	Richmond Transit Center	High Capacity Transit Study			Improvements to the TC bundled within other projects	
	Applan Way / Valley View Road / Sobrante Avenue Intersections	County Vision Zero Action Plan			Included in Applan Way Complete Streets Project	
	North Richmond Neighborhood Network	North Richmond Neighborhood Network project focuses on providing traffic calming, sidewalks, safer crossings, and bicycle access for people walking and biking between Verde K–8 School, Shields–Reid, and other community destinations on Giaranita Street, Market Avenue, Chesley Avenue.	\$10,600,000	County	Project focused on local road circulation and does not meet eligibility criteria	
	Parr Boulevard Complete Streets (North Richmond)	The Parr Boulevard Complete Streets project will provide bicycle and pedestrian facilities between the Richmond Parkway/Bay Trail and the Union Pacific railroad tracks. This enhanced east–west bicycle and pedestrian route will provide access to future industrial development, the City of San Pablo, and recreational trails along the San Pablo Bay Shoreline, including a proposed future low–stress facility on Giant Road in San Pablo.	\$3,300,000	County	Project focused on local road circulation and does not meet eligibility criteria	
	El Cerrito Bikeways	Class II or IV bikeways on major corridors		El Cerrito	Bike and ped infrastructure improvements in El Cerrito that meet eligibility criteria (improve bicycle or pedestrian access to transit) are covered under projects 18 (Uptown El Cerrito / El Cerrito del Norte BART Access), and 17b (El Cerrito Plaza BART Pedestrian & Bike Safety and Access Improvements (Crosstown Connect)). Other items are focused on local road circulation and do not meet eligibility criteria.	
	Sycamore Avenue Connector Project	The Project consists of approximately 2400 linear feet of critically needed pedestrian improvements proposed to be constructed on the east side of Sycamore Avenue extending north from existing sidewalk on Sycamore under the Union Pacific rail line and I–80. From there the Project will extend further north on Sycamore Avenue, from where it will connect to the proposed “boardwalk” style pedestrian improvements being proposed as part of this Project on the west side of San Pablo Avenue.	\$1,196,000	Hercules	Project focused on local road circulation and does not meet eligibility criteria.	
	High Capacity Transit Study	a.) Express Bus Service on I–80 from Hercules Transit Center (at Willow Avenue/SR 4) and on I–580 from Marin County to Alameda County via I–80 b.) San Pablo Avenue/Macdonald Avenue BRT: San Pablo Avenue/Macdonald Avenue BRT from El Cerrito del Norte BART to Richmond Parkway Transit Center, serving Contra Costa College and Hilltop Mall on the San Pablo alignment; to Tewksbury Turnaround and serving the Richmond BART/Capitol Corridor station on Macdonald Avenue. Possible extensions of San Pablo BRT to Hercules Transit Center and to the Hercules Intermodal Transit Center (at Bayfront Boulevard). c.) 23rd Street BRT from Richmond Ferry Terminal to Richmond BART/Capitol Corridor station, then continuing to Contra Costa College, with possible extension along San Pablo Avenue to Hilltop Mall and Hercules d.) UPRR Corridor Commuter Rail from Richmond BART to downtown Martinez with an intermediate station at the Hercules Intermodal Transit Center (at Bayfront Boulevard) and with a potential extension to Oakland	\$382,650,958 \$379,527,277 \$279,569,475 \$107,767,004	WCCTC/AC Transit WCCTC WCCTC WCCTC	Overlap with Project ID 9 from 2019 STMP - see removed/excluded projects section Overlap with Project ID 12 from 2019 STMP - see removed/excluded projects section Overlap with Project ID 13 from 2019 STMP - see removed/excluded projects section Not a priority	
	AC Transit Bus Stop Improvements & Amenities Program	This Project will develop a capital investment plan to replace and upgrade West County transit shelters, the majority of which are more than 20 years old, including procurement of a third–party contractor for purchase, removal, installation, refurbishment, and construction management. This program restores safe, functional access to transit service on Routes of Regional Significance including San Pablo Avenue, supporting transit access as regional growth increases ridership demand along West County’s busiest corridors.		AC Transit, County	Overlap with Project ID 14	

MEETING DATE: August 13, 2026

TO: WCCTC Technical Advisory Committee (TAC)

FROM: Leah Greenblat, Transportation Planning Manager

SUBJECT: **CCTA Draft Countywide Transportation Plan (CTP2050) Overview
and Potential Local Implementation Outcomes**

REQUESTED ACTION

Discuss and provide feedback.

BACKGROUND AND DISCUSSION

The CCTA is in the process of updating the Draft 2050 Contra Costa Countywide Transportation Plan, or CTP2050. It is CCTA's long-range guide for transportation planning and investment through 2050. The CTP2050 is intended to bring "together the policies, programs and projects needed to create a safer, more connected, reliable and sustainable transportation system for everyone who lives, works and travels in Contra Costa County."

The Draft CTP2050 identifies policies and projects that could direct local jurisdictions' eligibility to receive future funding, e.g. compliance with the Growth Management Plan. In addition to the Draft Project List, the Draft CTP2050 includes appendices some of which lay out changes to existing CCTA's policies and practices which would affect local cities and agencies.

The CCTA's CTP2050 website includes links to the entire draft plan and its appendices. Due to the length of these documents, links to key items are provided below:

CCTA's CTP 2050 web page: <https://ccta.ca.gov/planning/ctp/>

Full document: https://ccta.ca.gov/wp-content/uploads/2026/08/CTP2050-Draft-Final-Report_2026.07.15.pdf

When this item was presented to the CCTA's Technical Coordinating Committee (TCC), several topics were flagged and suggested for closer local agency staff review. Below are highlights of these topics along with links and/or excerpts to the CTP2050.

Appendix C: List of 5 Star Projects: https://ccta.ca.gov/wp-content/uploads/2026/07/2026.06.24_CTP2050-Draft-Final-Report_AppC_5StarProj.pdf

The current list of 5 Star Projects does not include freeway projects on I-80 and I-580. The TAC may wish to consider whether the CCTA should consider including projects such as bus on shoulder, interchange or on and off ramp reconfigurations.

Appendix F: GMP Recommendations: https://ccta.ca.gov/wp-content/uploads/2026/07/2026.06.24_CTP2050-Draft-Final-Report_AppF_GMPUpdates.pdf

The GMP recommendations include changes to transportation impact analysis procedures and the introduction of Objective Design Standards (ODS). CCTA staff plans to share additional information about ODS at the TAC meeting.

Appendix H: Full Project List: https://ccta.ca.gov/wp-content/uploads/2026/07/2026.06.24_CTP2050-Draft-Final-Report_AppH_ProjectList.pdf

From Appendix J: Performance Evaluation Memo [2026.06.24_CTP2050-Draft-Final-Report_AppJ_PerfEvalMemo.pdf](https://ccta.ca.gov/wp-content/uploads/2026/07/2026.06.24_CTP2050-Draft-Final-Report_AppJ_PerfEvalMemo.pdf)

Below are tables highlighting some of the CTP2050's key evaluation metrics. The TAC may wish to ask why the transit improvements are only shown countywide and not by RTPC.

Table 5. Total VMT by subregion and Countywide

Subregion	Existing	Baseline Scenario	CAGR (Existing–Baseline Scenario)	CTP2050	CTP2050 vs Baseline (Percent Change)
West County	4,726,600	5,933,200	0.8%	5,934,700	0.0%
Central County	6,818,200	8,743,000	0.8%	8,882,400	1.6%
East County	4,726,600	6,896,700	1.3%	6,876,700	-0.3%
Southwest County	5,450,000	6,600,000	0.6%	6,510,000	-1.5%
Countywide	21,720,200	28,177,700	0.9%	28,198,900	0.1%

Notes:

CAGR: Compound annual growth rate. $CAGR = (\text{Baseline Scenario}/2020)^{(1/30)} - 1$

Values are rounded up to the nearest 100.

Source: Fehr & Peers, 2026.

Table 6. Daily Vehicle-Hours of Delay by Freeway

Freeway	Existing	Baseline Scenario	Existing-Baseline Scenario Growth	CTP2050	CTP2050 Effect
I-580	1,200	3,500	192%	3,200	-9%
I-80	11,500	12,300	7%	12,800	4%
SR 4	7,900	20,200	156%	18,300	-9%
SR 242	1,700	2,500	47%	2,000	-20%
I-680	7,800	10,500	35%	11,800	12%
SR 24	10,600	11,600	9%	11,600	0%
All Freeways	40,700	60,600	49%	59,700	-1%

Note:

CAGR: Compound annual growth rate. $CAGR = (Baseline\ Scenario / 2020)^{(1/30)} - 1$

Values are rounded up to the nearest 100.

Source: Fehr & Peers, 2026.

Figure 4. Daily Transit Boarding by Mode

