

NOTICE OF MEETING

A Regular Meeting of the WCCTA Board of Directors
will be held:

DATE: September 11, 2025 (Thursday)
TIME: 6:30 PM
PLACE: City of Pinole Council Chambers
2131 Pear Street, Pinole, CA

Attend in Person in Pinole Council Chambers or via
Zoom ID: 862 0063 0753
<https://us02web.zoom.us/j/86200630753>
Zoom Phone Number: 1-669-900-6833
Meeting Number - 862 0063 0753

Americans with Disabilities Act: In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in a WCCTA Board Meeting or need a copy of the agenda or the agenda packet in an appropriate alternative format, please contact the WestCAT Administrative Office at (510) 724-3331. Notifying the Authority staff at least 48 hours before the meeting or when services are needed will assist them in ensuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

AGENDA

- A. CALL TO ORDER, ROLL CALL, PLEDGE OF ALLEGIANCE**
- B. APPROVAL OF AGENDA**
- C. PUBLIC COMMUNICATIONS**

This is the time for members of the public to bring up with the Board of Directors matters of general interest that are not on the agenda. In accordance with the provisions of the Brown Act, the Board will automatically refer to staff any matters brought before them at this time, and the matter may be placed on a future agenda. The time limit is 3 minutes and is subject to modification by the Chair.

1.0 CONSENT CALENDAR

If a Board member would like to discuss any item listed, it may be pulled from the Consent Calendar. **Recommend Approval of all Items on the Consent Agenda as follows:**

- 1.1 Approval of Minutes of Regular Board Meeting of July 10, 2025. **[Action Requested: Approval of Minutes] ***
- 1.2 Approval of Expenditures for July and August 2025 **[Action Requested: Approval of Expenditures] ^^**

- 1.3 Receive Contractors' Monthly Management Reports for June and July 2025, and Monthly Passenger and Auxiliary Revenue Reconciliation Reports for May and June 2025. **[Action Requested: Receive and File] ***

2.0 ITEMS FOR BOARD ACTION / DISCUSSION

- 2.1 Presentation and Discussion of WestCAT Evolution – Comprehensive Operations Analysis - Proposed Service Scenarios **[Action Requested: Discussion and Direction to Staff] ***

3.0 COMMITTEE REPORTS

- 3.1 General Manager's Report **[No Action: Information Only]**
3.2 WCCTC Representative Report **[No Action: Information Only]**

4.0 CORRESPONDENCE

5.0 BOARD COMMUNICATION / ITEMS FOR FUTURE BOARD MEETINGS

6.0 ADJOURNMENT

* Enclosures
^^For Distribution

Next Board Meeting: Thursday, October 9, 2025

Agendas for regular Board of Directors meetings are posted at least 72 hours before the meeting at the WCCTA Administrative Office and on the Authority's website:

<https://www.westcat.org/Home/InsBoard>.

Documents provided to a majority of the Board of Directors after distribution of the packet regarding any item on this agenda will be made available for public inspection at the Administration Counter at WCCTA located at 601 Walter Avenue, during regular business hours (Pursuant to SB 343 or California Government Code Section 54957.5 -effective July 1, 2008). In addition to the meeting agendas and packets, this information will also be uploaded and posted to the Authority's website: <https://www.westcat.org/Home/InsBoard>. The posting of SB 343 information on this website is in addition to the posting of the information at the legally required locations specified above.

WCCTA Board meetings are prerecorded, and recordings are available upon request. To request a recording, please call 510-724-3331 or email info@westcat.org and provide the date of the recording(s) you are requesting.



Western Contra Costa
Transit Authority

Agenda Item 1.1

WESTERN CONTRA COSTA TRANSIT AUTHORITY

BOARD OF DIRECTORS

REGULAR MEETING MINUTES

July 11, 2025,

Regular Meeting 6:30 PM

Pinole City Council Chambers

The Board of Directors Meeting was held in person.

A. CALL TO ORDER, ROLL CALL, AND PLEDGE OF ALLEGIANCE

Chair Tom Hanson called the meeting to order at 6:30 PM and led the Pledge of Allegiance.

DIRECTORS PRESENT

Tom Hanson, Tiffany Grimsley, Dion Bailey, Norma Martinez-Rubin, Heidi Swillinger, and Jerry Parsons

STAFF PRESENT

Rob Thompson, General Manager; Yvonne Morrow, Chief Financial Officer; Finn Wurtz, Transit Planner; Mica McFadden, Executive Assistant; and Tania Babcock, Grants and Compliance Manager.

GUESTS PRESENT

Bob Saunders, MV Transportation General Manager.

B. APPROVAL OF AGENDA

Following an inquiry to the Board, the Board reported no conflicts with any items on the agenda.

MOTION: A motion was made by Director Bailey, seconded by Director Martinez-Rubin, to Approve the Agenda. The motion was carried by the following vote:

Ayes: 6– (Parsons, Bailey, Grimsley, Hanson, Martinez-Rubin, Swillinger)

C. PUBLIC COMMUNICATIONS

NONE.

1) **CONSENT CALENDAR**

Following an inquiry to the Board, the Board reported no conflicts with any items on the Consent Calendar.

MOTION: A motion was made by Director Parson, seconded by Director Bailey, to Approve the Consent Calendar. The motion was carried by the following vote:

Ayes: 6– (Parsons, Bailey, Grimsley, Hanson, Martinez-Rubin, Swillinger)

2) **REGULAR ITEMS FOR BOARD ACTION/ DISCUSSION**

2.1 Election of WCCTA Board Officers for FY25-26: [Action Requested: Nomination and Election of Board Chair and Vice Chair for FY25-26].

This action is brought to the board once a year in July to elect a Chair and Vice-Chair.

MOTION: A motion was made by Director Martinez-Rubin, seconded by Director Bailey. To nominate Director Grimsley as Board Chair. A motion was made by Director Parson, seconded by Director Swillinger, to nominate Director Martinez-Rubin as Board Vice Chair.
The motion was carried by the following vote:

Ayes: 6– (Parsons, Bailey, Grimsley, Hanson, Martinez-Rubin, Swillinger)

2.2 Approval of WCCTA's Disadvantaged Business Enterprise Triennial Goal of Two Percent (2%) for FY26-28. [Action Requested: Formal Approval of WCCTA's Disadvantage Business Enterprise Goal for FY26-28].

Grants and Compliance Manager, Tania Babcock, reported that WestCAT is required to set a Disadvantaged Business Enterprise (DBE) Triennial Goal for Federal Fiscal Years 2026 to 2028 based on anticipated federally funded contracting opportunities during this period. The anticipated federally funded contracting opportunities include ADA operating assistance and contracting opportunities associated with the hydrogen fueling station project. FTA-funded transit vehicle purchases are excluded from the DBE goal-setting process.

WestCAT calculated the DBE goal based on approved methodology, and the DBE Triennial Goal was set at two percent (2%).

To provide public participation in the goal-setting process, WestCAT worked in cooperation with other U.S. DOT recipients in the region as a member of the Business Outreach Committee, a consortium of Bay Area transit and transportation agencies assisting Disadvantaged Business Enterprises and Small Business Enterprises, to solicit and receive public comments.

MOTION: A motion was made by Director Hanson, seconded by Director Bailey, for Approval of WCCTA's Disadvantage Business Enterprise Goal for FY26-28. The motion was carried by the following vote:

Ayes: 6– (Parsons, Bailey, Grimsley, Hanson, Martinez-Rubin, Swillinger)

3) COMMITTEE REPORTS

3.1 General Manager's Report. [No Action: Information Only]

GM Thompson gave an update that the six East Bay Operators, WestCAT, County Connection, Tri Delta Transit, LAVTA, Union City Transit, and AC Transit, went to Sacramento to testify before the Joint Legislative Audit Committee. Senator Wahab had made a request that they audit our systems, revenues, and operations and potentially propose a way to consolidate them. The visit to Sacramento was unsuccessful, and the committee will proceed with the audit. GM Thompson will update the board when more updates become available.

GM Thompson also reported that SB63 passed its initial Senate floor vote and is now under discussion and review in the Assembly, with the Transportation Committee. While conversations continue with legislative staff and the authors of the bill, it does appear that the East Bay Feeder Bus operators will be named within the bill and a specific \$ amount will be allocated to the agencies. Should the bill pass, the ballot measure will be on the November 2026 ballot.

GM Thompson told the board that he, Director Hanson, and Director Parsons met with Supervisor Shanelle Scales Preston and had a productive conversation around transit within the community.

WestCAT will introduce a new schedule starting Saturday, August 9th, to align with the upcoming BART schedule change. Staff also spent some time looking at the connection with AC Transit., County Connection.

Lastly, GM Thompson mentioned that the Lynx will celebrate its 20th year in service in September. Staff would like to acknowledge that anniversary with incentives and passengers who have been riding the Lynx since the beginning.

3.2 WCCTC Representative Report. [No Action: Information Only]

Director Hanson reported that WCCTC discussed the approvals of Measure J claims, the Bay Bridge Forward project, and the Dynamic on Demand Micro Service.

4) CORRESPONDENCE

NONE.

5) BOARD COMMUNICATION / ITEMS FOR FUTURE BOARD MEETINGS

NONE.

6) ADJOURNMENT

Director Grimsley adjourned the meeting at 6:54 PM. The next meeting is scheduled for August 14, 2025.

Chair Tiffany Grimsley

Date

Robert Thompson, Secretary

Date



Monthly Management Report Summary

June, FY 24/25

System & Program Summary

	June FY 24/25	June FY 23/24	% Change	Year-To-Date FY 24/25	Year-To-Date FY 23/24	% Change
System Total						
Total Passengers	57,774	47,721	21.1	707,981	679,283	4.2
Revenue Passengers	55,732	45,109	23.5	668,572	616,121	8.5
Weekday Total Passengers	53,642	43,335	23.8	656,564	629,906	4.2
Saturday Total Passengers	2,305	2,785	-17.2	31,219	30,037	3.9
Sunday Total Passengers	1,827	1,601	14.1	20,198	19,340	4.4
Weekday Average Passengers	2,554	2,167	17.9	2,595	2,500	3.8
Saturday Average Passengers	576	557	3.4	557	527	5.7
Sunday Average Passengers	365	320	14.1	342	328	4.3
Vehicle Revenue Hours	6,746.38	6,403.74	5.4	81,366.03	84,472.73	-3.7
Total Vehicle Hours	7,145.23	6,821.62	4.7	86,687.16	89,907.06	-3.6
Revenue Vehicle Miles	113,515.0	112,368.4	1.0	1,409,017.3	1,415,021.9	-0.4
Total Miles	134,479.0	125,103.0	7.5	1,651,063.5	1,707,096.9	-3.3
Dial-A-Ride Program						
Number of Weekdays	21	20	5.0	250	250	0.0
Number of Saturdays	4	5	-20.0	56	57	-1.8
Total Passengers	1,532	1,590	-3.6	19,462	20,272	-4.0
Revenue Passengers	1,459	1,488	-1.9	18,173	19,045	-4.6
Weekday Total Passengers	1,389	1,410	-1.5	17,392	17,994	-3.3
Saturday Total Passengers	143	180	-20.6	2,070	2,278	-9.1
Weekday Average Passengers	66	71	-7.0	70	72	-2.8
Saturday Average Passengers	36	36	0.0	37	40	-7.5
Vehicle Revenue Hours	881.54	843.03	4.6	10,719.22	11,323.50	-5.3
Total Vehicle Hours	913.50	873.96	4.5	11,154.36	11,763.75	-5.2
Productivity	1.74	1.89	-7.9	1.82	1.79	1.7
Revenue Vehicle Miles	7,354.7	7,677.4	-4.2	95,137.9	99,661.3	-4.5
Total Miles	8,157.2	8,505.7	-4.1	106,615.2	111,085.6	-4.0
Express Routes Program						
Number of Weekdays	21	20	5.0	251	250	0.4
Number of Saturdays	4	5	-20.0	56	57	-1.8
Number of Sundays	5	5	0.0	59	59	0.0
Total Passengers	23,951	21,384	12.0	303,919	296,413	2.5
Revenue Passengers	23,206	20,579	12.8	289,569	273,171	6.0
Weekday Total Passengers	20,340	17,604	15.5	260,154	255,368	1.9
Saturday Total Passengers	1,784	2,179	-18.1	23,567	21,705	8.6
Sunday Total Passengers	1,827	1,601	14.1	20,198	19,340	4.4
Weekday Average Passengers	969	880	10.1	1,036	1,021	1.5
Saturday Average Passengers	446	436	2.3	421	381	10.5
Sunday Average Passengers	365	320	14.1	342	328	4.3
Vehicle Revenue Hours	2,428.96	2,303.18	5.5	29,335.47	29,996.01	-2.2
Total Vehicle Hours	2,587.39	2,453.27	5.5	31,395.69	32,183.56	-2.4
Productivity	9.86	9.28	6.3	10.36	9.88	4.9
Revenue Vehicle Miles	39,259.0	39,680.5	-1.1	500,323.7	495,268.2	1.0
Total Miles	42,665.0	43,781.2	-2.5	550,921.8	548,729.9	0.4



Monthly Management Report Summary

June, FY 24/25

System & Program Summary

	June FY 24/25	June FY 23/24	% Change	Year-To-Date FY 24/25	Year-To-Date FY 23/24	% Change
Local Fixed Routes Program						
Number of Weekdays	21	20	5.0	250	250	0.0
Number of Saturdays	4	5	-20.0	56	57	-1.8
Total Passengers	15,248	12,874	18.4	203,024	213,073	-4.7
Revenue Passengers	14,199	11,526	23.2	183,475	179,305	2.3
Weekday Total Passengers	14,870	12,448	19.5	197,442	207,019	-4.6
Saturday Total Passengers	378	426	-11.3	5,582	6,054	-7.8
Weekday Average Passengers	708	622	13.8	790	828	-4.6
Saturday Average Passengers	95	85	11.8	100	106	-5.7
Vehicle Revenue Hours	2,246.03	2,162.93	3.8	27,195.12	30,040.69	-9.5
Total Vehicle Hours	2,352.01	2,296.79	2.4	28,757.48	31,653.45	-9.1
Productivity	6.79	5.95	14.1	7.47	7.09	5.4
Revenue Vehicle Miles	34,816.3	34,590.5	0.7	428,275.3	437,511.9	-2.1
Total Miles	36,786.3	36,819.0	-0.1	456,519.3	467,556.2	-2.4
Transbay Lynx Program						
Number of Weekdays	21	20	5.0	253	252	0.4
Total Passengers	17,043	11,873	43.5	181,576	149,525	21.4
Revenue Passengers	16,868	11,516	46.5	177,355	144,600	22.7
Weekday Total Passengers	17,043	11,873	43.5	181,576	149,525	21.4
Weekday Average Passengers	812	594	36.7	718	593	21.1
Vehicle Revenue Hours	1,189.85	1,094.60	8.7	14,116.22	13,112.53	7.7
Total Vehicle Hours	1,292.33	1,197.60	7.9	15,379.63	14,306.30	7.5
Productivity	14.32	10.85	32.0	12.86	11.40	12.8
Revenue Vehicle Miles	32,085.0	30,420.0	5.5	385,280.4	382,580.5	0.7
Total Miles	34,356.9	32,118.0	7.0	408,590.2	404,051.3	1.1

WestCAT Monthly Passenger & Auxiliary Revenue Reconciliation

Month & Fiscal Year-June 2025 Updated

Cash Fares for Deposit	Monthly System Total	CYTD	Dial-A-Ride	Transbay-Lynx	Fixed Route
Cash Fare - General Public	\$ 9,259.50	\$ 145,026.61		\$ 3,140.75	\$ 6,118.75
Cash Fare - Senior & Disabled	\$ 2,698.50	\$ 33,481.95	\$ 690.00	\$ 467.25	\$ 1,541.25
Cash Fare - Transfers	\$ 375.25	\$ 5,150.75	\$ 15.50	\$ 11.25	\$ 348.50
Cash Fare - Regional Paratransit	\$ 150.00	\$ 2,208.00	\$ 150.00		
Cash Fare - Local Day Pass Sales	\$ 1,955.50	\$ 23,365.81		\$ 12.00	\$ 1,943.50
Total Estimated Cash (a)	\$ 14,438.75	\$ 209,233.12	\$ 855.50	\$ 3,631.25	\$ 9,952.00
Over/(Short) Cash Count	\$ 7.40	\$ 79.80	\$ 0.23	\$ 0.80	\$ 6.37
Bank Deposit Corrections	\$ (6.00)	\$ (38.11)			\$ (6.00)
Subtotal Cash Fare Deposit	\$ 14,440.15	\$ 209,274.81	\$ 855.73	\$ 3,632.05	\$ 9,952.37
Prepaid Sales Deposit	Monthly System Total	CYTD	Dial-A-Ride	Transbay-Lynx	Fixed Route
Ticket Books	\$ 925.00	\$ 9,855.00	\$ 925.00		
Summer Youth Pass (SYP)	\$ -	\$ 30.00			
Clipper Sales	\$ 50.00	\$ 1,860.00			\$ 50.00
Lynx 31-Day Pass Sales - GP	\$ 1,120.00	\$ 12,810.00		\$ 1,120.00	
Lynx 31-Day Pass Sales - SNR/DSBLD	\$ 140.00	\$ 1,680.00		\$ 140.00	
Lynx Stored Ride Pass Sales	\$ -	\$ 1,160.00			
Local 31-Day Pass Sales - GP	\$ 600.00	\$ 27,320.00			\$ 600.00
Local 31-Day Pass Sales -SNR/DSBLD	\$ 320.00	\$ 3,880.00			\$ 320.00
Local Stored Value Pass Sales	\$ -	\$ -			
Local Day Pass Sales (Prepaid)	\$ 82.50	\$ 3,612.00			\$ 82.50
Shopify (Shipping Fees)	\$ 26.00	\$ 387.00	\$ 8.00	\$ 10.00	\$ 8.00
Over payment	\$ -	\$ -			
Returned Checks	\$ -	\$ -			
Refunds Issued from Ticket / Pass Sales	\$ -	\$ (141.00)			
Subtotal Prepaid Sales Deposit	\$ 3,263.50	\$ 62,453.00	\$ 933.00	\$ 1,270.00	\$ 1,060.50
Billings Issued	Monthly System Total	CYTD	Dial-A-Ride	Transbay-Lynx	Fixed Route
CCC Nutrition Tickets	\$ 107.00	\$ 1,020.00	\$ 107.00		
Lynx B1G1F - GP 31-Day Pass	\$ -	\$ -			
Lynx B1G1F - SNR/DSBLD 31-Day Pass	\$ -	\$ -			
Wage Works - Local GP 31-Day Pass	\$ 40.00	\$ 240.00			\$ 40.00
Wage Works - Local SNR/DSBLD -31-Day Pass	\$ -	\$ 20.00			
Wage Works - Lynx GP 31-Day Pass	\$ 1,120.00	\$ 10,220.00		\$ 1,120.00	
Wage Works - Lynx SNR/DSBLD 31-Day Pass	\$ -	\$ 700.00			
Wage Works - Lynx 10 Ride Pass	\$ -	\$ 650.00			
Wage Works - Local Stored Value Pass	\$ -	\$ -			
Capital Corridor Vouchers (Annually)	\$ 1,146.27	\$ 1,146.27			\$ 1,146.27
511 Contra Costa (BOGO LYNX)	\$ -	\$ 1,960.00			
10 Ride LYNX Promo	\$ 200.00	\$ 4,450.00		\$ 200.00	
511 CC Summer Youth Pass	\$ -	\$ 1,473.90			
WCCUSD (\$37.00 SBPP)	\$ -	\$ 129,870.00			
BART Parking	\$ 423.33	\$ 1,443.13			\$ 423.33
CCTA Summer Youth Pass	\$ -	\$ 866.10			
CCTA (LIFE Prrogram)	\$ 2,430.00	\$ 8,280.00			\$ 2,430.00
Clipper	\$ 86,165.85	\$ 966,302.95		\$ 59,564.35	\$ 26,601.50
CCC Health Services	\$ -	\$ 2,100.00			
CCC Employee & Human Services	\$ 210.00	\$ 610.00			\$ 210.00
Contra Costa College	\$ -	\$ 4,000.00			
Clipper Start - MTC	\$ -	\$ -			
Pass 2 Class Program	\$ 10,000.00	\$ 31,520.00			\$ 10,000.00
*Other	\$ -	\$ -			
Subtotal Billings	\$ 101,842.45	\$ 1,166,872.35	\$ 107.00	\$ 60,884.35	\$ 40,851.10
Total Passenger Revenue	\$ 119,546.10	\$ 1,438,600.16	\$ 1,895.73	\$ 65,786.40	\$ 51,863.97

	Monthly System Total	CYTD
Total Passenger Revenue Last Year	\$ 116,285.02	\$ 1,307,323.45

**Preventable Accidents per Miles Driven in 12 Month
Period**

June-25

	Miles	Accidents	Frequency 12 Month Period
FR	1,529,489	15	101,966
DAR	143,146	1	143,146

FR=Fixed Route, Martinez Link, Transbay, & Express
DAR=Dial-A-Ride

	Non-Preventable				Preventable			
	Month		FYTD		Month		FYTD	
	Current	Last Year	Current	Last Year	Current	Last Year	Current	Last Year
FR	1	0	3	4	1	0	6	3
DAR	0	0	1	0	0	1	0	3



Passenger & Productivity Statistical Report

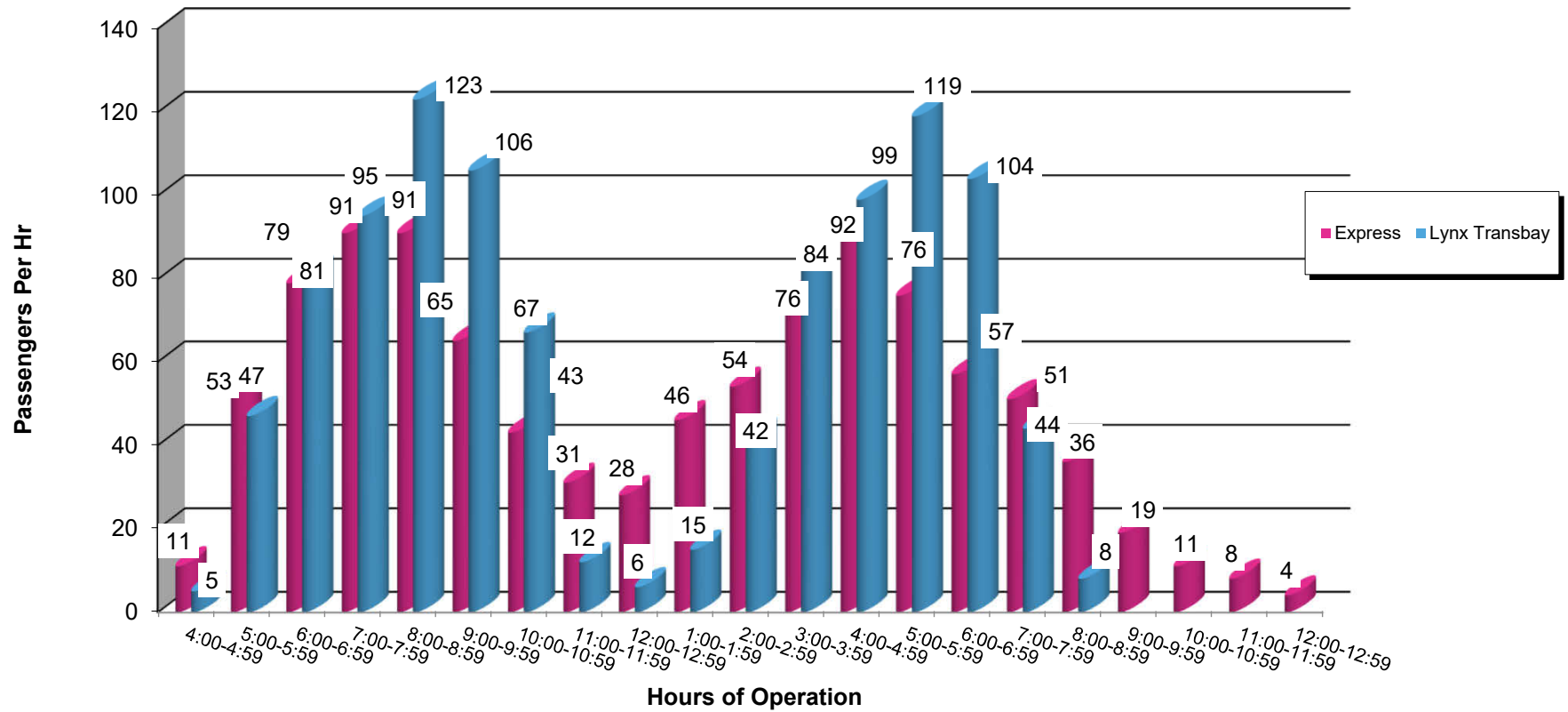
June, FY 24/25

System

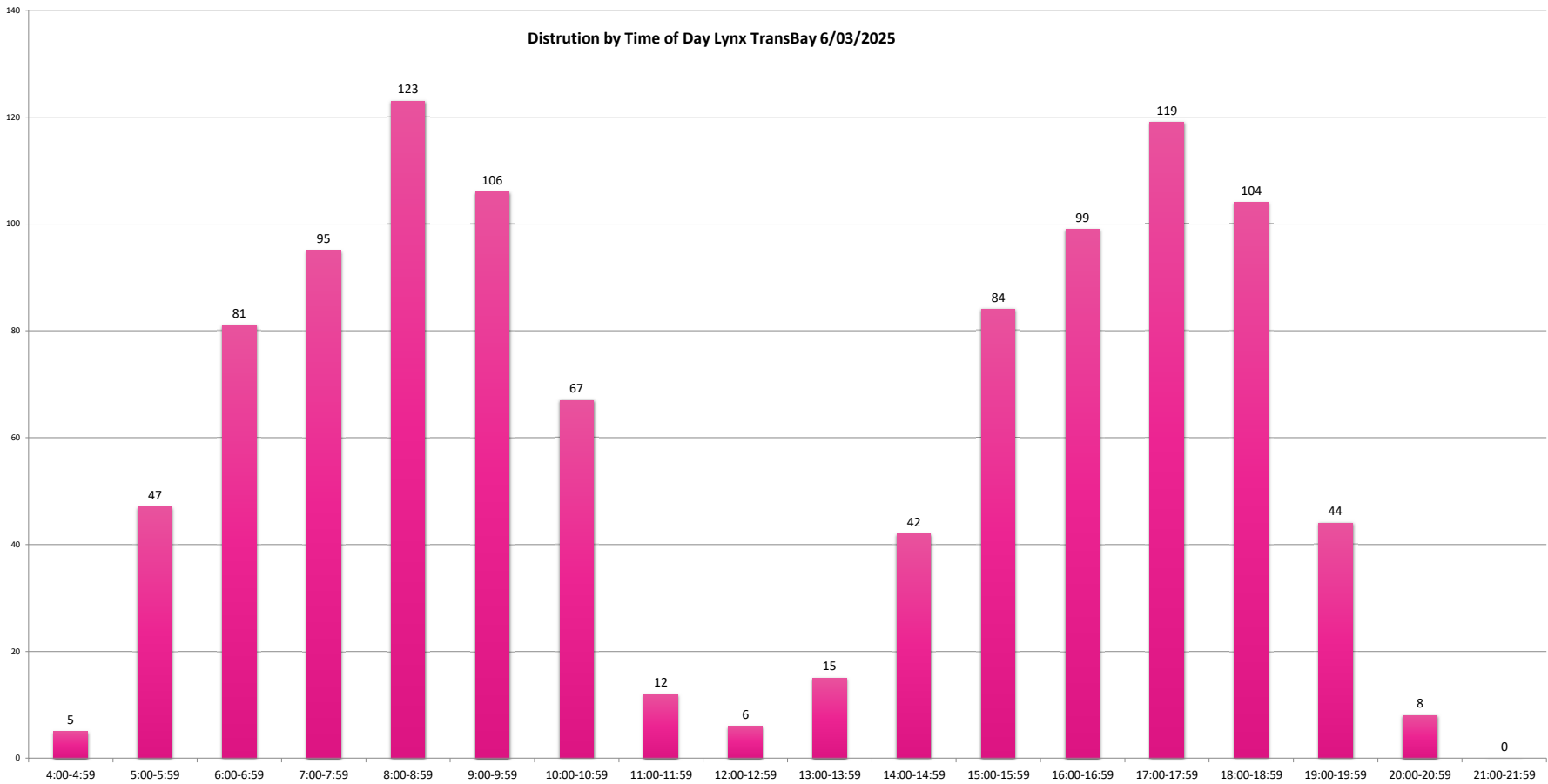
All Routes

Route by Day Type & System	Passengers						Passengers Per Revenue Hour					
	June			Fiscal Year To Date			June			Fiscal Year To Date		
	FY 23/24	FY 24/25	% Change	FY 23/24	FY 24/25	% Change	FY 23/24	FY 24/25	% Change	FY 23/24	FY 24/25	% Change
Route 10 Weekday	746	1,034	38.6	21,495	16,015	-25.5	4.9	6.7	34.9	7.0	8.0	15.4
Route 11 Weekday	1,696	2,383	40.5	33,001	28,096	-14.9	7.0	8.9	28.5	8.3	8.9	7.3
Route 11 Saturday	208	189	-9.1	3,082	2,697	-12.5	3.3	4.1	23.8	4.4	4.0	-9.2
Route 11 Total	1,904	2,572	35.1	36,083	30,793	-14.7	6.2	8.2	32.5	7.7	8.0	4.3
Route 12 Weekday	1,010	1,269	25.6	21,715	19,888	-8.4	6.3	7.3	16.1	7.2	9.2	27.1
Route 15 Weekday	890	952	7.0	15,239	12,768	-16.2	5.9	5.5	-8.0	7.3	6.4	-12.8
Route 16 Weekday	3,024	4,005	32.4	48,237	51,755	7.3	5.3	6.8	26.7	6.9	7.3	6.9
Route 19 Saturday	218	189	-13.3	2,972	2,885	-2.9	3.5	3.7	5.0	4.1	4.1	0.8
Route 30Z Weekday	1,076	1,225	13.8	13,638	14,256	4.5	4.3	4.8	11.7	4.3	4.6	7.8
Route C3 Weekday	4,006	4,002	-0.1	53,694	54,664	1.8	7.7	7.5	-3.0	8.6	8.6	0.0
Route DAR Weekday	1,410	1,389	-1.5	17,994	17,392	-3.3	1.9	1.7	-7.6	1.8	1.8	1.3
Route DAR Saturday	180	143	-20.6	2,278	2,070	-9.1	2.1	2.0	-8.3	1.9	2.0	2.6
Route DAR Total	1,590	1,532	-3.6	20,272	19,462	-4.0	1.9	1.7	-7.9	1.8	1.8	1.4
Route J Weekday	10,265	12,326	20.1	152,507	153,653	0.8	10.6	12.1	14.9	10.8	12.3	13.6
Route J Saturday	2,179	1,784	-18.1	21,705	23,567	8.6	10.8	6.9	-36.2	11.0	7.7	-30.2
Route J Sunday	1,601	1,827	14.1	19,340	20,198	4.4	7.9	8.9	13.4	9.4	8.4	-11.1
Route J Total	14,045	15,937	13.5	193,552	197,418	2.0	10.2	10.8	5.6	10.7	11.0	2.8
Route JPX Weekday	5,513	6,292	14.1	79,409	81,977	3.2	8.9	9.8	10.9	10.6	10.8	2.4
Route JX Weekday	1,826	1,722	-5.7	23,452	24,524	4.6	6.0	5.6	-7.2	5.4	6.6	20.9
Route LYNX Weekday	11,873	17,043	43.5	149,525	181,576	21.4	10.8	14.3	32.1	11.4	12.9	12.8
Total System-Wide	47,721	57,774	21.1	679,283	707,981	4.2	7.5	8.6	14.9	8.0	8.7	8.2

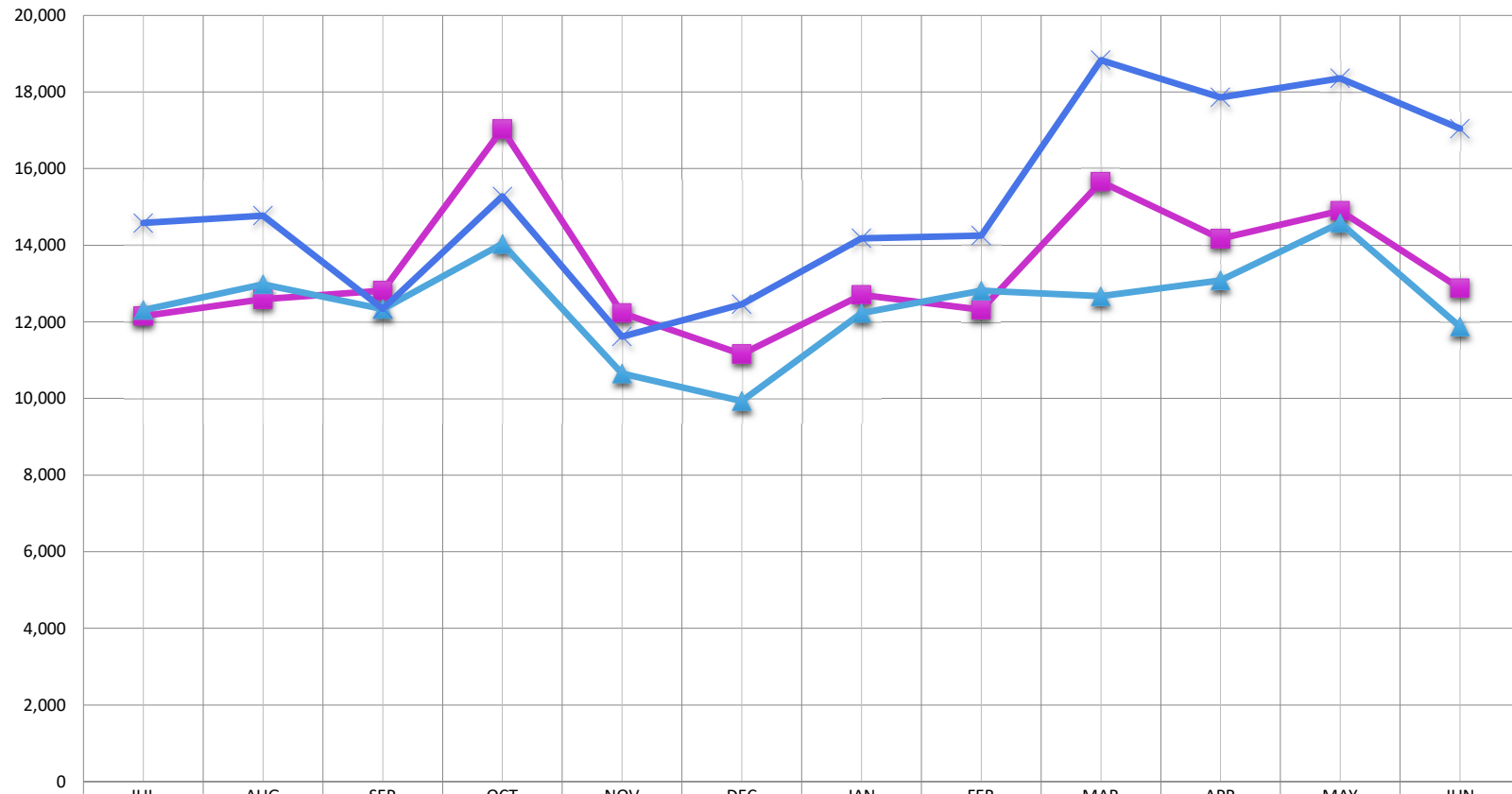
**Express Routes (J, JX, JPX), and Lynx Transbay
Ridership by Time of Day
Date:06/03/2025**



Distrution by Time of Day Lynx TransBay 6/03/2025



WESCAT LYNX TRANSBAY 3YR STATS



ridership 22-23	12,149	12,592	12,812	17,034	12,229	11,155	12,702	12,318	15,656	14,173	14,898	12,878
ridership 23-24	12,312	12,981	12,330	14,035	10,650	9,933	12,229	12,816	12,668	13,085	14,582	11,873
ridership 24-25	14,579	14,774	12,341	15,275	11,616	12,459	14,179	14,254	18,834	17,862	18,360	17,043

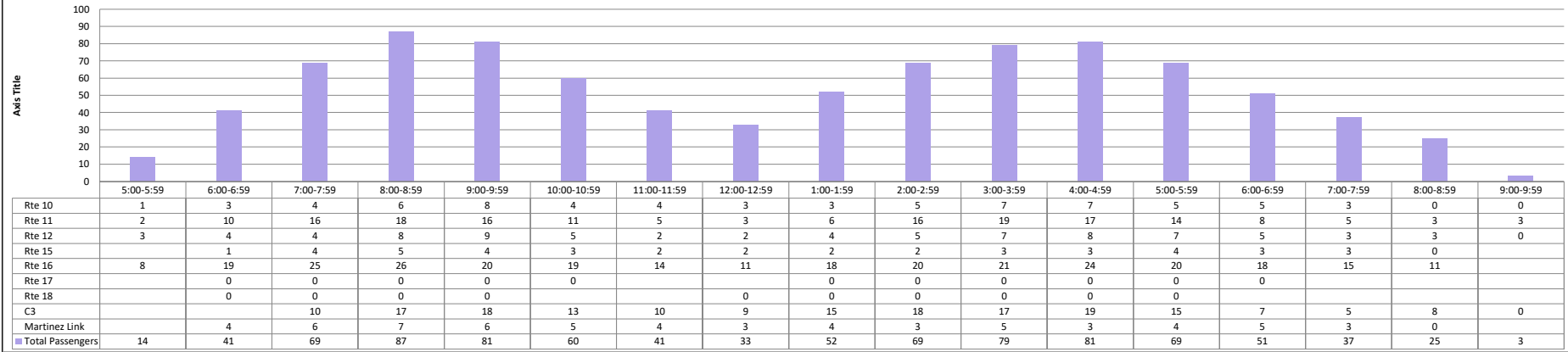
Distrubution by Time of Day - Fixed Route

Date: 6/3/2025

	5:00-5:59	6:00-6:59	7:00-7:59	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	1:00-1:59	2:00-2:59	3:00-3:59	4:00-4:59	5:00-5:59	6:00-6:59	7:00-7:59	8:00-8:59	9:00-9:59
Rte 10	1	3	4	6	8	4	4	3	3	5	7	7	5	5	3	0	0
Rte 11	2	10	16	18	16	11	5	3	6	16	19	17	14	8	5	3	3
Rte 12	3	4	4	8	9	5	2	2	4	5	7	8	7	5	3	3	0
Rte 15		1	4	5	4	3	2	2	2	2	3	3	4	3	3	0	
Rte 16	8	19	25	26	20	19	14	11	18	20	21	24	20	18	15	11	
Rte 17		0	0	0	0	0			0	0	0	0	0	0			
Rte 18		0	0	0	0			0	0	0	0	0	0				
C3			10	17	18	13	10	9	15	18	17	19	15	7	5	8	0
Martinez Link		4	6	7	6	5	4	3	4	3	5	3	4	5	3	0	
Total Passengers	14	41	69	87	81	60	41	33	52	69	79	81	69	51	37	25	3

Total Route 10	68
Total Route 11	172
Total Route 12	79
Total Route 15	41
Total Route 16	289
Total Route 17	0
Total Route 18	0
Total C3	181
Martinez Link	62
Total	892

Distrubution By Time Of Day Fixed Route 6/03/2025



Date: 6/3/2025

	21:00-21:59	22:00-22:59	23:00-23:59	24:00-24:59
JX				
JPX				
J	8	4	2	4
Total Passengers	8	4	2	4

Distrubution by Time of Day -Lynx Transbay

Date: 6/3/2025

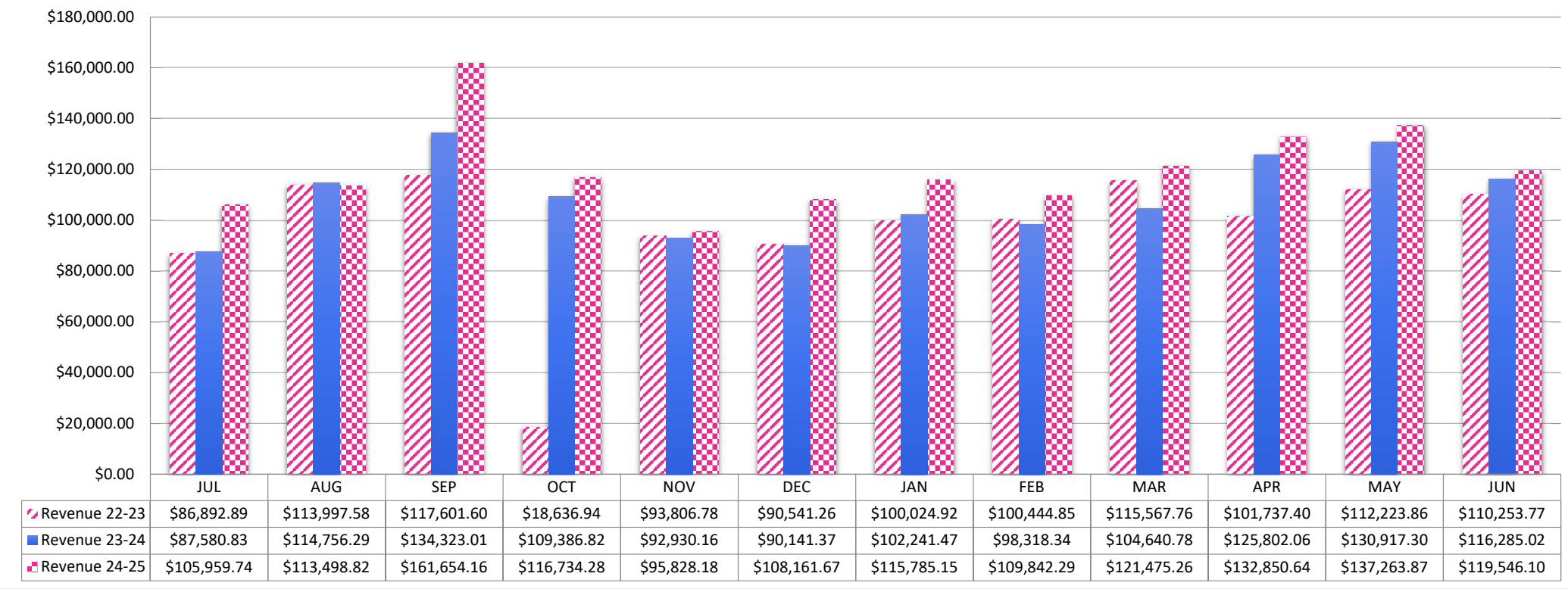
	21:00-21:59
TransBay LYNX	0
Total Passengers	0

Total Lynx	1057
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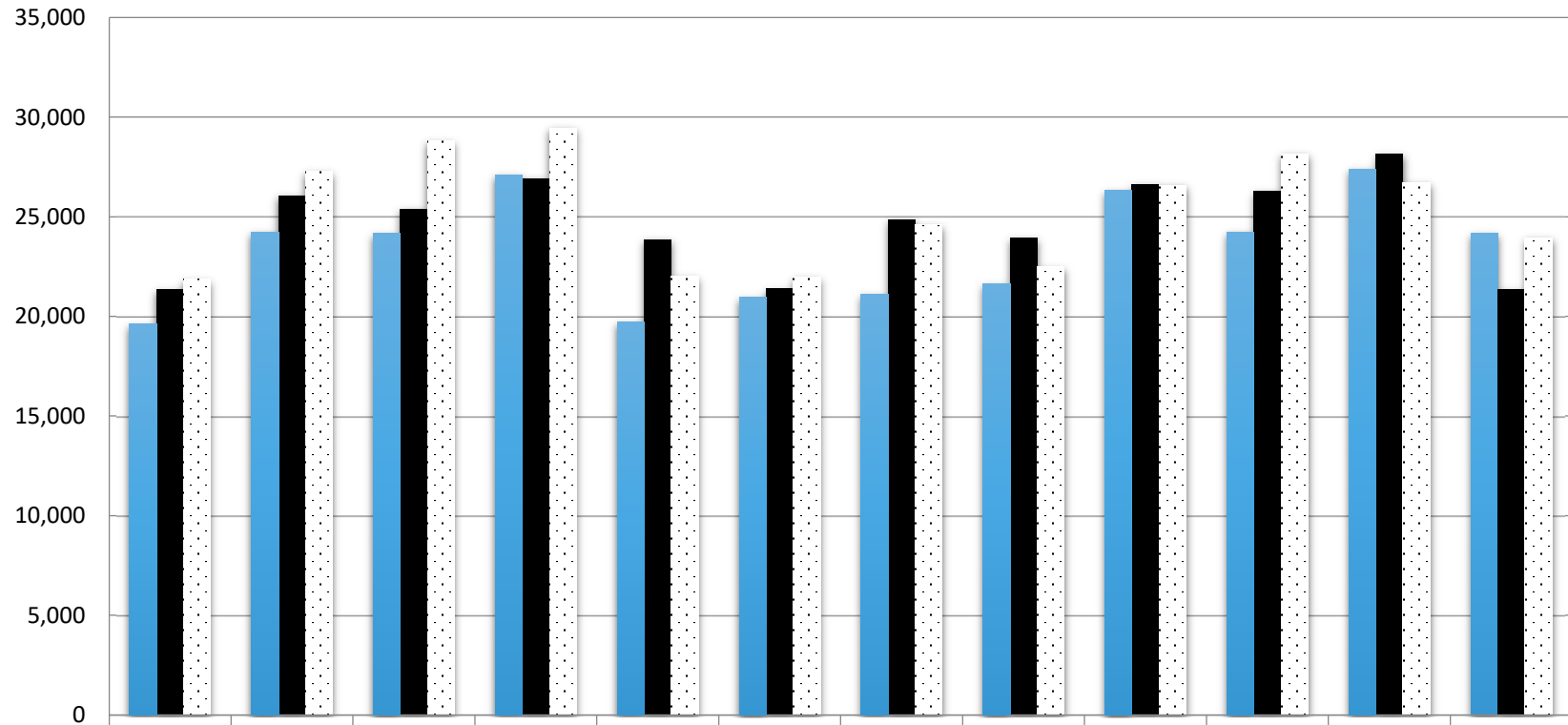


WESTCAT FAREBOX REVENUE





WESTCAT EXPRESS RIDERSHIP Includes Routes J, JX and JPX



ridership 22-23	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ridership 23-24	19,630	24,248	24,163	27,103	19,749	20,967	21,118	21,653	26,320	24,247	27,386	24,174
ridership 24-25	21,385	26,086	25,402	26,924	23,881	21,403	24,856	23,945	26,636	26,277	28,154	21,384
	21,857	27,259	28,804	29,447	22,025	21,994	24,572	22,479	26,593	28,150	26,725	23,951



Monthly Management Report Summary

July, FY 25/26

System & Program Summary

	July FY 25/26	July FY 24/25	% Change	Year-To-Date FY 25/26	Year-To-Date FY 24/25	% Change
System Total						
Total Passengers	57,764	50,691	14.0	57,764	50,691	14.0
Revenue Passengers	55,533	47,900	15.9	55,533	47,900	15.9
Weekday Total Passengers	53,855	46,846	15.0	53,855	46,846	15.0
Saturday Total Passengers	2,192	2,170	1.0	2,192	2,170	1.0
Sunday Total Passengers	1,717	1,675	2.5	1,717	1,675	2.5
Weekday Average Passengers	2,448	2,129	15.0	2,448	2,129	15.0
Saturday Average Passengers	548	543	0.9	548	543	0.9
Sunday Average Passengers	343	335	2.4	343	335	2.4
Vehicle Revenue Hours	7,083.85	6,807.12	4.1	7,083.85	6,807.12	4.1
Total Vehicle Hours	7,488.28	7,248.14	3.3	7,488.28	7,248.14	3.3
Revenue Vehicle Miles	117,841.6	121,047.7	-2.6	117,841.6	121,047.7	-2.6
Total Miles	145,744.0	151,289.0	-3.7	145,744.0	151,289.0	-3.7
Dial-A-Ride Program						
Number of Weekdays	22	22	0.0	22	22	0.0
Number of Saturdays	4	4	0.0	4	4	0.0
Total Passengers	1,694	1,609	5.3	1,694	1,609	5.3
Revenue Passengers	1,623	1,560	4.0	1,623	1,560	4.0
Weekday Total Passengers	1,555	1,472	5.6	1,555	1,472	5.6
Saturday Total Passengers	139	137	1.5	139	137	1.5
Weekday Average Passengers	71	67	6.0	71	67	6.0
Saturday Average Passengers	35	34	2.9	35	34	2.9
Vehicle Revenue Hours	952.55	882.23	8.0	952.55	882.23	8.0
Total Vehicle Hours	990.24	921.38	7.5	990.24	921.38	7.5
Productivity	1.78	1.82	-2.2	1.78	1.82	-2.2
Revenue Vehicle Miles	8,263.0	7,961.2	3.8	8,263.0	7,961.2	3.8
Total Miles	9,139.8	8,935.4	2.3	9,139.8	8,935.4	2.3
Express Routes Program						
Number of Weekdays	22	22	0.0	22	22	0.0
Number of Saturdays	4	4	0.0	4	4	0.0
Number of Sundays	5	5	0.0	5	5	0.0
Total Passengers	23,172	21,857	6.0	23,172	21,857	6.0
Revenue Passengers	22,327	20,941	6.6	22,327	20,941	6.6
Weekday Total Passengers	19,804	18,500	7.0	19,804	18,500	7.0
Saturday Total Passengers	1,651	1,682	-1.8	1,651	1,682	-1.8
Sunday Total Passengers	1,717	1,675	2.5	1,717	1,675	2.5
Weekday Average Passengers	900	841	7.0	900	841	7.0
Saturday Average Passengers	413	421	-1.9	413	421	-1.9
Sunday Average Passengers	343	335	2.4	343	335	2.4
Vehicle Revenue Hours	2,530.11	2,442.08	3.6	2,530.11	2,442.08	3.6
Total Vehicle Hours	2,684.77	2,596.88	3.4	2,684.77	2,596.88	3.4
Productivity	9.16	8.95	2.3	9.16	8.95	2.3
Revenue Vehicle Miles	39,496.5	42,370.4	-6.8	39,496.5	42,370.4	-6.8
Total Miles	42,505.5	46,731.3	-9.0	42,505.5	46,731.3	-9.0



Monthly Management Report Summary

July, FY 25/26

System & Program Summary

	July FY 25/26	July FY 24/25	% Change	Year-To-Date FY 25/26	Year-To-Date FY 24/25	% Change
Local Fixed Routes Program						
Number of Weekdays	22	22	0.0	22	22	0.0
Number of Saturdays	4	4	0.0	4	4	0.0
Total Passengers	14,646	12,646	15.8	14,646	12,646	15.8
Revenue Passengers	13,562	11,182	21.3	13,562	11,182	21.3
Weekday Total Passengers	14,244	12,295	15.9	14,244	12,295	15.9
Saturday Total Passengers	402	351	14.5	402	351	14.5
Weekday Average Passengers	647	559	15.7	647	559	15.7
Saturday Average Passengers	101	88	14.8	101	88	14.8
Vehicle Revenue Hours	2,357.22	2,281.81	3.3	2,357.22	2,281.81	3.3
Total Vehicle Hours	2,461.94	2,415.58	1.9	2,461.94	2,415.58	1.9
Productivity	6.21	5.54	12.1	6.21	5.54	12.1
Revenue Vehicle Miles	36,408.9	37,254.2	-2.3	36,408.9	37,254.2	-2.3
Total Miles	38,201.5	39,526.3	-3.4	38,201.5	39,526.3	-3.4
Transbay Lynx Program						
Number of Weekdays	22	22	0.0	22	22	0.0
Total Passengers	18,252	14,579	25.2	18,252	14,579	25.2
Revenue Passengers	18,021	14,217	26.8	18,021	14,217	26.8
Weekday Total Passengers	18,252	14,579	25.2	18,252	14,579	25.2
Weekday Average Passengers	830	663	25.2	830	663	25.2
Vehicle Revenue Hours	1,243.97	1,201.00	3.6	1,243.97	1,201.00	3.6
Total Vehicle Hours	1,351.33	1,314.30	2.8	1,351.33	1,314.30	2.8
Productivity	14.67	12.14	20.8	14.67	12.14	20.8
Revenue Vehicle Miles	33,673.2	33,462.0	0.6	33,673.2	33,462.0	0.6
Total Miles	36,258.2	35,329.8	2.6	36,258.2	35,329.8	2.6

**Preventable Accidents per Miles Driven in 12 Month
Period**

July-25

	Miles	Accidents	Frequency 12 Month Period
FR	1,529,489	18	84,972
DAR	143,146	1	143,146

FR=Fixed Route, Martinez Link, Transbay, & Express
DAR=Dial-A-Ride

	Non-Preventable				Preventable			
	Month		FYTD		Month		FYTD	
	Current	Last Year	Current	Last Year	Current	Last Year	Current	Last Year
FR	2	0	5	4	2	0	8	3
DAR	0	0	1	0	1	0	1	3

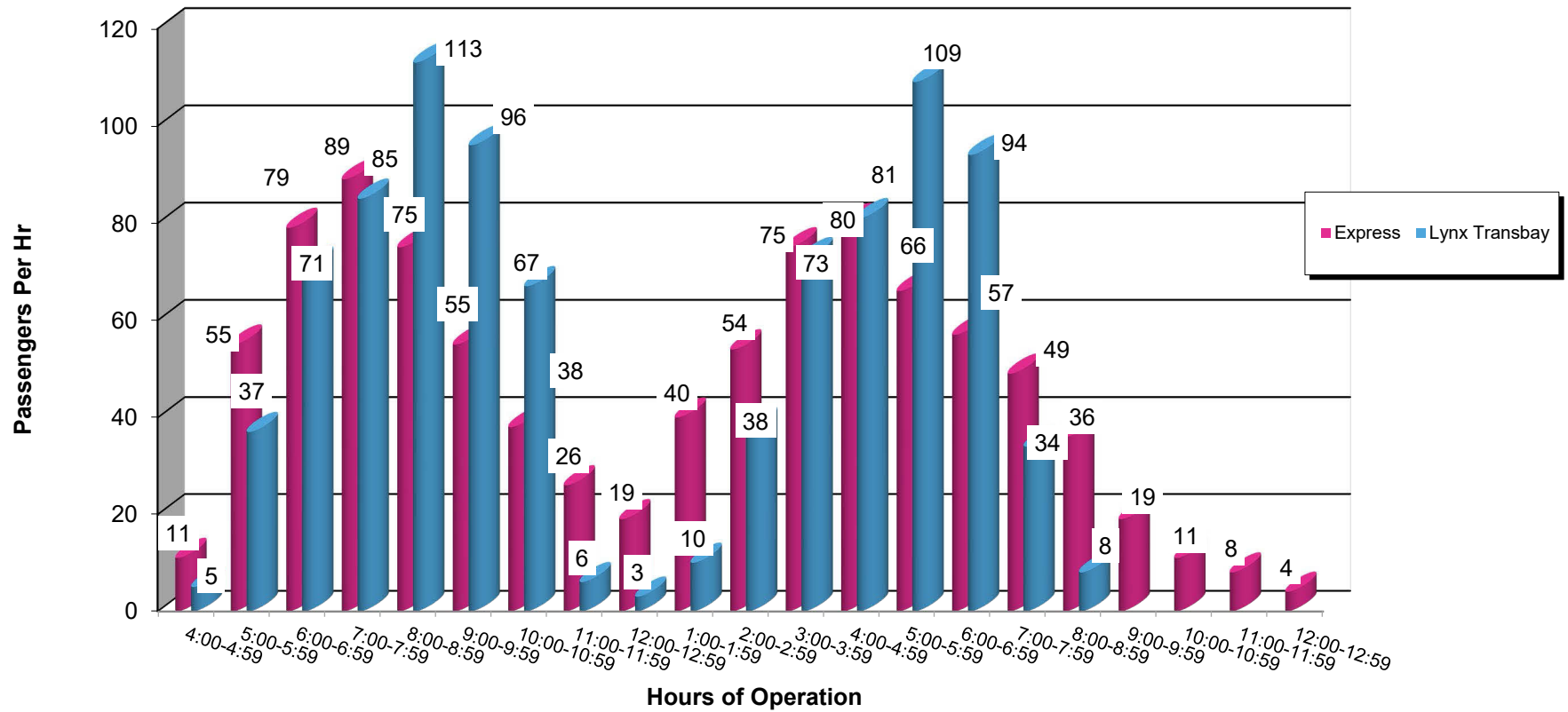


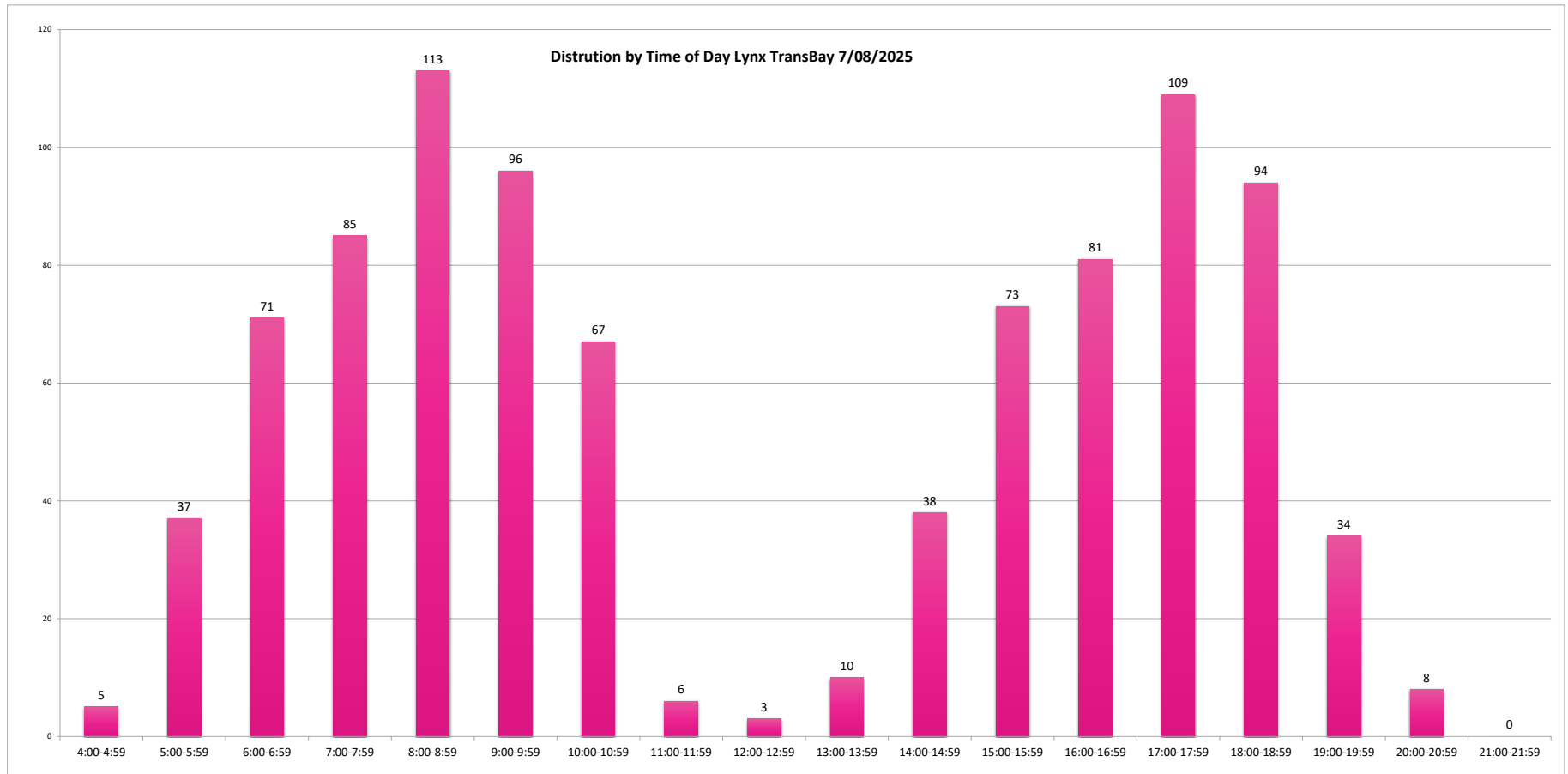
Passenger & Productivity Statistical Report

July, FY 25/26
System
All Routes

Route by Day Type & System	Passengers						Passengers Per Revenue Hour					
	July			Fiscal Year To Date			July			Fiscal Year To Date		
	FY 24/25	FY 25/26	% Change	FY 24/25	FY 25/26	% Change	FY 24/25	FY 25/26	% Change	FY 24/25	FY 25/26	% Change
Route 10 Weekday	927	712	-23.2	927	712	-23.2	6.4	4.2	-33.8	6.4	4.2	-33.8
Route 11 Weekday	1,747	2,065	18.2	1,747	2,065	18.2	6.5	7.3	12.0	6.5	7.3	12.0
Route 11 Saturday	156	237	51.9	156	237	51.9	3.1	5.1	63.3	3.1	5.1	63.3
Route 11 Total	1,903	2,302	21.0	1,903	2,302	21.0	6.0	7.0	16.8	6.0	7.0	16.8
Route 12 Weekday	1,054	1,051	-0.3	1,054	1,051	-0.3	7.4	5.6	-24.1	7.4	5.6	-24.1
Route 15 Weekday	1,085	976	-10.0	1,085	976	-10.0	6.6	5.3	-19.1	6.6	5.3	-19.1
Route 16 Weekday	2,729	3,571	30.9	2,729	3,571	30.9	4.4	5.8	32.1	4.4	5.8	32.1
Route 19 Saturday	195	165	-15.4	195	165	-15.4	4.0	3.2	-19.6	4.0	3.2	-19.6
Route 30Z Weekday	1,151	1,338	16.2	1,151	1,338	16.2	4.2	5.0	19.9	4.2	5.0	19.9
Route C3 Weekday	3,602	4,531	25.8	3,602	4,531	25.8	6.4	8.2	28.2	6.4	8.2	28.2
Route DAR Weekday	1,472	1,555	5.6	1,472	1,555	5.6	1.8	1.8	-3.6	1.8	1.8	-3.6
Route DAR Saturday	137	139	1.5	137	139	1.5	1.8	2.1	12.4	1.8	2.1	12.4
Route DAR Total	1,609	1,694	5.3	1,609	1,694	5.3	1.8	1.8	-2.5	1.8	1.8	-2.5
Route J Weekday	10,650	11,981	12.5	10,650	11,981	12.5	10.1	11.1	10.4	10.1	11.1	10.4
Route J Saturday	1,682	1,651	-1.8	1,682	1,651	-1.8	10.4	6.4	-38.7	10.4	6.4	-38.7
Route J Sunday	1,675	1,717	2.5	1,675	1,717	2.5	8.2	8.4	2.0	8.2	8.4	2.0
Route J Total	14,007	15,349	9.6	14,007	15,349	9.6	9.8	9.9	1.1	9.8	9.9	1.1
Route JPX Weekday	6,075	5,951	-2.0	6,075	5,951	-2.0	8.9	8.9	0.4	8.9	8.9	0.4
Route JX Weekday	1,775	1,872	5.5	1,775	1,872	5.5	5.3	5.8	10.1	5.3	5.8	10.1
Route LYNX Weekday	14,579	18,252	25.2	14,579	18,252	25.2	12.1	14.7	20.9	12.1	14.7	20.9
Total System-Wide	50,691	57,764	14.0	50,691	57,764	14.0	7.4	8.2	9.5	7.4	8.2	9.5

**Express Routes (J, JX, JPX), and Lynx Transbay
Ridership by Time of Day
Date:07/08/2025**





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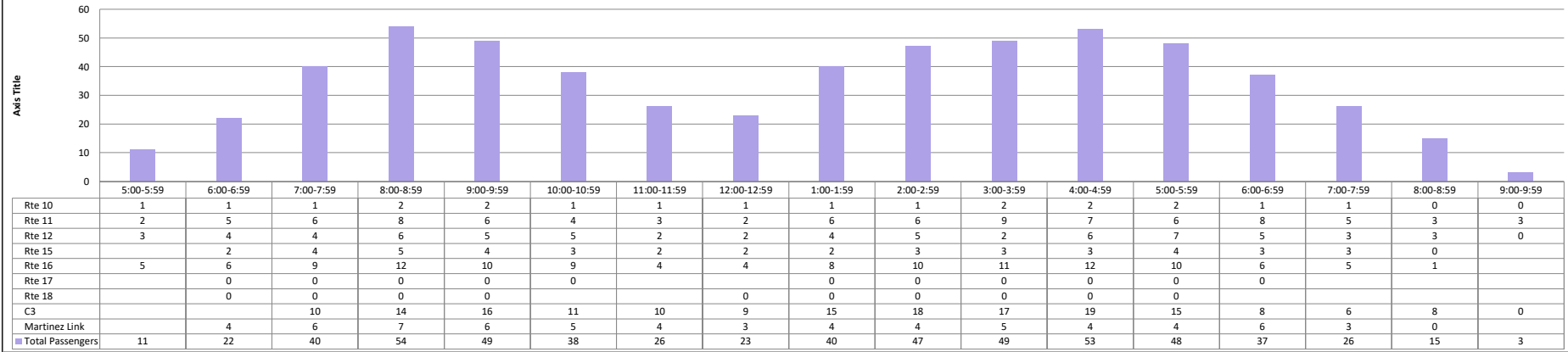
Distrubution by Time of Day - Fixed Route

Date: 7/8/2025

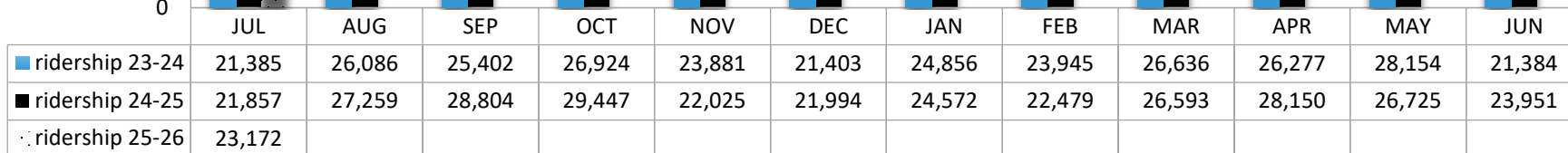
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Rte 10	1	1	1	2	2	1	1	1	1	1	2	2	2	1	1	0	0
Rte 11	2	5	6	8	6	4	3	2	6	6	9	7	6	8	5	3	3
Rte 12	3	4	4	6	5	5	2	2	4	5	2	6	7	5	3	3	0
Rte 15		2	4	5	4	3	2	2	2	3	3	3	4	3	3	0	
Rte 16	5	6	9	12	10	9	4	4	8	10	11	12	10	6	5	1	
Rte 17		0	0	0	0	0			0	0	0	0	0	0			
Rte 18		0	0	0	0			0	0	0	0	0	0				
C3			10	14	16	11	10	9	15	18	17	19	15	8	6	8	0
Martinez Link		4	6	7	6	5	4	3	4	4	5	4	4	6	3	0	
Total Passengers	11	22	40	54	49	38	26	23	40	47	49	53	48	37	26	15	3

Total Route 10	20
Total Route 11	89
Total Route 12	66
Total Route 15	43
Total Route 16	122
Total Route 17	0
Total Route 18	0
Total C3	176
Martinez Link	65
Total	581

Distrubution By Time Of Day Fixed Route 7/08/2025



Distrubution by Time of Day - WestCAT Express																						
Date: 7/8/2025																						
	4:00-4:59	5:00-5:59	6:00-6:59	7:00-7:59	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59	20:00-20:59	21:00-21:59	22:00-22:59	23:00-23:59	24:00-24:59	
JX		11	16	18	12							15	13	10	7	5						
JPX		10	20	26	22	19	13	7	9	14	19	20	23	22	13	11	7	0	0	0		
J	11	34	43	45	41	36	25	19	10	26	35	40	44	34	37	33	29	19	11	8	4	
Total Passengers	11	55	79	89	75	55	38	26	19	40	54	75	80	66	57	49	36	19	4	8	4	
	21:00-21:59	22:00-22:59	23:00-23:59	24:00-24:59																		
JX																						
JPX																						
J	8	4	2	4																		
Total Passengers	8	4	2	4																		
																				JX	107	
																				JPX	255	
																				J	584	
																				Total	946	
Distrubution by Time of Day -Lynx Transbay																						
Date: 7/8/2025																						
	4:00-4:59	5:00-5:59	6:00-6:59	7:00-7:59	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59	20:00-20:59	21:00-21:59				
TransBay LYNX	5	37	71	85	113	96	67	6	3	10	38	73	81	109	94	34	8	0				
Total Passengers	5	37	71	85	113	96	67	6	3	10	38	73	81	109	94	34	8	0				
	21:00-21:59																					
TransBay LYNX	0																					
Total Passengers	0																					
Total Lynx																				930		
formula created from page 7																						



WestCAT Monthly Passenger & Auxiliary Revenue Reconciliation

Month & Fiscal Year-May 2025

Cash Fares for Deposit	Monthly System Total	CYTD	Dial-A-Ride	Transbay-Lynx	Fixed Route
Cash Fare - General Public	\$ 12,620.57	\$ 135,767.11		\$ 3,504.00	\$ 9,116.57
Cash Fare - Senior & Disabled	\$ 3,058.25	\$ 30,783.45	\$ 756.25	\$ 613.75	\$ 1,688.25
Cash Fare - Transfers	\$ 364.50	\$ 4,775.50	\$ 26.00	\$ 17.50	\$ 321.00
Cash Fare - Regional Paratransit	\$ 165.00	\$ 2,058.00	\$ 165.00		
Cash Fare - Local Day Pass Sales	\$ 2,420.50	\$ 21,410.31		\$ 8.00	\$ 2,412.50
Total Estimated Cash (a)	\$ 18,628.82	\$ 194,794.37	\$ 947.25	\$ 4,143.25	\$ 13,538.32
Over/(Short) Cash Count	\$ 0.68	\$ 72.40	\$ 0.95	\$ 2.60	\$ (2.87)
Bank Deposit Corrections	\$ -	\$ (32.11)			
Subtotal Cash Fare Deposit	\$ 18,629.50	\$ 194,834.66	\$ 948.20	\$ 4,145.85	\$ 13,535.45
Prepaid Sales Deposit	Monthly System Total	CYTD	Dial-A-Ride	Transbay-Lynx	Fixed Route
Ticket Books	\$ 570.00	\$ 8,930.00	\$ 570.00		
Summer Youth Pass (SYP)	\$ -	\$ 30.00			
CCTA Summer Youth Pass	\$ -	\$ -			
Clipper Sales	\$ -	\$ 1,810.00			
Lynx 31-Day Pass Sales - GP	\$ 980.00	\$ 11,690.00		\$ 980.00	
Lynx 31-Day Pass Sales - SNR/DSBLD	\$ 140.00	\$ 1,540.00		\$ 140.00	
Lynx Stored Ride Pass Sales	\$ -	\$ 1,160.00			
Local 31-Day Pass Sales - GP	\$ 4,680.00	\$ 26,720.00			\$ 4,680.00
Local 31-Day Pass Sales -SNR/DSBLD	\$ 340.00	\$ 3,560.00			\$ 340.00
Local Stored Value Pass Sales	\$ -	\$ -			
Local Day Pass Sales (Prepaid)	\$ 350.00	\$ 3,529.50			\$ 350.00
Shopify (Shipping Fees)	\$ 21.00	\$ 361.00	\$ 8.00	\$ 5.00	\$ 8.00
Over payment	\$ -	\$ -			
Returned Checks	\$ -	\$ -			
Refunds Issued from Ticket / Pass Sales	\$ -	\$ (141.00)			
Subtotal Prepaid Sales Deposit	\$ 7,081.00	\$ 59,189.50	\$ 578.00	\$ 1,125.00	\$ 5,378.00
Billings Issued	Monthly System Total	CYTD	Dial-A-Ride	Transbay-Lynx	Fixed Route
CCC Nutrition Tickets	\$ 86.00	\$ 913.00	\$ 86.00		
Lynx B1G1F - GP 31-Day Pass	\$ -	\$ -			
Lynx B1G1F - SNR/DSBLD 31-Day Pass	\$ -	\$ -			
Wage Works - Local GP 31-Day Pass	\$ 40.00	\$ 200.00			\$ 40.00
Wage Works - Local SNR/DSBLD -31-Day Pass	\$ -	\$ 20.00			
Wage Works - Lynx GP 31-Day Pass	\$ 1,120.00	\$ 9,100.00		\$ 1,120.00	
Wage Works - Lynx SNR/DSBLD 31-Day Pass	\$ -	\$ 700.00			
Wage Works - Lynx 10 Ride Pass	\$ -	\$ 650.00			
Wage Works - Local Stored Value Pass	\$ -	\$ -			
Capital Corridor Vouchers (Annually)	\$ -	\$ -			
511 Contra Costa (BOGO LYNX)	\$ -	\$ 1,960.00			
10 Ride LYNX Promo	\$ -	\$ 4,250.00			
511 CC Summer Youth Pass	\$ -	\$ 1,473.90			
WCCUSD (\$37.00 SBPP)	\$ 15,910.00	\$ 129,870.00			\$ 15,910.00
BART Parking	\$ -	\$ 1,019.80			
CCTA Summer Youth Pass	\$ -	\$ 866.10			
CCTA (Life Program)	\$ -	\$ 5,850.00			
Clipper	\$ 94,399.31	\$ 880,139.04		\$ 63,235.12	\$ 31,164.19
CCC Health Services	\$ -	\$ 2,100.00			
CCC Employee & Human Services	\$ -	\$ 400.00			
Contra Costa College	\$ -	\$ 4,000.00			
Clipper Start - MTC	\$ -	\$ -			
Pass 2 Class Program	\$ -	\$ 21,520.00			
*Other	\$ -	\$ -			
Subtotal Billings	\$ 111,555.31	\$ 1,065,031.84	\$ 86.00	\$ 64,355.12	\$ 47,114.19
Total Passenger Revenue	\$ 137,265.81	\$ 1,319,056.00	\$ 1,612.20	\$ 69,625.97	\$ 66,027.64

	Monthly System Total	CYTD
Total Passenger Revenue Last Year	\$ 130,917.30	\$ 1,191,038.43

WestCAT Monthly Passenger & Auxiliary Revenue Reconciliation

Month & Fiscal Year-June 2025

Cash Fares for Deposit	Monthly System Total	CYTD	Dial-A-Ride	Transbay-Lynx	Fixed Route
Cash Fare - General Public	\$ 9,259.50	\$ 145,026.61		\$ 3,140.75	\$ 6,118.75
Cash Fare - Senior & Disabled	\$ 2,698.50	\$ 33,481.95	\$ 690.00	\$ 467.25	\$ 1,541.25
Cash Fare - Transfers	\$ 375.25	\$ 5,150.75	\$ 15.50	\$ 11.25	\$ 348.50
Cash Fare - Regional Paratransit	\$ 150.00	\$ 2,208.00	\$ 150.00		
Cash Fare - Local Day Pass Sales	\$ 1,955.50	\$ 23,365.81		\$ 12.00	\$ 1,943.50
Total Estimated Cash (a)	\$ 14,438.75	\$ 209,233.12	\$ 855.50	\$ 3,631.25	\$ 9,952.00
Over/(Short) Cash Count	\$ 7.40	\$ 79.80	\$ 0.23	\$ 0.80	\$ 6.37
Bank Deposit Corrections	\$ (6.00)	\$ (38.11)			\$ (6.00)
Subtotal Cash Fare Deposit	\$ 14,440.15	\$ 209,274.81	\$ 855.73	\$ 3,632.05	\$ 9,952.37
Prepaid Sales Deposit	Monthly System Total	CYTD	Dial-A-Ride	Transbay-Lynx	Fixed Route
Ticket Books	\$ 925.00	\$ 9,855.00	\$ 925.00		
Summer Youth Pass (SYP)	\$ -	\$ 30.00			
Clipper Sales	\$ 50.00	\$ 1,860.00			\$ 50.00
Lynx 31-Day Pass Sales - GP	\$ 1,120.00	\$ 12,810.00		\$ 1,120.00	
Lynx 31-Day Pass Sales - SNR/DSBLD	\$ 140.00	\$ 1,680.00		\$ 140.00	
Lynx Stored Ride Pass Sales	\$ -	\$ 1,160.00			
Local 31-Day Pass Sales - GP	\$ 600.00	\$ 27,320.00			\$ 600.00
Local 31-Day Pass Sales -SNR/DSBLD	\$ 320.00	\$ 3,880.00			\$ 320.00
Local Stored Value Pass Sales	\$ -	\$ -			
Local Day Pass Sales (Prepaid)	\$ 82.50	\$ 3,612.00			\$ 82.50
Shopify (Shipping Fees)	\$ 26.00	\$ 387.00	\$ 8.00	\$ 10.00	\$ 8.00
Over payment	\$ -	\$ -			
Returned Checks	\$ -	\$ -			
Refunds Issued from Ticket / Pass Sales	\$ -	\$ (141.00)			
Subtotal Prepaid Sales Deposit	\$ 3,263.50	\$ 62,453.00	\$ 933.00	\$ 1,270.00	\$ 1,060.50
Billings Issued	Monthly System Total	CYTD	Dial-A-Ride	Transbay-Lynx	Fixed Route
CCC Nutrition Tickets	\$ 107.00	\$ 1,020.00	\$ 107.00		
Lynx B1G1F - GP 31-Day Pass	\$ -	\$ -			
Lynx B1G1F - SNR/DSBLD 31-Day Pass	\$ -	\$ -			
Wage Works - Local GP 31-Day Pass	\$ 40.00	\$ 240.00			\$ 40.00
Wage Works - Local SNR/DSBLD -31-Day Pass	\$ -	\$ 20.00			
Wage Works - Lynx GP 31-Day Pass	\$ 1,120.00	\$ 10,220.00		\$ 1,120.00	
Wage Works - Lynx SNR/DSBLD 31-Day Pass	\$ -	\$ 700.00			
Wage Works - Lynx 10 Ride Pass	\$ -	\$ 650.00			
Wage Works - Local Stored Value Pass	\$ -	\$ -			
Capital Corridor Vouchers (Annually)	\$ 1,146.27	\$ 1,146.27			\$ 1,146.27
511 Contra Costa (BOGO LYNX)	\$ -	\$ 1,960.00			
10 Ride LYNX Promo	\$ 200.00	\$ 4,450.00		\$ 200.00	
511 CC Summer Youth Pass	\$ -	\$ 1,473.90			
WCCUSD (\$37.00 SBPP)	\$ -	\$ 129,870.00			
BART Parking	\$ 423.33	\$ 1,443.13			\$ 423.33
CCTA Summer Youth Pass	\$ -	\$ 866.10			
CCTA (LIFE Program)	\$ 2,430.00	\$ 8,280.00	\$ 2,430.00		
Clipper	\$ 89,271.08	\$ 969,410.12		\$ 61,711.31	\$ 27,559.77
CCC Health Services	\$ -	\$ 2,100.00			
CCC Employee & Human Services	\$ 210.00	\$ 610.00			\$ 210.00
Contra Costa College	\$ -	\$ 4,000.00			
Clipper Start - MTC	\$ -	\$ -			
Pass 2 Class Program	\$ 10,000.00	\$ 31,520.00			\$ 10,000.00
*Other	\$ -	\$ -			
Subtotal Billings	\$ 104,947.68	\$ 1,169,979.52	\$ 2,537.00	\$ 63,031.31	\$ 39,379.37
Total Passenger Revenue	\$ 122,651.33	\$ 1,441,707.33	\$ 4,325.73	\$ 67,933.36	\$ 50,392.24

	Monthly System Total	CYTD
Total Passenger Revenue Last Year	\$ 116,285.02	\$ 1,307,323.45

Agenda Item 2.1

Staff Report on Comprehensive Operations Analysis – WestCAT Evolution – Proposed Service Scenarios'

Staff will present the proposed Service Scenarios that have been developed after analyzing the current route structure, looking at ridership trends, and taking into account the feedback received from the survey and public outreach that was done earlier in this project.

Attached is the draft report outlining the proposed changes to the WestCAT route network, and staff will present additional details and rationale behind the proposed changes.

Recommended Action: Staff is seeking Board feedback and comments on the proposed changes

WestCAT Evolution

Proposed Service Scenario

FIXED ROUTE OPPORTUNITIES

Draft for Board Review

September 4, 2025

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INTRODUCTION

This current phase of the WestCAT Evolution project focuses on developing operational service change opportunities. These opportunities emerged from both detailed data analysis and extensive feedback from passengers, stakeholders, and the broader WestCAT community.

Over the past several months, the project team has examined how the system operates today and how it might better serve the region's mobility needs. This included evaluating ridership by route and time of day, boarding and alighting activity by stop, and on-time performance. Automatic passenger counter (APC) data and travel time analysis were used to assess reliability, trip lengths, and productivity. These operational findings were paired with regional context from the American Community Survey (ACS) and LEHD employment data to understand where and when residents and workers travel. Together, this work paints a clear picture of both demand patterns and operating realities.

Public engagement was equally important. Through the onboard survey, more than 640 riders shared how they use WestCAT, the challenges they face, and their top priorities for improvement. Additional input came from non-riders, two public open houses in Hercules and Pinole, targeted stakeholder outreach, and more

than 300 customer "requests" comments. Across these activities, common themes emerged around frequency, reliability, weekend service, and better connections.

At this stage, the data and community feedback have been consolidated into a focused set of opportunities. Each has been tested against ridership demand, operational feasibility, cost, and community priorities. **This document presents WestCAT's draft proposed service changes – a balanced package of improvements designed to enhance regional and local service, strengthen connections, and make the most of existing resources.**



CONTEXT

American Community Survey (ACS) data for 2019-2023 shows that residents of the WestCAT service area follow a distinctly broad commute pattern. Residents tend to leave for work during two broad morning waves. About 30% depart between 6:00 and 9:00 a.m., forming the traditional early peak. Another large share – nearly 28% – leave between 9:00 a.m. and noon, creating a second, later wave that is unusually strong compared to many Bay Area suburbs. This mid-morning spike suggests a substantial share of workers with later start times, flexible schedules, or non-traditional work hours. The evening return trip is similarly wide, with a high volume of commuters traveling between 3:00 p.m. and 7:30 p.m. rather than being concentrated in just a two-hour peak.

Commute length and workplace location data underscore the regional nature of service area residents' work travel. Roughly 49% of residents who commute travel 10-24 miles to work, while another 25% travel more than 25 miles. Additionally, 93% of employed residents who commute do so to destinations outside of the service area. Common destinations include Oakland, Richmond, Berkeley, and San Francisco. Commute data on both residents and workers of the service area confirms this pattern: in 2022, about 31,100 employed residents lived in the service area compared with about 11,900 local jobs. Only 7% of residents both live and work locally,

while 82% of service area employees commute in from outside, primarily from nearby East Bay communities such as Richmond, Vallejo, San Pablo, and Fairfield.

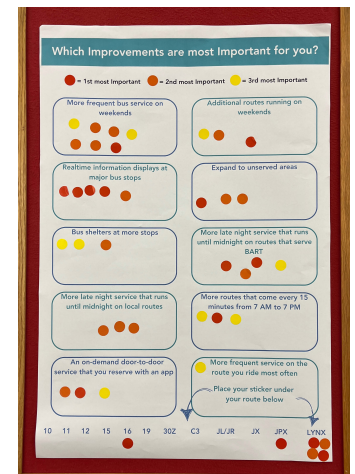
These dispersed long-distance, two-way travel patterns point to three key planning implications, which are mirrored in the analysis of WestCAT ridership data and public engagement results.

1. **Regional Commuting is Prevalent** - Regional transit service and connections are imperative to serve the very large outbound and inbound flows to the service area.

- In October 2024, the J/JX/JPX commuter routes and Lynx together accounted for the majority of WestCAT's boardings, reflecting their central role in connecting passengers to BART and San Francisco.
- The onboard survey of passengers showed that 56% of riders transfer to/from BART on their WestCAT trips and 26% transfer to/from AC Transit.

2. **Local routes supports regional inbound commuters and local neighborhood circulation** - Local service must remain viable for inbound workers, particularly lower-wage employees traveling into Hercules and Pinole for jobs in retail, healthcare, and services.

- Local routes, such as 10, 11, 15, and 16, show consistent daily demand, but regional connections also play a role: 72%

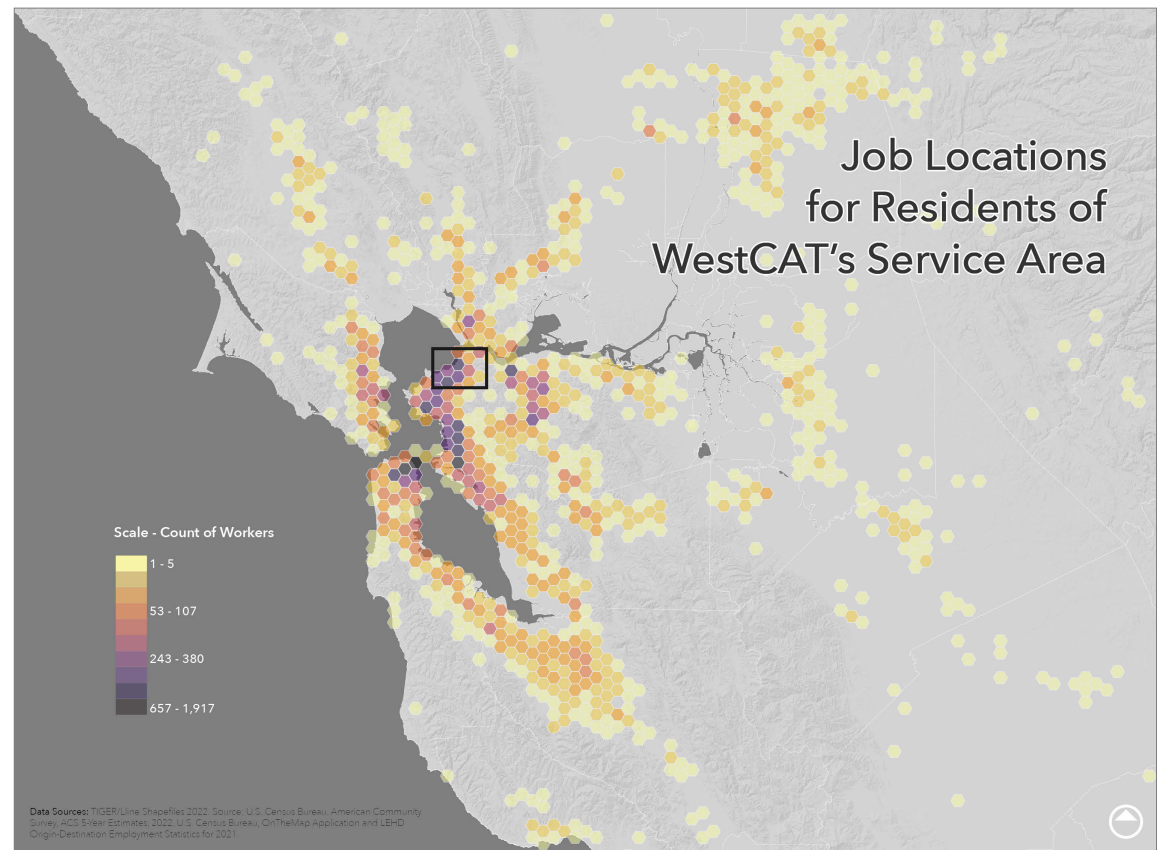


of all riders report transferring to or from another transit system, including BART and AC Transit, highlighting how inbound employees rely on regional-to-local transfers to reach jobs in Hercules and Pinole

- Stakeholder outreach and community open house comments highlighted the importance of maintaining reliable service to local retail and health care destinations, particularly for inbound workers in service jobs.

3. Travel is dispersed across the day, not just peak hours - Sufficient service must be provided all day for the residents and employees of the service area commuting to dispersed work shifts.

- When asked about tradeoffs, 64% of riders preferred 20-minute all-day service on the J routes rather than higher peak-only frequency
- Ridership data: Midday boardings on several local routes remain strong relative to the peaks, underscoring the demand for service beyond narrow peak commute periods



The Scope of this Plan

This phase of the WestCAT Evolution project evaluates potential operational service improvements that arose during the analysis of current service and local conditions, as well as from stakeholders, passengers, and the community during the numerous public engagement activities. The analysis focuses on areas where WestCAT can make direct service design choices and are within the agency's direct control, including:

- **Frequency:** how often buses operate throughout the day
- **Span of service:** the hours and days when routes operate
- **Travel speed and delay:** addressed through tools such as bus stop spacing and streamlined route alignments

- **Connectivity and transfers:** ensuring strong links to BART and other regional services, and key destinations within the service area

Other potential improvements arose from factors affecting transit performance, but that are outside of WestCAT's direct control, such as the location and condition of key transit hubs, the availability of bus-only lanes or transit signal priority (TSP) measures, roadway congestion, illegal use of carpool lanes, and bus stop amenities. These are acknowledged, but fall outside the scope of this project. While these elements affect service quality, they are dependent on regional partners and/or capital investment processes. However, all of the valid potential improvements that arose from this planning process thus far, including capital improvements, have been well documented for future development opportunities.

Data Analysis

The majority of the data analysis that was conducted for this phase of the project used a two-month period of March 1st to April 30th, 2025. The purpose of this analysis was to gain understanding of stop- and route-level ridership, as well as on-time performance activity. In some cases, data from the month of October 2024 was used. Both time periods

represent a "typical" service period when school is in session. While these snapshots provide a reliable picture of typical conditions, it does not capture every seasonal fluctuation or unusual event, and therefore results should be understood as planning-level estimates rather than exact measurements.

Financial Analysis

The main premise of the financial analysis is to recommend service improvements while holding the operating budget constant. Costs for each opportunity were determined based on estimating the variable cost impacts of the service changes, a.k.a. marginal costs. This required analysis of how many total hours and total miles (including deadhead), would be added or reduced as a result of each service change opportunity.

The impacts and costs of the opportunities were assessed using “planning-level” calculations of total hours, total miles, and operating costs. These calculations provide a consistent framework for comparing the marginal impacts of various changes, though they are not detailed scheduling, budget, or ridership projections. Final implementation may require adjustment based on scheduling efficiencies, operator requirements, or vehicle availability.

Opportunity Evaluation Framework

Each potential service change opportunity was evaluated using the following factors, which include all of the relevant WestCAT Service Goals:

- **Effectiveness:** the potential for the opportunity to improve transit service for current and prospective passengers. Eminent construction projects that would likely increase demand were mapped and factored in to this evaluation.
- **Public engagement feedback:** support shown from the passenger and community survey results, stakeholder input, passenger comments, and open house feedback that identifies improvements most valued by riders and the community.
- **Operational feasibility:** considering whether proposed changes can be delivered within existing infrastructure, vehicle, and staffing constraints.
- **Cost and budget neutrality:** ensuring the proposed service scenario does not increase overall operating costs.

PROPOSED SERVICE SCENARIO - OPPORTUNITIES

Regional Express Service

Combine JL & JR into One Streamlined Route

Context

Currently, there are two different versions of the J route, which alternate every trip. The two routes split in the southern end of the service area and beyond. One alignment travels along Lakeside Drive and serves Hilltop Mall. The other serves the Richmond Parkway Transit Center (RPTC) and takes a shorter course along Richmond Parkway. Each of the RPTC and Hilltop Mall stops in both directions are among the five busiest stops that the J serves. They are also key connection points for transferring to routes 16 and JPX, as well as AC Transit.

Description

This service change opportunity combines the JL and JR routes into one single alignment that serves the Richmond Parkway Transit Center and the Hilltop Mall stops. Traveling southbound, the bus will:

- head east along Richmond Parkway,
- serve the Richmond Parkway Transit Center,
- travel south along Blume Drive to serve Hilltop Mall,
- travel east along Hilltop Drive,

- and enter Highway I-80 at the intersection of Hilltop Drive onramp towards BART.

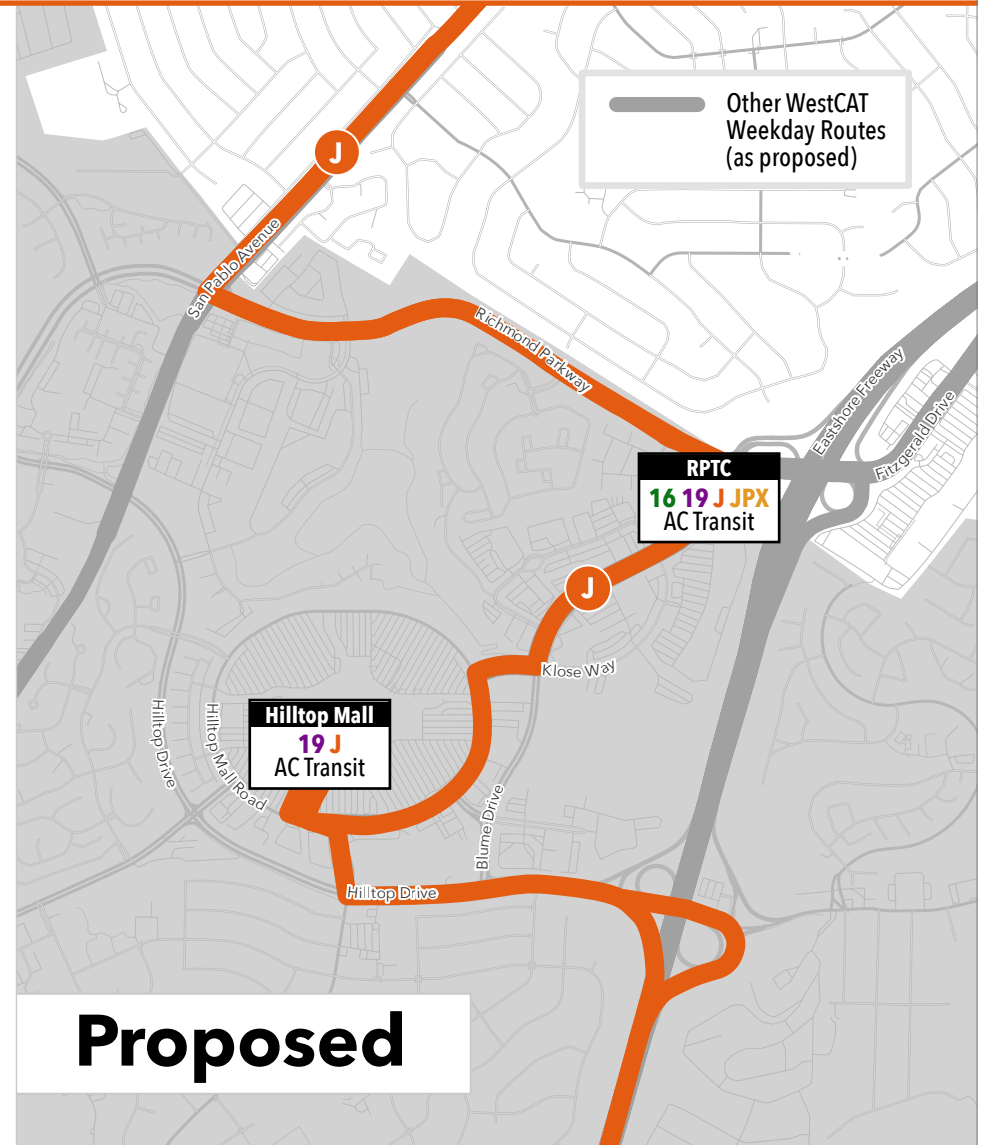
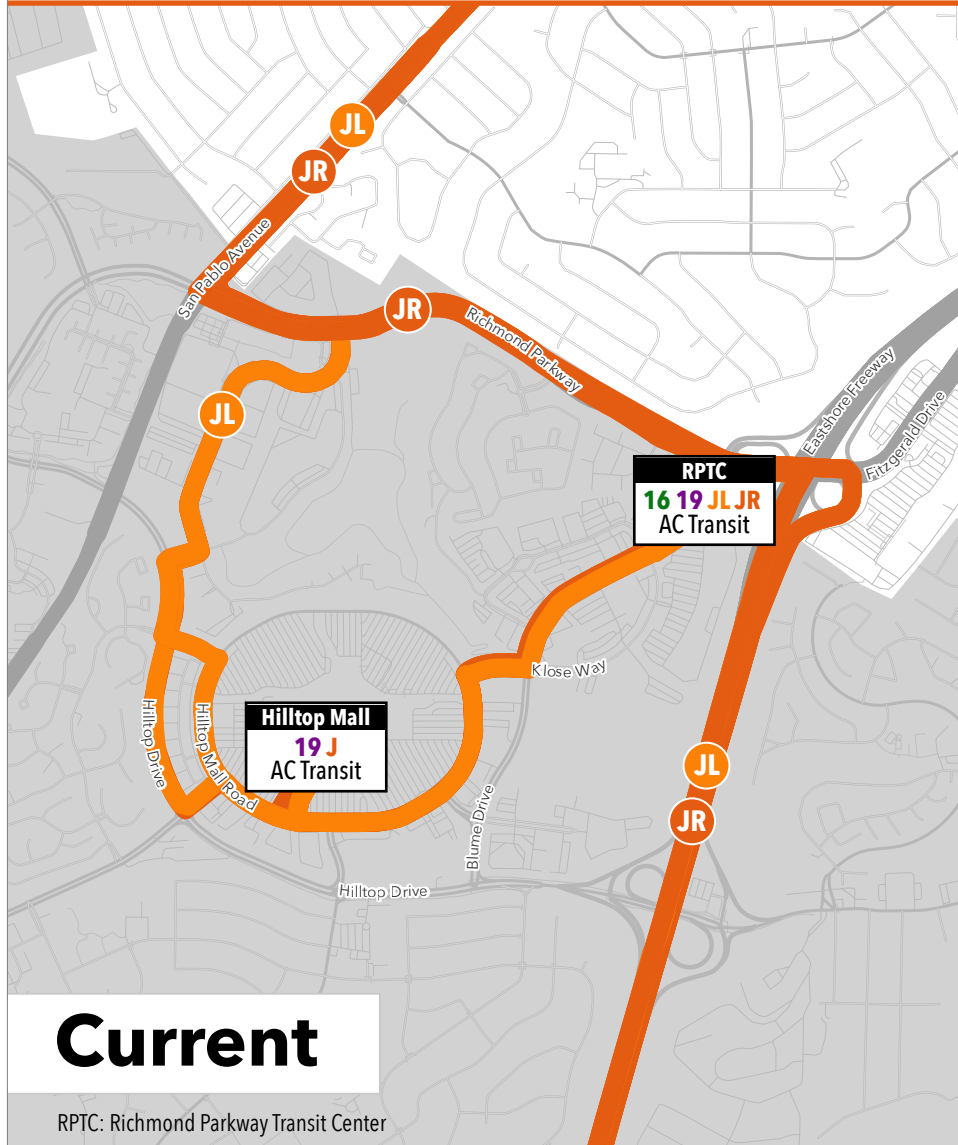
The new alignment is shorter than the current JL and longer than the JR, resulting in a net increase of 0.41 miles per trip, which is equal to about 21 service miles per day. The net increase in service hours is 0.4 hours per day.

Why

Benefits to this realignment include:

- Simplifies the schedule, making it easier for passengers to plan trips and for the community to understand
- Each J bus serves both key stops - RPTC & Hilltop Mall - allowing for transfer to/from other WestCAT routes, as well as AC Transit
- Eliminates the discrepancy in travel time between the two alignments
- Avoids traffic congestion during school start and stop times along Lakeside Drive
- The net increase in service costs is negligible

Combine JL & JR into One Streamlined Route



Increase the Frequency of J & JPX to Better Align with BART

Context

Frequency is one of the strongest determinants of overall service quality, directly affecting travel time, reliability, and ease of transfers. National research consistently shows that when service is available at 15–20 minute intervals, passengers perceive transit as convenient and allows them the freedom to “show-up-and-ride,” rather than something that must be scheduled around.

The West Contra Costa County Express Bus Implementation Plan (2020) identified San Pablo Ave as a key corridor in which to provide frequent regional express service. This Plan built on the 2017 West County High-Capacity Transit Study, which showed that there was sufficient demand in the corridor to support Bus Rapid Transit service and provided several recommendations for enabling the transition, including transit signal priority treatments.

The 2023 West County Action Plan contains several supportive actions for increasing transit service along San Pablo Ave and connecting with regional services, such as BART and AC Transit. These include, but are not limited to:

- Transit-7: Improve the reliability, efficiency, frequency, and travel time of transit (e.g., bus) service along RRS, especially on San Pablo Avenue.
- Transit-10: Implement plans and support ongoing plans that promote regional express buses and enhance bus rapid transit along transit corridors and RRS.
- Transit-16: Work with CCTA, local jurisdictions, and local public transit operators to: (1) Link transit service within the West County subregion, more directly to communities outside the West County subregion, between BART stations, and between adjacent counties.

Description

This service change opportunity will increase the frequency and shorten the headways of routes J and JPX to 20 minutes for 10 hours of each weekday. Staggering the arrival times will allow for either a J or JPX to meet each BART train at Del Norte Station, which arrive every 10 minutes. The same is true of the other stops that the two routes share, which are the heavily utilized Hercules and Richmond Parkway Transit Centers (as proposed).

The proposed hours for 20-minute service are from 6 a.m. to 11 a.m. and from 3:30 p.m. to 8:30 p.m. on weekdays.

Why

Frequent service, typically every 15–20 minutes, improves travel time, reliability, and connections while allowing passengers to ride without planning ahead. For WestCAT, this principle is especially

important on the J and JPX, which together carry a significant share of system ridership and serve as the backbone of regional travel.

The proposed service hours for 20 minute headways capture approximately 70% of commute trips, according to American Community Survey data. This is important because 77% of J and 78% of JPX passengers reported using WestCAT for work trips. In addition, 68% of J riders and 62% of JPX riders said that they ride WestCAT five or more times per week on average. These are also the same windows when

J and JPX ridership is at its highest and when transfer demand to and from BART is strongest. Aligning headways to meet each BART train not only improves reliability but also reduces wait times for passengers.

Across open houses and stakeholder outreach, increased frequency on the J and JPX corridors was among the most frequent requests. The extended 20-minute service windows will address J and JPX riders' strong preference for 20-minute all day service, rather than more frequent service during peak commute periods only.

Reallocate All JX Service to Increase Frequency on J & JPX

Context

The JX route currently serves three stops, including the Waterfront, Hercules Transit Center (HTC), and Del Norte BART Station (BART). Key ridership and service characteristics include:

- The average number of passengers per hour are particularly low
- The cost per passenger is high among all WestCAT routes
- The majority of ons and offs along the route are at the HTC and BART, while the Waterfront stop sees an average of 13 boardings and 10 alightings per weekday
- The route has the highest proportion of time and mileage where the vehicle is not in service

- The route was reintroduced in 2023, however it did not result in an increase in overall ridership. Instead it shifted current riders from the J and JPX routes.

In addition, there is a new development project planned for the Waterfront area that will physically inhibit the ability to provide bus service to the current stop.

Description

This service change involves discontinuing the JX route service, which operates during peak periods on weekdays.

Why

The JX route duplicates key connections already provided by the J and JPX, but does so with low productivity. Further, a high proportion of JX's total time and mileage is spent out of service, making it an especially inefficient use of resources.

Reallocating service to J and JPX strengthens the reliability of the high-ridership corridor. From a planning perspective, reallocating JX's service hours is the most effective way to fund improvements that riders consistently prioritized in public engagement: increased frequency and reliability on core routes.

Local Routes

Expand Routes 11 & 19 to Provide Service on Sundays

Context

Route 11 currently connects the communities of Rodeo and Crockett with key destinations in Hercules, such as grocery stores, and connects passengers with all but one of the other WestCAT routes at the Hercules Transit Center (HTC). The route operates weekdays from 5:30 a.m. to 9:20 p.m. and Saturdays from 8 a.m. to 9:20 p.m. On Saturdays, most of route 11's headways at the HTC range from 40 to 67 minutes, with an average of 47 minutes.

Route 19 currently operates only on Saturdays from 8 a.m. to 9:20 p.m. The route complements the J Saturday service by serving key shopping destinations along the I-80 corridor, as well as Hilltop Mall. Changes to the alignment of route 19 are proposed as a separate opportunity in this document, which would eliminate duplicative service and improve connections.

Description

This opportunity would add Sunday service to routes 11 and 19 at the same levels that they currently operate on Saturdays. This will mean that WestCAT provides the same service on the same routes on Sundays as it does Saturdays. The impacts of this opportunity assume the slightly modified hours and miles that result from the proposed service changes for route 19, as described on page 17. No other changes to either route were included.

Why

This opportunity largely arose from public engagement feedback, including the onboard Survey:

- Route 19 had the highest proportion of riders that said they ride WestCAT six or more times per week
- When asked about service improvements, the addition of Sunday service was a recurring theme
- 39% of route 19 riders and 32% of route 11 passengers work weekends

- Many respondents wrote in comments requesting Sunday service on the local routes that currently only run Monday-Saturday
- Route 19 riders especially favored enhanced local service over new regional destinations
- Routes 11 and 19 had the highest proportion of riders that walk to their first WestCAT stop (91% for each)
- The importance score for "Additional routes running on weekends" was highest for route 11 and 19 riders, compared to riders of other routes
- 91% of route 19 passengers reported that they either do not have a vehicle, don't drive, or that WestCAT is their only form of transportation

Optimize Route 15

Context

Route 15 is a coverage route that currently operates on weekdays from 5:20 a.m. to 9:20 p.m. with most headways ranging from 40 to 73 minutes and averaging 55 minutes. The route serves the HTC and the areas north of the HTC, including the Foxboro Downs and Victoria by the Bay neighborhoods, Willow Ave Shopping Center, a business park in western Hercules, and the Safeway on San Pablo Ave.

One part of route 15 loops northeast along Viewpointe Boulevard and southwest along Coral Drive. The route has relatively low ridership overall, which is acceptable for a coverage route, but the entire Viewpointe/Coral loop and its 10 stops only see

Open Houses:

- At both the Hercules and Pinole open houses, the interactive boards and sticky-note comments included multiple mentions of the need for local Sunday service
- Expanded weekend service was among the top three service priorities raised at each event

In addition, both routes provide essential access to grocery stores, transfers at the HTC, and neighborhood connections in Rodeo and Crockett, which were highlighted as critical destinations by public engagement participants.

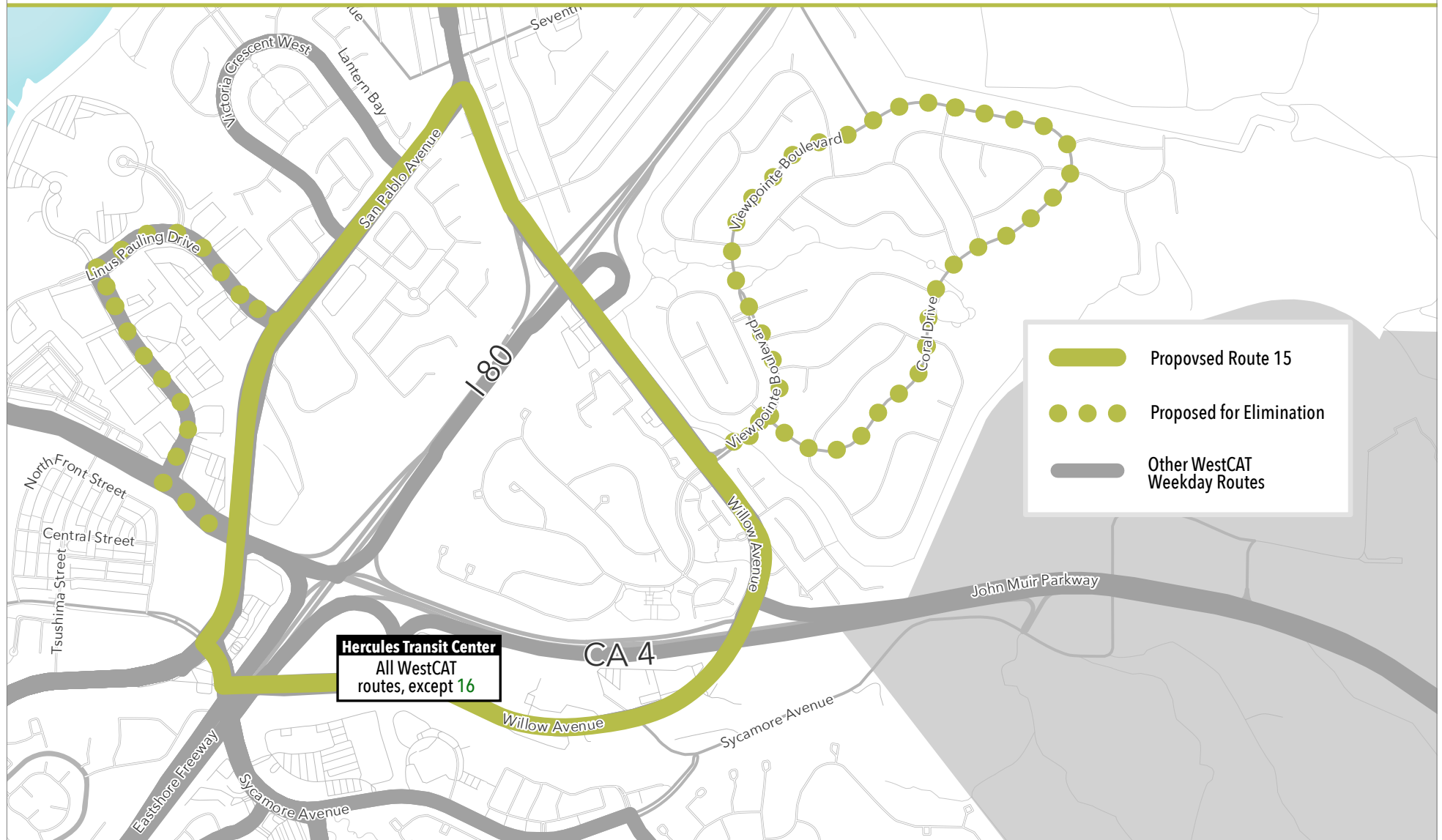
an average of 12 total combined ons and offs per day. This looped portion of route 15 is 2.1 miles long and uses seven minutes of travel time.

There is another loop built in to the current route 15 where the bus turns off of San Pablo Avenue to serve a business park along Linus Pauling Drive and Alfred Noble Drive. This loop also sees very low average ridership per day. The busiest stop along the loop, at Employment & Human Services, is only 400 feet from an adjacent stop on San Pablo Avenue.

Description

This opportunity includes the combination of the following four streamlining measures:

Optimize Route 15



- Remove the unproductive Viewpointe/Coral loop - this would reduce the route by 2.11 miles and approximately seven minutes per trip
- Remove the business park loop - this would reduce the route by 0.6 miles and 2.5 minutes per trip
- Return to HTC along Willow Ave - this would save about four minutes and half a miles per trip
- Reduce frequency slightly to once per hour - this would increase the average headway from 55 minutes to 60, thus reducing the overall route by two full trips per day

Why

Support for streamlining route 15 include:

- Streamlining a route by removing deviations shortens travel time and improves reliability.

Streamline Route 16

Context

Route 16 operates weekdays from 5:20 a.m. to 8 p.m. with most headways ranging from 28 to 40 minutes, with an average of 31 minutes. The route connects Pinole Valley Road in eastern Pinole with destinations west of I-80, Fitzgerald Drive, and connections at the Richmond Parkway Transit Center. Route 16 is the only WestCAT route that does not connect to the Hercules Transit Center.

On the far eastern end, once per roundtrip, the route goes up Wright Ave and turns around at Doidge Ave. Each of the stops along this stretch, with the exception

- The Viewpointe/Coral and business park loops add travel time without generating a minimum of meaningful ridership.
- Returning to HTC along Willow Ave would connect an affordable housing development (Willow Glen Apartments) to HTC along a much shorter path.
- Moving to an hourly schedule balances productivity with coverage. Route 15 would still meet its purpose as a coverage route while reducing the number of unproductive trips, freeing up service that can be reinvested where there is greater need.

of the westernmost, have less than an average of 1.5 total stop activities (ons or offs) per day. One stop of this leg had only one alighting and no boardings during the entire two month analysis period.

Between I-80 and San Pablo Ave, route 16 deviates from Appian way to so serve Ridgecrest Road, Marionola Way, and Marlesta Road, in both directions (twice per roundtrip). These stops also have very low activity on per day on average, especially given the number of trips that serve these stops.

Description

Similar to the proposed changes for route 15, this opportunity involves removing sections of route 16 that see very little activity in order to improve travel time and produce cost savings that can be better used elsewhere. The changes include:

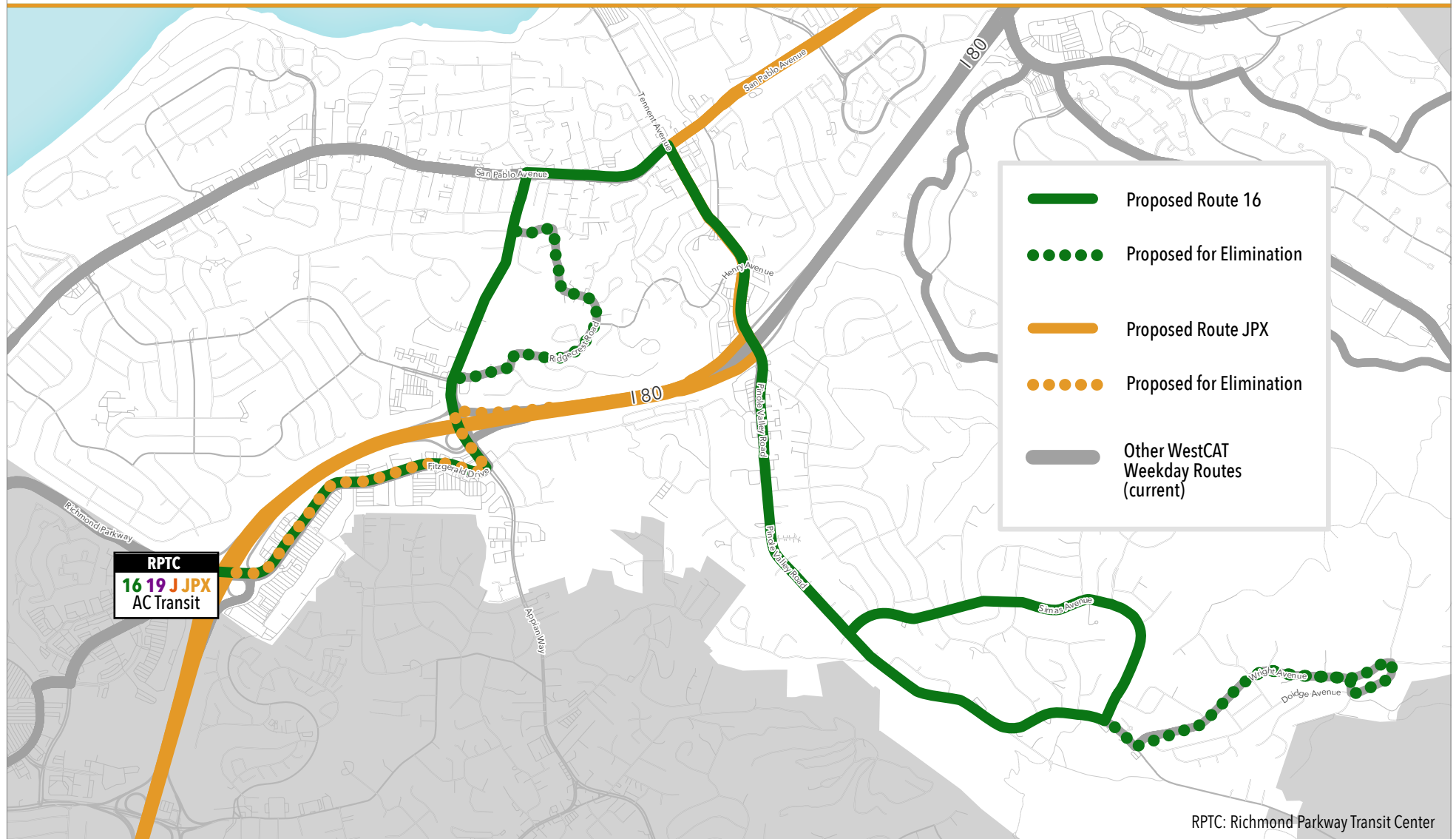
- Remove the Wright Ave/Doidge Ave leg of route 16, reducing each trip by 2.2 miles and six minutes
- Remove the deviation along Ridgecrest/Marionola/Marlesta and instead travel straight along Appian Way, reducing each one way trip by three minutes and half a mile
- Establish a northbound stop along Appian Way that would serve the Pinole Middle School and a 154-unit development currently under construction

Why

The justifications for streamlining route 16 include:

- Streamlining the alignment makes route 16 easier to understand and more direct, improving overall reliability and reducing the likelihood of delays caused by circuitous deviations
- Removing the Wright Ave/Doidge Ave leg of route 16 would have very little impact on riderships, but would save 2.7 hours and 60 miles per day.
- Removing the Ridgecrest/Marionola/Marlesta deviation would also have very little impact on ridership, but would save 1.3 hours and 13.5 miles per day.
- The busiest stops along these two sections are very close to adjacent stops that would stay in service, therefore passengers could easily use these stops instead.
- By eliminating underused deviations and adding a new stop on Appian Way, the route would better align with current and future demand.

Streamline and Connect Routes 16 & JPX



Improve Connections

This section builds on other proposed changes in this document and introduces two additional opportunities aimed at improving connections between WestCAT routes, to regional services, and to key existing and future destinations. These, along with other opportunities proposed in this Service Scenario would strengthen the connection points at Richmond Parkway Transit Center (RPTC) and Hilltop Mall.

The following routes connect at the Richmond Parkway Transit Center:

- WestCAT - 6, J (as proposed), and JPX (as proposed)
- AC Transit - L, 70, 71, and 76

The following routes connect at the Hilltop Mall bus stop:

- WestCAT - J and 19
- AC Transit - 76 and 689

Streamline JPX and Serve Richmond Parkway Transit Center All Day

Context

The JPX currently provides express bus service between Hercules Transit Center (HTC) and Del Norte BART Station (BART) on weekdays. Midday from around 8:30 a.m. to 3 p.m. the JPX serves the shopping centers on Fitzgerald Drive and the Richmond Parkway Transit Center (RPTC).

The JPX stops along Fitzgerald Avenue each have about three ons and offs combined per day, which is quite low, especially for an express route. Route 16 also serves these same stops, but at more than double the rate.

The RPTC is a heavily used stop on all three routes that currently serve it, especially J and 16. Routes J and 16 provide local service covering much of the service area.

Description

This opportunity proposes two changes for the JPX. The first is that the JPX serves the RPTC on all trips throughout the day, rather than only midday, in order to provide consistent connections with routes J and 16, as well as AC Transit.

The second proposed change is to eliminate the stops along Fitzgerald Avenue, allowing the JPX to stay on the freeway between Pinole Valley Road and Richmond Parkway. Passengers on JPX wishing to get on or off at the Fitzgerald stops can transfer to/from route 16 at either the RPTC or Pinole Valley Road.

Eliminating the Fitzgerald stops and adding the RPTC stop all day would result in a net savings of 1.6 hours and a net addition of 23 miles per day, which results in a net cost savings.

Why

- The Fitzgerald Drive stops generate very low ridership, and the same locations are already better served by Route 16. Consolidating service here reduces duplication and improves overall efficiency without leaving riders unserved.
- Providing all-day JPX service to RPTC ensures more consistent transfer opportunities to the J and 16 locals and to AC Transit routes.
- Public engagement feedback included the importance of reliable connections between WestCAT routes and to regional services. In open houses and surveys, riders frequently cited the RPTC as a key connection point and expressed frustration with inconsistent service patterns. Expanding JPX to serve RPTC all day directly addresses this need by simplifying connections and providing a consistent all-day network structure.
- Streamlining the JPX alignment improves speed and reliability for long-distance riders. Eliminating the Fitzgerald deviation keeps the route on the freeway for longer, reducing delay for through passengers while still maintaining coverage via route 16.

Realign Route 19 to Improve Coverage and Connections

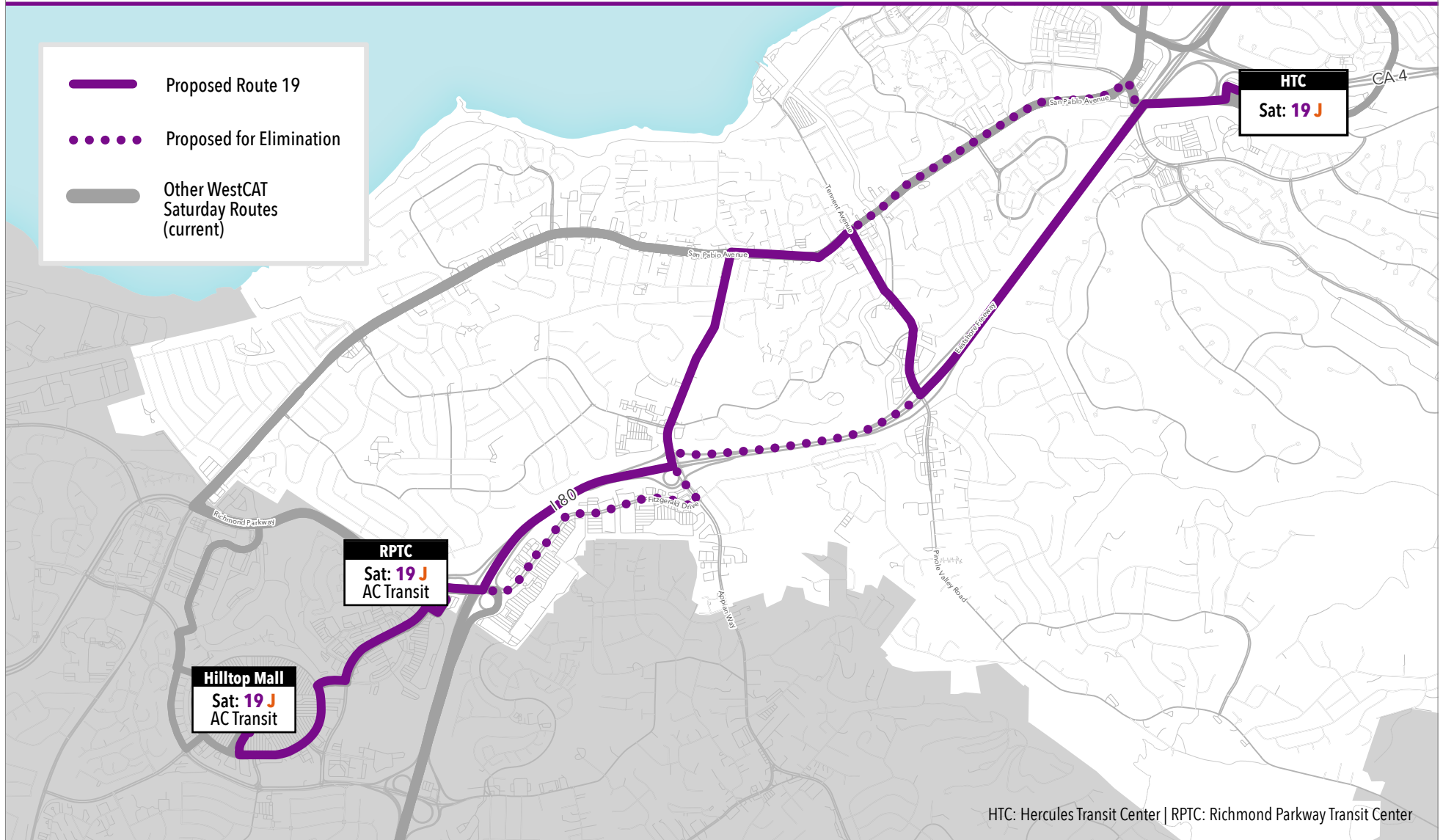
Context

Route 19 currently operates on Saturdays from 8 a.m. to 8:40 p.m. with mostly consistent headways of 48 minutes. At its northern end, the route starts at HTC, stops along San Pablo Avenue, cuts southeast along Tennent Avenue/Pinole Valley Rd, takes the freeway to Fitzgerald Drive, and ends at Hilltop Mall. Route 19's stops that see the most activity are all proximate to major shopping destinations, including Pinole Valley Road & Henry, stops along Fitzgerald, and Hilltop Mall. The stops along the San Pablo Avenue, which are shared with the J, have very low ridership

Description

This opportunity involves changing the alignment of the northern half of route 19 and adding a stop at RPTC in both directions. In the southbound direction, instead of traveling south from HTC along San Pablo Avenue, the route would take I-80 to the Pinole Valley Road exit and head north, then west along San Pablo Avenue, then south along Appian Way to Fitzgerald Drive. This proposed section between I-80 and Fitzgerald mirrors the proposed weekday alignment of route 16 and adds coverage of central Pinole. This would remove three route 19 stops along San Pablo Avenue in each direction, however riders at these stops can ride the J and transfer to/from route 19 along San Pablo Ave at

Optimize Route 19



either Tennent Avenue or Appian Way. Three route 19 stops would be added along San Pablo Ave just south of the current segment. In addition, this opportunity adds a stop at RPTC in both directions between Fitzgerald and Hilltop Mall, thus increasing the transfer opportunities to other routes and AC Transit.

The net cost of realigning route 19 and adding a stop at RPTC is 2.3 hours and 31.7 miles per day, which is relatively inexpensive.

Why

The stop-level data analysis showed route 19 had very low stop activity at the shared stops with route J along San Pablo Avenue. Therefore, removing these stops for route 19 would have very little, if any, impact on ridership.

The public engagement results specific to route 19 riders contain supporting evidence for this opportunity:

- Nearly half of route 19 riders also use route 16 on weekdays. By aligning route 19 with a portion of route 16, it is likely that more passengers who normally ride route 16 will have access to Saturday service on route 19.
- 70% of route 19 passengers usually transfer to AC Transit. Adding a stop at RPTC would add more opportunities for connections to this neighboring transit system.
- Across open houses and survey comments, riders identified better coordination with other WestCAT routes and with AC Transit as a key need.

- Route 19 riders were the only group that chose enhanced coverage over adding frequency. They also had a strong preference for adding local service rather than regional service.

FINANCIAL ANALYSIS

The table to the right contains a summary of the estimated marginal costs of the proposed fixed route service addition and reductions. The opportunities that costs and save the most are associated with increasing the frequency of J & JPX by eliminating JX service. Three of the opportunities would have very little impact on the annual budget, while still improving service and connections.

This summary shows only the opportunities that are recommended in this Proposed Fixed Route Service Scenario. The total of the additional costs is slightly the total cost of the reductions to allow for additional costs associated with implementation of the service changes, as well as a margin for error.

The financial impacts of several other opportunities that were under consideration were also assessed at varying levels.

	Annual Marginal Costs		
Opportunity	Hours	Miles	TOTAL
Additions			
19 Realign	\$ 8,899	\$ 2,178	\$ 11,077
19 Add Sundays	\$ 44,292	\$ 13,403	\$ 57,695
11 Add Sundays	\$ 47,347	\$ 16,314	\$ 63,661
J 20-min Frequency - 10 hrs	\$ 199,431	\$ 54,311	\$ 253,742
JPX 20-min Frequency - 10 hrs	\$ 174,726	\$ 66,399	\$ 241,125
	TOTAL ADDITIONS		\$ 627,301
Reductions			
Eliminate JX	\$ (278,534)	\$ (129,958)	\$ (408,492)
JPX -Fitz +RPTC	\$ (26,728)	\$ 6,950	\$ (19,778)
Streamline 16	\$ (95,350)	\$ (27,241)	\$ (122,592)
Combine JL+JR	\$ (16,938)	\$ 9,331	\$ (7,607)
Reduce 15 Loops	\$ (69,975)	\$ (18,167)	\$ (88,142)
Reduce 15 to 1 Hr HWs	\$ (15,161)	\$ (5,152)	\$ (20,313)
	TOTAL REDUCTIONS		\$ (666,924)