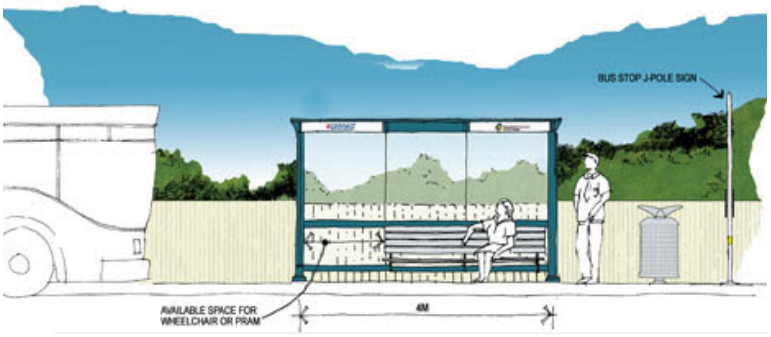
Vision List of Transit Projects

Transit Access Improvement



Top 50 Stops

In 2014 County Connection completed a study that developed bus stop access and amenity improvements for 50 bus stops.

Bus stop access improvements for the top 50 stops will cost $3,425,000. Components of the project include new shelters with solar lighting, benches, sidewalk improvements and curb cuts for better access and improved ADA compliance.

Many bus shelters in the Central County service area currently are provided through City contracts with an advertising agency. In areas that don't have an advertising agency the shelters were purchased by County Connection and were installed almost 30 years ago. A bus shelter upgrade project is overdue. New shelters with solar lighting and real time information signs would be a significant improvement for passengers.

Bus Stop Improvement Cost Estimate

Prepared by TJKM Transportation Consultants

Jurisdiction: 3CTA

Project: 3CTA Bus Stop Improvement Program

Date: February 18, 2014

General Items	Cost Estimate
Traffic Control System	$125,000
Rank 1, Contra Costa Boulevard & Viking Drive	$86,520
Rank 2: Monument Boulevard & Oak Grove Road	$52,910
Rank 3, Oak Street & Galindo Street	$111,220
Rank 4, Clayton Road & Fry Way	$68,170
Rank 5, Monument Boulevard & Victory Lane	$59,520
Rank 6, Golf Club Road & College Drive	$61,830
Rank 7, Clayton Road & Adelaide Street	$54,720
Rank 8, Moraga Way & Miramonte Drive	$75,070
Rank 9, Monument Boulevard & Lacey Lane (West)	$71,245
Rank 10, Monument Boulevard & Meadow Lane	$80,745
Rank 11, Monument Boulevard & Lacey Lane (East)	$79,970
Rank 12, Gateway Boulevard & Willow Pass Road	$16,120
Rank 13, Willow Pass Road & Waterworld Parkway	$65,120
Rank 14, Monument Boulevard & Reganti Drive	$61,995
Rank 15, Monument Boulevard & Virginia Lane	$23,995
Rank 16, Clayton Road & Alberta Way	$67,420
Rank 17, 1370 Monument Boulevard	$37,670
Rank 18, Clayton Road & Ayers Road (West)	$67,165
Rank 19, Clayton Road & Kirker Pass Road	$83,520
Rank 20, Contra Costa Boulevard & Golf Club Road	$119,920
Rank 21, Mt. Diablo Boulevard & Locust Street	$29,605
Rank 22, Gateway Boulevard & Clayton Road	$13,320
Rank 23, Clayton Road & Bel Air Drive	$21,250
Rank 24, End of Creekside Drive	$26,120
Rank 25, Sun Valley Boulevard & Contra Costa Boulevard (West)	$10,790
Rank 26, Clayton Road & Denkinger Court (East)	$25,095
Rank 27, Clayton Road & Washington Boulevard (East)	$16,790
Rank 28, Clayton Road & Terry Lynn Lane	$58,620
Rank 29, Detroit Avenue & Laguna Street (North)	$58,370
Rank 30, Creekside Drive & Near Court	$12,520
Rank 31, Sun Valley Boulevard & Santa Monica Drive (East)	$91,145
Rank 32, Clayton Road & Denkinger Court (West)	$53,120
Rank 33, Laguna Street & Detroit Avenue(West)	$50,495
Rank 34, Mohr Lane & Monument Boulevard (South)	$73,600
Rank 35, Clayton Road & Thornwood Drive	$52,595
Rank 36, Monument Boulevard & Detroit Avenue	$110,390
Rank 37, Mohr Lane & Monument Boulevard (North)	$53,150

Rank 38, Mohr Lane & Del Rio Circle	$18,835
Rank 39, Crescent Plaza & Crescent Drive (East)	$82,650
Rank 40, Crescent Plaza & Crescent Drive (West)	$14,595
Rank 41, Oak Grove Road & Treat Boulevard	$78,620
Rank 42, Clayton Road & Glazier Drive	$37,275
Rank 43, Clayton Road & Indian Lane	$17,785
Rank 44, South Main Street & Creekside Drive	$32,920
Rank 45, Main Street & Duncan Street	$22,000
Rank 46, Willow Pass Road & Diamond Boulevard	$75,910
Rank 47, Clayton Road & Washington Boulevard (West)	$69,430
Rank 48, Clayton Road & Ayers Road (West)	$71,145
Rank 49, Port Chicago Highway & Arnold Industrial Way	$111,620
Rank 50, Pike Lane & Arnold Industrial Way	$119,985
TOTAL ESTIMATE:	**$2,979,590**
CONTINGENCY:	15%
TOTAL ESTIMATE (ROUNDED):	$3,426,500.00

Operations Facility Upgrades

30 Year Old Facility

Many features of the current transit operations and maintenance facilities need replacement as they are beyond their useful life.

The County Connection operations and maintenance facility was built in 1986 and thus major equipment is reaching the end of its useful life. In ground fuel storage systems and fuel dispensing systems should be replaced but are expected to cost $2 Million dollars. In ground hoists are expensive and due for repair which will cost $1 Million dollars. The bus and administration parking lots need to be resurfaced which is expected to cost $3.5 Million dollars. A bus wash reclamation system is expected to cost $500,000. The total cost to implement these projects is $7 Million dollars.

Bus Replacement

Local Match

Currently 18% of the cost for bus replacements comes from local sources that could otherwise be used to expand operations

The majority of the cost to replace buses comes from Federal funding, however the remaining 18% comes from local funds. If an alternate source for the local match could be found, then there would be more money available for expanded service. Over the next 20 years the match amount for the fleet ranges between $21 Million and $29 Million depending upon whether they are diesel or hybrid fuel buses.

Replacement by Vehicle Type																			
	FY 17	**FY 18**	**FY 19**	**FY 20**	**FY 21**	**FY 22**	**FY 23**	**FY 24**	**FY 25**	**FY 26**	**FY 27**	**FY 28**	**FY 29**	**FY 30**	**FY 31**	**FY 32**	**FY 33**	**FY 34**	**Total Buses**
30' Fixed-Route Bus									7										**7**
35' Fixed-Route Bus										13									**13**
40' Fixed-Route Bus						40		10		33								40	**123**
LINK Micro/Minivan		4	4					4	4					4	4				**24**
LINK 7-Year Cutaway	42	6				42	6				42	6				42	6		**192**
LINK 5-Year Cutaway			4			3				4			3				4		**18**
Vehicle Fuel Options - Total Cost																			
	FY 17	**FY 18**	**FY 19**	**FY 20**	**FY 21**	**FY 22**	**FY 23**	**FY 24**	**FY 25**	**FY 26**	**FY 27**	**FY 28**	**FY 29**	**FY 30**	**FY 31**	**FY 32**	**FY 33**	**FY 34**	**Total**
Fixed-Route Diesel						$23,874,643		$6,209,795	$3,948,586	$29,037,666								$30,278,820	**$93,349,510**
Fixed-Route Hybrid						$34,730,849		$9,033,494	$6,073,460	$42,519,744								$44,047,114	**$136,404,662**
LINK	$3,769,920	$761,573	$734,356			$4,574,472	$606,506	$239,019	$243,799	$594,869	$4,595,511	$669,632	$473,460	$269,174	$274,557	$5,073,816	$1,422,645		**$24,303,308**
Vehicle Fuel Options - 18% Local Match																			
	FY 17	**FY 18**	**FY 19**	**FY 20**	**FY 21**	**FY 22**	**FY 23**	**FY 24**	**FY 25**	**FY 26**	**FY 27**	**FY 28**	**FY 29**	**FY 30**	**FY 31**	**FY 32**	**FY 33**	**FY 34**	**Total**
Fixed-Route Diesel						$4,297,436		$1,117,763	$710,745	$5,226,780								$5,450,188	**$16,802,912**
Fixed-Route Hybrid						$6,251,553		$1,626,029	$1,093,223	$7,653,554								$7,928,481	**$24,552,839**
LINK	$678,586	$137,083	$132,184			$823,405	$109,171	$43,023	$43,884	$107,076	$827,192	$120,534	$85,223	$48,451	$49,420	$913,287	$256,076		**$4,374,596**
Local Match Required																			
If Hybrid Buses	**$28,927,435**																		
If Diesel Buses	**$21,177,507**																		

Increase Service Frequency

Restore Service Cut in 2009

23% of the bus service was cut because of reduced sales tax funding. Some routes now only come every 2 hours. It is difficult to attract passengers when the bus comes so infrequently.

Many routes are operating in a lifeline mode with low service frequencies. This is especially the case on weekend routes. If we use the marginal cost table for each route and double the service on routes with low frequencies, and routes that operate in the southern part of our service area where congestion and population growth is occurring, it will cost approximately $4.5 Million dollars a year. The current budget for fixed route service is $27 Million a year so this represents a 16% increase.

Route	Cost ($49.42/Total Hr + $2.05/Total Mi)	Cost for Increased Service (2X)
16	$934,211	
92X	$336,748	
96X	$841,598	
97X	$286,208	
316	$158,543	$158,543
91X	$68,330	
95X	$278,166	$278,166
14	$649,032	
18	$585,598	
9	$738,447	
20	$790,137	
35	$737,636	$737,636
310	$113,393	$113,393
4	$562,268	
93X	$396,529	
314	$196,291	$196,291
10	$915,920	$915,920
4 (Weekend)	$159,127	
11	$334,107	
320	$84,628	$84,628
98X	$596,182	
15	$599,632	
1	$457,105	
311	$114,845	$114,845
17	$323,505	
6	$647,653	$647,653
21	$987,595	
19	$251,123	$251,123
321	$176,794	$176,794
28	$591,026	$591,026
6 (Weekend)	$81,465	$81,465
5	$176,224	
36	$575,350	
7	$577,581	
301	$62,527	$62,527
315	$52,734	$52,734
25	$221,352	
GRAND TOTAL		$4,462,744

Bus Rapid Transit (BRT)

BRT in Major Corridors

High frequency service in exclusive lanes or in mixed traffic with signal priority is the next step for major arterials that feed the BART, downtown, and employment centers.

BRT, sometimes referred to as “light rail on wheels” is the best option to provide high quality transit service and attract people out of their cars. BART can be built in phases, providing almost immediate relief and offering cost-effective future expansion options. It also attracts transit-oriented development. Corridors that would be candidates for BRT are major arterials with high density development and transit demand. Candidates in Central Contra Costa include the east/west arterials of Clayton, Treat, and Ygnacio Valley. In addition Contra Costa Boulevard and the 680 corridor south of Walnut Creek are routes where BRT service would be appropriate. As density in these corridors increases, congestion gets worse, and frequent prioritized bus service is the best solution.

AC Transit’s BRT project from San Leandro to Downtown Oakland via International and 14th Street was budgeted at $178 Million and included exclusive bus lanes, new vehicles, raised passenger boarding stations, and upgraded streetscape.

A project along one of the corridors in central Contra Costa will be ½ the distance of the AC Transit project and could be estimated to cost ½ as much ($90 million).