

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Ste. 360 Pleasant Hill, CA 94523 (925) 969-0841 FAX (925) 969-9135

TRANSPAC MEETING NOTICE AND AGENDA

THURSDAY, MARCH 11, 2010

9:00 AM TO 11:00 AM in the

COMMUNITY ROOM

CITY OF PLEASANT HILL CITY HALL

100 GREGORY LANE

PLEASANT HILL

(925) 969-0841

TRANSPAC reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion or other indication that action will be taken is included on the agenda or attachments thereto.

1. Convene meeting: Pledge of Allegiance/Self-Introductions

2. Public Comment

At this time, the public is welcome to address the Committee on any item not on this agenda. Please complete a speaker card and hand it to a member of the staff. Please begin by stating your name and address and indicate whether you are speaking for yourself or an organization. Please keep your comments brief. In fairness to others, please avoid repeating comments made by others and observe any time limits that may be announced.

3. CONSENT AGENDA

Approval of the February 11, 2009 minutes (attachment)

END CONSENT AGENDA

4. SB 375 - Sustainable Communities Strategy (attachment)

Martin Engelmann, CCTA Deputy Executive Director, Planning, will provide an update on the development of SB 375 Sustainable Communities Strategy in Contra Costa.

ACTION: With thanks to Mr. Engelmann, action as determined

5. 2008-2009 Conditions of Compliance Report (attachment) [information] – 5 minutes

To receive 18% Local Street Maintenance and Improvement (LSM) funds, Measure C/J requires each jurisdiction to complete a checklist to demonstrate how it complies with the requirements of Measure C/J Growth Management Program. In addition to filling out the checklist, local staff must prepare and attach the detailed information requested in the attachments section. One of these attachments requires a summary of the steps taken during the reporting period to implement the actions, programs, and measures called for in the applicable Action Plan for Routes of Regional Significance.

From its inception, TRANSPAC has operated on the premise that all of its jurisdictions are together in the Measure C/J cooperative planning process. As a result, the Central County Action Plan always has assigned all actions to TRANSPAC and its jurisdictions.

The Conditions of Compliance report is prepared by TRANSPAC and 511 Contra Costa staff to assist jurisdictions in fulfilling the requirement to summarize the various steps taken to implement the Central County Action Plan. The report is reviewed by the TAC (this year in January and February) and then electronically transmitted to the jurisdictions to use as appropriate for individual circumstances. A jurisdiction may use the report as it stands, add additional information on actions taken or develop its own report as the County does.

Action: Receive report and/or as determined

6. **TRANSPAC and CCTA Representatives are requested to report on the most recent CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and CCTA meetings (Members Pierce and Durant) [attachments]**

“Items approved by the Authority on February 18, 2010 for Circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest”, the February 17, 2010 Executive Director’s Report and the January 20, 2010 CCTA meeting minutes are attached for information.

Also attached is a CCTA staff report on the City of Pittsburg’s proposal to withdraw from East County Fee and Financing Authority (ECCRFFA)

ACTION: As determined

7. **Reports from Staff and Committees - information - 10 minutes (attachments)**

a) 511 Contra Costa report by Corinne Dutra-Roberts, Senior Transportation Analyst

ACTION: Accept the 511 Contra Costa report and/or as determined

8. **TAC Reports: Oral reports on local jurisdiction and agency transportation projects since the last TRANSPAC meeting – 15 minutes**

ACTION: Accept reports and/or as determined

9. **Correspondence/Copies/Newsclips/Information - 5 minutes**

2/24/10 TRANSPAC Chair Silva to Martin Engelmann, CCRA Deputy Executive Director Planning, re: comments on the Corridor System Management Plans (CSMP) for SR4 and SR24; 2/18/10 SWAT status letter to CCTA; 2/17/10 Alex Pascual, City of Concord, Director of Public Works requesting an appropriation of Measure J funds for the Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements project; 2/15/10 TRANSPAC Chair Silva letter to CCTA Chair Viramontes re: comments on the draft General Plan Amendment review process; 2/11/10 TRANSPAC Manager to the CCTA Interim Executive Director documenting TRANSPAC 2010 elections and appointments; 1/29/10 Mary Rae Lehman, City of Concord City Clerk re: the appointments of Mayor Guy Bjerke as the City’s representative to TRANSPAC and Councilman Bill Shinn as his alternate. **CCTA:** February 2010 Project Status Report; **County Connection Reports:** January 2010 Fixed Route Operating Statistical Reports; January 2010 LINK Monthly Operating Reports; **Capitol Corridor Joint Powers Authority:** 1/28/10 Capitol Corridor to receive \$29 Million in Federal High Speed Rail Funding; **Contra Costa Times:** 2/25/10 “BART to upgrade Pleasant Hill Station for \$5.2 million”

State allocates \$69.4 million for I-680 overhaul in San Ramon Valley; **Mercury News: 2/24/10**
Opinion, Zachary Taylor "California high-speed rail financing is a fantasy"

ACTION: As determined

10. For the Good of the Order – 10 minutes

- Congratulations to the City Concord on its successful completion of a CCTA FY 08-09 Compliance Audit for a jurisdiction receiving 18% Local Street and Road Maintenance funds.
- Chair Silva is proposing that a number of this year's meetings involve field visits to various Central County jurisdictions. To start, she is proposing field trips in May and June. Comments and suggestions are welcome, including suggestions for other field visits (e.g. the Martinez Intermodal Station) For May, TRANSPAC will convene at Walnut Creek City Hall to handle action items and then proceeds to a walkability/mobility audit of tour of downtown Walnut Creek conducted by Rafat Raie of the Walnut Creek City staff. In June, tour(s) of Central County BART stations, complete with presentations on issues surrounding each station is planned. BART and TRANSPAC staffs are working on possible alternative dates that would allow BART Director Murray to join the tours.

11. Adjournment. The next TRANSPAC meeting is scheduled for April 8, 2010 at 9 am in the Community Room, City Hall, City of Pleasant Hill unless otherwise determined.

SUMMARY MINUTES
TRANSPAC Meeting – February 11, 2010

ATTENDANCE:

Elected Officials: Mark Ross, Martinez, TRANSPAC Chair; Cindy Silva, Walnut Creek, TRANSPAC Vice Chair; Julie Pierce, Clayton, CCTA Representative; David Durant, Pleasant Hill, CCTA Representative; Bill Shinn for Guy Bjerke, Concord. Absent: Susan Bonilla, Contra Costa County.

Planning Commissioners: Bob Armstrong, Clayton; Diana Vavrek, Pleasant Hill; Jon Malkovich, Walnut Creek. Absent: (excused) Bob Hoag, Concord. Vacant Seat: Martinez

Staff: Ray Kuzbari, Concord; John Greitzer, Contra Costa County; Tim Tucker, Martinez; Martin Engelmann, CCTA; Eric Hu, Pleasant Hill; Jeremy Lochirco, Walnut Creek; Lynn Overcashier, Corinne Dutra-Roberts, 511 Contra Costa; Barbara Neustadter, Connie Peterson, TRANSPAC staff.

Others present: Tom Biggs, PBS&J; Albert Yee, MTC; Danielle Stanislaus, MTC; Cesar Pujol, Caltrans; Katie Benouar, Caltrans.

Meeting convened with a quorum by Chair Ross at 9:06 a.m.

1. **Convene meeting: Pledge of Allegiance/Self-Introductions - completed**
2. **Public Comment** – Bob Armstrong expressed his concern about the performance thus far of the High Speed Rail Commission in terms of its auditing and accountability. He requested that TRANSPAC ask this Commission for a better accounting for what it is doing.
3. **CONSENT AGENDA: Pierce/Silva/unanimous**
Approved the December 10, 2009 minutes
END CONSENT AGENDA
4. **Presentation on SR 4 and SR 24 Corridor System Management Plans (CSMP)**

Tom Biggs, PBS&J, consultant to MTC and Caltrans, presented an overview of the State Route 4 and State Route 24 Freeway Performance Initiative (FPI) and Corridor System Management Plans (CSMP). Although the FPI is finished, any input provided by TRANSPAC will be incorporated into the CSMP. When local stakeholder comments on the proposed congestion mitigation strategies have been incorporated, Caltrans will submit the CSMP to the CTC.

Following the presentation on SR4, questions were posed. Bob Armstrong asked about an example of the “outside the box” thinking in these studies that was mentioned. Mr. Biggs answered that the SR4 strategies included HOT lanes and ramp metering that were not new concepts, the SR24 studies considered strategies such as shoulder running. Mr. Armstrong asked if there had been a solution to drainage issues on SR4. Mr. Biggs answered that the entire length of the corridor was looked at and there were no specific recommendations, however, any particular drainage or safety issues should be identified now. It was pointed out that the pumps installed at “Lake Loveridge” have alleviated the drainage issue.

Following the discussion of SR24 recommendations, Barbara Neustadter asked about bus transit considerations, noting that Public Utilities Commission issues would need to be addressed. Ms. Neustadter added, for the record, that TRANSPAC did not support or establish gateway constraints in Central County during the Action Plan process. She asked whether “upstream BART parking” meant

Central County, and Mr. Biggs said that it did, and as BART is currently dealing with revenue issues, it is not willing to commit to new expenses for parking. Member Silva said that BART made it clear it did not intend to build more parking in the Walnut Creek Transit Village. Member Durant added that there would be no more building of parking to west of Central County and all parking will flow east.

Mr. Biggs said that an unresolved issue is making BART parking work for the Lamorinda communities. Member Pierce said now that Orinda expanded its height limit to five stories, perhaps there would be potential for a public-private partnership to expand parking. She asked if in BART's stated 10-20% in potential capacity, did it take into account East County ridership, given that most capacity will be taken by the East County expansion. Lynn Overcashier said that if BART has the capacity, a recommendation might be to increase the number of carpool spaces at the Orinda BART as well as add carpool signage. Member Durant wanted to know if the ramp metering discussion also took into consideration the off-freeway component.

Martin Engelmann said that written comments on the technical documents are due to CCTA next week. All RTPC comments will be included in the draft. Mr. Engelmann thanked Mr. Biggs for his participation.

ACTION: With thanks to CALTRANS, MTC, CCTA staff, and Tom Biggs, PBS&J consultants, approved comments on the CSMP reports for transmittal to CCTA. Pierce/Durant/Unanimous

5. Review of the Proposed General Plan Amendment (GPA) Review Process

Martin Engelmann, CCTA Deputy Executive Director, Planning, gave a PowerPoint presentation on the GPA review process. Member Silva requested clarification in cases of inconsistent thresholds among RTPCs and when it triggers the process. Mr. Engelmann said that the trip generation ceiling level applies to the jurisdiction in which the General Plan Amendment is initiated and that is the threshold that is applied.

The steps in the review process were outlined. Member Durant noted that the language in Step 12 does not make it clear that the RTPCs are to be included in the cooperative resolution process. Ms. Neustadter suggested a change in the language in Step 11 (to address the Step 12 issue) that clarifies when Cooperative Resolutions are initiated, the jurisdiction informs its RTPC in case an Action Plan amendment is necessary.

Member Durant suggested that #14 be revised further to say: "As part of the evaluation of the GMP Biennial Compliance Checklist review, the Authority will determine good faith participation in the GPA review process as described in Exhibit 1..."

Mr. Engelmann added that comments are due to CCTA by February 12, 2010. RTPC comments will be sent to the General Plan Amendment Task Force for review and possible proposed revisions to the GPA language for consideration.

ACTION: With thanks to Mr. Engelmann, approved, with additional modification, the TAC recommendations on language revisions to the GPA review process. Durant/Pierce/unanimous

Note: Order of the Agenda was changed, skipping to Item 10, TRANSPAC elections

6. **TRANSPAC and CCTA Representatives' Reports.** Items approved by the Authority on December 16, 2009 and January 20, 2010 for Circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest, the December 16, 2009 CCTA meeting minutes and the January 20, 2010 Executive Director's Report were included in the packet.

a. Administration and Projects Committee (APC) meeting

Member Pierce reported that at the APC, the legislative update described the status of AB 744 (HOT Lanes network) as being in an indeterminate state with some revisions likely. In the Projects report, it was indicated that the SR 4 widening project was going well. MTC has asked the Authority to submit a proposed list of projects for the Jobs for Main Street Act. In administrative issues, the APC recommended extending Nolte's program and project management services for another two years. Staff has requested authorization to enter into a lease agreement for new facilities in the Vodaphone building across from the Pleasant Hill BART.

b. Planning Committee (PC) meeting

Member Durant reported that the PC recommended, and the Authority agreed, that it was premature to respond to the questions raised by Save Mt. Diablo concerning local jurisdiction compliance with the Measure J Urban Limit Line (ULL) requirement. The Authority may need to incorporate language that will help address the ULL assessment process and criteria.

ACTION: Reports received

7. **Reports from Staff and Committees**

a. Corinne Dutra-Roberts, Senior Transportation Analyst, presented the 511 Contra Costa report. She noted that this was the one-year anniversary of the website's redesign, and she thanked partner jurisdictions agencies for putting links to 511 Contra Costa on their websites.

b. With \$5,000 of the Pacheco Transit Hub maintenance remaining unfunded, authority has been sought and received from Caltrans to charge for parking. Review of potential mechanisms for charging for parking fees will begin soon. The County also wants to discuss with the County Connection how Transit Hub parking fees might impact parking on Blum Road.

ACTION: Reports accepted

8. **TAC Staff Reports:**

Concord – Ray Kuzbari reported that the permanent restoration of the slide area on Ygnacio Valley Boulevard has been completed.

Walnut Creek – Jeremy Lochirco reported that in March, John Muir Hospital will begin construction mitigation improvements at Ygnacio Valley Road and La Casa Via. These improvements will include second lanes for southbound and northbound turns. The Ygnacio Valley Road Adaptive signal controller project is nearly complete, with controllers and/or cameras having been installed at 12 of the 13 signals. The last will be installed as weather permits.

ACTION: Reports accepted

9. Correspondence/Copies/Newsclips/Information

ACTION: Information accepted

10. Election of TRANSPAC Chair and Vice Chair for the 2010 term

10. A. Election of TRANSPAC Chair for the 2010 term

ACTION: Elected Mayor Pro Tem Silva to be TRANSPAC Chair for the 2010 term.

10. B. Election of TRANSPAC Vice Chair for the 2010 term

ACTION: Elected Mayor Guy Bjerke to be TRANSPAC Vice Chair for the 2010 term.

10. C. Acknowledgment of Chair Ross' year of service as 2009 Chair

Newly-elected Chair Silva thanked Mark Ross for his past year of service as TRANSPAC Chair, and presented him with a commemorative gavel plaque, noting that this had been his third term as Chair. Barbara Neustadter presented outgoing Chair Ross with a replica road sign that said "Casual Carpooling Here".

11. TRANSPAC Appointment to the Contra Costa Transportation Authority for the 2010-12 term.

ACTION: Reappointed Julie Pierce as TRANSPAC Representative to CCTA for the 2010-12 term commencing February 1, 2010. Durant/Silva/Unanimous

12. Appointment of TRANSPAC CCTA alternate(s) for the CCTA representative appointed to the 2010-12 term.

ACTION: Reappointed current second and third alternates (Cindy Silva and Guy Bjerke) for the CCTA Representative for the 2010-12 term. Durant/Silva/Unanimous

13. For the Good of the Order – Contra Costa County will appoint a new Planning Commission representative to TRANSPAC as Michael Murray's term has expired.

14. Meeting adjourned at 11:15 a.m. The next TRANSPAC meeting is scheduled for March 11, 2010 at 9 a.m. in the Community Room, City Hall, City of Pleasant Hill, unless otherwise determined.



Final

**Contra Costa's Principles for Collaborative Development of the SB 375
Sustainable Communities Strategy**

PREAMBLE:

SB 375 (Steinberg) was signed into law by the Governor on September 30th, 2008. The bill changes the regional transportation planning process "to achieve, if there is a feasible way to do so," greenhouse gas (GHG) emission targets set by the California Air Resources Board (CARB). The intent of the bill is to help forestall climate change through the comprehensive integration of land use and transportation planning.

Responsibilities for SB 375 implementation are assigned to state and regional agencies. In the Bay Area, explicit responsibility is assigned to MTC and ABAG to develop a Sustainable Communities Strategy (SCS) as part of the 2013 Regional Transportation Plan (RTP). The SCS, in concert with transportation investments included in the RTP, is intended to achieve the GHG reduction targets set by the CARB for 2020 and 2040. The bill specifies that MTC and ABAG shall conduct outreach efforts to a broad range of stakeholders, including the congestion management agencies (CMAs).

While the statute does not mandate a formal role for Bay Area CMAs, the Authority expects to be fully engaged with the process as it relates to Contra Costa. The following principles have been developed to help guide Contra Costa's elected officials, whose roles at the local, regional, and State level will help shape the SCS.

Building upon the foundation of the Authority's Growth Management Program, and the earlier Shaping Our Future effort, the principles are intended to support collaborative decision-making that will result in a feasible SCS that meets GHG reduction targets while supporting the Authority's mission, vision, and core values.

PRINCIPLES:

The following principles are considered as a living document. The Authority may, from time to time, revisit them to make course corrections that will support a collaborative decision-making process among local, regional, and state agencies as the SCS process evolves:

1. **Forge a Positive Relationship with the Regional Agencies.** At both the elected official and staff level, the Authority intends to work with the regional agencies to support development of an SCS by facilitating a dialogue between the regional agencies and local jurisdictions regarding land use plans in Contra Costa.
2. **Consensus-Based Planning.** The Authority will seek to achieve an SCS as it applies to Contra Costa that reflects agreement between local jurisdictions and the regional agencies regarding land use assumptions, along with a Contra Costa-based plan for supportive transportation investments.

3. **Consideration of General Plans.** The long-range (2040) vision for the SCS will specify where new growth is to occur. This vision may conflict with currently adopted General Plans. Local jurisdictions that are in agreement with the land use assumptions in the SCS would undertake subsequent General Plan Amendments to reflect the agreed-upon SCS, and such action may take place subsequent to adoption of the 2013 RTP. Local jurisdictions that are not in agreement with the proposed land use assumptions in the SCS will be given the opportunity to work at the subregional level in collaboration with the regional agencies to develop an alternative land use proposal that contributes towards achievement of the Bay Area's GHG emissions target. Where mutual agreement on the proposed SCS is not achieved, the role of the Authority will be to acknowledge the conflict and to identify other factors or impacts that may be relevant for the protection of the environment, furtherance of GHG goals by alternative means, or the sustainability of a local jurisdiction.
4. **Local Control of General Plans and Zoning Maps.** Each local jurisdiction shall retain full control of local general plans and zoning within its municipal boundary.
5. **Ensure the Participation of all Local Jurisdictions and Partner Agencies.** Beyond a focus on the priority development areas (PDAs) as the core of the SCS, efforts will also be made to ensure that all cities and towns can successfully participate in the process, so that their land use and transportation needs can also be addressed. Furthermore, the Authority welcomes and encourages participation by other agencies, such as the transit operators.
6. **Facilitative Role.** Working in partnership with local jurisdictions and the regional agencies, the Authority, as a transportation agency, should play a facilitative role by providing resources, information and policy insights to cities, towns and Contra Costa County, while recognizing that local jurisdictions have sole discretion with respect to land use decisions. A working group of Contra Costa planning directors will be established to monitor the development of the SCS and any issues raised during that process.
7. **Urban Limit Line.** The SCS needs to respect the Measure J mandated Urban Limit Line (ULL) for Contra Costa, which represents an agreed upon "urban growth boundary," and shall direct all urban development to areas within the ULL.
8. **Sustainable Transit.** Ensure that the SCS includes feasible transit service that is adequately funded to provide reliable and convenient service for Contra Costa, while encouraging walking and bicycling.
9. **Rural Sustainability Component.** Recognizing SB 375's overall goal of achieving more focused growth, the SCS also needs to consider transportation investments for the safety and preservation of roads serving farm to market and interconnectivity transportation needs.
10. **Public Health.** The Authority recognizes that there are multiple public health benefits to transportation policies that both reduce GHG emissions and increase mode share of walking, cycling, and transit, and will consider these health co-benefits in planning decisions.
11. **Reflect Contra Costa's Continuing Commitment to Growth Management and Resource Conservation.** Development of the SCS shall incorporate Contra Costa's existing efforts and programs that would help reduce GHG emissions. These include the Measure J Growth Management Program (GMP), the establishment of PDAs and PCAs,

and the East Contra Costa Habitat Conservancy. The GMP, in particular, has much in common with the objectives of the SCS, including the ULL provision noted above, local jurisdiction compliance with State Housing and Community Development (HCD) Department requirements, 511 Contra Costa Clean Fuel Infrastructure and transportation demand management programs funded by Measures C and J, and a general plan amendment (GPA) review process to address the impacts of growth and promote appropriate mitigation.

12. **Shaping Our Future.** Continue the collaborative process that began with Shaping Our Future, where Contra Costa jurisdictions collectively developed the Shaping Our Future land use plan, and which provided a springboard to the PDAs and PCAs that are now being incorporated into the SCS and which has significant transportation benefits.
13. **Common Voice.** The Authority in collaboration with the cities, towns and Contra Costa County should provide a unified voice and advocate for all Contra Costa jurisdictions in working work with the regional agencies and adjacent CMAs.
14. **Final SCS.** The Authority will support the final SCS provided it is consistent with each local jurisdiction's mission, vision and sustainability goals.



CONTRA COSTA
transportation
authority

COMMISSIONERS:

*María Viramontes,
Chair*

*Robert Taylor,
Vice Chair*

Janet Abelson

Newell Americh

Ed Ballico

Susan Bonilla

David Durant

Federal Glover

Jim Frazier

Mike Metcalf

Julle Pierce

January 28, 2010

Ted Droettboom
Regional Planning Program Director
Joint Policy Committee
Joseph P. Bort Metro Center
101 Eighth Street
Oakland, CA 94607-4750

RE: Assignments to the SB 375 CEO and JPC Working Group Committee

Dear Mr. Droettboom,

At its January 20, 2010 Board Meeting, the Authority approved the following appointments to the SB375 Committees. In addition, the City Managers and the Planning Directors of Contra Costa have made their appointments as shown below:

CEO Committee

- **CMA Staff** - Paul Maxwell, Interim Executive Director, CCTA. Following the selection of a new Executive Director for CCTA, the Authority's appointment to the CEO Committee will automatically shift from the Interim Executive Director to the new Executive Director.
- **City Managers** -The Public Managers Association of Contra Costa assigned, on a rotational basis:
 - Steven Falk, City of Lafayette
 - Phillip Vince, City of Martinez
 - Jim Jakel, City of Antioch

JPC Working Group

- **CMA Staff** - Martin Engelmann, Deputy Executive Director Planning, CCTA.
- **Planning Directors** -The Planning Directors of Contra Costa assigned, on a rotational basis:
 - West County: Avanindra Gangapuram, City of San Pablo
 - Central County: Victoria Walker, City of Walnut Creek
 - SWAT: Debbie Chamberlain, City of San Ramon
 - East: Tina Wehrmeister, City of Antioch

*Paul Maxwell, P.E.
Interim
Executive Director*

3478 Buskirk Ave.
Suite 100

Pleasant Hill
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<http://www.ccta.net>

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Ted Droettboom

January 28, 2010

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- o County: Patrick Roche, Contra Costa County, Conservation & Development

We look forward to working with you. Please contact me or Martin Engelmann of my staff if you have any questions or concerns. Diane Bodon, Planning Assistant at CCTA, will provide contact information under separate cover.

Sincerely,



Paul Maxwell, P.E.
Interim Executive Director

cc: Martin Engelmann, CCTA
Public Managers Association, Contra Costa
Planning Directors, Contra Costa
Paul Fassinger, ABAG
Christy Riviere, ABAG
Doug Kimsey, MTC

File: 13.03.07.06

CONDITIONS OF COMPLIANCE REPORT FOR 2008 AND 2009

Based on the

2009 TRANSPAC ACTION PLAN

Region-wide Goals and Actions

These goals and actions build on TRANSPAC's tenets, focus the direction of the Action Plan and are intended to guide future decisions.

GOAL 1. Encourage land use decisions that manage the increase of overall traffic demand

ACTIONS:

1-A: Continue to support implementation of the Measure C/J Growth Management Program.

2008-09: This action is ongoing and TRANSPAC TAC members and staff participated in the many meetings required to draft a revised General Plan Amendment (GPA) Review Process which will undergo RTPC review in early 2010.

1-B: Continue to support higher-density development around transit hubs and downtowns.

1-C: Continue to require each jurisdiction to:

- a) Notice the initiation of the environmental review process for projects generating more than 100 net-new peak-hour vehicle trips.
- b) For projects that require a General Plan Amendment, identify any conflicts with Action Plan MTSOs and then, if requested, present the analysis results and possible mitigation strategies to TRANSPAC for review and comment.

1-D: Include the needs of pedestrians and bicyclists in the design, construction, and maintenance of development projects.

1-E: Continue to implement the TRANSPAC Subregional Transportation Mitigation Program.

2008-2009: All of these actions are ongoing.

Responsible: TRANSPAC and its jurisdictions

GOAL 2. Increase HOV lane usage

2-A: Support the completion of a continuous HOV system on I-680.

2008-2009: The RM2 I-680 HOV Express Bus Access Study was completed in late 2009 and recommended use of the approximately \$14.3 million in available RM2 funds for construction of the southbound I-680 HOV lane in Central County. TRANSPAC included programming of \$75M in its Measure J funds for this project. Availability of STIP and other funding for this project is currently unknown.

- 2-B: Support consistent occupancy requirements for toll-free HOV lanes on the Benicia-Martinez Bridge and I-680.
2008-2009: This action is ongoing.
- 2-C: Support additional incentives for HOV users.
2008-2009: This action is ongoing. TRANSPAC and its jurisdictions work through the TRANSPAC TDM program, 511 Contra Costa, to continually seek opportunities to increase carpool and vanpool use.
- 2-D: Provide additional park-and-ride lots.
2008-2009: See Pacheco Boulevard.

Responsible: TRANSPAC and its jurisdictions

Timeline: These actions are ongoing and depend on funding availability.

GOAL 3. Work to improve freeway flow

- 3-A: Continue to monitor and evaluate operational improvements at freeway interchanges on I-680, SR-242, SR-24, and SR-4.
- 3-B: Continue to support the completion of the fourth bore of the Caldecott Tunnel (SR-24).
2008-2009 (and a little bit of 2010): Construction contracts for two small projects, the Kay/Broadway Signal and SR 24/SR 13 Ramp projects were awarded to the lowest bidders in late-December 2009. Construction activities for these small contracts also began in mid-January 2010 and are expected to last up to a year. Funding for the Caldecott Tunnel was included in the CCTA's 2009 bond program with \$62M assigned to Central County. The groundbreaking for the Caldecott Tunnel was January 22, 2010. Depending on funding availability, completion of the Caldecott Tunnel is planned for 2014.
- 3-C: Support the study and implementation of potential regional freeway management strategies.
2008-2009: TRANSPAC TAC members have participated in the development of the Corridor System Management Plans for SR 4 and SR 24. These plans will be presented to TRANSPAC in February 2010.
- 3-D: Consider a multi-agency approach to freeway ramp metering.
2008-2009: The 2009 TRANSPAC Action Plan includes a multi-agency approach to ramp metering as an action. The implementation of ramp metering in the I-680, SR 4 and SR 24 corridors is a key recommendation in the Corridor System Management Plans developed by MTC, Caltrans in concert with many local partners including CCTA and TRANSPAC.

Responsible: TRANSPAC and its jurisdictions

GOAL 4. Manage arterial traffic flow

- 4-A: Seek funding for traffic and transit improvements along Regional Routes.
2008-2009: Over the past several years, Federal and State funding for arterial projects has become increasingly difficult to secure. As a result, TRANSPAC and its jurisdictions established a list of arterials to be funded, at least partially, with proceeds of the CCTA September 2009 bonds programmed for Central County. The following projects are expected to be funded between FY10-FY15: Marsh Creek Road (Clayton); Pine Hollow Widening

Clayton); Kirker Pass Road northbound truck lane (County); Court Street Overcrossing (Martinez)[see below]; Buskirk Avenue Widening (Pleasant Hill); Geary Road widening Phase 3 (Walnut Creek and Pleasant Hill), Waterworld Parkway (Concord) [see below]; Contra Costa Boulevard Improvements (Pleasant Hill); Ygnacio Valley Road Permanent Restoration Phase 2 (Concord), Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements (Concord).

Projects programmed after 2015 include the Pacheco Boulevard Realignment and Widening (Contra Costa County), additional funding for Waterworld Parkway (Concord) and Court Street Overcrossing (Martinez)

Please see the CCTA's 2009 Strategic Plan for project financial and scope information.

- 4-B: Continue to implement the Central Contra Costa Traffic Management Program.
- 4-C: Where feasible and appropriate, address the needs of pedestrians and bicyclists along Regional Routes.
2008-2009: These actions are ongoing.

Responsible: TRANSPAC and its jurisdictions

GOAL 5. Support an efficient and effective transit system

- 5-A: Support the development of real-time information and better connectivity for regional transit and local and feeder bus service.
2008-2009: Action is ongoing
- 5-B: Promote coordination of transfer times among Express bus, feeder bus, BART, and park-and-ride lots.
2008-2009: Action is ongoing
- 5-C: Support the expansion of BART service and BART station and parking facilities.
- 5-D: Support the construction and maintenance of accessible bus stops, park-and-ride lots, and transit hubs.
2008-2009: See Pacheco Boulevard.

2008-2009: Martinez Intermodal Station. Project acquired land north of the railroad tracks, construct new road access to the north parking lot, add 425 parking spaces, and build a pedestrian bridge over the tracks. The current project phase is construction of first stage (interim parking lot). The Authority allocated funds to start demolition of some existing structures and eventually build an interim surface parking lot. Demolition work is complete. Some interim surface parking lot work has started; striping of approximately 45 parking stalls is complete, some parking lot lighting is complete. The remaining interim surface parking lot work is still scheduled to be done in summer 2010.

- 5-E: Support improvements that increase the efficiency of local transit on Regional Routes.
- 5-F: Support increased access to BART stations for buses and other alternative modes.

For actions 5F and 5F - 2008-2009: TRANSPAC included funding for BART's Comprehensive Wayfinding and Signage programs as well as Bicycle Storage Facilities (electronic lockers, cages, racks, etc.) at four Central County BART stations (Walnut Creek, Pleasant Hill, Concord and North Concord) in the CCTA September 2009 Measure J bond sale for expenditure in FY10 and FY11.

- 5-G: Support innovative approaches to improve the efficiency and effectiveness of transit services for seniors and disabled persons through the allocation of Central County's Measure J \$10 million for Additional Transportation for Seniors and People with Disabilities. These funds are in addition to Measure J Other Countywide Programs and total \$35 million in Central County.
- 5-H: Support expansion and use of park-and-ride facilities using Express and local buses.
2008-2009: See Pacheco Boulevard.

Responsible: TRANSPAC and its jurisdictions

GOAL 6. Increase participation in the 511 Contra Costa Program to improve multi-modal mobility and decrease single-occupant vehicle use in Central County

- 6-A: Support the 511 Contra Costa Program to educate and encourage Contra Costa residents, students and commuters to use multi-modal alternatives by promoting transit, shuttles, carpooling, vanpooling, walking, bicycling, alternative work schedules, and telecommuting.

2008-09: The 511 Contra Costa program is working in all Central County jurisdictions to promote alternatives to the single occupant vehicle. Staff attends farmers' markets, transportation and health fairs, library events and other outreach activities to promote alternatives to the single occupant vehicle. The www.511contracosta.org website is a key feature in the outreach efforts. Programs include:

- The Countywide Carpool Program which provides a stipend to new carpoolers to try carpooling instead of driving alone to work;
- The Countywide Transit Program provides a free BART, train or bus pass to those who change modes from single occupant vehicles to transit;
- The 511 Contra Costa Transportation Resource Guide provides transportation information for the entire Bay Area but with a strong focus on the transportation options in Contra Costa. The guide will be reprinted in 2010.

- 6-B: Develop TDM programs at K-12 schools and colleges to encourage carpooling, transit ridership, walking, and bicycling.

The school-based programs implemented by 511 Contra Costa staff include:

2008-09: The school-based programs implemented by 511 Contra Costa staff include:

- The Safe Routes to School Program:

SchoolPool (encouraging parents to carpool children to school)

School Transit Program -provides no-cost public bus tickets for students to get to school or college

Walk and Roll to school events to encourage bicycle riding and walking to school

A bicycle rodeo program is being developed to promote bicycle safety training for students

Bike to Work/School day is promoted through schools every May and families/students are encouraged to participate

Bicycle racks, skateboard racks, bicycle cages and lockers are available at no cost to all public and private schools in Central County

A book called Why Don't Hydrogen Cars Fly Away? Produced by 511 CC staff for distribution to elementary schools in Central County.

- College Carpool and Transit Programs:

Students are offered a free bus pass on County Connection to get to Diablo Valley College and other colleges and technical schools.

Students are offered incentives to form a carpool instead of driving to campus alone.

6-C: Promote alternative work opportunities including employer pre-tax benefit programs, compressed work-week schedules, flex schedules, and telework.

- A Telework/Alternative Work Schedule Workshop was held in 2009 for employers and staff from all local jurisdictions. 511 CC offers free consultations to employers and local jurisdictions upon request, as well as more extensive onsite telework implementation assistance.

- A workshop on pre-tax benefit programs was also held in 2009. 511 CC staff offers free consultations with all local employers and jurisdictional staff on an on-going basis.

6-D: Encourage commuters to make local trips or trips linked to transit by walking, bicycling, or carpooling instead of driving alone.

- A 31-day activity wheel has been produced by 511 CC and is available to families and especially children, which promotes awareness of vehicle trip-reducing and trip linking opportunities.

- Weekly tips and reminders are posted on the www.511contracosta.org website.

6-E: Promote park-and-ride lot use to potential carpoolers, vanpoolers, and transit riders, including shuttle services, where applicable.

- The 511 CC staff has worked with County Connection in the development of the Pacheco Park & Ride lot and will offer assistance upon its completion in promoting transit ridership and carpooling from the site.

- Park & Ride lot locations are indicated on a map located on the www.511contracosta.org website.

- Free downtown shuttles were funded by 511 CC in cooperation with the cities of Walnut Creek and Pleasant Hill and Contra Costa Centre from October through December 2009 to encourage shuttle ridership instead of driving alone during mid-day.

- Special promotion encouraging Contra Costa residents to use BART to get to SFO instead of driving.

6-F: In cooperation with Central County jurisdictions, develop TDM plans and provide consultations to improve mobility and decrease parking demand for new development and redevelopment.

511 CC staff offers on-going consultation assistance in the development of TDM plans for developments at the request of local jurisdictions for new development and redevelopment projects.

- 511 CC staff provided comments and offered suggestions in the updated Contra Costa County TDM Ordinance Guidelines in 2009. Similar suggestions will be considered as 511 CC assists CCTA staff in the updated revised TSM Model Ordinance in 2010.

- 511 CC staff provided comments and offered suggestions in the TDM Plan for a new church development proposal located within the unincorporated portion of the County in Walnut Creek.

6-G: Explore innovative new technologies to improve mobility and reduce SOV trips.

- Staff researched electric charging station technologies beginning in 2008 to determine the most economical and efficient stations to be considered for deployment in Contra Costa.

- Staff produced a video of the Martinez/Benicia Bridge Bike/Pedestrian Path to demonstrate to the public how to access the entrance of the path from Martinez. The video was posted on the website.

- Staff had web programmers develop web based applications and information to:

- Ease downloading incentive applications in order to more quickly respond to participants wishing to try an alternative to driving alone

- A Senior Public Transportation map indicating the dial-a-ride, private shuttle service, and fixed route transit throughout Contra Costa

- A Bike Locker Locations map indicating traditional and electronic locker locations throughout Contra Costa

A Where Is My BART map showing real-time BART train arrivals

An iPhone “app” called iSmog that alerts users about the air quality for a particular basin within the nine-county Bay Area.

6-H: Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Central County.

- Measure C/J funds are used through the 511 CC allocations to provide bicycle racks, lockers, cages and eLockers in central County. Walnut Creek installed eLockers in 2009 and all cities are eligible for this infrastructure through the 511 CC program upon request.

6-I: Encourage “green” commuting, including ZEV and NEV vehicles, clean fuel infrastructure, and car sharing.

- After researching Bay Area Air Quality Management District-approved technologies in 2008, 511 CC began offering up to three no-cost electric charging stations for each central County jurisdiction beginning in 2009. The cities of Walnut Creek and Pleasant Hill have currently installed three stations which are now operational. Martinez and Contra Costa County are working with staff for installation of similar stations in early 2010.

- A workshop on the benefits of carsharing was offered through 511 CC in 2009. Carsharing information and consultation is available as an on-going service.

- 511 CC became a certified Green Business in 2008 and contributed a more robust transportation section of the Green Business checklist required by the Contra Costa Green Business certification process.

Responsible: 511 Contra Costa, TRANSPAC and its jurisdictions

Actions and Responsibilities for Routes of Regional Significance

TRANSPAC and its jurisdictions have identified regional actions for Routes of Regional Significance. As these actions may span jurisdictional boundaries and improvements to Routes of Regional Significance often involve more than one jurisdiction, there needs to be a coordinated and joint effort of all involved jurisdictions.

The following section presents a description of each Route of Regional Significance within TRANSPAC Multimodal Traffic Service Objectives (MTSOs), actions and responsibilities for each route. Note that on planned improvements and actions identified for I-680, SR 242 and SR 4, TRANSPAC and all TRANSPAC jurisdictions will support the actions of CCTA and Caltrans, the designated lead agencies on Interstate and State Highway projects.

Freeways

1. Interstate 680

I-680 is a north-south eight- to twelve-lane divided freeway. It begins north of the TRANSPAC area at the I-80–Cordelia interchange and travels south through Solano County, entering TRANSPAC’s region after it crosses the Benicia-Martinez Bridge. From the bridge, it extends south through the SR-4 and SR-242 interchanges. The I-680/SR-24 interchange is near TRANSPAC's southern boundary in

Walnut Creek. I-680 continues south through the Southwest Regional Transportation Planning Committee (SWAT) area. I-680 is a major commute route for Solano County and for Central and East Contra Costa County travelers. The Walnut Creek, Pleasant Hill, and Concord BART Stations; the Martinez Intermodal Facility; and the soon-to-be-built Pacheco Transit Hub are accessed from I-680.

MTSO: 4.0 Delay Index

Actions:

Please note that TRANSPAC programmed \$75 million over the life of Measure J funds for I-680 Carpool Lane Gap Closure/Transit Corridor Improvements

Continue to support investment in and implementation of HOV lanes on I-680

2008-2009: TRANSPAC requested that Caltrans improve the operation of the I-680 southbound Carpool Lane Extension (commonly referred to as “the restripe” and the Livorna Lane drop) be done at the beginning of its pavement rehabilitation project on I-680 from the I-680/SR 24 Interchange to the Alameda County line.

Complete the I-680 HOV Express Bus Access Study funded through Regional Measure 2

2008-2009: At the request of County Connection, TRANSPAC took the lead on the I-680 HOV Express Bus Access Study which was mandated to receive \$15 million in funding available in Regional Measure 2 approved by Bay Area voters in 2004. The study was completed and accepted by TRANSPAC and County Connection in October 2009. The required acceptance by CCTA was completed in January 2010. This action is completed.

Continue to support planned improvements to the I-680/SR-4 interchange and to SR-4.

2008-2009: Please see SR 4 below

Continue to work with Solano County to manage traffic in the I-680 corridor.

Proposed Improvements

Southbound HOV Lane Gap Closure from North Main to Livorna Road

Improvements to I-680/SR-4 freeway interchange (see subsequent section on SR-4)

Improvements to SR-4 (see subsequent section on SR-4)

Responsible: TRANSPAC and its jurisdictions

2. State Route 242

State Route 242 is a four-mile north-south freeway that connects SR-4 west of Port Chicago Highway to I-680 just south of Willow Pass Road. It is a three-lane road in each direction.

MTSO: 3.0 Delay Index

Actions:

Support the study and design of Clayton Road interchange improvements.

Proposed Improvements

Construction and modification of southbound ramps at the Clayton Road interchange

Construction of northbound Clayton Road on-ramp

- Construction of the third lane of the southbound Commerce Avenue off-ramp

2008-2009: The project will extend Commerce Avenue between Pine Creek and Waterworld Parkway and will rehabilitate the pavement section between Concord Avenue and its end near the cul de sac. The current Project Phase is Design & Right of Way (ROW). The project's environmental clearance was obtained on November 10, 2009. The right of way phase is now underway and is expected to take until summer 2010. The City's ROW agent sent out letters to the property owners about the intent of the City to acquire ROW and will be setting up interviews to talk to property owners and assembling appraisals. The 90% Plans are complete. Construction is scheduled for the summer of 2010 but may be delayed depending on the length of the ROW process.

Responsible: TRANSPAC and its jurisdictions

3. State Route 4

State Route 4 is an east-west freeway that runs from East Contra Costa and San Joaquin County to I-80 in West Contra Costa through Central Contra Costa. West of the SR-242 Interchange in Concord, it has four to six lanes; east of the interchange, it has eight to ten lanes, including an HOV lane in each direction. SR-4 provides access to the North Concord/Martinez BART Station, the Martinez Intermodal Facility, and the soon-to-be-constructed Pacheco Transit Hub.

MTSO: 5.0 Delay Index from Cummings Skyway (WCCTAC boundary) to Willow Pass (TRANSPLAN boundary) This MTSO is expected to be revised upon completion and adoption of the Corridor Management Plan by TRANSPAC, TRANSPLAN and WCCTAC (see Action below).

Actions:

Partner with TRANSPLAN and WCCTAC to develop a Corridor Management Plan for SR4 from East County through Central County (boundaries to be defined) including connecting and/or supporting arterials. This process will identify an MTSO(s) for SR4, actions, projects and define an approach to managing arterials in the corridor. TRANSPAC, TRANSPLAN and WCCTAC jointly will seek funding for the Corridor Management Plan from CCTA and other available sources.

2008-2009: On behalf of its partner RTPCs, TRANSPLAN and WCCTAC, TRANSPAC successfully requested \$150,000 for Study funding from CCTA.

Support improvements to the I-680/SR-4 interchange

2008-2009: The I-680/SR4 Project Report and Environmental Document were approved by both Caltrans and FHWA in February 2009.

Corridor System Management Plans (CSMPs) - As part of the passage of Proposition 1B in November 2006, the Corridor Mobility Improvement Account (CMIA) was created by the California Transportation Commission (CTC). The CTC required Caltrans to develop CSMPs for highway corridors containing projects receiving CMIA funds. The main objectives of these investments, which are part of the Governor's Strategic Growth Plan, are to decrease congestion, improve safety and travel times, and accommodate future growth in the population and economy.

The CSMPs, initiated in 2007/08, are a mechanism through which to maximize the State's investment in the corridor, via an assessment of current and future performance, identification of bottleneck locations and causes, and recommendation of a prioritized set of improvements to address the problem locations. SR-4 and SR-24 are part of the CSMP process based on the CMIA-funded Route 4 East Widening and the Caldecott Tunnel Fourth Bore projects, respectively. These two efforts were initiated in the summer of 2008 with the establishment of Corridor Technical Advisory Committees (C-TACs), which include staff from Caltrans, the Metropolitan Transportation Commission (MTC), the Contra

Costa Transportation Authority (CCTA), and affected jurisdictions and agencies along the corridors (including the Alameda County CMA on Route 24).

Freeway Performance Initiative: MTC's (Regional Transportation Plan) T-2035 strategy known as the Freeway Performance Initiative (FPI), seeks to develop a roadmap for selection of the best projects and operational strategies for major freeway corridors in the Bay Area, based on performance and cost-effectiveness. MTC, along with its consultant PBS&J, has been working in tandem with the Caltrans CSMP effort on SR-4 and SR-24 to develop a prioritized list of system management strategies and associated projects for these two corridors. The FPI's approach to the corridor analysis includes a look at the entire transportation corridor, including parallel arterials and transit, and attempts to address both recurrent and non-recurrent congestion.

Please note that the CSMP reports will be forwarded to the California Transportation Commission (CTC) by Caltrans and that MTC will use the analyses as part of the development of the Regional Transportation Plan (RTP). In Contra Costa, it also is anticipated that this information will be used in RTPC and CCTA planning processes.

2008-2009: The CSMPs been reviewed by the TRANSPAC TAC (February 28, 2010) and presented to TRANSPAC on February 11, 2010.

2008-2009: For a number of years, TRANSPAC has sought to improve the operation and capacity of the I-680/SR-4 Interchange. The classic approach to interchange reconstruction calls for a phased approach. In 2000, TRANSPAC requested that the Transportation Authority determine if any improvements could be made to the I-680 side of the Interchange to improve its operation and eliminate the short weave sections from I-680 to SR-4. The result was the addition of a collector distributor road system from I-680 to SR-4 as part of the construction of the I-680 HOV Lanes from North Main to Marina Vista. Since then, funding for the full I-680/SR-4 Interchange (approximately \$278 million) has remained elusive as Measure C funding was reallocated to other projects and Measure J funding has been hit hard by the economic downturn.

In 2008, TRANSPAC asked the Transportation Authority to examine any additional possibilities for a "sooner, cheaper" alternative to improve operation and capacity on the SR-4 side of the Interchange with specific emphasis on the original Phase 3 of the project, the completion of the "missing" 3rd lane in each direction on SR-4 from Morello Avenue west of the Interchange as far east as possible to match the lanes to/from East County in the vicinity of Port Chicago Highway.

In response to that request, Transportation Authority had its consultants, URS Corporation in concert with Fehr and Peers assess possible sooner, cheaper alternatives that could be constructed absent a full reconstruction of the I-680/SR-4 Interchange. The consultant did identify some sooner, cheaper project that could improve the operation of the interchange and that section of SR 4. These "sooner, cheaper" ideas were presented to TRANSPAC on May 14, 2009. While funding has remained elusive, the identified sooner, cheaper ideas and the possibilities identified by the CSMP work may offer opportunities to improve operations until a reconstruction is affordable.

Responsible: TRANSPAC and its jurisdictions

Arterials

4. Alhambra Avenue

Alhambra Avenue is a north-south roadway that extends from downtown Martinez south, under SR-4, to Taylor Boulevard in Pleasant Hill, where its name changes to Pleasant Hill Road. It is generally a four-lane roadway. Only the portion south of Arch Street is designated as a Regional Route. It serves as a parallel route to I-680 and a shortcut around the I-680/SR-24 Interchange.

MTSO: Martinez: 15 MPH Average Speed for both directions during AM and PM peak hours
Pleasant Hill: 15 MPH Average Speed for both directions during AM and PM peak hours

Actions:

Pursue planning and funding for Alhambra Avenue improvements and widening

2008-2009: The second phase of the project to install additional lanes, traffic signals and soundwalls at major intersections on Alhambra Avenue from MacAlvey to SR4 is completed. The City decided to complete the slope grading behind a retaining wall in a subsequent project. The City Council is tentatively scheduled to accept the project in February 2010.

Proposed Improvements

Construction of a second southbound lane on Alhambra Avenue from Walnut Avenue to Franklin Canyon Road with other necessary signal, ramp, and median modifications
Completion of the Alhambra Avenue Widening Phase III project

Responsible: TRANSPAC and its jurisdictions

5. Clayton Road

Clayton Road is a four- to six-lane, east-west roadway that connects Marsh Creek Road east of Clayton to SR-242 in Concord. Between Ygnacio Valley Road/Kirker Pass Road and Treat Boulevard, it is a Regional Route. It is the east-west traffic spine for Central Contra Costa and provides direct access to the Concord BART station and connection to the Pleasant Hill and Walnut Creek BART stations.

MTSO: Clayton: 15 MPH Average Speed for both directions during AM and PM peak hours
Concord: Average Stopped Delays for the following intersections: Kirker Pass Road/Ygnacio Valley Road: 3
Treat Boulevard/Denkinger Road: 3

Actions:

Complete Clayton Road/Treat Boulevard/Denkinger Road intersection capacity improvements.
Work with TRANSPLAN on Clayton Road/Marsh Creek Road corridor operation and management.
Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Concord BART Station.

Proposed Improvements

Clayton Road /Treat Boulevard/Denkinger Road intersection capacity improvements
Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Concord BART Station

Responsible: TRANSPAC and its jurisdictions

6. Contra Costa Boulevard

Contra Costa Boulevard is a north-south roadway that begins at 2nd Avenue in Pleasant Hill as an extension of Pacheco Boulevard. It runs south through Pleasant Hill to become North Main Street at

Oak Park in Walnut Creek. It runs parallel, to the west, to I-680 and varies in width from four to six lanes and serves as a bypass to I-680.

MTSO: Average Speed, AM Peak Hour: 15 MPH northbound and 12 MPH southbound
Average Speed, PM Peak Hour: 10 MPH in both directions

Actions:

Complete Contra Costa Boulevard improvement project.

2008-2009: The Contra Costa Boulevard improvement project is included in the CCTA 2009 Measure J bond sale with \$1.1 M in escalated dollars programmed for allocation in FY10. The Contra Costa Boulevard signal coordination project was completed in 2009

Proposed Improvements

Between 2nd Avenue and Monument Boulevard, construction of additional right and left turn lanes, modification of intersection lane alignments, and addition of a new class II bike lane
Improvement of traffic operations throughout corridor

Responsible: TRANSPAC and its jurisdictions

7. Geary Road

Geary Road runs east-west, connecting North Main Street at I-680 to Pleasant Hill Road to the west. East of I-680, Geary Road becomes Treat Boulevard. Over half its length, Geary Road is two lanes with center turn lanes. It serves as an access route to the Pleasant Hill BART station.

MTSO: LOS F at North Main Street intersection

Actions:

Complete widening. **2008-2009:** The widening project is included in the CCTA 2009 Measure J bond sale with a total of \$9.1M in escalated dollars programmed for allocation in FY10 and FY11.

Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Pleasant Hill BART Station.

Proposed Improvements

Geary Road Widening Phase III

Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Pleasant Hill BART Station

Responsible: TRANSPAC and its jurisdictions

8. North Main Street

North Main Street is a north-south roadway in Walnut Creek that is the continuation of Contra Costa Boulevard. It is a four-lane roadway that is a Regional Route from Oak Park to San Luis Road. It runs parallel to I-680 and provides access to the interstate at both Treat Boulevard/Geary Road and San Luis Road. It connects two BART stations and serves local traffic.

MTSO: LOS F at Treat Boulevard/Geary Road intersection

Actions:

Assess possible application of the Central Contra Costa Traffic Management Program.

Proposed Improvements

None

Responsible: TRANSPAC and its jurisdictions

9. Pacheco Boulevard

Pacheco Boulevard is a two- to four-lane north-south roadway connecting Pine Street south of downtown Martinez, under SR-4 and along I-680, to 2nd street in Pleasant Hill, where it becomes Contra Costa Boulevard.

MTSO: Martinez: 15 MPH Average Speed in both directions in the AM and PM peak hours
Contra Costa County: 1.5 V/C for all intersections

Actions

Assess possible applications of the Central Contra Costa Traffic Management Program.

Complete Pacheco Transit Hub.

2008-2009: Project construction is fully funded from state and local sources at \$2.98M+; at the end of 2009 TRANSPAC (\$15,000 annually with a 5 year project review); TRANSPLAN (\$5,000 annually for the life of Measure J) and WCCTAC (\$5,000 for three years) each approved an annual contribution to the \$30,000 annual maintenance cost. A request has been made to Caltrans to allow parking charges with revenues assigned to operating and maintenance.

Seek funding to widen Pacheco Boulevard to four lanes and make related improvements.

Coordinate proposed improvements to the I-680/SR-4 interchange with surrounding arterials and local streets.

Assess the need for improvements at the Pacheco Boulevard/Arnold Drive intersection.

Work with Contra Costa County staff on coordination of the implementation of the Buchanan Airport Master Plan.

Proposed Improvements

Construction of Pacheco Transit Hub

Widening of road segments to four lanes and construction of a new railroad over-crossing for Burlington Northern Santa Fe Railway (likely to occur in phases)

Responsible: TRANSPAC and its jurisdictions

10. Pleasant Hill Road

Within TRANSPAC's region, Pleasant Hill Road is a north-south, two- to four-lane roadway that connects Geary Road and Taylor Boulevard into Lafayette and, through SWAT's region, to SR-24.

MTSO: Pleasant Hill: 15 MPH Average Speed in both directions in the AM and PM peak hours
Contra Costa County: 1.5 V/C for all intersections

Actions:

Work with SWAT/City of Lafayette on corridor issues and, if feasible, consider development of a traffic management plan and other operational strategies for Pleasant Hill Road.

Proposed Improvements

As may be determined in concert with SWAT/City of Lafayette

Responsible: TRANSPAC and its jurisdictions

11. Taylor Boulevard

Taylor Boulevard is a four-lane, north-south roadway that connects Contra Costa Boulevard to Pleasant Hill Road and, effectively, SR-4 to SR-24. Local traffic travels this route as a bypass to I-680 and the I-680/SR-24 interchange.

MTSO: Pleasant Hill: 15 MPH Average Speed in both directions in the AM and PM peak hours
Contra Costa County: 1.5 V/C for all intersections

Actions:

Assess possible application of the Central Contra Costa Traffic Management Program.

Proposed Improvements

Improvement of traffic operations through the corridor

Responsible: TRANSPAC and its jurisdictions

12. Treat Boulevard

Treat Boulevard is a divided four- to eight-lane arterial that serves as a main commuter route from Clayton Road in Concord to I-680 and the Pleasant Hill Bart Station. It runs parallel to Ygnacio Valley Road.

MTSO: Concord: Average Stopped Delays (signal cycles to clear) at the following intersections:

Clayton Road/Denkinger Road: 3

Cowell Road: 5

Oak Grove Road: 5

Walnut Creek: LOS F at Bancroft Road intersection

Contra Costa County: 1.5 V/C for all intersections

Actions:

Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Pleasant Hill BART Station.

Proposed Improvements

Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Pleasant Hill BART Station

Responsible: TRANSPAC and its jurisdictions

13. Ygnacio Valley Road/Kirker Pass Road

Ygnacio Valley Road is a four- to six-lane divided roadway that extends from I-680 in Walnut Creek to Clayton Road. Beyond Clayton Road, Ygnacio Valley Road becomes Kirker Pass Road, a four- to six-lane roadway that then becomes Railroad Avenue in Pittsburg and connects to SR-4. It is a primary alternate route for SR-4 commute traffic to and from East County.

MTSO:

Concord: Average Stopped Delays as follows:

Clayton Road/Kirker Pass Road: 3

Alberta Way/Pine Hollow Drive: 4

Cowell Road: 4

Walnut Creek: LOS F at both Bancroft Road and Civic Drive intersections
Contra Costa County: 1.5 V/C for all intersections

Actions:

Continue to support implementation of the East-Central Traffic Management Plan.

2008-2009: This action is ongoing.

Seek funding from Measure J/STIP for a truck-climbing lane on Kirker Pass Road toward East County.

2008-2009: Project included in the CCTA 2009 Measure J bond sale with a total of \$5.8M in escalated dollars programmed for allocation in FY15.

Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Walnut Creek BART Station.

Proposed Improvements

Widening of Ygnacio Valley Road to six lanes between Cowell Road and Michigan Road

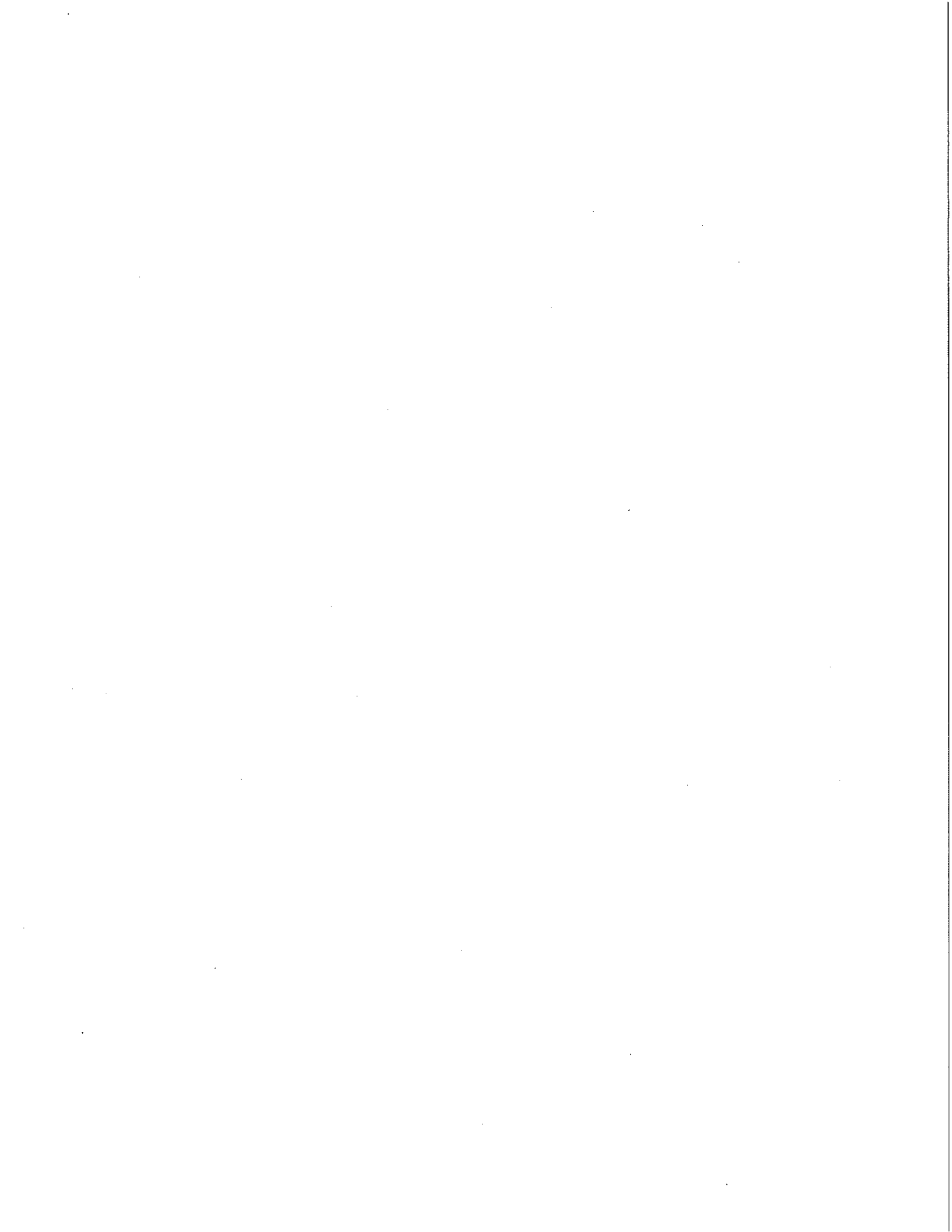
2008-2009: Funding options not available due to agreement to support East County Funding Agreement and lack of STIP funding

Continued implementation of the East-Central Traffic Management Program

2008-2009: This action is ongoing

2008-2009: Ygnacio Valley Road Permanent Restoration . Phase 2 (added as project after slide), Approximately 1,000 feet of hillside along Ygnacio Valley Road, just west of Cowell Road is marginally stable. Due to restrictions on the use of Federal emergency relief funds, only 420 feet of restoration work was completed as part of Phase 1. Phase 2 completes the restoration project by constructing a pier wall and repair of the damaged roadway. There will also be some grading of the slide area above the roadway to remove depressions and to repair the damaged Ohlone Trail. Current Phase: Tie-back Wall – Construction is complete except for final pavement work; Ohlone Trail - Environmental/Preliminary Engineering. CCTA appropriated \$500,000 for environmental clearance work and preliminary engineering on June 18, 2008, and appropriated \$200,000 for final design on February 18, 2009. A decision to divide the project into two parts was made in order to expedite the wall construction. On April 15, 2009, the Authority appropriated \$2,691,000 for construction activities. The construction contract was awarded to Top Grade Construction for \$1,372,740 on June 22, 2009. Tie-back wall construction is complete.

Responsible: TRANSPAC and its jurisdictions






CONTRA COSTA
transportation
authority

COMMISSIONERS: *Robert Taylor, Chair* *David Durant, Vice Chair* *Janet Abelson* *Newell Arnerich* *Ed Balico*
Susan Bonilla *Federal Glover* *Jim Frazier* *Mike Melcalf* *Julie Pierce* *Maria Viramontes*

TO: Barbara Neustadter, TRANSPAC Christina Atienza, WCCTAC
 Andy Dillard, SWAT Jaimee Bourgois, TVTC
 John Cunningham, TRANSPLAN Leah Greenblat, LPMC/SWAT (TAC)

FROM: Paul Maxwell, Interim Executive Director 

DATE: February 18, 2010

SUBJECT: Items approved by the Authority on February 17, 2010, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its February 17, 2010 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Election of Chair and Vice Chair for 2010.** *The Authority elected Commissioner Robert Taylor as Chair, and Commissioner David Durant as Vice Chair.*
2. **Jobs for Main Street Act (Stimulus II) – Proposed List of Projects.** *The Authority approved a list of projects to be submitted to MTC as Contra Costa's proposal for the anticipated "Jobs for Main Street" Act. The Authority approved Resolution No. 10-07-P for programming of Stimulus II funds.*
3. **Appointment of Authority's Representative to the California Association of Councils of Government (CALCOG).** *The Authority appointed Julie Pierce as its delegate to CALCOG, and Robert Taylor as the Alternate.*
4. **Authorization to Issue RFQ 10-2 for Public Opinion Polling Services.** *The Authority authorized staff to issue RFP #10-2, and approved an expenditure of up to \$40,000 for a public opinion poll to explore the feasibility of placing a vehicle registration fee proposal on the ballot pursuant to SB 83.*
5. **Authorization to Enter Into a Lease Agreement with SVF Oak Road Walnut Creek for Authority Offices.** *In September the APC appointed a subcommittee to begin a process of evaluating alternatives to house the Authority's administrative offices. The Authority directed staff to enter final negotiations with Cornish & Carey Commercial, and authorized the Executive Director to execute a lease agreement with SVF Oak Road Walnut Creek within the parameters of the proposal reviewed by the Authority.*
6. **Bid Opening for the Route 4 Loveridge Road Interchange Project:** *On February 10, 2010 Caltrans opened 12 bids on this major interchange reconstruction project, reflecting the current very competitive construction bidding climate. The apparent low bid of \$64,937,452 was submitted by O.C. Jones & Sons, Inc., 30% below the engineer's estimate, which is very good news for the balance of the corridor improvements.*



COMMISSIONERS: *Maria Viramontes, Chair* *Robert Taylor, Vice Chair* *Janet Abelson* *Newell Arnerich* *Ed Baltco*
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EXECUTIVE DIRECTOR'S REPORT February 17, 2010

Caldecott Fourth Bore Groundbreaking: *January 22, 2010*

More than 150 guests attended the Groundbreaking on January 22, taking advantage of a fortunate break in the weather! Chair Viramontes spoke on behalf of the Authority, and Commissioner Worth was the Mistress of Ceremonies. Congressman Garamendi, Senator DeSaulnier and Assemblywoman Skinner also made comments. Commissioners Frazier, Glover, Metcalf, Pierce and Taylor also attended.

CALCOG Meeting, Sacramento: *January 25, 2010*

Arielle Bourgart attended the monthly CALCOG meeting. This particular group has recently amended its by-laws to provide a voting delegate position for member agencies such as the Authority. The Authority may appoint a representative and an alternate.

CMA Executive Directors Meeting: *January 29, 2010*

Along with the other CMA Directors, I attended our quarterly meeting with MTC Executive Director Steve Heminger on January 29. Topics included improving communication between MTC staff and the CMAs, a discussion of the status of HOT lane legislation as well as the upcoming transit sustainability study.

Contra Costa Council Transportation Committee: *February 2, 2010*

Arielle Bourgart and I attended the Contra Council's Transportation Committee meeting on February 2. The primary agenda item was a presentation by Contra Costa County Director of Public Works, Julie Bueren, on the status of County's local road system.

Bid Opening for the Route 4 Loveridge Road Interchange Project: *February 10, 2010*

Caltrans opened 12 bids on this major interchange reconstruction project, reflecting the current very competitive construction bidding climate. The apparent low bid of approximately \$65 million is 29% below the engineer's estimate, which is very good news for the corridor improvements. Authority staff has managed the design of the project, and our consultant construction management team will provide assistance to Caltrans during the construction phase.

Contra Costa Transit Operators Meeting: *February 11, 2010*

Peter Engel joined MTC representatives Worth and Glover in a meeting with Contra Costa transit operators to explore how best to participate and influence MTC's transit sustainability study. Because a transit consolidation/restructuring recommendation is one potential outcome, effective representation of Contra Costa operators is important.

Executive Director Recruitment: The recruitment is well underway. With the assistance of the Roberts Consulting Group, the Authority's *ad-hoc* committee has identified a short list of candidates to be interviewed by the entire Board at a Special Meeting set for Wednesday March 3, 2010.



CONTRA COSTA
**transportation
 authority**

**SUMMARY MINUTES
 January 20, 2010**

- Commissioners Present:** Janet Abelson, Ed Balico, Susan Bonilla, David Durant, Jim Frazier, Federal Glover, Mike Metcalf, Julie Pierce, Robert Taylor, Maria Viramontes
- Commissioners Absent:** Newell Arnerich
- Alternates Present:** Dave Hudson for Newell Arnerich
- Ex-Officios Present:** Joel Keller, Bob Simmons, Amy Worth
- Staff Present:** Paul Maxwell, Brad Beck, Martin Engelmann, Amin AbuAmara, Arielle Bourgart, Randall Carlton, Erick Cheung, Peter Engel, Jack Hall, Matt Kelly, Susan Miller, Hisham Noeimi, Stan Taylor (Authority Counsel), Diane Bodon for Danice Rosenbohm (Executive Secretary)

A. CONVENING MEETING: Chair Viramontes convened the meeting at 6:05p.m, announcing that the Authority meeting would reconvene following a Closed Session conference with Authority Counsel regarding anticipated litigation. The meeting reconvened following the Closed Session at 6:55p.m.

Chair Viramontes welcomed Jim Frazier, who had recently been appointed to the Authority by TRANSPLAN as Commissioner, to fulfill the remainder of Michael Kee's term.

B. PLEDGE OF ALLEGIANCE

C. REPORT FROM CLOSED SESSION

Paul Maxwell, Interim Executive Director stated that the Board had directed Authority Counsel to prepare a letter of response to the questions raised by Save Mount Diablo.

D. PUBLIC COMMENT: There were no public comments on items not on the agenda.

E. APPROVAL OF MINUTES: Authority Meeting Minutes of December 16, 2009.

ACTION: Commissioner Abelson moved to approve the Authority Minutes of December 16, 2009, seconded by Commissioner Balico. The motion passed unanimously, 11-0.

F. CONSENT CALENDAR: Consent Items recommended by the following committees:

ACTION: Commissioner Abelson moved to approve the Consent Calendar, seconded by Commissioner Glover. The motion passed unanimously, 11-0.

2.A Administration & Projects Committee: (Because the Administration and Projects Committee did not meet in January (as noted by *Commissioner Pierce*), the following items were forwarded directly to the Authority.)

2.A.1 Monthly Project Status Report.

2.A.2 Monthly Accounts Payable Invoice Report for November 2009. This report also includes the summary of payroll and benefits costs by organizational unit.

2.A.3 Monthly Investment Report for November 2009. The Authority's Investment Policy requires this report.

2.A.4 Modifications to Existing Resolutions. Consistent with Authority policy, appropriation resolutions may be modified to extend their expiration date or reflect actual construction bid amounts, or be terminated if the activity that was funded has been completed. Recommended changes are summarized.

2.A.5 Quarterly Sales Tax Revenues and Investments Report for the Quarter Ended December 31, 2009. This is presented in accordance with regulations and the Authority's Investment Policy, which requires that the Chief Financial Officer provide an analysis of the Authority's portfolio including composition, credit quality, maturity distribution, and an analysis of sales tax revenues.

2.A.6 Amendment No. 5 to Contract No. 243 with Endsight for the Continuation of Information Technology Services. In November 2007 the Authority awarded a contract with Endsight as an outsourcing solution to support the Authority's network servers, desktop computers, laptops, firewall, backup and disaster recovery systems. The contract is a fixed unit price contract, based on the number of network servers, desktop computers and backup volume stored by Endsight. The proposed Amendment No. 5 is the third year renewal of a three year contract. There are no changes to the pricing structure or rates from the original contract

2.A.7 Bay Area Rapid Transit (BART) Request for Appropriation of Funds for Station Access Improvements. BART is requesting four appropriations for a total of \$5,507,000 for Design and Construction of Wayfinding Systems and Bicycle Storage Facilities at four Central County and three West County BART stations. Resolutions No. 10-2-P; 10-3-P; 10-4-P; 10-5-P

2.B Planning Committee:

2.B.1 Approval to Distribute the Final Measure C and Initial Measure J Calendar Year (CY) 2008 & 2009 Growth Management Program (GMP) Compliance Checklist for Allocation of Fiscal Year (FY) 2009-10 and 2010-11 Local Street Maintenance and Improvement Funds. Staff has prepared the final Measure C and Initial Measure J CY 2008 & 2009 GMP Checklist for release to local jurisdictions in January 2010. Jurisdictions will have until June 30, 2011 to submit the checklist, which covers payment of Measure C Local Street Maintenance and Improvement (LSM) Funds for FY 2009-10 and FY 2010-11 available after July 1, 2011.

End of Consent Calendar

3.0 MAJOR DISCUSSION ITEMS: None

4.0 REGULAR AGENDA ITEMS:

4.A Administration & Projects Committee:

4.A.8 Legislation. Action may be taken on any item listed or on any legislation pertaining to the Authority's legislative program.

STAFF REPORT:

Arielle Bourgart, Director of Government and Community Relations, stated that the Governor's proposed 2010-11 Budget included spending reductions and other measures intended to replenish the General Fund, including a proposed shift in the funds directed to transportation. She explained that the proposal would also eliminate the State sales tax on gasoline that currently funds the STIP, local streets and roads, and the Public Transportation Account, eliminate state sales tax on diesel fuel that currently funds public transit, and also the State sales tax on a portion of the excise tax on gasoline that also funds transit.

To partially offset the loss of funds, Ms. Bourgart said that an excise tax increase of 10.8 cents per gallon would generate approximately \$1.9 billion, reducing the Prop 98 guarantee by approximately \$800 million, representing a General Fund savings of approximately \$1.8 billion.

Ms. Bourgart highlighted the impacts of the "swap" on transportation funds, explaining that the sales tax on gasoline and diesel fuel, the sales tax on a portion of the existing excise tax and the "spillover" would all go away. She also noted that the ¼ cent Transportation Development Act sales tax would remain.

Ms. Bourgart stated that while Article XIX provided some protection that the excise taxes would have to be used for transportation, they still could be borrowed to backfill the General Fund, at no interest, and without limitation on the timing or number of times the borrowing could take place. She also noted that excise tax revenues could not be used for transit operations or rolling stock.

Ms. Bourgart said that staff would continue to work with transit associations, transit agencies, and State legislators toward developing a better solution that would still bring budget relief.

Ms. Bourgart stated that on December 16th the House of Representatives passed a Jobs for Main Street Act, also known as STIM-2, providing \$48 billion in new infrastructure funding, of which \$37.3 billion would be for transportation projects. She said that although funding levels and the general provisions of the bill were comparable to last year's stimulus legislation, the bill was expected to go through significant changes in the Senate.

She also stated that MTC had begun to develop a policy framework and a programming proposal, and that the Bay Area CMAAs had been asked to prepare prioritized lists of local streets and roads projects for submittal using the funding levels made available in the last stimulus bill, and a list of bicycle and pedestrian projects should the final bill contain funding for those types of projects. Proposed projects should have NEPA clearance or be exempt, and would need to be implemented quickly, with project sponsors ready to enter into contracts for 50% of the funds within 90 days and the remainder within one year.

Paul Maxwell noted that the Authority's preliminary list had been submitted to MTC and that it would be reviewed by the Technical Coordinating Committee (TCC) on January 21st, and submitted to the Administration and Projects Committee (APC) for approval in February.

Ms. Bourgart also mentioned that AB 744 – the HOT Lanes Bill – on which the Authority had taken a support position, was on hold due to issues that needed to be sorted out with labor and the environmental community. She said that Authority staff would be meeting with the Authority's MTC representatives regarding the impacts of AB 744 on the Authority, and that the APC would be updated.

Ms. Bourgart stated that SB 83, which would allow the Authority, as the Congestion Management Agency, to place a measure on Contra Costa County's ballot authorizing a vehicle registration fee of up

to \$10 for transportation-related congestion relief and environmental mitigation projects and programs, would also be discussed at an upcoming APC meeting. She noted that Alameda and San Francisco Counties had engaged the services of consultants and a polling firm to assist in the development of expenditure plans for potential November ballot measures.

Commissioner Pierce said that SB 83 would be discussed by the League of California Cities meeting of January 21st, noting that the legislative analyst's review of the proposed legislation was well written.

4.B. Planning Committee:

4.B.2 The Authority's Measure J Urban Limit Line Requirement: Policy Response to Questions Raised by Save Mount Diablo. In its letter of November 12, 2009 to the Authority, *Save Mount Diablo* raised three questions regarding local jurisdiction compliance with the Measure J Urban Limit Line (ULL) requirement: 1) Is a discretionary act by a jurisdiction to approve or serve a development outside of the urban limit line that requires urban services such as water and sewer, a violation of the urban limit line and of Measure J? 2) Is this project (*the proposed "New Farm" development in the Tassajara Valley*), requiring urban services, a violation of the urban limit line and of Measure J? and 3) Is a Sphere of Influence expansion outside of an urban limit line, a violation of the urban limit line and of Measure J?

Save Mount Diablo requested clarification regarding the specific circumstances outlined above. However, the request raises broader issues concerning compliance that warrant a more comprehensive discussion of the intent of the ULL requirement, and the scope and nature of the Authority's policies and procedures for assessing a local jurisdiction's eligibility for Measure J funding. The Authority may need to further refine and clarify its ULL assessment process and criteria in order to carry out the intent of Measure J.

ACTION: *Commissioner Pierce* moved to defer action on the consideration of additional ULL processes and criteria until the full Measure J GMP Implementation Documents were brought before the Planning Committee in Spring 2010, seconded by *Commissioner Glover*. The motion passed unanimously, 11-0.

STAFF REPORT:

Martin Engelmann, Deputy Executive Director for Planning, stated that staff had received a letter from *Save Mount Diablo*, which raised three questions regarding the Urban Limit Line as outlined in the staff report on page 4.B.2-1, discussed by the Planning Committee on February 3rd. Mr. Engelmann stated that staff was developing policies and procedures for evaluating the Measure J requirements in the *Implementation Guide*, which would be presented to the Authority as soon as the General Plan Amendment Review Procedures were finalized.

Mr. Engelmann stated that the Planning Committee considered a response to *Save Mount Diablo's* letter, and recommended that, due to limited information, the Authority respond at this time only to question #3, that under the Measure J Growth Management Program changes to sphere of influence do not have any impact on compliance with the Measure J Growth Management Program.

Commissioner Durant stated that based on the language of the Measure, a sphere of influence did not convey the kind of rights that an annexation would.

Ron Brown, Executive Director of *Save Mount Diablo*, stated that he had participated on the Expenditure Plan Advisory Committee during the reauthorization of Measure C, working diligently to craft key elements for an effective Growth Management Program, which included the requirement of a voter-approved Urban Limit Line (ULL) for each jurisdiction. He said that the ULL was intended as a growth management tool, to help direct where and how the county would grow in future years.

Mr. Brown noted that Save Mount Diablo endorsed Measure J, and assured the public that growth management would be a part of the Measure. He said that the New Farm project appeared to be urban development, taking place outside the Urban Limit Line. Mr. Brown said that the purpose of the letter was to gain a better understanding of whether there were well defined policies, criteria and standards by which a development could be judged, and to determine whether expansion outside the ULL would jeopardize a jurisdiction's Return to Source funding.

Mr. Brown said that Save Mount Diablo would be willing to assist the Authority in better defining Measure J policies and standards in a way that remained faithful to the original intent of the Urban Limit Line requirement that was put into Measure J, and that he looked forward to the response from the Authority.

Chair Viramontes thanked Mr. Brown for his comments. She said that the Authority's goal was to direct the Planning Committee to develop policies and standards for the Growth Management Implementation Documents that would meet challenges like those raised in Save Mount Diablo's letter.

Commissioner Pierce also thanked Mr. Brown, and said it was important not to address one project at this time but instead focus on completing the Implementation Procedures in a comprehensive manner.

Martin Engelmann clarified that the direction was to defer action on the consideration of additional ULL processes and criteria until the full Measure J GMP Implementation Documents were brought back to the Planning Committee for consideration in the spring.

- 4.B.3 SB 375 Implementation: Acceptance "In concept" of Proposed Scope of Work, Update on Guiding Principles, and Appointments to the Joint Policy Committee CEO and Working Group Committees:** Authority staff has worked jointly with staff from MTC/ABAG, and the Contra Costa Planning Directors, to develop an implementation plan for SB 375, which requires development of a Sustainable Communities Strategy (SCS) by 2013, for incorporation into the next Regional Transportation Plan (RTP). Staff seeks the Authority's input on the following three items: 1) Proposed Scope of Work for consultant support; 2) Update on the Guiding Principles; 3) Appointment to the JPC CEO Working Group Committees.

ACTION: *Alternate Hudson* moved "in concept" approval of the proposed Scope of Work for SB 375, acceptance of the status report on the development of the Guiding Principles, and approved the appointments to the JPC CEO and Working Group Committees, seconded by *Commissioner Abelson*. The motion passed unanimously 11-0.

STAFF REPORT:

Martin Engelmann, Deputy Executive Director for Planning, stated that staff had been working to address the challenges of SB 375 to develop a Sustainable Communities Strategy (SCS) for incorporation into the 2013 Regional Transportation Plan (RTP). He said that staff was seeking Authority approval of the following three items: 1) Proposed Scope of Work for consultant support; 2) Update on the Guiding Principles; and 3) Appointments to the JPC/CEO and Working Group Committees.

Mr. Engelmann explained that the initial scope of work would be fulfilled under the Authority's existing ongoing planning services contract with Dhyett and Bhatia, but that additional consultant resources could be requested after scope, schedule and budget were further assessed.

Martin Engelmann said that the Authority had directed staff develop Guiding Principles in November, and that the draft Guiding Principles had been thoroughly reviewed by the Planning Directors in January. He stated that the draft Guiding Principles were scheduled to be brought back to the Planning

Committee and full Authority Board in February, and that they would reflect the extensive feedback received from the Planning Directors.

Mr. Engelmann stated that the Authority had received a letter from the American Lung Association dated January 19th (distributed as a meeting handout) suggesting additions to the Guiding Principles, which would be reviewed by the Technical Coordinating Committee in January and the Planning Committee in February.

Mr. Engelmann referenced the updated staff report on Item 4.B.3 that was distributed as a meeting handout, updated to reflect *three* appointments to the JPC CEO as recommended at the January 14th Public Managers Association meeting, in addition to the appointments of Martin Engelmann to the SCS Working Group and Paul Maxwell to the JPC CEO Committee recommended by the Planning Committee. Mr. Engelmann explained that the three appointed City Managers would coordinate on a rotation for representation on the JPC CEO.

Alternate Hudson noted that West County was not represented by the three City Managers appointed to the JPC CEO.

Chair Viramontes noted the correlation of Guiding Principles to the issues discussed in the previous agenda item related to the Growth Management Program.

Commissioner Pierce requested that Martin Engelmann provide a copy of the attendance log from the Planning Directors meeting to assess jurisdiction participation. She also asked Mr. Engelmann to outline the plan for integration with the ABAG process. Mr. Engelmann responded that the CMAs, Planning Directors, ABAG, and MTC staff planned to work together very closely to ensure consensus on the process. He said that more information would be provided in March.

- 4.B.4 Receive Final Report on the I-680 HOV/Express Bus Access Study.** Regional Measure 2 (RM-2) set aside \$15 million for HOV improvements on I-680 in central Contra Costa, with up to one million of the funds to be used to develop options and recommendations for providing Express Bus service on the I-680 HOV lane south of the Benicia-Martinez Bridge to connect to BART. The I-680 HOV/Express Bus Access Study has been completed by the CH2M Hill consultant team. In October 2009, the study was accepted by CCCTA (County Connection), the designated study lead agency in the RM-2 legislation. The Authority is required by the RM2 Legislation (SB 916) to adopt the study's preferred alternative for future funding of the remaining RM-2 funds (\$14.3 million). The study recommends the Southbound I-680 HOV lane gap closure project between N. Main and Livorna Road for funding by the remaining RM2 funds. **Resolution No. 10-01-G**

ACTION: *Commissioner Pierce* moved to accept the I-680 HOV/Express Bus Access Study report and study recommendations, and to approve Resolution No. 10-01-G selecting I-680 Southbound HOV Gap Closure Project from North Main to Lovorna Road as the preferred alternative for available RM2 funding, seconded by *Commissioner Durant*. The motion passed unanimously 11-0.

STAFF REPORT:

Martin Engelmann stated that Regional Measure 2 (RM-2) set aside \$15 million for HOV improvements on I-680 in central Contra Costa County, with up to one million of the funds to be used to develop options and recommendations for providing Express Bus Service and HOV access on the I-680 HOV lane south of the Benicia-Martinez Bridge to BART in Central County.

He said that CH2M Hill had been retained to conduct the I-680 HOV/Express Bus Access Study, and that the study had been completed on schedule and under budget. Mr. Engelmann introduced Deborah

Dagang, Project Manager from CH2M Hill, who provided a brief presentation on the I-680 HOV/Gap Closure Study.

5.0. CORRESPONDENCE AND COMMUNICATIONS

5.1. 511 Contra Costa Press Release Dated December 29, 2009 RE: Safe Routes to School Grant.

6.0. ASSOCIATED COMMITTEE REPORTS

- 6.1 Central County (TRANSPAC): *Report of December 10, 2009 (Attachment)*
- 6.2 East County (TRANSPLAN): *Report of January 14, 2010 (Meeting Handout if Available)*
- 6.3 Southwest County (SWAT): *Report of December 7, 2009 (Attachment)*
(Meeting of January 4th Canceled – Next Meeting February 1, 2010)
- 6.4 West County (WCCTAC): *(Next Meeting January 31, 2010)*
- 6.5 Conference of Mayors (COM):
- 6.6 Contra Costa County (COUNTY)
- 6.7 CCTA Citizen Advisory Committee (CAC)

7.0. COMMISSIONER AND STAFF COMMENTS

7.1 Chair's Comments and Reports

Chair Viramontes thanked Paul Maxwell and Authority staff for their help in coordinating Congressman Garamendi's visit on January 7th.

Chair Viramontes also thanked Gray-Bowen and *Amy Worth* for hosting the Caldecott luncheon earlier in the day, and noted that the Caldecott Groundbreaking had been moved to Friday, January 22nd.

7.2 Commissioners' Comments and Reports

Commissioner Pierce said that she was impressed by Congressman Garamendi's interest and enthusiasm about Contra Costa's transportation issues, and that she looked forward to working with him.

7.3 Executive Director Report and Staff Comments

Paul Maxwell acknowledged *Commissioner Taylor* for his help in coordinating Congressman Garamendi's tour of East County, as well as *Commissioner Pierce* and *Representative Worth* for participating in the roundtable discussion.

Mr. Maxwell mentioned that he and Susan Miller, Director of Projects, had met with Congressman Garamendi's staff while in Washington D.C. for a conference they both had attended.

Mr. Maxwell noted that his monthly report was included in the packet and updated the Authority on the activities related to the Executive Director recruitment process.

8.0. CALENDAR: February/March/April 2010

Paul Maxwell reminded the Authority that he would not be available for the March Authority meeting, scheduled for March 17th. It was decided that the March meeting date would be reassessed at the February Authority meeting.

9.0 ADJOURNMENT: to Wednesday, February 17th at 6:00 p.m.

Chair Viramontes adjourned the meeting at 8:00 p.m.

| | |
|-------------------------------|---|
| Subject | Discussion of the City of Pittsburg’s Proposal to Withdraw from the East Contra Costa Regional Fee & Financing Authority (ECCRFFA). |
| Summary of Issues | The City of Pittsburg proposes to withdraw from the East Contra Costa Regional Fee and Financing Authority, unless fee revenues collected in the City of Pittsburg are redirected toward projects that are located within the City, specifically the James Donlon Boulevard Extension project (formerly the Buchanan Road Bypass). The Measure J Growth Management Program (GMP) requires that each local jurisdiction participate in both a local and a regional mitigation program to ensure that new growth pays its share of the costs associated with that growth. |
| Recommendations | Receive the staff report, and provide direction to staff regarding any further action at this time. |
| Financial Implications | The City of Pittsburg is programmed to receive approximately \$700,000 in 18 percent Local Street Maintenance and Improvement (LSM) funds in Fiscal 2009-10, subject to Authority approval of the City’s Calendar Year 2008 & 2009 GMP Compliance Checklist. |
| Options | <ul style="list-style-type: none"> A. Receive and file staff report B. Notify the City of Pittsburg regarding the implication of withdrawing from ECCRFFA with regard to GMP compliance |
| Attachments | <ul style="list-style-type: none"> A. Article from the Contra Costa Times: “Pittsburg at crossroads with Regional Transportation Group over Funds,” February 12, 2010 B. ECCRFFA Fee Schedule, Effective Jan. 1, 2010 |
| Changes from Committee | |

BACKGROUND

ECCRFFA and ECTIA

In August 1994, the local jurisdictions of East County (Pittsburg, Antioch, Brentwood, and Contra Costa County) entered into a Joint Exercise of Powers Agreement (JEPA) that established a uniform regional development fee program within East County to finance transportation projects that included the widening of the SR-4 freeway, construction of the James Donlon Extension (formerly the Buchanan Bypass), and completion of the SR-4 Bypass (formerly the Delta Expressway).

The estimated total cost of the projects as stated in the ECCRFFA JEPA was \$403 million (1994 \$), of which \$189 million was to be funded through the regional fee. Upon inception of the JEPA, the regional fee was set at \$1,730/Dwelling Unit. The JEPA included a schedule that graduated up the fee amount to \$4,475/Dwelling Unit by July 1997.

In October 1999, following the incorporation of the City of Oakley, the ECCRFFA JEPAs were amended to include the City of Oakley as party to the agreement. Shortly thereafter, in 2001, another joint powers agency was created. Called the East County Transportation Improvement Authority (ECTIA) JEPAs, it included Antioch, Brentwood, Oakley, and the County, but did not include the City of Pittsburg.

In July 2005, the activities of ECCRFFA and ECTIA were consolidated by having ECCRFFA take over the uniform regional development fee program, and by terminating ECTIA and the ECTIA agreement. Today, the member agencies of ECCRFFA include all of the east county jurisdictions (Pittsburg, Antioch, Oakley, Brentwood, and the County), the fee for a single family home is currently set at \$17,795 per dwelling unit (see Attachment B), and gross fee revenues since inception are in excess of \$200 million [Measure C Regional Transportation Mitigation Program, Summary Status Report, February 2008].

The Measure J Growth Management Program

Measure J includes a growth management program that allocates 18 percent of annual sales tax revenues to local jurisdictions that demonstrate compliance with the Growth Management Program (GMP). The GMP as described in the Measure J Expenditure Plan, includes seven categories for compliance. Two of those components are particularly relevant to the East County regional transportation mitigation program:

2. Adopt a Development Mitigation Program: This component includes the provision that ‘each jurisdiction must adopt, or maintain in place, a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth. This program shall consist of both a local program to mitigate impacts on local streets and other facilities, and a regional program to fund regional and subregional transportation projects,...’
4. Participate in an ongoing cooperative, multi-jurisdictional planning process: ‘...to manage the impacts of growth.’

Policies and procedures specifying how a local jurisdiction is to fulfill the above requirements are elaborated upon in the Authority’s Growth Management “Implementation Documents.” The Authority reviews each jurisdiction’s participation in the GMP through a biennial “compliance checklist” which the local jurisdiction submits to demonstrate its compliance. Jurisdictions found in compliance with the GMP receive a share of the 18 percent local street maintenance and improvement funds, and become eligible to receive 5 percent funds for Transportation for Livable Communities.

Actions Taken by the City of Pittsburg

During the past year, the City of Pittsburg has taken the following series of actions to request that ECCRFFA exclusively program fees that are collected by the City towards projects that are located within the City:

- The City of Pittsburg notified ECCRFFA that the City was considering withdrawing from ECCRFFA if funding for the James Donlon Boulevard Extension was not authorized in the next five years [letter dated April 30, 2009].
- The City of Pittsburg submitted a proposal to ECCRFFA requesting that all fees collected in Pittsburg stay within Pittsburg, for allocation to projects located within the City’s limits, but not including the SR-4 freeway widening project. Projects specifically mentioned in the letter are as follows [letter dated October 2, 2009]:

- The James Donlon Boulevard Extension Project (formerly the Buchanan Road Bypass)
 - The Pittsburg-Antioch Highway
 - California Avenue
 - Willow Pass Road
 - West Leland Road; and
 - Commuter Rail (e-BART – including the Railroad Avenue Station)
- According to ECCRFFA staff, the City of Pittsburg stopped forwarding proceeds of fees collected since the end of July 2009, and the amount of the withheld fees has not been reported [letter from ECCRFFA staff to City staff, January 14, 2010].
 - The City requested that ECCRFFA adopt a resolution that would re-direct all ECCRFFA fees collected by the City exclusively to projects located within the City (as listed above), and further indicated that if ECCRFFA did not adopt the proposed resolution or otherwise respond favorably to the City's request, that the City would begin the procedures to withdraw from ECCRFFA [letter dated January 29, 2010].

Response from ECCRFFA

At its meeting of February 11, 2010, the ECCRFFA Board discussed the City of Pittsburg's request that ECCRFFA obligate all fees collected by the City exclusively to the City. ECCRFFA staff raises the following issues in their report to the Board:

- Complying with the City's request to have the James Donlon Boulevard Extension Project as the first and highest priority project could negatively affect the delivery of ECCRFFA's highest priority projects – the SR 4 East Freeway Widening, the SR 4 Bypass, and e-BART.
- The City's action to withhold ECCRFFA fees since July 2009 is in conflict with the ECCRFFA JEPA, which requires that all members of ECCRFFA forward fee proceeds on a monthly basis to the designated ECCRFFA fiscal agent (in this case, the County of Contra Costa Public Works Department).

A specific response from ECCRFFA to the City regarding its request is expected in the near future.

Implications for Compliance with the Measure J GMP

If Pittsburg were to withdraw from ECCRFFA, its compliance with the above-mentioned provisions of the Measure J GMP would be brought into question. If it no longer participates in ECCRFFA, Pittsburg would have to replace the collection of the ECCRFA fee with another program that is judged by the Authority to satisfy the requirements for a regional development mitigation program. Currently, three of the four sub-regions of Contra Costa – East, Southwest, and West – have sub-regional uniform fee programs. Central County has adopted a "Subregional Transportation Mitigation Program (STMP)" that applies to its jurisdictions, where impacts of new developments are handled on a case-by-case basis under cooperatively set rules.

If Pittsburg were to withdraw from ECCRFFA during 2010, staff would recommend to the Authority that it monitor and review the issue well in advance of the next applicable checklist submittal. The Checklist for the current reporting period (CY 2010 & 2011) will be issued in January 2012. Rather than wait until the checklist submittal, which would occur after January 2012, staff would want to inform the Authority

as early as possible of any significant compliance issues, and give the involved parties time for discussion and possible corrective actions.

CONTRA COSTA TIMES

ContraCostaTimes.com

ATTACHMENT A

Pittsburg at crossroads with regional transportation group over funds

By Paul Burgarino
Contra Costa Times

Posted: 02/17/2010 02:19:17 PM PST

Updated: 02/17/2010 02:19:18 PM PST

Pittsburg says it will withdraw from a regional transportation fee-collection agency unless its contributions are spent on projects involving the city.

This week, the East Contra Costa Regional Fee and Financing Authority board postponed a decision on Pittsburg's request to dedicate fees collected by the city to road projects there — namely the extension of James Donlon Boulevard.

Agency staff was directed to try to hash out differences with Pittsburg. The request will again be considered at a March 11 meeting.

Pittsburg leaders say regional road projects that would affect their city have not received a proportionate amount of funding.

"There seems to be this attitude on this board like we're fourth-class citizens," board member and Pittsburg Councilman Will Casey said at Thursday's meeting.

Pittsburg joined the group when it was created in 1994 in part to fund the James Donlon extension, a

planned expressway through the hills of undeveloped land south of Pittsburg. That project aims to give East Contra Costa commuters an alternate route while taking thousands of cars off city streets like Buchanan Road.

In April, Pittsburg notified the agency it was considering withdrawing if funding was not put toward the project. It has withheld monthly fees from the group since July while waiting for a formal response — an action that violates the joint powers agreement.

Board member Brian Kalinowski said during the meeting that he found Pittsburg's decision to "defer to an aggressive action" to be "troubling" and "showing a lack of genuine desire."

Board Vice Chairman Federal Glover, a county supervisor, asked whether Pittsburg had drawn "a line in the sand" in sending a terse letter to the agency on Jan. 29 or whether the issues could be negotiated.

"This is an act of frustration, pure and simple," said Casey, adding that leaders on the board for years have shown "absolutely no concern" for Pittsburg.

"We've been waiting for 17 years for something and put in millions of dollars," he said. "Enough's enough,"

Kalinowski, an Antioch councilman, said he supported the James Donlon extension and wanted to resolve the issues, but given the dismal economy it "doesn't mean we can solve them in a New York minute."

Pittsburg's City Council will discuss the issue during a meeting later this month.

CONTRA COSTA TIMES

ContraCostaTimes.com

Pittsburg has put close to \$16 million into the collection agency since its creation. About \$2 million has gone toward widening Highway 4 from Railroad Avenue to Loveridge Road, while \$775,000 was put into James Donlon for environmental review.

Regardless of whether Pittsburg stays in ECCRFFA, city leaders say they will remain committed to building the James Donlon extension and other road projects that benefit the region.

Agreeing to Pittsburg's request could have a negative effect on widening Highway 4 and BART's extension into the region, project manager Dale Dennis said in a staff report.

Before the topic was discussed, the ECCRFFA board met in closed session for close to an hour to discuss potential litigation. Casey stood outside the meeting room for most of that time and said board members were discussing the Pittsburg matter.

Contact Paul Bugarino at 925-779-7164. Follow him at [Twitter.com/pittsburgarino](https://twitter.com/pittsburgarino).

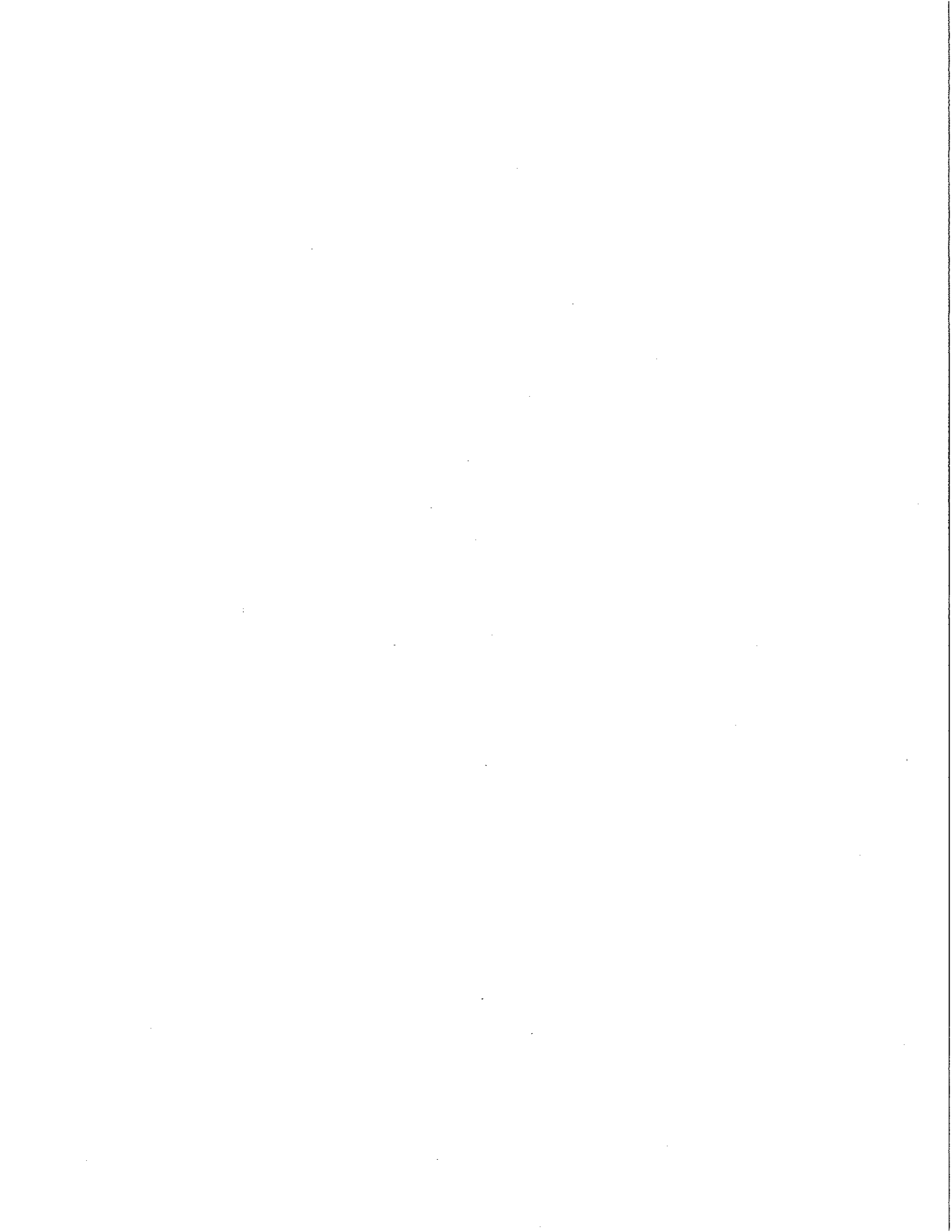
**EAST CONTRA COSTA REGIONAL FEE AND FINANCING AUTHORITY
ANNUAL ADJUSTMENT OF FEES**

| | |
|---|---------------|
| Annual adjustment of fees per construction cost index in Engineering News Record: | -1.40% |
|---|---------------|

All member agencies

| ECCRFFA - RTDIM fee | Current Fee | Index | New Fee* (Effective January 1, 2010) |
|----------------------------|--------------------|--------------|---|
| Single Family Residential | 18,048 | -1.40% | 17,795 |
| Multi Family Residential | 11,079 | -1.40% | 10,924 |
| Commercial | 1.51 | -1.40% | 1.49 |
| Office | 1.32 | -1.40% | 1.31 |
| Industrial | 1.32 | -1.40% | 1.31 |
| Other | 18,048 | -1.40% | 17,795 |

* 1 % Administration Charge Allowed for RTDIM fee administration



Bicycle Road Safety Training to be held in Pleasant Hill. 511 Contra Costa is soliciting applicants for a two-day League of American Bicyclists "Traffic Skills 101" course that will be held at the Pleasant Hill City Hall April 17th and April 18th. The class is limited to 15 applicants who will be selected on the basis of existing beginner to novice skill level, willingness to commute by bicycle (and transit) instead of by car, and commitment to complete the two-day training course. Applications and information on the program are available online at 511contracosta.org.

Bike to Work Day, May 13, 2010. 511 Contra Costa is the coordinator for BTWD public outreach, events and energizer station support in Contra Costa. Staff has received commitments from all 33 energizer station hosts from 2009 to participate again in 2010, as well as three new additional bike shops to host energizer stations this year. In the TRANSPAC region volunteers from the City of Walnut Creek staff and Bicycle Advisory Committee, three bike shops, Bank of America in Concord, County Connection, Renaissance Club Sport, DVC, Central Sanitation, Parkmead neighborhood group, Grafika Design Studio, Whole Foods Market, have all committed to host energizer stations on Bike to Work Day.

Staff met with Assemblymember Skinner. As result of the electric charging station unveiling in December, Assemblymember Skinner's District Director asked to meet with 511 Contra Costa to brainstorm electric plug-in vehicle charging stations and car sharing ideas for mixed city fleet vehicle use during the day and public use at night.

TLC, Block Grants, Reformulated Gasoline Settlement Fund Grants. Staff is looking at various grant opportunities for the purpose of delivering special demonstration projects that reduce vehicle miles traveled (VMT).

Earth Day is April 17th. 511 Contra Costa will be attending two Earth Day events; one at the John Muir Celebration at the John Muir Historical site in Martinez and one hosted by County Connection at Civic Park in Walnut Creek to showcase their new hybrid buses.

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Ste. 360, Pleasant Hill, California 94523 (925) 969-0841

Mr. Martin Engelmann
Deputy Executive Director, Planning
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, California 94523

February 24, 2010

Dear Mr. Engelmann:

TRANSPAC and its Technical Advisory Committee have received presentations on the Corridor System Management Plans (CSMPs) developed for SR 4 and SR 24 on January 28, 2010 and February 11, 2010 respectively.

TRANSPAC understands that the CTC required Caltrans to develop CSMPs for highway corridors containing projects receiving CMIA funds. The main objectives of these investments, which are part of the Governor's Strategic Growth Plan, are to decrease congestion, improve safety and travel times, and accommodate future growth in the population and economy. MTC's Regional Transportation Plan (T-2035) strategy, known as the Freeway Performance Initiative (FPI), seeks to develop a roadmap for selection of the best projects and operational strategies for major freeway corridors in the Bay Area, based on performance and cost-effectiveness.

We appreciate that MTC and its consultant PBS&J have been working in tandem with the Caltrans CSMP effort on SR4 and SR24 to develop a prioritized list of system management strategies and associated projects for these two corridors.

Comments from TRANSPAC:

- The CSMP should address merge issues on EB SR 4 to SB-680. This should include a review of accident data in this location (not included in the CSMP).
- The focus on ramp metering throughout both the SR 4 and SR 24 corridors was noted. While ramp metering is in the Central County Action Plan, TRANSPAC remains concerned about operational balance and the possible impact of ramp metering on local streets. Total trip time must be analyzed and freeway travel time savings must not be generated at the expense of local streets. TRANSPAC expects that these issues will be examined by its technical staff, which is expected to participate in the Working Group to be convened by Caltrans to discuss how ramp metering might be operated.
- The CSMP should assess the impact of the plans for eBART station parking (e.g., reserved for eBART patrons only or available for general carpool formation and/or bus patrons).
- In the SR 24 corridor, TRANSPAC is very interested in the possibility of additional upstream BART parking, as noted in the "Other Congestion Mitigation Strategy" category. Please note that during the I-680 Express Bus HOV Access Study, the idea of expanded capacity through a new BART train control system was mentioned. Certainly this is a costly idea, but may, given advancements in technology, be a viable option at some point.
- Based on study information, TRANSPAC supports an assessment of additional carpool parking at the

Lafayette BART station and the establishment of carpool parking at the Orinda BART station, in addition to other access mechanisms (e.g., direct freeway connectors into stations, shuttles, remote lots, etc.).

- TRANSPAC appreciates the many issues associated with the provision of additional parking at BART stations, including BART's interest in using its property for development, rather than parking. Given BART's major role in the movement of people to and from East County through Central County and Lamorinda to and from points west, TRANSPAC suggests that the CSMP should include an in-depth analysis of the role of parking, access to BART stations (including direct access from freeways), and access for feeder transit systems to determine the most effective investment(s) for maximizing the throughput in these corridors. Assuming that casual carpooling survives the toll increase, its role and institutionalization in the menu of access options should be assessed.

TRANSPAC suggests that the possibility of relaxed height limitations at some stations may allow for the development of additional structured parking. In addition, the anticipated increase in BART train capacity that will result from the Pleasant Hill crossover project must be carefully analyzed. It is possible that the increased capacity could be used by the anticipated increased ridership from eastern Contra Costa.

- TRANSPAC remains very skeptical of the utility of HOT lanes in increasing "people throughput" in any freeway corridor, including the SR 4 and SR 24 corridors. We hope that MTC understands that Central Contra Costa, like Southwestern and Western Contra Costa, is a "through" corridor and the movement of people is more important to TRANSPAC than using HOV capacity as a revenue generator for funds to be allocated by MTC.
- Understanding the possible adverse impact of funding constraints and legislative actions, TRANSPAC suggests that future studies jointly examine freeway and transit opportunities and constraints. Such an approach should identify the best and most cost-effective freeway capacity improvements, operational strategies, and transit projects for Bay Area commute corridors.

Please extend our thanks to the CSMP team for a job well done. It isn't easy to bring a large and diverse group of stakeholders together to develop strategies for maximizing the performance of the transportation network. And, your task was particularly difficult given the assumption of no major capacity improvements.

Sincerely,



Cindy Silva
Chair

cc: TRANSPAC Representatives
TRANSPAC TAC
Paul Maxwell, CCTA Interim Executive Director
Albert Yee, Danielle Stanislaus, MTC
Cesar Pujol, Kate Benouar, Caltrans
Tom Biggs, PBS&J

CSMP comments TRS 2 11 10 final



SWAT

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

February 18, 2010

Paul F. Maxwell, Interim Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

RE: SWAT Meeting Summary Report for February 2010

Dear Mr. Maxwell:

At the February 1, 2010 Southwest Area Transportation Committee (SWAT) meeting, the following issues were discussed that may be of interest to the Authority:

SR 24 Corridor System Management Plan (CSMP)/Freeway Performance Initiative (FPI) – Congestion Mitigation Strategies : The Committee received a presentation from Mr. Tom Biggs, PBS&J Consultants, on the SR 24 CSMP/FPI study. The Committee provided several comments which will be forwarded to the Authority under separate letter.

Proposed Measure J General Plan Amendment (GPA) Review Process: Authority staff provided a presentation on the proposed revisions to the GPA review process. Detailed comments from the Committee will be forwarded to the Authority under separate letter.

Consider and approve a request from the City of Orinda to amend the Moraga Way Rehabilitation Improvements Project description (SEP Project No. 1625/1625SW): The Committee took action to approve the revised project description as provided by City of Orinda staff.

The next SWAT meeting is tentatively scheduled for Monday, March 1, 2010 at the Danville Town Offices, Large Conference Room, 510 La Gonda Way, Danville. Please contact me at (925) 314-3384 if you should have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Dillard", is written over a horizontal line.

Andy Dillard
SWAT Administrative Staff

Cc: SWAT; SWAT TAC; John Cunningham, TRANSPAN; Christina Atienza, WCCTAC; Barbara Neustadter, TRANSPAC; CCTA, Danice Rosenbohm, CCTA; Martin Engelmann, CCTA



Telephone: (925) 671-3231

February 17, 2010

Mr. Paul Maxwell
Interim Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

SUBJECT: Request for Appropriation of Measure J funds for Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements

Dear Mr. Maxwell:

The City of Concord requests appropriation of \$154,600 in Measure J funds for the Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements, to cover the costs of preliminary engineering/environmental planning, environmental clearance, and associated administration costs. This project is listed as Project No. 24028 in the newly adopted 2009 Measure J Strategic Plan. The Plan allocates \$1.002 million in FY10 and \$0.958 million in FY11 (in escalated dollars), for a total amount of \$1.96 million in Measure J funds. The project is included in the City of Concord's adopted 10-Year Capital Improvement Program (CIP).

Project Summary

The Clayton Road/Treat Boulevard corridor is designated in the Central Contra Costa Action Plan as a Route of Regional Significance, which carries heavy volumes of regional traffic on a daily basis, connecting to I-680. The proposed project will increase the capacity of this intersection to accommodate the heavy traffic flows on Clayton Road during the peak commute periods. The proposed improvements will allow the City to shorten the signal cycle length at this intersection and improve the system-wide signal coordination along Clayton Road during the peak periods.

The project budget and anticipated schedule are listed below:

| <u>Activity</u> | <u>Start Date</u> | <u>End Date</u> | <u>Est. Cost</u> |
|------------------------------|-------------------|-----------------|--------------------|
| Administration | April 2010 | Dec 2011 | \$ 60,000 |
| Prelim. Engrg./Env. Planning | April 2010 | Sept 2010 | \$ 130,000 |
| Environmental Clearance | Oct 2010 | Dec 2010 | \$ 20,000 |
| Design | Jan 2011 | June 2011 | \$ 150,000 |
| R/W | Mar 2011 | July 2011 | \$ 200,000 |
| Construction | Aug 2011 | Dec 2011 | \$1,250,000 |
| Construction Management | Aug 2011 | Dec 2011 | \$ 150,000 |
| | | TOTAL: | \$1,960,000 |

We are requesting appropriation of \$154,600 to perform preliminary engineering/environmental planning and environmental clearance for the project in 2010. These funds include \$4,600 of administration costs to complete these activities, prorated proportionately from the total project cost.

The estimated cost for these activities is relatively high because of the need to conduct a comprehensive traffic engineering study to define the scope of traffic and civil improvements needed on this project and to establish the nexus for requiring additional right-of-way. The study will analyze traffic flows at the intersection, recommend geometric improvements (including widening requirements), prepare a preliminary alignment plan and conceptual design for intersection improvements, and evaluate additional right-of-way requirements.

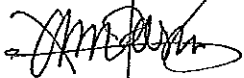
Total administration costs for this project are estimated at \$60,000 (or 3% of total project cost). This is to account for, among other activities, the additional work required beyond typical construction projects to plan and negotiate the necessary right-of-way within an already built out area. Contingency costs associated with the acquisition of right-of-way are included as part of the \$200,000 listed above for R/W.

We appreciate your bringing this request forward to the CCTA Board for review and consideration at the March 17, 2010 meeting.

If you have any questions or need additional information regarding this project, please contact Ray Kuzbari, Transportation Manager, at (925) 671-3129 or via email at rkuzbari@ci.concord.ca.us.

Thank you for your consideration.

Sincerely,



Alex Pascual, P.E.
Director of Public Works and Engineering

cc: Mayor Guy Bjerke, Concord TRANSPAC Member
Councilmember William Shinn, Concord TRANSPAC Alternate Member
✓ Barbara Neustadter, TRANSPAC Manager
Dan Keen, City Manager
Valerie Barone, Assistant City Manager
Peggy Lefebvre, Director of Finance
Ray Kuzbari, Transportation Manager
Mario Camorongan, Assistant City Engineer

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Ste. 360, Pleasant Hill, California 94523 (925) 969-0841

February 15, 2010

The Honorable Maria Viramontes, Chair
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, California 94523

Dear Chair Viramontes:

As requested by the Transportation Authority, TRANSPAC reviewed the proposed General Plan Amendment (GPA) review process at its February 11, 2010 meeting. The following comments are offered for consideration by the Growth Management Program (GMP) Task Force and the Authority.

A few minor edits are proposed to the text of steps 3, 11, and 12 to improve clarity. The proposed revisions are shown in red text in the attachment.

TRANSPAC suggests that Step 11 be revised to include a request to the RTPCs of both the Sponsoring and the Affected jurisdiction(s) to monitor and/or participate in the Cooperative Resolution process outlined in Step 12. This addition to the process is intended to ensure that if an Action Plan amendment is requested in Step 12, the RTPC(s) will be aware of and involved in the issues at hand. TRANSPAC would appreciate the referral of this issue to the Growth Management Program Task Force for the consideration and the development of appropriate language.

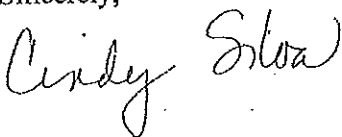
TRANSPAC proposes that Step 14 be reordered to read: "As part of the evaluation of the GMP Biennial Compliance checklist review, the Authority will determine good faith participation in the GPA review process, as described in Exhibit 1." Please also revise "continuing" to "ongoing" and "jurisdiction" to "jurisdictions" and three minor capitalization edits in the last sentence (see attachment).

TRANSPAC also asks that the GMP Task Force review Exhibit 1, which is attached to the GPA review process, and propose revisions to ensure that the Exhibit conforms to the revised GPA process.

As part of the revision of the companion GMP Implementation Guide and other ancillary GMP documents, TRANSPAC suggests that it be made clear that Affected jurisdictions are as vulnerable to non-compliance as Sponsoring jurisdictions. All parties to the GPA process must be reasonable in seeking solutions to impacts and conflicts.

TRANSPAC appreciates the investment of time and effort by CCTA staff and the members of the Growth Management Program Task Force in this important revision to the GPA review process.

Sincerely,



Cindy Silva
Chair

Attachment

cc: TRANSPAC Representatives
TRANSPAC TAC
Paul Maxwell, CCTA Interim Executive Director
Martin Engelmann, CCTA Deputy Executive Director, Planning

3

Traffic Impact Analysis. The Sponsoring Jurisdiction conducts a traffic impact analysis for its CEQA review using "Thresholds of Significance" that include, but are not limited to, applicable MTSOs in the adopted Action Plan(s). The traffic impact analysis shall be conducted in a manner consistent with the Authority's adopted *Technical Procedures*.

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Environmental
Document
(Sec. 15087)

The Sponsoring Jurisdiction may, for the purposes of conducting the CEQA analysis, raise the performance level of an MTSO established in the adopted Action Plan if it believes that the MTSO is set too low to serve as a meaningful "Threshold of Significance" under CEQA. For example, if the Action Plan establishes an MTSO of LOS F for a specific Route of Regional Significance, and the Sponsoring jurisdiction determines that this level of performance is too low, the Sponsoring Jurisdiction may raise that threshold to LOS D, consistent with CEQA guidelines (Sec. 15064 & 15064.7).

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The Sponsoring Jurisdiction shall provide the Traffic Impact Analysis, complete with all necessary supporting technical information, as requested by the Affected Jurisdiction to provide an informed response.

11

Initiate Cooperative Resolution Discussions. At the request of either the Sponsoring or Affected Jurisdiction, the Authority shall facilitate cooperative discussions structured to offer an opportunity to create principles of agreement that will serve as a framework for monitoring, review, and mitigation of potential impacts as the GPA develops over time. The goal for these discussions is to develop principles of agreement that will maintain a cooperative planning context regarding impacts on the affected Regional Route or Routes, proposed mitigations, responsibilities for implementing those mitigations, and the timing for monitoring and review. The principles of agreement shall be memorialized in a Memorandum of Understanding (MOU) between the sponsoring and affected jurisdictions. Have the involved jurisdictions entered into cooperative resolution discussions?

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- ➔ YES: Sponsoring and Affected Jurisdictions move to Step 12 of the GPA review process.
- ➔ NO: If either or all jurisdictions decline to participate in cooperative resolution discussions, those jurisdictions that have declined shall be subject to review, as specified through the Checklist review procedure, to a findings of noncompliance by the Authority (Step 14).

12 **Formulation of Principles of Agreement.** Have the involved parties agreed to a set of principles, specified actions, timing and responsibilities for monitoring impacts, and for implementing mitigations on Regional Routes, memorialized in an MOU?

- **YES:** Sponsoring and Affected Jurisdictions have adopted Principles of Agreement and if necessary, asked the RTPC to revise the affected Action Plan to reflect the actions in the agreement. (All involved parties move to Step 13)
- **NO:** Through their respective RTPCs, both the Sponsoring and Affected Jurisdictions report on progress to date on the development of principles of agreement. If Principles of Agreement have not been adopted by the time for Authority review of the GMP Biennial Compliance Checklist of one or more involved jurisdictions, then Step 14 comes into play.

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13 **RTPC Revises Action Plan.** The affected RTPC, working with the Sponsoring and Affected jurisdictions, revises the Action Plan to incorporate projects, programs, systems management investments and processes, mitigations or other actions to address the anticipated impacts and proposed mitigations and monitoring as set forth in the Sponsoring Jurisdiction's response to the Letter of Concern (if the outcome of Step 10 was "yes"), or the MOU (if the outcome of Step 12 was "yes").

TRANSPAC suggests that the GMP Task Force review Exhibit 1 (attached to this document).

14 **Good Faith Participation:** If all of the above steps have been followed, and the GPA remains the subject of dispute, the Authority may find one or both of the parties out of compliance with the GMP. As part of the evaluation of the GMP Biennial Compliance Checklist review, the Authority will determine good faith participation in the GPA review process as described in Exhibit 1. If principles are adopted, future compliance would be assessed based on ongoing adherence of the Sponsoring and Affected Jurisdictions to the principles of agreement.

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TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Ste. 360, Pleasant Hill, California 94523 (925) 969-0841

Mr. Paul Maxwell
Acting Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Ste. 100
Pleasant Hill, California 94523

February 11, 2010

Dear Mr. Maxwell:

Thank you for your letter regarding TRANSPAC's appointment to the CCTA for the 2009-11 term. Please be advised that at its February 11, 2009 meeting, TRANSPAC reappointed City of Clayton Councilmember Julie Pierce as its CCTA representative for the 2010-2012 term. Please also be advised that City of Walnut Creek Councilmember Cindy Silva is the second alternate and Guy Bjerke the third alternate for both Members Pierce and Durant.

Please also note that Councilmember Cindy Silva is the 2010 TRANSPAC Chair and Councilmember Guy Bjerke is the 2010 TRANSPAC Vice Chair.

Please do not hesitate to contact me or Connie Peterson, TRANSPAC's Administrative Assistant at (925) 969-1465 should you require additional information

Sincerely,

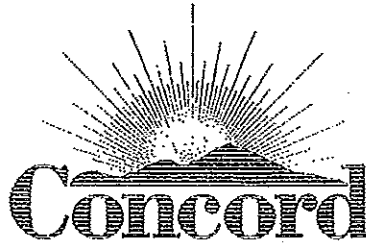


Barbara Neustadter *PN*
TRANSPAC Manager

cc: Cindy Silva, TRANSPAC Chair
Guy Bjerke, TRANSPAC Vice Chair
TRANSPAC Representatives (packet)
Danice Rosenbohm, CCTA
TRANSPAC TAC (packet)

CCTA Appointments 2010

CITY OF CONCORD
1950 Parkside Drive
Concord, California 94519-2578
FAX:



CITY COUNCIL
Guy S. Bjerke, Mayor
Helen M. Allen, Vice Mayor
Laura M. Hoffmeister
Mark A. Peterson
William D. Shinn

Mary Rae Lehman, City Clerk
Thomas J. Wentling, City Treasurer

Daniel B. Keen, City Manager

Telephone: 671-3495

January 29, 2010

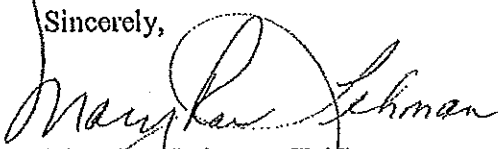
TRANSPAC
2300 Contra Costa Blvd.
Pleasant Hill, CA 94523

Subject: City of Concord Council Appointment
TRANSPAC

This is to provide confirmation of the appointment of Mayor Guy Bjerke as the City's representative to TRANSPAC and Councilmember Bill Shinn as alternate. The appointment was made at the Council meeting of January 14, 2009 with a term of one year ending December 2010.

Mailing of agendas for meetings to the Councilmember appointees should be to the City of Concord, 1950 Parkside Drive MS/01, Concord, CA 94519-2578. Scheduling of meetings for Councilmembers can be arranged by calling the Executive Secretary, Mary Nakamura, at (925) 671-3158, or by faxing to (925) 798-0636.

Sincerely,



Mary Rae Lehman, CMC
City Clerk

cc: Mayor and Members of the City Council
Daniel B. Keen, City Manager
Mary Nakamura, Executive Secretary
Barbara Neustädter, Authority Chair



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I. **ACTIVE PROJECTS**

SOUTHWEST COUNTY

a. **Caldecott Tunnel Improvement Project (1001/1698)**

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: Construction of a fourth bore between Contra Costa and Alameda Counties.

Current Project Phases: Construction.

Project Status: The contractor mobilized to the project site in mid-to late-January and is awaiting a construction permit from the Water Board prior to commencing any ground disturbing activities. Some tree removal activity has begun with a limited work permit from the Water Board. The 4th Bore is expected to be opened to traffic in spring/summer 2013.

Issues/Concerns: None.

b. **Moraga Way Rehabilitation & Improvements (1625/1625SW)**

CCTA Fund Source: Measure C

Lead Agency: City of Orinda

Project Description: The project will improve pedestrian facilities and rehabilitate the pavement on Moraga Way between Camino Encinas and the SR24 on-ramp at Bryant Way.

Current Project Phases: Design

Project Status: Authority allocated \$211,302 for project development activities in May 2009. Design is 95% complete. The Peer review was held on November 19, 2009. Construction is scheduled to begin in May 2010.

Issues/Concerns: A four-foot wide pedestrian path from Camino Encinas south to Camino Pablo was eliminated from the project scope because of funding constraints. This change in project scope (elimination of the pedestrian path) was approved by both the Lamorinda Program Management Committee and the Southwest Regional Transportation Planning Committee at their respective meetings on February 1, 2010.

c. **I-680 /Norris Canyon Carpool/Bus Ramps (8003)**

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: To provide direct HOV connector ramps from/to I-680 at Norris Canyon Road.

Current Project Phase: Project Study Report (PSR).

Project Status: The final PSR has been submitted to Caltrans for signature. Staff is working with Caltrans to expedite final approval of the PSR and all accompanying documents.

Issues/Areas of Concern: None.

CENTRAL COUNTY

d. Alhambra Avenue Widening (1203)

CCTA Fund Source: Measure C

Lead Agency: City of Martinez

Project Description: The second phase of the project will install additional lanes, traffic signals and soundwalls at major intersections on Alhambra Avenue from MacAlvey to SR4.

Current Project Phase: Complete.

Project Status: Construction is complete. The City decided to complete the slope grading behind a retaining wall in a subsequent project.

Project acceptance is planned in spring 2010.

Issues/Areas of Concern: None.

e. Commerce Avenue Extension (1214) - *No changes from last month.*

CCTA Fund Source: Measure C

Lead Agency: Concord

Project Description: The project will extend Commerce Avenue between Pine Creek and Waterworld Parkway and will rehabilitate the pavement section between Concord Avenue and its end near the cul de sac.

Current Project Phase: Design & Right of Way (ROW).

Project Status: The project's environmental clearance was obtained on November 10, 2009. The right of way phase is now underway and is expected to take until summer 2010. The City's ROW agent sent out letters to the property owners about the intent of the City to acquire ROW and will be setting up interviews to talk to property owners and assembling appraisals. The 90% Plans are complete. Construction is scheduled for the summer of 2010 but may be delayed depending on the length of the ROW process.

Issues/Areas of Concern: None.

f. **Pacheco Boulevard Widening (1216/24003) - No changes from last month.**

CCTA Fund Source: Measure C/Measure J

Lead Agency: Contra Costa County

Project Description: This project consists of widening of Pacheco Boulevard from Blum Road to Arthur Road in the Martinez area to provide a two way center left-turn lane and bicycle lanes.

Current Project Phase: Environmental clearance (started but now on hold).

Project Status: Measure C funds were used to environmentally clear a portion of the project near the Railroad overcrossing and acquire part of the right of way. However, due to the significant funding needs, the project is now on hold.

Issues/Areas of Concern: Project has a funding shortfall and requires coordination with the State to replace the railroad overcrossing. \$5.2 million is programmed for the project in the 2009 Measure J Strategic Plan.

g. **Iron Horse Trail Crossing at Treat Boulevard (1219) - No changes from last month**

CCTA Fund Source: Measure C

Lead Agency: Contra Costa County

Project Description: This project will construct a bicycle/pedestrian bridge along the Iron Horse Trail alignment crossing Treat Boulevard in the vicinity of Jones Road.

Current Project Phase: Construction.

Project Status: The County awarded the project in May 2009, and construction started in June 2009. The project is expected to be completed in the summer of 2010.

Issues/Areas of Concern: None.

h. **Martinez Intermodal Station – Phase 3 (2208A/4002)- No changes from last month**

CCTA Fund Source: Measure C and J

Lead Agency: City of Martinez

Project Description: Project will acquire land north of the railroad tracks (already acquired), construct new road access to the north parking lot, add 425 parking spaces, and build a pedestrian bridge over the tracks.

Current Project Phase: Construction of first stage (interim parking lot).

Project Status: The Authority allocated funds to start demolition of some existing structures and eventually build an interim surface parking lot. Demolition work is complete. Some interim surface

parking lot work has started; striping of approximately 45 parking stalls is complete, some parking lot lighting is complete. The remaining interim surface parking lot work is still scheduled to be done in summer 2010.

Issues/Areas of Concern: None.

i. Pacheco Transit Hub (2210)

CCTA Fund Source: Measure C

Lead Agency: CCCTA

Project Description: Construct a transit hub at Pacheco Boulevard and Blum Road. The project will relocate and expand the existing Park & Ride lot to provide 116 parking spaces and provide six bus bays for express and local bus service.

Current Project Phase: Design.

Project Status: The Authority appropriated \$823,820 for construction in January 2009.

Issues/Areas of Concern: Letter received from Caltrans granting CCCTA permission to charge a parking fee. These parking fees will help offset the cost of maintaining the facility and allow construction to move forward.

j. Ygnacio Valley Road Permanent Restoration – Phase 2 (24027)

CCTA Fund Source: Measure J

Lead Agency: City of Concord

Project Description: Approximately 1,000 feet of hillside along Ygnacio Valley Road, just west of Cowell Road is marginally stable. Due to restrictions on the use of Federal emergency relief funds, only 420 feet of restoration work was completed as part of Phase 1. Phase 2 completes the restoration project by constructing a pier wall and repair of the damaged roadway. There will also be some grading of the slide area above the roadway to remove depressions and to repair the damaged Ohlone Trail.

Current Phase: Tie-back Wall – complete; Ohlone Trail - Environmental/Preliminary Engineering.

Project Status: The Authority appropriated \$500,000 for environmental clearance work and preliminary engineering on June 18, 2008, and appropriated \$200,000 for final design on February 18, 2009. A decision to divide the project into two parts was made in order to expedite the wall construction. On April 15, 2009, the Authority appropriated \$2,691,000 for construction activities. The construction contract was awarded to Top Grade Construction for \$1,372,740 on June 22, 2009. Tie-back wall construction is complete.

Issues/Areas of Concern: None.

k. Comprehensive Wayfinding System for Central County BART Stations (10001-03) - No changes from last month

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

Project Description: Create and implement a cohesive, integrated wayfinding system for Central County BART stations. This project will provide overhead and wall signage, transit information displays, and real time transit information at each of the four Central County BART stations.

Current Phase: Design

Project Status: The Authority appropriated \$2,600,000 for design and construction of improvements on January 20, 2010. Design is expected to be complete in March, 2011, and construction is scheduled for completion in December, 2012.

Issues/Areas of Concern: None.

i. Electronic Bicycle Facilities at Concord, North Concord, Walnut Creek and Pleasant Hill BART Stations (10001-04) - No changes from last month.

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

Project Description: This project will provide bicycle storage facilities (electronic lockers, cages, racks, etc.) at the four Central County BART stations to meet projected 2015 demand.

Current Phase: Design

Project Status: The Authority appropriated \$905,000 for design and construction of improvements on January 20, 2010. Design is expected to be complete in November, 2010, and construction is scheduled for completion in July, 2011.

Issues/Areas of Concern: None.

WEST COUNTY

m. Richmond Transit Village BART Parking Structure (2302) - No changes from last month

CCTA Fund Source: Measure C

Lead Agency: Richmond Redevelopment Agency

Project Description: The project will construct a 769-space, six level parking structure at the Richmond BART station. The project will replace most of the surface parking (leaving a small area of 44 parking

spaces) and free up land for building 99 residential units on the east side of the station. 193 parking spaces will be added at the station when this project is complete.

Current Project Phase: Construction.

Project Status: The CTC allocated \$10.2 million for construction in October 2009. Project was advertised on October 20th and bid opening was rescheduled to December 4th. Tentative lowest responsive bid is approximately 13% lower than the Engineer's Estimate. Construction contract award was scheduled to be accepted on February 16, 2010 and construction is targeted to start in spring 2010.

Issues/Areas of Concern: None

n. **I-80/San Pablo Dam Road Interchange (7002)**

CCTA Fund Source: Measure J

Lead Agency: CCTA/City of San Pablo

Project Description: Reconstruct existing interchange to provide improved pedestrian and bicycle access.

Current Project Phase: Preliminary Engineering and Environmental Clearance stage.

Project Status: The project's Draft Environmental Document was signed and released for public review on August 5, 2009. A public meeting on the draft environmental document was held on August 19, 2009. Alternative 2 was determined to be the preferred alternative. The Final Environmental Document is expected to be signed in March 2010.

Issues/Areas of Concern: The scope of the project, and hence the cost, has increased significantly since the development of the Project Study Report. A significant funding shortfall exists.

o. **I-80/Central Avenue Interchange (7003) - No changes from last month.**

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: To study possible improvements of overall traffic operations at the I-80/Central Avenue Interchange and along Central Avenue between Jacuzzi Street and San Pablo Avenue.

Current Project Phase: Feasibility Study.

Project Status: The Feasibility Study was completed in July 2009. Two projects have been identified: a traffic management element that would provide near-term benefit, especially during the weekend peak periods; and a local road realignment that would provide longer-term benefit during peak periods. The first project is moving forward as part of the ongoing I-80/Integrated Corridor Management Project, which is planned for construction in mid 2011. The second project will be led by one or both of the cities of El Cerrito and Richmond.

Issues/Areas of Concern: None.

p. **Marina Bay Parkway Grade Separation (9003) - No changes from last month**

CCTA Fund Source: Measure J

Lead Agency: Richmond Redevelopment Agency

Project Description: The project will construct a roadway undercrossing at the intersection of Marina Bay Parkway and BNSF/UP railroad tracks between Regatta Boulevard and Meeker Avenue in the City of Richmond. The undercrossing will replace existing at-grade crossing.

Current Project Phase: Design.

Project Status: The Authority appropriated \$2,700,000 for design and engineering services work on September 16, 2009. Design is expected to be complete in October 2010, with construction starting in December 2010.

Issues/Areas of Concern: None.

q. **Electronic Bicycle Facilities at El Cerrito Del Norte, El Cerrito Plaza, and Richmond BART Stations (10002-03) - No changes from last month**

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

Project Description: This project will provide bicycle storage facilities (electronic lockers, cages, racks, etc.) at the three West County BART stations to meet projected 2015 demand.

Current Project Phase: Design.

Project Status: The Authority appropriated \$402,000 for design and construction of improvements on January 20, 2010. Design is expected to be complete in November, 2010, and construction is scheduled for completion in July, 2011.

Issues/Areas of Concern: None.

r. **Comprehensive Wayfinding System for West Contra Costa BART Stations (10002-05) - No changes from last month**

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

Project Description: Create and implement a cohesive, integrated wayfinding system for West County BART stations. This project will provide overhead and wall signage, transit information displays, and real time transit information at each of the three West County BART stations.

Current Project Phase: Design.

Project Status: The Authority appropriated \$1,600,000 for design and construction of improvements on January 20, 2010. Design is expected to be complete in March 2011, and construction is scheduled for completion in December 2012.

Issues/Areas of Concern: None.

EAST COUNTY

s. **SR4 Widening: Railroad Avenue to Loveridge Road (1405) – No changes from last month**

CCTA Fund Source: Measure C

Lead Agency: CCTA

Project Description: The project widened Route 4 to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately ¾ mile west of Loveridge Road and provided a median for future transit.

Current Project Phase: Highway Landscaping.

Project Status: Landscaping of the freeway mainline started in December 2009 and is expected to be completed by August 2010. The initial mainline landscape construction will be followed by a three-year plant establishment period.

Issues/Areas of Concern: None.

t. **SR4 Widening: Loveridge Road to Somersville Road (1406/3003)**

CCTA Fund Source: Measure C and J

Lead Agency: CCTA

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

Current Project Phase: Construction of Team Track, Utility Relocation and SR4 mainline construction.

Project Status: The SR4 mainline construction project was advertised on October 26, 2009. Bids were opened on February 10, 2010. Twelve bids were received and Caltrans is currently reviewing the apparent low bid from O.C. Jones and Sons, Inc. The apparent low bid is approximately 30% below the Engineer's Estimate. Construction is anticipated to start in April or early May 2010. The construction management team is in place and a field office has been secured with a lease option to extend for use when other SR4 projects begin the construction phase.

The construction of the gas transmission line is complete. The electrical transmission line is complete except for two poles/foundations. The remaining transmission poles to be installed are dependent upon electrical distribution progressing with the underground and overhead operations. Electrical distribution line relocation has also started and should be complete in March.

The Team Track construction contract is complete. The contractor also finished work on a few minor items associated with the mainline work near the Loveridge Road interchange and may complete a few more small items of work ahead of the mainline contract.

Issues/Areas of Concern: None.

u. SR4 Widening: Somersville Road to SR 160 (1407/3001)

CCTA Fund Source: Measure C and J

Lead Agency: CCTA

Project Description: This project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) from Somersville Road to Hillcrest Avenue and then six lanes to SR 160, including a wide median for transit. The project includes the reconstruction of the Somersville Road Interchange, Contra Loma/L Street Interchange, G Street Overcrossing, Lone Tree Way/A Street Interchange, Cavallo Undercrossing and Hillcrest Avenue Interchange.

Current Project Phase: Right of Way Acquisition, Utility Relocation & Final Design.

Project Status: The final design (PS&E) for this project is divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3A) A Street Interchange and Cavallo Undercrossing and 3B) Hillcrest Avenue to Route 160. Monthly design coordination meetings are on-going with Caltrans, City of Antioch and PG&E.

Segment 1 design is nearing completion. 100% PS&E documents were transmitted to Caltrans for review in early December. Once District 4 approves the documents, they normally would have been sent to Caltrans Headquarters in Sacramento for final review prior to advertisement. However, District 4 has obtained delegation approval from Headquarters to perform final review before advertising which should accelerate the overall project schedule. Concurrently, final right of way acquisition activities are proceeding on all parcels. PG&E utility relocations needed in advance of the freeway construction project are under construction and expected to be completed by March 2010. The construction contract for Segment 1 remains on schedule, with anticipated advertisement for contractor bids by summer 2010.

95% PS&E documents were submitted to Caltrans in September 2009 for Segment 3A and in October for Segment 2. The design teams for both of these Segments are currently working on their 100% submittal documents. Right of way sufficiency approval was received from Caltrans for both segments and right of acquisition is proceeding. Some full take parcels have already been acquired in both segments. PG&E is working on design of all utility relocations necessary for these segments as well.

Segment 3B, the Hillcrest Interchange area, was delayed pending resolution of issues related to the future transit station. Most of those issues have been resolved. The design team is proceeding on an alternative to construct the ultimate interchange at Hillcrest Avenue, while still retaining the existing bridge structures.

Two construction management firms have been retained to provide constructability/bidability reviews prior to advertising the projects for construction. These firms will assist the designers with any construction related issues. Staff is currently working towards establishing a team that will provide

corridor-wide public relations and traffic management services and ensure that there are no schedule conflicts between each construction contract and ramp/lane closures.

Issues/Areas of Concern: Allocation of state funding continues to be a concern for the SR 4 projects. If STATE funds are delayed, the overall project schedule may be compromised. The delay of the freeway project will affect construction of eBART, which will run in the newly constructed median of SR4.

v. **SR4 Bypass: Widen Bypass to 4 Lanes – Laurel Road to Sand Creek Road (5002) - No changes from last month**

CCTA Fund Source: Measure J

Lead Agency: State Route 4 Bypass Authority

Project Description: Widen the State Route 4 Bypass from 2 to 4 lanes (2 in each direction) from Laurel Road to Sand Creek Road.

Current Phase: Final Design.

Project Status: The Authority appropriated \$2,983,000 for design and \$1,000,000 for right-of-way activities on May 16, 2007. Final design is nearing completion and the project could be advertised at anytime, subject to available funding.

Issues/Areas of Concern: Construction schedule is subject to available funding.

w. **SR4 Bypass: Sand Creek Road Interchange – Phase 1 (5003) – No changes from last month**

CCTA Fund Source: Measure J

Lead Agency: State Route 4 Bypass Authority

Project Description: The project is currently planned to be constructed in two phases: Phase 1 consists of constructing the crossover for Sand Creek Road via a single bridge with loop for Westbound Sand Creek Road to access the Eastbound Bypass segment. The interchange will have diamond ramps in all quadrants with the exception of the southwest quadrant. Phase 1 will be further divided into two stages. Stage 1 will lower the existing Sand Creek Intersection by approximately 5 feet. Stage 2 will complete all movements except at the southwest quadrant. Phase 2 of the project will construct the southwest quadrant of the interchange.

Current Phase: Phase 1/ Stage 2 – Design and Right-of-Way Acquisition.

Project Status: Phase 1/ Stage 1 – Construction is complete, and the project has been closed out. Phase 1/ Stage 2 – Final design is nearing completion and the project could be advertised at anytime, subject to available funding.

Issues/Areas of Concern: Construction schedule is subject to available funding.

x. **Vasco Road Safety Improvements Project - Phase 1 (5006)**

CCTA Fund Source: Measure J

Lead Agency: Contra Costa County

Project Description: The project will provide a consistent cross section with a passing lane in the southbound direction through the Brushy Creek area. The project also improves safety with the installation of a solid median barrier to prevent cross median collisions.

Current Project Phase: Design.

Project Status: The bid opening was on February 16, 2010 with award scheduled for March 23, 2010. Construction is planned to start in April 2010 with completion in fall 2011.

Issues/Areas of Concern: None.

y. **SR4 Bypass: Segments 1 and 3 (5010)**

CCTA Fund Source: Measure J

Lead Agency: State Route 4 Bypass Authority

Project Description: Complete the remaining two of three segments planned for the State Route 4 Bypass. Segment 1 – Construct a partial interchange at the SR4/SR4 Bypass (SR4BP) junction (no connection from the SR4BP to SR160) with six lanes of freeway to Laurel Road and four lanes of freeway to Lone Tree Way. Segment 3 – Construct a two-lane expressway which begins at Balfour Road and extends south approximately 2.6 miles to Marsh Creek Road. Connect back to existing State Route 4 via an improved Marsh Creek Road (conventional highway standards), approximately 4 miles. Segment 3 also includes a direct connection to Vasco Road.

Current Phase: Construction – Final asphalt lift for Segment 3.

Project Status: Segment 3 is open for automobile traffic only. Truck traffic will be allowed after application of the final asphalt lift on the remaining portion of Segment 3 (Marsh Creek Road to SR4); which is expected to be completed in the April-June 2010 timeframe.

Issues/Areas of Concern: None.

z. **East County Rail Extension (eBART) (2104/2001) - No changes from last month**

CCTA Fund Source: Measure C and J

Lead Agency: BART/CCTA

Project Description: Implement rail transit improvements in the State Route 4 corridor from the Pittsburg Bay Point station in the west to a station in Antioch in the vicinity of Hillcrest in the east.

Current Project Phase: Final Design and Construction. BART is the lead agency for this phase.

Project Status: BART Board certified the EIR on April 23, 2009.

Coordination is ongoing between BART and CCTA consultants working on the design of the SR4 Widening Project. Meetings have occurred with all parties including Caltrans and MTC to define schedule, costs and cash flows by funding source. Cooperative agreements with Caltrans are currently underway.

BART continues to work on engineering documents for the transfer station at Pittsburg Bay Point and improvements in the median to Railroad. BART expects to advertise this first package in the spring of 2010.

Issues/Areas of Concern: None.

aa. Big Break Regional Trail (3112) - No changes from last month

CCTA Fund Source: Measure C

Lead Agency: East Bay Regional Park District

Project Description: The Big Break Regional Trail connects the shoreline from the Antioch Bridge to downtown Oakley and the delta in eastern Contra Costa County. The trail is part of the newly designated Great California Delta Trail. Measure C funds will be used to construct a bridge over the Vintage Parkway Creek Channel and make trail improvements along 1/2 mile of shoreline from Piper Land to the existing trail at Fetzer Lane within the Vintage Parkway housing development in Oakley. The project will construct the bridge first, then the trail improvements.

Current Project Phase: Bridge portion is complete; trail portion is in Construction.

Project Status: Construction of the bridge part of the project is complete and the project is open to the public.

Issues/Areas of Concern: The trail part of the project went to bid on April 19, 2009 and was awarded on May 19, 2009. Construction did not start due to delay in obtaining Army Corps permit. Construction contract will be extended to summer 2010. .

II. COMPLETED PROJECTS:

SOUTHWEST COUNTY

Measure C:

- | | |
|--|---|
| 1104: I-680/Stone Valley Road I/C, 1998 | 1608: Moraga Wy. Safety Improvements, 2002 |
| 1105: I-680/El Cerro Blvd. I/C Ramp Signalization, 1994 | 1609: Moraga Wy./Ivy Dr. Roadway Improvements, 2004 |
| 1106: I-680 Auxiliary Lanes: Segments 1 & 3, 2007 | 1611: Mt. Diablo Corridor Improvements, 2001 |
| 1107: I-680/Fosteria Wy Overcrossing, 1994 | 1612: Moraga Rd. Corridor Improvements, 2005 |
| 1600: Moraga Rd. Safety Improvements, 2005 | 1621: St. Mary's Rd. - Phase 2, 1999 |
| 1602: Camino Pablo Carpool Lots, 1996 | 1622: Moraga Rd. Structural & Safety Imp., 2005 |
| 1607: Moraga Wy. at Glorietta Blvd. & Camino Encinas, 2001 | 1624: Bryant Way/Moraga Way Improvements, 2005 |

1711: St. Mary's Rd. Improvements, 1995
1715: San Ramon Valley Blvd. Imp. – Phase 1, 1996
1716: Stone Valley Rd. Circulation Improvements, 2003
1717: Camino Tassajara Circulation Improvements, 2004
1718: Crow Canyon Rd. Improvements, 2001
1719: Sycamore Valley Rd. Improvements, 2008
1720: San Ramon Valley Blvd. Widening – Phase 1, 1997

1801: Camino Pablo (San Pablo Dam Corridor), 1996
2206: I-680/Sycamore Valley Road Park & Ride, 1998
2209: San Ramon Intermodal Transit Facility, 1996
3101: Iron Horse Trail – Monument to Alameda County Line, 1994
3103: Reliez Valley Road Trail – Phase 2, 2003
3106: St. Stephens/Bryant Way Trail, 1998

CENTRAL COUNTY

Measure C:

1101: I-680/Burnett Ave. Ramps, 1995
1103: I-680/North Main Street Bypass, 1996
1108: Route 242/Concord Ave. Interchange, 1997
1113: Route 242 Widening, 2001
1116: I-680 HOV Lanes, 2005
1117: I-680/SR4 Interchange, 2009
1205: Taylor Blvd./Pleasant Hill Rd./Alhambra Rd. Intersection Imp., 2000
1209: South Broadway Extension, 1996
1210: Monument Blvd./Contra Costa Blvd./Buskirk Ave. Imp., 1996

1215: Geary Rd. Improvements, 2002
1217: Bancroft/Hookston Intersection, 2004
1218: Buskirk Ave. Improvements, 2005
1220: Ygnacio Valley Rd. Slide Repair, 2008
1221 Contra Costa Blvd Signal Coordination 2009
2208: Martinez Intermodal Facility – Phase 1, 2001
2208: Martinez Intermodal Facility - Phase 2, 2006
2296: Martinez Bay Trail, 2007
3102: Walnut Creek Channel to CC Shoreline Trail, 2001

WEST COUNTY

Measure C:

1300: Richmond Parkway, 1996
1501: SR4 (W) Gap Closure – Phase 1, 2002

1503: SR4 (W) Willow Ave. Overcrossing, 1996
2303: Hercules Transit Center, 2009

Measure J:

9001: Richmond Parkway Upgrade Study, 2008

EAST COUNTY

Measure C:

1401: SR4 (E) Willow Pass Grade Lowering, 1995
1402: SR4 (E) Bailey Rd. Interchange, 1996
1403: SR4 (E) Bailey Rd. to Railroad Ave., 2001

2101: BART Extension to Pittsburg/Bay Point, 1996
3110: Marsh Creek Trail Overcrossing at SR4, 1997

TO: O&S Committee

DATE: February 11, 2010

FROM: Anne Muzzini *AM*
Director of Planning & Technical Services

SUBJ: Fixed Route Reports

Fixed Route Operating Statistical Reports for January 2010

1. Monthly Boarding's Data

The following represent the numbers that are most important to staff in evaluating the performance of the fixed route system.

| <u>Title</u> | FY 2010 | | <u>Annual Goal</u> |
|--------------------------|----------------------|----------------|--------------------|
| | <u>Current Month</u> | <u>YTD Avg</u> | |
| Total Passengers | 250,735 | | |
| Average Weekday | 11,395 | 11,609 | FY09 Goal 15,600 |
| Pass/Rev Hour | 13.9 | 14.8 | FY09 Goal 17.0 |
| Missed Trips | 0.12% | 0.09% | FY09 Goal 0.25% |
| Miles between Road Calls | 43,412 | 25,564 | FY09 Goal 18,000 |

* Based on FY08 Standards from updated SRTP

Analysis

Average weekday ridership in January (11,395 passengers) rose slightly from the prior months ridership of 11,111 per average weekday. This is still lower than a month without school holidays. See the attached table showing weekday boardings trend. Productivity in January was equal to 14.8 passengers per hour as compared to December's figure of 4.3 passengers per hour. The most productive routes remain the #20, #4, #10, and the 600 series of school tripper routes. A table showing the ranking of route by productivity is attached.

The percentage of missed trips was equal to 0.12% in January, up from the prior month, but still well within the goal set by the Board. The YTD average is 0.09% missed trips.

The number of miles between roadcalls was equal to 43,412 miles which is the best performance in eight months. This compares to the year to date average of 22,950 miles between roadcalls. The new buses were in service for the entire month of January and this is partially responsible for the lower number of roadcalls.

MONTHLY BOARDINGS
Operations Data Summary

IV. Staff Reports

| Fixed Route Boardings | | Passengers by Revenue Hrs/Miles | | Service Days | | Fiscal YTD Comparison | |
|--------------------------------------|---------|---------------------------------|----------------|-------------------|-----------|-----------------------|-----------|
| January 2010 - Fixed Route Boardings | 250,735 | Revenue Hours - | Jan 10 18,023 | Weekdays - | Jan 10 20 | Fiscal 2010 YTD | 1,861,108 |
| Pavillion | 0 | | Jan 09 23,634 | | Jan 09 21 | | |
| Bus Bridge | 0 | Revenue Miles - | Jan 10 201,205 | Saturdays - | Jan 10 5 | Fiscal 2009 YTD | 2,584,628 |
| Special (Chase Bus) | 0 | | Jan 09 284,946 | | Jan 09 5 | | |
| | | | | Sundays - | Jan 10 5 | | |
| | | | | | Jan 09 4 | | |
| January 2010 Total Boardings | 250,735 | Passengers per Mile | 1.25 | Total Days - 2010 | 30 | YTD Trend | 72.0% |
| January 2009 Total Boardings | 335,324 | Passengers per Hour | 13.91 | 2009 | 30 | Monthly Trend | 74.8% |

| January 2010 Fixed Route Passenger Total | | | | | | January 2010 | January 2010 |
|--|---|----------------|---------------|--------------|----------------|-----------------|-----------------------------|
| Route | Destination Information | Weekday | Saturday | Sunday | Total | Weekday Average | Passengers per Revenue hour |
| 1 | Rossmoor / Shadelands | 7,632 | | | 7,632 | 382 | 14.1 |
| 2 | Rudgear / Walnut Creek | 729 | | | 729 | 36 | 4.0 |
| 4 | Walnut Creek Downtown Shuttle | 17,810 | 2,744 | 1,995 | 22,549 | 891 | 24.3 |
| 5 | Creekside / Walnut Creek | 1,664 | | | 1,664 | 83 | 8.5 |
| 6 | Lafayette / Moraga / Orinda | 8,408 | 536 | 916 | 9,860 | 420 | 13.2 |
| 6L | Orinda / Orinda Village | 82 | | | 82 | 4 | 4.2 |
| 7 | Shadelands / Pleasant Hill / Walnut Creek | 4,688 | | | 4,688 | 234 | 7.0 |
| 8* | Monument Shuttle | 2,276 | | | 2,276 | 114 | 4.7 |
| 9 | DVC / Walnut Creek | 10,973 | | | 10,973 | 549 | 12.6 |
| 10 | Concord / Clayton Rd | 19,006 | | | 19,006 | 950 | 23.3 |
| 11 | Treat Blvd / Oak Grove | 5,901 | | | 5,901 | 295 | 15.8 |
| 14 | Monument Blvd | 13,306 | | | 13,306 | 665 | 16.1 |
| 15 | Treat Boulevard | 11,077 | | | 11,077 | 554 | 18.5 |
| 16 | Alhambra Ave / Monument Blvd | 11,449 | | | 11,449 | 572 | 10.3 |
| 17 | Olivera/Solano / Salvio / North Concord | 5,867 | | | 5,867 | 293 | 14.3 |
| 18 | Amtrak / Merello / Pleasant Hill | 7,705 | | | 7,705 | 385 | 12.4 |
| 19 | Amtrak / Pacheco Blvd / Concord | 2,491 | | | 2,491 | 125 | 8.7 |
| 20 | DVC / Concord | 19,045 | | | 19,045 | 952 | 20.3 |
| 21 | Walnut Creek / San Ramon Transit Center | 12,576 | | | 12,576 | 629 | 13.2 |
| 25 | Lafayette / Walnut Creek | 720 | | | 720 | 36 | 3.0 |
| 28 | North Concord / Martinez | 5,576 | | | 5,576 | 279 | 8.9 |
| 35 | Dougherty Valley | 6,978 | | | 6,978 | 349 | 10.2 |
| 36 | San Ramon / Dublin | 4,328 | | | 4,328 | 216 | 7.7 |
| 91X | Concord Commuter Express | 834 | | | 834 | 42 | 11.1 |
| 92X | Ace Shuttle Express | 3,087 | | | 3,087 | 154 | 17.7 |
| 93X | Kirker Pass Express | 3,632 | | | 3,632 | 182 | 14.0 |
| 95X | San Ramon / Danville Express | 2,157 | | | 2,157 | 108 | 10.3 |
| 96X | Bishop Ranch Express | 8,047 | | | 8,047 | 402 | 12.2 |
| 97X | Bishop Ranch Express | 1,473 | | | 1,473 | 74 | 7.1 |
| 98X | Martinez Express | 6,409 | | | 6,409 | 320 | 9.6 |
| 250 | Chel Real Service | 119 | 71 | 73 | 263 | 13 | 3.0 |
| 301 | Rossmoor / John Muir Medical Center | | 513 | 223 | 736 | 0 | 8.5 |
| 311 | Concord / Oak Grove / Treat Blvd / WC | | 917 | 675 | 1,591 | 0 | 10.5 |
| 314 | Clayton Rd / Monument Blvd / PH | | 4,808 | 3,162 | 7,970 | 0 | 19.6 |
| 315 | Concord / Willow Pass / Landana | | 449 | 210 | 659 | 0 | 9.8 |
| 316 | Alhambra / Merello / Pleasant Hill | | 1,635 | 986 | 2,621 | 0 | 15.6 |
| 320 | DVC / Concord | | 918 | 433 | 1,351 | 0 | 10.8 |
| 321 | San Ramon / Walnut Creek | | 1,288 | 767 | 2,055 | 0 | 11.7 |
| 600s | Select Service | 21,850 | | | 21,850 | 1,092 | 25.1 |
| TOTALS | | 227,897 | 13,899 | 8,939 | 250,735 | 11,395 | 13.9 |

TRANSPORTATION and MAINTENANCE
Operations Data Summary

| TRANSPORTATION | 2009 | | | | | | | | | | | | FY10 FISCAL YTD | | | |
|-------------------------------------|----------|---------|----------|---------|---------|---------|---------|---------|---------|-----------|---------|----------|--------------------|----------|-----------------|-----------|
| | December | January | February | March | April | May | June | July | August | September | October | November | | December | 2010 January | |
| Number of Buses | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 1,858,981 |
| Totals Miles | 377,985 | 362,920 | 343,213 | 349,992 | 283,369 | 266,246 | 271,311 | 260,739 | 257,853 | 272,474 | 283,616 | 253,077 | 270,769 | 260,473 | 260,473 | 2,10 |
| Work Days | 30 | 30 | 28 | 31 | 30 | 30 | 30 | 30 | 31 | 29 | 31 | 29 | 30 | 30 | 30 | 125,427 |
| Revenue Hours | 21,447 | 23,634 | 22,317 | 22,541 | 18,020 | 16,835 | 20,433 | 17,982 | 17,698 | 17,806 | 18,646 | 16,903 | 18,569 | 18,023 | 18,023 | 237,767 |
| Operator Pay Hours | 33,403 | 39,879 | 36,512 | 44,630 | 30,975 | 32,369 | 41,187 | 43,981 | 30,598 | 30,423 | 31,546 | 30,191 | 40,098 | 30,950 | 30,950 | 179 |
| Number of Operators | 212 | 211 | 211 | 211 | 172 | 172 | 172 | 172 | 172 | 171 | 170 | 168 | 167 | 167 | 167 | 206 |
| FT Extra Board | 64 | 65 | 87 | 58 | 50 | 17 | 62 | 18 | 27 | 41 | 62 | 20 | 21 | 17 | 17 | 2,545 |
| Unscheduled Absences | 479 | 424 | 467 | 387 | 401 | 325 | 393 | 398 | 367 | 299 | 332 | 331 | 336 | 282 | 282 | 826 |
| Worker Comp. | 219 | 168 | 152 | 152 | 124 | 117 | 141 | 158 | 138 | 87 | 120 | 117 | 97 | 109 | 109 | 1,519 |
| Sick leave | 251 | 256 | 315 | 235 | 277 | 208 | 232 | 240 | 229 | 212 | 212 | 214 | 239 | 173 | 173 | 38 |
| Collision Accidents | 5 | 4 | 3 | 4 | 8 | 8 | 5 | 8 | 5 | 6 | 5 | 9 | 2 | 3 | 3 | 61 |
| Passenger Accidents | 12 | 9 | 8 | 9 | 8 | 9 | 5 | 8 | 8 | 5 | 13 | 9 | 3 | 15 | 15 | 18 |
| Total Chargeable Collisions | 0 | 1 | 1 | 1 | 5 | 4 | 4 | 6 | 0 | 3 | 3 | 4 | 1 | 1 | 1 | 0.96 |
| Chargeable/100K Miles | 0.00 | 0.27 | 0.29 | 0.28 | 1.76 | 1.50 | 1.47 | 2.30 | 0.80 | 1.10 | 1.05 | 1.53 | 0.36 | 0.38 | 0.38 | 166,851 |
| Number of Trips Scheduled | 32,321 | 30,307 | 28,595 | 30,021 | 26,592 | 24,840 | 25,108 | 23,848 | 24,042 | 23,777 | 24,534 | 22,502 | 24,064 | 24,084 | 24,084 | 156 |
| Number of Trips Missed | 91 | 40 | 68 | 32 | 42 | 18 | 18 | 18 | 27 | 28 | 23 | 11 | 21 | 28 | 28 | 0.09% |
| Of Trips Scheduled - % Missed | 0.28% | 0.13% | 0.24% | 0.11% | 0.16% | 0.07% | 0.07% | 0.08% | 0.11% | 0.12% | 0.09% | 0.05% | 0.09% | 0.12% | 0.12% | 92 |
| Of Trips Missed - Mechanical | 30 | 17 | 11 | 21 | 15 | 8 | 17 | 16 | 24 | 7 | 16 | 4 | 15 | 10 | 10 | 92% |
| On Time Performance % | 93% | 96% | 93% | 91% | 91% | 93% | 93% | 91% | 91% | 90% | 90% | 93% | 96% | 95% | 95% | 100% |
| MAINTENANCE | | | | | | | | | | | | | | | | |
| A/C Operative - Avg. % | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 99% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Lifts Operative - Avg % | 100% | 100% | 100% | 99% | 100% | 99% | 100% | 99% | 99% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| PM Complete on Schedule | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Total Road Calls | 18 | 20 | 18 | 20 | 17 | 8 | 17 | 17 | 23 | 12 | 17 | 14 | 13 | 11 | 11 | 107 |
| Road Calls for Mechanical | 11 | 15 | 10 | 12 | 13 | 6 | 8 | 12 | 19 | 10 | 13 | 12 | 9 | 6 | 6 | 81 |
| Road Calls for Other | 7 | 5 | 8 | 8 | 4 | 2 | 9 | 5 | 4 | 2 | 4 | 2 | 4 | 5 | 5 | 26 |
| Miles Between Mechanical Road Calls | | | | | | | | | | | | | | | | |
| Bus Numbers | | | | | | | | | | | | | | | | |
| 100 - 199 | 14,429 | 7,052 | 14,164 | 16,297 | 9,240 | 6,365 | 12,656 | 11,821 | 10,725 | 11,794 | 12,515 | 10,438 | 10,307 | 11,009 | 11,009 | |
| 200 - 299 | 17,106 | 16,478 | 47,358 | 45,295 | 36,476 | 40,039 | 42,233 | 37,872 | 13,300 | 37,266 | 12,499 | 36,215 | 37,499 | 37,599 | 37,599 | |
| 300 - 399 | 26,988 | 24,463 | 24,075 | 46,146 | 21,572 | 40,455 | 36,465 | 32,327 | 35,328 | 21,976 | 45,475 | 36,422 | 14,228 | 40,673 | 40,673 | |
| 400 - 499 | 40,299 | 20,032 | 33,315 | 20,141 | 12,052 | 36,628 | 34,079 | 34,380 | 30,344 | 11,603 | 31,240 | 14,296 | 29,763 | 15,639 | 15,639 | |
| 500 - 519 | 62,771 | 14,252 | 28,926 | 15,095 | 33,406 | 55,743 | 66,053 | 56,294 | 9,933 | 57,760 | 18,995 | 54,431 | 62,963 | 48,908 | 48,908 | |
| 900 - 939 | | | | | | | | | | | | | 3,639 | 11,306 | 11,306 | |
| 2000 - 2099 | 26,096 | 26,237 | 22,386 | 27,348 | 18,833 | 17,476 | 16,039 | 19,553 | 18,001 | 19,955 | 18,170 | 16,523 | 10,803 | 16,230 | 16,230 | |
| 9000 - 9629 | 26,280 | 52,796 | 24,319 | 30,127 | 20,526 | 50,458 | 8,834 | 10,024 | 6,578 | 19,390 | 23,132 | 6,993 | 17,855 | 23,819 | 23,819 | |
| 9800 - 9809 | 11,990 | 21,559 | 22,512 | 11,952 | 13,110 | 12,718 | 10,765 | 5,682 | 11,311 | 8,768 | 14,537 | 14,513 | 8,745 | 15,539 | 15,539 | |
| Fleet Ave | 34,362 | 24,195 | 34,321 | 29,166 | 21,798 | 44,374 | 33,914 | 21,728 | 13,570 | 27,247 | 21,817 | 21,090 | 30,085 | 43,412 | 43,412 | 22,930 |
| Maintenance Pay Hours | 4,407 | 4,765 | 4,238 | 4,716 | 4,370 | 4,770 | 4,167 | 4,288 | 4,330 | 4,108 | 4,358 | 4,343 | 4,395 | 4,788 | 4,788 | 30,612 |
| No. Maint. Employees | 27 | 28 | 28 | 27 | 26 | 26 | 26 | 26 | 25 | 25 | 24 | 26 | 27 | 27 | 27 | 26 |
| Maint. Emps/100K Miles | 7 | 8 | 8 | 8 | 9 | 10 | 10 | 10 | 10 | 9 | 8 | 10 | 10 | 10 | 10 | 3 |
| Unscheduled Absences | 1 | 1 | 4 | 6 | 1 | 3 | 4 | 1 | 2 | 4 | 5 | 3 | 1 | 2 | 2 | 3 |

| TRANSPORTATION | 2009 | | | | | | | | | | | | FY10 FISCAL YTD | | | |
|-------------------------------------|----------|---------|----------|---------|---------|---------|---------|---------|---------|-----------|---------|----------|--------------------|----------|-----------------|-----------|
| | December | January | February | March | April | May | June | July | August | September | October | November | | December | 2010 January | |
| Number of Buses | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 1,858,981 |
| Totals Miles | 377,985 | 362,920 | 343,213 | 349,992 | 283,369 | 266,246 | 271,311 | 260,739 | 257,853 | 272,474 | 283,616 | 253,077 | 270,769 | 260,473 | 260,473 | 2,10 |
| Work Days | 30 | 30 | 28 | 31 | 30 | 30 | 30 | 30 | 31 | 29 | 31 | 29 | 30 | 30 | 30 | 125,427 |
| Revenue Hours | 21,447 | 23,634 | 22,317 | 22,541 | 18,020 | 16,835 | 20,433 | 17,982 | 17,698 | 17,806 | 18,646 | 16,903 | 18,569 | 18,023 | 18,023 | 237,767 |
| Operator Pay Hours | 33,403 | 39,879 | 36,512 | 44,630 | 30,975 | 32,369 | 41,187 | 43,981 | 30,598 | 30,423 | 31,546 | 30,191 | 40,098 | 30,950 | 30,950 | 179 |
| Number of Operators | 212 | 211 | 211 | 211 | 172 | 172 | 172 | 172 | 172 | 171 | 170 | 168 | 167 | 167 | 167 | 206 |
| FT Extra Board | 64 | 65 | 87 | 58 | 50 | 17 | 62 | 18 | 27 | 41 | 62 | 20 | 21 | 17 | 17 | 2,545 |
| Unscheduled Absences | 479 | 424 | 467 | 387 | 401 | 325 | 393 | 398 | 367 | 299 | 332 | 331 | 336 | 282 | 282 | 826 |
| Worker Comp. | 219 | 168 | 152 | 152 | 124 | 117 | 141 | 158 | 138 | 87 | 120 | 117 | 97 | 109 | 109 | 1,519 |
| Sick leave | 251 | 256 | 315 | 235 | 277 | 208 | 232 | 240 | 229 | 212 | 212 | 214 | 239 | 173 | 173 | 38 |
| Collision Accidents | 5 | 4 | 3 | 4 | 8 | 8 | 5 | 8 | 5 | 6 | 5 | 9 | 2 | 3 | 3 | 61 |
| Passenger Accidents | 12 | 9 | 8 | 9 | 8 | 9 | 5 | 8 | 8 | 5 | 13 | 9 | 3 | 15 | 15 | 18 |
| Total Chargeable Collisions | 0 | 1 | 1 | 1 | 5 | 4 | 4 | 6 | 0 | 3 | 3 | 4 | 1 | 1 | 1 | 0.96 |
| Chargeable/100K Miles | 0.00 | 0.27 | 0.29 | 0.28 | 1.76 | 1.50 | 1.47 | 2.30 | 0.80 | 1.10 | 1.05 | 1.53 | 0.36 | 0.38 | 0.38 | 166,851 |
| Number of Trips Scheduled | 32,321 | 30,307 | 28,595 | 30,021 | 26,592 | 24,840 | 25,108 | 23,848 | 24,042 | 23,777 | 24,534 | 22,502 | 24,064 | 24,084 | 24,084 | 156 |
| Number of Trips Missed | 91 | 40 | 68 | 32 | 42 | 18 | 18 | 18 | 27 | 28 | 23 | 11 | 21 | 28 | 28 | 0.09% |
| Of Trips Scheduled - % Missed | 0.28% | 0.13% | 0.24% | 0.11% | 0.16% | 0.07% | 0.07% | 0.08% | 0.11% | 0.12% | 0.09% | 0.05% | 0.09% | 0.12% | 0.12% | 92 |
| Of Trips Missed - Mechanical | 30 | 17 | 11 | 21 | 15 | 8 | 17 | 16 | 24 | 7 | 16 | 4 | 15 | 10 | 10 | 92% |
| On Time Performance % | 93% | 96% | 93% | 91% | 91% | 93% | 93% | 91% | 91% | 90% | 90% | 93% | 96% | 95% | 95% | 100% |
| MAINTENANCE | | | | | | | | | | | | | | | | |
| A/C Operative - Avg. % | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 99% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Lifts Operative - Avg % | 100% | 100% | 100% | 99% | 100% | 99% | 100% | 99% | 99% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| PM Complete on Schedule | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Total Road Calls | 18 | 20 | 18 | 20 | 17 | 8 | 17 | 17 | 23 | 12 | 17 | 14 | 13 | 11 | 11 | 107 |
| Road Calls for Mechanical | 11 | 15 | 10 | 12 | 13 | 6 | 8 | 12 | 19 | 10 | 13 | 12 | 9 | 6 | 6 | 81 |
| Road Calls for Other | 7 | 5 | 8 | 8 | 4 | 2 | 9 | 5 | 4 | 2 | 4 | 2 | 4 | 5 | 5 | 26 |
| Miles Between Mechanical Road Calls | | | | | | | | | | | | | | | | |
| Bus Numbers | | | | | | | | | | | | | | | | |
| 100 - 199 | 14,429 | 7,052 | 14,164 | 16,297 | 9,240 | 6,365 | 12,656 | 11,821 | 10,725 | 11,794 | 12,515 | 10,438 | 10,307 | 11,009 | 11,009 | |
| 200 - 299 | 17,106 | 16,478 | 47,358 | 45,295 | 36,476 | 40,039 | 42,233 | 37,872 | 13,300 | 37,266 | 12,499 | 36,215 | 37,499 | 37,599 | 37,599 | |
| 300 - 399 | 26,988 | 24,463 | 24,075 | 46,146 | 21,572 | 40,455 | 36,465 | 32,327 | 35,328 | 21,976 | 45,475 | 36,422 | 14,228 | 40,673 | 40,673 | |
| 400 - 499 | 4 | | | | | | | | | | | | | | | |

NOVEMBER 2009 PRODUCTIVITY

| Route | Destination Information | Total | Wkday Avg | Pass / Rev Hr |
|-------|---|--------|--------------|------------------|
| 600's | Select Service | 21,850 | 1,092 | 26.1 |
| 4 | Walnut Creek Downtown Shuttle | 22,549 | 891 | 24.3 |
| 10 | Concord / Clayton Rd | 19,006 | 950 | 23.3 |
| 20 | DVC / Concord | 19,045 | 952 | 20.3 |
| 314 | Clayton Rd / Monument Blvd / Pleasant Hill | 7,970 | | 19.6 |
| 15 | Treat Boulevard | 11,077 | 554 | 18.5 |
| 92X | Ace Shuttle Express | 3,087 | 154 | 17.7 |
| 14 | Monument Blvd | 13,306 | 665 | 16.1 |
| 11 | Treat Blvd / Oak Grove | 5,901 | 295 | 15.8 |
| 316 | Alhambra / Merello / Pleasant Hill | 2,621 | | 15.6 |
| 17 | Olivera/Solano / Salvio / North Concord | 5,867 | 293 | 14.3 |
| 1 | Rossmoor / Shadelands | 7,632 | 382 | 14.1 |
| 93X | Kirker Pass Express | 3,632 | 182 | 14.0 |
| 21 | Walnut Creek / San Ramon Transit Center | 12,576 | 629 | 13.2 |
| 6 | Lafayette / Moraga / Orinda | 9,380 | 420 | 13.2 |
| 9 | DVC / Walnut Creek | 10,973 | 549 | 12.6 |
| 18 | Amtrak / Merello / Pleasant Hill | 7,705 | 385 | 12.4 |
| 96X | Bishop Ranch Express | 8,047 | 402 | 12.2 |
| 321 | San Ramon / Walnut Creek | 2,055 | | 11.7 |
| 91X | Concord Commuter Express | 834 | 42 | 11.1 |
| 320 | DVC / Concord | 1,352 | | 10.8 |
| 311 | Concord / Oak Grove / Treat Blvd / Walnut Creek | 1,591 | | 10.5 |
| 16 | Alhambra Ave / Monument Blvd | 11,449 | 572 | 10.3 |
| 95X | San Ramon / Danville Express | 2,157 | 108 | 10.3 |
| 35 | Dougherty Valley | 6,978 | 349 | 10.2 |
| 315 | Concord / Willow Pass / Landana | 659 | | 9.8 |
| 98X | Martinez Express | 6,409 | 320 | 9.6 |
| 28 | North Concord / Martinez | 5,576 | 279 | 8.9 |
| 19 | Amtrak / Pacheco Blvd / Concord | 2,491 | 125 | 8.7 |
| 5 | Creekside / Walnut Creek | 1,664 | 83 | 8.5 |
| 301 | Rossmoor / John Muir Medical Center | 736 | | 8.5 |
| 36 | San Ramon / Dublin | 4,328 | 216 | 7.7 |
| 97X | Bishop Ranch Express | 1,473 | 74 | 7.1 |
| 7 | Shadelands / Pleasant Hill / Walnut Creek | 4,688 | 234 | 7.0 |
| 8* | Monument Shuttle | 2,276 | 114 | 4.7 |
| 6L | Orinda / Orinda Village | 82 | 4 | 4.2 |
| 2 | Rudgear / Walnut Creek | 729 | 36 | 4.0 |
| 250* | St Mary's College Gael Rail Shuttle | 263 | 15 | 3.0 |
| 25 | Lafayette / Walnut Creek | 720 | 36 | 3.0 |
| 4H** | Walnut Creek Extended Holiday Shuttle | 0 | 0 | 0.0 |

NOTE: * Rts 8 & 250 data comes from Link Operators

** Rts 4H & 20W are seasonal routes

AVERAGE WEEKDAY BOARDINGS TREND

| Route | Destination Information | Mar-09 (3/22-3/31) | Apr-09 | May-09 | Jun-09 | Jul-09 | Aug-09 | Sep-09 | Oct-09 | Nov-09 | Dec-09 | Jan-10 | Feb-10 | Mar-10 |
|--------|---|-----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 1 | Rossmore / Shadelands | 396 | 484 | 433 | 442 | 371 | 342 | 429 | 436 | 413 | 385 | 382 | | |
| 2 | Rudgear / Walnut Creek | 60 | 85 | 75 | 59 | 55 | 54 | 66 | 66 | 52 | 45 | 36 | | |
| 4 | Walnut Creek Downtown Shuttle | 843 | 1,042 | 1,061 | 1,045 | 977 | 941 | 1,027 | 997 | 1,038 | 997 | 891 | | |
| ** 4H | Walnut Creek Extended Holiday Shuttle | | | | | | | | | 2 | | | | |
| 5 | Creekside / Walnut Creek | 68 | 97 | 86 | 76 | 71 | 66 | 83 | 81 | 82 | 76 | 83 | | |
| 6 | Lafayette / Moraga / Orinda | 450 | 487 | 477 | 353 | 290 | 286 | 551 | 527 | 481 | 313 | 420 | | |
| 6 | Orinda / Orinda Village | 7 | 20 | 11 | 6 | 2 | 4 | 4 | 1 | 2 | 4 | 4 | | |
| 7 | Shadelands / Pleasant Hill / Walnut Creek | 203 | 251 | 239 | 221 | 188 | 181 | 251 | 250 | 235 | 217 | 234 | | |
| 8 | Monument Shuttle | 105 | 90 | 88 | 103 | 89 | 94 | 110 | 109 | 117 | 125 | 114 | | |
| 9 | DVC / Walnut Creek | 615 | 671 | 667 | 534 | 497 | 529 | 709 | 633 | 655 | 580 | 549 | | |
| 10 | Concord / Clayton Rd | 945 | 999 | 1,042 | 940 | 837 | 773 | 1,083 | 1,072 | 1,042 | 920 | 950 | | |
| 11 | Treat Blvd / Oak Grove | 347 | 383 | 453 | 312 | 252 | 236 | 352 | 313 | 298 | 260 | 295 | | |
| 14 | Monument Blvd | 920 | 803 | 782 | 703 | 615 | 569 | 830 | 825 | 743 | 708 | 665 | | |
| 15 | Treat Boulevard | 721 | 658 | 694 | 559 | 449 | 448 | 715 | 696 | 617 | 478 | 554 | | |
| 16 | Alhambra Ave / Monument Blvd | 464 | 516 | 568 | 547 | 488 | 489 | 637 | 624 | 619 | 606 | 572 | | |
| 17 | Olivera/Solano / Salvio / North Concord | 334 | 334 | 360 | 280 | 221 | 230 | 329 | 330 | 316 | 295 | 293 | | |
| 18 | Amtrak / Merello / Pleasant Hill | 423 | 400 | 444 | 356 | 357 | 351 | 517 | 488 | 442 | 395 | 385 | | |
| 19 | Amtrak / Pacheco Blvd / Concord | 128 | 143 | 125 | 131 | 111 | 116 | 154 | 155 | 134 | 140 | 125 | | |
| 20 | DVC / Concord | 1,205 | 1,216 | 1,172 | 1,031 | 968 | 942 | 1,218 | 1,177 | 1,139 | 945 | 952 | | |
| ** 20W | Waterworld | | | | 21 | 50 | 24 | | | | | | | |
| 21 | Walnut Creek / San Ramon Transit Center | 626 | 695 | 694 | 641 | 559 | 552 | 836 | 778 | 648 | 621 | 629 | | |
| 25 | Lafayette / Walnut Creek | 22 | 67 | 54 | 38 | 30 | 38 | 34 | 36 | 34 | 35 | 36 | | |
| 28 | North Concord / Martinez | 332 | 415 | 398 | 328 | 290 | 307 | 365 | 332 | 337 | 293 | 279 | | |
| 35 | Dougherty Valley | 322 | 370 | 355 | 350 | 351 | 311 | 446 | 359 | 382 | 302 | 349 | | |
| 36 | San Ramon / Dublin | 255 | 293 | 273 | 235 | 203 | 193 | 246 | 238 | 236 | 221 | 216 | | |
| 91X | Concord Commuter Express | 52 | 62 | 52 | 52 | 46 | 48 | 47 | 51 | 50 | 40 | 42 | | |
| 92X | Ace Shuttle Express | 147 | 118 | 132 | 174 | 144 | 152 | 160 | 151 | 134 | 124 | 154 | | |
| 93X | Kirkner Pass Express | 156 | 183 | 191 | 172 | 173 | 164 | 206 | 191 | 169 | 153 | 182 | | |
| 95X | San Ramon / Danville Express | 95 | 116 | 121 | 124 | 102 | 105 | 117 | 108 | 115 | 104 | 108 | | |
| 96X | Bishop Ranch Express | 347 | 423 | 397 | 440 | 379 | 299 | 415 | 408 | 395 | 342 | 402 | | |
| 97X | Bishop Ranch Express | 91 | 121 | 106 | 109 | 115 | 116 | 114 | 106 | 90 | 85 | 74 | | |
| 98X | Martinez Express | 326 | 422 | 409 | 324 | 287 | 215 | 423 | 406 | 389 | 352 | 320 | | |
| * 250 | St Mary's College Gael Rail Shuttle | 4 | 3 | 3 | 3 | 3 | 3 | 8 | 11 | 10 | 4 | 15 | | |
| 600's | Select Service | 1,127 | 1,322 | 1,463 | 549 | 96 | 220 | 1,538 | 1,333 | 1,018 | 910 | 1,092 | | |
| TOTALS | | 12,134 | 13,292 | 13,450 | 11,256 | 9,658 | 9,394 | 14,019 | 13,289 | 12,415 | 11,111 | 11,404 | | 0 |

NOTE: * Data comes from Link Operators ** These are seasonal routes

AVERAGE WEEKEND BOARDINGS TREND

| Route | Destination Information | Mar-09 (3/22-3/31) | | Apr-09 | | May-09 | | Jun-09 | | Jul-09 | | Aug-09 | | Sep-09 | | Oct-09 | | Nov-09 | | Dec-09 | | Jan-10 | | Feb-10 | | Mar-10 | | |
|--------|---------------------------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | 1 Day | 4 Days | 4 Days | 5 Days | 5 Days | 4 Days | 4 Days | 5 Days | 5 Days | 4 Days | 4 Days | 5 Days | 5 Days | 4 Days | 4 Days | 5 Days | 4 Days | 4 Days | 5 Days | 4 Days | 4 Days | 5 Days | 5 Days | 4 Days | 4 Days | 5 Days | 4 Days |
| 4 | Walnut Creek Downtown Shuttle | 537 | 705 | 636 | 400 | 328 | 427 | 569 | 535 | 599 | 485 | 549 | | | | | | | | | | | | | | | | |
| ** 4H | Walnut Creek Extended Holiday Shuttle | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | Lafayette / Moraga / Orinda | 0 | 118 | 111 | 56 | 87 | 89 | 192 | 162 | 139 | 80 | 111 | | | | | | | | | | | | | | | | |
| ** 20W | Waterworld | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| * 250 | St Mary's College Gael Rail Shuttle | 16 | 20 | 15 | | | 7 | 51 | 33 | 31 | 9 | 14 | | | | | | | | | | | | | | | | |
| 301 | Rossmoor / John Muir Medical Center | 82 | 139 | 103 | 85 | 98 | 94 | 112 | 111 | 96 | 100 | 103 | | | | | | | | | | | | | | | | |
| 311 | Concord / Oak Grove / Treat Blvd / WC | 173 | 238 | 180 | 135 | 166 | 130 | 214 | 212 | 238 | 179 | 183 | | | | | | | | | | | | | | | | |
| 314 | Clayton Rd / Monument Blvd / PH | 629 | 1,155 | 1,071 | 748 | 766 | 748 | 1,120 | 1,185 | 1,138 | 1,015 | 962 | | | | | | | | | | | | | | | | |
| 315 | Concord / Willow Pass / Landana | 66 | 124 | 74 | 54 | 68 | 64 | 92 | 102 | 92 | 69 | 90 | | | | | | | | | | | | | | | | |
| 316 | Alhambra / Merello / Pleasant Hill | 224 | 396 | 336 | 238 | 261 | 264 | 297 | 360 | 302 | 295 | 327 | | | | | | | | | | | | | | | | |
| 320 | DVC / Concord | 99 | 221 | 187 | 115 | 141 | 123 | 176 | 215 | 204 | 156 | 184 | | | | | | | | | | | | | | | | |
| 321 | San Ramon / Walnut Creek | 114 | 325 | 328 | 208 | 269 | 256 | 281 | 272 | 263 | 272 | 258 | | | | | | | | | | | | | | | | |
| | TOTALS | 1,940 | 3,439 | 3,041 | 2,054 | 2,226 | 2,245 | 3,103 | 3,189 | 3,117 | 2,709 | 2,780 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Route | Destination Information | Mar-09 (3/22-3/31) | | Apr-09 | | May-09 | | Jun-09 | | Jul-09 | | Aug-09 | | Sep-09 | | Oct-09 | | Nov-09 | | Dec-09 | | Jan-10 | | Feb-10 | | Mar-10 | | |
|--------|---------------------------------------|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | 2 Days | 4 Days | 4 Days | 5 Days | 5 Days | 4 Days | 4 Days | 5 Days | 5 Days | 4 Days | 4 Days | 5 Days | 5 Days | 4 Days | 4 Days | 5 Days | 4 Days | 4 Days | 5 Days | 4 Days | 4 Days | 5 Days | 5 Days | 4 Days | 4 Days | 5 Days | 4 Days |
| 4 | Walnut Creek Downtown Shuttle | 298 | 558 | 395 | 313 | 193 | 361 | 394 | 393 | 489 | 403 | 399 | | | | | | | | | | | | | | | | |
| 6 | Lafayette / Moraga / Orinda | 13 | 49 | 61 | 41 | 29 | 71 | 119 | 96 | 146 | 64 | 83 | | | | | | | | | | | | | | | | |
| ** 20W | Waterworld | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| * 250 | St Mary's College Gael Rail Shuttle | 25 | 17 | 10 | | | 7 | 24 | 20 | 25 | 7 | 15 | | | | | | | | | | | | | | | | |
| 301 | Rossmoor / John Muir Medical Center | 98 | 77 | 57 | 45 | 46 | 39 | 53 | 45 | 79 | 55 | 45 | | | | | | | | | | | | | | | | |
| 311 | Concord / Oak Grove / Treat Blvd / WC | 79 | 146 | 82 | 110 | 99 | 100 | 135 | 156 | 171 | 142 | 135 | | | | | | | | | | | | | | | | |
| 314 | Clayton Rd / Monument Blvd / PH | 604 | 687 | 666 | 580 | 507 | 521 | 693 | 780 | 944 | 691 | 652 | | | | | | | | | | | | | | | | |
| 315 | Concord / Willow Pass / Landana | 23 | 84 | 37 | 44 | 42 | 43 | 50 | 50 | 74 | 31 | 42 | | | | | | | | | | | | | | | | |
| 316 | Alhambra / Merello / Pleasant Hill | 112 | 204 | 165 | 150 | 146 | 161 | 190 | 204 | 230 | 227 | 197 | | | | | | | | | | | | | | | | |
| 320 | DVC / Concord | 60 | 133 | 84 | 62 | 68 | 73 | 103 | 81 | 135 | 94 | 87 | | | | | | | | | | | | | | | | |
| 321 | San Ramon / Walnut Creek | 127 | 216 | 176 | 172 | 128 | 133 | 196 | 186 | 237 | 172 | 153 | | | | | | | | | | | | | | | | |
| | TOTALS | 1,376 | 2,169 | 1,733 | 1,541 | 1,289 | 1,531 | 1,958 | 2,012 | 2,529 | 1,886 | 1,788 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

NOTE: * Data comes from Link Operators

** These are seasonal routes

RAMP EVENTS BY ROUTE

(sort by YTD Total)

| Route | Sep-09 | Oct-09 | Nov-09 | Dec-09 | Jan-10 | Feb-10 | Mar-10 | Apr-10 | May-10 | Jun-10 | YTD Total |
|--------------|--------------|--------------|--------------|--------------|--------------|----------|----------|----------|----------|----------|---------------|
| 20 | 507 | 590 | 285 | 292 | 148 | | | | | | 1,822 |
| 28 | 302 | 273 | 260 | 294 | 481 | | | | | | 1,610 |
| 10 | 260 | 321 | 197 | 266 | 182 | | | | | | 1,226 |
| 16 | 299 | 227 | 229 | 209 | 175 | | | | | | 1,139 |
| 9 | 246 | 208 | 189 | 297 | 128 | | | | | | 1,068 |
| 4 | 172 | 261 | 160 | 144 | 119 | | | | | | 856 |
| 6 | 103 | 231 | 137 | 154 | 127 | | | | | | 752 |
| 14 | 188 | 180 | 135 | 139 | 75 | | | | | | 717 |
| 15 | 111 | 71 | 65 | 188 | 95 | | | | | | 530 |
| 1 | 114 | 146 | 112 | 92 | 54 | | | | | | 518 |
| 314 | 104 | 173 | 68 | 63 | 55 | | | | | | 463 |
| 18 | 60 | 104 | 60 | 71 | 78 | | | | | | 373 |
| 98X | 88 | 82 | 94 | 50 | 56 | | | | | | 370 |
| 21 | 77 | 53 | 91 | 57 | 29 | | | | | | 307 |
| 11 | 54 | 64 | 38 | 64 | 54 | | | | | | 274 |
| 320 | 8 | 71 | 32 | 36 | 31 | | | | | | 178 |
| 17 | 64 | 22 | 48 | 12 | 27 | | | | | | 173 |
| 19 | 44 | 26 | 15 | 45 | 18 | | | | | | 148 |
| 316 | 19 | 42 | 33 | 10 | 27 | | | | | | 131 |
| 7 | 17 | 52 | 8 | 26 | 21 | | | | | | 124 |
| 5 | 20 | 26 | 35 | 21 | 11 | | | | | | 113 |
| 96X | 30 | 6 | 25 | 28 | 10 | | | | | | 99 |
| 35 | 6 | 20 | 33 | 25 | 11 | | | | | | 95 |
| 2 | 19 | 16 | 44 | 5 | 10 | | | | | | 94 |
| 600's | 16 | | 15 | 22 | 30 | | | | | | 83 |
| 36 | 26 | 5 | 8 | 7 | 24 | | | | | | 70 |
| 321 | 28 | 3 | 15 | 2 | 12 | | | | | | 60 |
| 93X | 12 | 6 | 24 | 12 | 6 | | | | | | 60 |
| 311 | 1 | 15 | 23 | 7 | 12 | | | | | | 58 |
| 92X | | 8 | 11 | 1 | 1 | | | | | | 21 |
| 301 | | 9 | | 1 | 9 | | | | | | 19 |
| 315 | 3 | 7 | 5 | 1 | 3 | | | | | | 19 |
| 25 | | 2 | | | 12 | | | | | | 14 |
| 91X | 6 | 2 | | | | | | | | | 8 |
| 95X | 1 | 1 | 2 | | 2 | | | | | | 6 |
| 97X | 2 | 1 | 1 | 2 | | | | | | | 6 |
| 6L | 3 | | | | 1 | | | | | | 4 |
| Total | 3,010 | 3,324 | 2,497 | 2,643 | 2,134 | 0 | 0 | 0 | 0 | 0 | 13,608 |

| | | | | | | | | | | | |
|------|-------|-------|-------|-------|-------|---|---|---|---|---|-------|
| +2 = | 1,505 | 1,662 | 1,249 | 1,322 | 1,067 | 0 | 0 | 0 | 0 | 0 | 6,804 |
|------|-------|-------|-------|-------|-------|---|---|---|---|---|-------|

Route Descriptions

| Route # | Description |
|---------|---|
| 1 | Rossmoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave, BART Walnut Creek, Ygnacio Valley, Montego, John Muir Medical Center, N Wiget Ln, Shadelands Office Park |
| 2 | Rudder Rd, Stewart Ave, Trotter Wy, Dapplegray Rd, Palmer Rd, Mountain View Blvd, San Miguel Dr, N & S California Blvd, BART Walnut Creek |
| 4 | BART Walnut Creek, N California Blvd, Locust St, Mt Diablo Blvd, Broadway Plaza, S Main St, Pringle Ave |
| 4H | Walnut Creek Extended Holiday Service (November 27 thru December 31) |
| 5 | BART Walnut Creek, Riviera Ave, Parkside Dr, N Civic Dr, N Broadway, Lincoln Ave, Mt Pisgah St, S Main St, Creekside Dr |
| 6 | BART Orinda, Moraga Wy, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette |
| 6L | BART Orinda, Orinda Wy |
| 7 | BART Pleasant Hill, Treat Blvd, Bancroft Rd, Ygnacio Valley Rd, Shadelands Office Park, Marchbanks, BART Walnut Creek, Riviera Ave, Buena Vista, Geary Rd |
| 8 | Monument Blvd, Peach St, Virginia Ln, Robin Ln, Meadow Ln, Sunshine Dr, Detroit Ave, Walters Wy, San Miguel Rd, Galindo, Clayton Rd, Gateway Blvd, Willow Pass Rd, Sun Valley Blvd, Contra Costa Blvd |
| 9 | DVC, Contra Costa Blvd, Ellinwood Wy, JFK University, Gregory Ln, Cleaveland Rd, Boyd Rd, W Hookston Rd, Patterson Blvd, Oak Park Blvd, Coggins Dr, BART Pleasant Hill, N Main St, N California Blvd, BART Walnut Creek |
| 10 | BART Concord, Clayton Rd, Center St, Marsh Creek Rd |
| 11 | BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, BART Pleasant Hill |
| 14 | BART Concord, Oak St, Laguna St, Detroit Ave, Monument Blvd, Mohr Ln, David Ave, Bancroft Rd, Treat Blvd, BART Pleasant Hill |
| 15 | BART Concord, Port Chicago Highway, Salvio St, Parkside Dr, Willow Pass Rd, Landana Dr, West St, Clayton Rd, Treat Blvd, BART Pleasant Hill, Oak Rd, N Civic Dr, Ygnacio Valley Rd, BART Walnut Creek |
| 16 | BART Concord, Oak St, Galindo St, Monument Blvd, Crescent Plaza, Cleaveland Rd, Gregory Ln, Pleasant Hill Rd, Alhambra Ave, Berrellesa St, Escobar St, Court St, Martinez Amtrak |
| 17 | BART Concord, Grant St, East St, Solano Wy, Olivera Rd, Port Chicago Highway, BART North Concord |
| 18 | BART Pleasant Hill, Oak Rd, Buskirk Ave, Crescent Plaza, Gregory Ln, Pleasant Hill Rd, Taylor Blvd, Morello Ave, Viking Dr, Contra Costa Blvd, DVC, Old Quarry Rd, Pacheco Blvd, Muir Rd, Arnold Dr, Morello, Pacheco Blvd, Martinez Amtrak |
| 19 | BART Concord, Galindo St, Concord Ave, Bisso Ln, Stanwell Dr, John Glenn Dr, Galaxy Wy, Diamond Blvd, Contra Costa Blvd, Pacheco Blvd, Martinez Amtrak |
| 20 | BART Concord, Grant St, Concord Blvd, Clayton Rd, Gateway Blvd, Willow Pass Rd, Sun Valley Blvd, Golf Club Rd, DVC |
| 21 | BART Walnut Creek, N & S California Blvd, Newell Ave, S Main St, Danville Blvd, Railroad Ave, San Ramon Valley Blvd, Danville Park & Ride, Camino Ramon, Fostoria Wy, San Ramon Transit Center |
| 25 | BART Lafayette, Mt Diablo Blvd, Highway 24, Highway 680, BART Walnut Creek |
| 28 | BART North Concord, Port Chicago Highway, Bates Ave, Commercial Cir, Pike Ln, Arnold Industrial Wy, Marsh Dr, Contra Costa Blvd, Chilpancingo Pkwy, Old Quarry Rd, DVC, Highway 680, Highway 4, Center Ave, VA Clinic, Howe Rd, Pacheco Blvd, Martinez Amtrak |
| 35 | BART Dublin, Dublin Blvd, Dougherty Rd, Bollinger Canyon Rd, E Branch Pkwy, Windemere Pkwy, Sunset Dr, Bishop Dr, Executive Pkwy, San Ramon Transit Center |
| 36 | BART Dublin, Dublin Blvd, Village Pkwy, Alcosta Blvd, Fircrest Ln, San Ramon Valley Blvd, Tareyton Ave, Bollinger Canyon Rd, Crow Canyon Rd, Executive Pkwy, San Ramon Transit Center |
| 91X | BART Concord, Galindo St, Concord Ave, John Glenn Dr, Galaxy Wy, Chevron, Diamond Blvd, Willow Pass Rd, Gateway Blvd, Clayton Rd, Oak St |
| 92X | Shadelands Office Park, Ygnacio Valley Rd, Highway 680, Danville Park & Ride, Crow Canyon Rd, Bishop Ranch 15, San Ramon Transit Center, Camino Ramon, ATT, Sunset Dr, Chevron, Ace Train Station Pleasanton |
| 93X | BART Walnut Creek, Ygnacio Valley Rd, Shadelands Office Park, Oak Grove Rd, Kirker Pass Road, Railroad Ave, Buchanan Rd, Somersville Rd, Fairview Dr, Delta Fair Blvd, Highway 4, Hillcrest Park & Ride |
| 95X | BART Walnut Creek, Highway 680, Crow Canyon Pl, Fostoria Wy, Camino Ramon, San Ramon Transit Center |
| 96X | BART Walnut Creek, Highway 680, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15, Annabel Ln, Bishop Ranch 8, Bishop Dr, Sunset Dr |
| 97X | BART Dublin, Highway 680, Highway 580, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15, Annabel Ln, Bishop Ranch 8, Bishop Dr, Sunset Dr |
| 98X | BART Walnut Creek, N Main St, Highway 680, Sun Valley Blvd, Contra Costa Blvd, Concord Ave, Diamond Blvd, Highway 680, Highway 4, Alhambra Ave, Berrellesa St, Escobar St, Court St, Martinez Amtrak |

Route Descriptions

| Route # | Description |
|---------|--|
| 250 | St Mary's College, St Marys Rd, Moraga Rd, Mt Diablo Blvd, BART Lafayette |
| 301 | Rossmoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave, BART Walnut Creek, Ygnacio Valley, Montego, John Muir Medical Center |
| 311 | BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, BART Pleasant Hill |
| 314 | Ayers Rd, Concord Blvd, Kirker Pass Rd, Clayton Rd, BART Concord, Oak St, Laguna St, Detroit Ave, Monument Blvd, Mohr Ln, David Ave, Crescent Plaza, Cleaveland Rd, Gregory Ln, Contra Costa Blvd, DVC |
| 315 | BART Concord, Port Chicago Highway, Salvio St, Parkside Dr, Willow Pass Rd, Landana Dr, West St, Clayton Rd |
| 316 | BART Pleasant Hill, Oak Rd, Buskirk Ave, Crescent Plaza, Gregory Ln, Contra Costa Blvd, Golf Club Rd, DVC, Old Quarry Rd, Pacheco Blvd, Muir Rd, Arnold Dr, Pacheco Blvd, Morroto Ave, Martinez Antirak, Berrellesa St, Alhambra Ave |
| 320 | BART Concord, Grant St, Concord Blvd, Clayton Rd, Gateway Blvd, Willow Pass Rd, Diamond Blvd, Concord Ave, Chilpancingo Pkwy, Old Quarry Rd, DVC |
| 321 | BART Walnut Creek, N & S California Blvd, Newell Ave, S Main St, Danville Blvd, Railroad Ave, San Ramon Valley Blvd, Camino Ramon, Fostoria Wy, San Ramon Transit Center- Shops at BR |
| 601 | N Civic Dr, Parkside Dr, Riveria Ave, BART Walnut Creek, Trinity Ave, Oakland Blvd, Boulevard Wy, Tice Valley Blvd, Meadow Rd, Castle Hill Rd, Danville Blvd, Hillgrade Ave., Crest Ave, Rossmoor Shopping Center |
| 602 | Walnut Blvd, Oro Valley Cir, Mountain View Blvd, Rudgear Rd, Stewart Ave, Trotter Wy, Dapplegray Rd, Palmer Rd, Mountain View Blvd, San Miguel Dr, N & S California Blvd, BART Walnut Creek |
| 603 | Camino Pablo, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette |
| 605 | N Civic Dr, N Broadway, Lincoln Ave, Mt Pisgah St, Newell Ave, Elac Dr, S Main St, Creekside Dr |
| 606 | BART Orinda, Orinda Wy, Miner Rd, Honey Hill Rd, Via Las Cruces, Saint Stephens Dr, Orinda Woods Dr, Moraga Wy, Ivy Dr, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette |
| 607 | BART Pleasant Hill, Treat Blvd, Bancroft Rd, Ygnacio Valley Rd, Oak Grove Rd, Walnut Ave |
| 608 | VA Clinic, Center Ave, Pacheco Blvd, Contra Costa Blvd, Chilpancingo Pkwy, Old Quarry Rd, DVC |
| 609 | BART Walnut Creek, Ygnacio Valley Rd, Marchbanks Dr, Walnut Ave |
| 610 | BART Concord, Clayton Rd, Ayers Rd, Concord Blvd, Kirkwood Dr, Oakhurst Dr, Center St, Marsh Creek Rd, Mountaire Pkwy, Mountaire Cir |
| 611 | BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, Bancroft Rd, Minert Rd |
| 612 | BART Concord, Clayton Rd, Ayers Rd, Concord Blvd, Kirker Pass Rd, Washington Blvd, Pennsylvania Blvd, Pine Hollow Rd, El Camino Dr, Michigan Blvd |
| 613 | Minert Rd, Oak Grove Rd, Monument Blvd, Detroit Ave, Laguna St, Oak St, BART Concord |
| 614 | BART Concord, Clayton Rd, Michigan Blvd, Pennsylvania Blvd, Pine Hollow Rd, El Camino Dr |
| 615 | Concord Blvd, Landana Dr, Willow Pass Rd, Parkside Dr, Salvio St, East St, Clayton Rd, Oakland Ave, Mount Diablo St, BART Concord |
| 616 | Treat Blvd, Bancroft Rd, Minert Rd, Oak Grove Rd, Monument Blvd, San Miguel Rd, Galindo St, Oak St, BART Concord |
| 619 | Minert Rd, Oak Grove Rd, Monument Blvd, Mohr Ln, David Ave, Bancroft Rd, Treat Blvd, BART Pleasant Hill |
| 622 | Pine Valley Rd, Broadmoor Dr, Montevideo Dr, Alcosta Blvd, Crow Canyon Rd, Tassajara Ranch Rd, Camino Tassajara |
| 623 | Danville Blvd, Stone Valley Rd, Green Valley Rd, Diablo Rd, Hartz Ave, San Ramon Valley Blvd, Sycamore Valley Rd, Camino Tassajara, Tassajara Ranch Rd, Crow Canyon Rd, Anabel Ln |
| 625 | Rossmoor Shopping Center, Tice Valley Blvd, Olympic Blvd, Pleasant Hill Rd, Acalanes Ave, Stanley Blvd, Mt Diablo Blvd, BART Lafayette, Happy Valley Rd, Upper Happy Valley Rd, El Nido Ranch Rd, Hidden Valley Rd, Acalanes Rd |
| 626 | St Mary's College, St Marys Rd, Rohrer Dr, Moraga Rd, Mt Diablo Blvd, BART Lafayette, Happy Valley Rd, Upper Happy Valley Rd, El Nido Ranch Rd, Hidden Valley Rd, Acalanes Rd |
| 627 | BART North Concord, Port Chicago Highway, Bates Ave, Mason Cir |
| 635 | Bollinger Canyon Rd, Dougherty Rd, Crow Canyon Rd, Tassajara Ranch Rd, Camino Tassajara, Lusitano St, Charbray St |
| 636 | San Ramon Transit Center, Executive Pkwy, Crow Canyon Rd, Bollinger Canyon Rd, San Ramon Valley Blvd, Broadmoor Dr, Alcosta Blvd, Fircrest Ln, Village Pkwy, Dublin Blvd, BART Dublin |

The County Connection

Inter Office Memo

To: Operations & Scheduling Committee
From: Celinda Dahlgren, Director of Administration

Date: 19 February 2010
Reviewed By:

SUBJECT: LINK Monthly Operating Report – January 2010

| | |
|--------------------------------|--|
| SUMMARY OF ISSUES: | Presented for your review is the monthly operating report for LINK for January 2010. |
| RECOMMENDATIONS: | Information only |
| FINANCIAL IMPLICATIONS: | N/A |
| OPTIONS: | Information only |
| ACTION REQUESTED: | Information only |
| ATTACHMENTS: | <i>CCCTA LINK Monthly Operating Summary, January 2010</i> |

ADDITIONAL INFORMATION:

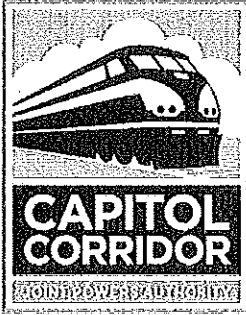
For the second month this fiscal year, ridership has remained flat. Due to diligent follow up and screening, attendants have dropped by nearly 46%, and companions have risen by over 800%. We believe this is a more accurate reflection of how our clients travel. Subscription trips account for 68.3% of all client trips.

Although ridership over all has decreased slightly, revenue hours and miles have fallen even more, resulting in better productivity – from 2.01 to 1.14 passengers per revenue hour. Average trip length has also fallen slightly – from 9.5 to 9 miles.

CCCTA LINK
MONTHLY OPERATING SUMMARY
January FY09-10

| SUMMARY | January FY08/09 | January FY09/10 | YTD FY08/09 | YTD FY09/10 |
|-----------------------------|--------------------|--------------------|----------------|----------------|
| 1 TOTAL CLIENTS | 12,525 | 12,026 | 91,032 | 90,976 |
| 2 TOTAL ATTENDANTS | 1,587 | 861 | 9,541 | 7,483 |
| 3 TOTAL COMPANIONS | 119 | 1,098 | 767 | 1,597 |
| 4 TOTAL PASSENGERS | 14,231 | 13,985 | 101,340 | 100,056 |
| 5 TOTAL SERVICE DAYS | 30 | 30 | 210 | 210 |
| 6 VEHICLE REVENUE HOURS | 7065.7 | 6550.2 | 50946.6 | 48802.6 |
| 7 VEHICLE SERVICE HOURS | 8573.4 | 7854.6 | 62200.9 | 59206.2 |
| 8 VEHICLE NON REV HOURS | 1507.7 | 1304.4 | 11254.2 | 10338.2 |
| 9 VEHICLE SERVICE MILES | 135353.0 | 125730.0 | 1003426.0 | 955777.0 |
| 10 VEHICLE REVENUE MILES | 111549.0 | 103720.0 | 831554.0 | 790351.0 |
| 11 VEHICLE NON REV MILES | 23804.0 | 22010.0 | 149872.0 | 166694.0 |
| 12 PASS. PER REVENUE HOUR | 2.01 | 2.14 | 1.99 | 2.05 |
| 13 CLIENT PER REVENUE HOUR | 1.77 | 1.84 | 1.79 | 1.86 |
| 14 PASS. PER SERVICE HOUR | 1.66 | 1.78 | 1.63 | 1.69 |
| 15 PASS. PER SERVICE MILE | 0.11 | 0.11 | 0.10 | 0.10 |
| 16 PASS. PER REVENUE MILE | 0.13 | 0.13 | 0.12 | 0.13 |
| 17 TOTAL TRANSFER TRIPS | 1,231 | 1,098 | 9,140 | 18,765 |
| 18 SAME DAY TRIPS | 114 | 159 | 616 | 705 |
| 19 *SUBSCRIPTION TRIPS | N/A | 8,216 | N/A | 25,655 |
| 20 *DEMAND | N/A | 3,651 | N/A | 11,053 |
| 21 FAREBOX REVENUE | \$15,458.50 | \$14,384.50 | \$114,813.78 | \$112,393.13 |
| 22 PREPAID CLIENTS | \$16,443.50 | \$23,444.06 | \$115,330.55 | \$148,440.78 |
| 23 COLLECTED BILLING | \$5,799.50 | \$9,962.00 | \$71,804.50 | \$66,702.00 |
| 24 TOTAL REVENUE COLLECTED | \$37,701.50 | \$47,790.56 | \$301,948.83 | \$327,535.91 |
| 25 CHARGEABLE ACCIDENTS | 2 | 0 | 8 | 5 |
| 26 SERVICE COMPLAINTS | 1 | 1 | 4 | 5 |
| 27 SERVICE COMMENDATIONS | 5 | 2 | 17 | 10 |
| 28 SERVICE DENIALS | 0 | 0 | 0 | 0 |
| 29 ROAD CALLS | 2 | 3 | 15 | 20 |
| 30 DRIVER TURNOVER | 2.7 | 0.0 | 8.0 | 5.3 |
| 31 SCHEDULE ADHERENCE | 96% | 95% | 96% | 96% |
| 32 WHEELCHAIR BOARDINGS | 3,204 | 3,385 | 25,150 | 25,882 |
| 33 W/C LIFT AVAILABILITY | 100% | 100% | 100% | 100% |
| 34 REGISTERED CLIENTS | 8,111 | 8,712 | N/A | N/A |
| 35 UNDUPLICATED CLIENTS | 1,191 | 1,099 | N/A | N/A |
| 36 NO-SHOWS | 61 | 62 | 421 | 263 |
| 37 CANCELS | 3,590 | 1,856 | 22,978 | 13,081 |
| 38 AVG. TRIP LENGTH (MILES) | 9.5 | 9.0 | 9.9 | 9.6 |
| 39 AVG. SM BUSES IN SERVICE | 5 | 5 | 5 | 5 |
| 40 AVG. BUSES IN SERVICE | 48 | 48 | 48 | 48 |
| 41 TOTAL FUEL/GALLONS | 17,437 | 16,481 | 132,225 | 135,800 |
| 42 FLEET M.P.G. | 7.8 | 9.0 | 7.6 | 7.0 |
| 43 *DRIVER ROAD CHECK | N/A | 69 | N/A | 133 |
| 44 *RIDER SURVEY'S | N/A | 11 | N/A | 13 |

*STARTED REPORTING 12-01-09



2010-002

PRESS RELEASE

For Immediate Release
January 28, 2010

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Luna Salaver
Public Information Officer
Office 510 874-7474
Pager 510 899-2366

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Capitol Corridor to Receive \$29 Million in Federal High Speed Rail Funding

**Historic Grant Will Improve Northern California Intercity Passenger Rail &
Prepare Connections to Planned High Speed Rail System**

Oakland, CA., January 28, 2010 — For the first time in its history, the Capitol Corridor Joint Powers Authority (CCJPA) will receive \$29.2 million in federal High Speed/Intercity Passenger Rail (HSIPR) funding for three projects in Northern California to improve Capitol Corridor intercity passenger rail.

\$6.2 million was awarded to the Sacramento Rail Relocation Project which will fill a funding gap and allow for the installation of a new passenger platform as part of the rail line relocation and intermodal station development program. The remaining \$23 million will be allocated to easing bottleneck conditions between Sacramento and Davis—known as the Yolo Crossover—and to expand the San Jose station platforms and tracks.

These HSIPR funds were awarded through a competitive grant program administered by the Federal Railroad Administration (FRA) within the U.S. Department of Transportation. The award of these funds will allow each of these projects to start construction within the next 6 months.

These projects were championed by Congresswoman Doris Matsui (D-Sacramento), who today announced the award of these federal funds.

"We thank Congresswoman Matsui and her colleagues of the Northern California Congressional Delegation for their efforts to improve Capitol Corridor intercity passenger rail," CCJPA Chair Jim Holmes said. "Not only will this \$29 million federal grant improve Capitol Corridor service, it positions our San Jose and Sacramento stations to become major connections with the planned high-speed trains that will serve these stations."

"The Capitol Corridor is thrilled that the federal government has recognized the benefits that these projects will bring to Northern California," CCJPA Managing Director David B. Kutrosky said. "We can now move full speed ahead with these projects immediately, creating much-needed jobs, improving mobility options by enhancing Capitol Corridor intercity passenger train service and generating regional economic activity."

About Capitol Corridor

The Capitol Corridor Joint Powers Authority (CCJPA) partners with Amtrak, Union Pacific Railroad, Caltrans and the communities comprising the CCJPA to offer cost-effective, viable and safe intercity passenger rail. The Capitol Corridor service comprises of 16 stations along a 170-mile rail corridor, and offers a convenient way to travel between the Sierra Foothills, Sacramento, the San Francisco Bay Area and Silicon Valley/San Jose. For information, visit www.capitolcorridor.org or call 1-877-9-RIDECC.

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BART to upgrade Pleasant Hill station for \$5.2 million

By Denis Cuff
Contra Costa Times

Posted: 02/25/2010 03:53:33 PM PST
Updated: 02/25/2010 03:54:12 PM PST

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PLEASANT HILL — The BART board today awarded a \$5.2 million contract to spruce up the Pleasant Hill station with new lighting, signs, paint, bicycle storage area and two new staircases for emergency exits.

Taber Construction of Martinez was picked for the job after submitting a bid the lowest of five bids. The winning bid was 7 percent higher than BART engineers' estimate.

BART will pay for the project with \$2.7 million in state-voter-approved Proposition 1B funds, and \$2.5 million from the Contra Costa County Redevelopment Agency.

This contract is the first of several station modernizations planned at BART over the next few years.

While it approved the contract on a 7-0 vote, board members expressed displeasure with the expected "unsightly" appearance of the two emergency staircases. The board passed a resolution saying any other new emergency staircases at other stations should complement the appearance of the surrounding neighborhood.

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All Listings

State allocates \$69.4 million for I-680 overhaul in San Ramon Valley

By Denis Cuff, Contra Costa Time
Posted: 02/25/2010 03:47:00 PM PST
Updated: 02/25/2010 03:47:53 PM PST

The California Transportation Commission allocated \$69.4 million today to repave the deteriorating road surface on Interstate 680 in the San Ramon Valley.

The Caltrans road overhaul, to begin later this year, will prevent further deterioration of the freeway between Walnut Creek and the Alameda County line, and provide a smoother ride for motorists who often steer around potholes and cracks.

Some of the \$185 million approved for 43 projects statewide today comes from a \$19.9 billion transportation bond measure that California voters approved in 2006.

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Opinion: California high-speed rail financing is a fantasy

By Zachary Tyson
Special to the Mercury News

Posted: 02/24/2010 08:00:00 PM PST

The California High-Speed Rail Authority has long touted the wonderful fantasy of high-speed trains. On the authority's Web site, viewers are shown a sleek, ultramodern train zooming through a backdrop of green rolling hills and lush scenery, all at speeds up to 225 miles per hour. Not only is high-speed rail fast, but you'll be able to hop on a high-speed train without going through those bothersome security checkpoints they have in airports, resulting in a travel time from San Francisco to Anaheim of under three hours.

Is anything missing from this picture? Only reality.

When the imagination of dazzling sapphire-blue trains is swept aside, all that is left is an inadequately funded financial catastrophe. While the deficiencies in the authority's business plan are too numerous to cover in one article, I will focus on some of the most egregious failings.

The authority estimates it needs approximately \$42.6 billion to build the first section of the high-speed rail network, from San Francisco to Anaheim. To obtain the requisite amount, the authority must seek money from state, federal and local governments and private institutions.

State funding for the project is provided by Proposition 1A. In theory, near-bankrupt California will sell \$9 billion in bonds to finance the project, increasing our state debt by roughly 20 percent.

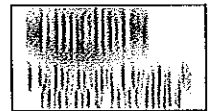
Federal funding for the project is mostly limited to grants from the American Recovery and Reinvestment

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Act, of which the authority has received only \$2.25 billion. This grant has been widely covered by local news organizations, with the frequent implication that a high-speed rail system is just around the corner. In reality, the \$2.25 billion the authority received is less than half the \$4.7 billion it requested, and a small fraction of the \$17 billion to \$19 billion in federal funds the authority projects it needs to construct the high-speed rail system.

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President Barack Obama has allocated an additional \$5 billion for high-speed rail over five years, but these funds are to be distributed throughout the nation, not just to California. Even if we assume that California will receive another \$2.25 billion from the next \$5 billion, the authority is still left with a total of only \$4.5 billion, approximately 25 percent of the federal funds it needs for the project.






Local funding in the amount of \$4 billion to \$5 billion is supposed to come from the counties and cities of California. Unfortunately, as highlighted in the authority's own business plan, the largest contributor to date is Orange County, which contributed \$7 million of the total needed.

And finally, private institutions will provide the remaining \$10 billion to \$12 billion to finance the project. However, in the authority's business plan, not even one contract, letter of intent or any other type of proof of private interest has been presented to date.

In conclusion, the authority has obtained only \$11.25 billion of the \$42.6 billion it needs to build the first segment of the project, and even of these funds, the \$9 billion in state money will not be released until the authority complies with further statutory requirements.

If these financing deficiencies are not corrected, prepare for the San Francisco to Anaheim route to look more like a high-speed route between San Francisco and a cow pasture in Merced.

ZACHARY TYSON is an attorney with Nova Law Group and general counsel for the Community Coalition on High-Speed Rail. He wrote this article for the Mercury News.

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