

AGENDA ITEM 10



CONTRA COSTA
transportation
authority

COMMISSIONERS: *Maria Viramontes, Chair* *Robert Taylor, Vice Chair* *Janet Abelson* *Newell Arnerich* *Ed Ballico*
Susan Bonilla *David Durant* *Federal Glover* *Michael Kee* *Mike Metcalf* *Julie Pierce*

DATE: November 20, 2009
TO: RTPC Managers
FROM: Martin Engelmann, Deputy Executive Director, Planning
SUBJECT: Proposed Measure J General Plan Amendment (GPA) Review Process

Summary of Issues

For the past year, Authority staff has worked with the Growth Management Program (GMP) Task Force and the Technical Coordinating Committee (TCC) to develop an updated GPA review process that fulfills the requirements of Measure J while responding to newly raised concerns and recent legislative changes. At its November 18, 2009 meeting, the Authority approved release of a proposed GPA review process (attached), that would require the following four steps for GPA review: 1) Use of a uniform traffic model and methodology to evaluate the impacts of proposed GPAs on Regional Routes; 2) Notification, and full disclosure of impacts; 3) Cooperative discussions, with the intent of achieving mutually agreed-upon resolution; and 4) Documentation in the form of an MOU that establishes Principles of Agreement for monitoring and mitigation.

The proposed GPA review process is now available for public review. **Comments are due by Friday, December 18, 2009.** Please direct your comments to my attention at mre@ccta.net.

Background

The Growth Management Programs (GMP) for both Measure C and Measure J include a requirement for participation in an ongoing cooperative, multi-jurisdictional planning process. Measure C required local jurisdictions to "participate in a cooperative, multi-jurisdictional planning process to reduce [the] cumulative regional traffic impacts of development."¹ The Measure J Sales Tax Expenditure Plan states that "Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies...to create a balanced, safe, and efficient transportation system and to manage the impacts of growth."² The current planning process includes a provision for the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effects on the regional transportation system, including on Action Plan objectives.

The Authority's adopted policy for GPA review (Resolution 95-06-G), centers on whether a GPA will adversely affect the RTPC's ability to achieve its Multi-modal Transportation Service Objectives (MTSOs), as set forth in its Action Plan for Routes of Regional Significance. The Measure J program, which took effect on April 1, 2009, continues that approach. It requires that:

In consultation with the Regional Transportation Planning Committees, each jurisdiction will use the travel demand model to evaluate changes to local General Plans and the impacts of major

¹ Contra Costa Transportation Authority, *The Revised Contra Costa Transportation Improvement and Growth Management Program*, August 3, 1988, p. 11.

² Contra Costa Transportation Authority, *Measure J – Contra Costa's Transportation Sales Tax Expenditure Plan*, July 21, 2004, p. 24.

development projects for their effects on the local and regional transportation system and the ability to achieve the MTSOs established in the Action Plans.³

Refinements to Existing Policy - Conflict Resolution, Good Faith Evaluation

Under existing policy, the RTPCs play a central role in the review of proposed GPAs. The RTPC and the Sponsoring Jurisdiction meet and confer to determine whether the proposed GPA adversely affects the ability to carry out established Action Plan policies and objectives. The RTPC may change its Action Plan, and/or the Sponsoring Jurisdiction may modify its proposal. If consensus cannot be reached, the Authority provides the involved parties with a forum for conflict resolution.

Only once during the 20-year life span of Measure C was it necessary for the Authority to mediate a dispute among member agencies regarding an issue of compliance with regard to a proposed GPA. Following that dispute, the Authority determined that both parties had participated in good faith in the conflict resolution process, and therefore both were found by the Authority to have complied with the requirements of the GMP.

One important lesson learned from that dispute was that the method for resolving the dispute – mediation – required each party to sign a confidentiality agreement. Consequently, at the close of the process, the proceedings from the negotiation could not be made public without violating the agreements that had been signed. Therefore, the only test for “good faith” participation became whether or not the parties had engaged in the negotiations.

Based upon that experience, a key refinement that we are proposing to existing policy is to change the method of dispute from mediation to facilitation. Unlike mediation, facilitated discussions are not subject to confidentiality agreements, and each party’s offers for compromise and exchange could be reviewed publicly.

Call for a Change

In the course of updating the Action Plans for the 2009 Countywide Plan update, significant concerns were raised about the Measure J requirement for General Plan review. Some participants called into question the existing process set forth in Resolution 95-06-G. This process was considered by some to be overly cumbersome, bureaucratic, and outmoded. The major issues raised were:

- Does the use of quantitative benchmarks to assess the impacts of growth as part of the GPA review process conflict with the goals of infill development efforts, where congestion must be balanced with other goals that affect our quality of life? For example, congestion-based evaluation may generate policy conflicts with evolving land use patterns in some areas of the county, where more dense, transit-oriented development has been encouraged near major transportation hubs.
- Does the GPA review process unnecessarily replicate CEQA or create an additional overlay to CEQA? Although progress has been made to align the GPA review process with CEQA, Measure J nonetheless requires a separate process for GPA review.
- Is it appropriate to place GPA compliance conflicts before the Authority, a policy-oriented rather than a quasi-judicial forum?

More recently, the Authority incorporated updated action plans into the 2009 Countywide Transportation Plan. This update to the Plan addressed external developments such as State legislation aimed at reducing greenhouse gas (GHG) emissions (per AB 32, Statutes of 2006, and in recognition of SB 375, Statutes of 2008). Beyond responding to technical and process-related concerns, issues were raised during the process regarding the setting and use of MTSOs. Suggestions were made that revisions to the Authority’s GPA

³ Ibid, p. 25.

review process were necessary to reflect the new requirements for achieving GHG emissions reductions, and better match CEQA requirements. While the proposed change to the conflict resolution process addresses a technicality in the existing process, it does not begin to address the broader issues that were raised.

Proposed GPA Review Process⁴

The proposed GPA review process involves disclosure, consultation, facilitation, principles of agreement, and the good faith test for compliance. The process builds upon existing policy by incorporating the establishment of long-range Principles of Agreement into the conflict resolution process. Given that many GPAs may take years, or even decades to reach fruition, this approach is viewed by staff as more realistic and practical than the previous requirement that all terms and conditions for mitigation should be hammered out “on the spot” during the CEQA review process. The Principles would specify roles and responsibilities of each party, and reflect a commitment on the part of the sponsoring and affected jurisdictions to continue to work together cooperatively in an ongoing effort to address transportation impacts of the proposed GPA.

The sponsoring jurisdiction fully discloses all impacts, consults with affected jurisdiction, participates in a facilitated discussion if needed, and if achievable, enters into a memorandum of understanding (MOU) with the affected jurisdiction. The MOU establishes principles of agreement regarding the timing, responsibilities and actions for (1) initial mitigations to be implemented, and (2) as development occurs, monitoring actual impacts to the routes of regional significance, and implementing appropriate further mitigations when triggered by actual impacts. The process recognizes that GPAs may take many years to develop, from conceptual plans to a completed and fully occupied project. During that time, GPA-related trip patterns, and the transportation network itself could undergo significant change.

As envisioned, the MOU, a public document, would incorporate Principles of Agreement for how the conflict will be managed, specified actions, timing and responsibilities for monitoring future impacts and considering mitigations. The MOU could require that the parties monitor and revisit the progress of the project, its impacts and mitigations, at specific milestones of development. The process anticipates the significant time lag between a jurisdiction’s approval of the GPA and full occupancy/completion. As is often the case, a major GPA may take 10 or 20 years before it is fully completed. During that time, the project’s impacts on the regional transportation network may turn out to be different than originally forecast. The MOU could acknowledge this aspect of project development by requiring that the parties return to negotiations as the project evolves.

Attachment 1 summarizes the proposed GPA review process. Attachment 2 provides the detailed step-by-step process.

PDA Exemption

One question that arose during the development of this process was whether a project that qualifies as a “Priority Development Area” under ABAG/MTC criteria should be exempt from the GPA review process. Presumably, PDA’s are transit oriented developments that do not conflict with the objectives to reduce GHG emissions through reduced VMT and improved transit ridership. However, during the discussions, concerns were raised that the PDA exemption might be too broad, and did not recommend its inclusion.

⁴ **Plural vs. singular use of the terms Jurisdiction(s), RTPC(s), and Action Plan(s)** Throughout the discussion, the Sponsoring and the Affected Jurisdiction are referred to in the singular, as though only one upstream jurisdiction could initiate a GPA, and only one downstream jurisdiction could be affected. In practice, there may be more than one sponsoring jurisdiction, and clearly, more than one affected jurisdiction. In these cases, the plural – Jurisdictions – would apply as appropriate. Similarly, if more than one RTPC, and consequently more than one Action Plan were involved, the plural – RTPCs and Action Plans – also applies.

To address this concern, more narrowly defined criteria were developed to limit the eligibility requirements, but not everyone was comfortable with the concept or those details.⁵ Concerns were expressed that an exemption could mask, under the guise of “smart growth,” otherwise significant impacts of a proposed GPA on the regional network. Consequently, the PDA exemption provision is not included.

Findings of Noncompliance

Each option could result in the Authority making a finding of noncompliance with the GMP for either the Sponsoring or Affected Jurisdiction, or both. Under adopted Authority policy, a finding of noncompliance is made at the time of submittal and review of the local jurisdiction’s GMP Biennial Compliance Checklist. If, based upon review of the Checklist, the Authority makes a finding of noncompliance, then current and future allocations of Local Street Maintenance and Improvement (LSM) funds are withheld, and the jurisdiction becomes ineligible to receive Measure J Transportation for Livable Communities (TLC) funding, which at an aggregated level comprises five percent of Measure J revenues.

The Authority may, at a later date, make a determination that the non-complying jurisdiction has taken appropriate remedial action or otherwise resolved the issue(s) raised, in which case the Authority may make a finding of compliance and reinstate allocation of LSM funds. For this GPA review process, the Authority has the option of setting a firm time limit after which compliance would be automatically reinstated and payment of LSM funds would resume without remediation.

Next Steps

At its meeting on November 18, 2009, the Authority approved circulation and review of the proposed GPA review process to the RTPCs and local jurisdictions. We would like to receive your comments no later than December 18th, 2009. Authority adoption of the proposed policy is expected in the February 2010 timeframe.

Attachment 1: Summary Description of Proposed GPA Review Process

Attachment 2: Detailed Proposed Process for GPA Review

⁵ The following specific criteria were proposed to narrow eligibility: (a) housing densities of 20 units per acre or greater in housing and mixed use areas; (b) at least 50 percent of developed area is within ½ mile of rail or busway station, or major trunk bus line operating at least every 15 minutes during the business day; (c) the development has a balanced mix of housing, commercial and retail development; and (d) the development is designed to foster walking and other non-motorized modes.

Attachment 1

Summary Description of Proposed GPA Review Process

| Steps | Action | Responsible Party | | | |
|-------|--|-------------------------|--------------------------|------|------|
| | | Sponsor Jurisdiction | Affected Jurisdiction | RTPC | CCTA |
| 1-2 | Evaluate Proposed GPA | √ | | | |
| 3 | Notify Affected Jurisdiction | √ | | | |
| 4 | Analyze Traffic Impact | √ | | | |
| 5 | Prepare Comment Letter | | √ | √ | |
| 6 | Respond to Comment Letter | √ | | | |
| 7-8 | File a Letter of Concern | | √ | | |
| 9 | Respond to Letter of Concern | √ | | | |
| 10-12 | Initiate Cooperative Resolution Discussions | √ | √ | | |
| 13 | Formulate MOU | √ | √ | | |
| 14 | Revise Action Plan | | | √ | |
| 15 | Evaluate Compliance | | | | √ |

Attachment 2
Proposed General Plan Amendment Review Process
Detailed Description

| Step | Process | Timeframe (CEQA Reference) |
|----------|---|---|
| 1 | <p>Net New Peak Hour Vehicle Trip determination. Would the project generate 500 <i>or more</i> net new peak hour vehicle trips <u>and</u> add 50 <i>or more</i> net new peak hour vehicle trips to any Route of Regional Significance? (Note: The Sponsoring Jurisdiction's RTPC may adopt a lower applicable threshold in its Action Plan.)</p> <p style="margin-left: 40px;">→ NO: Project is exempt from the GPA Review Process, although it is still subject to CEQA and the CEQA notification requirements in the applicable Action Plan.</p> <p style="margin-left: 40px;">→ YES: Sponsoring Jurisdiction shall move to the next step of the GPA Review Process.</p> | <p>Initial Study Determination (Sec. 15063)</p> |
| 2 | <p>Notification. The Sponsoring Jurisdiction or its responsible RTPC shall notify potentially affected jurisdictions and RTPCs in accordance with the notification procedure as set forth in the Authority's <i>Implementation Guide</i> and applicable Action Plan. Notification shall take place during and as part of the required notification process in CEQA.</p> <p>The notification shall be issued as early as possible, but <i>no later</i> than the deadlines established in these procedures.</p> | <p>Notice of Intent to Adopt a Mitigated Negative Declaration (M/ND) (Sec. 15072)</p> <p>NOP (Sec. 15082)</p> |
| 3 | <p>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 <i>Technical Procedures</i>.</p> <p>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, it may raise that threshold to LOS D, consistent with CEQA guidelines (Sec. 15064 & 15064.7).</p> <p>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</p> | <p>Released with Draft Environmental Document (Sec. 15087)</p> |

informed response.

4

Comment Letter. An Affected Jurisdiction may submit comments to the Sponsoring Jurisdiction expressing its concerns and issues regarding the potential impacts of the proposed GPA on Regional Routes.

The Affected Jurisdiction shall submit its comments as early as possible during the Response to NOP (Sec. 15082(b)) and *no later* than the close of the comment period for the draft CEQA document.

To the greatest extent possible, the comment letter should indicate issues, what mitigations are sought and/or acceptable for the project, as well as any changes in scope desired in the project, and the reasons why such changes are deemed to be appropriate.

Public Review
Period (M/ND)

(Sec. 15073)

Draft EIR Public
Review Period

(Sec. 15087)

5

Response to Comments. If the Affected Jurisdiction comments on the traffic impact analysis in the CEQA document, the Sponsoring Jurisdiction shall:

- a. Consider requests for mitigation and changes in the scope of the project;
- b. Consider undertaking cooperative discussions;
- c. Address the comments as part of the "Response to Comments" requirement of CEQA; and
- d. Provide that response, along with the final environmental documents and all affiliated supporting documents, directly to the Affected Jurisdiction.

10 days prior to
approval of
environmental
document and/or
GPA

6

Notice of Intent to File a Letter of Concern. If the Affected Jurisdiction remains unsatisfied, it must notify the Sponsoring Jurisdiction with a "Notice of Intent to File a Letter of Concern" outlining a summary of its remaining issues prior to or at the scheduled public meeting when the sponsor considers approval of the environmental document and/or GPA. The Affected Jurisdiction must also submit a copy of this letter to the Authority, and subsequently document the bases for its concerns per step 7.

No later than the
scheduled
approval of the
environmental
document and/or
GPA

7

Letter of Concern. The Affected Jurisdiction prepares a "Letter of Concern" for review and approval by its Council or Board. The letter should provide detailed bases for its concerns, as well as proposed changes to the project, transportation system enhancements and/or management plans to help offset the impacts, and other mitigations. The Affected Jurisdiction's Council or Board must approve the "Letter of Concern" and transmit it to the Sponsoring Jurisdiction, and also submit a copy of this letter to the Authority.

Within 20 days of
having filed the
"Notice of Intent
to File a Letter of
Concern"

8 **Consider Response to Letter of Concern.** The Sponsoring Jurisdiction may initiate cooperative resolution discussions in writing and/or provide a written response letter to the Affected Jurisdiction, with copies of the documentation to the RTPC and Authority.

9 **GPA Approval.** Has the Sponsoring Jurisdiction approved the proposed General Plan Amendment? Approval of the GPA

- YES: Sponsoring Jurisdiction shall move to step 10 of the GPA Review Process.
- NO: GPA Review Process is concluded or suspended.

10 **Affected Jurisdiction Response.** Has the Affected Jurisdiction that submitted a Letter of Concern concluded that the Sponsoring Jurisdiction has adequately responded to the concerns and issues outlined in its Letter of Concern?

- YES: Sponsoring Jurisdiction so informs the Authority in writing with a copy to the Affected Jurisdiction, and all involved parties move to Step 13 of the GPA review process.
- NO: Affected Jurisdiction informs the Sponsoring Jurisdiction in writing, with a copy to the Authority, that its actions on the GPA do not adequately respond to the concerns and issues of the Affected Jurisdiction. Proceed to Step 11.

11 **Initiate Cooperative Planning 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 is 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 planning discussions?

- 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 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.

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").

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. The Authority will evaluate good faith participation in the GPA review process through the GMP Biennial Compliance Checklist in consideration of a number of factors, as shown in Exhibit 1. If principles are adopted, future compliance would be assessed based on continuing adherence of the sponsoring and affected jurisdiction to the principles of agreement.

END OF PROCESS

Exhibit 1

EXAMPLES OF GOOD FAITH PARTICIPATION IN THE GPA REVIEW PROCESS

For the Initiating Jurisdiction, did it take the following actions:

1. Analysis: Was the Countywide Model and Authority *Technical Procedures* used to evaluate impacts on Routes of Regional Significance?
2. Evaluation: Were impacts to Routes of Regional Significance identified and appropriate and feasible mitigations defined?
3. Notification: Were all Affected Jurisdictions properly notified?
4. Meet and Confer: Did the Sponsoring Jurisdiction meet and confer with the Affected Jurisdiction, RTPC, and others who expressed interest in and/or concerns about the proposed GPA?
5. Responsiveness to concerns/comments: Did the Sponsoring Jurisdiction agree to evaluate specific concerns and impacts? Was the Sponsoring Jurisdiction responsive and did it attempt to resolve and work out issues and concerns? Did the Sponsoring Jurisdiction propose to and/or agree to participate in continued discussions?

For the Affected Jurisdiction, did it take a sufficient number of the following actions:

1. Accept Capacity Improvements: Agree to accept capacity improvements or modest physical modifications to regional routes which are not in fundamental conflict with the jurisdiction's socio-economic character.
2. Accept systems management procedures and protocols, and/or other "non-physical" improvements to enhance carrying capacity or system efficiency.
3. Accept additional transit service.
4. Support federal, state or regional funding for improvements that serve the proposed development.

For all involved parties, have they, for example:

1. Committed to monitor MTSOs;
2. Agreed on thresholds that would trigger mitigations; and
3. Assigned responsibilities for funding and implementing mitigations? (Mitigation may include participation in a Traffic Management Program.)

TRANSPAC Transportation Partnership and Cooperation

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

November 19, 2009

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

Dear Chair Viramontes:

At its meeting on November 12, 2009, TRANSPAC took the following actions that may be of interest to the Transportation Authority.

1. Received a presentation on the Concord Naval Weapons Station by Michael Wright, Concord Reuse Project Director and Will Baumgardner, ARUP.
2. Received an update on CCTA activities.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Mark Ross *MR*
TRANSPAC Chair

cc: TRANSPAC Representatives
TRANSPAC TAC and staff
Don Tatzin, Chair, SWAT
Fédéral Glover, Chair, TRANSPLAN
Maria Viramontes, Chair, WCCTAC
Robert McCleary, Paul Maxwell, Martin Engelmann, Arielle Bourgart, Hisham Noeimi,
Danice Rosenbohm, CCTA
Christina Atienza, WCCTAC
John Cunningham, TRANSPLAN
Andy Dillard, SWAT
Steve Wallace, City of Pleasant Hill

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WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

October 30, 2009

Hercules

Mr. Robert McCleary, Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Pinole

RE: WCCTAC Meeting Summary

Dear Mr. ~~McCleary~~ ^{Bob}:

Richmond

At its meeting today, the WCCTAC Board took the following actions that may be of interest to the Authority:

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

- 1) Approved, as part of the consent calendar:
 - a. The attached meeting schedule for 2010;
 - b. El Cerrito's FY 09 and FY 10 claims for Measure J Program 20b, Additional Transportation for Seniors and People with Disabilities;
 - c. Cooperative Agreement between WCCTAC and John Swett Unified School District for implementation of the Measure J Program 21b, Student Bus Pass Program (SBPP), within the District;
 - d. To request MTC to allow use of the remaining Lifeline Program grant funds for the pilot SBPP to support the Measure J SBPP; and corollary to that, to request CCTA to set aside Measure J Program 21b funds, in an amount equivalent to the remaining Lifeline Program funds, as a reserve for the program; and
 - e. To investigate the possibility of making eligible for the SBPP at-risk students in charter high schools within West Contra Costa Unified School District's boundaries.
- 2) Formed a subcommittee to oversee and provide policy guidance for the West County Paratransit Study to be funded out of Measure J 21b funds.
- 3) Formed a subcommittee to oversee and provide policy guidance for the I-80 Integrated Corridor Mobility (I-80 ICM) project, funded in part by Measure J.
- 4) Received an update on the Measure J 2009 Strategic Plan and the Authority's recent bond financing actions.

Sincerely,



Christina M. Atienza
Executive Director

cc: WCCTAC Board; Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; John Cunningham, TRANSPLAN; Andy Dillard, SWAT

The County Connection

Inter Office Memo

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

Date: 17 December 2009

Reviewed By: *[Signature]*

SUBJECT: Review and Approval of Segway® Policy and Driver Training Procedures

SUMMARY OF ISSUES:

In September of 2008, staff brought to the Operations and Scheduling Committee a draft policy for the accommodation of Segway® personal mobility devices on CCCTA buses.

After review and discussion, O&S directed staff to develop a training program for operators on boarding and securing the Segway® prior to approving sending the policy to the Board for approval.

In January 2009, staff rented a Segway® and, in cooperation with the training department and a bus operator representative, developed a Power Point ® training program to explain and demonstrate proper boarding and securement of the device.

In September and October of 2009, staff presented the draft policy and training program to the Accessible Services Committee and representatives of the ATU for final review and comment. Changes recommended by both have been incorporated into the draft attached.

Staff is now ready for the policy and the accompanying training program to go forward for review and approval by O&S for adoption by the Board.

RECOMMENDATIONS: Staff recommends that O&S support the adoption of the Segway® policy and operator training presentation, and recommend the adoption of Resolution No.2010-013.

FINANCIAL IMPLICATIONS: It may be necessary to rent a Segway® for training of operators at a cost of \$400 for a month.

OPTIONS:

1. Review and comment on policy with no recommendation
2. Review and comment on policy, and support staff recommendation to go forward to the Board
3. Decline to support staff recommendation
4. Other action as determined by the Committee

ACTION REQUESTED: Staff recommends Option #2

ATTACHMENTS: Draft Segway® policy
 Draft Segway ® loading and securement operator training

The County Connection



Central Contra Costa Transit Authority

Policy for the Transport of Two-Wheeled Automatic Balancing Devices (ABDs) on County Connection (CCCTA) Vehicles

November 2009

The following policy shall establish the requirements for the transport of two-wheeled automatic balancing devices (trade name "Segway") as mobility devices on County Connection vehicles. As a general rule, County Connection prohibits the use of ABDs on CCCTA vehicles unless those devices are used as mobility devices by individuals with mobility related disabilities who comply with the requirements of this policy.¹

1. Definition

For purposes of this Policy, a "two wheeled automatic balancing device" (ABD) shall refer to any upright battery powered self-balancing wheeled personal transportation device, including, but not limited to, those devices marketed under the brand name "Segway".

2. Requirements for Transport of Two-Wheeled Automatic Balancing Device on County Connection Vehicles:

(a) Policy: It shall be the policy of CCCTA to permit the transport of two wheeled automatic balancing devices on County Connection vehicles for persons using the devices as mobility aids due to disability. The transport of these ABDs shall be subject to meeting the requirements and conditions contained in this Policy.

(b) Securement: CCCTA will accommodate a two wheeled automatic balancing device used as a mobility aid by an individual with a disability only if the device occupies the space on the vehicle designated as a priority seating area, and only if the device can be secured in the wheelchair securement area in a manner satisfactory to prevent possible injury or danger to other passengers. CCCTA will not permit two wheeled automatic balancing devices to be used on CCCTA vehicle while at full power, although the passenger may use the "power assist" mode. A passenger using an ABD is not permitted to ride or balance on the device while boarding or while on board a CCCTA vehicle.

¹ CCCTA will permit the transport of ABDs on a County Connection bus when the device is NOT used as a mobility device only if the device is capable of collapsing for storage to a size that permits the device to be stowed under the control of the passenger without blocking the aisle of a CCCTA vehicle.

In the event that the securement areas on a CCCTA vehicle are already occupied, the passenger will be informed that the passenger can be accommodated on the next bus, and will assure the passenger that the operator of the next bus will be informed that the passenger and ABD will be at the stop. The operator will inform the passenger when the next bus with an available securement location is due.

(c) Lifts On Vehicles: On vehicles with lifts, passengers with ABDs will be permitted to use the lift to access the vehicle and securement area. Passengers must disboard the ABD prior to raising the list, and the ABD must be placed in the "power assist" mode.

(d) Prohibition: ABDs not used as mobility devices by persons with disabilities are not permitted to board CCCTA vehicles. This prohibition shall not apply to skateboards, scooters, and other similar non-powered devices that can be compactly transported and controlled by the passenger in such a manner as to not block bus aisles or stairways.

3. Designation of a Two-Wheeled Automatic Balancing Device as a Mobility Device

(a) Authorization: Any individual seeking to transport a two wheeled automatic balancing device aboard a CCCTA vehicle as a mobility device must seek and be granted authorization for such transport in accordance with subsection (b) below. If CCCTA grants an individual such authorization, the authorization must be validated by the display of the blue wheelchair icon placard that also bears the CCCTA logo. Persons residing outside of the CCCTA service area may be permitted to transport an ABD as a mobility device under the terms described in Section 4 of this Policy.

(b) Permission: CCCTA will issue a permit placard to be affixed in a visible location on the ABD upon satisfactory completion of the following:

- 1) Application: A person using a two wheeled automatic balancing device as a mobility aid must submit an application to the CCCTA paratransit office using the form provided for this purpose.
- 2) Professional Verification: The application must include medical verification of the condition that necessitates the use of a two wheeled automatic balancing device as a mobility aid. (The professional verification must contain a statement that clearly states that the individual uses the device as a mobility aid, and the condition that makes this mobility aid the preferred option for the individual's mobility assistance).
- 3) Orientation: A person seeking authorization must attend a brief orientation to ensure that he or she can comfortably and safely board with the ABD on the County Connection system. It will consist of using the lift or ramp, securement of the device, safety rules (turning off power) and any issues specific to the particular device being used by the passenger (anomalies that require a specific mode of securement, etc.)

- 4) Issuance and Display of Placard: When the applicant has successfully completed the requirements of Paragraphs 3 (b) 1 through (3), a placard will be issued which must be displayed prominently at all times on the two wheeled ABD used by the applicant when the device is attempting to board, onboard, and exiting a County Connection vehicle.

4. Use of Two Wheeled Automatic Balancing Devices as a Mobility Aid by Visitors.

A visitor using a two-wheeled automatic balancing device as a mobility aid may board with the device only under the following circumstance:

(a) Documentation from the visitor's home jurisdiction sufficient to confirm that the device is being used as a mobility aid. This may be a letter or statement from the visitor's doctor on that doctor's engraved letterhead, or certification from the visitor's home transit district attesting to the device's function.

(b) Documentation of the visitor's address from any form of state-issued identification.

Visitors must have these documents on their person to present to the bus operator upon boarding. A visitor may not use the device for more than ten consecutive days without obtaining a CCCTA permit to do so.

The bus operator will contact a supervisor upon boarding of a visitor to verify documentation of the two wheeled automatic balancing device being used as a mobility aid. The supervisor will have the final say as to the validity of the user's documentation.

The County Connection



To All County Connection Operators

Segway® users may now board all CCCTA buses if they use it as a mobility device, and if they have been certified by CCCTA.

Segway® users who have been certified will display a placard attached to the Segway® and issued by CCCTA.

Segways® not displaying the placard will not be allowed to board

Segway® users will be responsible for maneuvering their device onto and off of the lift/ramp and to the wheelchair position.

Visitors who are Segway® users must provide documentation from the visitor's home jurisdiction confirming the use of the device as a mobility aid, and documentation of home address. This documentation is valid for ten (10) days

The following Instructions will Assist you in securing a Segway®

1. Be sure the Segway® is in the POWER OFF mode. The photo shows the keypad for the Segway® (located in the center of the handlebar assembly) with the center light lit to GREEN. This light must be OFF (neither red nor green) when loading and unloading.

The County Connection

Inter Office Memo

Agenda Item 7.a

TO: O&S Committee

DATE: November 18, 2009

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

SUBJ: Fixed Route Reports

Attached are the County Connection Fixed Route Operating Statistical Reports for October 2009

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> | <u>FY 2009</u> | | <u>Annual Goal*</u> |
|--------------------------|----------------------|---------------|------------------------|
| | <u>Current Month</u> | <u>YTD Ag</u> | |
| Total Passengers | 316,215 | | |
| Ave. Weekday Passengers | 13,283 | 11,587 | 15,600 Passengers |
| Pass/Rev Hour | 17.0 | 14.8 | 17 Pass/RHr |
| Missed Trips | 0.09% | 0.10% | Less than 0.25% |
| Miles between Road Calls | 21,817 | 21,091 | Less than 18,000 Miles |

* Based on FY08 Standards from updated SRTP

Analysis

Average weekday ridership in October (13,283 passengers) dropped slightly from the prior months ridership of 14,014 per average weekday. See the attached table showing weekday boardings trend. Productivity remains high at 17 passengers per hour with the most productive routes being Route #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 0.09% in October down slightly from the prior month where performance was 0.12%.

The number of miles between roadcalls was equal to 21,817 miles which compares to the year to date average of 25,938 miles.

TRANSPORTATION and MAINTENANCE
Operations Data Summary

| | 2008 September | 2008 October | 2008 November | 2008 December | 2009 January | 2009 February | 2009 March | 2009 April | 2009 May | 2009 June | 2009 July | 2009 August | 2009 September | 2009 October | FY09 FISCAL YTD |
|--|-------------------|-----------------|------------------|------------------|-----------------|------------------|---------------|---------------|-------------|--------------|--------------|----------------|-------------------|-----------------|--------------------|
| TRANSPORTATION | | | | | | | | | | | | | | | |
| Number of Buses | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 |
| Tonks Miles | 367,588 | 403,187 | 360,781 | 377,985 | 362,920 | 343,213 | 349,992 | 283,369 | 266,246 | 271,311 | 260,739 | 257,833 | 272,474 | 283,516 | 4,401,254 |
| Work Days | 50 | 31 | 30 | 30 | 30 | 28 | 31 | 30 | 30 | 30 | 30 | 31 | 29 | 31 | 421 |
| Revenue Hours | 23,707 | 25,786 | 23,406 | 21,447 | 23,634 | 22,317 | 22,541 | 18,020 | 16,835 | 20,433 | 17,982 | 17,698 | 17,806 | 18,646 | 294,260 |
| Operator Pay Hours | 39,014 | 40,369 | 39,488 | 53,403 | 39,879 | 36,512 | 44,650 | 30,975 | 32,369 | 41,187 | 43,981 | 30,598 | 30,423 | 31,546 | 534,393 |
| Number of Operators | 216 | 212 | 212 | 212 | 211 | 211 | 211 | 172 | 172 | 172 | 172 | 172 | 171 | 170 | 192 |
| FT Extra Board | 68 | 104 | 67 | 64 | 65 | 87 | 58 | 50 | 17 | 62 | 18 | 27 | 41 | 62 | 790 |
| Unscheduled Absences | 402 | 443 | 482 | 470 | 424 | 467 | 587 | 401 | 325 | 393 | 398 | 567 | 299 | 332 | 5,590 |
| Worker Comp. | 193 | 204 | 123 | 219 | 168 | 152 | 152 | 124 | 117 | 141 | 158 | 138 | 87 | 120 | 2,096 |
| Sick leave | 209 | 239 | 359 | 251 | 256 | 315 | 235 | 277 | 208 | 252 | 240 | 229 | 212 | 212 | 3,494 |
| Collision Accidents | 8 | 8 | 6 | 5 | 4 | 3 | 4 | 8 | 8 | 5 | 8 | 5 | 6 | 5 | 83 |
| Passenger Accidents | 8 | 12 | 12 | 12 | 9 | 8 | 9 | 8 | 9 | 5 | 8 | 8 | 5 | 13 | 126 |
| Total Chargeable Collisions | 3 | 3 | 2 | 0 | 1 | 1 | 1 | 5 | 4 | 4 | 6 | 0 | 3 | 3 | 36 |
| Chargeable/100K Miles | 0.81 | 0.74 | 0.55 | 0.00 | 0.27 | 0.29 | 0.28 | 1.76 | 1.50 | 1.47 | 2.30 | 0.00 | 1.10 | 1.05 | 0.80 |
| Number of Trips Scheduled | 30,181 | 33,145 | 30,834 | 32,321 | 30,307 | 28,595 | 30,021 | 26,592 | 24,840 | 25,108 | 23,848 | 24,042 | 23,777 | 24,334 | 386,145 |
| Number of Trips Missed | 37 | 52 | 15 | 91 | 40 | 63 | 32 | 42 | 18 | 18 | 18 | 27 | 28 | 23 | 509 |
| OT/Trips Scheduled - % Missed | 0.12% | 0.16% | 0.05% | 0.28% | 0.13% | 0.24% | 0.11% | 0.16% | 0.07% | 0.07% | 0.08% | 0.11% | 0.12% | 0.09% | 0.13% |
| OT/Trips Missed - Mechanical | 24 | 26 | 13 | 30 | 17 | 11 | 21 | 15 | 8 | 17 | 16 | 24 | 7 | 16 | 345 |
| On Time Performance % | 91% | 90% | 91% | 93% | 96% | 93% | 91% | 91% | 93% | 95% | 91% | 91% | 90% | 90% | 92% |
| MAINTENANCE | | | | | | | | | | | | | | | |
| A/C Operative - Avg. % | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 99% | 100% | 100% | 100% | 100% |
| Lifts Operative - Ave % | 100% | 100% | 100% | 100% | 100% | 100% | 99% | 100% | 99% | 100% | 99% | 99% | 100% | 100% | 100% |
| PM Complete on Schedule | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Total Road Calls | 20 | 21 | 19 | 18 | 20 | 18 | 20 | 17 | 8 | 17 | 17 | 23 | 12 | 17 | 547 |
| Road Calls for Mechanical | 16 | 15 | 12 | 11 | 15 | 10 | 12 | 13 | 6 | 8 | 12 | 19 | 10 | 13 | 172 |
| Road Calls for Other | 4 | 6 | 7 | 7 | 5 | 8 | 8 | 4 | 2 | 9 | 5 | 4 | 2 | 4 | 75 |
| Miles Between Mechanical Road Calls | | | | | | | | | | | | | | | |
| Bus Numbers | | | | | | | | | | | | | | | |
| 100 - 199 | 15,055 | 17,103 | 13,935 | 14,429 | 7,052 | 14,164 | 16,297 | 9,240 | 6,365 | 12,696 | 11,821 | 10,725 | 11,794 | 12,515 | |
| 200 - 299 | 23,489 | 16,728 | 41,347 | 17,106 | 16,478 | 47,338 | 45,295 | 36,476 | 40,039 | 42,233 | 37,872 | 13,300 | 37,266 | 12,499 | |
| 300 - 399 | 10,301 | 28,672 | 48,814 | 24,988 | 24,463 | 24,075 | 46,146 | 21,572 | 40,455 | 36,485 | 12,327 | 35,328 | 21,976 | 45,475 | |
| 400-499 | 38,824 | 13,515 | 34,300 | 40,299 | 20,032 | 33,515 | 20,141 | 12,032 | 36,628 | 34,079 | 34,380 | 30,344 | 11,603 | 31,240 | |
| 500-519 | 64,434 | 73,641 | 64,552 | 62,771 | 14,252 | 28,926 | 15,095 | 33,406 | 55,743 | 66,033 | 56,294 | 9,933 | 57,760 | 18,995 | |
| 2000-2099 | 12,813 | 25,100 | 26,610 | 26,096 | 26,237 | 22,386 | 27,348 | 16,853 | 17,476 | 16,039 | 19,553 | 18,001 | 19,955 | 18,170 | |
| 9600-9629 | 25,364 | 38,343 | 15,529 | 26,280 | 52,796 | 24,319 | 30,127 | 20,526 | 50,458 | 8,854 | 10,024 | 6,578 | 19,390 | 23,192 | |
| 9800-9809 | 11,857 | 12,121 | 11,161 | 11,990 | 21,559 | 22,512 | 11,932 | 13,110 | 12,718 | 10,765 | 3,692 | 11,311 | 8,768 | 12,337 | |
| Fleet Avg. | 22,974 | 26,879 | 30,065 | 34,562 | 24,195 | 34,321 | 29,166 | 21,798 | 44,374 | 33,914 | 21,728 | 13,570 | 27,247 | 21,817 | 25,938 |
| Maintenance Pay Hours | 4,518 | 4,512 | 4,537 | 4,407 | 4,765 | 4,238 | 4,716 | 4,370 | 4,770 | 4,167 | 4,288 | 4,330 | 4,108 | 4,338 | 61,303 |
| No. Maint. Employees | 26 | 27 | 25 | 27 | 28 | 28 | 27 | 26 | 26 | 26 | 26 | 25 | 25 | 24 | 26 |
| Maint. Emps/100K Miles | 7 | 7 | 7 | 7 | 8 | 8 | 8 | 9 | 10 | 10 | 10 | 10 | 9 | 8 | 1 |
| Unscheduled Absences | 0 | 3 | 0 | 1 | 1 | 4 | 6 | 1 | 3 | 4 | 1 | 2 | 4 | 5 | 3 |

Note: Some statistics may not be available (n/a) at this time. These will be brought current in future reports.

MONTHLY BOARDINGS
Operations Data Summary

IV. Staff Reports

| Fixed Route Boardings | | Passengers by Revenue Hrs/Miles | | Service Days | | Fiscal YTD Comparison | |
|------------------------------------|---------|---------------------------------|---------|--------------|----|-----------------------|---------------------------|
| October 2009 Fixed Route Boardings | 316,215 | Revenue Hours - October 2009 | 18,646 | Weekdays | 22 | October 2009 | |
| Pavilion | 239 | October 2008 | 25,786 | | 23 | October 2008 | Fiscal 2010 YTD 1,075,511 |
| | | Revenue Miles - October 2009 | 184,940 | Saturdays | 5 | October 2009 | |
| | | October 2008 | 313,272 | | 4 | October 2008 | Fiscal 2009 YTD 1,607,557 |
| | | | | Sundays | 4 | October 2009 | |
| | | | | | 4 | October 2008 | |
| October 2009 Total Boardings | 316,454 | Passengers per Mile | 1.71 | Total | 31 | October 2009 | YTD Trend 66.9% |
| October 2008 Total Boardings | 450,296 | Passengers per Hour | 16.97 | Days | 31 | October 2008 | Monthly Trend 70.3% |

| October 2009 Fixed Route Passenger Total | | | | | | October 2009 Weekday Average | October 2009 Passengers per Revenue hour | Route |
|--|---|---------|----------|--------|---------|------------------------------------|--|-------|
| Route | Destination Information | Weekday | Saturday | Sunday | Total | | | |
| 1 | Rossmoor / Shadelands | 9,601 | | | 9,601 | 436 | 16.9 | 1 |
| 2 | Rudgear / Walnut Creek | 1,449 | | | 1,449 | 66 | 7.9 | 2 |
| 4 | Walnut Creek Downtown Shuttle | 21,936 | 2,677 | 1,571 | 26,184 | 997 | 27.7 | 4 |
| 5 | Creekside / Walnut Creek | 1,781 | | | 1,781 | 81 | 8.5 | 5 |
| 6 | Lafayette / Moraga / Orinda | 11,594 | 808 | 385 | 12,787 | 577 | 17.5 | 6 |
| 6L | Orinda / Orinda Village | 22 | | | 22 | 1 | 1.6 | 6L |
| 7 | Shadelands / Pleasant Hill / Walnut Creek | 1,550 | | | 1,550 | 250 | 7.9 | 7 |
| 8* | Monument Shuttle | 2,388 | | | 2,388 | 109 | 4.9 | 8 |
| 9 | DVC / Walnut Creek | 13,929 | | | 13,929 | 633 | 15.5 | 9 |
| 10 | Concord / Clayton Rd | 23,584 | | | 23,584 | 1,072 | 27.6 | 10 |
| 11 | Treat Blvd / Oak Grove | 6,892 | | | 6,892 | 313 | 18.0 | 11 |
| 14 | Monument Blvd | 18,143 | | | 18,143 | 825 | 20.9 | 14 |
| 15 | Treat Boulevard | 15,316 | | | 15,316 | 696 | 24.1 | 15 |
| 16 | Alhambra Ave / Monument Blvd | 13,730 | | | 13,730 | 624 | 11.8 | 16 |
| 17 | Olivera Solano / Salvo / North Concord | 7,257 | | | 7,257 | 330 | 16.8 | 17 |
| 18 | Amtrak / Merello / Pleasant Hill | 10,743 | | | 10,743 | 488 | 16.5 | 18 |
| 19 | Amtrak / Pacheco Blvd / Concord | 3,403 | | | 3,403 | 155 | 11.3 | 19 |
| 20 | DVC / Concord | 25,902 | | | 25,902 | 1,177 | 29.4 | 20 |
| 21 | Walnut Creek / San Ramon Transit Center | 17,112 | | | 17,112 | 778 | 17.5 | 21 |
| 25 | Lafayette / Walnut Creek | 794 | | | 794 | 36 | 3.1 | 25 |
| 28 | North Concord / Martinez | 7,312 | | | 7,312 | 332 | 11.4 | 28 |
| 35 | Dougherty Valley | 7,893 | | | 7,893 | 359 | 12.0 | 35 |
| 36 | San Ramon / Dublin | 5,238 | | | 5,238 | 238 | 8.9 | 36 |
| 91X | Concord Commuter Express | 1,130 | | | 1,130 | 51 | 14.3 | 91X |
| 92X | Ace Shuttle Express | 3,326 | | | 3,326 | 151 | 18.2 | 92X |
| 93X | Kirker Pass Express | 4,198 | | | 4,198 | 191 | 15.4 | 93X |
| 95X | San Ramon / Danville Express | 2,385 | | | 2,385 | 108 | 10.5 | 95X |
| 96X | Bishop Ranch Express | 8,983 | | | 8,983 | 408 | 13.2 | 96X |
| 97X | Bishop Ranch Express | 4,321 | | | 4,321 | 106 | 11.0 | 97X |
| 98X | Martinez Express | 8,922 | | | 8,922 | 406 | 12.8 | 98X |
| 250* | Gael Real Service | 105 | 167 | 81 | 353 | 5 | 4.1 | 250* |
| 301 | Rossmoor / John Muir Medical Center | | 555 | 182 | 737 | 0 | 9.3 | 301 |
| 311 | Concord / Oak Grove / Treat Blvd / WC | | 1,062 | 625 | 1,688 | 0 | 12.4 | 311 |
| 314 | Clayton Rd / Monument Blvd / PH | | 5,927 | 3,119 | 9,046 | 0 | 24.5 | 314 |
| 315 | Concord / Willow Pass / Landana | | 511 | 200 | 711 | 0 | 11.5 | 315 |
| 316 | Alhambra / Merello / Pleasant Hill | | 1,802 | 817 | 2,618 | 0 | 17.5 | 316 |
| 320 | DVC / Concord | | 1,075 | 324 | 1,399 | 0 | 12.7 | 320 |
| 321 | San Ramon / Walnut Creek | | 1,362 | 745 | 2,106 | 0 | 13.4 | 321 |
| 600's | Select Service | 29,325 | | | 29,325 | 1,333 | 26.7 | 600's |
| TOTALS | | 292,220 | 15,946 | 8,049 | 316,215 | 13,283 | 17.0 | |

OCTOBER 2009 PRODUCTIVITY

| Route | Destination Information | Total | Wkday Avg | Pass / Rev Hr |
|-------|---|--------|-----------|---------------|
| 20 | DVC / Concord | 25,902 | 1,177 | 29.4 |
| 4 | Walnut Creek Downtown Shuttle | 26,184 | 997 | 27.7 |
| 10 | Concord / Clayton Rd | 23,584 | 1,072 | 27.6 |
| 600's | Select Service | 29,325 | 1,333 | 26.7 |
| 314 | Clayton Rd / Monument Blvd / Pleasant Hill | 9,046 | 0 | 24.5 |
| 15 | Treat Boulevard | 15,316 | 696 | 24.1 |
| 14 | Monument Blvd | 18,143 | 825 | 20.9 |
| 92X | Ace Shuttle Express | 3,326 | 151 | 18.2 |
| 11 | Treat Blvd / Oak Grove | 6,892 | 313 | 18.0 |
| 21 | Walnut Creek / San Ramon Transit Center | 17,112 | 778 | 17.5 |
| 6 | Lafayette / Moraga / Orinda | 12,787 | 527 | 17.5 |
| 316 | Alhambra / Merello / Pleasant Hill | 2,618 | 0 | 17.5 |
| 1 | Rossmoor / Shadelands | 9,601 | 436 | 16.9 |
| 17 | Olivera/Solano / Salvio / North Concord | 7,257 | 330 | 16.8 |
| 18 | Amtrak / Merello / Pleasant Hill | 10,743 | 488 | 16.5 |
| 93X | Kirker Pass Express | 4,198 | 191 | 15.4 |
| 9 | DVC / Walnut Creek | 13,929 | 633 | 15.3 |
| 91X | Concord Commuter Express | 1,130 | 51 | 14.3 |
| 321 | San Ramon / Walnut Creek | 2,106 | 0 | 13.4 |
| 96X | Bishop Ranch Express | 8,983 | 408 | 13.2 |
| 98X | Martinez Express | 8,922 | 406 | 12.8 |
| 320 | DVC / Concord | 1,399 | 0 | 12.7 |
| 311 | Concord / Oak Grove / Treat Blvd / Walnut Creek | 1,688 | 0 | 12.4 |
| 35 | Dougherty Valley | 7,893 | 359 | 12.0 |
| 16 | Alhambra Ave / Monument Blvd | 13,730 | 624 | 11.8 |
| 315 | Concord / Willow Pass / Landana | 711 | 0 | 11.5 |
| 28 | North Concord / Martinez | 7,312 | 332 | 11.4 |
| 19 | Amtrak / Pacheco Blvd / Concord | 3,403 | 155 | 11.3 |
| 97X | Bishop Ranch Express | 2,321 | 106 | 11.0 |
| 95X | San Ramon / Danville Express | 2,385 | 108 | 10.5 |
| 301 | Rossmoor / John Muir Medical Center | 737 | 0 | 9.3 |
| 36 | San Ramon / Dublin | 5,238 | 238 | 8.9 |
| 5 | Creekside / Walnut Creek | 1,781 | 81 | 8.5 |
| 7 | Shadelands / Pleasant Hill / Walnut Creek | 5,504 | 250 | 7.9 |
| 2 | Rudgear / Walnut Creek | 1,449 | 66 | 7.9 |
| 8* | Monument Shuttle | 2,388 | 109 | 4.9 |
| 250* | St Mary's College Gael Rail Shuttle | 353 | 5 | 4.1 |
| 25 | Lafayette / Walnut Creek | 794 | 36 | 3.1 |
| 6L | Orinda / Orinda Village | 22 | 1 | 1.6 |

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 | Rossmoor / Shadelands | 396 | 484 | 458 | 442 | 371 | 342 | 429 | 436 | | | | | |
| 2 | Rudgear / Walnut Creek | 60 | 85 | 75 | 59 | 55 | 54 | 66 | 66 | | | | | |
| 4 | Walnut Creek Downtown Shuttle | 843 | 1,042 | 1,061 | 1,045 | 977 | 941 | 1,027 | 997 | | | | | |
| 5 | Creekside / Walnut Creek | 68 | 97 | 86 | 76 | 71 | 66 | 83 | 81 | | | | | |
| 6 | Lafayette / Moraga / Orinda | 450 | 487 | 477 | 353 | 290 | 286 | 551 | 527 | | | | | |
| 6L | Orinda / Orinda Village | 7 | 20 | 11 | 6 | 2 | 4 | 4 | 1 | | | | | |
| 7 | Shadelands / Pleasant Hill / Walnut Creek | 203 | 251 | 239 | 221 | 188 | 181 | 251 | 250 | | | | | |
| * 8 | Monument Shuttle | 105 | 90 | 88 | 103 | 89 | 94 | 110 | 109 | | | | | |
| 9 | DVC / Walnut Creek | 615 | 671 | 667 | 534 | 497 | 529 | 709 | 633 | | | | | |
| 10 | Concord / Clayton Rd. | 945 | 999 | 1,042 | 940 | 837 | 773 | 1,083 | 1,072 | | | | | |
| 11 | Treat Blvd / Oak Grove | 347 | 383 | 453 | 312 | 252 | 236 | 352 | 313 | | | | | |
| 14 | Monument Blvd | 920 | 803 | 782 | 703 | 615 | 569 | 890 | 825 | | | | | |
| 15 | Treat Boulevard | 721 | 658 | 694 | 559 | 449 | 448 | 715 | 696 | | | | | |
| 16 | Alhambra Ave / Monument Blvd | 464 | 516 | 568 | 547 | 488 | 489 | 637 | 624 | | | | | |
| 17 | Olivera/Solano / Salvio / North Concord | 334 | 334 | 360 | 280 | 221 | 230 | 329 | 330 | | | | | |
| 18 | Antrak / Merello / Pleasant Hill | 423 | 400 | 444 | 356 | 357 | 351 | 517 | 488 | | | | | |
| 19 | Antrak / Pacheco Blvd / Concord | 128 | 143 | 125 | 131 | 111 | 116 | 154 | 155 | | | | | |
| 20 | DVC / Concord | 1,205 | 1,216 | 1,172 | 1,031 | 968 | 942 | 1,218 | 1,177 | | | | | |
| 21 | Walnut Creek / San Ramon Transit Center | 626 | 695 | 694 | 641 | 559 | 552 | 836 | 778 | | | | | |
| 25 | Lafayette / Walnut Creek | 22 | 67 | 54 | 38 | 30 | 38 | 34 | 36 | | | | | |
| 28 | North Concord / Martinez | 332 | 415 | 398 | 328 | 290 | 307 | 365 | 332 | | | | | |
| 35 | Dougherty Valley | 322 | 370 | 355 | 350 | 351 | 311 | 446 | 359 | | | | | |
| 36 | San Ramon / Dublin | 255 | 293 | 273 | 235 | 203 | 193 | 246 | 238 | | | | | |
| 91X | Concord Commuter Express | 52 | 62 | 52 | 52 | 46 | 48 | 47 | 51 | | | | | |
| 92X | Ace Shuttle Express | 147 | 118 | 132 | 174 | 144 | 152 | 160 | 151 | | | | | |
| 93X | Kicker Pass Express | 156 | 183 | 191 | 172 | 173 | 164 | 206 | 191 | | | | | |
| 95X | San Ramon / Danville Express | 95 | 116 | 121 | 124 | 102 | 105 | 117 | 108 | | | | | |
| 96X | Bishop Ranch Express | 347 | 423 | 397 | 440 | 379 | 299 | 415 | 408 | | | | | |
| 97X | Bishop Ranch Express | 91 | 121 | 106 | 109 | 115 | 116 | 114 | 106 | | | | | |
| 98X | Martinez Express | 326 | 422 | 409 | 324 | 287 | 215 | 423 | 406 | | | | | |
| * 250 | St. Mary's College Gaal Rail Shuttle | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 3 | | | | | |
| 600's | Select Service | 1,127 | 1,322 | 1,463 | 549 | 96 | 220 | 1,538 | 1,333 | | | | | |
| TOTALS | | 12,134 | 13,292 | 13,450 | 11,235 | 9,608 | 9,370 | 14,014 | 13,283 | 0 | 0 | 0 | 0 | 0 |

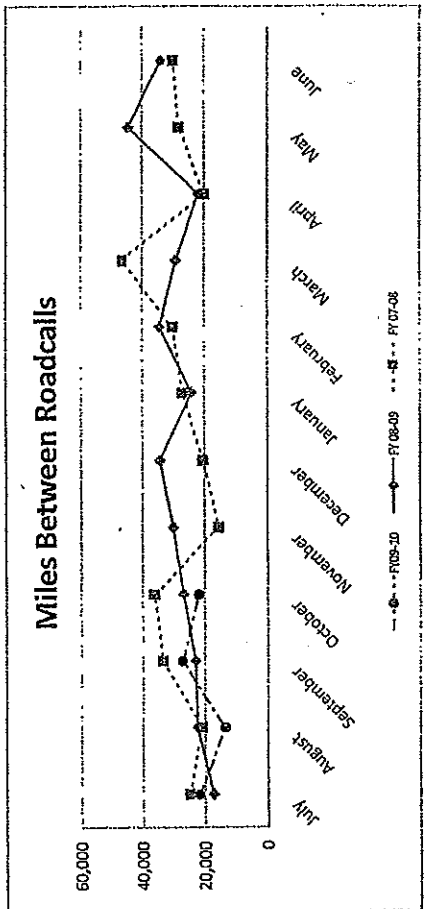
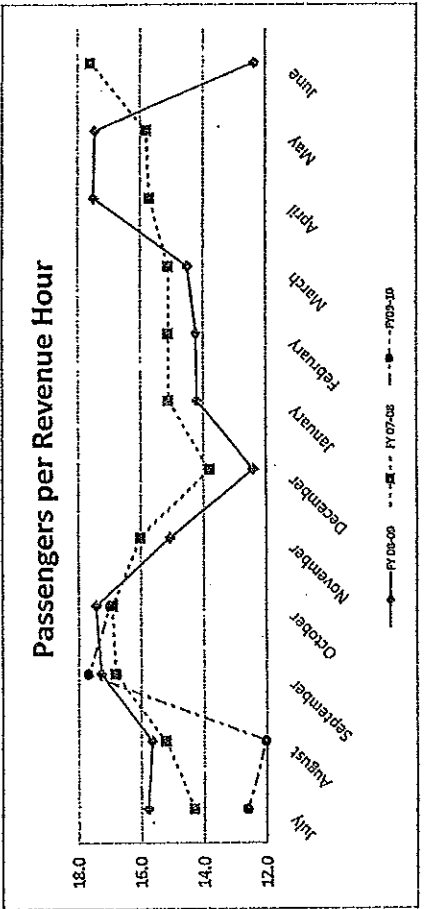
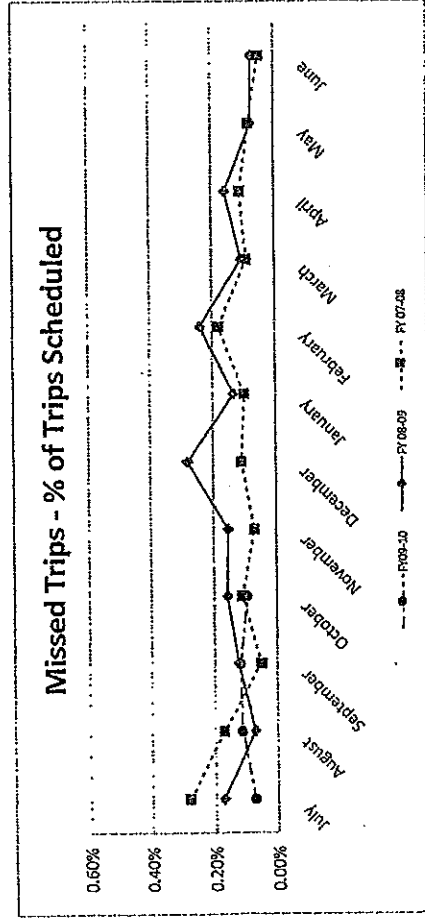
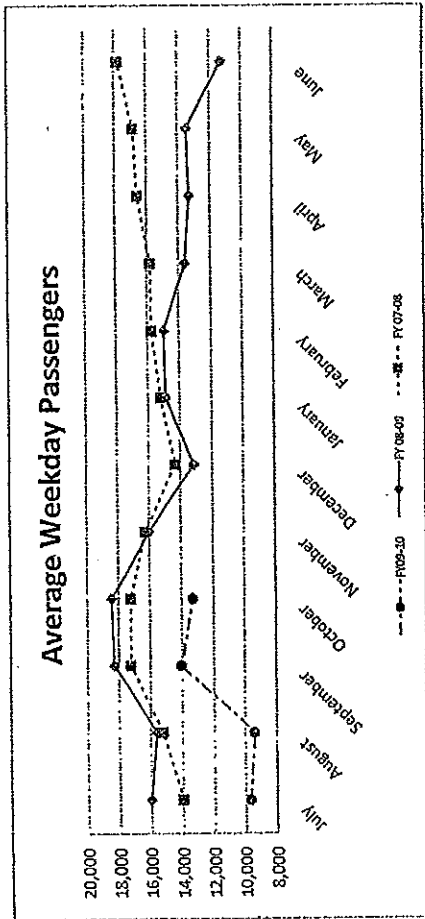
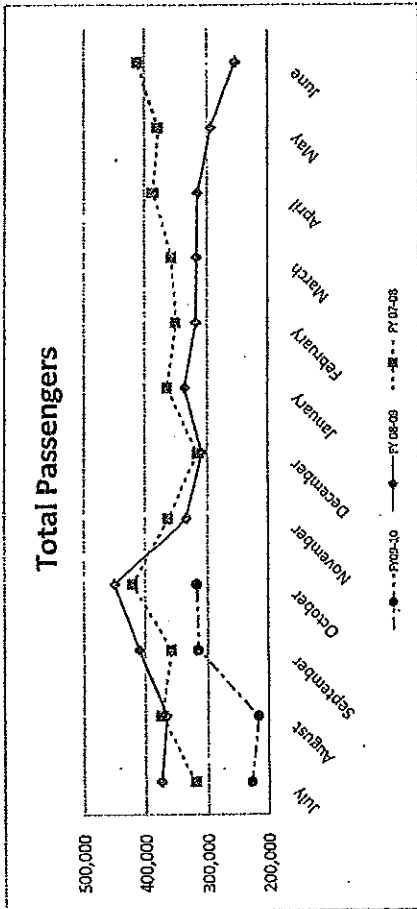
NOTE: * Data comes from Link Operators
 ** These are seasonal routes

AVERAGE WEEKEND BOARDINGS TREND

| Route | Destination Information | Mar-09 (3/22-3/31) | | | | | | | | | | | | Mar-10 |
|--------|---------------------------------------|-----------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|----------|----------|----------|----------|----------|
| | | SA TURDAY 1 Day | Apr-09 4 Days | May-09 5 Days | Jun-09 5 Days | Jul-09 4 Days | Aug-09 5 Days | Sep-09 4 Days | Oct-09 5 Days | Nov-09 | Dec-09 | Jan-10 | Feb-10 | |
| 4 | Walnut Creek Downtown Shuttle | 537 | 705 | 636 | 400 | 328 | 427 | 569 | 535 | | | | | |
| 6 | Lafayette / Moraga / Orinda | 0 | 118 | 111 | 56 | 87 | 89 | 192 | 162 | | | | | |
| ** 20W | Waterworld | 0 | 0 | 0 | 15 | 44 | 43 | 0 | 0 | | | | | |
| * 250 | St Mary's College Gael Rail Shuttle | 16 | 20 | 15 | 0 | 0 | 7 | 51 | 33 | | | | | |
| 301 | Rossmoor / John Muir Medical Center | 82 | 139 | 103 | 85 | 98 | 94 | 112 | 111 | | | | | |
| 311 | Concord / Oak Grove / Treat Blvd / WC | 173 | 238 | 180 | 135 | 166 | 190 | 214 | 212 | | | | | |
| 314 | Clayton Rd / Monument Blvd / PH | 629 | 1,153 | 1,071 | 748 | 766 | 748 | 1,120 | 1,185 | | | | | |
| 315 | Concord / Willow Pass / Landana | 66 | 124 | 74 | 54 | 68 | 64 | 92 | 102 | | | | | |
| 316 | Alhambra / Merello / Pleasant Hill | 224 | 396 | 336 | 238 | 261 | 264 | 297 | 360 | | | | | |
| 320 | DVC / Concord | 99 | 221 | 187 | 115 | 141 | 123 | 176 | 215 | | | | | |
| 321 | San Ramon / Walnut Creek | 114 | 325 | 328 | 208 | 269 | 256 | 281 | 272 | | | | | |
| | TOTALS | 1,940 | 3,439 | 3,041 | 2,054 | 2,226 | 2,245 | 3,103 | 3,189 | 0 | 0 | 0 | 0 | 0 |

| Route | Destination Information | Mar-09 (3/22-3/31) | | | | | | | | | | | | Mar-10 |
|-------|---------------------------------------|-----------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|----------|----------|----------|----------|----------|
| | | SUNDAY 2 Days | Apr-09 4 Days | May-09 5 Days | Jun-09 4 Days | Jul-09 4 Days | Aug-09 5 Days | Sep-09 4 Days | Oct-09 4 Days | Nov-09 | Dec-09 | Jan-10 | Feb-10 | |
| 4 | Walnut Creek Downtown Shuttle | 298 | 558 | 395 | 313 | 193 | 361 | 394 | 393 | | | | | |
| 6 | Lafayette / Moraga / Orinda | 13 | 49 | 61 | 41 | 29 | 71 | 119 | 96 | | | | | |
| * 250 | St Mary's College Gael Rail Shuttle | 25 | 17 | 10 | 0 | 0 | 7 | 24 | 20 | | | | | |
| 301 | Rossmoor / John Muir Medical Center | 38 | 77 | 57 | 45 | 46 | 39 | 53 | 45 | | | | | |
| 311 | Concord / Oak Grove / Treat Blvd / WC | 79 | 146 | 82 | 110 | 99 | 100 | 135 | 156 | | | | | |
| 314 | Clayton Rd / Monument Blvd / PH | 604 | 687 | 666 | 580 | 507 | 521 | 693 | 780 | | | | | |
| 315 | Concord / Willow Pass / Landana | 23 | 84 | 37 | 44 | 42 | 43 | 50 | 50 | | | | | |
| 316 | Alhambra / Merello / Pleasant Hill | 112 | 204 | 165 | 150 | 146 | 161 | 190 | 204 | | | | | |
| 320 | DVC / Concord | 60 | 133 | 84 | 62 | 68 | 73 | 103 | 81 | | | | | |
| 321 | San Ramon / Walnut Creek | 127 | 216 | 176 | 172 | 128 | 133 | 196 | 186 | | | | | |
| | TOTALS | 1,376 | 2,169 | 1,733 | 1,515 | 1,258 | 1,510 | 1,958 | 2,012 | 0 | 0 | 0 | 0 | 0 |

NOTE: * Data comes from Link Operators



The County Connection

Inter-Office Memo

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

Date: 23 November 2009
 Reviewed By:

SUBJECT: LINK Monthly Operating Report – October 2009

| | |
|--------------------------------|---|
| SUMMARY OF ISSUES: | Presented for your review is the monthly operating report for LINK for October 2009 |
| RECOMMENDATIONS: | Information only |
| FINANCIAL IMPLICATIONS: | N/A |
| OPTIONS: | Information only |
| ACTION REQUESTED: | Information only |
| ATTACHMENTS: | CCCTA LINK Monthly Operating Summary, October 2009 |

ADDITIONAL INFORMATION:

October is a benchmark month -- with a maximum number of weekdays and no holidays, it is typically one of two months (along with March) in which the highest ridership can be expected.

That being said, *total* ridership on Link is DOWN slightly from last October, with over 200 fewer attendants being listed. This is likely the result of database clean up that adjusted the attendant figures based on actual counts. The increased farebox over last October in spite of the slightly lower total ridership is due to the fare increase in March 2009.

There has been a very slight (one percentage point) decline in on time performance, likely due to a 16% increase in transfer trips. These trips typically take longer and when something goes wrong (a connecting operator trip is late or does not show), it can drag down on time performance.

Average trip length is down slightly, no shows are down 43% from last year, and cancellations down 42% from last year. In October, revenue hours represented 84% of total miles traveled.

CCCTA LINK
MONTHLY OPERATING SUMMARY
October FY09-10

| SUMMARY | October FY08/09 | October FY09/10 | YTD FY08/09 | YTD FY09/10 |
|--------------------------------|----------------------------|----------------------------|------------------------|------------------------|
| TOTAL CLIENTS | 14,600 | 14,384 | 53,906 | 54,109 |
| TOTAL ATTENDANTS | 1,307 | 1,073 | 5,060 | 4,644 |
| TOTAL COMPANIONS | 92 | 90 | 414 | 350 |
| TOTAL PASSENGERS | 15,999 | 15,547 | 59,380 | 59,103 |
| TOTAL SERVICE DAYS | 31 | 31 | 121 | 121 |
| VEHICLE REVENUE HOURS | 7976.0 | 7682.5 | 30018.9 | 28810.2 |
| VEHICLE SERVICE HOURS | 9752.4 | 9186.7 | 36650.4 | 34892.3 |
| VEHICLE NON REV HOURS | 1766.3 | 1504.1 | 6631.4 | 6016.7 |
| VEHICLE SERVICE MILES | 160026.0 | 151737.0 | 594423.0 | 575047.0 |
| VEHICLE REVENUE MILES | 132965.0 | 125808.0 | 493845.0 | 472625.0 |
| VEHICLE NON REV MILES | 27061.0 | 25929.0 | 78578.0 | 102422.0 |
| PASS. PER REVENUE HOUR | 2.01 | 2.02 | 1.98 | 2.05 |
| CLIENT PER REVENUE HOUR | 1.83 | 1.87 | 1.80 | 1.88 |
| PASS. PER SERVICE HOUR | 1.64 | 1.69 | 1.62 | 1.69 |
| PASS. PER SERVICE MILE | 0.10 | 0.10 | 0.10 | 0.10 |
| PASS. PER REVENUE MILE | 0.12 | 0.12 | 0.12 | 0.13 |
| TOTAL TRANSFER TRIPS | 1,390 | 1,612 | 5,594 | 5,241 |
| SAME DAY TRIPS | 85 | 116 | 340 | 323 |
| | | | | |
| FAREBOX REVENUE | \$17,442.50 | \$17,853.50 | \$68,824.03 | \$67,546.00 |
| PREPAID CLIENTS | \$13,799.50 | \$23,209.90 | \$70,174.00 | \$81,177.72 |
| COLLECTED BILLING | \$10,064.25 | \$8,692.00 | \$34,659.00 | \$37,792.00 |
| TOTAL REVENUE COLLECTED | \$41,306.25 | \$49,755.40 | \$173,657.03 | \$186,515.72 |
| | | | | |
| CHARGEABLE ACCIDENTS | 1 | 1 | 4 | 1 |
| SERVICE COMPLAINTS | 0 | 1 | 3 | 4 |
| SERVICE COMMENDATIONS | 4 | 1 | 10 | 4 |
| SERVICE DENIALS | 0 | 0 | 0 | 0 |
| ROAD CALLS | 4 | 3 | 12 | 13 |
| DRIVER TURNOVER | 2.7 | 0.0 | 4.0 | 1.4 |
| SCHEDULE ADHERENCE | 96% | 95% | 96% | 95% |
| | | | | |
| WHEELCHAIR BOARDINGS | 3,971 | 3,929 | 15,275 | 15,248 |
| W/C LIFT AVAILABILITY | 100% | 100% | 100% | 100% |
| | | | | |
| REGISTERED CLIENTS | 7,883 | 8,468 | N/A | N/A |
| UNDUPLICATED CLIENTS | 1,224 | 1,177 | N/A | N/A |
| NO-SHOWS | 54 | 31 | 292 | 144 |
| CANCELS | 3,228 | 1,868 | 12,826 | 7,144 |
| AVG. TRIP LENGTH (MILES) | 10.0 | 9.8 | 10.0 | 9.7 |
| | | | | |
| AVG. SM BUSES IN SERVICE | 3 | 3 | 3 | 3 |
| AVG. BUSES IN SERVICE | 48 | 48 | 48 | 48 |
| TOTAL FUEL/GALLONS | 21,746 | 21,105 | 76,925 | 82,486 |
| FLEET M.P.G. | 7.4 | 7.2 | 7.7 | 7.0 |



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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 4th Bore construction contract was awarded to the lowest bidder, Tutor Saliba, on November 10, 2009. Final award paperwork will be signed by the end of November 2009. Construction activities most likely will begin in February 2010. The 4th Bore is expected to be opened to traffic in 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 south to SR24 on-ramp at Bryant.

Current Project Phases: Design

Project Status: Authority allocated \$211,302 for project development activities in May 2009. Design is 65% complete. Peer review was held on November 19, 2009.

Issues/Concerns: None.

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: Caltrans and FHWA have provided comments on the final draft PSR. CH2M Hill is currently preparing the final PSR and response to comments.

Issues/Areas of Concern: The project team is working with Caltrans to confirm coordination necessary with FHWA in finalizing the PSR.

CENTRAL COUNTY

d. Alhambra Avenue Widening (1203) - *No changes from last month.*

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 SR 4.

Current Project Phase: Construction.

Project Status: Construction is nearly complete except for a slope grading behind a retaining wall which is rescheduled to be completed by year end.

Issues/Areas of Concern: None.

e. Commerce Avenue Extension (1214)

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.

Project Status: The City completed the 90% design plans and specifications in December 2006. The Authority appropriated additional Measure C funds for final design and project coordination in September 2009. The project's environmental clearance was obtained on November 10, 2009. The right of way phase will follow and it is expected to take six months. Accordingly construction is rescheduled in to summer 2010.

Issues/Areas of Concern:

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. \$4.9 million is programmed for the project in the 2007 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)

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: Authority allocated funds to start demolition of some existing structures and eventually build an interim surface parking lot. Demolition work is complete. Interim surface parking lot work is rescheduled to be done in summer 2010.

Issues/Areas of Concern: None.

i. Pacheco Transit Hub (2210) - No changes from last month.

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: Because of the existing economic crisis, planned funding for maintaining the facility has been redirected to other areas. Until new maintenance funds are identified, construction is on hold.

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 - Construction; 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, and work is expected to be complete in December 2009.

Issues/Areas of Concern: None.

WEST COUNTY

k. Richmond Transit Village BART Parking Structure (2302)

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: Final Design / Construction.

Project Status: Design is complete. The CTC allocated \$10.2 million for construction in October 2009. Project was advertised on October 20th and bid opening is scheduled for November 24th. Construction is targeted to start in early 2010.

Issues/Areas of Concern:

l. 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: Environmental clearance work started in October 2006. Preliminary design work is being coordinated with an adjacent city improvement project (El Portal Gateway) to minimize any "throw away" work. 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.

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. Caltrans is also now requiring completion of Life Cycle Cost Analysis on proposed pavement.

m. 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: Project Study Report (PSR)/Feasibility Study.

Project Status: Following a technical analysis, 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 all 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 early 2011. The second project will be led by one or both of the cities of El Cerrito and Richmond.

Issues/Areas of Concern: None.

- n. **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.

EAST COUNTY

- o. **SR4 Widening: Railroad Avenue to Loveridge Road (1405)**

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: All highway and local road construction is complete. The City of Pittsburg's local street portion of the landscaping was completed in October 2007. Construction bids for the freeway mainline landscaping were opened on September 15, 2009 and a contract was subsequently executed in November 2009. The landscape construction is expected to begin in early December 2009.

Issues/Areas of Concern: None.

p. SR4 Widening: Loveridge Road to Somersville Road (1406)

CCTA Fund Source: Measure C

Lead Agency: CCTA

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

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

Project Status: The mainline construction project was advertised on October 26, 2009, bid opening is scheduled for December 15, 2009. Construction is anticipated to start in late March/early April 2010. The construction management team is in place and a field office has been secured with a lease option to extend for use as other SR4 projects come "on line".

The construction of the gas line is complete except for the tie-in portion. The electrical transmission line relocation has started and is proceeding rapidly; this work will be done by the end of the calendar year. Electrical distribution line relocation has also started.

The team track construction contract is expected to be complete in December 2009 with UPRR inspection in January 2010 and punch list items/acceptance following in February 2010. The contractor finished work at the Loveridge interchange location on a few minor items associated with the mainline work and may complete a few more small items of work ahead of the mainline contract.

Issues/Areas of Concern: None.

q. 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 is furthest along in design with 100% PS&E documents currently being prepared. Right of way acquisition is proceeding on all parcels. Demolition on the Best Western Hotel located on Somersville Road is complete. PG&E utility relocations needed in advance of the freeway construction project are underway. The construction contract for Segment 1 remains on schedule, with anticipated advertisement for contractor bids by summer 2010.

Segment 3A is the next furthest along, with 95% PS&E documents submitted to Caltrans in late September 2009. Right of way acquisition is on-going for full take parcels. Final right of way sufficiency plans confirming all necessary parcels, including part-takes, have been submitted to Caltrans. PG&E is working on design of all utility relocations necessary for this segment.

Segment 2 is next, after having to confirm several design issues related to utility relocations and construction work necessary near West Antioch Creek. 95% PS&E documents were submitted to Caltrans in October 2009. Final right of way sufficiency plans were submitted to Caltrans, with anticipated approval by Caltrans this month. PG&E is working on design of all utility relocations necessary for this segment as well. Right of way acquisition is underway for full take parcels in this segment.

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 currently working with Caltrans on an alternative to construct the ultimate interchange at Hillcrest Avenue, while still retaining the existing bridge structures. If this alternative proves acceptable, the existing structures would be widened in lieu of full replacement.

Two construction management firms have been retained to provide constructability / bidability reviews on the Segment 1 and 3A projects. 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: The Segment 3B design team is currently investigating an alternative to construct ultimate improvements at the Hillcrest Avenue Interchange. If this alternative is not feasible, the project scope will include only partial reconstruction of the Hillcrest Interchange; however, the freeway lanes are proposed to be widened to the ultimate configuration for the entire corridor to Route 160. Furthermore, if receipt of ECCRFFA funds earmarked for this project is delayed, further phasing of the project may be required which may jeopardize construction of the freeway widening and transit median to SR 160 by the current goal of 2015.

- r. **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.

s. **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.

t. **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: Project design is 100%. The project is scheduled for award in February 2010 with project completion in fall 2011.

Issues/Areas of Concern: None.

u. **SR4 Bypass: Segments 1 and 3 (5010) - No changes from last month.**

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).

Issues/Areas of Concern: None.

v. **East County Rail Extension (eBART) (2104/2001)**

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: A downturn in sales tax revenue has prompted an update to the Measure J sales tax projections. Lower projections and differing bond conditions are now being evaluated as to their impact on eBART and other projects. TRANSPLAN at their September 2009 meeting approved moving funds from other East County categories in order to show full funding for eBART. Language addressing this understanding has been developed with MTC and BART staff concurrence and is now included in the *Draft 2009 Measure J Strategic Plan*.

w. 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

1105: I-680/El Cerro Blvd. I/C Ramp Signalization, 1994

1106: I-680 Auxiliary Lanes: Segments 1 & 3, 2008

1107: I-680/Fosteria Wy Overcrossing, 1994

1600: Moraga Rd. Safety Improvements, 2005

1602: Camino Pablo Carpool Lots, 1996

1607: Moraga Wy. at Glorietta Blvd. & Camino Encinas, 2001

1608: Moraga Wy. Safety Improvements, 2002

1609: Moraga Wy./Ivy Dr. Roadway Improvements, 2004

1611: Mt. Diablo Corridor Improvements, 2001

1612: Moraga Rd. Corridor Improvements, 2005

1621: St. Mary's Rd. - Phase 2, 1999

1622: Moraga Rd. Structural & Safety Imp., 2005

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, 2006

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

3101: Iron Horse Trail - Monument to Alameda County Line, 1994

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/SR 4 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
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, 2002

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

WEST COUNTY

Measure C:

1300: Richmond Parkway, 1996
1501: SR 4 (W) Gap Closure – Phase 1, 2004

1503: SR 4 (W) Willow Ave. Overcrossing, 1996
2303: Hercules Transit Center, 2009

Measure J:

9001: Richmond Parkway Upgrade Study, 2008

EAST COUNTY

Measure C:

1401: SR 4 (E) Willow Pass Grade Lowering, 1995
1402: SR 4 (E) Bailey Rd. Interchange, 1996
1403: SR 4 (E) Bailey Rd. to Railroad Ave., 2006

2101: BART Extension to Pittsburg/Bay Point, 1996
3108: Delta De Anza Trail, 2006
3110: Marsh Creek Trail Overcrossing at SR 4, 1997

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Oakland first California city to get Smart Boot

Carolyn Jones, Chronicle Staff Writer

Friday, November 13, 2009



Oakland will become the first city in California to use a tire boot that parking scofflaws can unlock themselves - if they immediately pay the fine.

Oakland parking officers will begin affixing the Smart Boot to the tires of the city's worst parking offenders starting Monday.

The device is smaller and lighter than a regular boot and can be released when the unlucky motorists pay their overdue tickets - plus a \$140 processing fee - via credit card or check through a 24-hour hot line.

After paying the tickets, the motorist gets a six-digit code to enter on a keypad on the boot, and voila, the boot unlocks. The motorist then has 24 hours to return the 16-pound boot to either of two locations in Oakland or incur a \$25-per-day charge on his or her credit card.

"You know, it's expensive, but it beats being towed," said Chad Collins, vice president of Pay Lock, the company that makes Smart Boot and runs the payment center.

The city, which has 90 Smart Boots, will tow the car if the owner doesn't remove the boot within 24 hours.

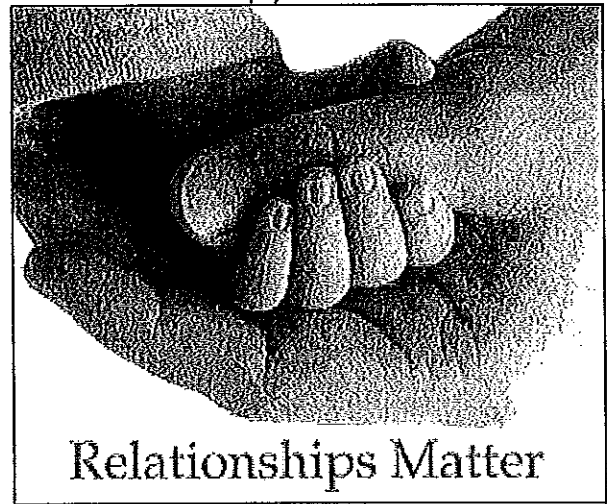
Smart Boot was invented in 2005 and is used in Baltimore, New Orleans, Syracuse, N.Y., Wilmington, Del., and other cities. Pay Lock says it has done more than 100,000 boot-removal transactions since the program started, Collins said.

The goal is to encourage motorists to pay their parking tickets or ideally not accrue them at all, city officials said.

"We consider parking space a valuable commodity in this city," said Deputy Police Chief David Kozicki. "We want people to come here to shop, eat out, enjoy themselves. So we're doing a number of things to clear up parking spaces."

The city recently raised parking meter rates and, after a public revolt, rolled back meter enforcement from 8 p.m. to 6 p.m. The city has also relaxed enforcement of street sweeping parking violations and is cracking down on misuse of disabled parking placards.

Until now, those who found a boot on their cars had to visit four places, including the tow yard, to pay off their tickets and reclaim their vehicles. The towing and storage fees were at least \$260, an expense that will be avoided with Smart Boot - though replaced with the \$140 fee.



Oakland officials said they have about 68,000 cars that have accrued five or more unpaid tickets, which makes them eligible for the boot.

City officials hope that the ease of the Smart Boot will encourage more people to pay off their tickets, generating about \$800,000 a year for the city, instead of abandoning their cars at the tow yard, as many discouraged motorists do now.

Representatives from B&B Vehicle Processing, which is halfway through a five-year, \$8 million towing contract with the city, were not available for comment Thursday.

Kozicki said B&B will not be greatly affected because the number of towed cars might actually increase, due to the higher number of boots.

The city now has boots but police rarely use them because the older models are heavy and cumbersome, Kozicki said. Usually cars are towed instead of booted.

The Smart Boot program is free to the city. Pay Lock earns money by charging \$140 per transaction and has given the city the boots as well as three police vans affixed with cameras that recognize license plates and alert officers if a car has been stolen, is boot-eligible or is otherwise wanted.

Oakland already has nine of the license plate-recognition cameras, which have led to a double-digit reduction in auto thefts, Kozicki said.

Oakland has a three-year contract with Pay Lock with two one-year extensions.

E-mail Carolyn Jones at carolynjones@sfchronicle.com.

<http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2009/11/13/BAJ31AJFLI.DTL>

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Walnut Creek News Briefs Nov. 12 -- New bike lockers at city hall

by Elisabeth Nardi
 Walnut Creek Journal
 Posted: 10/01/2009 12:01:00 AM PDT
 Updated: 11/11/2009 11:14:58 AM PST

Bicycle "eLockers" arrive in Walnut Creek

Four electronically controlled bicycle lockers were officially opened this week outside City Hall at 1666 N. Main Street.

The "eLockers" offer a secure, dry place to store bicycles. Each locker has an electronic BikeLink card reader and will only unlock with the same BikeLink card that was used when the bike was parked. The hourly use fee of 5 cents, is automatically deducted from the card.

Free \$20 BikeLink cards are available for a limited time at www.511contracosta.org. In addition, BikeLink cards may be purchased and activated at www.bikelink.org.

The eLockers are made possible through a partnership with the city and 511 Contra Costa, the local commute alternatives program, and funded by the Contra Costa Transportation Authority's half cent sales tax for Transportation Improvement Projects and the Bay Area Air Quality Management District. The cost for the four lockers is \$12,590.

* In Contra Costa County, there are eLockers at the AAA building in Walnut Creek, Pleasant Hill BART, Hercules Park and Ride Lot, Richmond City Hall, Richmond BART, El Cerrito City Hall, El Cerrito Community Center and El Cerrito BART. For more locations go to www.bikelink.org.

1.
* Please see attached e-mail re: eLockers at the Pleasant Hill BART station

Corinne Dutra-Roberts wrote:

Matt Kelly contacted 511 Contra Costa to inquire if there was a way to gain access to one of two empty eLockers at the Pleasant Hill BART Station. Mr. Kelly mentioned that all of the lockers at the BART Station were always full as were many of the bike racks. The two eLockers in question are on a private system managed by the Contra Costa Centre Association who funded them. 511 Contra Costa staff contacted the Contra Costa Centre to see if it would be possible to open one of the eLockers up for use.

Hi Corinne,

Thanks for the heads-up. I just spoke to Lynette and I'm going to meet with her next week so that she can set me up with a locker. Thanks so much for initiating the conversation with Contra Costa Centre, I really appreciate it. You and Lynn do good work! Plus I think the bike people will be less anxious if they see that those lockers are actually being used (even if they can't use them themselves), as opposed to sitting empty.

Have a good one,

-Matt

Matt Kelly

Associate Transportation Planner

Contra Costa Transportation Authority

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Pleasant Hill, CA 94523

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CONTRA COSTA
transportation
authority

From: Corinne Dutra-Roberts [<mailto:corinne@511contracosta.org>]

Sent: Wednesday, October 21, 2009 2:54 PM

To: Matt Kelly

Cc: Lynn Overcashier

Subject: eLocker at P. Hill BART

Hi Matt

I spoke with Lynnette Busby of the Contra Costa Centre and she said she is willing to give you the card key to one of her eLockers at the P. Hill BART Station. Expect a call from her.

Corinne

Corinne Dutra-Roberts

Sr. Transportation Analyst

511 Contra Costa

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Pleasant Hill, CA 94523

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Please consider the environment before printing this email.

Time Magazine
Nov. 23, 2009

15

The YikeBike

It's like getting your first Big Wheel all over again—and you don't even have to pedal. An innovative bicycle-design concept derived from the old-fashioned penny-farthing, the YikeBike is a folding electric bicycle out of New Zealand. The rider sits on the seat, holds on at the sides and zooms around at a top speed of 12 m.p.h. (20 km/h). You lean left or right to steer, and it even comes with electronic antiskid brakes. The first 100 YikeBikes will be road-ready by mid-2010 in New Zealand as well as the U.K. and selected other countries in Europe.



The YikeBike weighs roughly 20 lb. (9 kg) and runs on a lithium phosphate battery that can be charged to 80% capacity in 20 minutes

