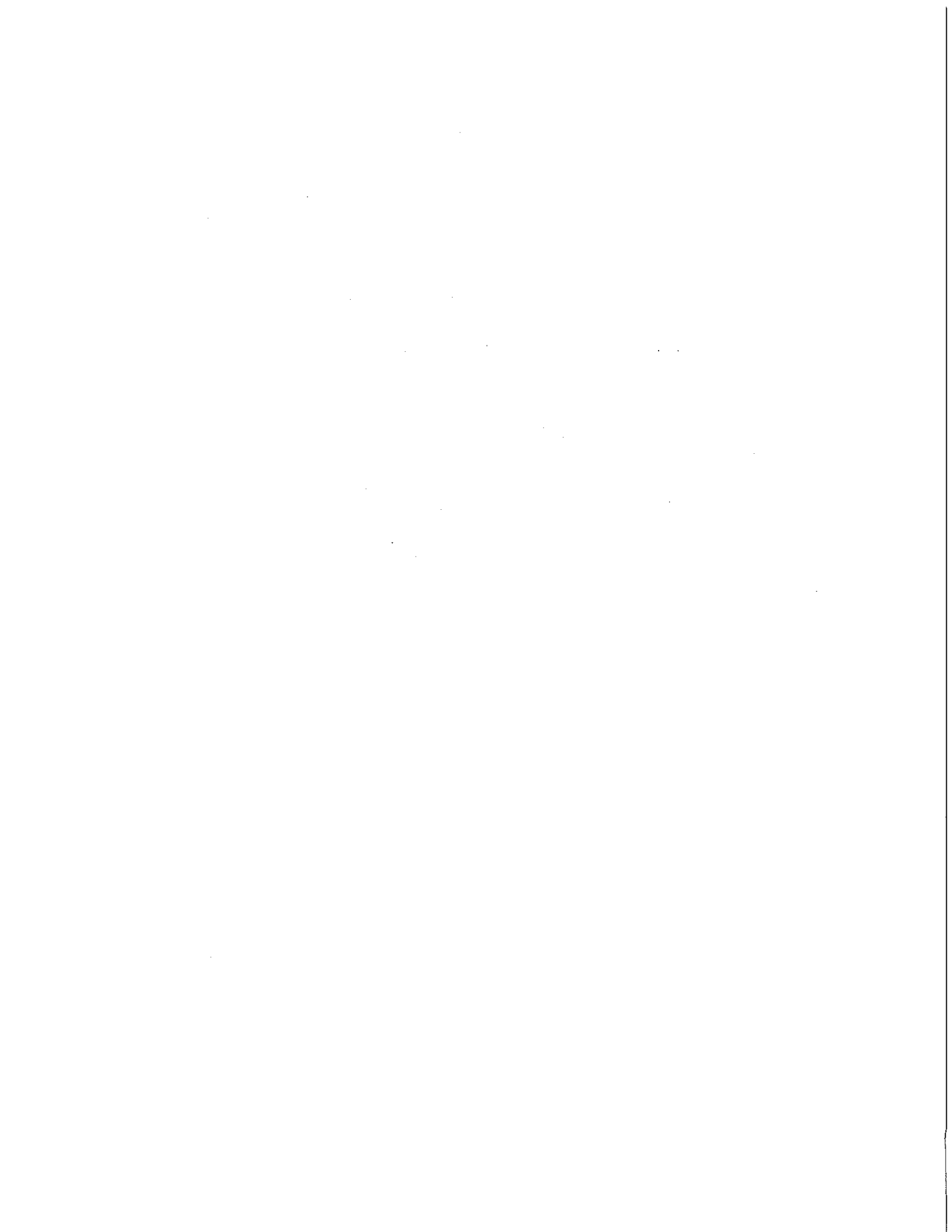


11. Correspondence/Copies/Newsclips/Information

Attachments:

- TRANSPLAN – January 12, 2012 meeting status letter to CCTA
- WCCTAC – December 12, 2011 and January 27, 2012 meeting status letters to CCTA
- SWAT – January 13, 2012 letter to CCTA regarding appointments to the CBPAC; January 13, 2012 letter to CCTA regarding SWAT's CCTA representation
- TRANSPAC – December 8, 2011 meeting status letter to CCTA
- County Connection: November 2011 Fixed Route Operating Report; November 2011 LINK Monthly Operating Report
- CCTA Project Status Report - January 5, 2012
- *Contra Costa Times* January 1, 2012 - comments by Bob Armstrong in response to *Contra Costa Times* article of December 31, 2011 - "Bay Area tries to rein in greenhouse gases with growth/transportation plans"
- *Contra Costa Times* January 27, 2012 - "Transportation spending plan for Alameda County sales tax approved"
- *San Francisco Chronicle* January 23, 2012 - "California driving clean air future"
- *Contra Costa Times* January 14, 2012 - "Judge rules innovative Bay Area development guidelines are flawed"
- *Contra Costa Times* January 11, 2012 - "Clayton Councilwoman Julie Pierce continues planning focus with ABAG appointment"
- *San Francisco Chronicle* - "State OKs stringent fuel rules"; "State approves strict fuel rules"
- *Contra Costa Times* 1/29/12 - "Barnridge: Sustainable growth—boon or bane for Contra Costa residents?"



TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
651 Pine Street -- North Wing 4TH Floor, Martinez, CA 94553-0095

January 18, 2012

Mr. Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on January 12, 2012.

Appoint TRANSPLAN Representatives to the Countywide Bicycle and Pedestrian Advisory Committee: The Committee appointed Paul Reinders (City of Pittsburg) as the staff representative, Lynn Overcashier (511 Contra Costa) as the staff alternate, and Bruce Ohlson as the citizen representative.

Elect Chair and Vice-Chair for 2012: The Committee elected Jim Frazier (Oakley) as Chair and Salvatore Evola (Pittsburg) as Vice Chair of the Committee.

Appoint TRANSPLAN Representative to the Contra Costa Transportation Authority (CCTA) Board: The Committee reappointed Robert Taylor (Brentwood) to the "even year" seat on the CCTA Board for the period February 1, 2012 to January 31, 2014.

Presentations: The Committee heard the following presentations:

- OneBayArea/SB 37: Martin Engelmann, Deputy Executive Director, Planning – CCTA
- *Building on our Assets: Economic Development and Job Creation in the East Bay:* Karen Engel, Executive Director, East Bay Economic Development Alliance

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, February 9, 2012 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



John W. Cunningham
TRANSPLAN Staff

c: TRANSPLAN Committee

A. Dillard, SWAT/TVTC C. Atienza, WCCTAC
B. Neustadter, TRANSPAC D. Rosenbohm, CCTA

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File: Transportation > Committees > CCTA > TRANSPLAN > 2011

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

December 9, 2011

Mr. Randell Iwasaki, Executive Director
 Contra Costa Transportation Authority
 2999 Oak Road, Suite 100
 Walnut Creek CA 94597

Hercules

RE: WCCTAC Meeting Summary

Pinole

Dear Randy:

The WCCTAC Board at its December 9 meeting took the following actions that may be of interest to the Authority:

Richmond

1) Elected Janet Abelson (El Cerrito) as Chair and Bill Wilkins (Hercules) as Vice-Chair of the Board beginning February 1, 2012, and thanked outgoing Chair Roy Swearingen (Pinole) for his services throughout 2011.

San Pablo

2) Approved the 2012 schedule of Board and TAC meetings – see attached.

3) Approved AC Transit and WestCAT's FY 11-12 claims for Measure J Program 19b, Additional Bus Service Enhancements.

4) Approved the West Contra Costa Transit Enhancement Strategic Plan and West Contra Costa/Albany Transit Wayfinding Plan.

Contra Costa County

5) Authorized me to initiate the legal process for requesting the suspension of West County's participation in the traffic monitoring element of the San Pablo Avenue Smart Corridors Program until such time as those traffic monitoring functions are repurposed and redeployed as part of the larger I-80 Integrated Corridor Mobility project. (The suspension is being requested as a cost savings measure, and is not anticipated to have any impacts on existing transit signal priority, emergency vehicle preemption, or traffic signal coordination along San Pablo Avenue nor on the ongoing development of the I-80 ICM project.)

AC Transit

6) Authorized the initiation of a study to determine what, if any, additional transportation investments or initiatives should be pursued to mitigate the adverse impacts of congestion on the I-80 corridor and to support West County's goals for future sustainable development; and approved the commitment of up to \$140,000 in Measure J Program 28b, Subregional Transportation Needs Program funds for the initial tasks.

BART

7) Directed staff to coordinate with CCTA staff for future presentations to the Board on Measure C and Measure J projects and CCTA's legislative advocacy program.

Sincerely,



Christina M. Atienza
 Executive Director

WestCAT

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



2012 WCCTAC Board and TAC Meetings

Board Meeting, 8 – 10 a.m. TAC Meeting, 9 – 11 a.m.

All meetings will be held in the City Council Chamber at the City of San Pablo Complex

El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa County

AC Transit

BART

WestCAT

January							February							March						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
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15	16	17	18	19	20	21	12	13	14	15	16	17	18	11	12	13	14	15	16	17
22	23	24	25	26	<input type="checkbox"/>	28	19	20	21	22	23	<input type="checkbox"/>	25	18	19	20	21	22	<input type="checkbox"/>	24
29	30	31					26	27	28	29				25	26	27	28	29	30	31
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22	23	24	25	26	<input type="checkbox"/>	28	20	21	22	23	24	<input type="checkbox"/>	26	17	18	19	20	21	<input type="checkbox"/>	23
29	30						27	28	29	30	31			24	25	26	27	28	29	30
July							August							September						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
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8	9	10	11	<input type="radio"/>	13	14	5	6	7	8	9	10	11	2	3	4	5	6	7	8
15	16	17	18	19	20	21	12	13	14	15	16	17	18	9	10	11	12	13	14	15
22	23	24	25	26	<input type="checkbox"/>	28	19	20	21	22	23	24	25	16	17	18	19	20	21	22
29	30	31					26	27	28	29	30	31		23	24	25	26	27	<input type="checkbox"/>	29
														30						
October							November							December						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
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7	8	9	10	11	<input type="radio"/>	13	4	5	6	7	<input type="radio"/>	9	10	2	3	4	5	6	<input type="checkbox"/>	8
14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15
21	22	23	24	25	<input type="checkbox"/>	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22
28	29	30	31				25	26	27	28	29	30		23	24	25	26	27	28	29
														30	31					

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

January 27, 2012

Mr. Randell Iwasaki, Executive Director
 Contra Costa Transportation Authority
 2999 Oak Road, Suite 100
 Walnut Creek CA 94597

Hercules

RE: WCCTAC Meeting Summary

Pinole

Dear Randy:

The WCCTAC Board at its meeting today took the following actions that may be of interest to CCTA:

Richmond

1) Elected Janet Abelson (El Cerrito) as the even-year CCTA representative for the term beginning February 1, 2012; and received Dr. Jeff Ritterman's (Richmond) resignation as the CCTA alternate effective February 24, 2012.

San Pablo

2) Deferred making an appointment to the Countywide Bicycle-Pedestrian Advisory Committee until next month's meeting.

3) Discussed at length and in detail, and unanimously approved support for, Hercules' upcoming request to CCTA to allocate \$5,541,000 in Measure J funds for the Intermodal Transit Center.
 4) Approved the use of \$187,000 in Measure J Subregional Transportation Needs (Program 28b) funds for payment of west County's share of the operations & maintenance (O&M) costs of the traffic monitoring elements of San Pablo Avenue Smart Corridors for FYs 2009-2012.

Contra Costa
County

5) Received a presentation from staff providing a) an update on the status of the O&M Memorandum of Understanding (MOU) for the I-80 Integrated Corridor Mobility (ICM) and b) discussion of staff's preliminary recommendation of approval. The Board directed staff to seek additional refinements to the MOU, including: a specific provision that Contra Costa County's representative on the Policy Advisory Committee be an elected official from WCCTAC, and that construction contracts resulting from the project provide preference for hiring residents from the corridor jurisdictions, if possible. The Board also authorized staff to work with the project partners to host a public workshop on the project prior to the MOU being considered for approval by the governing bodies along the corridor, and directed staff to put the workshop on a 'fast-track' in deference to concerns raised about the timely use of State bond funds dedicated to the project.

AC Transit

BART

6) Adjourned the meeting in memory of Marvin Dyson, west County resident and advocate for transportation services for blind and other disabled persons, and George Livingston, former Mayor of Richmond.

WestCAT

Sincerely,



Christina M. Atienza
 Executive Director

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



SWAT

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

January 13, 2012

Randell H. Iwasaki, Executive Director
 Contra Costa Transportation Authority
 2999 Oak Road, Suite 100
 Walnut Creek, CA 94597

RE: SWAT Appointments to the Countywide Bicycle and Pedestrian Advisory
 Committee (CBPAC)

Dear Mr. Iwasaki:

At their January 9, 2012 meeting, the Southwest Area Transportation Committee (SWAT) reaffirmed the following member appointments to the CBPAC for a two-year term beginning January 1, 2012 and ending December 31, 2013:

SWAT Staff Representative:	Leah Greenblat, City of Lafayette
SWAT Citizen Representative:	John Fazel, Resident of Orinda
SWAT Staff Representative (alternate):	Andy Dillard, Town of Danville

If you have any questions or would like additional information on this matter, please feel free to contact me or Andy Dillard, SWAT Administrator, at (925) 314-3384, or adillard@danville.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Metcalf".

Michael Metcalf
 Southwest Area Transportation Committee
 Contra Costa County, CA

cc: SWAT
 SWAT TAC
 Danice Rosenbohm, CCTA
 Diane Bodon, CCTA
 Brad Beck, CCTA
 Barbara Neustadter, TRANSPAC
 Christina Atienza, WCCTAC
 John Cunningham, TRANSPLAN



SWAT

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

January 13, 2012

Randell H. Iwasaki, Executive Director
 Contra Costa Transportation Authority
 2999 Oak Road, Suite 100
 Walnut Creek, CA 94597

RE: South County SWAT Representation to the Contra Costa Transportation Authority
 (CCTA)

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee (SWAT), at their January 9, 2012 meeting, moved to reappoint the Town of Danville SWAT representative, Karen Stepper, as SWAT's South County representative to the CCTA for an additional year ending January 31, 2013. Per the SWAT Rules of Procedure, the South County representative seat was scheduled to rotate to the City of San Ramon representative for a two-year term beginning February 1, 2012. However, the City of San Ramon SWAT representative, David Hudson, is currently serving a two-year term as the Mayor's Conference representative to the CCTA through January 31, 2013. As such, the Committee took action to reappoint Ms. Stepper as the South County representative to the CCTA through January 31, 2013. Mr. Hudson will assume the South County representation for the remainder of the term, beginning February 1, 2013 through January 31, 2014.

The alternate South County representative for the period February 1, 2012 through January 31, 2013 will be Mr. Hudson. As he currently serves as the Mayors Conference representative, the Mayors Conference alternate representative will assume the seat in the event that Mr. Hudson is required to cover the South County representative seat. The current Mayors Conference alternate representative to the CCTA is Newell Arnerich, Town of Danville.

If you have any questions or would like additional information on this matter, feel free to contact me or Andy Dillard, SWAT Administrator, at (925) 314-3384, or adillard@danville.ca.gov.

Sincerely,



Michael Metcalf, Chair
Southwest Area Transportation Committee
Contra Costa County, CA

cc: SWAT
SWAT TAC
Danice Rosenbohm, CCTA
Barbara Neustadter, TRANSPAC
Christina Atienza, WCCTAC
John Cunningham, TRANSPLAN

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

December 27, 2011

Randell H. Iwasaki
Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Iwasaki:

At its meeting on December 8, 2011, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a presentation on the SR 4 and SR 242 Ramp Metering Study by Jack Hall, Transportation Analyst, CCTA, and approved moving forward with the study.
2. Received an update on the I-680 Southbound HOV Lane Gap Closure project by Susan Miller, CCTA Director, Projects.
3. Approved the TAC's recommendation to request CCTA to allocate Measure J funds for the East Bay Regional Park District's Contra Costa Canal Trail - Citrus Avenue to Oak Grove Road rehabilitation project.
4. Received an update from Jeremy Lochirco, Senior Planner, City of Walnut Creek, on the development of a Joint School Crossing Guard Contract by the cities of Walnut Creek and Concord.
5. Approved the TAC's recommendation that Lynn Overcashier and Corinne Dutra-Roberts of 511 Contra Costa share the TRANSPAC staff alternate position to the Countywide Bicycle and Pedestrian Advisory Committee. Ms. Dutra-Roberts will also serve as the citizen alternate.
6. Directed the TAC to develop a draft set of policy recommendations for allocation of TRANSPAC's Measure J Line 20 A funds for TRANSPAC's consideration.
7. Reappointed City of Clayton Councilmember Julie Pierce as TRANSPAC's CCTA representative for the 2012-2014 term.
8. Reappointed City of Walnut Creek Councilmember Kristina Lawson as alternate for TRANSPAC's CCTA representative for the 2012-2014 term, pending reaffirmation by the City.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter
TRANSPAC Manager

December 27, 2011

Page 2

cc: TRANSPAC Representatives
TRANSPAC TAC and staff
Amy Worth, Chair, SWAT
Brian Kalinowski, Chair, TRANSPLAN
Martin Engelmann, Arielle Bourgart, Hisham Noeimi, Danice Rosenbohm, Brad Beck, CCTA
Christina Atienza, WCCTAC
Roy Swearington, WCCTAC Chair
John Cunningham, TRANSPLAN
Andy Dillard, SWAT
June Catalano, City of Pleasant Hill
Jim Townsend, EBRPD
Jeff Rasmussen, EBRPD

The County Connection

Inter Office Memo

Agenda Item 7.a

TO: O&S Committee

DATE: December 20, 2011

FROM: Anne Muzzini
Director of Planning & MarketingSUBJ: Fixed Route Reports

Fixed Route Operating Reports for November 2011

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 2012</u>		<u>Annual Goal</u>
	<u>Current Month</u>	<u>YTD Avg</u>	
Total Passengers	258,636		
Average Weekday	11,394	11,541	
Pass/Rev Hour	15.1	16.0	FY11 Goal > 17.0
Missed Trips	0.08%	0.09%	FY11 Goal < 0.25%
Miles between Road Calls	26,017	31,876	FY11 Goal > 18,000

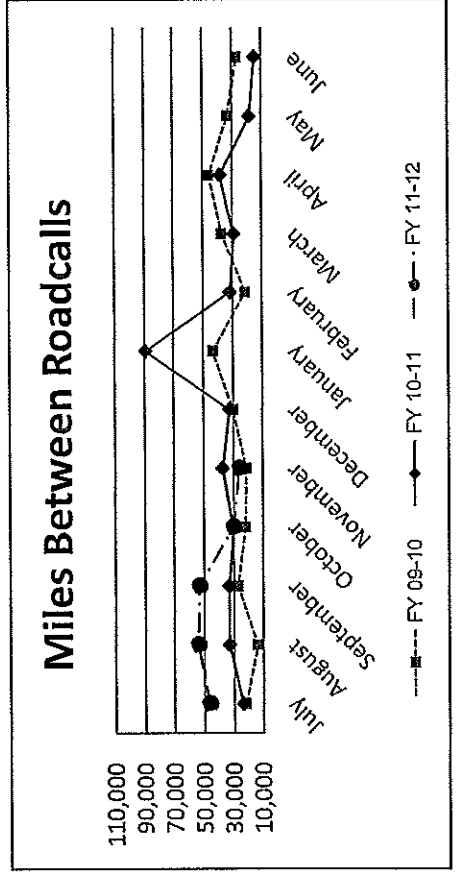
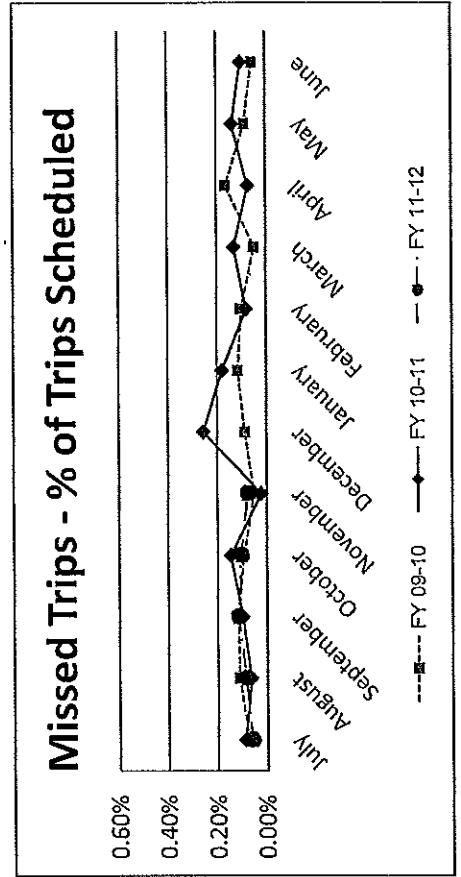
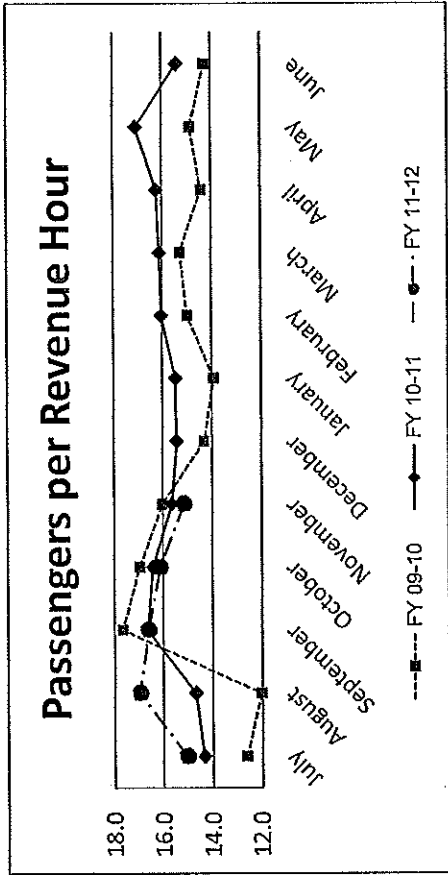
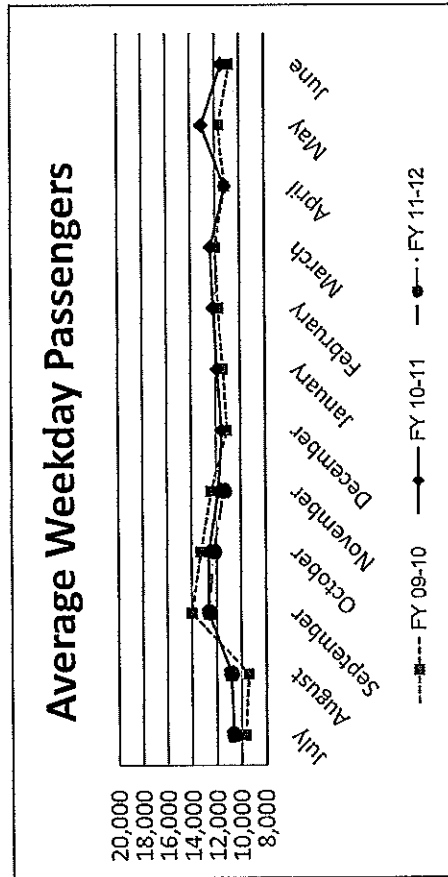
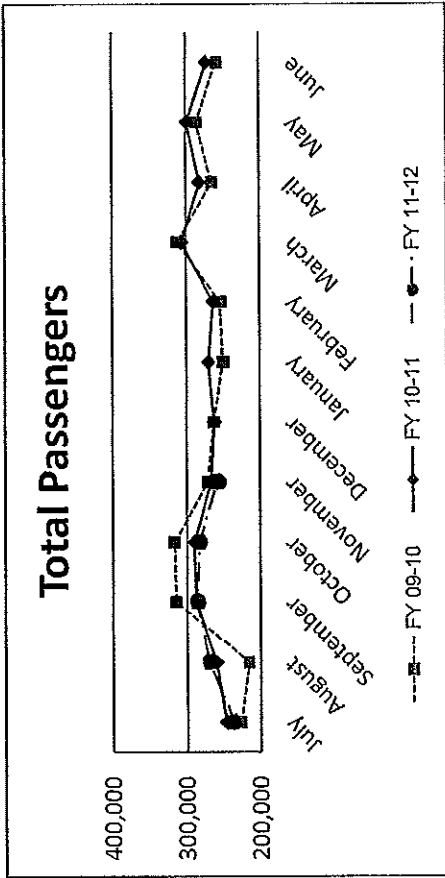
* Based on Standards from updated SRTP

Analysis

Average weekday ridership is lower in November (11,394 passengers) from October (12,246 passengers). School vacations are a contributing factor for the lower student passenger count. Average ridership this year is slightly lower compared to November of last year (11,835 passengers). Productivity in November is lower to 15.1 passengers per hour from the October level of 16 passengers per hour.

The percentage of missed trips was lower in November (0.08%) when compared to October's 0.11%. The YTD average is 0.09% missed trips.

The number of miles between roadcalls was equal to 26,017 miles in November which is lower than the prior month when we experienced 29,899 miles between roadcalls. The year to date average is 31,876 miles between roadcalls.



TRANSPORTATION and MAINTNANCE

TRANSPORTATION	Operation Data Summary												13-Month Totals		
	2010 October	2010 November	2010 December	2011 January	2011 February	2011 March	2011 April	2011 May	2011 June	2011 July	2011 August	2011 September		2011 October	2011 November
Number of Buses	131	131	131	131	131	131	131	131	131	121	121	121	121	121	127
Totals Hub Miles	271,831	258,784	259,176	267,614	252,745	291,732	266,823	270,960	262,262	231,807	269,721	264,940	269,092	260,169	3,697,656
Work Days	31	29	30	30	28	31	30	30	30	30	31	29	31	29	419
Revenue Hours	17,608	17,088	16,985	17,450	16,410	18,793	17,344	17,485	17,635	15,865	18,119	17,221	17,566	17,081	242,631
Operator Pay Hours	32,425	30,959	37,571	31,225	28,159	31,195	30,644	31,483	29,272	30,344	31,047	30,692	29,729	29,324	404,526
Number of Operators	163	162	162	165	165	165	162	166	165	165	162	162	162	162	163
Unscheduled Absences	469	497	476	411	311	345	296	314	295	428	286	337	197	303	4,965
FT Protection	74	23	29	45	30	18	20	53	42	60	67	42	34	53	590
Worker Comp.	164	144	164	115	80	82	84	88	90	61	74	82	109	115	1,452
Sick leave	231	330	283	251	201	245	192	173	163	307	145	213	54	135	2,923
Collision Accidents	7	4	8	7	5	8	6	7	5	6	6	7	5	6	87
Passenger Accidents	6	13	11	3	15	19	10	13	6	15	5	9	17	12	154
Total Chargeable Collisions	4	1	2	5	3	4	1	1	4	2	4	3	1	4	39
Chargeable/100K Miles	1.47	0.38	0.77	1.86	1.18	1.37	0.37	0.36	1.52	0.86	1.48	1.13	0.37	1.53	1.05
Number of Trips Scheduled	23,865	23,014	23,042	23,394	22,200	25,240	23,455	23,455	23,503	21,500	23,878	23,255	23,759	23,256	326,796
Number of Trips Missed	35	5	59	42	18	33	17	32	24	13	20	27	25	18	368
Of Trips Scheduled - % Missed	0.15%	0.02%	0.26%	0.18%	0.08%	0.13%	0.07%	0.14%	0.10%	0.06%	0.08%	0.12%	0.11%	0.08%	0.11%
Of Trips Missed - Mechanical	11	2	9	5	14	18	5	15	22	8	6	16	14	13	158
On Time Performance %	93%	86%	94%	97%	95%	97%	95%	93%	94%	93%	93%	91%	90%	95%	93%
MAINTENANCE															
A/C Operative - Avg. %	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Lifts Operative - Ave %	100%	100%	100%	100%	100%	100%	100%	99%	100%	100%	100%	100%	100%	100%	100%
PM Complete on Schedule	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total Road Calls	10	10	12	5	10	15	10	19	26	7	8	12	9	14	167
Road Calls for Mechanical	9	7	8	3	8	10	7	15	18	5	5	5	6	10	116
Road Calls for Other	1	3	4	2	2	5	3	4	8	2	3	7	3	4	51

Miles Between Mechanical Road Calls

Bus Numbers	2010 October	2010 November	2010 December	2011 January	2011 February	2011 March	2011 April	2011 May	2011 June	2011 July	2011 August	2011 September	2011 October	2011 November	13-Month Totals
100 - 199	10,213	12,430	12,372	12,120	10,658	14,016	11,024	12,606	13,156	10,504	10,451	11,933	11,714	10,034	
200 - 299	15,935	26,521	14,141	31,605	31,656	8,026	27,689	29,211	17,089	30,673	32,912	33,165	11,770	28,553	
300 - 399	38,778	36,116	18,990	33,343	8,663	18,262	37,475	16,592	5,601	31,636	12,167	34,484	18,219	20,226	
400 - 499	33,258	30,574	30,446	30,764	26,112	36,547	33,259	35,114	12,787	25,113	31,447	8,414	31,903	30,953	
500 - 519	25,160	24,606	50,933	51,424	22,335	53,301	47,902	7,117	16,015	42,248	51,277	49,334	49,376	23,634	
900 - 939	25,561	78,204	79,192	89,906	84,529	25,028	43,507	45,641	87,974	77,156	90,065	87,870	90,495	23,475	
2000 - 2099	17,866	18,114	12,960	12,864	13,372	11,726	13,806	11,722	3,881	14,477	17,068	14,499	13,855	8,910	
9800 - 9809	12,844	7,614	7,013	5,588	7,086	7,403	8,654	7,994	9,806	46,361	53,944	52,988	29,899	26,017	
Fleet Avg.	30,203	56,969	32,397	89,205	31,593	29,173	38,118	18,064	14,570	3,976	4,093	3,744	4,086	4,160	
Maintenance Pay Hours	4,437	4,064	4,008	4,229	3,673	4,196	4,154	4,067	3,897	2,5	2,5	2,4	2,2	2,7	
No. Maint Employees	2,5	2,5	2,5	2,4	2,4	2,5	2,6	2,5	2,4	1,1	1,1	1,1	1,1	1,0	
Maint. Emps/100K Miles	9	10	10	9	9	9	10	9	9	11	9	9	8	10	
Unscheduled Absences	0	2	2	2	2	4	5	1	0	1	2	3	1	3	

Bus add - 12/00
Out of Service July 2011

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**

Fixed Route Boardings		Passengers by Revenue Hrs/Miles		Service Days		Fiscal YTD Comparison Passenger Boardings	
November 2011 - Fixed Route Boardings	258,636	Revenue Hours - November 11	17,081	Weekdays - November 11	21	Fiscal 2012 YTD	1,335,844
		November 10	17,088	November 10	21		
Bus Bridge	0	Revenue Miles - November 11	191,017	Saturdays - November 11	4	Fiscal 2011 YTD	1,351,576
Special Event	0	November 10	190,053	November 10	4		
				Sundays - November 11	4		
				November 10	4		
November 2011 Total Boardings	258,636	Passengers per Mile	1.35	Total Days - 2011	29	YTD Trend	-1.2%
November 2010 Total Boardings	267,216	Passengers per Hour	15.14	2010	29	Monthly Trend	-3.2%

November 2011 Fixed Route Passenger Total						November 2011	November 2011
Route	Destination Information	Weekday	Saturday	Sunday	Total	Weekday Average	Passengers per Revenue Hour
1	Rossmoor / Shadelands	7,458			7,458	355	13.8
2	Rudgear / Walnut Creek	1,265			1,265	60	7.2
4	Walnut Creek Downtown Shuttle	18,984	2,164	1,657	22,805	904	25.4
4H **	Walnut Creek Extended Holiday Service	82	62		144	4	13.0
5	Creekside / Walnut Creek	1,330			1,330	63	6.6
6	Lafayette / Moraga / Orinda	9,800	498	506	10,805	467	150.3
7	Shadelands / Pleasant Hill / Walnut Creek	4,297			4,297	205	6.4
9	DVC / Walnut Creek	11,825			11,825	563	13.8
10	Concord / Clayton Rd	20,532			20,532	978	25.2
11	Treat Blvd / Oak Grove	6,496			6,496	309	17.4
14	Monument Blvd	12,496			12,496	595	15.1
15	Treat Boulevard	9,900			9,900	471	16.5
16	Alhambra Ave / Monument Blvd	13,536			13,536	645	12.4
17	Olivera/Solano / Salvio / North Concord	4,266			4,266	203	10.9
18	Amtrak / Merello / Pleasant Hill	9,040			9,040	430	13.8
19	Amtrak / Pacheco Blvd / Concord	2,746			2,746	131	9.5
20	DVC / Concord	24,240			24,240	1,154	25.6
21	Walnut Creek / San Ramon Transit Center	12,355			12,355	588	12.4
25	Lafayette / Walnut Creek	1,175			1,175	56	4.9
28	North Concord / Martinez	6,248			6,248	298	9.9
35	Dougherty Valley	7,024			7,024	334	10.3
36	San Ramon / Dublin	4,783			4,783	228	8.5
91X	Concord Commuter Express	702			702	33	9.3
92X	Ace Shuttle Express	3,897			3,897	186	23.3
93X	Kirker Pass Express	4,163			4,163	198	16.3
95X	San Ramon / Danville Express	3,419			3,419	163	16.2
96X	Bishop Ranch Express	9,476			9,476	451	14.3
97X	Bishop Ranch Express	1,724			1,724	82	8.3
98X	Martinez Express	6,721			6,721	320	12.1
250 *	Gael Rail Service	115	119	79	313	16	5.7
260 *	Cal State East Bay / Concord Bart	72			72	4	1.1
301	Rossmoor / John Muir Medical Center		288	151	439	0	12.3
310	Concord Bart / Clayton Rd / Kirker Pass		1,627	1,190	2,817	0	52.3
311	Concord / Oak Grove / Treat Blvd / WC		800	626	1,426	0	23.6
314	Clayton Rd / Monument Blvd / PH		2,444	1,748	4,192	0	38.4
315	Concord / Willow Pass / Landana		330	212	542	0	20.3
316	Alhambra / Merello / Pleasant Hill		1,199	750	1,949	0	28.0
320	DVC / Concord		771	543	1,314	0	25.8
321	San Ramon / Walnut Creek		890	716	1,606	0	23.0
600's	Select Service	19,100			19,100	910	29.4
TOTALS		239,266	11,191	8,179	258,636	11,394	15.1

* Data from Link ** Seasonal Route

Operations Data Summary

NOVEMBER 2011 PRODUCTIVITY

(sorted by Pass / Rev Hr - decending order)

Route	Destination Information	Total	Wkday Avg	Passenger / Rev Hr
6	Lafayette / Moraga / Orinda / Orinda Village	10,805	467	150
310	Concord Bart / Clayton Rd / Kirker Pass	2,817	0	52
314	Clayton Rd / Monument Blvd / Pleasant Hill	4,192	0	38
600's	Select Service	19,100	910	29
316	Alhambra / Merello / Pleasant Hill	1,949	0	28
320	DVC / Concord	1,314	0	26
20	DVC / Concord	24,240	1,154	26
4	Walnut Creek Downtown Shuttle	22,805	904	25
10	Concord / Clayton Rd	20,532	978	25
311	Concord / Oak Grove / Treat Blvd / Walnut Creek	1,426	0	24
92X	Ace Shuttle Express	3,897	186	23
321	San Ramon / Walnut Creek	1,606	0	23
315	Concord / Willow Pass / Landana	542	0	20
11	Treat Blvd / Oak Grove	6,496	309	17
15	Treat Boulevard	9,900	471	17
93X	Kirker Pass Express	4,163	198	16
95X	San Ramon / Danville Express	3,419	163	16
14	Monument Blvd	12,496	595	15
96X	Bishop Ranch Express	9,476	451	14
18	Amtrak / Merello / Pleasant Hill	9,040	430	14
1	Rossmoor / Shadelands	7,458	355	14
9	DVC / Walnut Creek	11,825	563	14
4H **	Walnut Creek Extended Holiday Service	144	4	13
21	Walnut Creek / San Ramon Transit Center	12,355	588	12
16	Alhambra Ave / Monument Blvd	13,536	645	12
301	Rossmoor / John Muir Medical Center	439	0	12
98X	Martinez Express	6,721	320	12
17	Olivera/Solano / Salvio / North Concord	4,266	203	11
35	Dougherty Valley	7,024	334	10
28	North Concord / Martinez	6,248	298	10
19	Amtrak / Pacheco Blvd / Concord	2,746	131	9
91X	Concord Commuter Express	702	33	9
36	San Ramon / Dublin	4,783	228	9
97X	Bishop Ranch Express	1,724	82	8
2	Rudgear / Walnut Creek	1,265	60	7
5	Creekside / Walnut Creek	1,330	63	7
7	Shadelands / Pleasant Hill / Walnut Creek	4,297	205	6
250 *	Gael Rail Service	313	16	6
25	Lafayette / Walnut Creek	1,175	56	5
260 *	Cal State East Bay / Concord Bart	72	4	1

NOTE: * Data comes from Link Operators

** These are seasonal routes

Operations Data Summary

AVERAGE WEEKDAY BOARDINGS TREND

Route	Destination Information	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11
1	Rossmoor / Shadelands	373	381	386	385	376	422	399	393	393	365	368	361	355
2	Rudgear / Walnut Creek	53	49	77	70	66	67	68	56	62	61	64	70	60
4	Walnut Creek Downtown Shuttle	956	973	879	872	863	920	909	948	993	949	960	905	904
4H **	Walnut Creek Extended Holiday Shuttle	35	48											4
5	Creekside / Walnut Creek	79	76	72	70	75	76	76	76	73	65	70	73	63
6	Lafayette / Moraga / Orinda	400	383	396	408	418	375	406	307	308	325	513	498	467
7	Shadelands / Pleasant Hill / Walnut Creek	217	208	229	223	216	220	226	231	233	224	217	210	205
9	DVC / Walnut Creek	589	567	571	595	625	591	679	658	589	610	602	602	563
10	Concord / Clayton Rd	970	940	994	1,005	1,001	1,046	1,112	1,034	948	941	1,079	1,046	978
11	Treat Blvd / Oak Grove	293	285	308	315	340	329	345	273	254	272	330	307	309
14	Monument Blvd	651	657	678	633	644	644	714	661	661	586	639	635	595
15	Treat Boulevard	497	486	481	532	563	557	589	488	462	420	519	502	471
16	Alhambra Ave / Monument Blvd	701	680	690	703	720	738	865	842	745	678	745	711	645
17	Olivera/Solano / Salvio / North Concord	296	291	287	287	294	275	285	243	248	228	247	228	203
18	Antrak / Merello / Pleasant Hill	458	417	411	455	446	450	474	418	402	428	490	469	430
19	Antrak / Pacheco Blvd / Concord	129	134	143	146	135	151	161	146	153	148	153	147	131
20	DVC / Concord	1,189	1,108	1,029	1,211	1,215	1,135	1,270	1,108	1,037	1,155	1,242	1,205	1,154
21	Walnut Creek / San Ramon Transit Center	616	616	604	603	620	629	695	656	598	571	633	626	588
25	Lafayette / Walnut Creek	47	38	55	46	45	49	52	53	54	47	54	56	56
28	North Concord / Martinez	316	274	304	332	332	287	324	302	271	294	323	287	298
35	Dougherty Valley	353	352	372	372	380	384	401	356	341	313	377	330	334
36	San Ramon / Dublin	260	257	259	257	255	262	263	249	244	227	261	274	228
91X	Concord Commuter Express	40	41	39	41	37	43	43	44	43	41	40	34	33
92X	Ace Shuttle Express	171	161	190	186	195	184	186	204	181	188	189	177	186
93X	Kirker Pass Express	175	194	181	184	224	223	217	202	178	196	198	207	198
95X	San Ramon / Danville Express	153	153	174	169	197	182	185	177	169	163	177	176	163
96X	Bishop Ranch Express	425	453	492	488	503	495	495	514	502	462	477	483	451
97X	Bishop Ranch Express	84	83	94	91	108	102	114	95	110	103	107	98	82
98X	Martinez Express	381	362	318	329	342	352	360	338	329	322	338	340	320
250 *	St. Mary's College Gael/Rail Shuttle	5	7	7	6	7	8	9			3	15	14	16
260 *	Cal State East Bay / Concord/Bart												5	4
600's	Select Service	957	848	1,144	1,150	1,148	1,087	1,180	400	41	443	1,194	1,161	910
TOTALS		11,835	11,516	11,860	12,160	12,387	12,279	13,095	11,469	10,625	10,825	12,615	12,246	11,394

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

Operations Data Summary

AVERAGE WEEKEND BOARDINGS TREND

Route	Destination Information	Nov-10 #Days	Dec-10 #Days	Jan-11 #Days	Feb-11 #Days	Mar-11 #Days	Apr-11 #Days	May-11 #Days	Jun-11 #Days	Jul-11 #Days
SATURDAY										
4	Walnut Creek Downtown Shuttle	542	574	571	533	473	600	540	513	568
4H**	Walnut Creek Extended Holiday Shuttle	12	61							
6	Lafayette / Moraga / Orinda	128	66	120	128	154	145	136	101	93
250*	St Mary's College Gael Rail Shuttle	23	8	22	24	22	14	13		
301	Rossmoor / John Muir Medical Center	87	59	91	79	81	97	79	82	112
310	Concord/Bart/Clayton/Rd/Kirker Pass									0
311	Concord / Oak Grove / Treat Blvd / WC	226	208	201	191	182	218	236	218	229
314	Clayton Rd / Monument Blvd / PH	979	935	957	1,003	942	1,142	1,145	1,078	1,139
315	Concord / Willow Pass / Landana	56	53	73	82	82	93	79	57	78
316	Alhambra / Merello / Pleasant Hill	297	275	309	293	279	332	349	287	331
320	DVC / Concord	152	113	164	209	193	224	237	221	277
321	San Ramon / Walnut Creek	258	230	283	250	260	278	272	238	267
TOTALS		2,760	2,582	2,791	2,793	2,667	3,142	3,087	2,796	3,094

Route	Destination Information	Nov-10 #Days	Dec-10 #Days	Jan-11 #Days	Feb-11 #Days	Mar-11 #Days	Apr-11 #Days	May-11 #Days	Jun-11 #Days	Jul-11 #Days
SUNDAY										
4	Walnut Creek Downtown Shuttle	413	350	394	483	356	341	422	402	416
6	Lafayette / Moraga / Orinda	89	52	76	91	69	87	96	49	63
250*	St Mary's College Gael Rail Shuttle	19	5	11	17	7	8	7		
301	Rossmoor / John Muir Medical Center	73	66	35	73	58	58	63	62	59
310	Concord Bart / Clayton Rd / Kirker Pass									
311	Concord / Oak Grove / Treat Blvd / WC	153	152	132	153	141	131	169	163	181
314	Clayton Rd / Monument Blvd / PH	668	695	687	766	633	763	807	767	770
315	Concord / Willow Pass / Landana	46	32	58	68	46	67	55	44	80
316	Alhambra / Merello / Pleasant Hill	195	177	203	212	202	197	265	215	227
320	DVC / Concord	94	114	125	142	128	142	148	138	141
321	San Ramon / Walnut Creek	159	177	159	184	164	176	205	178	187
TOTALS		1,909	1,817	1,879	2,190	1,805	1,971	2,237	2,017	2,123

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

Route Description Summary

11-17

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

Route Description Summary

Route #	Description
96X	BART Walnut Creek, Highway 680, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15, Annabel Ln, Bishop Ranch 8, Bishop Dr, Sunset Dr
97X	BART Dublin, Highway 680, Highway 580, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15 Annabel Ln, Bishop Ranch 8, Bishop Dr, Sunset Dr
98X	BART Walnut Creek, N Main St, Highway 680, Sun Valley Blvd, Contra Costa Blvd, Concord Ave, Diamond Blvd., Highway 680, Highway 4, Alham Ave, Berrellesa St, Escobar St, Court St, Martinez Amtrak
250	St Mary's College, St Marys Rd, Moraga Rd, Mt Diablo Blvd, BART Lafayette
260	Cal State, East Bay, Concord Bart
301	Rossmoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave , BART Walnut Creek, Ygnacio Valley, Montego, John Mui Medical Center
310	Concord Bart, Clayton Rd, Kirker Pass
311	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, BART Pleasant Hill
314	Ayers Rd, Concord Blvd, Kirker Pass Rd, Clayton Rd, BART Concord, Oak St, Laguna St, Detroit Ave, Monument Blvd, Mohr Ln, David Ave, Cresce Plaza, Cleaveland Rd, Gregory Ln, Contra Costa Blvd, DVC
315	BART Concord, Port Chicago Highway, Salvio St, Parkside Dr, Willow Pass Rd, Landana Dr, West St, Clayton Rd
316	BART Pleasant Hill, Oak Rd, Buskirk Ave, Crescent Plaza, Gregory Ln, Contra Costa Blvd, Golf Club Rd, DVC, Old Quarry Rd, Pacheco Blvd, Muir Arnold Dr, Pacheco Blvd, Morrelo Ave, Martinez Amtrak, Berrellesa St, Alhambra Ave
320	BART Concord, Grant St, Concord Blvd, Clayton Rd, Gateway Blvd, Willow Pass Rd, Diamond Blvd, Concord Ave, Chilpancinco Pkwy, Old Quarry. DVC
321	BART Walnut Creek, N & S California Blvd, Newell Ave, S Main St, Danville Blvd, Railroad Ave, San Ramon Valley Blvd, Camino Ramon, Fosteric Wy, San Ramon Transit Center- Shops at BR.
601	N Civic Dr, Parkside Dr, Riveria Ave, BART Walnut Creek, Trinity Ave, Oakland Blvd, Boulevard Wy, Tice Valley Blvd, Meadow Rd, Castle Hill Rd Danville Blvd, Hillgrade Ave., Crest Ave, Rossmoor Shopping Center
602	Walnut Blvd, Oro Valley Cir, Mountain View Blvd, Rudgear Rd, Stewart Ave, Trotter Wy, Dapplegray Rd, Palmer Rd, Mountain View Blvd, San Mig Dr, N & S California Blvd, BART Walnut Creek
603	Camino Pablo, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
605	N Civic Dr, N Broadway, Lincoln Ave, Mt Pispah St, Newell Ave, Lilac Dr, S Main St, Creekside Dr
606	BART Orinda, Orinda Wy, Miner Rd, Honey Hill Rd, Via Las Cruces, Saint Stephens Dr, Orinda Woods Dr, Moraga Wy, Ivy Dr, Moraga Rd, St Mary Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
608	VA Clinic, Center Ave, Pacheco Blvd, Contra Costa Blvd, Chilpancinco Pkwy, Old Quarry Rd, DVC
609	BART Walnut Creek, Ygnacio Valley Rd, Marchbanks Dr, Walnut Ave
610	BART Concord, Clayton Rd, Ayers Rd, Concord Blvd, Kirkwood Dr, Oakhurst Dr, Center St, Marsh Creek Rd, Mountaire Pkwy, Mountaire Cir
611	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, Bancroft Rd, Minert Rd
612	BART Concord, Clayton Rd, Ayers Rd, Concord Blvd, Kirker Pass Rd, Washington Blvd, Pennsylvania Blvd, Pine Hollow Rd, El Camino Dr, Michig Blvd
613	Minert Rd, Oak Grove Rd, Monument Blvd, Detroit Ave, Laguna St, Oak St, BART Concord
614	BART Concord, Clayton Rd, Michigan Blvd, Pennsylvania Blvd, Pine Hollow Rd, El Camino Dr
615	Concord Blvd, Landana Dr., Willow Pass Rd., Parkside Dr., Salvio St., East St., clayton Rd., Oakland Ave., Mount Diablo St., BART Concord
616	Treat Blvd, Bancroft Rd, Minert Rd, Oak Grove Rd, Monument Blvd, San Miguel Rd, Galindo St, Oak St, BART Concord

Route Description Summary

Route #	Description
619	Minert Rd, Oak Grove Rd, Monument Blvd, Mohr Ln, David Ave, Bancroft Rd, Treat Blvd, BART Pleasant Hill
622	Pine Valley Rd, Broadmoor Dr, Montevideo Dr, Alcosta Blvd, Crow Canyon Rd, Tassajara Ranch Rd, Camino Tassajara
623	Danville Blvd, Stone Valley Rd, Green Valley Rd, Diablo Rd, Hartz Ave, San Ramon Valley Blvd, Sycamore Valley Rd, Camino Tassajara, Tassajara Ranch Rd, Crow Canyon Rd, Anabel Ln
625	Rossmoor Shopping Center, Tice Valley Blvd, Olympic Blvd, Pleasant Hill Rd, Acalanes Ave, Stanley Blvd, Mt Diablo Blvd, BART Lafayette, Happy Valley Rd, Upper Happy Valley Rd, El Nido Ranch Rd, Hidden Valley Rd, Acalanes Rd
626	St Mary's College, St Marys Rd, Rohrer Dr, Moraga Rd, Mt Diablo Blvd, BART Lafayette, Happy Valley Rd, Upper Happy Valley Rd, El Nido Ranch Rd, Hidden Valley Rd, Acalanes Rd
627	BART North Concord, Port Chicago Highway, Bates Ave, Mason Cir
635	Bollinger Canyon Rd, Dougherty Rd, Crow Canyon Rd, Tassajara Ranch Rd, Camino Tassajara, Lusitano St, Charbray St
636	San Ramon Transit Center, Executive Pkwy, Crow Canyon Rd, Bollinger Canyon Rd, San Ramon Valley Blvd, Broadmoor Dr, Alcosta Blvd, Fircrest Village Pkwy, Dublin Blvd, BART Dublin

**CCCTA LINK
MONTHLY OPERATING SUMMARY
NOVEMBER FY11/12**

SUMMARY	NOVEMBER FY 10/11	NOVEMBER FY 11/12	YTD FY 10/11	YTD FY 11/12
1 TOTAL CLIENTS	12,174	12,032	63,452	62,607
2 TOTAL ATTENDANTS	904	1,003	5,450	4,984
3 TOTAL COMPANIONS	65	67	300	395
4 TOTAL PASSENGERS	13,143	13,102	69,202	67,986
5 TOTAL SERVICE DAYS	29	29	152	148
6 VEHICLE REVENUE HOURS	6,552	6,382	34,486	32,881
7 VEHICLE SERVICE HOURS	7,968	7,883	41,870	40,266
8 VEHICLE NON REV HOURS	1,417	1,502	7,384	7,387
9 VEHICLE SERVICE MILES	123,165	119,522	654,860	628,996
10 VEHICLE REVENUE MILES	103,228	102,541	539,213	528,347
11 VEHICLE NON REV MILES	22,483	20,856	115,488	108,399
12 PASS. PER REVENUE HOUR	2.01	2.05	2.01	2.07
13 CLIENT PER REVENUE HOUR	1.86	1.89	1.84	1.90
14 PASS. PER SERVICE HOUR	1.65	1.66	1.65	1.69
15 PASS. PER SERVICE MILE	0.11	0.11	0.11	0.11
16 PASS. PER REVENUE MILE	0.13	0.13	0.13	0.13
17 TOTAL TRANSFER TRIPS	1,023	901	5,569	4,750
18 SAME DAY TRIPS	255	224	1,110	1,221
19 SUBSCRIPTION TRIPS	8,351	7,723	41,965	40,381
20 DEMAND	3,743	4,186	20,866	21,731
21 FAREBOX REVENUE	\$13,910.00	\$12,416.00	\$72,778.50	\$67,951.00
22 PREPAID CLIENTS	\$26,484.00	\$10,192.00	\$134,666.50	\$57,193.00
23 COLLECTED BILLING	\$8,333.00	\$18,186.00	\$30,559.00	\$119,940.00
24 TOTAL REVENUE COLLECTED	\$48,727.00	\$40,794.00	\$238,004.00	\$245,084.00
25 CHARGEABLE ACCIDENTS	0	0	0	2
26 SERVICE COMPLAINTS	0	0	0	3
27 SERVICE COMMENDATIONS	0	2	0	6
28 SERVICE DENIALS	0	0	0	0
29 ROAD CALLS	2	1	16	13
30 DRIVER TURNOVER	0.0	2	2.90	5
31 SCHEDULE ADHERENCE	95%	92%	94.3%	96%
32 WHEELCHAIR BOARDING'S	3,206	3,349	16,692	17,210
33 W/C LIFT AVAILABILITY	100%	100%	100%	100%
34 REGISTERED CLIENTS	9,630	9,442	N/A	N/A
35 UNDUPLICATED CLIENTS	1,098	1,040	N/A	N/A
36 NO-SHOWS	43	69	412	267
37 CANCELS	1,782	1,844	9,445	9,768
38 AVG. TRIP LENGTH (MILES)	9.4	9.1	9.5	9.3
39 AVG. SM BUSES IN SERVICE	3	8	3	8
40 AVG. BUSES IN SERVICE	48	55	48	55
41 TOTAL FUEL/GALLONS	16,411	16,227	91,728.5	89,042
42 FLEET M.P.G.	7.5	7.4	7.1	7.1



Administration and Projects Committee Meeting *STAFF REPORT*

Meeting Date: January 5, 2012

Subject	Monthly Project Status Report
Summary of Issues	This report outlines the status of current Measure projects. It also lists all completed projects.
Recommendations	None – for information only.
Financial Implications	None
Options	
Attachments	A. Monthly Project Status Report
Changes from Committee	

Background

The Project Managers for all Measure C and Measure J projects update the status of those projects for the Board’s information on a monthly basis.



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I. ACTIVE PROJECTS***SOUTHWEST COUNTY*****a. Caldecott Fourth Bore 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: Break-through of mining on the top heading occurred on November 28, 2011 - a significant project milestone. Mining continues on the bench from the West Portal (over 80 meters) and preparation is underway for mining the bench from the East Portal. The contractor has completed mining of two of seven cross passages between bore three and bore four. The mining of two other cross passages has begun. The cross passages are for emergency evacuations once the fourth bore is in operation. Work on the Operations and Maintenance Center (OMC) building continues.

Issues/Areas of Concern: Differences in the geology encountered during mining compared to the contract documents will require an item quantity adjustment for Support Category IIA and deductions for several other support categories. The quantity encountered for Support Category IIA significantly exceeded the amount anticipated in the construction contract. In addition, recently encountered hard sandstone may be assessed to be a changed condition per the terms of the contract. These two events could lead to significant additional cost which would be paid from the construction contingency and project reserve. These costs and timing of replenishment of the project contingency are currently being determined. Staff anticipates coordinating with the California Transportation Commission (CTC) and the Metropolitan Transportation Committee (MTC) to access funds under their control that have been held in reserve.

b. Santa Maria Intersection Improvements (1623/1623SW)

CCTA Fund Source: Measure C

Lead Agency: City of Orinda

Project Description: The project will improve traffic lane signing and striping, improve traffic signal hardware, and improve overhead signage.

Current Project Phases: Design and Environmental Clearance.

Project Status: The Authority appropriated \$75,000 for design and environmental clearance in November 2010. The Design Consultant, Kimley-Horn and Associates, Inc. (KHA), has revised the signage plan to reflect comments from City Council. City staff is reviewing the changes that mainly consist of removing overhead signs from the SR24 Caltrans structure.

Issues/Areas of Concern: None.

c. **I-680 Auxiliary Lanes, Segment 2 (1106S2)**

CCTA Fund Source: Measure C

Lead Agency: CCTA

Project Description: Construct northbound and southbound auxiliary lanes on I-680 between Crow Canyon Road in San Ramon and Sycamore Valley Road in the Town of Danville.

Current Project Phase: Design.

Project Status: The 65% design was submitted to Caltrans in September for review and comments are being incorporated into the 95% design. The 95% Plans, Specifications and Estimate is planned to be submitted to Caltrans for review in early January.

In September, the project was awarded a federal Interstate Maintenance Discretionary (IMD) funding grant. It was one of two projects within the state that were awarded funding. The project was also awarded \$1 million from the competitive portion of Prop 1B State and Local Partnership Program in October 2011. The project will be fully funded with the adoption of the *2011 Measure C Strategic Plan*. Although fully funded, the project is still a candidate for programming from Proposition 1B Corridor Mobility Improvement Account (CMIA) funds.

Issues/Areas of Concern: None.

d. **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 Approval/Environmental Document (PA/ED).

Project Status: The final Project Study Report (PSR) was signed by Caltrans on March 16, 2010. In June 2011, CCTA retained CH2M Hill to begin work on the environmental clearance phase of

the project. Authority staff and CH2M Hill are currently involved in several community outreach efforts. A Public Scoping Meeting was held on Tuesday, November 29, 2011 at the San Ramon Community Center and was well attended. The project team is reviewing comments received at the meeting. The environmental clearance phase is expected to be completed in summer 2013.

Issues/Areas of Concern: High community interest has been expressed with a number of local residents voicing strong concerns to the proposed project. The project scope will also address local traffic circulation concerns. Caltrans is verifying the appropriate level of environmental document and potential additional environmental technical studies required for this project.

CENTRAL COUNTY

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

CCTA Fund Source: Measure C

Lead Agency: Concord

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

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

Project Status: The project's environmental clearance was obtained on November 10, 2009. The ROW phase is well underway. The City's ROW agent met with all property owners, completed appraisals, and prepared offers. Acquisition contracts have been recently approved by the City's legal department and the City is having the contracts executed by property owners. The City expects to take the ROW contracts for three property owners to the City Council in December 2011. Discussions are proceeding with the other two owners.

Due to the economic climate, property assumed to be dedicated to the City will now need to be purchased. This unforeseen condition has resulted in increased right-of-way acquisition expenditures. The City is planning to request an additional appropriation for ROW funds. Although the plans are 90% complete, construction will be rescheduled to the fall/winter of 2012 and may be delayed again depending on the length of the ROW process.

Issues/Areas of Concern: The City is experiencing challenges related to Right-of-Way Acquisition which have delayed the project and may increase overall costs.

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. Environmental clearance will start in late 2011 for the segments between Blum Road and Martinez City limit.

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 2011 Measure J Strategic Plan.

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

CCTA Fund Source: Measure C and J

Lead Agency: City of Martinez

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

Current Project Phase: Design and Right-of-Way

Project Status: Demolition work of some existing structures is complete. Current interim parking lot improvements, which provided about 45 spaces, are complete. Preliminary parking lot design alternatives have been prepared. The City has selected a consultant to do the final parking lot design. Two existing warehouses will be incorporated into the design at this time. The Authority appropriated \$1,035,000 for final design and \$150,000 for additional right-of-way activities in September 2011.

Issues/Areas of Concern: None.

h. Pacheco Transit Hub (2210)

CCTA Fund Source: Measure C

Lead Agency: CCCTA/City of Martinez

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. Construction is scheduled to begin in June 2012.

Issues/Areas of Concern: The CCCTA Board approved a consultant agreement amendment with Nolte Associates to complete project design work at their August 18, 2011 meeting. Design is scheduled to be complete in January 2012. The major concern was that project costs might not be covered with available funding. The City of Martinez has agreed to act as the project sponsor and assume all project administration duties subject to the surrounding area being annexed by the City. A revision to Resolution 09-001-P to transfer construction from CCCTA to the City of Martinez is on the Authority's January 2012 Agenda. The annexation is scheduled for the Local Agency Formation Commission's January 11, 2012 agenda.

i. **I-680 Southbound HOV Gap Closure (8001)**

CCTA Fund Source: Regional Measure 2, Measure J

Lead Agency: CCTA

Project Description: The project will add an HOV lane on southbound I-680 between North Main Street in Walnut Creek and Livorna Road in Alamo, a total of over five miles. When completed, I-680 will have a continuous HOV lane in the southbound direction of I-680 from Martinez to the Alameda County line.

Current Phase: Project Approval/Environmental Document (PA/ED)

Project Status: The consultant is proceeding with the environmental study work including finishing reconnaissance surveys for species of concern. The draft existing conditions traffic report will be submitted to Caltrans for review in early January. Traffic methodology has been approved. Identification of existing utilities is ongoing as well as early development of the geometrics by Caltrans. A briefing on the project was held with FHWA on December 7, 2011. FHWA had no issues or concerns to voice at this time related to the project.

Issues/Areas of Concern: The project scope will need to be confirmed or amended for the potential High Occupancy Toll (HOT) option, now that the MTC Express Lane application has been approved by the CTC.

j. SR 242/Clayton Road Ramps (6002/6004)

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: The project will provide operational improvements in the vicinity of Clayton Road and SR 242, in order to improve circulation within the Concord Central Business Area. Improvements may include constructing an on-ramp and associated acceleration / weaving lane to northbound SR242 near the intersection of Clayton Road and Market Street in Concord and an off-ramp and associated deceleration lane from southbound SR242 near Clayton Road.

Current Phase: Project Initiation Document (PID) – Project Study Report (PSR) Project Development Support (PDS).

Project Status: The CCTA Board approved the consultant contract with WMH Corporation in June 2011. The first order of work is to gather existing technical information and develop alternatives for study. The draft alternatives for study in the PSR will be presented to Caltrans and the technical studies for the PSR will be initiated.

Issues/Areas of Concern: The Authority has approved the reimbursement agreement with Caltrans for project oversight services.

k. I-680 Southbound Carpool Lane Extension (8002)

CCTA Fund Source: Measure J

Lead Agency: Caltrans

Project Description: Project will restripe the median and extend the carpool lane along Interstate 680 in the southbound direction from Livorna Road to 0.9 mile north of Livorna Road. The project has been combined with a Caltrans SHOPP project to resurface 12.8 miles section on I-680 from Alcosta Boulevard in San Ramon to Rudgear Road Walnut Creek.

Current Phase: Construction.

Project Status: Caltrans announced the award of a construction contract to Concord-based Bay Cities Paving and Grading, Inc. on November 18, 2010. Construction on the pavement rehabilitation portion is well underway and completion is planned for spring 2012. However, the restriping and signage for the extended HOV lane, which was funded by Measure J, was completed in mid-November 2011 and is now open to the public. A website has been created for the project at <http://www.dot.ca.gov/dist4/680ccrehab/>.

Issues/Areas of Concern: None.

I. Comprehensive Wayfinding Syst. – Central County BART Stations (10001-03) - *No changes from last month*

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Phase: Design/Construction.

Project Status: The Authority appropriated \$2,600,000 for design and construction of improvements on January 20, 2010. Design was completed in March 2011, and construction is scheduled for completion in December 2012. Signage at Pleasant Hill is currently being installed. The other Central County stations will follow.

Issues/Areas of Concern: None.

m. Electronic Bicycle Facility at Central County BART Stations (10001-04) - *No changes from last month*

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Phase: Construction.

Project Status: The Authority appropriated \$905,000 for design and construction of improvements on January 20, 2010. An electronic locker contract was awarded to eLock Technologies LLC of Berkeley in the amount of \$2,334,384 to supply BART with approximately 1,008 lockers over the next five years. Initial deployment plans call for central county stations to receive the following locker allocations: Concord - 44; North Concord - 16 and Walnut Creek - 50; Pleasant Hill - 80. Lockers have been delivered to North Concord (8 spaces) and Concord (8 spaces). Delivery is expected by the end of the calendar year for Pleasant Hill (32 spaces).

Issues/Areas of Concern: None.

n. **Court Street Overcrossing – Phase 1 (24005) - No changes from last month**

CCTA Fund Source: Measure J

Lead Agency: City of Martinez

Project Description: The project will construct a 19-foot wide bicycle, pedestrian, and emergency vehicle overcrossing to span Joe DiMaggio Drive, the four tracks of the Union Pacific Railroad and Marina Vista to connect North Court Street, within the Martinez Waterfront Park, with Court Street at Escobar Street. The construction of this overcrossing provides a grade-separated crossing of the Union Pacific Railroad, improving safety and reducing congestion for pedestrian and bicycle traffic accessing the Martinez Waterfront.

This project is considered the first phase of a two-phase project. The second phase includes a parallel 28-foot wide two-lane overcrossing that would carry vehicular traffic over Marina Vista, the Union Pacific Railroad, and Joe DiMaggio Drive.

Current Phase: Conceptual Engineering.

Project Status: The Authority appropriated \$200,000 for Preliminary Studies in October 2010. The city released a Request for Qualifications to select a consultant to complete a scoping document for this project. Work on the scoping document is scheduled to start in fall of 2011 and is expected to be completed in winter of 2012.

Issues/Areas of Concern: None.

o. **Buskirk Avenue Widening – Phase 2 (24006)**

CCTA Fund Source: Measure J

Lead Agency: City of Pleasant Hill

Project Description: This is the final phase of a two-phase corridor improvement project to increase capacity and improve operations, circulation, and pedestrian/bike access by constructing additional travel lanes, improving signalization, alignment and pedestrian facilities. The project limits are from 500 feet south of Lamkin Drive to Hookston Road.

Current Phase: Design and Right-of-Way.

Project Status: The Authority appropriated \$700,000 for design in May 2010 and appropriated \$2.9 million for right-of-way in November 2010. Design and right-of-way are scheduled to be completed in June 2012. Pleasant Hill staff and their design consultant, TY Lin, attended a CCEAC Phase I design peer review meeting at CCTA on March 24, 2011. The meeting was very productive and staff received comments from committee members on design

concerns/recommendations and positive feedback on the quality and completeness of the design plans and specifications. The committee recommended moving forward with preparation of the 90% design plans.

Issues/Areas of Concern: The City is experiencing challenges related to right-of-way acquisition which could delay the project

p. Geary Road Improvements – Phase 3 (24007) - *No changes from last month*

CCTA Fund Source: Measure J

Lead Agency: City of Pleasant Hill

Project Description: The Geary Road Improvements, Phase 3 project will complete the third and last phase of a corridor improvements project along Geary Road. The purpose of this three-phase improvement project is to increase operations and pedestrian/bicycle safety through the construction of continuous dual left turn lanes and exclusive bike lanes and pedestrian sidewalks. Other necessary improvements such as drainage and street lighting will also be included. This is a cooperative project between the City of Pleasant Hill and the City of Walnut Creek due to the location of the city limit line, which runs down the middle of Geary Road in the project limits.

Current Phase: Environmental Clearance and Design.

Project Status: The Authority appropriated \$186,000 for environmental studies and \$868,000 for design in April 2011. Construction is currently scheduled to start in summer of 2013.

Issues/Areas of Concern: None.

q. Clayton Road/Treat Blvd/Denkinger Road Intersection Capacity Imp. (24028) - *No changes from last month*

CCTA Fund Source: Measure J

Lead Agency: City of Concord

Project Description: The Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements will upgrade traffic signal phasing at the intersection and widen the eastbound Treat Boulevard approach to include two exclusive left-turn lanes, two through lanes and one right-turn lane. The proposed improvements will improve the system-wide signal coordination along Clayton Road during the peak periods.

Current Phase: Design and Right-of-Way.

Project Status: The Authority appropriated \$154,600 for preliminary engineering/environmental planning and environmental clearance work in March 2010. The traffic study is complete and the study report is final with the project now moving into the design and right-of-way phases.

Issues/Areas of Concern: None.

WEST COUNTY

r. **Richmond Transit Village BART Parking Structures (2302)**

CCTA Fund Source: Measure C

Lead Agency: Richmond Community Redevelopment Agency

Project Description: The project will construct a 769-space, six-level parking structure at the Richmond BART station. The project will replace most of the surface parking (leaving a small area of 44 parking spaces) and free up land for building 99 residential units on the east side of the station. 193 parking spaces will be added at the station when this project is complete.

Current Project Phase: Construction.

Project Status: The CTC allocated \$10.2 million for construction in October 2009. The construction contract was awarded on February 16, 2010. A groundbreaking ceremony occurred on August 10, 2010. On January 19, 2011 the last of 720 torque-down piles were driven, completing this phase of the foundation. The ground floor slab and ramp was completed on August 30, 2011. The second and third floor decks are complete and the fourth floor deck is currently being constructed. The project is scheduled to be opened to the public in summer 2012.

Issues/Areas of Concern: None.

s. **I-80/San Pablo Dam Road Interchange (7002) - No changes from last month**

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: Design.

Project Status: The Final Environmental Document was signed by Caltrans on February 25, 2010. The Final Project Report was signed on May 24, 2010. A notice to proceed was issued to URS on April 21, 2011 to begin work on the design phase of the project. 35% design plans are expected to be complete early next year.

Issues/Areas of Concern: A significant funding shortfall exists to complete the entire project; however, \$15 million will be programmed in the 2012 STIP for the first phase of the project. The Authority is also working with MTC to secure RM2 savings for the project.

t. **I-80/Central Avenue Interchange (7003)**

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: Improve overall traffic operations at the I-80/ Central Avenue Interchange and along Central Avenue between Jacuzzi Street and San Pablo Avenue.

Current Project Phase: Environmental Document for the Operational Improvement Project.

Project Status: The Feasibility Study was completed in July 2009. Two projects have been identified from the study. The first project is operational improvements to close the Central Avenue westbound traffic movement onto the I-80 southbound on-ramp on weekend peak hours and reroute traffic to the adjacent I-580 eastbound on-ramp. Staff is currently working on updating all technical studies required for the environmental clearance for this project. The environmental document will be a CEQA Categorical Exemption and a NEPA Categorical Exclusion. The project is progressing allowing access to Jacuzzi Street while restricting the westbound I-80 on-ramp access. Environmental clearance is scheduled for early 2012. Design will follow in spring 2012, and construction will be scheduled in fall 2012.

The second project identified in the feasibility study is a road realignment project that will connect Pierce Street and San Mateo Street south of Central Avenue to enable some traffic enhancements including adjusting the spacing of traffic lights on Central Avenue. The project will be led by one or both of the cities of El Cerrito and Richmond.

Issues/Areas of Concern: Some concerns have been raised about environmental and traffic issues for both projects mentioned above. These issues are currently being addressed in the environmental documents studies for the Operational Improvement project, and will be considered when doing the environmental document for the second project. In addition, it was assumed that the Phase 1 project could be constructed with the I-80 ICM project. However, the delivery schedule and addition of federal funds into the I-80 ICM project could eliminate this option.

u. Marina Bay Parkway Grade Separation (9003)

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 an existing at-grade crossing.

Current Project Phase: Design

Project Status: A CCEAC peer review committee completed a phase II peer review of the plans on January 5, 2011. The committee agreed that further reviews are not necessary and recommended approval of the plans. The Authority approved the recommendation at the February 16, 2011 meeting. At the October CTC meeting, the project was allocated \$18,975,000 in Proposition 1B Trade Corridors Improvement Funds. At its December meeting, the Authority appropriated \$9,100,000 in Measure J funds for construction. The City anticipates advertising the project at the end of January with award in late April 2012.

Issues/Areas of Concern: None.

v. Elect. Bicycle Facility at West County BART Stations (10002-03) - *No changes from last month*

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Project Phase: Construction.

Project Status: The Authority appropriated \$402,000 for design and construction of improvements on January 20, 2010. An electronic locker contract was awarded to eLock Technologies LLC of Berkeley in the amount of \$2,334,384 to supply BART with approximately 1,008 lockers over the next five years. Initial deployment plans call for west county stations to receive the following locker allocations: El Cerrito Del Norte - 24; El Cerrito Plaza - 8 and Richmond - 16. Delivery is expected by the end of the calendar year for Del Norte (24 spaces) and Richmond (8 spaces).

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Project Phase: Design.

Project Status: The Authority appropriated \$1,600,000 for design and construction of improvements on January 20, 2010. Design was completed in March 2011, and construction is scheduled for completion in December 2012. BART and MTC have signed the Station Hub Agreement which brings additional funds for wayfinding at both Richmond and El Cerrito Del Norte. BART staff is working on a RFP for signage at all hubs and the other stations.

Issues/Areas of Concern: None.

x. **Interstate 80 Integrated Corridor Mobility (7005)**

CCTA Fund Source: Measure J

Lead Agency: Alameda County Transportation Commission (Alameda CTC)/ CCTA

Project Description: Utilize state-of-the-practice Intelligent Transportation System (ITS) technologies to enhance the effectiveness of the existing transportation along I-80, San Pablo Avenue and crossing arterials in Alameda and Contra Costa County between the Carquinez Bridge and the Bay Bridge. The project funding plan includes proposition 1B Corridor Mobility improvement Account (CMIA) funds and Traffic Light Synchronization Program (TLSP) funds.

Current Project Phase: Construction and Final Design.

Project Status: In January 2011, the CTC approved the amendment to reflect seven construction and procurement contracts. The CTC allocated funding for the I-80 Traffic Operation System (TOS) elements and the San Pablo Corridor Arterial and Transit Management project. The Alameda CTC awarded the construction contract in June 2011. The lowest bid was \$8.911 million or 20% below the engineer's estimate of \$11.124 million. Construction started in late September 2011.

The environmental document for the remaining project elements was signed on July 29, 2011.

Issues/Areas of Concern: The project team continues to assess options to fund operating and maintenance costs. Caltrans, Alameda CTC and West County cities continue to discuss terms of a Memorandum of Understanding (MOU). The CTC indicated future allocations to the project will be contingent upon execution of the MOU.

EAST COUNTY

y. SR4 Widening: Railroad Avenue to Loveridge Road (1405) - No changes from last month

CCTA Fund Source: Measure C

Lead Agency: CCTA

Project Description: State Route 4 was widened 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. The project also provided a median for future mass transit.

Current Project Phase: Highway Landscaping – Plant Establishment Period.

Project Status: Landscaping of the freeway mainline started in December 2009 and was completed in June 2010. A three-year plant establishment and maintenance period is currently in progress as required by the Cooperative Agreement with Caltrans.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C and J

Lead Agency: CCTA

Project Description: State Route 4 will be widened 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: SR4 mainline construction.

Project Status: Construction of the SR4 mainline and Loveridge Road widening began in June 2010. It is estimated that the project construction will be completed in late 2013, but the completion date depends on weather and the contractor's approved working schedule. The construction staging and duration is significantly affected by environmental permit restrictions associated with existing creeks and waterways within the project limits. Current construction

activities include new drainage and electrical facilities, the retaining wall adjacent to North Park Boulevard, concrete paving along westbound SR4 between Century Boulevard and Old Kirker Creek, base preparations for new pavement along eastbound SR4 between Old Kirker Creek and Century Boulevard, and work on the new southbound Loveridge Road Bridge over SR 4. Erection of the temporary support system (falsework) to support the construction of the new Loveridge Road overcrossing structure is complete. Installation of reinforcing bars within this new structure in preparation for new concrete is in progress.

The project construction is approximately 40% complete.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C and J

Lead Agency: CCTA

Project Description: State Route 4 will be widened 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: Segments 1 & 2 – Construction Phase; Segments 3A and 3B – Right-of-Way Acquisition, Utility Relocation & Final Design Phase.

Project Status: The 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 SR 160.

Segment 1: The Somersville Road Interchange project was awarded on December 23, 2010 to R&L Brosamer, Inc. for the bid price of \$35,727,083.49 (25% below the Engineer's Estimate). The total project allotment is \$39,641,000.

Contract approval was received on January 19, 2011. Contract time started on March 16, 2011. The anticipated completion date is August, 2013 with no plant establishment period.

Since the start of construction, the contractor has been working on the various stage construction requirements of the project. The contractor has completed, or has under construction, various retaining walls and soundwalls along the north and south sides of the freeway as well as around all four quadrants of the Somersville Road Interchange. The bridge construction for the new westbound Somersville Road off-ramp is nearing completion. Other ongoing work has included: closure of the existing eastbound "diamond" off-ramp to Somersville

Road and start of the new eastbound off-ramp; temporary paving, K-rail and striping for early access and detours/ re-routing of traffic in and around the existing interchange; clearing and grubbing and stormwater protection installations; and median work along Somersville Road. Regular schedule updates are being received.

During the month of December, construction work has continued on retaining walls that have the Delta Region Native Landscape Architectural Treatment along the south side of the freeway. Progress on the new bridge for the westbound Somersville Road off ramp has included backfilling of abutments and approach slab work. Construction has continued along the south side of SR 4 on the new eastbound exit ramp and new eastbound on ramp. Drainage systems and electrical work are also ongoing.

Segment 1 construction is approximately 33% complete.

Segment 2: The Contra Loma Interchange/G Street project was awarded on October 11, 2011 to CC Myers, Inc. for the bid price of \$42,380,000 (16% below the Engineer's Estimate). The total project allotment is \$48,718,000. Construction is targeted to begin in early 2012 and be completed by spring 2015, weather permitting. A groundbreaking ceremony is anticipated to be held in late February or early March.

Segment 3A: The final PS&E documents were submitted to Caltrans Headquarters and are currently under review. The Ready to List (RTL) date for this segment is targeted for late December 2011. The Authority submitted a Letter of No Prejudice (LONP) to the CTC in order to keep the project advertisement on schedule. It is anticipated that the CTC will be able to allocate State Proposition 1B Bond funds in January 2012. The target advertisement date for construction bids is mid February 2012.

Segment 3B: This segment, Hillcrest Interchange area, was delayed due to coordination issues related to the future eBART station and geometric approval by Caltrans of the proposed Hillcrest Interchange. A combined 95% roadway and structures package was submitted to Caltrans on November 29, 2011 and is currently under review. The Ready-To-List (RTL) date for this segment is targeted for June 2012. The Authority will advertise, award and administer the construction contract for this segment. Currently, it is anticipated that Segment 3B will be constructed using 100% local funds.

Issues/Areas of Concern: Availability of all fund sources in time to meet the project delivery schedule continues to be a concern for this corridor project. The delay of the freeway project will affect construction of eBART, which will operate in the newly constructed median of SR4.

Caltrans and the Segment 1 contractor (R&L Brosamer, Inc.) are currently engaged in some discussions about potential claims by the contractor, but a written Notice of Potential Claim (NOPC) has not been formally submitted to Caltrans by the contractor.

bb. SR4 Bypass: SR4/SR160 Connector Ramps (5001)

Project Fund Source: Bridge Toll Funds

Lead Agency: State Route 4 Bypass Authority/CCTA

Project Description: Complete the two missing movements between SR4 Bypass and State Route 160, specifically the westbound SR4 Bypass to northbound SR160 ramp and the southbound SR160 to eastbound SR4 Bypass ramp.

Current Phase: Final Design.

Project Status: CCTA is completing contract negotiations with Rajappan and Meyer, the top ranked Tier 2 design consultant in response to the Design Services Request for Qualifications (RFQ 10-13) issued in September 2010. Approval of the contract is on the January 2012 Authority agenda. The first Project Development Team meeting will be held in January 2012.

The Authority has finalized a MOU with the SR4 Bypass Authority to transfer Lead Agency status to the Authority, and a MOU with TRANSPLAN and ECCRFFA to address cost issues should the \$50 million in Bridge Toll funds be insufficient to complete the project.

Issues/Areas of Concern: None.

cc. SR4 Bypass: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1 (5002 & 5003)

CCTA Fund Source: Measure J

Lead Agency: State Route 4 Bypass Authority/CCTA

Project Description: Widen the State Route 4 Bypass from 2 to 4 lanes (2 in each direction) from Laurel Road to Sand Creek Road, and construct the Sand Creek Interchange. The interchange will have diamond ramps in all quadrants with the exception of the southwest quadrant.

Current Phase: Construction.

Project Status: Final design is complete for the combined project and the project is scheduled for advertising in February 2012. The project successfully obtained \$25 million from CMIA reprogramming amendment savings. The CTC is scheduled to take action in December to move an additional \$8 million in savings from the SR4 Widening Project, Segment 2, to this project. Authority staff obtained necessary MOUs with the SR4 Bypass Authority, TRANSPLAN and ECCRFA to transfer Lead Agency status for construction to the Authority and cover potential financial risk.

Issues/Areas of Concern: The City of Brentwood and West Coast Homes have requested that additional out-of-scope work be added to the construction contract. Authority staff are coordinating with Caltrans and CTC to assess options to add work and not delay the contract.

dd. 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. First Construction Package: Construction of the Transfer Platform and eBART Facilities in the median to Railroad Avenue is underway.

Project Status: Work continues this month on the electrical and train control systems. About eighty percent of the construction of the barrier rails is complete. Work continues on the foundation for the train control building and work on the access tunnel is nearly done.

Coordination is ongoing between BART and CCTA consultants working on the design of the SR4 Widening Project focusing at this point on the Hillcrest segment (3B). A master integrated schedule has been developed for the eBART and SR4 Construction Contracts.

Issues/Areas of Concern: Availability of fund sources, including Prop 1B transit funding continues to be a concern. Possible delays in revenue service date could occur if funding of SR4 Widening construction is delayed due to funding issues.

II. COMPLETED PROJECTS:*SOUTHWEST COUNTY*Measure C:

- | | |
|---|--|
| 1104: I-680/Stone Valley Road I/C, 1998 | 1715: San Ramon Valley Blvd. Imp. – Phase 1, 1996 |
| 1105: I-680/El Cerro Blvd. I/C Ramp Signalization, 1994 | 1716: Stone Valley Rd. Circulation Improvements, 2003 |
| 1106: I-680 Auxiliary Lanes: Segments 1 & 3, 2007 | 1717: Camino Tassajara Circulation Improvements, 2004 |
| 1107: I-680/Fosteria Way Overcrossing, 1994 | 1718: Crow Canyon Rd. Improvements, 2001 |
| 1600: Moraga Rd. Safety Improvements, 2005 | 1719: Sycamore Valley Rd. Improvements, 2008 |
| 1602: Camino Pablo Carpool Lots, 1996 | 1720: San Ramon Valley Blvd. Widening – Phase 1, 1997 |
| 1607: Moraga Way at Glorietta Blvd. & Camino Encinas, 2001 | 1801: Camino Pablo (San Pablo Dam Corridor), 1996 |
| 1608: Moraga Way Safety Improvements, 2002 | 2206: I-680/Sycamore Valley Road Park & Ride, 1998 |
| 1609: Moraga Way /Ivy Dr. Roadway Improvements, 2004 | 2209: San Ramon Intermodal Transit Facility, 1996 |
| 1611: Mt. Diablo Corridor Improvements, 2001 | 3101: Iron Horse Trail – Monument to Alameda County Line, 1994 |
| 1612: Moraga Rd. Corridor Improvements, 2005 | 3103: Reliez Valley Road Trail – Phase 2, 2003 |
| 1621: St. Mary's Rd. – Phase 2, 1999 | 3106: St. Stephens/Bryant Way Trail, 1998 |
| 1622: Moraga Rd. Structural & Safety Imp., 2005 | |
| 1624: Bryant Way/Moraga Way Improvements, 2005 | |
| 1711: St. Mary's Rd. Improvements, 1995 | |
| 1625/1625SW: Moraga Way Rehabilitation & Improvements, 2011 | |

*CENTRAL COUNTY*Measure C:

- | | |
|--|--|
| 1101: I-680/Burnett Ave. Ramps, 1995 | 1217: Bancroft/Hookston Intersection, 2004 |
| 1103: I-680/North Main Street Bypass, 1996 | 1218: Buskirk Ave. Improvements, 2005 |
| 1108: Route 242/Concord Ave. Interchange, 1997 | 1219: Iron Horse Trail Crossing at Treat Boulevard, 2010 |
| 1113: Route 242 Widening, 2001 | 1220: Ygnacio Valley Rd. Slide Repair, 2008 |
| 1116: I-680 HOV Lanes, 2005 | 1221 Contra Costa Blvd Signal Coordination 2009 |
| 1117: I-680/SR4 Interchange, 2009 | 2208: Martinez Intermodal Facility – Phase 1, 2001 |
| 1203: Alhambra Avenue Widening, 2011 | 2208: Martinez Intermodal Facility - Phase 2, 2006 |
| 1205: Taylor Blvd. /Pleasant Hill Rd./Alhambra Rd. Intersection Imp., 2000 | 2296: Martinez Bay Trail, 2007 |
| 1209: South Broadway Extension, 1996 | 3102: Walnut Creek Channel to CC Shoreline Trail, 2001 |
| 1210: Monument Blvd./Contra Costa Blvd./Buskirk Ave. Imp., 1996 | |
| 1215: Geary Rd. Improvements, 2002 | |

Measure J: 24027: Ygnacio Valley Road Permanent
Restoration – Phase 2
24029: Old Marsh Creek Road Overlay, 2010

WEST COUNTY

Measure C:

1300: Richmond Parkway, 1996

1503: SR4 (W) Willow Ave. Overcrossing, 1996

1501: SR4 (W) Gap Closure – Phase 1, 2002

2303: Hercules Transit Center, 2009

Measure J:

9001: Richmond Parkway Upgrade Study, 2008

EAST COUNTY

Measure C:

1401: SR4 (E) Willow Pass Grade Lowering, 1995

2101: BART Extension to Pittsburg/Bay Point,
1996

1402: SR4 (E) Bailey Rd. Interchange, 1996

3110: Marsh Creek Trail Overcrossing at SR4,
1997

1403: SR4 (E) Bailey Rd. to Railroad Ave., 2001

3112: Big Break Regional Trail, 2010

Measure J:

5006: Vasco Road Safety Improvements Project
– Phase 1, 2011

5010: SR4 Bypass: Segments 1 and 3, 2008

Subject: MTC Story

From: bob armstrong <bandcarmstrong@earthlink.net>

Date: Sun, 1 Jan 2012 11:51:33 -0800 (GMT-08:00)

To: cctimes <ccnletters@bayareanewsgroup.com>

I read with disdain Denis Cuff's story "Bay Area's Pivotal Plan", in Sunday's Local News. These kinds of stories are trotted out every year as though they are real "news". In it, we find the usual cabal of smarter than thou thugs who just won't rest until we are all riding buses and living in our cars.

They are hell-bent on creating mini "Cabrini Greens" to stack us unwashed riff-raff upon one another to clear the air. The MTC's roster of staffers exceed 220. Their growing staff is the driving force behind Chairwoman Adrienne Tissler's obtuse insistence that they move their centralized location in Oakland into a spiffy rehab in San Francisco, where they can mingle with those more akin to their social agenda. Did I mention the \$167mil it will cost to relocate?

State Sen, Mark DeSaulnier is introducing legislation to halt the move. I suggest he get a court ordered stay to stop the ball rolling until proper legislation is drafted. He might also ask how this octopus grew so large in the face of a 3 year recession and an eleven percent drop in commute traffic. Let the market place determine where and how people live.

Meanwhile, we might consider disbanding these clowns along with the regional air boards who determine where and when we have a BBQ or fire, and commissions who plan where and when the bullet train to no where gets built.

Bob Armstrong
Clayton
672-8085

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Share

Bay Area tries to rein in greenhouse gases with growth/transportation plans

By Denis Cuff

Contra Costa Times

Posted: 12/31/2011 12:00:00 AM PST

It's a daunting task: coming up with a plan to reduce greenhouse gas emissions generated by 7 million Bay Area residents.

Regional planners are taking on the challenge, holding public workshops this month with five alternatives for the plan being called One Bay Area. The plan will cover transportation and development planning for the nine Bay Area counties through 2035.

The state-mandated plan will have far-reaching implications on how and where new homes and businesses are located.

Another 2 million residents are expected to live in the Bay Area by 2035, with most of them getting around by automobile, the source of an estimated 41 percent of greenhouse gas emissions in the region.

Planners say they want to steer new development toward public transit corridors and stations and ease reliance on the auto.

Whether the public goes along is yet to be determined.

"We want to get a sense of whether the public wants this region to continue growing in a way it has for several decades, or whether the public is ready for a change," said Lisa Klein, a senior transportation planner for the Metropolitan Transportation Commission.

The commission and the Association of Bay Area Governments are jointly developing the plan.

Denser development with more homes per acre near transit centers reduces people's need to drive to work, school, stores and play, planners say.

But some critics are uncomfortable with the trend they see as heavy-handed pressure to push residents into "stack and pack" housing.

"They base their utopian model on high-density housing with shops underneath, no parking, but a lot of cycling and walking," said Heather Gass, an Alamo real estate saleswoman, in a blog post critical of the growth plan. "What these people don't seem to understand is that people move to the suburbs to get away from this type of urban lifestyle."

If the plan passes, Gass said cities and counties that fail to approve compact development will be denied millions of dollars in grants and incentives from the regional agencies.

"They will force local jurisdictions to obey," Gass said in a phone interview Friday. "At least the Soviet Union's big plans were for five years. This plan will transform our area for 25 years."

Planners at the Bay Area transportation and land-use planning agencies say their organizations lack the authority to tell cities and counties where and what development to approve.

"Neither we nor ABAG have land-use authority," said MTC spokesman John Goodwin. "What we do is offer these scenarios of what will happen if development is shifted."

The transportation commission does have authority over money, however, including some \$244 billion in transportation funds expected to be spent in the region in the next 25 years.

The bulk of the money is committed to running transit systems and maintaining roads, but large chunks also could be allocated to measures that steer new homes and jobs near transit stations and stops, Klein said.

None of the five alternatives going to public workshop would cut pollution enough to meet the region's 2035 goal of reducing per-capita greenhouse gas emissions 15 percent from 2005 levels, MTC officials said.

All five, however, meet a more modest goal of a 7 percent reduction by 2020, analysts said.

Currently, Bay Area cars and light trucks emit an average of about 20.8 pounds per ton of carbon dioxide per capita on an average weekday.

Klein said she and other planners are optimistic the One Bay Area proposals can be strengthened to rein in emissions. Potential measures include more investments in electric car charging stations, improved hiking and riding trails to schools, and a campaign encouraging motorists to drive more smoothly at lower speeds to reduce fuel use, Klein said.

The leader of one Bay Area environmental group said he's encouraged planners have a better idea of what it will take to reduce greenhouse gas emissions from autos.

"We know we need to make more investments in planning sustainable communities," said Jeremy Madsen, executive director of the Greenbelt Alliance.

To curb pollution, Madsen suggested the regional agencies consider expanding the use of congestion pricing on Bay Area bridges and toll lanes.

On the Bay Bridge, tolls are higher during rush hours, as are tolls in the region's first express lane on Interstate 680 on and near the Sunol Grade.

The boards governing MTC and ABAG are scheduled this spring to pick preferred options for environmental review and adopt a plan in spring 2013.

Contact Denis Cuff at 925-943-8267. Follow him at [Twitter.com/deniscuff](https://twitter.com/deniscuff). Read the Capricious Commuter at www.ibabuzz.com/transportation/.

ONE BAY AREA

Public workshops on the One Bay Area plan will be held in January in each of the region's nine counties. Space is limited to 100 people per workshop. Those who want to attend should register at www.onebayarea.org. Click on winter 2012 winter workshops.

- San Francisco: 5:45 p.m. Thursday, UCSF Mission Bay Conference Center, 1675 Owens St.
- Santa Rosa: 5:45 p.m. Jan. 9, Finley Community Center, 2060 W. College Ave.
- San Carlos: 5:45 p.m. Jan. 10, Hiller Aviation Museum, 601 Skyway Road
- Dublin: 5:45 p.m. Jan. 11, Civic Center, 100 Civic Plaza
- San Rafael: 5:45 p.m. Jan. 17, Marin Center, 10 Avenue of the Flags
- San Jose: 5:45 p.m. Jan. 18, Santa Clara County Government Center, 70 W. Hedding St.
- Napa: 6 p.m. Jan. 19, Elks Lodge, 2840 Soscol Ave.
- Richmond: 5:45 p.m. Jan. 23, Richmond Convention Center, 403 Civic Center Plaza
- Fairfield: 5:45 p.m. Jan. 25, Solano County Events Center, 602 Texas St.

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11-48 Transportation spending plan for Alameda County sales tax approved

Contra Costa Times

Posted: 01/26/2012 06:40:41 PM PST

Updated: 01/27/2012 08:02:29 AM PST

OAKLAND -- Preparing to ask Alameda County voters for a higher sales tax for transportation, a county commission on Thursday approved \$7.8 billion in road and transit projects to be funded by the measure.

Among them is \$400 million to extend BART to Livermore -- a project sharply debated because some critics say it shows the plan favors expansion at the expense of maintaining existing bus systems reeling from service cuts.

Tri-Valley leaders called the BART money an essential down payment on delivering rapid transit to a city in the heavily congested Interstate 580 corridor. The vote was 24-2 by the Alameda County Transportation Commission to approve the tax-spending blueprint for fixing potholes, widening roads, adding carpool lanes, and operating and improving bus systems.

Commissioner Keith Carson, a member of the county board of supervisors, had expressed concern that not enough money will go to bus service. His was the lone no vote. The votes of certain commission members, like Carson's, count twice because of the large areas they represent.

Although critics opposed a BART Livermore extension, commission member and county Supervisor Scott Haggerty said it would be unfair to

Here is a summary of a plan to spend \$7.8 billion over 30 years from a proposed 1-cent sales tax ballot measure.

Mass transit and paratransit: \$3.7 billion (48 percent of total), includes operating funds of \$1.45 billion for AC Transit, \$77.4 million for BART maintenance, \$38.7 million for Livermore Amador Valley Transit and \$774 million to operate paratransit for seniors and the disabled. It also includes \$400 million to extend BART to Livermore.

Local roads and streets: \$2.34 billion (30 percent)

Highway efficiency and freight: \$677 million (9 percent)

Bicycle and pedestrian: \$651 million (8 percent)

Transit-oriented development: \$300 million (4 percent)

Technology innovation: \$77.4 million (1 percent)

1/23/12

OPEN FORUM

On Energy and Environment

California driving clean-air future

By William K. Reilly

These days, people seem surprised when government works the way it was intended. This week, in San Francisco and in Los Angeles, we have the satisfaction of witnessing firsthand government working exactly as it is supposed to. A state agency is working in concert with not one, but two federal agencies, supported by many local ones. Businesses are pleased with the outcome of a government regulation, consumers will save money, and they will be healthier as a result. I was fortunate to have been there when the achievements we will observe this week were but a vision.

A cross-country series of hearings focusing on the next round of national standards for cleaner, more fuel-efficient cars will wrap up in San Francisco this week. That's appropriate.

California has long played a leading role in ensuring cleaner, more efficient cars for all Americans — not just Californians.

The hearings, hosted by the U.S.

Environmental Protection Agency and the National Highway Traffic Safety Administration, will gather public comments on a proposal to require automakers to hit a fleet average of 54.5 miles per gallon by the year 2025.

It is an ambitious goal, yet a doable one — and it is the right step for consumers, for automakers, for the environment, and for our economy overall. Raising the bar for autos helps to protect the health — and the wallets — of America's families. It also drives innovation and investment, as automakers look for ways to make vehicles that run more cleanly and more efficiently. The drive toward innovation will help create jobs and an American automobile industry that is more competitive in the international marketplace.

A goal of 54.5 mpg would have seemed all but impossible when I was EPA administrator for President George H. W. Bush. Back then, average mileage hovered around 20 mpg.

For years afterward, the United States made little progress on gas mileage, as the rest of the world passed us by.

After decades of stagnation, President George W. Bush got the ball rolling again, ratcheting mileage standards upward. When President Obama announced the 54.5-mpg goal last year, executives at the major automakers stood by his side in a show of support.

Make no mistake: We would not be where we are today if California had not kept up the pressure for cleaner cars.

Later this week, the California Air Resources Board will hold a hearing on the state's Advanced Clean Car Program. Had California never introduced its groundbreaking cleancars standards in 2002, we would not be where we are today as a nation — cruising toward 54.5 mpg and growing healthy markets for hybrid vehicles, plug-in hybrids, clean diesels, electrics and other innovative technologies.

California's tailpipe emissions standard for carbon is set at the same level as the federal standard. Automakers will have a single, clear target that they have said publicly they can meet. Meanwhile, the air board will continue to press for improvements in California.

This is the kind of leadership California must continue to demonstrate if we, as a nation, hope to create a

11-50

vehicle fleet that is cleaner, more efficient, safe and innovative to compete in the 21st century global vehicle market.

William K. Reilly is a San Francisco-based adviser to TPG Capital.



Paul Lachine / NewsArt

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Judge rules innovative Bay Area development guidelines are flawed

Guidelines are aimed at reducing air pollution from proposed developments

By Denis Cuff

Contra Costa Times

Posted: 01/13/2012 11:01:43 AM PST

Updated: 01/14/2012 04:07:31 AM PST

Development review guidelines meant to cut air pollution, the first of their kind when approved in 2010, are in limbo after a judge ruled their adoption by the region's air board was flawed.

One building industry leader predicted the ruling would force a rewrite of land-use guidelines that he said delay and add costs to "infill" development of homes and businesses from San Jose to Oakland and Walnut Creek.

"The air district is going to have to rescind its entire action," said Paul Campos, an attorney for the California Building Industry Association, which sued over the guidelines.

Bay Area air quality regulators reacted cautiously, saying the future of the guidelines isn't clear because its adoption was overturned for improper procedure, not the content.

"We believe good land-use decisions are important to protecting public health from the effects of air pollution," said Jack Broadbent, executive director of the Bay Area Air Quality Management District.

In a preliminary verbal ruling Monday, Judge Frank Roesch of Alameda

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County Superior Court said the nine-county air board should have done an environmental review of the potential impacts of the guidelines before adopting them. The district board voted 14-0 in June 2010 to adopt the land-use guidelines for assessing developments.

The benchmarks are a series of numerical thresholds for cities and counties to rely on in determining whether pollution from a new housing or business development would be significant enough to trigger a detailed study on how to reduce emissions.

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Lawyers for the homebuilders argued it's improper to burden a developer with studies on reducing air pollution from its neighbors.

While the builders group doesn't object to pollution limits, Campos said the air board violated state environmental law by failing to study the impacts of its action.

"It's ironic that an environmental protection agency is blowing off the state's environmental quality act," he said.

Air district officials say they did not believe a formal environmental review was required because the guidelines are advisory for cities and counties.

"In general, this is guidance, not a regulation," said Henry Hilken, the air district's manager of planning and research.

Air district officials said they will consider whether or not to appeal after the judge's ruling is issued in writing later this month.

Campos said an internal air district survey shows many Bay Area cities are concerned that the development guidelines could hamper Bay Area infill development.

Broadbent said it's not the district's intent to hamper infill development but to encourage it by providing more clarity for city and county planners

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in evaluating development proposals.

Contact Denis Cuff at 925-943-8267. Follow him at [Twitter.com/deniscuff](https://twitter.com/deniscuff).

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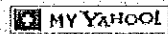
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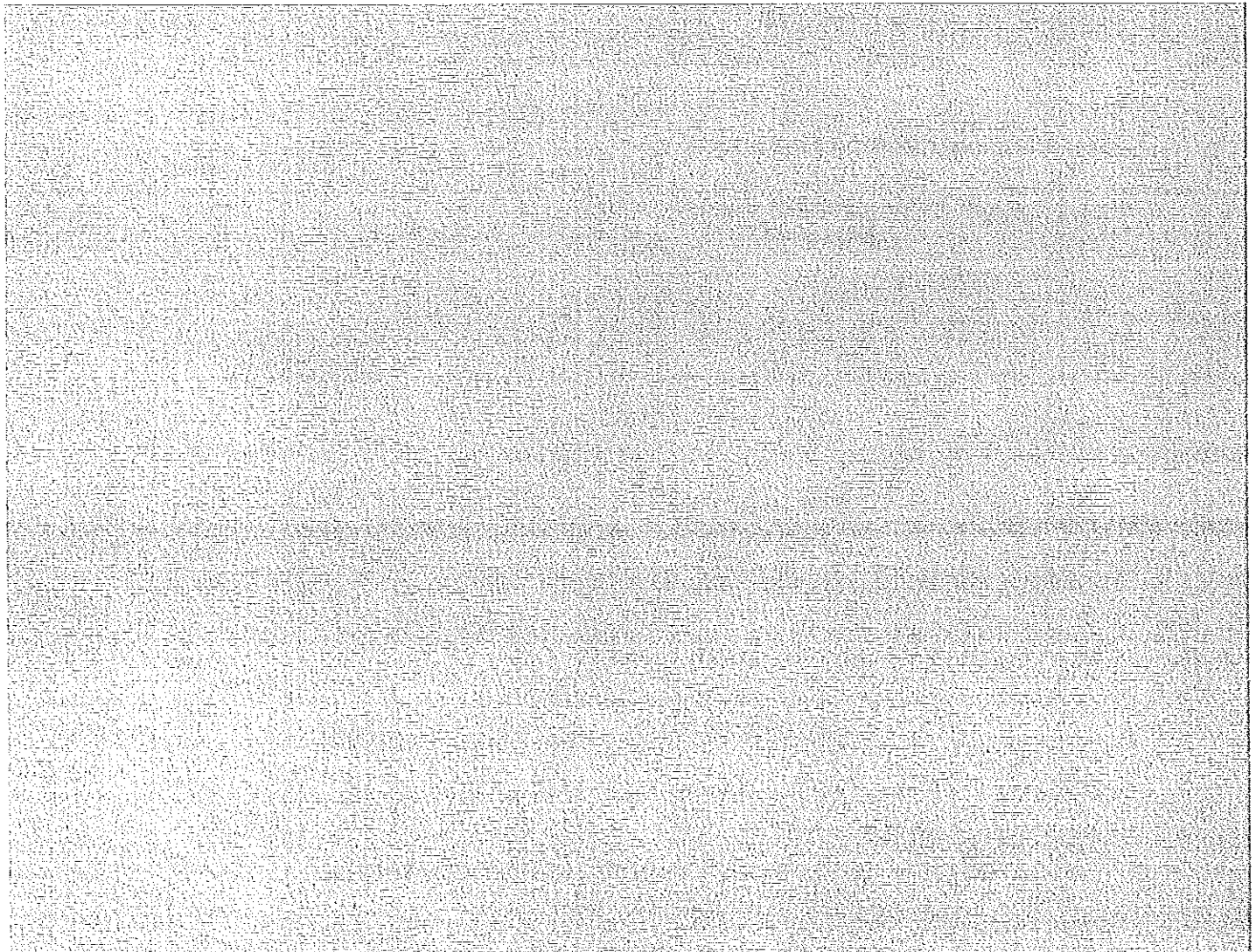
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CONTRA COSTA TIMES

ContraCostaTimes.com

Clayton Councilwoman Julie Pierce continues planning focus with ABAG appointment

By Dana Guzzetti
Correspondent

Posted: 01/11/2012 01:19:28 PM PST

Most people in Clayton know the name -- Julie Pierce -- but locals may be surprised to learn that she is a force in the planning arena outside the city limits.

Clayton City Councilwoman Pierce recently became Association of Bay Area Governments (ABAG) vice president-elect. She is also a California Council of Governments delegate and commissioner at the Contra Costa Transportation Authority and at TRANSPAC (Transportation Partnership and Cooperation).

Pierce has been in public service to Clayton for more than 20 years,

with a focus on planning.

"She works well with city staff, has been careful and helped Clayton to steer a sound course over decades," said Seth Adams, Save Mount Diablo land program director.

Pierce's planning connections began in 1987 with her Clayton Planning Commission appointment, where she hoped to preserve the city's historic, small-town character and lifestyle. Preservation and access to adjacent Mount Diablo wilderness was also essential to that goal.

Her 1992 election to the City Council became a path to a cumulative planning expertise she now brings to bear regionally.

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"I was actively involved in planning the Oakhurst development. We have learned a lot in the meantime," Pierce said.

Today's regional policies are an evolution of thought beginning in the late 1990s and manifested by the 2004 adoption of the Shaping Our Future initiative.

"That effort brought the cities and counties

together to decide where green spaces should be and where business should go," Pierce recalled. "Businesses tended to gravitate to sites preferred in the plan without financial influence at that time."

For divergent reasons, environmental groups, developers and city planners bought into the idea of clustering growth and that was a good fit with Pierce's effort to protect Clayton's bucolic ambience.

"We are not an urban area. We are not going to get everyone out of their cars," she said. "We can tighten up the neighborhood

around downtown, infill, and even in downtown Clayton we have a good bit of property that is targeted."

Subsequently, the Smart Growth plan focused on saving open spaces, cutting vehicle use and promoting new growth in transit-oriented hubs. This time, zoning restrictions, financial incentives, and in 2006, the urban limit line added strength to the vision.

"When you link all those different things to find the right balance, there is something for everyone," Pierce pointed out. "Culture is changing."

The newest ABAG/MTC plan, called One Bay Area, takes regional planning to the next level



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using transportation funds and new state emissions laws to promote the use of public transportation, alternate transportation and transit hub development.

Also, the word "sustainability" is part of the planning lexicon. Pierce confirmed that local and regional planners are making economic sustainability part of the conversation. The \$4.991 million federal grant (HUD) to ABAG and MTC last November is expected to further regional planning goals and stimulate the regional economy.

"Clayton can't qualify for most transportation funding. You have to have a certain level of density to support it," Pierce explained.

That does not seem to bother her as much as the unfunded, state housing mandate and state appropriation of redevelopment funds, especially the 20 percent that Clayton had allocated for housing.

"Clayton had \$5 million in housing set aside, money waiting

for the economy to turn around," Pierce said. "We have active interest from developers."

Some funds may be salvaged. "We don't have any assurances yet. If it (\$5 million) goes into a countywide pot, it will probably go to into a more urban area," Pierce predicted. "There are no criteria. Assuming they will try to do what was intended, some of it could come back."

Even before the recent court decision confirming the state's ability to keep funds in redevelopment accounts, Pierce began working with State Sen. Mark DeSaulnier, D-Concord.

The court decision left open the possibility of cities having access

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to funds for prior obligations, incurred with the expectation of using redevelopment funds as a source of payment, DeSaulnier said.

"Since the court opined the way they did, I have spoken with the governor personally about finding a way to follow through, possibly with successor agencies, less than we have now, for needed housing," he said. "Clayton has done a really good job of (planning for needed affordable housing)."

Pierce said that planning for, and adapting to change is essential.

"We need to think about future generations, preserving the kind of a lifestyle that we would like them to have," she said. "Not everybody wants the same thing. It is all about more choices."

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AIR QUALITY

State OKs stringent fuel rules

Greenhouse gas emissions to be cut

By Peter Fimrite

CHRONICLE STAFF WRITER

The clean fuel revolution got a kick start Friday when the California Air Resources Board unanimously approved strict vehicle emissions regulations that will mandate production of more than a million zero-emission vehicles.

The package, known as the Advanced Clean Car program, will cut in half current greenhouse gas emissions by 2025. It means automakers will have to cut exhaust by two-thirds and begin mass-producing cars that do not run on gasoline. "This is an historic new chapter in California history for the clean automobile," said Mary Nichols, the resources board chairwoman, after the vote. "Although there may be some bumps in

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BAY AREA

State approves strict fuel rules

Cars from page C1

the road for individual vehicles, the steady drumbeat that is driving us to get off of petroleum continues."

The new standards require 15 percent of new cars and small trucks sold each year in California to run on batteries, hydrogen fuel cells or plug-in hybrid technology within the next 13 years.

The new requirements will get increasingly stricter. By 2018, more than 70,000 cars and light trucks sold in California will have to run without spewing fossil fuel exhaust. An estimated 1.4 million zero-emission vehicles will be buzzing around the state by 2025.

Ultimate savings

The board's goal is to have at least 80 percent of the state's fleet of new vehicles running on clean fuel technology by 2050.

"The zero emission or plug-in hybrids will account for about 1 in 7 vehicles ... and that's actually a relatively modest goal, but that's all that we are mandating," said Nichols, adding that the board will be working with the automobile industry on ways to streamline the process.

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"We expect to go beyond that with incentives."

Nichols said the regulations will take 52 million tons of pollution out of the air, the equivalent of 10 million of today's vehicles. By 2025, consumers will save an average of \$4,000 over the life of a car compared with today — even though new vehicles will cost more, according to the Air Resources Board.

Cutting oil dependence

Scientists say the reductions in greenhouse gases that will result from the new rules are necessary for the world to avoid the most catastrophic effects of human-caused climate change. Regulators say the rules will also drive innovation and, therefore, job growth, reduce U.S. dependence on oil from hostile countries, and save people money on the cost of gasoline and medical care.

Don Anair, a senior analyst and engineer for the Union of Concerned Scientists, a nationwide nonprofit environmental policy institute with offices in Berkeley, said the country is on the verge of the biggest advancement in clean fuel technology.

"Over the next 15 years, we are going to see a lot more choices and different kinds of vehicles," Anair said. "California has long been a global leader in advanced clean car technology, and this policy continues that by making gas vehicles cleaner, increasing the number of electric vehicles and driving down costs for consumers."

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Barnidge: Sustainable growth -- boon or bane for Contra Costa residents?

By Tom Barnidge

Contra Costa Times columnist

Posted: 01/29/2012 03:26:23 PM PST

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Two little words: sustainable growth.

In the lexicon of regional planners, the term describes the only sensible strategy for managing residential sprawl, congested roadways and greenhouse gas.

In the eyes of wary opponents -- tea party members particularly embrace this view -- it is a code phrase for governmental intrusion and loss of personal property rights and lifestyle options.

In all likelihood, the truth lies somewhere between those extremes. But let's not get ahead of ourselves. This is much too lively a discussion to cut short.

The clashing perspectives stand on either side of a program called One Bay Area, designed to coordinate the nine counties' adherence to environment-friendly SB 375, which evolved from emission-conscious AB 32, both of which Arnold Schwarzenegger signed into law.

The bottom-line question is how to clean up California's air by 2020 to 1990 levels. The sustainable-growth answer is to reduce automotive traffic and increase mass transit use through strategically located higher-density housing.

Or, put more simply: transit villages.

11-62 The opposition position is neatly expressed by Heather Glass, Alamo real estate agent, homemaker and defender of property rights: "There's nothing good about this plan. We're going to force people to live in high-density, stack-and-pack housing next to mass transit. It's a complete reformation of the American way of life."

Her contention, shared by

others, is that the state will apply so much leverage -- and offer so many incentives -- for multiunit housing that single-family residences will go the way of the VHS player.

With fewer new homes built and many existing ones leveled to make room for high-density construction, "the price of existing homes will skyrocket," she said. "Only the rich will be able to afford them."

Don't get too excited, homeowners. The skyrocket is a long way from launch.

The flip side of the argument was presented at the Contra Costa USA conference last week, where the opening topic was "Sustainable Communities Strategy."

"By 2040, Contra Costa population will have grown from a little over a million people to 1.3 million," said Amy Worth, Orinda councilwoman and Metro Transportation Commissioner. "In 30 years, households will grow from 357,000 to 486,000. How do we accommodate these additional households?"

Worth said the goal is not to cram all the county's residents into transit complexes (although that would set a Guinness record) but to offer housing options for people with different preferences. She cited her 87-year-old father, now in a 4,000-square-foot home, as a candidate for downsizing.

"The risk of not planning and not doing anything," she said, "is not getting the kind of development that communities want."

She was adamant that the state would not ramrod projects communities didn't want. "The basic tenet of One Bay Area is that land-use decisions remain with local jurisdictions," she said.

If the controversy is a new one, the subject is not. Speaker John King, urban design critic for the San Francisco Chronicle, told the conference that in 1978 the state's "Urban Strategy for California" urged a commitment to "compact urban areas," and in 1991, the "Bay Vision 2020 Report" emphasized a "need to manage growth."

Catherine Kutsuris, Contra Costa director of conservation and development, went one better, referencing the county planning commission's first open letter, in 1930, citing the need to plan for "housing and efficient transportation."

That sounds curiously like a plea for sustainable growth.

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