

11. **Correspondence/Copies/Newsclips/Information (Action as determined)**

Attachments: April 6, 2010 and April 30, 2010 WCCTAC status letters to CCTA Interim CCTA Executive Director Paul Maxwell from Christina Atienza, WCCTAC Executive Director; April 15, 2010 TRANSPAC status letter to CCTA; **County Connection:** April 29, 2010 Community Connection Van Program Status Report; Fixed Route Operating Reports for March 2010; LINK Monthly Operating Report for March 2010 **CCTA:** March 2010 Project Status Report **San Francisco Chronicle:** 4/28/10 "Transportation projects bids fall amid recession"; 4/30/10 "Auditor faults state high-speed rail".

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

April 6, 2010

Hercules

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

Pinole

RE: WCCTAC Meeting Summary

Richmond

Dear Paul:

At its March 26, 2010 meeting, the WCCTAC Board took the following actions that may be of interest to the Authority:

San Pablo

- 1) Received an update on the status of the I-80 ICM project, in particular highlighting the TAC's concerns regarding ACCMA's proposal to postpone implementation of the speed harmonization element as a companion strategy to adaptive ramp metering to manage recurring congestion.
- 2) Received a presentation on the status of the Hercules Intermodal Transit Station project.
- 3) Approved El Cerrito's request for advanced programming of \$204,000 of West County's share of Measure J Countywide TLC funds to use as local match for their CMA Block Grant/TLC application for streetscape improvements on Central and Liberty Avenues.
- 4) Approved to send a request to Richmond to include several transportation-related amendments in the City's Land Disposition Agreement/Municipal Services Agreement for the Point Molate project.
- 5) Received an update on the Authority's recent actions pertaining to the potential ballot measure to raise vehicle registration fees as authorized under SB 83.

Contra Costa
County

AC Transit

BART

Sincerely,



Christina M. Atienza
Executive Director

WestCAT

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

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

April 30, 2010

Hercules

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

Pinole

RE: WCCTAC Meeting Summary

Dear Randy:

Richmond

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

San Pablo

- 1) Welcomed you to your new position at CCTA, and expressed their eager anticipation to working with you in your new capacity.
- 2) Unanimously supported Option A of the Vehicle Registration Fee Draft Expenditure Plan Allocation Options, which would allocate fees 50% to local roads, 40% to transit, and 10% to pedestrian and bicycle initiatives, with a special emphasis on prioritizing investments on local roads that are coordinated with existing bicycle, pedestrian, and transit access plans.
- 3) Received an update on the status of WCCTAC's requests of Richmond concerning the Point Molate Casino Resort to provide mechanisms for incorporating additional traffic mitigations if necessary, exacting STMP fees, and reimbursing WCCTAC's legal fees.
- 4) Accepted the fiscal audits for years ended June 30, 2008 and June 30, 2009.
- 5) Approved for circulation to member agencies the proposed member dues and work program for FY 2010-11, the latter including work on the Vehicle Registration Fee, implementation of the Sustainable Communities Strategy, programming of several Measure J programs, and a potential study to assess West County's subregional transportation needs.
- 6) Received an announcement regarding ongoing work on integrating Translink/Clipper with the Measure J Student Bus Pass Program.

Contra Costa
County

AC Transit

BART

WestCAT

Sincerely,



Christina M. Atienza
Executive Director

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

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 <http://transpac.us>

April 15, 2010

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

Dear Chair Taylor:

At its meeting on April 8, 2010, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a presentation on the Use of Recycled Water in Transportation Projects by Michael McGill, P.E., President and Principal in Charge, MMS Design Associates and President of the Central Contra Costa Sanitary District (CCCSD) Board of Directors.
2. Accepted 511 Contra Costa's report which included:
 - **Clean Air Plan 2010.** 511 Contra Costa staff will be attending the Public Workshop for the Bay Area 2010 Clean Air plan on April 8th from 1:30-4:30 at the County of Alameda's offices. More information will follow that meeting. Written comments on the Draft CAP and the DEIR must be received by the Air District no later than 5:00 pm on April 26, 2010.
 - **Commuter Information Guide.** The Commuter Information Guide has been updated and is in distribution. The current guide focuses on alternative transportation programs and services in Contra Costa County. Rather than duplicating information on programs outside of Contra Costa, the guide refers to the reader to the various websites for details.
 - **Bicycle Road Safety Training to be held in Pleasant Hill.** 511 Contra Costa is reviewing the 40 applications received for the two-day "Traffic Skills 101" course that will be held at the Pleasant Hill City Hall April 17th and 18th, with the assistance of the League of American Bicyclists.
 - **Bike to Work Day, May 13, 2010.** 511 Contra Costa is running a co-promotional element of Bike to Work Day targeted at families becoming more familiar with the local Canal Trail and Iron Horse Trail on Bike to Work Day. Families will be encouraged to use the trails to access four energizer stations located at neighborhood parks. Each energizer station is located a mile from one another and include: Larkey Park, Walden Park at Iron Horse Canal Trail crossing, Canal Trail at Heather Farms, and the Iron Horse Trail at Walnut Creek Civic Park.
 - **City of Martinez has installed two of their three electric charging stations.** An official unveiling will be forthcoming.

April 15, 2010

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- **Reminder that Earth Day is April 22nd.** 511 Contra Costa will be attending two Earth Day events; one at the John Muir Celebration at the John Muir Historical site in Martinez and one hosted by County Connection at Civic Park in Walnut Creek to showcase their new hybrid buses.
- **City of Antioch Climate Action Plan Workshop.** 511 Contra Costa staff attended the City of Antioch's Climate Action Plan workshop on March 30. Students from the Green MBA Program at Dominican College are working on the City of Antioch's Climate Action Plan and facilitated the community involvement. The process utilized the "Systematic Tools" approach which had the meeting attendees working in groups for "conversation mapping" and then on to "emerging themes", followed by creating "opportunity statements".

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter
TRANSPAC Manager

CP

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

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

Date: 29 April 2010

Reviewed By: *Rate*

SUBJECT: Community Connection Van Program – Status Report

SUMMARY OF ISSUES:

In October, 2005, the CCCTA Board of Directors approved a program to make retired LINK vans available to Community Based Organizations (CBOs) along with up to \$5,000 per year per van toward maintenance costs. This program was called the "Community Connection" Program. Four retired vans were made available through an applications process. The Board authorized up to 25 vans for the program in 2005.

In return for these vans, the recipient CBO would report to CCCTA for a period of at least one year, and up to two years, on the number of ADA eligible individuals carried on the van who may have otherwise used LINK service for their trip. Each CBO was required to provide at least 50 trips per month to ADA eligible individuals, and could be reimbursed up to \$5,000 per year for maintenance costs per van.

At the end of the two year period, 20,550 rides had been provided on the four vans; 13,727 of these trips (67%) were to ADA eligible individuals.

RECOMMENDATIONS:

Information Only

FINANCIAL IMPLICATIONS:

During the first round of this program, \$10,833.79 (27%) of the \$40,000 budgeted for maintenance reimbursement was requested and reimbursed, making the cost to CCCTA for each ADA trip provided 79¢ per trip. The average cost of a LINK trip during this same time period was \$26.13 per trip. If LINK had provided the 13,727 trips, the cost would have been \$358,687

In 2008, staff applied for and was awarded a New Freedom grant in the amount of \$62,500 as a 50% match for maintenance costs for an additional 25 vans in this program. CCCTA would provide up to \$62,500 for a total of \$125,000 (25 vans at \$5000 per year).

OPTIONS:

Information only

ACTION REQUESTED:

None

ATTACHMENTS:

Community Connection Ridership Chart
October 20, 2005 staff report – *Community Based Organization Retired Van Program- Additional Information*

ADDITIONAL INFORMATION:

The first round of the Community Connection program performed well above the requirements set for the program of 50 ADA trips per month per vehicle. In fact, an average of 143 trips per month per vehicle were provided during the program's two year duration. In addition, only 27% of the funds set aside to reimburse for maintenance on the vans was requested by the recipient organization. This made the program much more successful than anticipated when it was approved by the Board.

Because costs for ADA paratransit service are difficult to control, due to the requirements of the service (no denials, no capacity restraints, no prioritization of trips), programs such as the Community Connection van program offer a way to manage demand by diverting it to much less expensive alternatives.

Community Connection Ridership

2006	ADHC		ARC		San Ramon		Lamorinda		Total	
	ADA	Other	ADA	Other	ADA	Other	ADA	Other		
June			4	51	66	133	199	1	2	256
July	123	48	12	205	217	91	106	106	10	676
August	271	64	45	219	264	110	213	103	54	969
September	212	71	283	38	162	200	161	124	26	794
October	197	64	261	62	85	147	248	118	2	776
November	223	66	289	115	33	56	171	124	3	735
December	226	58	284	126	60	186	71	100	11	652
Total 2006	1252	371	1623	815	1217	651	1235	676	107	4858

ADA Trips 60.0%
Other Trips 40.0%

2007	ADHC		ARC		San Ramon		Lamorinda		Total	
	ADA	Other	ADA	Other	ADA	Other	ADA	Other		
January	247	54	301	76	339	41	128	159	26	953
February	243	60	303	39	206	70	103	138	22	772
March	284	78	362	242	242	63	169	153	17	943
April	223	87	310	186	231	55	24	157	28	805
May	243	63	306	141	38	179	92	64	37	851
June	185	101	185	120	182	78	28	106	51	676
July	250	117	351	145	191	77	104	178	23	847
August	228	86	314	76	114	57	46	107	27	769
September	186	86	272	102	139	50	48	176	25	710
October	327	130	457	182	254	40	20	154	44	969
November	211	208	419	112	156	67	50	117	35	860
December	165	99	264	150	209	39	67	121	43	704
total for 2007	2792	1083	3875	601	2442	776	445	1890	378	9812
ADA TRIPS	74%									
OTHER	22%									
2006/2007 total	4044	1454	5498	2243	3699	1369	1096	2462	485	3051
Total 2008	1312	1270	2582	973	409	472	448	920	245	996
ADA Trips	3508		59.7%			Grand Total Trips				20560
Other Trips	2372		40.3%							

TOTAL Program Ridership
ADHC 5356 2724 8080
ARC 3216 1825 5041
San Ramon 1831 1544 3382
Lamorinda 3317 730 4047

2008	ADHC		ARC		San Ramon		Lamorinda		Total	
	ADA	Other	ADA	Other	ADA	Other	ADA	Other		
January	184	210	394	84	41	125	73	152	36	847
February	168	174	342	85	50	135	53	142	66	825
March	242	216	458	79	42	121	64	115	43	884
April	276	190	466	193	79	272	89	173	103	1064
May	235	268	503	263	97	360	88	175	22	1189
June	207	212	419	269	100	369	63	163	38	1081
Total 2008	1312	1270	2582	973	409	1382	472	920	245	996
ADA Trips	3508		59.7%			Grand Total Trips				20560
Other Trips	2372		40.3%							

The County Connection

Inter Office Memo

To: Board of Directors

From: Celinda Dahlgren, Director of Administration 

Date: October 20, 2005

Reviewed By:

SUBJECT: Community Based Organization Retired Van Program – Additional Information

SUMMARY OF ISSUES:

At the April 21, 2005 Board meeting, the Board had a number of questions and concerns regarding the staff proposal to make retired LINK vans available to Community Based Organizations (CBOs) in exchange for the provision of trips to ADA eligible clients of these CBOs. In this report, staff attempts to provide the information requested by the Board. The Board determined that this information should be brought back to A&F for further study.

RECOMMENDATIONS:

Staff and A&F recommend the Board support a program to make retired LINK vans available to Community Based Organizations, and direct staff to develop the required policies and procedures that would allow this program to commence.

FINANCIAL IMPLICATIONS:

If each retired van provided 50 trips to ADA eligible persons per month for one year that would otherwise be taken on LINK, and CCCTA provides \$5,000 worth of maintenance per van per year, that would provide 2400 trips at a cost of \$8.33 per trip, compared to the \$26.23 that a trip on LINK costs. See further discussion on financial implications below.

OPTIONS:

1. Support the recommendation of staff and A&F.
2. Decline to approve the program, dispose of retired vans according to current policy.
3. Review staff report and request more information before making a decision to approve or disapprove the proposal
4. Other action as determined by the Board

ACTION REQUESTED:

Move to direct staff begin the process of developing application packets, agreements, and an outreach effort toward the goal of implementing a program whereby CCCTA would make retired LINK vans available to Community Based organizations in return for a guarantee of an agreed-upon number of trips being made to ADA eligible individuals by the recipient CBO.

CHANGES FROM COMMITTEE: At the October 12 meeting, A&F supported the staff recommendation.

ATTACHMENTS:

Draft criteria and screening procedure for Community Based Organizations who wish to receive a retired LINK van.

ADDITIONAL INFORMATION:

At the April 21 Board meeting, the following concerns were voiced by Board members regarding the proposed program to make retired LINK vans available to Community Based Organizations:

1. What kind of criteria would be used to screen applicants?
2. What kind of process would be developed to solicit proposals from CBOs?
3. How would CCCTA be assured that ADA eligible people were being carried by the CBO with these vans, and who verifies that eligibility?
4. Should a cap be set on the total number of vehicles made available under this program?
5. What happens when a van becomes too expensive to maintain?
6. Will the CBO be required to paint the van so that it is not mistaken for a LINK van?
7. How can we assure that CCCTA will be protected from liability under this program?
8. Can we make this a demonstration program or a limited time program?
9. Provide a more thorough examination of cost savings to CCCTA if this program were to be in place.

1. What kind of criteria would be used to screen applicants? A draft list of criteria for applications, with a point value assigned for each criteria, and some recommendations concerning how to score the applications, is attached. This criteria provides enough information for CCCTA to determine if the applicant CBO can meet the intent of the program, which is to provide trips to ADA eligible clients while at the same time providing a resource to the CBO for other clients and mobility needs.

Staff requests that the committee review and comment on this draft criteria, as well as provide direction for how the review process should take place. Should there be a committee of the Board? Members of the Accessible Services Committee? The staff? Some combination of these? Should there first be a paper screening and then an interview process?

Additionally, should this program be restricted to non profits (501(c) (3) organizations) only, or should it also include quasi-governmental organizations operating under the sponsorship of a city, county, or state agency, such as a senior center, nutrition program, or adult day health program? Staff recommends that an expanded program be adopted, in order to provide the most benefit to both the clients of the CBO and County Connection.

2. What kind of process would be developed to solicit proposals from CBOs? Staff would begin by developing a list of all CBOs for which LINK currently provides service, and add in organizations suggested by the Paratransit Coordinating Council (PCC), Accessible Services Department, Board members, and other community contacts. A committee of the Board could review the list for completeness prior to the solicitation being made public through a newspaper article, posting on the CCCTA website, select direct mail to CBOs, announcements at public meetings, and emails to stakeholders and others who may have an interest in the program. To keep costs down, staff recommends that we not purchase public notice space in the newspaper. Solicitations would include who to contact, requirements for the application, an explanation of the program, and an application deadline.

3. How would CCCTA be assured that ADA eligible people were being carried by the CBO with these vans, and who verifies that eligibility? First, the applicant CBO would have to certify on their application that they would carry the minimum number of required trips to ADA eligible persons. Second, the recipient CBO would have to file a monthly report with CCCTA documenting the persons carried in the prior month. Staff would then check these persons against the ADA database to assure that they were. Indeed, ADA eligible.

It is staff's intent that anyone who is counted in the program as an AD eligible rider is in the database at the time of the ride. Agencies do not have the ability to extend ADA eligibility to their clients without those clients having first been through CCCTA's ADA eligibility process. While it is true that there may be some persons who would sign up for ADA eligibility in order to use the CBO's transportation service, it is also very reasonable to assume that these persons would be using LINK for that trip if the CBO did not have a vehicle. In other words, staff does not anticipate that the existence of this program would attract "new" ADA eligible riders who would otherwise not have used paratransit at all.

4. Should a cap be set on the total number of vehicles to be made available under this program? Of vehicles being retired from the LINK fleet, there will always be those that fail the test of reasonable cost effectiveness by virtue of high maintenance costs prior to replacement. These vehicles would never be made available to the CBOs.

Another concern when considering a cap is the capacity of Laidlaw to maintain an ever-expanding fleet. It would be unfair to place an enormous burden on our contractor in this way.

Finally, we do not yet know what the response from the CBOs will be to this program. Might there be unlimited demand for these vans, or are there a finite number of CBOs who would likely want to take on the requirements of the program in exchange for a van?

Staff agrees that a cap should be set, and recommends a total of twenty-five vehicles at any given time as a starting point.

5. What happens when a van becomes too expensive to maintain? Staff is recommending that CCCTA put a cap on the dollar limit of maintenance to be made available to any CBO in any one year for the van. If the maintenance costs exceed that cap, there should be language in the agreement with the CBO that the van is either retired and surplussed completely, or that the CBO takes over the total responsibility for maintaining the van from that point on. Having the program be evaluated on an annual basis will assist staff and CBO in determining when a vehicle should be completely retired.

6. Will the CBO be required to paint the van so that it is not mistaken for a LINK van? Yes – this is one of the certifications and assurances that each CBO would have to agree to when making an application for a surplus van.

7. How can we assure that CCCTA will be protected from liability under this program? The following language is included in the Seattle agreement. This is the type of language that will be finalized by staff in consultation with CCCTA attorneys for the proposed CCCTA program:

- A. The Agency agrees to defend, indemnify and hold harmless the CCCTA and Laidlaw Transit Services, Inc., and their officers, employees and agents from and against all liabilities, claims, actions, lawsuits, damages, losses, costs and expenses (including reasonable attorneys' fees and court expenses) for all injuries to or death of any person and/or damage to any property occurring, directly or indirectly, from the use, condition, or operation of the vehicle(s), whether or not resulting from the negligence of the Agency, its employees, volunteers or agents, except to the extent such injuries and damages result from the CCCTA's and/or Laidlaw Transit, Inc.'s, sole negligence or willful misconduct. The Agency's obligations under this section shall include, but not be limited to, claims and actions against the CCCTA and/or Laidlaw Transit Services, Inc., and its officers, employees and agents by a volunteer to or an employee or former employee of the Agency, and the Agency expressly waives, as respects CCCTA and

Laidlaw Transit Services, Inc, only and only for the limited purpose stated any other workers' compensation acts, disability benefit act, or other employee benefit act of any jurisdiction which would otherwise be applicable in the case of such claims and actions.

The addition of Laidlaw to this indemnity would protect CCCTA's contractor, who would be performing maintenance on these vehicles pursuant to the proposed plan and agreement.

Additionally, CCCTA can require in the agreement, that the CBO maintain levels of insurance specified by CCCTA, and that both CCCTA and Laidlaw be named as additional insureds (not just certificate holders) on all policies held by the CBO as relates to the vehicles in question.

While no language can guarantee that the "deep pockets" of CCCTA can be fully protected, other public agencies who have entered in to these agreements (including Seattle Metro and paratransit, Inc. of Sacramento,) have not had any problems in this area. Paratransit, Inc., has operated a program similar to this one for more than fifteen years. Seattle Metro's program has been in operation for five years.

8. Can we make this a demonstration program or a limited time program? Yes, this is entirely at the discretion of the Board. Staff recommends a demonstration period/time limit of no less than one year at a time.

9. Provide a more thorough examination of cost savings to CCCTA if this program were to be in place:

The key fact to remember is that demand for LINK service will continue to grow, regardless of whether or not CCCTA begins the recommended program. What the program provides, however, is the *ability to increase capacity at a lower cost by shifting some trips elsewhere.*

The 2400 annual trips (minimum) that CBOs in possession of these first four vans would provide represents 2% of all trips provided last year on LINK. 200 trips per month represent 1% of the trips provided each month on LINK based on current year ridership to date. The costs of these trips on LINK would be \$5,246, or \$26.23 per trip. The cost of providing these trips via a community based organization is \$1,666.00, or \$8.33 per trip. *A CBO can provide three trips for what it costs LINK to provide one trip.* Because CBOs will be encouraged to provide more than the minimum 50 trips per month, this figure could grow. At the minimum trips per month, and with up to 25 vans in the community, 15,000 trips could be provided. *This is the equivalent of one month's TOTAL trips provided on LINK, and the equivalent of \$268,500 in annual saving.*

Demand for LINK service has been growing every year. Between FY'02 and '03, demand grew 7.1%, between FY '03 and '04 demand grew another 3.9%. This year, demand is projected to grow another 8%. This growth is determined based on the number of trips actually provided by LINK in those years.

While the cost per trip over this period of time has remained stable or even fallen slightly, this is a result of heroic efforts to improve productivity on the part of the contractor, and the financial agreement CCCTA negotiated during the worst of the budget crisis to cut costs 5% last year. Financial projections for the next ten years show cost increasing 5% per year, with passenger growth programmed at about 3.2% per year.

Any financial advantage that CCCTA can obtain cannot be expected to reduce costs for this federally mandated service. However, slowing the growth of demand can result in a slower escalation of costs over time.

While the amount of "real savings" in this early demonstration period for the program is somewhat modest, if the program grew to a total of 25 vans, a minimum of 9% of all trips on a monthly basis could

be shifted away from LINK. *At this point, the increased demand for service would likely be fully covered within existing LINK capacity resources.* In other words, LINK would not have to keep adding more vehicles, more operators, and more hours of service to keep up with an ever-growing demand.

Coupled with increased productivity, and the implementation of some of the "premium service" surcharges suggested for LINK, there could be a real opportunity for controlling the costs of this very expensive service by adding this program to the mix.

In Seattle, partnerships with 23 community-based organizations using 45 vans have provided over 97,000 rides at a savings to Metro of \$1 million per year.

Other Information:

The public relations benefit to CCCTA of implementing a program such as this cannot be overlooked or minimized. The closer we are able to work with community based organizations and the seniors and disabled people they serve, the bigger the return in community acceptance and support for other goals that CCCTA is trying to achieve. If this agency is looked to as a leader, and if CCCTA is seen as willing to "step up to the plate" to help solve the community's mobility problems in a creative way, this cannot help but build a positive image in people's eyes. By sharing resources, this program provides a "win -- win" for all involved.



Inter Office Memo

Agenda Item 7.a

TO: O&S Committee

DATE: April 29, 2010

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

SUBJ: Fixed Route Reports

Fixed Route Operating Report for March 2010

1. Monthly Boarding's Data

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

Title	FY 2010		Annual Goal
	Current Month	YTD Avg	
Total Passengers	311,533		
Average Weekday	11,993	11,667	
Pass/Rev Hour	15.3	14.9	FY09 Goal 17.0
Missed Trips	0.05%	0.09%	FY09 Goal 0.25%
Miles between Road Calls	37,032	26,382	FY09 Goal 18,000

* Based on FY10 Standards from updated SRTP

Analysis

Average weekday ridership in March (11,993 passengers) rose slightly from the prior months ridership of 11,749 per average weekday. See the attached table showing weekday boardings trend. The monthly trend in average weekday passengers is following the historic pattern of slight growth each month after December until the summer drop that results from school being out. Productivity in March was equal to 15.3 passengers per hour as compared to February's figure of 15.0 passengers per hour. The most productive routes remain the #20, #4, #10, and the 600 series of school tripper routes. A table showing the ranking of route by productivity is attached.

The percentage of missed trips was equal to 0.05% in February, up from the prior month, but still well within the goal set by the Board. The YTD average is 0.09% missed trips.

The number of miles between roadcalls was equal to 37,032 miles which is quite a bit higher than the prior month and higher than the year to date average of 23,888 miles between roadcalls.

Fixed Route Boardings		Passengers by Revenue Hrs/Miles			Service Days		Fiscal YTD Comparison	
March 2010 - Fixed Route Boardings	294,467	Revenue Hours -	Mar 10	19,739	Weekdays - Mar 10	23	Fiscal 2010 YTD	2,426,717
Pavilion	0		Mar 09	22,541	Mar 09	22		
Bus Bridge	17,066	Revenue Miles -	Mar 10	220,274	Saturdays - Mar 10	4	Fiscal 2009 YTD	3,218,077
Special (Chase Bus)	0		Mar 09	270,653	Mar 09	4		
					Sundays - Mar 10	4		
					Mar 09	5		
March 2010 Total Boardings	311,533	Passengers per Mile		1.41	Total Days - 2010	31	YTD Trend	75.4%
March 2009 Total Boardings	316,246	Passengers per Hour		15.78	2009	31	Monthly Trend	98.5%

March 2010 Fixed Route Passenger Total						March 2010	March 2010
Route	Destination Information	Weekday	Saturday	Sunday	Total	Weekday Average	Passengers per Revenue Hour
1	Rossmoor / Shadelands	9,174			9,174	399	15.9
2	Rudgear / Walnut Creek	1,286			1,286	56	6.4
4	Walnut Creek Downtown Shuttle	20,737	2,043	1,505	24,285	902	25.3
5	Creekside / Walnut Creek	1,861			1,861	81	8.7
6	Lafayette / Moraga / Orinda	9,718	460	284	10,461	423	13.9
6L	Orinda / Orinda Village	165			165	7	7.7
7	Shadelands / Pleasant Hill / Walnut Creek	5,245			5,245	228	7.1
8*	Monument Shuttle	2,981			2,981	130	6.1
9	DVC / Walnut Creek	13,920			13,920	605	14.6
10	Concord / Clayton Rd	22,170			22,170	964	24.9
11	Treat Blvd / Oak Grove	7,313			7,313	318	17.9
14	Monument Blvd	15,460			15,460	672	17.1
15	Treat Boulevard	13,062			13,062	568	19.9
16	Alhambra Ave / Monument Blvd	14,336			14,336	623	11.7
17	Olivera/Solano / Salvio / North Concord	6,635			6,635	288	15.2
18	Amtrak / Merello / Pleasant Hill	10,378			10,378	451	15.2
19	Amtrak / Pacheco Blvd / Concord	3,186			3,186	139	10.1
20	DVC / Concord	26,655			26,655	1,159	25.8
21	Walnut Creek / San Ramon Transit Center	14,703			14,703	639	14.0
25	Lafayette / Walnut Creek	842			842	37	3.2
28	North Concord / Martinez	7,448			7,448	324	10.9
35	Dougherty Valley	8,319			8,319	362	11.1
36	San Ramon / Dublin	5,300			5,300	230	8.6
91X	Concord Commuter Express	1,040			1,040	45	12.6
92X	Ace Shuttle Express	3,149			3,149	137	16.5
93X	Kirker Pass Express	4,118			4,118	179	14.5
95X	San Ramon / Danville Express	2,538			2,538	110	11.0
96X	Bishop Ranch Express	9,094			9,094	395	12.8
97X	Bishop Ranch Express	1,407			1,407	61	6.2
98X	Martinez Express	8,227			8,227	358	11.2
250*	Gael Real Service	66	70	61	197	8	2.3
301	Rossmoor / John Muir Medical Center		435	243	678	0	8.8
311	Concord / Oak Grove / Treat Blvd / WC		834	664	1,497	0	12.4
314	Clayton Rd / Monument Blvd / PH		4,021	2,840	6,861	0	21.0
315	Concord / Willow Pass / Landana		280	200	479	0	8.8
316	Alhambra / Merello / Pleasant Hill		1,312	697	2,009	0	14.9
320	DVC / Concord		625	295	921	0	9.4
321	San Ramon / Walnut Creek		1,049	706	1,754	0	12.5
600s	Select Service	25,312			25,312	1,101	26.3
TOTALS		275,845	11,129	7,494	294,467	1,193	15.3

* Data reported by Link

TRANSPORTATION and MAINTENANCE
Operations Data Summary

TRANSPORTATION	2009 February	2009 March	2009 April	2009 May	2009 June	2009 July	2009 August	2009 September	2009 October	2009 November	2009 December	2010 January	2010 February	2010 March	FY10 FISCAL YTD
Number of Buses	131	131	131	131	131	131	131	131	131	131	131	131	131	131	131
Totals Miles	343,213	349,992	283,369	266,246	271,311	260,739	257,833	272,474	283,616	253,077	270,769	260,473	257,503	296,254	2,412,738
Work Days	28	31	30	30	30	30	31	29	31	29	30	30	28	31	269
Revenue Hours	22,317	22,541	18,020	16,835	20,433	17,982	17,698	17,806	18,646	16,903	18,369	18,023	16,967	19,739	161,678
Operator Pay Hours	36,512	44,650	30,975	32,369	41,187	43,981	30,598	30,423	31,546	30,191	40,098	30,930	27,886	31,854	297,507
Number of Operators	211	213	172	172	172	172	172	171	170	168	167	167	167	167	169
FT Extra Board	87	58	50	17	62	18	27	41	62	20	21	17	45	68	319
Unscheduled Absences	407	387	401	325	393	398	367	299	382	331	336	282	240	282	2,867
Worker Comp.	152	152	124	117	141	158	138	87	120	117	97	109	94	126	1,046
Sick Leave	315	235	277	208	252	240	229	212	212	214	239	173	146	156	1,821
Collision Accidents	3	4	8	8	5	8	5	6	5	9	2	3	5	4	47
Passenger Accidents	8	9	8	9	5	8	8	5	13	9	3	15	4	7	72
Total Chargeable Collisions	1	1	5	4	4	6	0	3	3	4	1	1	2	1	21
Chargeable/100K Miles	0.29	0.28	1.76	1.50	1.47	2.30	0.00	1.10	1.05	1.58	0.36	0.38	0.77	0.33	0.87
Number of Trips Scheduled	28,595	30,021	26,592	24,840	25,108	23,848	24,042	23,777	24,534	22,502	24,064	22,904	22,420	25,514	213,605
Number of Trips Missed	68	32	42	18	18	18	27	28	23	11	21	28	23	12	191
Of Trips Scheduled - % Missed	0.24%	0.11%	0.16%	0.07%	0.07%	0.08%	0.11%	0.12%	0.09%	0.05%	0.09%	0.12%	0.10%	0.05%	0.09%
Of Trips Missed - Mechanical	11	21	15	8	17	16	24	7	16	4	15	10	19	8	119
On Time Performance %	93%	91%	91%	93%	93%	91%	91%	90%	90%	93%	96%	95%	92%	93%	92%
MAINTENANCE															
A/C Operative - Avg. %	100%	100%	100%	100%	100%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Lifts Operative - Ave %	100%	99%	100%	99%	100%	99%	99%	100%	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	18	20	17	8	17	17	23	12	17	14	13	11	15	10	132
Road Calls for Mechanical	10	12	13	6	8	12	19	10	13	12	9	6	12	8	101
Road Calls for Other	8	8	4	2	9	5	4	2	4	2	4	5	3	2	31

Miles Between Mechanical Road Calls

Bus Numbers	2009 February	2009 March	2009 April	2009 May	2009 June	2009 July	2009 August	2009 September	2009 October	2009 November	2009 December	2010 January	2010 February	2010 March	FY10 FISCAL YTD
100 - 199	14,164	16,297	9,240	6,365	12,656	11,821	10,725	11,794	12,515	10,438	10,307	11,009	8,692	11,404	8,692
200 - 299	47,358	45,295	36,476	40,039	42,233	37,872	13,300	37,266	12,499	36,215	37,499	37,599	30,109	37,475	37,475
300 - 399	24,075	46,146	21,572	40,455	36,485	12,327	35,328	21,976	45,475	36,422	14,228	40,673	13,013	45,850	45,850
400 - 499	33,515	20,141	12,052	36,628	34,079	34,380	30,344	11,603	31,240	14,296	29,763	15,639	32,087	34,365	34,365
500 - 519	28,926	15,095	33,406	55,743	66,053	56,294	9,933	57,760	18,995	54,431	62,963	48,908	27,745	30,387	30,387
900 - 939															
2000 - 2099	22,386	27,348	16,853	17,476	16,039	19,553	18,001	19,955	18,170	16,523	10,803	16,230	14,315	18,340	18,340
9600 - 9629	24,319	30,127	20,526	50,458	8,834	10,024	6,578	19,390	23,132	6,993	17,855	23,819	14,145	14,145	14,145
9800 - 9809	22,512	11,932	13,110	12,718	10,765	3,692	11,311	8,768	12,337	14,513	8,745	15,539	12,081	16,580	16,580
Fleet Avg.	34,321	29,166	21,798	44,374	33,914	21,728	13,570	27,247	21,817	21,090	30,085	43,412	21,459	37,032	23,888
Maintenance Pay Hours	4,238	4,716	4,970	4,770	4,167	4,288	4,350	4,108	4,358	4,345	4,395	4,788	3,908	4,489	39,010
No. Maint. Employees	28	27	26	26	26	26	25	25	24	26	27	27	27	26	26
Maint. Emps/100K Miles	8	8	9	10	10	10	10	9	8	10	10	10	10	9	1
Unscheduled Absences	4	6	1	3	4	1	2	4	5	3	1	2	3	3	3

Bus add - 1209

Out of Svc - 3/10

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

Trans-Maint data

MARCH 2010 PRODUCTIVITY

(sort by Pass / Rev Hr)

Destination Information		Total	Wkday Avg	Pass / Rev Hr
600's	Select Service	25,312	1,101	26.3
20	DVC / Concord	26,655	1,159	25.8
4	Walnut Creek Downtown Shuttle	24,285	902	25.3
10	Concord / Clayton Rd	22,170	964	24.9
314	Clayton Rd / Monument Blvd / Pleasant Hill	6,861		21.0
15	Treat Boulevard	13,062	568	19.9
11	Treat Blvd / Oak Grove	7,313	318	17.9
14	Monument Blvd	15,460	672	17.1
92X	Ace Shuttle Express	3,149	137	16.5
1	Rossmoor / Shadelands	9,174	399	15.5
18	Amtrak / Merello / Pleasant Hill	10,378	451	15.2
17	Olivera/Solano / Salvio / North Concord	6,635	288	15.2
316	Alhambra / Merello / Pleasant Hill	2,009		14.9
9	DVC / Walnut Creek	13,920	605	14.6
93X	Kirker Pass Express	4,118	179	14.5
21	Walnut Creek / San Ramon Transit Center	14,703	639	14.0
6	Lafayette / Moraga / Orinda	10,461	423	13.9
96X	Bishop Ranch Express	9,094	395	12.8
91X	Concord Commuter Express	1,040	45	12.6
321	San Ramon / Walnut Creek	1,754		12.5
311	Concord / Oak Grove / Treat Blvd / Walnut Creek	1,497		12.4
16	Alhambra Ave / Monument Blvd	14,336	623	11.7
98X	Martinez Express	8,227	358	11.2
35	Dougherty Valley	8,319	362	11.1
95X	San Ramon / Danville Express	2,538	110	11.0
28	North Concord / Martinez	7,448	324	10.9
19	Amtrak / Pacheco Blvd / Concord	3,186	139	10.1
320	DVC / Concord	921		9.4
301	Rossmoor / John Muir Medical Center	678		8.8
315	Concord / Willow Pass / Landana	479		8.8
5	Creekside / Walnut Creek	1,861	81	8.7
36	San Ramon / Dublin	5,300	230	8.6
6L	Orinda / Orinda Village	165	7	7.7
7	Shadelands / Pleasant Hill / Walnut Creek	5,245	228	7.1
2	Rudgear / Walnut Creek	1,286	56	6.4
97X	Bishop Ranch Express	1,407	61	6.2
8*	Monument Shuttle	2,981	130	6.1
25	Lafayette / Walnut Creek	842	37	3.2
250*	St Mary's College Gael Rail Shuttle	197	8	2.3

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

AVERAGE WEEKDAY BOARDINGS TREND

Route	Destination Information	Mar-09 (3/22-3/31)	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10
1	Rossmore / Shadelands	396	484	458	442	371	342	429	436	413	385	382	393	399
2	Rudgear / Walnut Creek	60	85	75	59	55	54	66	66	52	45	36	43	56
4	Walnut Creek Downtown Shuttle	843	1,042	1,061	1,045	977	941	1,027	997	1,038	997	891	879	902
** 4H	Walnut Creek Extended Holiday Shuttle									2	37			
5	Creekside / Walnut Creek	68	97	86	76	71	66	83	81	82	76	83	85	81
6	Lafayette / Moraga / Orinda	450	487	477	353	290	286	551	527	481	313	420	411	423
6L	Orinda / Orinda Village	7	20	11	6	2	4	4	1	2	4	4	2	7
7	Shadelands / Pleasant Hill / Walnut Creek	203	251	239	221	188	181	251	250	235	217	234	227	228
* 8	Monument Shuttle	105	90	88	103	89	94	110	109	117	125	114	135	130
9	DVC / Walnut Creek	615	671	667	534	497	529	709	633	635	580	549	598	605
10	Concord / Clayton Rd	945	999	1,042	940	837	773	1,083	1,072	1,042	920	950	997	964
11	Treat Blvd / Oak Grove	347	383	453	312	252	236	352	313	298	260	295	293	318
14	Monument Blvd	920	803	782	703	615	569	830	825	743	708	665	664	672
15	Treat Boulevard	721	658	694	559	449	448	715	696	617	478	554	545	568
16	Alhambra Ave / Monument Blvd	464	516	568	547	488	489	637	624	619	606	572	577	623
17	Olivera/Solano / Salvo / North Concord	334	334	360	280	221	230	329	330	316	295	293	284	288
18	Amtrak / Merello / Pleasant Hill	423	400	444	356	357	351	517	488	442	395	385	434	451
19	Amtrak / Pacheco Blvd / Concord	128	143	125	131	111	116	154	155	134	140	125	129	139
20	DVC / Concord	1,205	1,216	1,172	1,031	968	942	1,218	1,177	1,139	945	952	1,192	1,159
** 20W	Waterworld				21	50	24							
21	Walnut Creek / San Ramon Transit Center	626	695	694	641	559	552	836	778	648	621	629	618	639
25	Lafayette / Walnut Creek	22	67	54	38	30	38	34	36	34	35	36	30	37
28	North Concord / Martinez	332	415	398	328	290	307	365	332	337	293	279	306	324
35	Dougherty Valley	322	370	355	350	351	311	446	359	382	302	349	353	362
36	San Ramon / Dublin	255	293	273	235	203	193	246	238	236	221	216	218	230
91X	Concord Commuter Express	52	62	52	52	46	48	47	51	50	40	42	46	45
92X	Ace Shuttle Express	147	118	132	174	144	152	160	151	134	124	154	142	137
93X	Kirkers Pass Express	156	183	191	172	173	164	206	191	169	153	182	167	179
95X	San Ramon / Danville Express	95	116	121	124	102	105	117	108	115	104	108	112	110
96X	Bishop Ranch Express	347	423	397	440	379	299	415	408	395	342	402	382	395
97X	Bishop Ranch Express	91	121	106	109	115	116	114	106	90	85	74	81	61
98X	Martinez Express	326	422	409	324	287	215	423	406	389	352	320	351	358
* 250	St. Mary's College Gaet Rail Shuttle	4	3	3			1	8	11	10	4	15	7	8
600's	Select Service	1,127	1,322	1,463	549	96	220	1,538	1,333	1,018	910	1,092	1,053	1,101
TOTALS		12,134	13,292	13,450	11,256	9,658	9,394	14,019	13,289	12,415	11,111	11,395	11,749	11,993

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

Avg Weekly Trend

MARCH 2010
Prepared by E.J.L. 4/28/2010

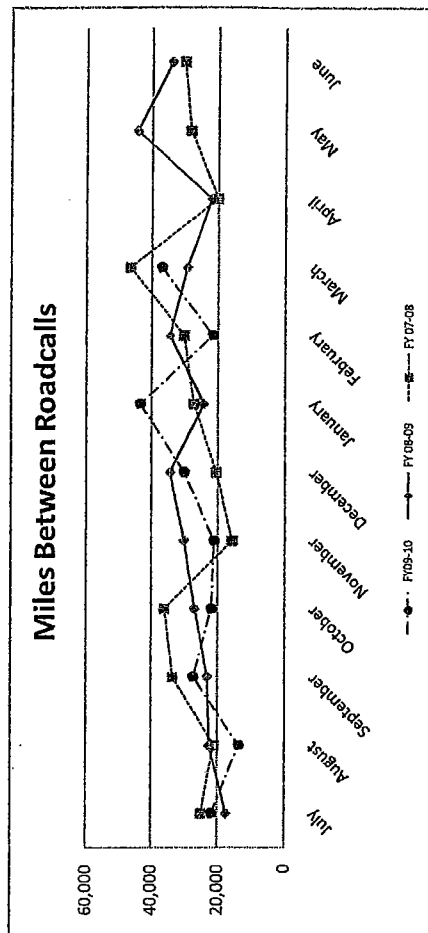
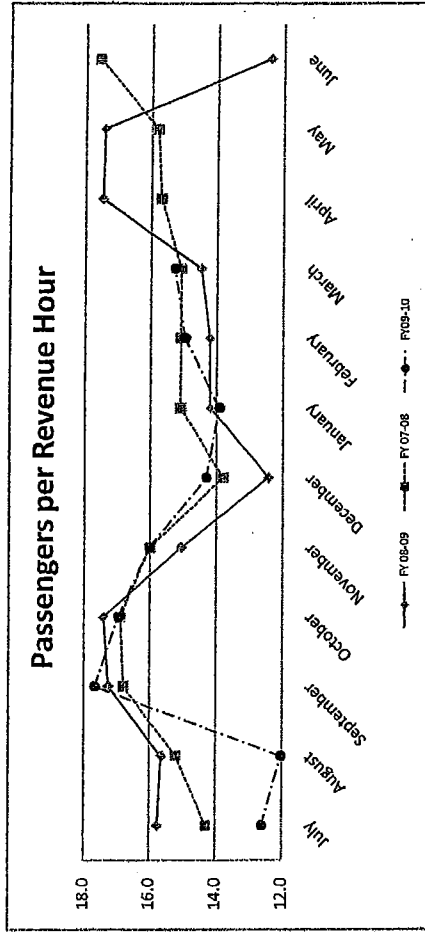
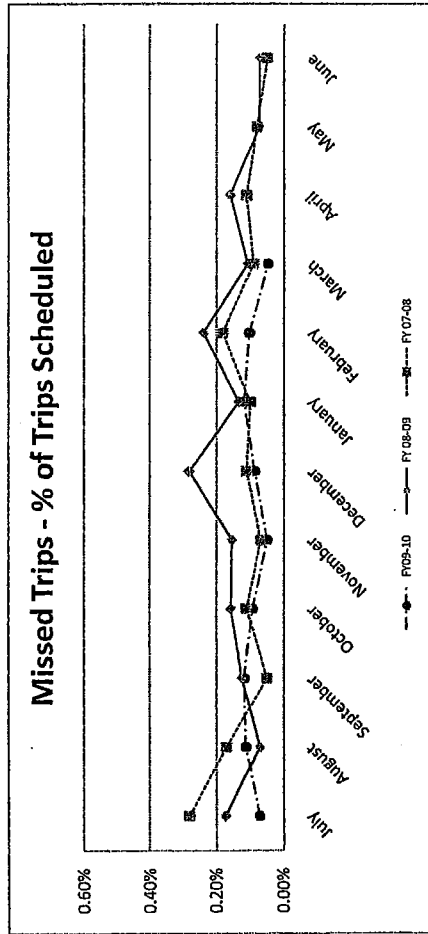
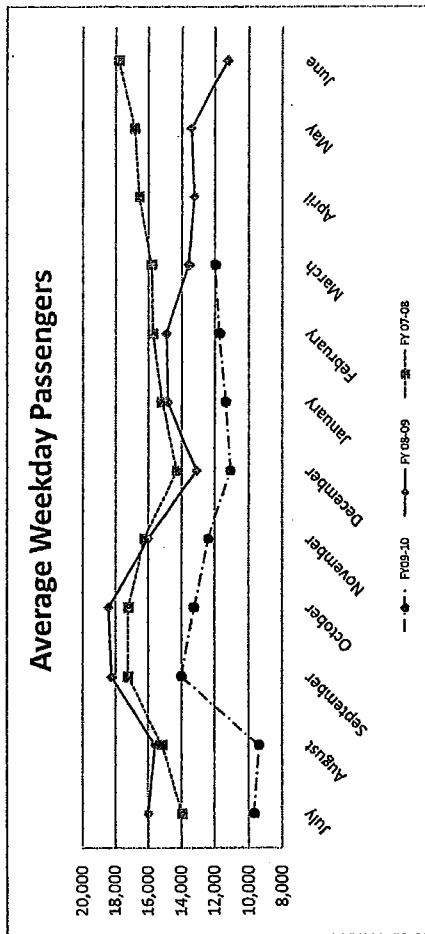
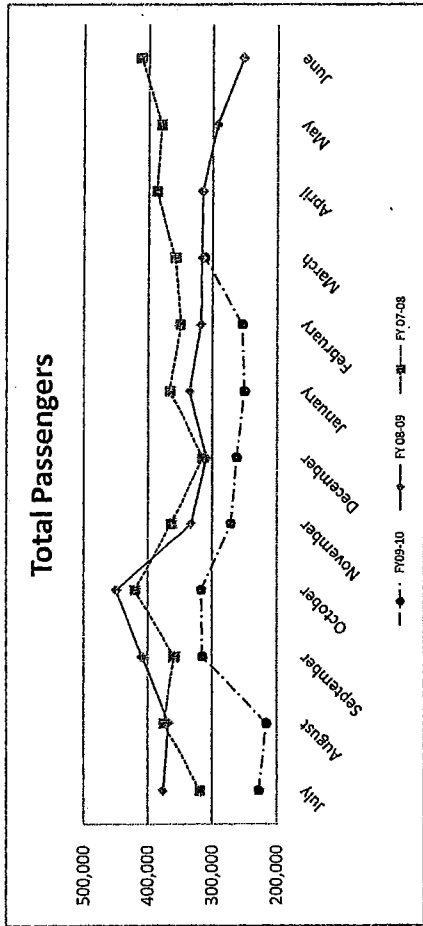
AVERAGE WEEKEND BOARDINGS TREND

Route	Destination Information	Mar-09 (3/22-3/31)												
		1 Day	4 Days	5 Days	5 Days	5 Days	4 Days	4 Days	5 Days	4 Days	4 Days	5 Days	4 Days	
4	Walnut Creek Downtown Shuttle	537	705	636	400	328	427	569	535	599	485	549	524	511
** 4H	Walnut Creek Extended Holiday Shuttle									14	50			
6	Lafayette / Moraga / Orinda	0	118	111	56	87	89	192	162	139	80	111	106	115
** 20W	Waterworld				15	44	43							
* 250	St Mary's College Gael Rail Shuttle	16	20	15		7	51	33	31	9	14	26	18	
304	Rossmoor / John Muir Medical Center	82	139	103	85	98	94	112	111	96	100	103	115	109
311	Concord / Oak Grove / Treat Blvd / WC	173	238	180	135	166	130	214	212	238	179	183	200	208
314	Clayton Rd / Monument Blvd / PH	629	1,153	1,071	748	766	748	1,120	1,185	1,138	1,015	962	995	1,005
315	Concord / Willow Pass / Landana	66	124	74	54	68	64	92	102	92	69	90	85	70
316	Alhambra / Merello / Pleasant Hill	224	396	336	238	261	264	297	360	302	295	327	305	328
320	DVC / Concord	99	221	187	115	141	123	176	215	204	156	184	173	156
321	San Ramon / Walnut Creek	114	325	328	208	269	256	281	272	263	272	258	262	262
TOTALS		1,940	3,439	3,041	2,054	2,226	2,245	3,103	3,189	3,117	2,709	2,780	2,791	2,782

Route	Destination Information	Mar-09 (3/22-3/31)												
		2 Days	4 Days	5 Days	5 Days	4 Days	4 Days	5 Days	4 Days	4 Days	5 Days	4 Days		
4	Walnut Creek Downtown Shuttle	298	558	395	313	193	361	394	393	489	403	399	405	376
6	Lafayette / Moraga / Orinda	13	49	61	41	29	71	119	96	146	64	83	94	71
** 20W	Waterworld				26	32	22							
* 250	St Mary's College Gael Rail Shuttle	25	17	10		7	24	20	25	7	15	21	15	
304	Rossmoor / John Muir Medical Center	38	77	57	45	46	39	53	45	79	55	45	54	61
311	Concord / Oak Grove / Treat Blvd / WC	79	146	82	110	99	100	135	156	171	142	135	170	166
314	Clayton Rd / Monument Blvd / PH	604	687	666	580	507	521	693	780	944	691	632	707	710
315	Concord / Willow Pass / Landana	23	84	37	44	42	43	50	50	74	31	42	55	50
316	Alhambra / Merello / Pleasant Hill	112	204	165	150	146	161	190	204	230	227	197	199	174
320	DVC / Concord	60	133	84	62	68	73	103	81	135	94	87	119	74
321	San Ramon / Walnut Creek	127	216	176	172	128	133	196	186	237	172	153	160	176
TOTALS		1,376	2,169	1,733	1,541	1,289	1,531	1,958	2,012	2,529	1,886	1,788	1,985	1,873

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

Aug Sat-Sun Trend



RAMP EVENTS BY ROUTE

(sort by YTD Total)

Route	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10	Apr-10	May-10	Jun-10	YTD Total
28	302	273	260	294	481	389	485				2,484
20	507	590	285	292	148	217	323				2,362
16	299	227	229	209	175	171	199				1,509
10	260	321	197	266	182	157	118				1,501
9	246	208	189	297	128	123	172				1,363
6	103	231	137	154	127	179	223				1,154
4	172	261	160	144	119	118	105				1,079
14	188	180	135	139	75	90	119				926
15	111	71	65	188	95	85	166				781
1	114	146	112	92	54	48	79				645
314	104	173	68	63	55	75	95				633
98X	88	82	94	50	56	107	112				589
18	60	104	60	71	78	50	65				488
11	54	64	38	64	54	72	120				466
21	77	53	91	57	29	45	89				441
17	64	22	48	12	27	50	42				265
320	8	71	32	36	31	21	32				231
19	44	26	15	45	18	44	30				222
316	19	42	33	10	27	25	39				195
600's	16		15	22	30	37	57				177
5	20	26	35	21	11	20	39				172
7	17	52	8	26	21	9	30				163
35	6	20	33	25	11	50	5				150
96X	30	6	25	28	10	13	18				130
2	19	16	44	5	10	1	14				109
36	26	5	8	7	24	12	15				97
93X	12	6	24	12	6	12	14				86
311	1	15	23	7	12	14	14				86
321	28	3	15	2	12	2	13				75
25		2			12	6	29				49
301		9		1	9	11	9				39
92X		8	11	1	1	5	1				27
315	3	7	5	1	3	2	5				26
91X	6	2				2	13				23
95X	1	1	2		2	5	2				13
97X	2	1	1	2			1				7
6L	3				1						4
Total	3,010	3,324	2,497	2,643	2,134	2,267	2,892	0	0	0	18,767

÷ 2 =	1,505	1,662	1,249	1,322	1,067	1,134	1,446	0	0	0	9,384
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ROUTES DESCRIPTIONS

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

ROUTES DESCRIPTIONS

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

The County Connection

Inter Office Memo

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

Date: 13 April 2010
Reviewed By: 

SUBJECT: LINK Monthly Operating Report – March 2010

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

ADDITIONAL INFORMATION:

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

That being said, *total* year to date ridership on Link is only slightly higher than last March, with 790 fewer attendants being listed. March 2010 total ridership is actually 4.2% *lower* than last year, due to the decreased number of attendants and companions. Client ridership is actually slightly higher for March 2010 as compared to last year. Farebox is actually lower for March, but year to date farebox is up 8.6 % over last year.

There has been a 4% decline in on-time performance, likely due to a 7.9% increase in wheelchair boardings, and a 23% increase in transfer trips. These trips typically take longer and when something goes wrong (a connecting operator trip is late or does not show), it can drag down on time performance.

Average trip length is down significantly, by almost one-half mile from last year, no shows are steady, and cancellations down 12.8% from last year. In March, revenue hours represented 82% of total miles traveled. Subscription trips make up 68% of client trips.

CCCTA LINK
MONTHLY OPERATING SUMMARY
March FY09-10

SUMMARY	March FY08/09	March FY09/10	YTD FY08/09	YTD FY09/10
TOTAL CLIENTS	14,090	14,267	117,288	117,684
TOTAL ATTENDANTS	2,279	1,489	13,441	10,278
TOTAL COMPANIONS	139	63	1,002	1,704
TOTAL PASSENGERS	16,508	15,819	131,731	129,666
TOTAL SERVICE DAYS	31	31	269	269
VEHICLE REVENUE HOURS	7548.3	7695.7	65218.8	63062.8
VEHICLE SERVICE HOURS	9214.6	9247.5	79581.7	76285.8
VEHICLE NON REV HOURS	1666.4	1551.9	14362.9	13157.7
VEHICLE SERVICE MILES	148019.0	148713.0	1285151.0	1232504.0
VEHICLE REVENUE MILES	123442.0	124245.0	1065854.0	1018239.0
VEHICLE NON REV MILES	24577.0	24468.0	197297.0	212130.0
PASS. PER REVENUE HOUR	2.19	2.06	2.02	2.06
CLIENT PER REVENUE HOUR	1.87	1.85	1.80	1.87
PASS. PER SERVICE HOUR	1.79	1.71	1.66	1.70
PASS. PER SERVICE MILE	0.11	0.11	0.10	0.11
PASS. PER REVENUE MILE	0.13	0.13	0.12	0.13
TOTAL TRANSFER TRIPS	1,410	1,321	11,752	21,077
SAME DAY TRIPS	128	166	838	1,018
*SUBSCRIPTION TRIPS	N/A	9,707	N/A	43,624
*DEMAND	N/A	4,560	N/A	19,652
FAREBOX REVENUE	\$17,908.00	\$16,585.00	\$147,700.78	\$144,027.13
PREPAID CLIENTS	\$22,310.50	\$30,922.50	\$159,388.60	\$204,509.78
COLLECTED BILLING	\$12,512.50	\$2,008.00	\$93,028.50	\$85,874.00
TOTAL REVENUE COLLECTED	\$52,731.00	\$49,515.50	\$400,117.88	\$434,410.91
CHARGEABLE ACCIDENTS	2	2	12	8
SERVICE COMPLAINTS	3	1	6	6
SERVICE COMMENDATIONS	2	2	20	13
SERVICE DENIALS	0	0	0	0
ROAD CALLS	3	4	21	25
DRIVER TURNOVER	1.3	0.0	10.7	8.0
SCHEDULE ADHERENCE	97%	93%	96%	94%
WHEELCHAIR BOARDINGS	3,744	4,041	32,101	33,336
W/C LIFT AVAILABILITY	100%	100%	100%	100%
REGISTERED CLIENTS	8,368	8,865	N/A	N/A
UNDUPLICATED CLIENTS	1,205	1,133	N/A	N/A
NO-SHOWS	53	57	510	358
CANCELS	2,003	2,260	27,619	17,269
AVG. TRIP LENGTH (MILES)	9.0	9.4	9.8	9.5
AVG. SM BUSES IN SERVICE	5	5	5	5
AVG. BUSES IN SERVICE	48	48	48	48
TOTAL FUEL/GALLONS	19,943	19,475	167,957	172,334
FLEET M.P.G.	7.4	7.8	7.7	7.2
*DRIVER ROAD CHECK	N/A	182	N/A	472
*RIDER SURVEY'S	N/A	8	N/A	26
*STARTED REPORTING 12-01-09				



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I. **ACTIVE PROJECTS**

SOUTHWEST COUNTY

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

CCTA Fund Source: Measure J

Lead Agency: CCTA

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

Current Project Phases: Construction.

Project Status: The contractor is awaiting a permit from the Water Board. With the limited work permit obtained from the Water Board, trees located at the west portal/staging area have been removed. While removing the trees, woodrat nests were found within project site. Caltrans hired a consultant to trap and relocate the woodrats, species with limited protection in California, outside of project limits. The 4th Bore is expected to be opened to traffic in spring/summer 2013.

Issues/Concerns: None.

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

CCTA Fund Source: Measure C

Lead Agency: City of Orinda

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

Current Project Phases: Design.

Project Status: The Authority appropriated \$211,302 for project development activities in May 2009. Design is complete, and the Authority appropriated \$959,280 for construction activities in March 2010. Construction is scheduled to begin in May 2010.

Issues/Concerns: None.

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

CCTA Fund Source: Measure J

Lead Agency: CCTA

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

Current Project Phase: Project Study Report (PSR).

Project Status: The final PSR was signed by Caltrans on March 16, 2010.

Issues/Areas of Concern: None.

CENTRAL COUNTY

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

CCTA Fund Source: Measure C

Lead Agency: City of Martinez

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

Current Project Phase: Complete.

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

Project acceptance is planned in spring 2010.

Issues/Areas of Concern: None.

e. Commerce Avenue Extension (1214)

CCTA Fund Source: Measure C

Lead Agency: Concord

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

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

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C/Measure J

Lead Agency: Contra Costa County

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

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

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

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

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

CCTA Fund Source: Measure C

Lead Agency: Contra Costa County

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

Current Project Phase: Construction.

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C and J

Lead Agency: City of Martinez

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

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

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

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C

Lead Agency: CCCTA

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

Current Project Phase: Design.

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

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

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

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Phase: Design

Project Status: The Authority appropriated \$2,600,000 for design and construction of improvements on January 20, 2010. Design is expected to be complete in March, 2011, and construction is scheduled for completion in December, 2012. Bart is working with the developer, the Contra Costa County Redevelopment Agency staff, and transit operator staff on wayfinding within the Pleasant Hill BART station and throughout the transit village.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Phase: Design

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

Issues/Areas of Concern: None.

l. **Ygnacio Valley Road Permanent Restoration – Phase 2 (24027) - No changes from last month**

CCTA Fund Source: Measure J

Lead Agency: City of Concord

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

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

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

Issues/Areas of Concern: None.

m. **Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements (24028)**

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: Preliminary Engineering/Environmental Planning/Environmental Clearance.

Project Status: The Authority appropriated \$154,600 for preliminary engineering/environmental planning and environmental clearance work in March 2010.

Issues/Areas of Concern: None.

WEST COUNTY

n. **Richmond Transit Village BART Parking Structures (2302) – No changes from last month**

CCTA Fund Source: Measure C

Lead Agency: Richmond Redevelopment Agency

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

Current Project Phase: Construction.

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: CCTA/City of San Pablo

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

Current Project Phase: Preliminary Engineering and Environmental Clearance stage.

Project Status: The Final Environmental Document was signed by Caltrans on February 25, 2010. The Final Project Report is expected to be signed by end of March 2010.

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

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

CCTA Fund Source: Measure J

Lead Agency: CCTA

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

Current Project Phase: Feasibility Study.

Project Status: The Feasibility Study was completed in July 2009. Two projects have been identified. The first project is moving forward as part of the ongoing I-80/Integrated Corridor Mobility (ICM) Project, which is planned for construction in mid 2011. The second project will be led by one or both of the cities of El Cerrito and Richmond. Staff met with Cities of El Cerrito and Richmond staff, and the I-80 ICM project staff to discuss the project and possible Open House to inform the public of the result of the Feasibility Study and to wrap up CCTA's effort at this stage.

Issues/Areas of Concern: None.

q. **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 existing at-grade crossing.

Current Project Phase: Design.

Project Status: The Authority appropriated \$2,700,000 for design and engineering services work on September 16, 2009. 35% Design is expected to be complete in April 2010 with final design complete in October 2010.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Project Phase: Design.

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Project Phase: Design.

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

Issues/Areas of Concern: None.

EAST COUNTY

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

CCTA Fund Source: Measure C

Lead Agency: CCTA

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

Current Project Phase: Highway Landscaping.

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C and J

Lead Agency: CCTA

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

Current Project Phase: Utility Relocation and SR4 mainline construction.

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

The construction of the gas transmission line is complete. The electrical transmission line is complete except for two poles/foundations. The remaining transmission poles to be installed are dependent upon electrical distribution progressing with the underground and overhead operations. Electrical distribution line relocation has also started and should be complete in April. AT&T relocations will follow the PG&E activities, but should also be completed in April.

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C and J

Lead Agency: CCTA

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

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

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

Segment 1 design is nearing completion. Final bid documents are under preparation. District 4 has obtained delegation approval from Headquarters to perform final review before advertising which is accelerating the project schedule. Concurrently, final right of way acquisition activities are proceeding on all parcels. PG&E utility relocations needed in advance of the freeway construction project are almost complete. The construction contract for Segment 1 remains on schedule, with anticipated advertisement for contractor bids in early July 2010.

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

Segment 3B, the Hillcrest Interchange area, was delayed pending resolution of issues related to the future transit station. The issues have been resolved and the design team is proceeding on an alternative to construct the ultimate interchange at Hillcrest Avenue, while still retaining the existing bridge structures. 35% PS&E documents are anticipated to be submitted to Caltrans in April 2010.

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

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

CCTA Fund Source: Measure J

Lead Agency: State Route 4 Bypass Authority

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

Current Phase: Final Design.

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

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

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

CCTA Fund Source: Measure J

Lead Agency: State Route 4 Bypass Authority

Project Description: The project is currently planned to be constructed in two phases: Phase 1 consists of constructing the crossover for Sand Creek Road via a single bridge with loop for Westbound Sand Creek Road to access the Eastbound Bypass segment. The interchange will have diamond ramps in all quadrants

with the exception of the southwest quadrant. Phase 1 will be further divided into two stages. Stage 1 will lower the existing Sand Creek Intersection by approximately 5 feet. Stage 2 will complete all movements except at the southwest quadrant. Phase 2 of the project will construct the southwest quadrant of the interchange.

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

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

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

y. **Vasco Road Safety Improvements Project - Phase 1 (5006) - *No changes from last month***

CCTA Fund Source: Measure J

Lead Agency: Contra Costa County

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

Current Project Phase: Design.

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: State Route 4 Bypass Authority

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

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

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C and J

Lead Agency: BART/CCTA

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

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

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

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

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C

Lead Agency: East Bay Regional Park District

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

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

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

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

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

- | | |
|--|--|
| 1104: I-680/Stone Valley Road I/C, 1998 | 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 Wy 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 Wy. at Glorietta Blvd. & Camino Encinas, 2001 | 1801: Camino Pablo (San Pablo Dam Corridor), 1996 |
| 1608: Moraga Wy. Safety Improvements, 2002 | 2206: I-680/Sycamore Valley Road Park & Ride, 1998 |
| 1609: Moraga Wy./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 | |

*CENTRAL COUNTY*Measure C:

- | | |
|---|--|
| 1101: I-680/Burnett Ave. Ramps, 1995 | 1215: Geary Rd. Improvements, 2002 |
| 1103: I-680/North Main Street Bypass, 1996 | 1217: Bancroft/Hookston Intersection, 2004 |
| 1108: Route 242/Concord Ave. Interchange, 1997 | 1218: Buskirk Ave. Improvements, 2005 |
| 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 |
| 1205: Taylor Blvd./Pleasant Hill Rd./Alhambra Rd. Intersection Imp., 2000 | 2208: Martinez Intermodal Facility - Phase 2, 2006 |
| 1209: South Broadway Extension, 1996 | 2296: Martinez Bay Trail, 2007 |
| 1210: Monument Blvd./Contra Costa Blvd./Buskirk Ave. Imp., 1996 | 3102: Walnut Creek Channel to CC Shoreline Trail, 2001 |

*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

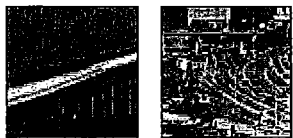
*EAST COUNTY*Measure C:

- | | |
|---|---|
| 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 | |

Transportation project bids fall amid recession

Michael Cabanatuan, Chronicle Staff Writer

Wednesday, April 28, 2010



The recession has wreaked havoc on the Bay Area's transportation systems, with transit agencies slashing service and cities and counties struggling to keep the streets from crumbling. But it has been a boon for new transportation projects.

From road repaving and new carpool lanes to the fourth bore of the Caldecott Tunnel, the reconstruction of Doyle Drive and the seismic retrofit of the Antioch Bridge, transportation projects have reaped tens of millions in savings from low construction bids. With many contractors desperate for work, bids on projects are coming in under estimates by as much as 50 percent.

"It's certainly a silver lining in an otherwise cloudy sky," said Randy Rentschler, a spokesman for the Metropolitan Transportation Commission, the Bay Area's transportation planning and financing agency. "The public gets projects at prices we haven't seen in years."

While the trend toward lower bids started two to three years ago, it's now paying off regularly - and sometimes spectacularly. Earlier this month, transportation officials learned that seismic strengthening work on the Antioch Bridge, estimated to cost \$93 million, drew bids ranging from \$35 million to \$65 million.

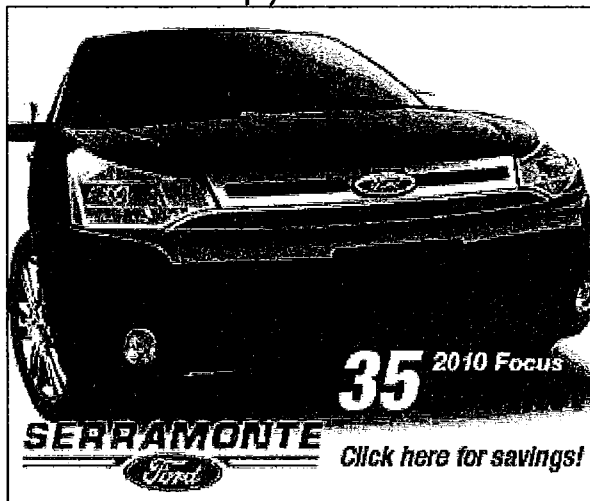
Falling below estimates

Caltrans spokesman Mark DeSio said that in 2006, the department was receiving bids that ran about 3.5 percent below estimates made by project engineers. But in the first three months of this year, low bids have been averaging 36 percent below estimates.

Recent bid savings also include \$14.7 million on the fourth bore of the Caldecott Tunnel and \$10 million on the eastbound carpool lane on Interstate 80 in Contra Costa County. Others include \$74.1 million on two Doyle Drive projects, and \$53.7 million on one of the projects for the new east span of the Bay Bridge. Outside the Bay Area, other big savings on bids include \$94.4 million on the Antlers Bridge on I-5 in Shasta County and \$67.7 million on the rehabilitation of I-80 in Placer and Nevada counties.

\$2.4 billion saved

Between July 2006 and March 2010, Caltrans has saved \$2.4 billion statewide from bids coming in below engineer estimates, DeSio said.



But, he points out, bids are only the starting point, and changes are often made in the work required, which can come with added costs. Delays and other problems can also increase costs.

The true cost savings won't be determined until the projects are completed, he said.

Still, when the ribbons are cut, significant savings are likely. The joint agency building San Francisco's Transbay Transit Center credits the recession - and the lower bids - for keeping the project on budget. Bids to demolish the existing terminal, which will fall this summer, came in 35 percent below the estimate, and officials are banking on low bids later this year when a major contract for the center's foundation goes out.

According to DeSio, project engineers develop estimates by calculating the amounts of different types of work required on a project, and applying historical data and economic conditions to determine a price. The same is done for materials.

"It's extremely hard to predict the future," said Rentschler, "be it a ballgame or tomorrow's weather or a construction project."

It goes both ways

The Bay Area has suffered the flip side of the bidding situation as well, drawing bids well over estimate, including the new Bay Bridge east span. In 2005, with the economy still booming and the heavy construction industry busy, Caltrans received just one bid for the single-tower suspension section of the bridge. That prompted Caltrans to reject the bid - at Gov. Arnold Schwarzenegger's behest - and sparked a controversy over whether to build a simpler, cheaper span. In 2006, after much debate, the design was unchanged, the project was reconfigured, and this time drew two bids, one slightly lower than estimated.

Money saved from projects that end up costing less than anticipated goes back into the coffers to fund others on the long list of transportation needs and wants.

"We get to build more with the savings," said Rentschler. "The problem is: The overall pain from the economy is hurting us even more than the bidding environment is helping us. I'm not sure we want to be grateful for this environment, but it is helping us."

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<http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2010/04/28/MNAA1D3IVA.DTL>

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Auditor faults state's high-speed rail agency

Marisa Lagos, Chronicle Sacramento Bureau

Friday, April 30, 2010

**(04-30) 04:00 PDT Sacramento - --**

California's plan to build a high-speed rail system could be in jeopardy because the state agency overseeing the \$42 billion project hasn't figured out how to secure enough money, according to an audit released Thursday.

The High-Speed Rail Authority also suffers from lax oversight, poor management and insufficient planning, according to the report by state auditor Elaine Howle.

Howle determined the agency needs to figure out alternative business plans because the planned funding - including billions in anticipated state and federal dollars and private financing - may not all work out.

The authority is charged with building the 220-mph train system between the Bay Area and Southern California by 2020.

The audit was requested by the Joint Legislative Audit Committee, made up of members of the state Senate and Assembly. Many of its findings are similar to a report issued by the nonpartisan Legislative Analyst's Office in January.

"This report concludes that the High Speed Rail Authority has not adequately planned for the future development of the program," Howle wrote in a letter to the governor and Legislature accompanying the audit. "The program risks significant delays without more well-developed plans for obtaining funds."

Plan 'lacks detail'

As of February, Howle wrote, the authority had secured about \$11.6 billion in funding. But the agency's December business plan "lacks detail regarding how it proposes to finance the (program) and mitigate associated risks."

For example, the authority anticipates up to \$19 billion in federal funds, but has received only \$2.25 billion and does not have commitments for future federal dollars, according to Howle. And without federal or other funds, the authority cannot legally leverage the \$9 billion in state bond funds approved by voters. Its plans for up to \$12 billion in private funding are also vague, she said.

Howle said the agency's assumptions of state and federal funding appears to be 2 1/2 times more than what is now available.

Addressing problems

The auditor recommends that the authority develop alternative funding plans. The authority's interim executive director, Carrie Pourvahidi, said in a written statement that the agency has "already moved aggressively to address many of the issues and suggestions ... including refining our business plan to respond to questions about funding, risk management and ways to attract private investment."

Howle also found that the authority needs to improve oversight and administrative controls. For example, the agency has not created a system to track some areas of spending - including bond funds and federal stimulus dollars - that it is legally required to account for. She recommended tracking the expenditures and creating a long-term spending plan.

Additionally, the audit found that the authority has been lax in monitoring architectural and engineering contracts, including when it paid for tasks not included in contractors' work plans and made up to \$2.9 million in payments without making sure the work was done. And a "primary tool" for monitoring the program's status - monthly progress reports - have contained "inaccurate and inconsistent information," according to Howle.

Issue with title

The board that oversees the authority is looking for a new executive director. In a written response contained in the report, board chairman Curt Pringle agreed with many of the findings but took issue with the report's title, "High Speed Rail Authority: It risks delays or an incomplete system because of inadequate planning, weak oversight, and lax contract management." Pringle called the title "inflammatory" and "overly aggressive" - something Howle disagreed with.

Senate President Pro Tem Darrell Steinberg, D-Sacramento, said legislators will use the audit's findings to "implement necessary reforms" as they review the authority's budget in the coming weeks.

"The Senate asked for the audit because of concerns about the management of the high speed rail authority, which have now been validated," he said in a written statement. "These problems need to be fixed and they need to be fixed now."

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<http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2010/04/30/MN141D6V58.DTL>

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