

**11. Correspondence/Copies/Newsclips/Information****Attachments:**

- CCTA Chair Durant April 26 letter to MTC Chair Tissier and ABAG Chair Green transmitting comments on the SCS Initial Vision Scenario;
- WCCTAC April 27, 2011 meeting status letter;
- TRANSPLAN April 14, 2011 meeting status letter;
- SWAT April 4, 2011 meeting status letter;
- TRANSPAC April 21 meeting status letter;
- County Connection: Fixed Route Operating Report for March February 2011; LINK Monthly Operating Report for March 2011;
- CCTA May 2011 Project Status Report;
- March 17, 2011 Tunneling Starts on West Portal of Caldecott Fourth Bore Project



CONTRA COSTA  
**transportation  
 authority**

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April 26, 2011

Ms. Adrienne J. Tissier, Chair  
 Metropolitan Transportation Commission  
 Joseph P. Bort MetroCenter  
 101 Eighth Street  
 Oakland, CA 94607-4770

Mr. Mark Green, Chair  
 Association of Bay Area Governments  
 P.O. Box 2050  
 Oakland, CA 94607-4756

**Subject: Comments on the "Initial Vision Scenario"**

Dear Ms. Tissier and Mr. Green,

At its meeting on March 16, 2011 the Authority received a presentation on MTC/ABAG's "Initial Vision Scenario" (IVS). We would like to thank your staff, Doug Kimsey of MTC, and Sailaja Kurella of ABAG, for attending that meeting, and for their informative presentation of the IVS to our Board.

On April 20, the Authority reconvened and deliberated on a set of comments developed by the Contra Costa Planning Directors, a forum comprised of the top planning staff from each of our local jurisdictions. This letter transmits our initial comments on the IVS, along with recommended next steps for developing the detailed Sustainable Communities Strategy (SCS) scenarios.

We preface our comments by acknowledging that the purpose of the IVS was to initiate a discussion about a consensus-oriented regional approach to steering long-term sustainable growth and to thereby explore a potential regional sustainable growth scenario where development of two of the most vital ingredients to a sustainable Bay Area – housing production and transit service – was unconstrained. That is, we recognize that the purpose was to explore where development might occur without taking into account many factors that constrain the region's supply of new housing units and construction of infrastructure improvements, such as availability of funding, employment forecasting and current employment distribution, the overall economy and other market factors, so that discussion could ensue regarding how the Bay Area can accommodate projected population growth over the next quarter century in a sustainable way. We also recognize that future phases of the SCS process will include developing a range of detailed scenarios and testing feasible land-

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*Ms. Adrienne Tissier*

*Mr. Mark Green*

*April 26, 2011*

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use/transportation alternatives to achieve the greenhouse gas emission reduction targets mandated by SB 375.

We appreciate that MTC/ABAG has developed this vision, which provides us with useful information on what could be achieved if some of the existing barriers to sustainability were removed. We will continue to refer back to the valuable lessons learned from the IVS as we work with you to craft an SCS. Accordingly, our comments below assume that the SCS alternatives will be financially "realistic," and that the forecast will reflect pragmatic objectives and policies as required for an internally consistent RTP under SB 375.

Our comments focus on balancing the regional distribution of growth, moving employment towards emerging population centers, and concentrating development in the PDAs to create a more realistic framework for smart growth.

**1. Establish a more realistic and balanced regional growth forecast.**

While the housing forecast is intentionally unconstrained in the IVS, our understanding is that the IVS job forecast ultimately used was constrained. We therefore are concerned that the job growth projected for the region may be well above market realities and inconsistent with historic levels – and therefore that the IVS may overstate the housing potentially needed in the unconstrained scenario. The methodology used by ABAG, as referenced in the staff Memorandum to the Executive Board dated November 5, 2010, does not, in our opinion, provide adequate justification for a sustained differential between national and Bay Area growth; the structural changes and weak employment increases that have occurred in the Bay Area over the past decade, in our view portend weaker employment growth than ABAG is currently envisioning. Moreover, we believe that the substantial projected region-wide increase in non-worker households is at best questionable.

We strongly believe that if constrained employment forecasting and current employment distribution are going to be used as part of an unconstrained scenario, revised regional, County-wide and jurisdiction-specific development forecasts should be prepared, informed by the available regional forecasts provided by State, academic, and commercial forecasting entities. In our view, the revised forecasts should reflect a technically sound relationship between job growth and housing demand, commuting patterns, and workers per household assumptions.

*Ms. Adrienne Tissier*

*Mr. Mark Green*

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**2. Place employment where the necessary market conditions and development capacity exist and also close to existing and emerging population centers.**

Contra Costa, and the region as a whole, has many communities that are currently housing-rich, where residents are commuting to other parts of the region for employment.

Consistent with smart growth principles, new employment should therefore be focused partially on providing jobs for existing residents. We therefore support adding regional employment centers in close proximity to current and projected housing.

Adding regional employment centers in areas suitable for such development and close to growing population centers, creates the potential for reducing vehicle miles traveled (VMT). One example is East Contra Costa, an area that currently shows the highest travel times (and distances) of anywhere in the County. This area, and other similar ones in the region, has a ready and sizable labor force nearby and the capacity for job growth, particularly if it is spurred by active economic development programs.

To reduce both overall GHG emissions for the region, and GHG emissions per capita, we propose to work with MTC/ABAG staff in partnership to identify the best locations for employment near transit and transportation facilities to encourage shorter commutes and more use of transit. We note that while San Jose, Oakland, and San Francisco are taking on a significant amount of growth, Contra Costa as a whole has equal or greater potential to become a magnet for future employment growth along major transit corridors.

**3. Concentrate development in all Priority Development Areas (PDA), identified Growth Opportunity Areas (GOA) and other urbanizing areas.**

The IVS places much of the future development in PDAs, GOAs and other urban areas, but this allocation appears overdone in some instances where the allocations are not just "unconstrained" but very likely physically impossible. At the same time allocations have not been carried to the full potential of other jurisdictions. In addition, some locations with identified PDA/GOA locations show negative growth in the IVS, however, this may be a simple error. Comprehensively identifying the sites within urban areas with capacity for smart growth and defining these locations as PDAs and/or GOAs could create a more realistic framework for smart growth.

*Ms. Adrienne Tissier*

*Mr. Mark Green*

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### **Next Steps: Proposed Approach for Developing Detailed SCS Scenarios**

We propose to work in partnership with MTC/ABAG staff to develop the detailed SCS scenarios, applying what we've learned from the IVS, while working towards a preferred SCS that is both feasible and realistic. Here are four steps that we believe can result in achieving the SCS objectives:

**Step One – Refine the Forecast:** Based upon the current economic situation, and assuming reasonable growth levels for housing and employment into the future, the growth forecast for the Bay Area should remain at or below historic levels, and therefore lower than the attached forecasts for Current Regional Plans and the IVS. Once the SCS forecast has been benchmarked to historic levels, we would propose to work with you to tighten and improve the forecasting assumptions for Contra Costa.

**Step Two – House the Region's Population:** SB 375 requires that the SCS "house all the population of the region," however, it leaves the regional agency with significant flexibility on how best to accomplish this. In the IVS, "all" of the population (including all workers) was housed by increasing housing production by 267,000 dwelling units, while at the same time reducing the average number of workers per household (from 1.42 to 1.22). Even if more affordable housing is provided in the future, a large percentage of households will still require more than one income to afford a house in the Bay Area. We therefore suggest that MTC/ABAG assume at least 1.4 Workers per Household in the 2035 forecast. This would still accomplish the jobs-housing balance that SB 375 aspires to, without introducing unrealistically high housing production numbers.

**Step Three – Assume Financially Constrained Transportation Investments:** Regarding the transit investments, tripling the service frequency on existing transit lines under the IVS, while desirable, cannot be funded under the financial constraints of the RTP, and therefore it cannot be included in the SCS. Given that gas tax revenues are expected to further erode due to improved fuel economy and electric cars, available future revenues are likely to go down. We therefore suggest a balanced transportation investment program, maintaining available transit service, while also investing in streets and roads, and moreover, improving the efficiency of our freeway system through implementation of the Freeway Performance Initiative (FPI).

**Step Four – Introduce Pricing and TDM:** We believe that pricing and TDM should be applied on the margin, in a realistic fashion to help achieve the GHG emission reduction target. For example, due only to supply constraints, gas prices could easily surpass the

Ms. Adrienne Tissier

Mr. Mark Green

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2035 price of \$5.35/gallon (\$2009) assumed in the IVS. TDM is another area where we can expect to see significant improvements in efficiency. We anticipate a dramatic increase in tele-work over the next 25 years, and we are optimistic that new opportunities will allow for expanded casual carpooling through the use of smart phone "apps". TDM strategies can provide a one-for-one reduction in GHG emissions (a one percent increase in the share of trips that are eliminated due to TDM activities could result in a one percent decrease in Vehicle Miles Travelled (VMT) and per capita Greenhouse Gas (GHG) emissions).

We appreciate this opportunity to provide initial feedback on the IVS. During the coming weeks, local staff will provide more detailed comments at the census tract level.

We look forward to working with you in partnership, as you initiate the development of the detailed SCS scenarios.

Sincerely,



David E. Durant

Chair

cc: CCTA Board Members and Alternates  
CMA Directors  
RTPC Managers  
Contra Costa Planning Directors

File: 13.03.08.01

Attach: Current Regional Plans and IVS Forecasts for Households and Jobs

**SF BAY AREA HOUSEHOLD GROWTH FORECASTS 2010-2035  
COMPARING CURRENT REGIONAL PLANS AND INITIAL VISION SCENARIO**

**HOUSEHOLDS**

	CURRENT REGIONAL PLANS <sub>2</sub>				INITIAL VISION SCENARIO <sub>3</sub>				
	BASE <sub>1</sub>	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year
	2010								
ALAMEDA	557,300	708,000	150,700	27%	6,028	770,000	212,700	38%	8,508
CONTRA COSTA	384,400	480,500	96,100	25%	3,844	538,400	154,000	40%	6,160
MARIN	104,600	112,300	7,700	7%	308	115,300	10,700	10%	428
NAPA	51,200	54,600	3,400	7%	136	56,000	4,800	9%	192
SAN FRANCISCO	346,700	415,000	68,300	20%	2,732	436,800	90,100	26%	3,604
SAN MATEO	264,400	322,800	58,400	22%	2,336	358,200	93,800	35%	3,752
SANTA CLARA	614,000	827,300	213,300	35%	8,532	867,900	253,900	41%	10,156
SOLANO	148,200	171,300	23,100	16%	924	187,800	39,600	27%	1,584
SONOMA	188,300	211,300	23,000	12%	920	231,300	43,000	23%	1,720
<b>BAY AREA TOTAL</b>	<b>2,659,100</b>	<b>3,303,100</b>	<b>644,000</b>	<b>24%</b>	<b>25,760</b>	<b>3,561,700</b>	<b>902,600</b>	<b>34%</b>	<b>36,104</b>

<sup>1</sup> 2010 base normalized to Current Regional Plans

<sup>2</sup> Current Regional Plans, ABAG 3/14/11

<sup>3</sup> Initial Vision Scenario, ABAG 3/14/11

SF BAY AREA JOB GROWTH FORECASTS 2010-2035  
 COMPARING CURRENT REGIONAL PLANS AND INITIAL VISION SCENARIO

JOB

	BASE <sub>1</sub>	CURRENT REGIONAL PLANS <sub>2</sub>				INITIAL VISION SCENARIO <sub>3</sub>				Average Growth per Year
		2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year	2010	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	
ALAMEDA	675,600	906,300	230,700	34%	9,228	675,600	925,400	249,800	37%	9,992
CONTRA COSTA	345,900	469,500	123,600	36%	4,944	345,900	479,400	133,500	39%	5,340
MARIN	129,700	147,900	18,200	14%	728	129,700	151,100	21,400	16%	856
NAPA	70,100	87,000	16,900	24%	676	70,100	88,800	18,700	27%	748
SAN FRANCISCO	544,800	698,800	154,000	28%	6,160	544,800	713,700	168,900	31%	6,756
SAN MATEO	330,100	442,900	112,800	34%	4,512	330,100	452,200	122,100	37%	4,884
SANTA CLARA	858,400	1,213,000	354,600	41%	14,184	858,400	1,238,400	380,000	44%	15,200
SOLANO	126,300	173,000	46,700	37%	1,868	126,300	176,700	50,400	40%	2,016
SONOMA	190,400	262,200	71,800	38%	2,872	190,400	267,600	77,200	41%	3,088
<b>BAY AREA TOTAL</b>	<b>3,271,300</b>	<b>4,400,600</b>	<b>1,129,300</b>	<b>35%</b>	<b>45,172</b>	<b>3,271,300</b>	<b>4,493,300</b>	<b>1,222,000</b>	<b>37%</b>	<b>48,880</b>

<sup>1</sup> 2010 base normalized to Current Regional Plans

<sup>2</sup> Current Regional Plans, ABAG 3/14/11

<sup>3</sup> Initial Vision Scenario, ABAG 3/14/11



# WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

April 27, 2011

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

Hercules

RE: WCCTAC Meeting Summary

Pinole

Dear Randy:

The WCCTAC Board at its April 27 meeting took the following actions that may be of interest to the Authority:

Richmond

1) Approved comments on the Draft Guidelines for Measure J Transportation for Livable Communities and Pedestrian, Bicycle, and Trail Facilities Programs (transmitted under separate cover).

San Pablo

2) In regard to the 2013 Regional Transportation Plan (RTP) Call for Projects:

a. Approved West County's program and project submittals to CCTA, including project priorities for the Financially Constrained element (transmitted under separate cover).

b. Received input from the public on projects and programs for inclusion in the 2013 RTP.

Contra Costa County

c. Approved the transmittal to potential public agency sponsors for their consideration the public's proposed programs and projects received during both the Board meeting and at a prior public workshop.

3) Approved the attached Agency work plan for FY 2011-12.

AC Transit

4) Authorized West County's CCTA representatives (Directors Abelson and Calloway) to consider and approve on or before May 18 a list of programs and projects, to be developed by the WCCTAC-TAC, that are proposed to be funded with West County's share of the Safe Routes to School Program funds from MTC.

BART

In addition to the above, I would also like to take this opportunity to thank you for your attendance and input at the April 27 WCCTAC Board meeting.

Sincerely,



Christina M. Atienza  
 Executive Director

WestCAT

Attachment

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

WCCTAC FY 2012 APPROVED WORK PROGRAM

WCCTAC's activities may be grouped into the following four major program areas: Advisory Committee, Transportation Demand Management, Subregional Transportation Mitigation Fee Program, and Other Reimbursable Projects.

Advisory Committee. This program area includes all work related to WCCTAC's function as the Regional Transportation Planning Committee for West County under Measure J, as well as local transportation planning efforts resulting from the agency's JPA function. The program is funded with annual member agency contributions.

1. Participate in regional, countywide, subregional, and local planning efforts as appropriate. Monitor and report on issues that may affect West County. Efforts include but are not limited to:
  - a. Regional express lane network
  - b. Implementation of SB 375, including development of a Sustainable Communities Strategy and Priority Development Areas
  - c. I-80 Integrated Corridor Mobility project and O&M of San Pablo Av Smart Corridor
  - d. West County casinos
  - e. Ferry planning efforts
  - f. Potentially lead feasibility study pertaining to Richmond Parkway Transit Center improvements
  - g. West County Safe Routes to School and Countywide Safe Routes to School Master Plan
  - h. Corridor plan for State Route 4
  - i. Mobility management studies
  - j. General plan updates for County
  - k. Local specific plans involving San Pablo Av, N. Richmond
  - l. Implementation of AB 1358 Complete Streets Act
  - m. Alameda County CMA Central/I-80 Corridor Rail study
2. Program and administer as appropriate West County's Measure J projects and programs, including but not limited to:
  - a. Transportation for Livable Communities (West County Share of Countywide & Additional)
  - b. Pedestrian, Bicycle, and Trail Facilities (West County Share of Countywide & Additional)
  - c. Transportation for Seniors and People with Disabilities.
  - d. Low-Income Student Bus Pass Program including transition to Clipper
  - e. Subregional Transportation Needs
3. Monitor Action Plan Compliance. Lead multi-jurisdictional planning efforts to identify impacts of General Plan Amendments and advance goals, objectives, and actions for routes of regional significance.
4. Identify subregional transportation needs including opportunities to enhance the integration of transportation and land use in West County. Investigate need to develop a unifying vision

for San Pablo Avenue and the status of wBART. Monitor progress of Richmond-Cybertran project.

5. Monitor grant opportunities, prepare grant applications, and facilitate prioritization of West County candidate projects for ongoing grant programs. Identify opportunities to leverage funding.
6. Office administration. Complete FY 2011 audit. Monitor FY 2012 budget. Prepare FY 2013 budget and work plan. Support staff's professional development. Perform tasks necessary to ensure efficient operations.
7. Conduct agency performance assessment and needs, including assessment of existing and desired competencies, transition planning for retiring employee, backfilling existing vacancy, and review of results from CCTA's salary study.

Transportation Demand Management. This program area includes all work aimed at reducing solo vehicle driving and promoting walking, bicycling, transit, carpooling, and vanpooling, which is coordinated with the larger countywide 511 Contra Costa Program. The program is funded on a reimbursement basis with Measure J and grants from the Air District.

1. Administer and implement countywide Guaranteed Ride Home Program. Update taxi contracts and investigate payment methods.
2. Administer and implement the Employer Outreach Program.
3. Administer and implement the I-80 Transit Commute Incentives Program including Clipper support and youth programs.
4. As appropriate, participate in or administer and implement other TDM programs, including but not limited to: Summer Reading Program, Marina Bay Shuttle Program, Street Smarts.
5. Coordinate with 511 Contra Costa for Countywide School Pool Program.
6. Update local TDM Ordinances, possibly in concert with SCS development.
7. Coordination with Regional 511 Program

Subregional Transportation Mitigation Fee Program. WCCTAC acts as the trustee for the developer impact fees collected by the West County cities and the unincorporated areas of the County. This program comprises eleven capital projects.

1. Administer program. Monitor collection of fees. Review need to update ordinances and/or implementation processes.
2. Prepare strategic plan update.

Other Reimbursable Projects. As a JPA, WCCTAC is able to apply for and receive various grants that facilitate various elements of transportation in West County.

1. Conduct West County Transit Enhancement Strategic Plan project.
2. Conduct West County Wayfinding Plan project.
3. Apply for grant to implement/construct wayfinding signage.

## TRANSPLAN COMMITTEE

### EAST COUNTY TRANSPORTATION PLANNING

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

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April 18, 2011

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

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on April 14, 2011.

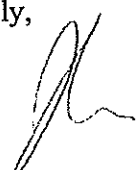
**Receive Report on eBART Hillcrest Station Design:** The Committee received a report from BART and City of Antioch staff regarding the progress of discussions related to security and station design. Committee members congratulated staff on the progress and asked that they return in May with a status report.

**Consider and Provide Feedback on MTC/ABAG's Initial Vision Scenario:** The Committee received a report from Contra Costa Transportation Authority (CCTA) staff on the Initial Vision Scenario (IVS) and draft CCTA comments on the same. The IVS is a product of the SB375/Sustainable Communities planning process being conducted by the Metropolitan Transportation Commission and the Association of Bay Area Governments. The Committee was comfortable with the approach described by staff and that the Planning Directors are providing local input on this process.

**Receive Status Report and Provide a Recommendation to CCTA on the Regional Transportation Plan (RTP) Call for Projects:** The Committee received a report and recommendations from CCTA and TRANSPLAN staff on the call for projects. The Committee approved the staff recommended project list (attached) with the modification of classifying the *Construct 239 from Brentwood to Tracy Expressway* (Project #22400) as a priority project.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, May 12, 2011 at 6:30 p.m.

Sincerely,



John W. Cunningham  
TRANSPLAN Staff

c: TRANSPLAN Committee  
A. Dillard, SWAT/TVTC  
B. Neustadter, TRANSPAC  
C. Atienza, WCCTAC

D. Rosenbohm, CCTA  
E. Smith, BART  
H. Noeimi, CCTA

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# COMMITTED LIST OF PROJECTS

County	RTP ID	Subregion	Sponsor	Project Description	Existing 2009 RTP Costs and Funding		Updated 2015 RTP Costs and Funding			Notes	
					Cost (FOE \$)	Committed Funding	Updated Cost (2015 \$)	Updated Cost (FOE \$)	Mid-Year of Construction		Updated Committed Funding (list all sources)
Contra Costa	NEW	CCTA	CCTA	Paratransit programs in Contra Costa			106.4	150.7	2027	Measure J	programmatic category
Contra Costa	NEW	CCTA	CCTA	TLC/Streetscape projects in Contra Costa			68.6	97.1	2027	Measure J	programmatic category
Contra Costa	NEW	CCTA	CCTA	Contra Costa Safe Routes to Schools including bus passes			21.2	30.0	2027	Measure J	programmatic category
Contra Costa	21225	CCTA	CCTA	Improve regional and local pedestrian and bicycle system, including constructing overcrossings, expanding sidewalks, and expanding facilities	21.2	21.2	26.7	37.8	2027	Measure J	programmatic category
Contra Costa	21211	TRANSPLAN	BART	Extend BART/East Contra Costa Rail (eBART) eastward from the Pittsburg/Bay Point BART station into eastern Contra Costa County	525.00	525.00	442.6	453.25	2013	Measure J: \$195, RMB: \$95, RMI: \$52, AB171: \$115, Fees: \$6, STIP: \$13, Prop 1B: \$37, STA: \$3, TCRP: \$5.25, Other \$1	cost reduced to reflect interest estimates
Contra Costa	21214	TRANSPLAN	Amloch	Widen Wilbur Avenue over Burlington Northern Santa Fe Railroad from 2 lanes to 4 lanes	15.7	15.7	15.7	15.7	2013	Local	
Contra Costa	25650	TRANSPLAN	Amloch	Widen Somersville Road Bridge in Antioch from 2 lanes to 4 lanes	3.2	3.2					Project is complete
Contra Costa	22607	TRANSPLAN	CCTA	Widen and extend major streets, and improve interchanges in east Contra Costa County	90.0	90.0	24.7	30.0	2020	Local	
Contra Costa	94046	TRANSPLAN	CCTA	Improve interchanges and parallel arterials to Route 4	21.5	21.5	19.7	21.5	2015	Local	
Contra Costa	94598	TRANSPLAN	Goldens	Route 4 transportation management system	3.2	3.2					Removed Per comments from Caltrans. Project will be accounted by regional RPI program and does not need to be submitted through the County RTP
Contra Costa	95142	TRANSPLAN	CCTA	Widen Route 4 from coverdodge Road to Somersville Road from 4 lanes to 6 lanes with HOV lanes	470.0	470.0					Under construction
Contra Costa	98999	TRANSPLAN	CCTA	Widen Route 4 from Somersville Road to Route 160 including improvements to interchanges	550.0	550.0	406.0	415.0	2012	Measure J: \$110, SLPP: \$15, Prop 1B: \$85, Measure C: \$12.4, Fees: \$90, Earmark: \$1.6, Tolls: \$90, STIP: \$45, BART: \$26	
Contra Costa	230202	TRANSPLAN	Oakley	Purchase land in Oakley for use as park and ride lot	3.2	3.2					
Contra Costa	230202	TRANSPLAN	SR4 Bypass	Widen Route 4 Bypass from Laurel Road to Sand Creek Road from 2 lanes to 4 lanes	42.4	42.4	16.9	18.0	2014	Local	Cost reduced from 42.4 to reflect work already completed
Contra Costa	230203	TRANSPLAN	SR4 Bypass	Construct Route 4 Bypass interchange at Sand Creek Road	40.4	40.4	30.0	32.0	2014	Local	Cost reduced from 40.4
Contra Costa	230203	TRANSPLAN	SR4 Bypass	SR4/SR160 Connectors	60.0	24.0	45.8	50.0	2014	Bridge Toll: \$50	Moved From Financially Constrained
Contra Costa	230205	TRANSPLAN	SR4 Bypass	Widen Route 4 Bypass from Sand Creek Road to Balfour Road from 2 lanes to 4 lanes	23.6	23.6	18.7	20.0	2014	Local	Cost reduced from 23.6
Contra Costa	230206	TRANSPLAN	SR4 Bypass	Construct Route 4 Bypass interchange at Balfour Road (Phase 1)	45.1	45.1	42.1	45.0	2014	Local	Cost reduced from 45.1

# COMMITTED LIST OF PROJECTS

11-14

		Existing 2009 RTP Costs and Funding			Updated 2013 RTP Costs and Funding			Notes		
County	RTP ID	Subregion	Sponsor	Project Description	Cost (YOE \$)	Committed Funding	Updated Cost (2013 \$)	Updated Cost (YOE \$)	Year of Construction	Updated/Committed Funding (fiscal sources)
Contra Costa	230230	TRANSPLAN	Pittsburg	Extend James Connors Boulevard to Walker Pass Road by constructing a new 2-lane expressway	35.0	35.0				
Contra Costa	230236	TRANSPLAN	Antioch	Widen Pittsburg-Antioch Highway from 2 lanes to 4 lanes with turning lanes	19.9	19.9	13.0	14.1	2015	Local
Contra Costa	230238	TRANSPLAN	Pittsburg	Widen California Avenue from 2 lanes to 4 lanes with 2 wide left turn lanes	16.0	16.0	11.9	12.2	2015	Local
Contra Costa	230240	TRANSPLAN	Brentwood	Construct 6-lane side separation and crossing along the Union Pacific line at Lone Tree Way	36.6	26.6				
Contra Costa	230250	TRANSPLAN	Brentwood	Widen Brentwood Boulevard from 2 lanes to 4 lanes between Sunset Court and Lone Tree Way	23.5	23.5	15.4	16.1	2013	Redevelopment 15.5, Facility Fees 0.6
Contra Costa	230253	TRANSPLAN	Antioch	Replace the old 2-lane Fitzgibbon Road with a new, 4-lane divided arterial, including shoulders, bicycle lanes, a park-and-ride lot and sidewalks.	10.0	10.0	9.2	10.0	2015	Local
Contra Costa	230274	TRANSPLAN	Oakley	Widen Main Street from State Route 160 to Big Break Road from 4 lanes to 6 lanes	12.6	12.6	11.6	12.6	2015	Local
Contra Costa	230288	TRANSPLAN	Oakley	Widen Empire Avenue from 2 to 4 lanes between Lone Tree Way and Union Pacific Railroad right of way/Antioch city limits.	2.1	2.1	1.9	2.1	2015	Local
Contra Costa	230535	TRANSPLAN	County	Realign curves along Marsh Creek Road to improve safety and operations.	4.6	4.6	7.8	8.5	2015	Local
Contra Costa	230538	TRANSPLAN	County	Widen Bailey Road to 12-ft lanes and 4-ft shoulders.	5.7	5.7	5.2	5.7	2015	Local
Contra Costa	NEW	TRANSPLAN	WETA	Ferry to Antioch			TBD	TBD	TBD	Local
Contra Costa	230631	TRANSPLAN	Caltrans	Ferry, environmental and feasibility studies - Antioch and Martinez			TBD	TBD	TBD	Local

FINANCIALLY CONSTRAINED LIST OF PROJECTS

		Existing 2009 RTP Costs and Funding				Updated 2013 RTP Costs and Funding								
County	RTP ID	Subregion	Sponsor	Project Description	Cost (YOE)	Committed	STIP/TE	Other (STP, CMAQ, STP, Title 17, Prop. 55, etc.)	Updated Cost (YOE) (2013 \$)	Updated Cost (YOE) (2013 \$)	Estimated Mid Year of Construction	Updated Committed Funding (list all sources and amounts)	Updated Shortfall	Notes
Contra Costa	230683	CCTA	CGTA	Local Streets and roads maintenance	452.0	2458.0		1001.0						
Contra Costa	98198	TRANSPLAN	County	Improve safety and operations on Vasco Road in Contra Costa and Alameda counties	45.2	10.7	34.5		41.4	45.2	2015	Local: \$10.7	34.5	
Contra Costa	88232	TRANSPLAN	SR4 Bypass	SR4 Bypass Connectors	60	34	26		47.9	59	2013	Folio: \$59	0	moved to grant
Contra Costa	NEW	TRANSPLAN	SR6 Bypass	Modular Interchange Project					5.6	5	2014		5	new project
Contra Costa	230232	TRANSPLAN	Antioch	Construct new interchange at Route 4/Phillips Lane	50.1	30.1	20.0		45	50.1	2017	Local: \$30.1	20	
Contra Costa	230237	TRANSPLAN	Pittsburg	Extend West Leland Road, including a raised median, bicycle lanes and sidewalks, from San Marco Boulevard to Willow Pass Road.	45.0	37.0	8.0		13.8	15.2	2019	Fees: 14.9	13.8	
Contra Costa	230247	TRANSPLAN	Brentwood	Widen Lone Tree Way to 6 lanes: O'Hara Ave. to Brentwood Blvd. to match roadway west of O'Hara Ave.	27.0	10.4	16.6		14.5	15.5	2014	Development: \$1.0, Facility Fees: \$2.9	11.6	
Contra Costa	230185	TRANSPLAN	Tri Delta/BART	Establish Express Bus Service and eBART support network (park-and-ride lots and rolling stock)	21.7		21.7		19.9	21.7	2015	none	21.7	
Contra Costa	230249	TRANSPLAN	Brentwood	Construct a 6-lane grade separation undercrossing along the Union Pacific Line at Lone Tree Way.	26.6	26.6			17.6	18.8	2014	Facility Fees: 3.5, Development: 0.5	14.7	moved from Committed
Contra Costa	NEW	TRANSPLAN	Pittsburg	Railroad Avenue eBART Station					15	16	2014	Fees: \$3.7 (23%)	12.8	new project
Contra Costa	NEW	TRANSPLAN	Brentwood	Widen Brentwood Blvd. from 2 to 4 lanes between Lone Tree Way and the North City Limit Line					7.5	8.4	2016	Redevelopment: \$7.5	0.9	new project
Contra Costa	230233	TRANSPLAN	Pittsburg	Extend Janice Bonlon Boulevard to Alther Pass Road by constructing a new 2-lane expressway	35.0	35.0			27.5	32.7	2016	Fees: \$35.8 (98%)	16.9	moved from Committed
Contra Costa	230289	TRANSPLAN	Oakley	Construct Main Street Downtown Bypass road between Vintage Parkway and 2nd Street.	27.1	12.4	14.7		24.3	27.1	2016	Local: \$12.7	14.7	
Subtotal							151.5	0.0					154.6	

VISION LIST OF PROJECTS

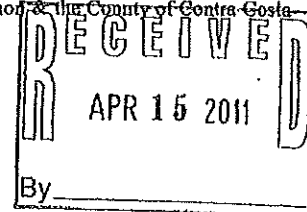
RTP ID	Subregion	Sponsor	Project Description	Updated 2013 RTP		Updated 2013 RTP		Updated 2013 RTP		Updated 2013 RTP		Fund Sources/Amounts	Suggested Priority
				2007(S)	2013(S)	2007(S)	2013(S)	2007(S)	2013(S)	2007(S)	2013(S)		
22371	CCTA	CCTA	Park & Ride Lots for the support of Regional Express Bus Service	20	16.5	20	20	20	20	20	20	none	1
22372	TRANSPLAN	BART	eBART Phase 2: Extend BART using DMU technology from Hillcrest Ave to Byron.	500	500	500	500	2020	2020	2020	608	none	
22376	TRANSPLAN	County	Byron Highway shoulder widening and railroad grade separation.	20	20	20	20	2020	2020	2020	24.3	none	
22378	TRANSPLAN	Caltrans	Route 4 ramp meter, Traffic Operation System (TOS) and fiber optic cable project.	5	4.8	5	5	2013	2013	2013	5	none	
22400	TRANSPLAN	County	Construct Route 239 from Brentwood to Tracy Bypassway.	200	200	200	200	2020	2020	2020	243	none	
22604	TRANSPLAN	County	Vasco Road Safety Improvements; Phase 2.	50	50	50	50	2020	2020	2020	61	none	
22605	TRANSPLAN	SR4 Bypass Authority	SR4 Bypass Widening Segment 2 (Lone Tree Way - Balfour Rd) to 6 lanes and Segment 3 (Balfour Rd - Walnut Blvd) to 4 lanes.	143.5	143.5	143.5	143.5	2016	2016	2016	160	none	
22981	TRANSPLAN	County	Widening State Route 4 as continuous 4-lane arterial from Marsh Creek Road to San Joaquin County line.	100	100	100	100	2016	2016	2016	111	none	
23020B	TRANSPLAN	SR4 Bypass Authority	State Route 4 Bypass: Widening from 4 to 6 lanes from Laurel Road to Sand Creek Road.	32	32	32	32	2016	2016	2016	32	none	
NEW	TRANSPLAN	Caltrans	Implement ramp metering on SR4 between SR4 and SR4 Bypassway.									none	
NEW	TRANSPLAN	CCTA	Add a WB mixed flow lane from east of SR-244 off-ramp to the I-680 NB off-ramp. Improvement # 5 (Package B).	23	23	25	25	2015	2015	2015	25	none	
NEW	TRANSPLAN	CCTA	Extend the existing WB mixed-flow lane from the Willow Pass Rd. (West off-ramp to the lane-add located 4,200ft. West of the Willow Pass Rd. West) on-ramp. Improvement # 6 (Package B)	21	21	22.9	22.9	2015	2015	2015	22.9	none	
NEW	TRANSPLAN	Caltrans	Implement ramp metering in the EB direction between Alhambra Blvd and Willow Pass Rd. (Package C)									none	
NEW	TRANSPLAN	CCTA	Add a EB mixed-flow lane from the lane drop 1,500 ft. west of Port Chicago Hwy. on-ramp to Willow Pass Rd. West on-ramp. Improvement # 7. Package C	27	27	29.5	29.5	2015	2015	2015	29.5	none	
NEW	TRANSPLAN	Caltrans	Activate existing EB lanes in both directions that currently are not fully operational. Package A									none	
NEW	TRANSPLAN	Caltrans	Implement the current and programmed EB lanes in both directions in both directions. Package A									none	
NEW	TRANSPLAN	Caltrans	Implement ramp metering EB between I-680 and Alhambra Blvd and Willow Pass Rd. and EB and EB-LB between I-680 and I-680.									none	
NEW	TRANSPLAN	TRANSPLAN/CCTA	Extend the existing EB mixed-flow lane from the lane drop located 1,500 ft. west of the Zebco off-ramp. Improvement # 10. Package E	2	2	3	3	2030	2030	2030	3	none	
NEW	TRANSPLAN	TRANSPLAN/CCTA	Extend the existing EB HV lane from the I-680 NB off-ramp to its start 1,500 ft. south of connector # 11. Package E	26	26	39.3	39.3	2030	2030	2030	39.3	none	
NEW	TRANSPLAN	TRANSPLAN/CCTA	Extend the existing EB mixed-flow lane from the Willow Pass Rd. (East) on-ramp to the lane add located 3,000 ft. east of the Willow Pass Rd. (East) on-ramp. Improvement # 12. Package E	4	4	6	6	2030	2030	2030	6	none	
NEW	TRANSPLAN	TRANSPLAN/CCTA	Extend the existing WB mixed-flow lane from the Willow Pass Rd. (West) off-ramp to the lane-add located 3,200ft. West of the Willow Pass Rd. West on-ramp. Improvement # 6. Package D	22	22	33.2	33.2	2030	2030	2030	33.2	none	
NEW	TRANSPLAN	Caltrans	Implement ramp metering in the WB direction on the SR-4 Bypass and on SR-4 between I-680 and I-680									none	
NEW	TRANSPLAN	BART	Expansion Vehicles - purchase 225 additional vehicle to accommodate future ridership	87.0	87.0	105.8	105.8	2020	2020	2020	105.8	none	
NEW	TRANSPLAN	BART	Security - projects necessary to improve or enhance BART patron and system security	16.2	16.2	19.5	19.5	2020	2020	2020	19.5	none	
NEW	TRANSPLAN	BART	BART System Capacity - Investments include train control mods, traction power upgrade, 3rd rail feeder cables, improved ventilation, etc.	14.6	14.6	17.8	17.8	2020	2020	2020	17.8	none	
NEW	TRANSPLAN	BART	Station Capacity Expansion - includes vertical circulation, emergency stairs, platform expansion, add faregates, etc. at central county stations	10.3	10.3	12.5	12.5	2020	2020	2020	12.5	none	
NEW	TRANSPLAN	BART	Station Access - Combines parking, smart growth/TOD, transit connectivity, bicycle, pedestrian, signage and other access modes to meet growing ridership demand	64.1	64.1	78	78	2020	2020	2020	78.0	none	





# SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon • The County of Contra Costa



April 11, 2011

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

RE: SWAT Meeting Summary Report for April 2011

Dear Mr. Iwasaki:

At the **April 4, 2011** Southwest Area Transportation Committee (SWAT) meeting, the following issues were discussed that may be of interest to the Authority:

**Review and Approve the 2013 Regional Transportation Program (RTP) Project List:** The Committee reviewed and approved the draft project list relating to projects within the SWAT region. Detailed comments on the project list will be forwarded to the Authority under separate letter on behalf of SWAT.

**Update on Release of Draft Guidelines for the Measure J Transportation for Livable Communities and Pedestrian, Bicycle, and Trails Facilities Programs:** The Committee reviewed and discussed comments prepared by SWAT TAC on the TLC and PBTf Guidelines. Detailed comments will be forwarded to the Authority under separate letter on behalf of SWAT.

**Consider and Provide Feedback on FY 2011/12 Safe Routes to School (SR2S) Funding Allocation Approach:**

The Committee discussed and supported several recommendations regarding the allocation of FY 2011/12 SR2S funds. The recommendations will be formalized and sent under separate letter to the Authority on behalf of SWAT.

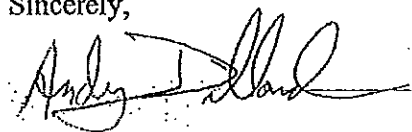
**Consider and Provide Feedback on MTC and ABAG's Initial Vision Scenario:**

The Committee received a presentation on the initial Vision scenario. It was reported that MTC will present an updated presentation on ABAG's Initial Vision Scenario at the Contra Costa County Mayors' Conference on May 5.

The next SWAT meeting is scheduled for Monday, May 2, 2011 at the Orinda City Offices, Sarge Littehal Room, 22 Orinda Way, Orinda. Please contact me at (925) 314-3384, or [adillard@danville.ca.gov](mailto:adillard@danville.ca.gov), if you should have any questions.

April 20, 2011  
 Authority Meeting  
 Handout Item 6.3

Sincerely,

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

Andy Dillard  
Town of Danville  
SWAT Administrative Staff

Cc: SWAT; SWAT TAC; John Cunningham, TRANSPLAN; Christina Atienza, WCCTAC; Barbara Neustadter, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA; Brad Beck, CCTA; Hisham Noeimi, CCTA

## 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

April 29, 2011

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

Dear Mr. Iwasaki:

At its meeting on April 21, 2011, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a presentation on the SR4/I-680 Interchange project by Ray Kuzbari, Transportation Manager, City of Concord. TRANSPAC approved the TAC's recommendation to proceed with a focused review of the SR4 Third Eastbound Lane. Staff was directed to work with CCTA to develop an expanded scope of work and report back to TRANSPAC.
2. Received a report on the RTP Outreach (SCS) for the Bay Area and an update on SB 375 Implementation presented by Martin Engelmann, CCTA Deputy Executive Director, Planning.
3. Received a presentation on the Regional Transportation Plan (RTP) by Hisham Noeimi, CCTA Engineering Manager.
4. Approved the TRANSPAC TAC's recommendations for the Committed and Financially Constrained Project lists for the 2013 Regional Transportation Plan/Sustainable Communities Strategy. The Vision list will be refined and updated further for the Comprehensive Transportation Project List.
5. Received a presentation of the CCTA's Proposed Guidelines for the Measure J Transportation for Livable Communities and the Pedestrian, Bicycle and Trail Facilities (PBTF) Proposed Guidelines by Brad Beck, CCTA Senior Transportation Planner. TRANSPAC approved forwarding the TAC's comments to CCTA.
6. Received information presented by the TRANSPAC Manager on the Safe Routes to School (SR2S) Program. Approved the proposal to allow \$683,500 of Measure J money for sidewalk gap closure projects near schools in lieu of Federal CMAQ funds which are to be used for 511 Contra Costa programs.
7. Approved an allocation request by Lynn Overcashier, 511 Program Manager, for TRANSPAC Measure J School Access funds in the amount of \$758,000.

8. Received reports on CCTA activities from TRANSPAC's CCTA representatives.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter   
TRANSPAC Manager

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

# The County Connection

Inter Office Memo

Agenda Item 7.a

TO: O&S Committee

DATE: April 15, 2011

FROM: Anne Muzzini  
Director of Planning & Marketing

SUBJ: Fixed Route Reports

## Fixed Route Operating Reports for March 2011

### 1. Monthly Boarding's Data

The following represent the numbers that are most important to staff in evaluating the performance of the  
FY 2011

<u>Title</u>	<u>Current Month</u>	<u>YTD Avg</u>	<u>Annual Goal</u>
Total Passengers	306,272		
Average Weekday	12,387	11,827	
Pass/Rev Hour	16.1	15.6	FY11 Goal > 17.0
Missed Trips	0.13%	0.12%	FY11 Goal < 0.25%
Miles between Road Calls	29,173	37,654	FY11 Goal > 18,000

\* Based on Standards from updated SRTP

### Analysis

Average weekday ridership in March (12,387 passengers) is higher compared to the February ridership of 12,160 passengers and 3% higher than March 2010 of 11,993 passengers. See the attached table showing weekday boardings trend. Productivity in March was equal to 16.1 passengers per hour as compared to February's 16.0 passengers per hour.

The percentage of missed trips was higher in March to (0.13%) as compared to the prior month of (0.08%) in February. The YTD average is 0.12% missed trips.

The number of miles between roadcalls was equal to 29,173 miles in March which is lower than prior month of 31,593 miles in February. The year to date average is 37,654 miles between roadcalls.

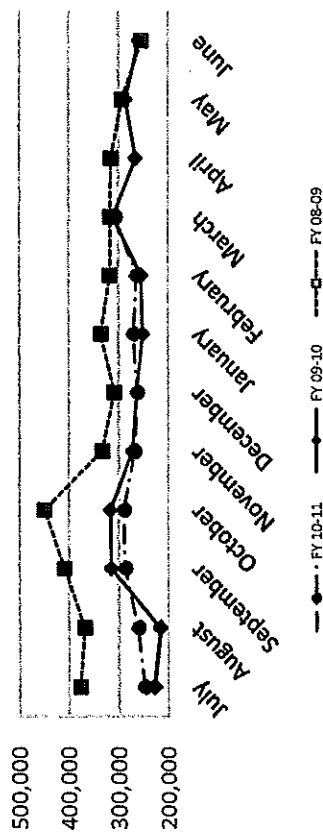
Fixed Route Boardings		Passengers by Revenue Hrs/Miles		Service Days		Fiscal YTD Comparison Passenger Boardings	
March 2011 - Fixed Route Boardings	302,797	Revenue Hours -	March 11	18,793	Weekdays - March 11	23	Fiscal 2011 YTD 2,452,624
Pavilion	0		March 10	20,194	March 10	23	
Bus Bridge	3,475	Revenue Miles -	March 11	210,641	Saturdays - March 11	4	Fiscal 2010 YTD 2,426,717
Special Event	0		March 10	225,732	March 10	4	
					Sundays - March 11	4	
					March 10	4	
March 2011 Total Boardings	306,272	Passengers per Mile		1.45	Total Days - 2010	31	YTD Trend 98.9%
March 2010 Total Boardings	311,533	Passengers per Hour		16.30	2009	31	Monthly Trend 101.7%

March 2011 Fixed Route Passenger Total						March 2011 Weekday Average	March 2011 Passengers per Revenue Hour
Route	Destination Information	Weekday	Saturday	Sunday	Total		
1	Rossmoor / Shadelands	8,655			8,655	376	14.6
2	Rudgear / Walnut Creek	1,529			1,529	66	7.6
4	Walnut Creek Downtown Shuttle	19,842	1,891	1,425	23,159	863	24.1
4H **	Walnut Creek Extended Holiday Service				0	0	#DIV/0!
5	Creekside / Walnut Creek	1,736			1,736	75	8.1
6	Lafayette / Moraga / Orinda	9,557	615	277	10,449	416	13.9
6L	Orinda / Orinda Village	60			60	3	2.8
7	Shadelands / Pleasant Hill / Walnut Creek	4,962			4,962	216	6.7
9	DVC / Walnut Creek	14,367			14,367	625	15.1
10	Concord / Clayton Rd	23,033			23,033	1,001	25.9
11	Treat Blvd / Oak Grove	7,824			7,824	340	19.1
14	Monument Blvd	14,823			14,823	644	16.4
15	Treat Boulevard	12,950			12,950	563	19.7
16	Alhambra Ave / Monument Blvd	16,563			16,563	720	13.8
17	Olivera/Solano / Salvio / North Concord	6,771			6,771	294	15.5
18	Amtrak / Merello / Pleasant Hill	10,255			10,255	446	14.3
19	Amtrak / Pacheco Blvd / Concord	3,105			3,105	135	9.8
20	DVC / Concord	27,950			27,950	1,215	26.9
21	Walnut Creek / San Ramon Transit Center	14,261			14,261	620	13.7
25	Lafayette / Walnut Creek	1,036			1,036	45	3.9
28	North Concord / Martinez	7,625			7,625	332	11.0
35	Dougherty Valley	8,738			8,738	380	11.7
36	San Ramon / Dublin	5,863			5,863	255	9.6
91X	Concord Commuter Express	853			853	37	10.4
92X	Ace Shuttle Express	4,484			4,484	195	23.5
93X	Kirker Pass Express	5,162			5,162	224	18.1
95X	San Ramon / Danville Express	4,541			4,541	197	19.6
96X	Bishop Ranch Express	11,566			11,566	503	16.3
97X	Bishop Ranch Express	2,477			2,477	108	10.9
98X	Martinez Express	7,857			7,857	342	12.9
250 *	Gael Rail Service	65	86	29	180	7	2.0
301	Rossmoor / John Muir Medical Center		322	231	553		7.7
311	Concord / Oak Grove / Treat Blvd / WC		729	564	1,294		10.7
314	Clayton Rd / Monument Blvd / PH		3,767	2,531	6,298		19.3
315	Concord / Willow Pass / Landana		326	183	510		9.4
316	Alhambra / Merello / Pleasant Hill		1,116	810	1,926		13.7
320	DVC / Concord		773	513	1,287		12.6
321	San Ramon / Walnut Creek		1,040	657	1,697		12.1
600's	Select Service	26,402			26,402	1,148	27.9
<b>TOTALS</b>		<b>284,910</b>	<b>10,667</b>	<b>7,220</b>	<b>302,797</b>	<b>12,387</b>	<b>16.1</b>

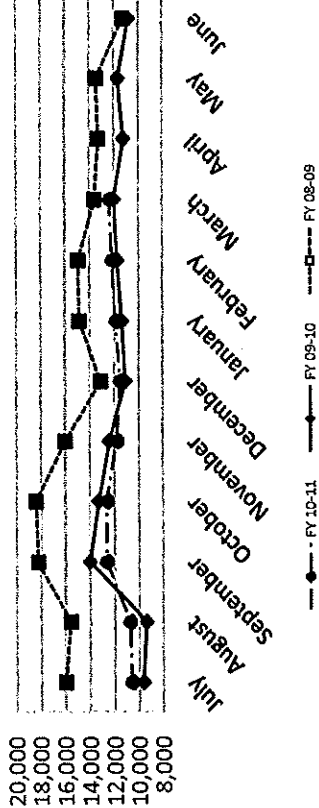
\* Data from Link

\*\* Seasonal Route

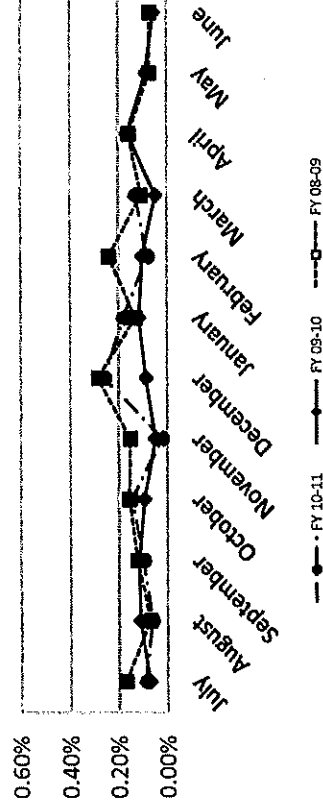
### Total Passengers



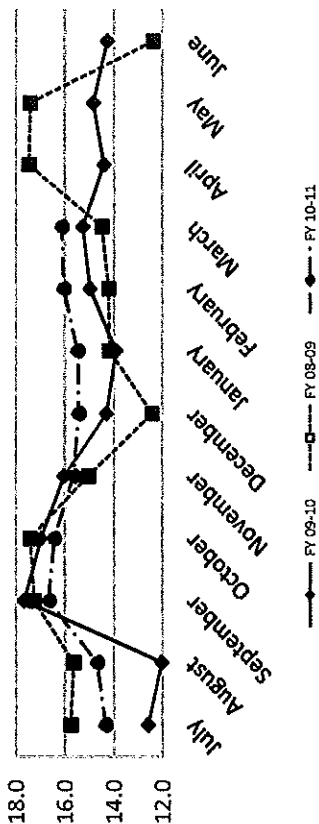
### Average Weekday Passengers



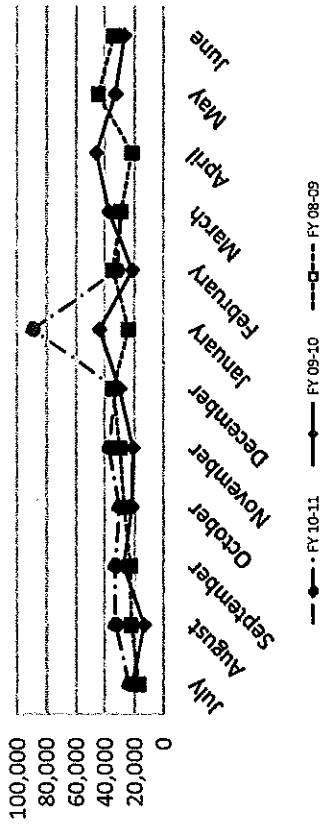
### Missed Trips - % of Trips Scheduled



### Passengers per Revenue Hour



### Miles Between Roadcalls







Route Description Summary

AVERAGE WEEKDAY BOARDINGS TREND

Route	Destination Information	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11
1	Rossmoor / Shadelands	412	377	385	394	373	381	386	385	376			
2	Rudgear / Walnut Creek	67	66	64	53	53	49	77	70	66			
4	Walnut Creek Downtown Shuttle	1,017	945	915	937	956	973	879	872	863			
4H **	Walnut Creek Extended Holiday Shuttle					35	48			0			
5	Creekside / Walnut Creek	73	70	74	77	79	76	72	70	75			
6	Lafayette / Moraga / Orinda	302	340	458	447	398	381	392	407	416			
6L	Orinda / Orinda Village	7	2	3	5	3	2	4	1	3			
7	Shadelands / Pleasant Hill / Walnut Creek	237	231	231	215	217	208	229	223	216			
9	DVC / Walnut Creek	606	570	652	640	589	567	571	595	625			
10	Concord / Clayton Rd	948	947	1,016	1,039	970	940	994	1,005	1,001			
11	Treat Blvd / Oak Grove	287	298	332	318	293	285	308	315	340			
14	Monument Blvd	699	663	719	714	651	657	678	633	644			
15	Treat Boulevard	496	464	594	572	497	486	481	532	563			
16	Alhambra Ave / Monument Blvd	652	662	729	742	701	680	690	703	720			
17	Olivera/Solano / Salvio / North Concord	263	273	341	317	296	291	287	287	294			
18	Amtrak / Merello / Pleasant Hill	404	413	482	469	458	417	411	455	446			
19	Amtrak / Pacheco Blvd / Concord	158	140	142	141	129	134	143	146	135			
20	DVC / Concord	1,065	1,053	1,279	1,257	1,189	1,108	1,029	1,211	1,215			
21	Walnut Creek / San Ramon Transit Center	645	642	648	625	616	616	604	603	620			
25	Lafayette / Walnut Creek	40	37	57	54	47	38	55	46	45			
28	North Concord / Martinez	283	283	306	330	316	274	304	332	332			
35	Dougherty Valley	356	321	383	389	353	352	372	372	380			
36	San Ramon / Dublin	237	246	256	268	260	257	259	257	255			
91X	Concord Commuter Express	43	47	40	42	40	41	39	41	37			
92X	Ace Shuttle Express	148	158	148	152	171	161	190	186	195			
93X	Kirkner Pass Express	175	174	185	188	175	194	181	184	224			
95X	San Ramon / Danville Express	110	113	120	121	153	153	174	169	197			
96X	Bishop Ranch Express	425	395	394	404	425	453	492	488	503			
97X	Bishop Ranch Express	70	78	75	77	84	83	94	91	108			
98X	Martinez Express	358	354	385	360	381	362	318	329	342			
250 *	St Mary's College Gael Rail Shuttle		7	9	9	5	7	7	6	7			
600's	Select Service	38	398	1,242	1,291	957	848	1,144	1,150	1,148			
<b>TOTALS</b>		<b>10,622</b>	<b>10,763</b>	<b>12,658</b>	<b>12,643</b>	<b>11,835</b>	<b>11,516</b>	<b>11,860</b>	<b>12,160</b>	<b>12,387</b>			

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

Routes 4H & 250 (line #17 & #44) are hidden when not in service (UNHIDE lines when routes are in service)

Route Description Summary

**AVERAGE WEEKEND BOARDINGS TREND**

Route	Destination Information	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11
		5 Days +Days	5 Days +Days	5 Days +Days	5 Days +Days	5 Days +Days	5 Days +Days	5 Days +Days	5 Days +Days	5 Days +Days	5 Days +Days	5 Days +Days	5 Days +Days
<b>SATURDAY</b>													
4	Walnut Creek Downtown Shuttle	683	610	540	516	542	574	571	533	473			
4H**	Walnut Creek Extended Holiday Shuttle					12	61			0			
6	Lafayette / Moraga / Orinda	67	88	167	136	128	66	120	128	154			
250*	St Mary's College Gael Rail Shuttle	0	8	36	23	23	8	22	24	22			
301	Rossmoor / John Muir Medical Center	90	78	112	94	87	59	91	79	81			
311	Concord / Oak Grove / Treat Blvd / WC	191	206	221	184	226	208	201	191	182			
314	Clayton Rd / Monument Blvd / PH	1,040	1,021	1,062	1,065	979	935	957	1,003	942			
315	Concord / Willow Pass / Landana	82	74	70	92	56	53	73	82	82			
316	Alhambra / Merello / Pleasant Hill	291	289	300	293	297	275	309	293	279			
320	DVC / Concord	206	234	249	207	152	113	164	209	193			
321	San Ramon / Walnut Creek	272	269	284	252	258	230	283	250	260			
<b>TOTALS</b>		<b>2,922</b>	<b>2,878</b>	<b>3,040</b>	<b>2,863</b>	<b>2,760</b>	<b>2,582</b>	<b>2,791</b>	<b>2,793</b>	<b>2,667</b>	<b>0</b>	<b>0</b>	<b>0</b>

Route	Destination Information	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11
		5 Days +Days	5 Days +Days	5 Days +Days	5 Days +Days	5 Days +Days	5 Days +Days	5 Days +Days	5 Days +Days	5 Days +Days	5 Days +Days	5 Days +Days	5 Days +Days
<b>SUNDAY</b>													
4	Walnut Creek Downtown Shuttle	420	469	457	384	413	350	394	483	356			
6	Lafayette / Moraga / Orinda	36	61	103	84	89	52	76	91	69			
250*	St Mary's College Gael Rail Shuttle	0	10	18	17	19	5	11	17	7			
301	Rossmoor / John Muir Medical Center	56	68	87	68	73	66	35	73	58			
311	Concord / Oak Grove / Treat Blvd / WC	172	159	161	153	153	152	132	153	141			
314	Clayton Rd / Monument Blvd / PH	772	743	748	702	668	695	687	766	633			
315	Concord / Willow Pass / Landana	54	54	50	45	46	32	58	68	46			
316	Alhambra / Merello / Pleasant Hill	172	192	227	154	195	177	203	212	202			
320	DVC / Concord	91	134	122	115	94	114	125	142	128			
321	San Ramon / Walnut Creek	143	182	186	165	159	177	159	184	164			
<b>TOTALS</b>		<b>1,917</b>	<b>2,072</b>	<b>2,158</b>	<b>1,886</b>	<b>1,909</b>	<b>1,817</b>	<b>1,879</b>	<b>2,190</b>	<b>1,805</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Routes 4H & 250 (line #17 & #44) are hidden when not in service (UNHIDE lines when routes are in service)

## Route Description Summary

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
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, Rivieria 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
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, 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
92X	BART Walnut Creek, Ygnacio Valley Rd, Shadelands Office Park, Oak Grove Rd, Kirker Pass Rode, Railroad Ave, Buchanan Rd, Somersville Rd, Fairview Dr, Delta Fair Blvd, Highway 4, Hillcrest Park & Ride
95X	BART Walnut Creek, Highway 680, Crow Canyon Pl, Fostoria Wy, Camino Ramon, San Ramon Transit Center
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
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, Rivieria 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

## Route Description Summary

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

CCCTA LINK  
MONTHLY OPERATING SUMMARY  
MARCH FY10/11

SUMMARY	MARCH FY09/10	MARCH FY 10/11	YTD FY09/10	YTD FY10/11
1 TOTAL CLIENTS	14,267	14,040	117,684	113,292
2 TOTAL ATTENDANTS	1,489	1,009	10,278	9,181
3 TOTAL COMPANIONS	63	97	1,704	640
4 TOTAL PASSENGERS	15,819	15,146	129,666	123,113
5 TOTAL SERVICE DAYS	31	31	269	271
6 VEHICLE REVENUE HOURS	7,696	7,279	63,063	61,273
7 VEHICLE SERVICE HOURS	9,248	8,917	76,286	74,750
8 VEHICLE NON REV HOURS	1,552	1,838	13,223	13,477
9 VEHICLE SERVICE MILES	148,713	141,206	1,232,504	1,168,489
10 VEHICLE REVENUE MILES	124,245	116,511	1,018,239	962,446
11 VEHICLE NON REV MILES	24,468	24,655	214,265	205,844
12 PASS. PER REVENUE HOUR	2.06	2.08	2.06	2.01
13 CLIENT PER REVENUE HOUR	1.85	1.93	1.87	1.85
14 PASS. PER SERVICE HOUR	1.71	1.70	1.70	1.65
15 PASS. PER SERVICE MILE	0.11	0.11	0.11	0.11
16 PASS. PER REVENUE MILE	0.13	0.13	0.13	0.13
17 TOTAL TRANSFER TRIPS	1,321	1,038	21,077	8,513
18 SAME DAY TRIPS	166	248	1,018	1,839
19 SUBSCRIPTION TRIPS	9,707	9,454	43,624	67,943
20 DEMAND	4,560	4,496	19,652	32,659
21 FAREBOX REVENUE	\$16,585.00	\$15,819.50	\$144,027.13	\$129,737.00
22 PREPAID CLIENTS	\$30,922.50	\$30,478.50	\$204,509.78	\$230,427.00
23 COLLECTED BILLING	\$2,008.00	\$1,536.00	\$85,874.00	\$68,316.60
24 TOTAL REVENUE COLLECTED	\$49,515.50	\$47,834.00	\$434,410.91	\$428,480.60
25 CHARGEABLE ACCIDENTS	2	0	8	2
26 SERVICE COMPLAINTS	1	0	6	0
27 SERVICE COMMENDATIONS	2	0	13	0
28 SERVICE DENIALS	0	0	0	0
29 ROAD CALLS	4	3	25	25
30 DRIVER TURNOVER	0.0	2.1	8.0	2.08
31 SCHEDULE ADHERENCE	93%	94%	94%	95%
32 WHEELCHAIR BOARDING'S	4,041	3,520	33,336	29,464
33 W/C LIFT AVAILABILITY	100%	100%	100%	100%
34 REGISTERED CLIENTS	8,865	10,149	N/A	N/A
35 UNDUPLICATED CLIENTS	1,133	1,083	N/A	N/A
36 NO-SHOWS	57	60	358	618
37 CANCELS	2,260	1,959	17,269	16,743
38 AVG. TRIP LENGTH (MILES)	9.4	9.3	9.5	9.5
39 AVG. SM BUSES IN SERVICE	5	5	5	5
40 AVG. BUSES IN SERVICE	48	48	48	48
41 TOTAL FUEL/GALLONS	19,475	18,416	172,334	162,116
42 FLEET M.P.G.	7.8	7.7	7.2	7.2
43 DRIVER ROAD CHECK	182	16	472	386
44 RIDER SURVEY'S	8	10	26	89
QUARTERLY STARTS (3RD)				
45 AMB LIFT BOARDINGS	5,604	9,060	16,488	26,232



## *Administration and Projects Committee Meeting **STAFF REPORT***

Meeting Date: May 5, 2011

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

### **Background**

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



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**I. ACTIVE PROJECTS****SOUTHWEST COUNTY****a. Caldecott Fourth Bore Project (1001/1698)**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

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

**Current Project Phases:** Construction.

**Project Status:** Mining continues on the top heading from the East Portal (over 400 meters) and from the West Portal (over 10 meters).

**Issues/Concerns:** None.

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

**CCTA Fund Source:** Measure C

**Lead Agency:** City of Orinda

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

**Current Project Phases:** Design and Environmental Clearance.

**Project Status:** The Authority appropriated \$75,000 for design and environmental clearance in November 2010. On March 3, 2011 traffic consultant Kimley-Horn and Associates, Inc. (KHA) finalized a recommendations study for corridor improvements. Subsequently, on March 30, 2011 Orinda staff and KHA met with Caltrans staff to review the proposed design modifications to traffic signal equipment, intersection geometrics, roadway re-striping, signage, and potential bicycle lane striping and signage. Caltrans staff will be contacting headquarters to determine if the proposed lane configuration alternatives for Class II bike lanes are acceptable.

**Issues/Concerns:** None.

**c. Moraga Way Rehabilitation & Improvements (1625/1625SW) - *No changes from last month***

**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:** Construction.



**Project Status:** The Authority appropriated \$959,280 for construction activities in March 2010. On April 20, 2010 the City of Orinda City Council awarded the construction contract to MCK Services, Inc. of Concord for \$934,421.50. Final paving, concrete curbs, handicap ramps and crosswalks have been completed. Paving repairs, sidewalk repairs, and work on punch list items are continuing as weather permits. Depending on the weather, remaining construction is scheduled to be completed by the end of April 2011.

**Issues/Concerns:** None.

d. **I-680 /Norris Canyon Carpool/Bus Ramps (8003) - No changes from last month**

**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. CCTA is in the process of negotiating a scope and fee with CH2M Hill to begin work on the environmental clearance phase of the project.

**Issues/Areas of Concern:** None.

*CENTRAL COUNTY*

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

**CCTA Fund Source:** Measure C

**Lead Agency:** Concord

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

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

**Project Status:** The project's environmental clearance was obtained on November 10, 2009. The right-of-way (ROW) phase is now underway. The City's ROW agent met with all property owners, completed appraisals, and prepared offers. City continues to meeting with property owners to respond to questions raised after offers were submitted. Due to the economic climate, property assumed to be acquired by the City as a result of dedication will now need to be purchased. This unforeseen condition has resulted in increased right of way acquisition expenditures. City is planning to request an additional appropriation for ROW funds early 2011. Although the plans are 90% complete, construction will be rescheduled to the spring/summer of 2011 and may be delayed again 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. Martinez Intermodal Station – Phase 3 (2208A/4002)**

**CCTA Fund Source:** Measure C and J

**Lead Agency:** City of Martinez

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

**Current Project Phase:** Design of parking lot, access road and pedestrian bridge.

**Project Status:** Demolition work of some existing structures is complete. Current interim parking lot improvements, which provided about 45 spaces are complete. Preliminary parking lot design alternatives have been prepared. The City has issued an RFQ for design services for the final parking lot design and plan on selecting a consultant in spring 2011. Two existing warehouses will be incorporated into the design at this time.

**Issues/Areas of Concern:** None.

**h. Pacheco Transit Hub (2210)**

**CCTA Fund Source:** Measure C

**Lead Agency:** CCCTA

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

**Current Project Phase:** Design.

**Project Status:** The Authority appropriated \$823,820 for construction in January 2009. Given the current schedule, the earliest construction could start is late 2011.

**Issues/Areas of Concern:** A consultant agreement amendment to address the changes and to provide for the Resident Engineer/construction administration services is being reviewed by CCCTA staff.

CCCTA staff is currently drafting a presentation for the CCCTA Board. The major concern is that the projected costs are not covered with current funding.

**i. I-680 Southbound Carpool Lane Extension (8002)**

**CCTA Fund Source:** Measure J

**Lead Agency:** Caltrans

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

**Current Phase:** Construction

**Project Status:** Construction bids were opened on August 4, 2010. Ten bids received. Lowest bid was \$49.9 million compared to the engineer's estimate of \$63 million with 154 working days. Caltrans announced the award of a construction contract to Concord-based Bay Cities Paving and Grading, Inc. on November 18, 2010. The bid amount for the carpool lane extension portion is \$447,000 below the engineer's estimate (\$1.297 million compared to \$1.774 million – including supplemental work, state furnished items and contingency). The total cost for the carpool extension project is now revised downward to \$1.9 million – or \$1.1 million less than the amount set aside for the project in the 2009 Measure J Strategic Plan. Construction is well underway. A website has been created for the project at <http://www.dot.ca.gov/dist4/680ccrehab/>

**Issues/Areas of Concern:** None.

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

**CCTA Fund Source:** Measure J

**Lead Agency:** Bay Area Rapid Transit District (BART)

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

**Current Phase:** Design/Construction

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

**Issues/Areas of Concern:** None.

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

**CCTA Fund Source:** Measure J

**Lead Agency:** Bay Area Rapid Transit District (BART)

**Project Description:** This project will provide bicycle storage facilities (electronic lockers, cages, racks, etc.) at the four) Central County BART stations (Concord, N. Concord, Walnut Creek and Pleasant Hill BART 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. An electronic locker contract was awarded to eLock Technologies LLC of Berkeley in the amount of \$2,334,384 to supply BART with approximately 1,008 lockers over the next five years. Initial deployment plans call for central county stations to receive the following locker allocations over the next 12 to 18 months: Concord - 44; North Concord - 16 and Walnut Creek - 50; Pleasant Hill - 80.

**Issues/Areas of Concern:** None.

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

**CCTA Fund Source:** Measure J

**Lead Agency:** City of Pleasant Hill

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

**Current Phase:** Design and Right-of-Way.

**Project Status:** The Authority appropriated \$700,000 for design in May 2010 and appropriated \$2.9 million for right-of-way in November 2010. Design and right-of-way are scheduled to be completed in June 2012. Pleasant Hill staff and their design consultant, TY Lin, attended a CCEAC Phase I design peer review meeting at CCTA on March 24, 2011. The meeting was very productive and staff received comments from committee members on design concerns/recommendations and positive feedback on quality and completeness of the design plans and specifications. The committee recommended moving forward on preparing 90% design plans.

**Issues/Areas of Concern:** None.

**m. Geary Road Improvements – Phase 3 (24007)**

**CCTA Fund Source:** Measure J

**Lead Agency:** City of Pleasant Hill

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

**Current Phase:** Environmental Clearance and Design.

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

**Issues/Areas of Concern:** None.

**n. 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:** Lengthen tieback wall constructed in Phase 1 by constructing approximately 290 feet on both sides for an ultimate wall length of approximately 1,000 feet. Perform grading in slide area above roadway to remove depressions and repair damaged Ohlone Trail.

**Current Phase:** Tieback Wall – complete; Ohlone Trail - Design.

**Project Status:** The tieback wall is constructed and the Ohlone Trail portion of the project is expected to be awarded in late April 2011 with construction starting in June 2011.

**Issues/Areas of Concern:** None.

**o. 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:** Design

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

**Issues/Areas of Concern:** None.

*WEST COUNTY*

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

**CCTA Fund Source:** Measure C

**Lead Agency:** Richmond Community Redevelopment Agency

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

**Current Project Phase:** Construction.

**Project Status:** The CTC allocated \$10.2 million for construction in October 2009. The construction contract was awarded on February 16, 2010. A groundbreaking ceremony occurred on August 10, 2010. The project is scheduled to be opened to the public in spring 2012. On January 19, 2011 the last of 720 torque-down piles were driven, completing this phase of the foundation.

**Issues/Areas of Concern:** None.

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

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA/City of San Pablo

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

**Current Project Phase:** Preliminary Engineering and Environmental Clearance stage.

**Project Status:** The Final Environmental Document was signed by Caltrans on February 25, 2010. The Final Project Report was signed on May 24, 2010. CCTA is in the process of negotiating scope and fee with URS to begin work on the design phase of the project.

**Issues/Areas of Concern:** A significant funding shortfall exists to complete the entire project. The scoping needs to consider staging to deliver usable segments within funding levels available.

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

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

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

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

**Project Status:** The Feasibility Study was completed in July 2009. Two projects have been identified from the study. The first project is operational improvements that blocks the I-80 southbound onramp movement on weekend peak hours and reroutes traffic to the adjacent I-580 eastbound onramp. The project was anticipated to move forward as part of the ongoing I-80/Integrated Corridor Mobility (ICM) Project, which is planned for construction in mid 2011. However due to some environmental and traffic issues, it was decided to do a separate Environmental Document (ED) for it so not to cause any delay to the ICM project. Staff is currently working with Caltrans and the consultant to determine the level of the ED document required and to start the Permit Engineering Evaluation Report (PEER) process, which is the "Project Report" equivalent required by Caltrans for smaller projects. Staff is also working with Caltrans to obtain approval from FHWA for the project.

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

**Issues/Areas of Concern:** Some concerns have been raised about environmental and traffic issues for both projects mentioned above. These issues will need to be addressed in the environmental documents for the projects.

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

**CCTA Fund Source:** Measure J

**Lead Agency:** Richmond Redevelopment Agency

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

**Current Project Phase:** Design.

**Project Status:** A CCEAC peer review committee completed a phase II peer review of the plans on January 5, 2011. The committee agreed that further reviews are not necessary and recommended approval of the plans. The Authority approved the recommendation at its February 16<sup>th</sup>, 2011 meeting.

**Issues/Areas of Concern:** The project is partially funded from Proposition 1B Trade Corridors Improvements Fund (TCIF). TCIF funds are not available pending future bond sales. The California Transportation Commission (CTC) approved a proposal from Richmond to amend their TCIF project baseline agreement to update the project delivery schedule and funding plan at the March CTC meeting.

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

**CCTA Fund Source:** Measure J

**Lead Agency:** Bay Area Rapid Transit District (BART)

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

**Current Project Phase:** Design.

**Project Status:** The Authority appropriated \$402,000 for design and construction of improvements on January 20, 2010. An electronic locker contract was awarded to eLock Technologies LLC of Berkeley in the amount of \$2,334,384 to supply BART with approximately 1,008 lockers over the next five years. Initial deployment plans call for central county stations to receive the following locker allocations over the next 12 to 18 months: El Cerrito Del Norte - 24; El Cerrito Plaza - 8 and Richmond - 16.

**Issues/Areas of Concern:** None.

**u. Comprehensive Wayfinding System for W. 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. BART and MTC have signed the Station Hub Agreement which brings additional funds for wayfinding at both Richmond and El Cerrito Del Norte. BART staff is working on a RFP for signage at all hubs and the other stations.

**Issues/Areas of Concern:** None.

**v. Interstate 80 Integrated Corridor Mobility (7005) - *No changes from last month***

**CCTA Fund Source:** Measure J

**Lead Agency:** Alameda County Transportation Commission (ACTC)/ CCTA

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

**Current Project Phase:** Environmental and Preliminary / Final Design

**Project Status:** In January 2011, the CTC approved the amendment to reflect seven construction and procurement contracts. The CTC allocated funding for the I-80 Traffic Operation System (TOS) elements and the San Pablo Corridor Arterial and Transit Management project.

**Issues/Areas of Concern:** The project team continues to assess options to fund operating and maintenance costs. Caltrans, ACTC and West County cities continue to discuss terms of a Memorandum of Understanding.

*EAST COUNTY*

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

**CCTA Fund Source:** Measure C

**Lead Agency:** CCTA

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

**Current Project Phase:** Highway Landscaping – Plant Establishment Period.

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

**Issues/Areas of Concern:** None.

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

**CCTA Fund Source:** Measure C and J

**Lead Agency:** CCTA

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

**Current Project Phase:** SR4 mainline construction.

**Project Status:** Construction of the SR4 mainline and Loveridge Road widening began in June 2010. It is estimated that the project construction will be completed in late 2013 or early 2014 depending on weather and the contractor's approved working schedule. The construction staging and duration is significantly affected by environmental permit restrictions associated with existing creeks and waterways within the project limits. Current construction activities include drainage facilities, retaining walls, sound walls, foundation work for the new SR 4 bridge over Century Boulevard, and foundation work for the new southbound Loveridge Road bridge over SR 4. Concrete paving activities for new westbound freeway lanes east of Century Boulevard are also proceeding. After the exterior portions of the new concrete freeway lanes east of Century Boulevard are complete, traffic will be switched onto the newly paved sections of roadway east of Century Boulevard to allow construction of the new interior portions of the freeway east of Century Boulevard. The eastern end of the freeway for this project is being completed to allow access for the next contractor to begin work on the adjacent SR4/Somersville Road Interchange Project. The planned two-month closure of Century Boulevard at SR4 for new bridge work is scheduled to start in May 2011.

The project construction is approximately 22% complete.

**Issues/Areas of Concern:** None.

y. **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:** Segment 1 Somersville Interchange – Construction Phase; Segments 2, 3A and 3B - Right of Way Acquisition, Utility Relocation & Final Design Phase

**Project Status:** The project is divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3A) A Street Interchange and Cavallo Undercrossing and 3B) Hillcrest Avenue to Route 160.

**Segment 1:** The project was advertised for construction bids on July 19, 2010, bids were opened on October 5, 2010 and Caltrans awarded the contract on December 23, 2010. The formal pre-construction meeting with the contractor, construction management team, and various stakeholders occurred on February 23, 2011. The first contractual working day for the project was March 16, 2011. The Project Partnering Meeting was held on March 16, 2011. There are 550 working days allowed for this contract to be completed.

While awaiting State Water Resources Board approval of SWPPP and issuance of Waste Discharge Identification Permit (WDID), current construction activities have been limited to the installation of construction area signs, placement of temporary barrier (K-Rail), temporary roadway re-striping, mobilization of contractor's equipment and other miscellaneous activities to prepare for the major work items. In addition, two test panels of the architectural treatment (Delta Region Native Landscapes) that will be cast into various retaining walls throughout the Project, have been completed and submitted to Caltrans for review and approval. Test panel 2 is expected to meet the required criteria and will be acceptable to Caltrans with some corrections noted. A groundbreaking event for the Project was held on April 8, 2011.

**Segment 2:** Caltrans District 4 approved the PS&E documents and sent it to Caltrans HQ on March 16, 2011 for final review and advertisement. Ready-to-list (RTL) is targeted for May 2011, pending HQ's review schedule. Advertisement for construction bids is targeted for June 2011.

**Segment 3A:** 100% PS&E documents were submitted to Caltrans in May 2010. TY Lin is working on preparation of Final PS&E documents, targeted to be submitted to Caltrans District 4 by early May, pending approval of structures plans. The RTL date for this segment is now targeted for September 2011 with advertisement for construction bids in November 2011, pending availability of State funds.

**Segment 3B:** This segment, Hillcrest Interchange area, was originally delayed due to coordination issues related to the future eBART station. Those issues have been resolved, allowing for the freeway design to proceed. 35% PS&E documents were submitted to Caltrans in June 2010, however, Caltrans review comments were delayed due to their geometric approval of the Hillcrest Interchange design. TY Lin is now proceeding with the 65% PS&E documents and the team is revising the project delivery schedule for this segment, with a targeted RTL date of May 2012. The Authority will advertise, award and administer the construction contract for this segment.

**Issues/Areas of Concern:** Availability of all fund sources in time to meet the project delivery schedule continues to be a concern for this corridor project. In March 2011 the Authority provided approval for staff to submit a Letter of No Prejudice (LONP) to authorize expenditure of Measure J funds in lieu of Proposition 1B funds programmed for Segment 2 construction. If availability of STATE funds continues to be delayed, construction of the follow on Segments (3A & 3B) will be compromised. The delay of the freeway project will affect construction of eBART, which will run in the newly constructed median of SR4.

**z. SR4 Bypass: Widen Bypass to 4 Lanes – Laurel Road to Sand Creek Road (5002)**

**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, including the Mokelumne Bike/Pedestrian Crossing of SR Bypass.

**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 in July, subject to available funding. CCTA nominated this project for \$13 million in CMIA award savings.

**Issues/Areas of Concern:** The construction schedule is subject to available funding.

aa. **SR4 Bypass: Sand Creek Road Interchange – Phase 1 (5003)**

**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

**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 in July, subject to available funding. CCTA nominated this project for \$20 million in CMIA award savings.

**Issues/Areas of Concern:** The construction schedule is subject to available funding.

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

**CCTA Fund Source:** Measure J

**Lead Agency:** Contra Costa County

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

**Current Project Phase:** Construction.

**Project Status:** The project was awarded to Teichert Construction for \$8,574,239.05 on March 23, 2010. Teichert Construction continues construction of the Vasco Road Safety Improvements Project into the 2011 winter season. Stage 1 Improvements (widening of the Brushy Creek Bridge and construction of 6 retaining walls) were completed during the summer 2010. Construction of Stage 2 improvements began in early 2011, consisting of storm drain and wildlife crossing installation and architectural finishing of the retaining walls. Construction activity has been limited to the recent weather, however Teichert Construction continues to make steady progress. The architectural concrete finish (fractured fin) for portions of the southern project limit retaining walls were recently completed in late February 2011 with

the remaining walls at the northern limit to be completed by June. As drier spring weather approaches, it is anticipated that significant construction progress can resume. The remaining portions of Stage 2 (grading and paving) will start in early Spring 2011 with Stage 3 improvements (consisting of median barrier and wildlife fencing installation, grading, and paving) scheduled to start in June 2011. Pending weather delays, the project is anticipated to be completed by December 2011.

**Issues/Areas of Concern:** None.

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

**CCTA Fund Source:** Measure C and J

**Lead Agency:** BART/CCTA

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

**Current Project Phase:** Final Design and Construction. BART is the lead agency for this phase. First Construction Package: Construction of the Transfer Platform and eBART Facilities in the median to Railroad Avenue.

**Project Status:** Work this month includes demolition of the existing trail tracks, concrete barriers on the guideway and existing metal beam guardrail in the median (which is "K-Railed" off). Also occurring this month is the installation of SWPPP (Storm Measures Protection)

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

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

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

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

*CENTRAL COUNTY*Measure C:

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

Measure J:

- 24029: Old Marsh Creek Road Overlay, 2010

*WEST COUNTY*Measure C:

- |                                           |                                              |
|-------------------------------------------|----------------------------------------------|
| 1300: Richmond Parkway, 1996              | 1503: SR4 (W) Willow Ave. Overcrossing, 1996 |
| 1501: SR4 (W) Gap Closure – Phase 1, 2002 | 2303: Hercules Transit Center, 2009          |

Measure J:

- 9001: Richmond Parkway Upgrade Study, 2008

## EAST COUNTY

Measure C:

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

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

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

2101: BART Extension to Pittsburg/Bay Point, 1996

3110: Marsh Creek Trail Overcrossing at SR4, 1997

3112: Big Break Regional Trail, 2010

Measure J:

5010: SR4 Bypass: Segments 1 and 3, 2008



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**Current Topics**

**Tunneling Starts on West Portal of Caldecott Fourth Bore Project** SHARE

**March 17, 2011**  
 After eight months of intense excavation on the Caldecott Tunnel fourth bore from the east end in Orinda, miners have begun to excavate from the west end in Oakland. The two holes are anticipated to connect by this fall.

Work began on the west end on March 10, 2011, and by a press tour today, miners had excavated about six feet into the mountain on that side of the tunnel.

Drilling on the west is somewhat more complex than from the east on account of softer, more crumbly rock and a steep hillside bearing down on the north side of the bore. Before the excavation began on the west side, months of work went into shoring up the tunnel site. Crews first installed stiff walls forming the portal and a canopy of steel pipes outlining the shape of the tunnel. The pipes are each 8 inches in diameter and 180 feet long, and support the mountainside while the miners excavate underneath the steel canopy.

The tunneling methodology is similar on both sides, in that crews must spray the tunnel walls and tunnel face with shotcrete (essentially concrete) every few feet in order to keep the walls from caving in. Once the face and walls are installed, the miners can then again break through the face and excavate the next round.

Still, "The progress won't happen as quickly (on the west side) as on the eastern side," explained tunnel designer Bhaskar Thapa, an associate with the engineering consulting firm Jacobs Associates in San Francisco. The difference is that on the west end of the tunnel, miners have to pause to apply the shotcrete every 3.3 feet as opposed to every 4.5 to 6 feet on the east side, and the shotcrete must be 12 inches thick on the west side vs. 8-10 inches thick on the east side. Also slowing down the work on the west end is the need to pause every 10 feet to apply the shotcrete to the floor of the bore as well as to the sides, ceiling and rock face, so as to form a complete circle of reinforcing concrete.

Crews have been putting in back-to-back shifts on the east side, and by this morning's press conference, had progressed 1,175 feet along the 3,400-foot tunnel from that side. Now mining crews are working their way up to a 24-hour operation on the west side as well. Sound walls and restrictions on night-time hauling of tunnel spoil will



*A long view of the west portal for the Caldecott fourth bore, which is at the far left on the west side.*



*An excavator has drilled through the first six feet or so at the west portal.*



*Caldecott fourth bore designer Bhaskar Thapa has a lot to smile about now that drilling is proceeding on both ends of the tunnel.*



protect the adjacent neighborhood from noise.

In an important milestone, the massive, German-made roadheader operating on the east side recently finished chewing its way through the Orinda Formation, one of three rock formations that occur along the tunnel pathway. In the middle of the tunnel path is the Claremont Formation, while the west side is known as the Sobrante Formation. Each represents a different paleontological era, with the Sobrante Formation being the oldest and the Orinda being the youngest, according to Thapa.

Somewhat paradoxically, at the same time as being strong enough to support the crushing load of the mountain, the new bore lining is also flexible enough to withstand a seismic event of the magnitude that might occur every 1,500 years. "That's a very high level of shaking that the tunnel is designed to perform in," Thapa said, explaining that the tunnel walls themselves are flexible enough to move with the ground.

The current phase of tunneling is excavating just the upper half of the 50-foot wide tunnel. The excavator on the west side will drill a quarter of the way in, while the roadheader on the east side will go three-fourths of the way through. Once they meet, the machines will back out and begin to excavate the lower layer of the tunnel.

"It's a challenging tunnel considering its size, and the weak and fractured rock that it's being built through," Thapa said.

The Caldecott Tunnel runs along State Route 24, connecting Alameda County with Contra Costa County. Currently Caltrans must daily shift the direction of the traffic lanes among the three existing bores to accommodate the ebb and flow of traffic. With the opening of the fourth bore in the fall 2013, travelers will permanently have access to two lanes in each direction, which should alleviate the perennial back-ups at this key gateway. The \$391 million fourth bore project is being built with the help of \$50 million in bridge toll money from MTC, along with federal stimulus money and local sales tax funding, among other sources. — *Brenda Kahn*

For more information:  
[www.caldecott-tunnel.org](http://www.caldecott-tunnel.org)



*An example of the crumbly rock miners are encountering on the west side of the tunnel. Photos: Karl Nielsen*

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