

12. Correspondence/Copies/Newsclips/Information (Information - Action as Determined)

Attachments:

- September 20, 2010 Chair Silva letter to CCTA Chair Taylor and correspondence from Executive Director Iwasaki re: Mr. Armstrong's request at TRANSPAC's November meeting to ask the California Highway Patrol to enhance enforcement of HOV lane and cell phone violations on I-680;
- November 23, 2010 CCTA Chair Taylor letter to Bay Conservation and Development Commission (BCDC) Chair Sean Randolph and Executive Director Will Travis transmitting comments on the Proposed *Bay Plan Amendment 1-08* Concerning Climate Change;
- November 10, 2010 TRANSPAC meeting status letter to CCTA;
- County Connection: Fixed Route Operating Report for October 2010; LINK Monthly Operating Report for October 2010;
- CCTA November 2010 Project Status Report;
- Time Magazine, 11/22/10, "The Best Inventions of 2010: transportation category".

12-2 **TRANSPAC Transportation Partnership and Cooperation**

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

September 20, 2010

The Honorable Robert Taylor, Chair
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, California 94597

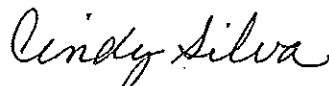
Dear Chair Taylor:

At the September 9, 2010 TRANSPAC meeting, one of our Planning Commissioner representatives relayed his observations of numerous HOV lane and cell phone violations on a southbound trip on I-680 during the morning rush hour. He counted the number of violators in the HOV lanes and determined that there was a ratio of 12:1 of violators versus legal HOV users on the stretch of freeway from Walnut Creek to Dublin. He suggested that either the laws should be enforced or the lane should be opened up for anyone to use. He requested that this situation be brought to the attention of the appropriate authorities. He further suggested that one way to begin is to conduct a photographic survey and a count of legitimate HOV usage.

Given that there are HOV lanes and cell phone violators in the different areas of the County, Member Pierce suggested that CCTA bring this request to the attention of the California Highway Patrol (CHP). While we realize that enhanced enforcement may be difficult to accomplish in this economy, we also believe that the HOV lanes need to be available to legitimate users and that cell phone users need to hang up the phones for safety's sake.

Your assistance in bringing these issues to the CHP's attention is greatly appreciated.

Sincerely,



Cindy Silva
Chair

cc: TRANSPAC Representatives
Randell Iwasaki, Executive Director, CCTA
TRANSPAC TAC

-----Original Message-----

From: Randy Iwasaki

Sent: Monday, September 27, 2010 8:32 AM

To: Cindy Silva (ceisleysilva@gmail.com); Robert Taylor
(tbtwd@att.net); Danice Rosenbohm

Subject: FW: HOV Violations

To all:

I have attached California Highway Patrol Commissioner Joe Farrow's response.

Thank you,

Randy

-----Original Message-----

From: Joe Farrow [<mailto:JFarrow@chp.ca.gov>]

Sent: Friday, September 24, 2010 12:47 PM

To: Randy Iwasaki

Subject: Re: HOV Violations

Randy, hope all is well with you. You're probably having a better time than us State folks. I'll look into the Hov issue and deal with it. However, as you know, we can't use any overtime right now so our enforcement will be hit and miss. We'll do the best we can,
Joe

12-4

-----Original Message-----

From: Randy Iwasaki <riwasaki@ccta.net>

Cc: <tbtwd@att.net>

To: Joe Farrow <JFarrow@chp.ca.gov>

Cc: <csilva@walnut-creek.org>

Sent: 9/22/2010 9:20:30 AM

Subject: HOV Violations

Dear Commissioner Farrow,

I hope you are doing well. It seems like it has been a long time since we sat at BTH listening to Secretary Bonner at his staff meetings. I am settling into my new role at the Contra Costa Transportation Authority (CCTA). We have a great team at CCTA. I heard Skip and Kevin retired. I should get back to Sacramento to meet your new executive team one of these days.

I received the attached letter from the Chair of one of our Regional Transportation Planning Committees. They are concerned about the number of violators in the HOV lane on I-680. I think this assessment would be relevant to I-80 as well. The request was to bring this issue to the attention of the California Highway Patrol. I know that you will do what you can with your limited resources to address this situation.

I have cc'd Cindy Silva and Robert Taylor.

If there is something CCTA can do for you, please let me know.

Best wishes,

Randy

Randell H. Iwasaki

[http://www.ccta.net/new CCTA/index.shtml](http://www.ccta.net/new_CCTA/index.shtml)

Executive Director

Contra Costa Transportation Authority <http://www.ccta.net/>

2999 Oak Road, Suite 100

Walnut Creek, CA 94597

Phone: 925 256-4724

Fax: 925 256-4701

E-mail: riwasaki@ccta.net <mailto:rcarlton@ccta.net>

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

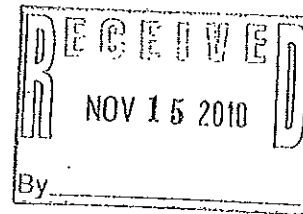
5001 Blum Road
Martinez, CA
(925) 646-4980
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



November 11, 2010

File No.: 320.10458.14995

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



Dear Director Randell:

I have received a copy of your email to Commissioner Farrow wherein you express concerns about the apparent number of violators traveling in the High Occupancy Vehicle (HOV) lanes in Contra Costa County. I will not use this reply as an opportunity to expound upon the budgetary troubles facing each state agency in California; rather, I will assure you that the safety of the motoring public through education and enforcement of the Vehicle Code remains the primary mission of the Department.

I assure you that the Department is making every effort to utilize its resources in the most efficient manner possible. The CHP is committed to ensuring HOV lanes are used appropriately and we do deploy troops, however working within tight fiscal restraints and prioritizing safety first, there is limited enforcement. I have shared your concerns with the Contra Costa Area Lieutenants and Sergeants. We have expressed your concerns to the officers during recent training days and will be deploying our Speed Enforcement Unit to patrol for HOV violations when staffing allows.

I want to thank you for taking the time to bring your concerns to our attention. Should you have any additional concerns or questions, do not hesitate to contact the Contra Costa Area office directly at (925)646-4980 during normal business hours.

Sincerely,

A handwritten signature in cursive script, appearing to read "J. U. Cahoon".

J. U. CAHOON, Captain
Commander
Contra Costa Area

Safety, Service, and Security

TRANSPAC Transportation Partnership and Cooperation

12-7

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

November 16, 2010

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 November 10, 2010, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a presentation on the James Donlon Boulevard Project by Paul Reinders, Senior Civil Engineer, City of Pittsburg.
2. Received a presentation on the Central County BART Crossover Project by Steve Kappler, BART Group Manager of Capital Programs.
3. Authorized the 511 Contra Costa-TRANSPAC/TRANSPLAN TDM Program Manager to submit applications to CCTA for FY 2011/12 Measure J Commute Alternative Funds; to the Bay Area Air Quality Management District for FY 2011/12 TFCA Funds; to MTC for CMAQ (Employer Outreach Funds); and to execute the required grant contracts and enter into cooperative agreements with the respective funding agencies.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter
TRANSPAC Manager *sp*

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



CONTRA COSTA
**transportation
 authority**

COMMISSIONERS

November 23, 2010

Robert Taylor, Chair

Sean Randolph
 Chairman

Will Travis

David Durant,
 Vice Chair

BAY CONSERVATION AND DEVELOPMENT
 COMMISSION

Executive Director

BAY CONSERVATION AND DEVELOPMENT
 COMMISSION

Janet Abelson

c/o Bay Area Council
 201 California Street, Suite 1450
 San Francisco, CA 94111

50 California Street, Suite 2600
 San Francisco, California 94111

Newell Americh

Ed Balico

Susan Bonilla

Jim Frazier

Subject: Comments on Proposed *Bay Plan Amendment 1-08* Concerning Climate
 Change

Federal Glover

Mike Metcalf

Dear Chairman Randolph and Executive Director Travis:

Julie Pierce

My letter dated October 21, 2010 requested that the Commission give local agencies and stakeholders, including the Authority, more time to review the proposed changes to the Bay Plan's policies and guidelines before it adopts Amendment 1-08. We appreciate your flexibility in allowing additional review time.

María Viramontes

The Authority shares BCDC's concerns about the negative impacts of climate change and the forecast rise in sea level on the ecological systems and the billions of dollars in public and private investments along the Bay. Those impacts have the potential to severely affect the health of the Bay, the livability of local communities, and the vitality of the region's economy.

Randell H. Iwasaki,
 Executive Director

We are concerned, however, that the policies and guidelines in *Proposed Bay Plan Amendment 1-08* (the *Amendment*) may interfere with our efforts and those of our partners to implement projects and programs that would help to maintain and improve our transportation system while achieving the Bay Area greenhouse gas emission reduction targets established by CARB in response to SB 375. Accordingly, with this letter we are submitting the following comments for your consideration:

2999 Oak Road
 Suite 100
 Walnut Creek
 CA 94597
 PHONE: 925.256.4700
 FAX: 925.256.4701
 www.ccta.net

- First, we seek revisions to the *Amendment* to avert conflicts between the *Bay Plan* and the Authority's primary mission – to deliver the Measure J transportation projects as approved by the voters of Contra Costa;
- Second, we seek to avert conflicts between the *Bay Plan* and the efforts of local jurisdictions to develop Priority Development Areas (PDAs), several of which are located near the Bay; and

Sean Randolph and Will Travis

November 23, 2010

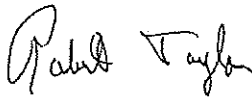
Page 2

- Third, we wish to make sure that the existing infrastructure we rely on daily for the transport of people and goods will be adequately protected from sea level rise.

Attached for your consideration are the revisions we wish to have incorporated into the *Amendment*. The revisions are limited to the findings and policies in paragraphs "o", "p", "r", "s", 5 and 6 of the Climate Change section, and paragraph 1 of the Shoreline Protection section. For clarity, we have accepted all proposed changes to the Bay Plan as if incorporated. Requested changes are shown in underline/~~strikeout~~.

The Authority agrees that the Commission needs to respond to climate change and predicted rises in sea level and their effects on the Bay. We hope, however, that together the Commission and its partner agencies can create an approach that furthers our mutual goals and objectives.

Sincerely,



Robert Taylor
Chair

cc via e-mail: BCDC Members and Alternates
The Contra Costa Mayors' Conference
Contra Costa County Supervisors
Contra Costa Transportation Authority Members
Liisa Stark, Union Pacific Railroad
Walt Gill, Chevron Richmond Refinery

Attachment: Proposed Revisions to *Bay Plan Amendment 1-08*

ATTACHMENT
 PROPOSED REVISIONS TO BAY PLAN AMENDMENT 1-08
 Contra Costa Transportation Authority, November 23, 2010

NOTE: Proposed additions in language are shown as underlined, while proposed language deletions are shown as ~~struck through~~.

Climate Change	
Findings	
p. 12	<p>o. Approaches for ensuring public safety, <u>supporting existing development, and promoting economic health</u> in developed vulnerable shoreline areas include: (1) protecting existing development; (2) accommodating flooding by building structures that are resilient (3) discouraging permanent new development; (4) allowing only interim new uses that can be removed or phased out as inundation threats increase; and (5) removing existing development.</p>
p.13	<p>p. Infill development is the economic use of underutilized or vacant land, or the rehabilitation of existing structures or infrastructure located in an area where supporting infrastructure is in place and that is surrounded by existing development that either is or will be served by transit. Infill development has been identified as an important strategy for reducing greenhouse gas emissions in the Bay Area by providing jobs and housing in locations and at densities that can be served by transit. Some vulnerable shoreline areas are already improved with development that has regionally significant economic, cultural or social value, and can accommodate infill development. <u>Other shoreline areas are potential sites for development that supports economic health and reduces greenhouse gas emissions.</u></p>
	<p>r. In some cases, the regional goals of encouraging infill development, remediating environmentally degraded land, redeveloping closed military bases and concentrating housing and job density near transit may conflict with the goal of minimizing flood risk by avoiding development in low-lying areas vulnerable to flooding. To minimize this conflict, infill or redevelopment in low-lying areas can be clustered on a portion of the property to reduce the area that must be protected; an adaptation strategy for dealing with rising sea level and shoreline flooding can be formulated with definitive goals and an adaptive management plan for addressing key uncertainties for the life of the project; measures can be incorporated that will achieve</p>

ATTACHMENT
 PROPOSED REVISIONS TO BAY PLAN AMENDMENT 1-08

	<p>resilience and sustainability in all elements of the project; <u>economic analysis can be applied to evaluate the potential costs and benefits of alternative plans;</u> and a permanent financial strategy can be developed to guarantee that the general public will not be burdened with the cost of protecting the project from any sea level rise or storm damage in the future.</p>
<p>p. 14</p>	<p>s. Some undeveloped low-lying areas that are vulnerable to shoreline flooding contain critical habitat or provide opportunities for habitat enhancement. <u>Allowing proposed projects and new development to proceed</u> in these areas would preclude important habitat enhancement opportunities. <u>An adaptation strategy can be formulated to address the trade-offs and analyze the opportunity costs of allowing such developments to proceed.</u> [Move the following sentence to new and revised paragraph "t" below.] Some developed areas may be suitable for ecosystem restoration if existing development is removed to allow the Bay migrate inland, although relocating communities is very costly and may result in the displacement of neighborhoods.</p>
	<p>t. Some developed areas may be suitable for ecosystem restoration if existing development and infrastructure¹ is are removed to allow the Bay [to] migrate inland, although Relocating communities existing development and infrastructure is very costly and may result in the displacement of neighborhoods and loss of capital investment. <u>An adaptation strategy can be formulated to address the trade-offs and fully account for the economic impacts of relocating existing development and infrastructure.</u></p>

¹[Commentor's Note: "Infrastructure" includes all public/private service and system providers such as transportation, flood control, power and water supplies, buildings (such as schools or hospitals) telecommunications, treatment plants, and industrial facilities. The term "infrastructure" is inclusive of regional and subregional transportation facilities, such as the Capital Corridor, I-80, and I-580, and surface streets in West Contra Costa that may be affected by sea level rise.]

ATTACHMENT
 PROPOSED REVISIONS TO BAY PLAN AMENDMENT 1-08

Policies	
p. 16	<p>5. The Commission, in collaboration with the Joint Policy Committee, other regional, state, and federal agencies, local governments, and the general public, should formulate a regional sea level rise adaptation strategy for protecting critical developed shoreline areas and natural ecosystems, enhancing the resilience of Bay and shoreline systems and increasing their adaptive capacity. The strategy should incorporate an adaptive management approach, be updated regularly to reflect changing conditions and information, and include maps of shoreline areas that are vulnerable to flooding based on projections of future sea level rise and shoreline flooding. The maps should be prepared and regularly updated in consultation with government agencies with authority over flood protection.</p> <p>The regional strategy should determine <u>identify</u> where existing development <u>and infrastructure</u> should be protected, and infill development encouraged, where new development, <u>including infill development</u>, should be permitted, [and] where existing development should eventually be removed to allow the Bay to migrate inland.</p> <p>The goals of the strategy should be to:</p> <ul style="list-style-type: none"> a. advance regional public safety and prosperity by protecting most existing shoreline development <u>and infrastructure</u>, especially development that provides regionally significant benefits, and by protecting infrastructure that is critical to public health or the region's economy, such as airports, ports, regional <u>and subregional</u> transportation <u>facilities</u>, wastewater treatment facilities, major parks, recreational areas and trails;
p. 17	<p>6. Until a regional sea level rise adaption strategy can be completed, when planning or regulating new development in areas vulnerable to future shoreline flooding, new projects should be limited to:</p> <ul style="list-style-type: none"> a. minor repairs of existing facilities or small projects that do not increase risks to public safety; b. transportation facilities, <u>including projects that are: 1) included in the most recently adopted Regional Transportation Plan (RTP) and/or 2) included in a voter-</u>

ATTACHMENT
 PROPOSED REVISIONS TO BAY PLAN AMENDMENT 1-08

	<p><u>approved transportation sales-tax Expenditure Plan;</u></p> <p>c. public utilities or other critical infrastructure that is necessary for the continued viability of existing development;</p> <p>d. <u>infill development that is consistent with an adopted Sustainable Communities Strategy.</u></p> <p>e. infill development within existing urbanized areas that contain development and infrastructure of such high value that the areas will likely be protected whether or not the infill takes place;</p>
<p>Shoreline Protection</p>	
<p>p.24</p>	<p>1. New shoreline protection projects and the maintenance or reconstruction of existing projects should be authorized if:</p> <p>a. the project is necessary to protect existing shoreline development <u>and infrastructure</u> from flooding or erosion;...</p>

The County Connection

Inter Office Memo

Agenda Item 7.a

TO: O&S Committee

DATE: November 10, 2010

FROM: Anne Muzzini
Director of Planning & Marketing

SUBJ: Fixed Route Reports

Fixed Route Operating Reports for October 2010

1. Monthly Boarding's Data

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

<u>Title</u>	FY 2011		<u>Annual Goal</u>
	<u>Current Month</u>	<u>YTD Avg</u>	
Total Passengers	289,589		
Average Weekday	12,643	11,671	
Pass/Rev Hour	16.4	15.5	FY11 Goal > 17.0
Missed Trips	0.15%	0.10%	FY11 Goal < 0.25%
Miles between Road Calls	30,203	29,650	FY11 Goal > 18,000

* Based on Standards from updated SRTP

Analysis

Average weekday ridership in October (12,643 passengers) is equal to the September ridership of 12,658 passengers but 5% lower than October 2009 of 13,283 passenger. See the attached table showing weekday boardings trend. Productivity in October was equal to 16.4 passengers per hour as compared to September's 16.7 passengers per hour. September and October are typically the highest ridership months of the year.

The percentage of missed trips was higher in October to (0.15%) as compared to the prior month of (0.10%) in September, but is within the goal set by the Board (0.25%). The YTD average is 0.10% missed trips.

The number of miles between roadcalls was equal to 30,203 miles which is slightly lower than prior month. The year to date average is 29,650 miles between roadcalls.

MONTHLY BOARDINGS
Operations Data Summary

Fixed Route Boardings		Passengers by Revenue Hrs/Miles		Service Days		Fiscal YTD Comparison Passenger Boardings		
October 2010 - Fixed Route Boardings	289,253	Revenue Hours -	October10	17,608	Weekdays -	October10	21	
Pavilion	336		October09	18,646		October09	22	
Bus Bridge	0	Revenue Miles -	October10	196,275	Saturdays -	October10	5	
Special	0		October09	184,437		October09	5	
					Sundays -	October10	5	
						October09	4	
October 2010 Total Boardings	289,589	Passengers per Mile		1.48	Total Days - 2010	31	YTD Trend	99.2%
October 2009 Total Boardings	316,454	Passengers per Hour		16.45	2009	31	Monthly Trend	108.5%

October 2010 Fixed Route Passenger Total						October 2010	October 2010
Route	Destination Information	Weekday	Saturday	Sunday	Total	Weekday Average	Passengers per Revenue Hour
1	Rossmoor / Shadelands	8,274			8,274	394	15.3
2	Rudgear / Walnut Creek	1,110			1,110	53	6.0
4	Walnut Creek Downtown Shuttle	19,682	2,581	1,921	24,183	937	26.1
5	Creekside / Walnut Creek	1,613			1,613	77	8.3
6	Lafayette / Moraga / Orinda	9,390	679	421	10,489	447	14.7
6L	Orinda / Orinda Village	101			101	5	5.1
7	Shadelands / Pleasant Hill / Walnut Creek	4,507			4,507	215	6.7
9	DVC / Walnut Creek	13,437			13,437	640	15.4
10	Concord / Clayton Rd	21,822			21,822	1,039	26.8
11	Treat Blvd / Oak Grove	6,680			6,680	318	17.9
14	Monument Blvd	15,001			15,001	714	18.1
15	Treat Boulevard	12,016			12,016	572	20.1
16	Alhambra Ave / Monument Blvd	15,574			15,574	742	14.0
17	Olivera/Solano / Salvio / North Concord	6,650			6,650	317	16.6
18	Amtrak / Merello / Pleasant Hill	9,858			9,858	469	15.8
19	Amtrak / Pacheco Blvd / Concord	2,968			2,968	141	10.2
20	DVC / Concord	26,393			26,393	1,257	27.9
21	Walnut Creek / San Ramon Transit Center	13,129			13,129	625	13.8
25	Lafayette / Walnut Creek	1,138			1,138	54	4.7
28	North Concord / Martinez	6,927			6,927	330	10.9
35	Dougherty Valley	8,170			8,170	389	12.0
36	San Ramon / Dublin	5,637			5,637	268	10.1
91X	Concord Commuter Express	878			878	42	11.7
92X	Ace Shuttle Express	3,202			3,202	152	18.4
93X	Kirker Pass Express	3,939			3,939	188	15.1
95X	San Ramon / Danville Express	2,548			2,548	121	12.1
96X	Bishop Ranch Express	8,494			8,494	404	13.1
97X	Bishop Ranch Express	1,624			1,624	77	7.9
98X	Martinez Express	7,567			7,567	360	11.2
250 *	Gael Rail Service	78	116	85	279	9	2.7
301	Rossmoor / John Muir Medical Center		470	340	810		9.8
311	Concord / Oak Grove / Treat Blvd / WC		920	763	1,683		11.1
314	Clayton Rd / Monument Blvd / PH		5,325	3,512	8,837		21.9
315	Concord / Willow Pass / Landana		460	223	683		10.1
316	Alhambra / Merello / Pleasant Hill		1,467	771	2,238		12.8
320	DVC / Concord		1,035	574	1,610		13.1
321	San Ramon / Walnut Creek		1,259	823	2,082		11.9
600's	Select Service	27,102			27,102	1,291	30.6
TOTALS		265,509	14,313	9,432	289,253	12,643	16.4

* Data from Link

** Seasonal Route

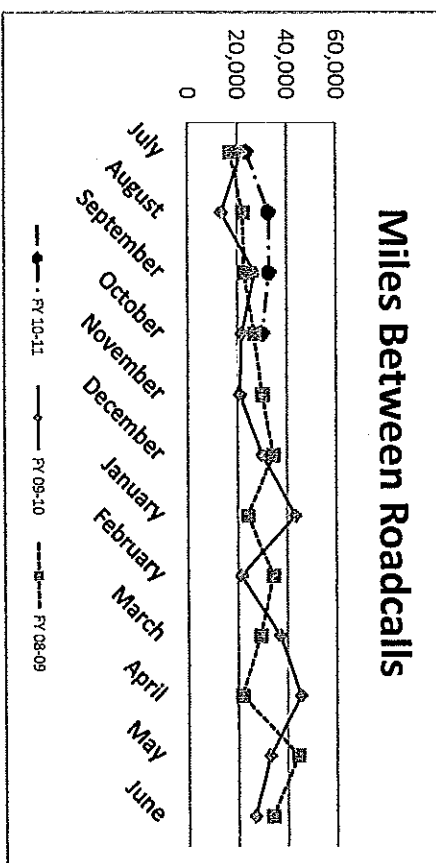
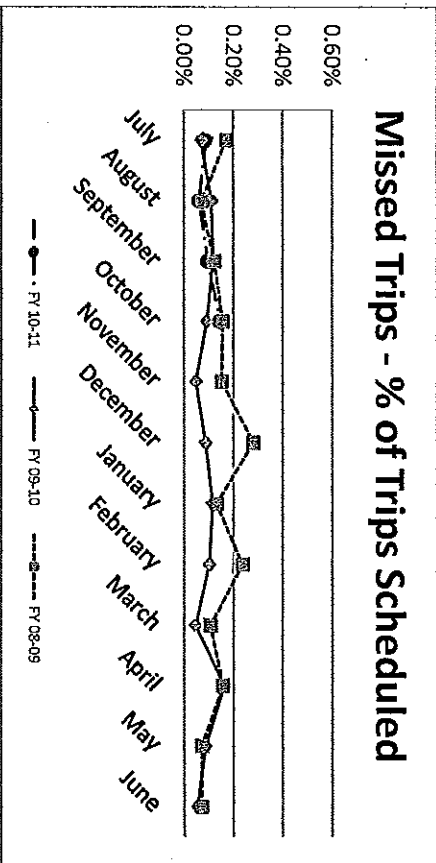
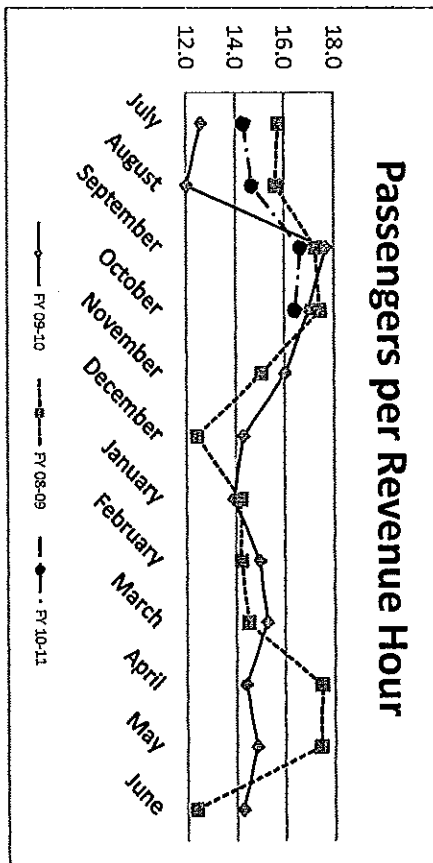
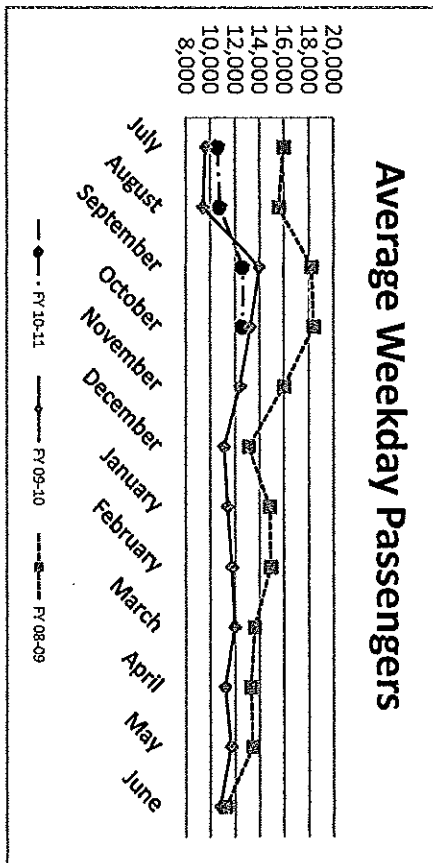
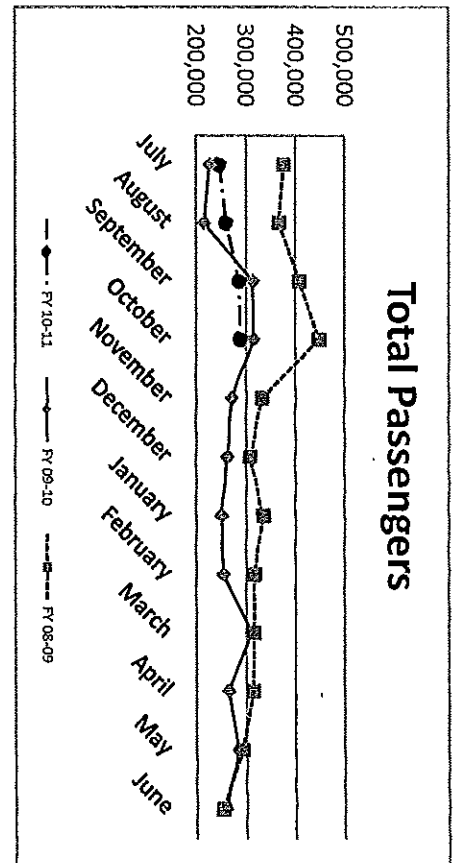
TRANSPORTATION and MAINTENANCE
Operations Data Summary

IV. Staff Reports

	TRANSPORTATION												FY10 FISCAL YTD	
	2009 October	2009 November	2009 December	2010 January	2010 February	2010 March	2010 April	2010 May	2010 June	2010 July	2010 August	2010 September		2010 October
Number of Buses	131	131	131	131	131	131	131	131	131	131	131	131	131	131
Total Hub Miles	283,616	283,077	270,769	260,473	257,503	286,234	273,663	265,604	269,248	239,465	262,890	265,667	271,831	1,057,743
Work Days	31	29	30	30	28	31	30	30	30	30	31	30	31	122
Revenue Hours	18,646	16,903	18,369	18,023	16,967	19,739	18,386	17,969	17,987	17,223	17,560	17,210	17,608	69,611
Operator Pay Hours	31,546	30,191	40,098	30,930	27,886	31,854	31,135	31,854	30,591	30,549	30,929	30,043	N/A	91,521
Number of Operators	170	168	167	167	167	167	169	168	168	166	166	166	163	165
FT Extra Board	62	20	21	17	45	68	31	63	42	31	29	10	74	144
Unscheduled Absences	332	331	336	282	240	282	366	281	221	319	352	321	395	1,387
Worker Comp.	120	117	97	109	94	126	152	141	125	119	132	113	164	528
Sick leave	212	214	239	173	146	136	214	140	96	200	220	208	231	839
Collision Accidents	5	9	2	3	5	4	5	4	8	2	6	3	7	18
Passenger Accidents	13	9	3	15	4	7	16	9	12	8	10	5	6	29
Total Chargeable Collisions	3	4	1	1	2	1	0	3	4	0	1	1	4	6
Chargeable/100K Miles	1.05	1.58	0.36	0.38	0.77	0.33	0.00	1.13	1.48	0.00	0.38	0.37	1.47	0.57
Number of Trips Scheduled	24,554	22,502	24,064	22,904	22,420	25,514	24,519	22,964	23,648	22,517	23,711	23,382	23,865	93,275
Number of Trips Missed	23	11	21	28	23	12	40	20	13	20	15	23	35	95
OT Trips Scheduled - % Missed	0.09%	0.05%	0.09%	0.12%	0.10%	0.05%	0.16%	0.09%	0.05%	0.09%	0.06%	0.10%	0.15%	0.10%
OT Trips Missed - Mechanical	16	4	15	10	19	8	18	9	10	18	7	17	11	53
On Time Performance %	90%	93%	90%	93%	92%	93%	93%	93%	94%	90%	93%	92%	93%	93%
MAINTENANCE														
A/C Operative - Avg. %	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Lifts Operative - Ave %	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
PM Complete on Schedule	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total Road Calls	17	14	13	11	15	10	7	9	16	16	14	14	10	54
Road Calls for Mechanical	13	12	9	6	12	8	6	8	10	10	8	8	9	35
Road Calls for Other	4	2	4	5	3	2	1	1	6	6	6	6	1	19
Miles Between Mechanical Road Calls														
Bus Numbers														
100 - 199	12,515	10,438	10,307	11,009	8,692	11,404	12,386	11,593	11,548	12,695	12,687	10,056	10,213	
200 - 299	12,499	36,215	37,499	37,599	30,109	37,475	33,824	34,594	15,393	33,124	33,144	12,334	15,935	
300 - 399	45,475	36,422	14,228	40,673	13,013	45,830	40,487	38,003	35,151	10,970	39,070	18,831	38,778	
400 - 499	31,240	14,296	29,765	15,639	32,087	34,365	32,424	29,208	14,098	26,066	28,085	15,046	33,258	
500 - 519	18,995	54,431	62,965	48,908	27,745	30,387	56,838	11,365	48,164	14,551	24,755	25,710	25,160	
900 - 939	18,170	16,523	10,803	16,230	14,315	23,789	70,771	77,837	42,305	31,019	73,059	77,571	25,561	
2000 - 2099	23,132	6,993	17,855	16,230	14,315	18,340	16,500	15,195	8,374	17,779	7,719	19,438	17,866	
9600 - 9629	23,132	6,993	17,855	16,230	14,315	18,340	16,500	15,195	8,374	17,779	7,719	19,438	17,866	
9800 - 9809	12,337	14,513	8,745	15,539	12,081	16,680	5,207	11,721	14,048	11,198	11,888	12,623	12,844	
Fleet Ave.	21,817	21,090	30,085	43,412	21,459	37,032	45,611	32,951	26,925	23,947	32,860	32,946	30,205	29,650
Maintenance Pay Hours	4,358	4,345	4,395	4,788	3,908	4,489	4,381	4,381	4,212	4,343	4,614	4,090	4,437	17,484
No. Maint. Employees	24	26	27	27	27	26	26	26	26	26	26	26	25	26
Maint. Emps/100K Miles	8	10	10	10	10	9	10	10	10	11	10	10	9	2
Unscheduled Absences	5	3	1	2	3	3	1	6	3	1	1	4	0	2

Transhub data

Monthly Reporting
Prepared by ELL 11/22/2010



MONTHLY BOARDINGS
Operations Data Summary
OCTOBER 2010 PRODUCTIVITY
(sorted by Pass / Rev Hr - descending order)

Route	Destination Information	Total	Wkday Avg	Passenger / Rev Hr
600's	Select Service	27,102	1,291	30.6
20	DVC / Concord	26,393	1,257	27.9
4	Walnut Creek Downtown Shuttle	24,183	937	26.1
10	Concord / Clayton Rd	21,822	1,039	26.8
314	Clayton Rd / Monument Blvd / Pleasant Hill	8,837	0	21.9
15	Treat Boulevard	12,016	572	20.1
92X	Ace Shuttle Express	3,202	152	18.4
14	Monument Blvd	15,001	714	18.1
11	Treat Blvd / Oak Grove	6,680	318	17.9
17	Olivera/Solano / Salvio / North Concord	6,650	317	16.6
18	Amtrak / Merello / Pleasant Hill	9,858	469	15.8
9	DVC / Walnut Creek	13,437	640	15.4
1	Rossmoor / Shadelands	8,274	394	15.3
93X	Kirker Pass Express	3,939	188	15.1
6	Lafayette / Moraga / Orinda	10,489	447	14.7
16	Alhambra Ave / Monument Blvd	15,574	742	14.0
21	Walnut Creek / San Ramon Transit Center	13,129	625	13.8
320	DVC / Concord	1,610	0	13.1
96X	Bishop Ranch Express	8,494	404	13.1
316	Alhambra / Merello / Pleasant Hill	2,238	0	12.8
95X	San Ramon / Danville Express	2,548	121	12.1
35	Dougherty Valley	8,170	389	12.0
321	San Ramon / Walnut Creek	2,082	0	11.9
91X	Concord Commuter Express	878	42	11.7
98X	Martinez Express	7,567	360	11.2
311	Concord / Oak Grove / Treat Blvd / Walnut Creek	1,683	0	11.1
28	North Concord / Martinez	6,927	330	10.9
19	Amtrak / Pacheco Blvd / Concord	2,968	141	10.2
315	Concord / Willow Pass / Landana	683	0	10.1
36	San Ramon / Dublin	5,637	268	10.1
301	Rossmoor / John Muir Medical Center	810	0	9.8
5	Creekside / Walnut Creek	1,613	77	8.3
97X	Bishop Ranch Express	1,624	77	7.9
7	Shadelands / Pleasant Hill / Walnut Creek	4,507	215	6.7
2	Rudgear / Walnut Creek	1,110	53	6.0
6L	Orinda / Orinda Village	101	5	5.1
25	Lafayette / Walnut Creek	1,138	54	4.7
250 *	Gael Rail Service	279	9	2.7

NOTE: * Data comes from Link Operators

** These are seasonal routes

MONTHLY BOARDINGS
Operations Data 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								
2	Rudgear / Walnut Creek	67	66	64	53								
4	Walnut Creek Downtown Shuttle	1,017	945	915	937								
5	Creekside / Walnut Creek	75	70	74	77								
6	Lafayette / Moraga / Orinda	302	340	438	447								
6L	Orinda / Orinda Village	7	2	3	5								
7	Shadelands / Pleasant Hill / Walnut Creek	237	231	231	215								
9	DVC / Walnut Creek	606	570	652	640								
10	Concord / Clayton Rd	948	947	1,016	1,039								
11	Treat Blvd / Oak Grove	287	298	332	318								
14	Monument Blvd	699	663	719	714								
15	Treat Boulevard	496	464	594	572								
16	Alhambra Ave / Monument Blvd	652	662	729	742								
17	Olivera/Solano / Salvio / North Concord	263	273	341	317								
18	Amitrak / Merello / Pleasant Hill	404	413	482	469								
19	Amitrak / Pacheco Blvd / Concord	158	140	142	141								
20	DVC / Concord	1,065	1,053	1,279	1,257								
21	Walnut Creek / San Ramon Transit Center	645	642	648	625								
25	Lafayette / Walnut Creek	40	37	57	54								
28	North Concord / Martinez	283	283	306	330								
35	Dougherty Valley	356	321	383	389								
36	San Ramon / Dublin	237	246	256	268								
91X	Concord Commuter Express	43	47	40	42								
92X	Ace Shuttle Express	148	158	148	152								
93X	Kirkner Pass Express	175	174	185	188								
95X	San Ramon / Danville Express	110	113	120	121								
96X	Bishop Ranch Express	425	395	394	404								
97X	Bishop Ranch Express	70	78	75	77								
98X	Martinez Express	358	354	385	360								
250 *	St Mary's College Gael Razi Shuttle		7	9	9								
600's	Select Service	38	398	1,242	1,291								
TOTALS		10,632	10,763	12,658	12,643								

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

Avg Weekly Trend

MONTHLY BOARDINGS
Operations Data 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	4 Days	4 Days	5 Days	4 Days	3 Days	4 Days	4 Days	4 Days	5 Days	4 Days	4 Days
4	Walnut Creek Downtown Shuttle	683	610	540	516								
6	Lafayette / Moraga / Orinda	67	88	167	136								
250 *	St Mary's College Gael Rail Shuttle	0	8	36	23								
301	Rossmoor / John Muir Medical Center	90	78	112	94								
311	Concord / Oak Grove / Treat Blvd / WC	191	206	221	184								
314	Clayton Rd / Monument Blvd / PH	1,040	1,021	1,062	1,065								
315	Concord / Willow Pass / Landana	82	74	70	92								
316	Alhambra / Merello / Pleasant Hill	291	289	300	293								
320	DVC / Concord	206	234	249	207								
321	San Ramon / Walnut Creek	272	269	284	252								
TOTALS		2,922	2,878	3,040	2,863	0	0	0	0	0	0	0	0

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
		4 Days	5 Days	4 Days	5 Days	4 Days	4 Days	5 Days	4 Days	4 Days	4 Days	5 Days	4 Days
4	Walnut Creek Downtown Shuttle	420	469	457	384								
6	Lafayette / Moraga / Orinda	36	61	103	84								
250 *	St Mary's College Gael Rail Shuttle	0	10	18	17								
301	Rossmoor / John Muir Medical Center	56	68	87	68								
311	Concord / Oak Grove / Treat Blvd / WC	172	159	161	153								
314	Clayton Rd / Monument Blvd / PH	772	743	748	702								
315	Concord / Willow Pass / Landana	54	54	50	45								
316	Alhambra / Merello / Pleasant Hill	172	192	227	154								
320	DVC / Concord	91	134	122	115								
321	San Ramon / Walnut Creek	143	182	186	165								
TOTALS		1,917	2,072	2,158	1,886	0	0	0	0	0	0	0	0

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

Avg Sat-Sun Trend

**MONTHLY BOARDINGS
Operations Data 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 Creek
4	BART Walnut Creek, N California Blvd, Locust St, Mt Diablo Blvd, Broadway Plaza, S Main St, Pringle Ave
4H	Walnut Creek Extended Holiday Service (November 27 thru December 31)
5	BART Walnut Creek, 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, Oak St
92X	Shadelands Office Park, Ygnacio Valley Rd, Highway 680, Danville Park & Ride, Crow Canyon Rd, Bishop Ranch 15, San Ramon Transit Center, Camino Ramon, ATT, Sunset Dr, Chevron, Ace Train Station Pleasanton
93X	BART Walnut Creek, Ygnacio Valley Rd, Shadelands Office Park, Oak Grove Rd, Kirker Pass Rode, Railroad Ave, Buchanan Rd, Somersville Rd, Fairview Dr, Delta Fair Blvd, Highway 4, Hillcrest Park & Ride
95X	BART Walnut Creek, Highway 680, Crow Canyon Pl, Fostoria Wy, Camino Ramon, San Ramon Transit Center
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

**MONTHLY BOARDINGS
Operations Data Summary**

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

The County Connection

Inter Office Memo

To: Board of Directors
From: Bill Churchill, Director of Transportation

Date: November 22 2010
Reviewed By:

SUBJECT: LINK Monthly Operating Report – October 2010

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

ADDITIONAL INFORMATION:

CCCTA LINK
MONTHLY OPERATING SUMMARY
October FY10/11

SUMMARY	October FY09/10	October FY 10/11	YTD FY09/10	YTD FY10/11
1 TOTAL CLIENTS	14,384	13,014	54,109	51,278
2 TOTAL ATTENDANTS	1,073	1,119	4,644	4,546
3 TOTAL COMPANIONS	90	75	350	235
4 TOTAL PASSENGERS	15,547	14,208	59,103	56,059
5 TOTAL SERVICE DAYS	31	31	121	122
6 VEHICLE REVENUE HOURS	7,682.52	6,936.13	28,810.20	27,934.70
7 VEHICLE SERVICE HOURS	9,186.65	8,425.71	34,892.30	33,901.57
8 VEHICLE NON REV HOURS	1,504.13	1,489.57	6,081.80	5,966.86
9 VEHICLE SERVICE MILES	151,737	132,478	575,047	531,695
10 VEHICLE REVENUE MILES	125,808	110,187	472,625	435,985
11 VEHICLE NON REV MILES	25,929	22,291	102,422	93,005
12 PASS. PER REVENUE HOUR	2.02	2.05	2.05	2.01
13 CLIENT PER REVENUE HOUR	1.87	1.88	1.88	1.84
14 PASS. PER SERVICE HOUR	1.69	1.69	1.69	1.65
15 PASS. PER SERVICE MILE	0.10	0.11	0.10	0.11
16 PASS. PER REVENUE MILE	0.12	0.13	0.13	0.13
17 TOTAL TRANSFER TRIPS	1,612	1,135	5,241	4,546
18 SAME DAY TRIPS	116	243	323	855
19 *SUBSCRIPTION TRIPS	N/A	8,504	N/A	33,614
20 *DEMAND	N/A	4,402	N/A	17,123
21 FAREBOX REVENUE	\$17,853.50	\$15,381.50	\$67,546.00	\$58,868.50
22 PREPAID CLIENTS	\$23,209.90	\$32,395.00	\$81,177.72	\$108,182.50
23 COLLECTED BILLING	\$8,692.00	\$7,074.00	\$37,792.00	\$22,226.00
24 TOTAL REVENUE COLLECTED	\$49,755.40	\$54,850.50	\$186,515.72	\$189,277.00
25 CHARGEABLE ACCIDENTS	1	0	1	0
26 SERVICE COMPLAINTS	1	0	4	0
27 SERVICE COMMENDATIONS	1	0	4	0
28 SERVICE DENIALS	0	0	0	0
29 ROAD CALLS	3	3	13	14
30 DRIVER TURNOVER	0.0	0.0	1.4	2.90
31 SCHEDULE ADHERENCE	95%	92.4%	95%	94.2%
32 WHEELCHAIR BOARDING'S	3,929	3,339	15,248	13,486
33 W/C LIFT AVAILABILITY	100%	100%	100%	100%
34 REGISTERED CLIENTS	8,468	8,887	N/A	N/A
35 UNDUPLICATED CLIENTS	1,177	1,106	N/A	N/A
36 NO-SHOWS	31	47	144	369
37 CANCELS	1,868	1,952	7,144	7,663
38 AVG. TRIP LENGTH (MILES)	9.8	9.3	9.7	9.5
39 AVG. SM BUSES IN SERVICE	3	3	3	3
40 AVG. BUSES IN SERVICE	48	48	48	48
41 TOTAL FUEL/GALLONS	21,105.0	20,148.4	82,486.0	75,317.5
42 FLEET M.P.G.	7.19	6.58	6.97	7.06
43 *DRIVER ROAD CHECK	N/A	28	N/A	262
44 *RIDER SURVEY'S	N/A	13	N/A	33
*STARTED REPORTING 12-01-09				
QUARTERLY STARTS (3RD)				
45 AMB LIFT BOARDINGS	N/A	0	5,408	9,079



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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 from the East Portal and is over 90 meters in on the top heading. Work is nearly complete on the West Portal entry retaining wall and drilling of test pipe canopy bolts. The final preparation for tunneling is underway. There was a tunnel safety incident in Nov 3. One construction worker received medical treatment, but returned to work that day.

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.

Issues/Concerns: None.

c. Moraga Way Rehabilitation & Improvements (1625/1625SW)

CCTA Fund Source: Measure C

Lead Agency: City of Orinda

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

Current Project Phases: Construction.

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

The City of Orinda City Council awarded the construction contract to MCK Services, Inc. of Concord for \$934,421.50 on April 20, 2010. Construction is scheduled for completion in December 2010.

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 has issued a Request for Qualifications (RFQ) to solicit proposals to initiate the design phase of the project. RFQ submittals were due on October 8, 2010.

Issues/Areas of Concern: None.

CENTRAL COUNTY

e. **Alhambra Avenue Widening (1203) – *No changes from last month***

CCTA Fund Source: Measure C

Lead Agency: City of Martinez

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

Current Project Phase: Complete.

Project Status: Construction is complete. However, the City decided to complete the slope grading behind a retaining wall as part of this construction contract by contract change order. Therefore, project acceptance is delayed until the winter of 2010.

Issues/Areas of Concern: None.

f. **Commerce Avenue Extension (1214)**

CCTA Fund Source: Measure C

Lead Agency: Concord

Project Description: The project will extend Commerce Avenue between Pine Creek and Waterworld Parkway and will rehabilitate the pavement section 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 and is expected to take until winter 2010. The City's ROW agent met with all property owners, completed appraisals, and prepared offers. 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. The Authority is scheduled to appropriate \$645K from Measure C for additional right of way work at their December 2010 meeting. Right of Way is currently on hold pending the City's address on Contra Costa County Flood Control District Design comments. Although the plans are 90% complete, construction will be rescheduled to the spring of 2011 and may be delayed again depending on the length of the ROW process.

Issues/Areas of Concern: City is working with designer to address County Flood Control District comments.

g. 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.

h. Martinez Intermodal Station – Phase 3 (2208A/4002) –

CCTA Fund Source: Measure C and J

Lead Agency: City of Martinez

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

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

Project Status: Demolition work of some existing structures is complete. Current interim parking lot improvements are complete. Preliminary parking lot design alternatives have been prepared and are scheduled for Council approval this winter. The City will be issuing an RFQ for design services for the final parking lot design this month and plan on selecting a consultant and executing the contract this winter.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C

Lead Agency: CCCTA

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

Current Project Phase: Design.

Project Status: The Authority appropriated \$823,820 for construction in January 2009. Construction is scheduled to begin in mid-2011.

Issues/Areas of Concern: Comments from Caltrans have generated the need for design changes. A consultant agreement amendment to address the changes and to provide for the Resident Engineer/construction administration services is scheduled for approval by the CCCTA Board in December 2010.

j. 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 the pavement on I-680 from San Ramon to Walnut Creek.

Current Phase: Construction advertisement

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. 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). Award of the construction contract is expected in early December. Low bidder is Bay Cities Paving & Grading, Inc.

Issues/Areas of Concern: None.

k. Comprehensive Wayfinding System for 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

Project Status: The Authority appropriated \$2,600,000 for design and construction of improvements on January 20, 2010. Design is expected to be complete in March, 2011, and construction is scheduled for completion in December 2012. BART will install the signage hardware in September with inserts to follow in October at the Pleasant Hill BART station. The other Central County stations will follow.

Issues/Areas of Concern: None.

I. Electronic Bicycle Facilities at Concord, N. Concord, WC & Pleasant Hill BART (10001-04)

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Phase: Design.

Project Status: The Authority appropriated \$905,000 for design and construction of improvements on January 20, 2010. The BART Board action to award a construction contract is scheduled for December 2010. Construction is planned for completion in July 2011.

Issues/Areas of Concern: None.

m. 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 spring 2011.

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

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

Project Status: A decision to divide the project into two parts was made in order to expedite the wall construction. On April 15, 2009, the Authority appropriated \$2,691,000 for construction activities. The construction contract was awarded to Top Grade Construction for \$1,372,740 on June 22, 2009. Tie-back wall construction is complete. Permits from US Fish and Wildlife and the Department of Fish and Game are being pursued for work to fill depressions on the hillside. It is likely the project will be constructed in 2011.

Issues/Areas of Concern: None.

o. **Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements (24028) – *No changes from last month***

CCTA Fund Source: Measure J

Lead Agency: City of Concord

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

Current Phase: Preliminary Engineering/Environmental Planning/Environmental Clearance.

Project Status: The Authority appropriated \$154,600 for preliminary engineering/environmental planning and environmental clearance work in March 2010. City staff is currently reviewing a preliminary draft of the traffic engineering study.

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 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.

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 has issued a Request for Qualifications (RFQ) to solicit proposals to initiate the design phase of the project. RFQ submittals were due on October 22, 2010.

Issues/Areas of Concern: A significant funding shortfall exists.

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 is 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.

The second project 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.

The Authority staff and consultant coordinated with the cities of El Cerrito and Richmond and held an Open House in the City of El Cerrito on April 16, 2010 to inform the public of the result of the Feasibility Study. Staff also presented the project to the City of Albany at the Traffic and Safety Commission meeting on June 24, 2010

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)**

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 1 peer review of the plans on September 17, 2010. The 95% design plans have been submitted to the City, and a CCEAC Phase II peer review will be scheduled per the Measure J Project Policy.

Issues/Areas of Concern: None.

t. **Electronic Bicycle Facility at El Cerrito Del Norte, EC Plaza, & Richmond BART Stations (10002-03)**

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Project Phase: Design.

Project Status: The Authority appropriated \$402,000 for design and construction of improvements on January 20, 2010. The BART Board action to award a construction contract is scheduled for December 2010. Construction is planned for completion in July 2011.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Project Phase: Design.

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

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: The Corridor System Management Plan (CSMP) was recently approved and will be forwarded to California Transportation Commission (CTC) for their acceptance. In January 2011, ACTC and CCTA will request that the CTC amend the project to reflect seven construction and procurement contracts, and to request funding for the I-80 Traffic Operation System (TOS) elements and the San Pablo Corridor Arterial and Transit Management project. ACTC hosted a workshop on November 18th to explain the project scope and cost to CTC staff.

Issues/Areas of Concern: The project schedule is approximately 18 months behind the schedule proposed in the CMIA baseline agreement. Additional time was needed to fully scope the project and to obtain necessary environmental permits and clearances. The project team continues to assess options to fund operating and maintenance costs.

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

Current Project Phase: Highway Landscaping – 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) – No changes from last month.

CCTA Fund Source: Measure C and J

Lead Agency: CCTA

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

Current Project Phase: 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, temporary eastbound on-ramp, and earthwork grading for Route 4 widening. Bridge construction and paving of new freeway lanes will begin in early 2011. The project construction is approximately 10% complete.

All necessary utility relocations for the project have been completed. The utility relocations included PG&E gas transmission pipe, electrical transmission wires, electrical distribution wires, and AT&T wires.

Issues/Areas of Concern: The contractor successfully completed the current stage of culvert work within the existing creeks and waterways before the seasonal rains began.

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 Section – Construction Contract Award 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. Monthly coordination meetings are on-going with Caltrans, City of Antioch and PG&E.

Segment 1: Design was completed on schedule. The CTC voted on the allocation of STIP and CMIA funds for the project on May 19, 2010. The project was advertised for construction bids on July 19, 2010 and bids were opened on October 5, 2010. Caltrans has 60 days to award the contract. The construction management team has been assembled and is working on pre-construction activities. Advance tree removal activities were administered by the Authority during the month of November under a Caltrans Encroachment Permit.

Segment 2: Final PS&E documents were submitted to Caltrans in early October 2010. Caltrans District 4 and BKF are working on assembling all necessary documents in preparation for sending to Caltrans Headquarters for final review and advertisement. Ready-to-list (RTL) is targeted for February 2011. Construction is targeted to begin in summer 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. The RTL date for this segment is targeted for June 2011 with advertisement for construction bids late summer 2011, pending the right of way acquisition schedule.

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 final review comments were not received until this month. A major delay occurred with Caltrans related 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 December 2011.

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

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

CCTA Fund Source: Measure J

Lead Agency: State Route 4 Bypass Authority

Project Description: Widen the State Route 4 Bypass from 2 to 4 lanes (2 in each direction) from Laurel Road to Sand Creek Road, 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 at anytime, subject to available funding.

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

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

CCTA Fund Source: Measure J

Lead Agency: State Route 4 Bypass Authority

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

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

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

Issues/Areas of Concern: 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. Bridge construction is on-going, and recent activities include completion of major retaining wall work and roadway widening. Wall construction will continue until the end of the year. The project is anticipated to be complete in late fall 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.

Project Status: A groundbreaking event for the construction of the transfer station was held on October 29th at the Pittsburg/Bay Point station. Construction activities will commence in January.

Coordination is ongoing between BART and CCTA consultants working on the design of the SR4 Widening Project. A master integrated schedule is being developed for the eBART and SR4 Construction Contracts.

Issues/Areas of Concern: None.

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

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| 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 COUNTYMeasure C:

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| 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 |
| 1205: Taylor Blvd. /Pleasant Hill Rd./Alhambra Rd. Intersection Imp., 2000 | 2208: Martinez Intermodal Facility - Phase 2, 2006 |
| 1209: South Broadway Extension, 1996 | 2296: Martinez Bay Trail, 2007 |
| 1210: Monument Blvd./Contra Costa Blvd./Buskirk Ave. Imp., 1996 | 3102: Walnut Creek Channel to CC Shoreline Trail, 2001 |
| 1215: Geary Rd. Improvements, 2002 | |

Measure J:

- 24029: Old Marsh Creek Road Overlay, 2010

WEST COUNTYMeasure 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 COUNTYMeasure C:

- | | |
|---|---|
| 1401: SR4 (E) Willow Pass Grade Lowering, 1995 | 2101: BART Extension to Pittsburg/Bay Point, 1996 |
| 1402: SR4 (E) Bailey Rd. Interchange, 1996 | 3110: Marsh Creek Trail Overcrossing at SR4, 1997 |
| 1403: SR4 (E) Bailey Rd. to Railroad Ave., 2001 | 3112: Big Break Regional Trail, 2010 |

Measure J:

- 5010: SR4 Bypass: Segments 1 and 3, 2008

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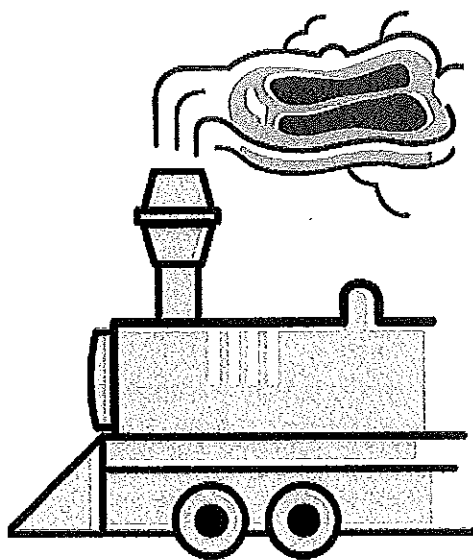
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Amtrak's Beef-Powered Train

By **BRYAN WALSH** Thursday, Nov. 11, 2010

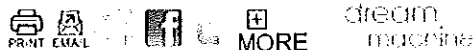


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Compared with its ultramodern counterparts in Europe and Japan, Amtrak is not a font of innovation. But on its Heartland Flyer — a daily service between Oklahoma City and Fort Worth, Texas — Amtrak is taking tentative steps toward a greener, low-carbon future. Since spring, the Heartland Flyer has been running on 20% biodiesel rather than the carbon-heavy diesel fuel on which Amtrak's other trains — with the exception of the electric Acela Express — currently operate. The biodiesel reduces air pollution and helps cash-strapped Amtrak save on fuel. And appropriately for a train in cow country, the biodiesel is made from rendered cattle fat. Biodiesel from beef burns cleaner than plant biodiesel, though it may not be scalable outside the beef belt.

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Transportation

Google's Driverless Car

By **BILL SAPORITO** Thursday, Nov. 11, 2010



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Is it an autoautomobile? An aut2.omobile? Whatever you call it, Google's new Prius — tricked out with radar sensors, video cameras and a laser range finder — has driven itself 140,000 miles without an unscheduled meeting with a light pole. Other geek squads have been running driverless vehicles in the California desert for years, partly at the behest of the U.S. Department of Defense. But only Google can rev the petabyte-sucking mapping technology that guides its car along busy streets and highways. The goal is safety — an admirable one given the world's million-plus auto fatalities each year. Driverless technology is logical and efficient, and in the near future, it could transform your commute into stress-free transport on a motorized sofa. The sad part for road hogs: if Google is successful in marketing its technology to automakers, you may never get to flip the bird at another driver again.

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Martin Jetpack

By **BILL SAPORITO** Thursday, Nov. 11, 2010

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responders than for early adopters. The Jetpack will sell for about \$100,000; field tests start in 2011.

[See a visual history of the jetpack.](#) [View the full list for "The 50 Best Inventions of 2010"](#)

Every depiction of future transport since Buck Rogers includes a jet pack, so who are we to mess with invention convention? The Martin Jetpack positions itself as the planet's first practical jet pack — as if it were some kind of airborne Swiffer. New Zealand inventor Glenn Martin spent nearly 30 years developing a successor to the proven but impractical Bell Rocket Belt, which first flew in 1961.

Martin's version doesn't look practical: he appears to have welded two enormous leaf blowers together and thrown on a harness. But the carbon-fiber composite frame houses a gasoline-fueled, 200-horsepower engine — more power than a Honda Accord — that turns a pair of carbon-Kevlar rotors. Theoretically, the Martin Jetpack could take its operator up 8,000 ft. Since it holds only 30 minutes' worth of fuel, though, you won't want to linger. The commercial application may be more for first

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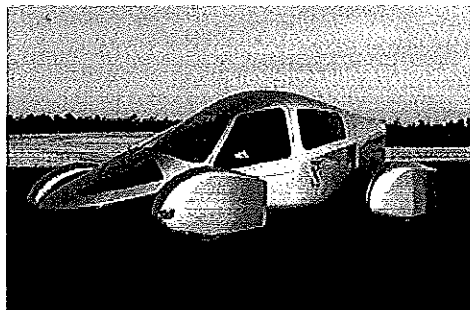
Edison2

By **BRYAN WALSH** Thursday, Nov. 11, 2010

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Perhaps the easiest way to make a car more fuel-efficient is to make it lighter. The designers of the Edison2 concept vehicle have taken auto dieting to the extreme. The car — as aerodynamic as it is anorexic — weighs less than 800 lb., which helps it get 102.5 m.p.g. That was good enough to share the Progressive Insurance Automotive X-Prize, an award set up to encourage development of production-ready cars that are super-fuel-efficient. Sadly, Edison2 team owner Oliver Kuttner says you won't see the car at your dealer anytime soon. But it's a hopeful sign for an oil-pinched future.

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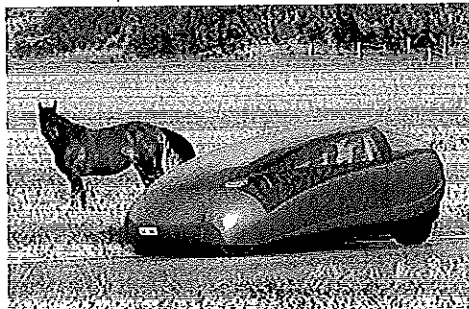
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Antro Electric Car

By **BRYAN WALSH** Thursday, Nov. 11, 2010



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ANTRO



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combined, Transformers-style, to create the family-friendly Duo. Look for it in 2012.

The car of the future, now coming from: Hungary. Yes, it sounds like communist propaganda circa 1967, but the Hungarian designer Antro might just have made a superefficient, supercheap car that could put Western manufacturers to shame. The Antro Solo can hold up to three people — a driver and two passengers, one on either side — who pedal to help drive the ultralight car. The rest of the forward motion comes from an electric motor that's partly powered by solar panels. If you need a bigger car, Antro has a solution: two Solos can be

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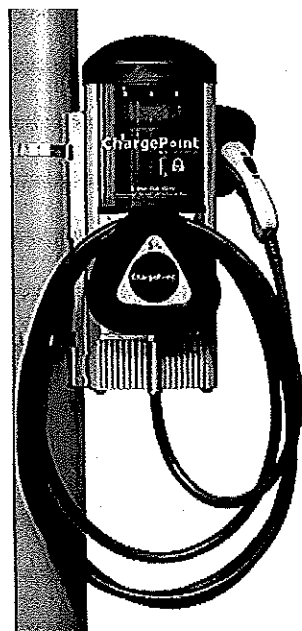
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Electric-Car Charging Stations

By **BRYAN WALSH** Thursday, Nov. 11, 2010



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It's the chicken-and-egg problem of electric vehicles: until there's a network of road-embedded rechargers (see No. 17) or a series of stations where drivers can charge their batteries — similar to the gas stations we depend on now — an electric car is inherently limited. Coulomb Technologies is working to break that deadlock. The company is building a system of automated charging stations in public places that are connected to utilities, so the charge for your charge can be added to your home electricity bill. And if your utility hasn't partnered with Coulomb, you can call a toll-free number and pay with your credit card.

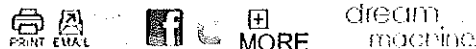
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The Straddling Bus

By **AUSTIN RAMZY** Thursday, Nov. 11, 2010

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SHENZHEN HUASHI FUTURE PARKING EQUIPMENT CO.

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Passengers on the new bus should rightly expect to feel above it all. The company is awaiting government approval for a trial project in Beijing. If that comes through this year, test runs could begin by the end of 2011.

A boom in car sales has caused traffic mayhem in many of China's major cities. One company wants to improve the situation — by putting even more people on the road. But rather than add more cars, Shenzhen Huashi Future Parking Equipment is developing a massive "straddling bus." Cheaper than a subway, the partly solar-powered behemoth will span two lanes and carry up to 1,200 people in a carriage raised 7 ft. above the roadway, thus allowing cars to pass, or be passed, underneath.

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Road-Embedded Rechargers

By RACHELLE DRAGANI Thursday, Nov. 11, 2010



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KOREA ADVANCED INSTITUTE OF SCIENCE AND TECHNOLOGY

It's no Soul Train, but some Seoul bus rides could soon be getting a lot more electric. Engineers from the Korea Advanced Institute of Technology are experimenting with embedding electric strips in roadbeds that magnetically transfer energy to battery-powered vehicles above. The prototype, at an amusement park in Gwacheon, just south of Seoul, is the first system in the world like it, and researchers say the technology could someday enable all electric vehicles to operate with one-fifth the battery size and at one-third the cost.

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Terrafugia Transition

By **BILL SAPORITO** Thursday, Nov. 11, 2010

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be a match for an Italian sports car. But extend the vehicle's gull wings — and you are requested to do this at an airport — and the rear-propeller-powered Transition can fly two passengers about 500 miles at a cruising speed of 105 m.p.h. After you land, you will not be heading to the rental counter.

See pictures of the plane that flies.

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The Terrafugia Transition could redefine the convertible. And door-to-door travel. Designed by a team of MIT aeronautics engineers, including Terrafugia co-founders Carl Dietrich and his wife Anna Mracek Dietrich, the Transition is a street-legal, airworthy, airbag-and-parachute-equipped flying car that at \$200,000 is priced less than a Lamborghini. The first models will be delivered next year. True, with its wings retracted like football goalposts, the Transition, whose 100-horsepower engine gets it 35 m.p.g. on terra firma, isn't going to

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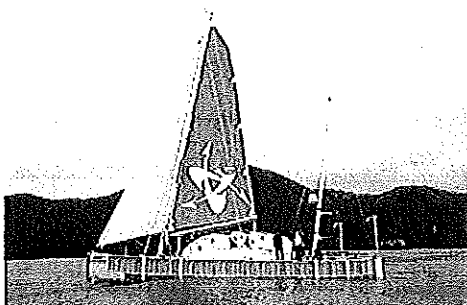
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The Plastic-Bottle Boat

By **KAYLA WEBLEY** Thursday, Nov. 11, 2010

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MATTHEW GREY



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into the Plastiki's pontoons in a pomegranate-like structure, giving the boat 68% of its buoyancy. Rothschild's mission to change the public's perception of plastic continues as his team brainstorms new ways to reuse the commonly discarded material in everything from surfboards to wind turbines. "Every year in the U.S., we are throwing away a billion dollars' worth of building material," he tells TIME.

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