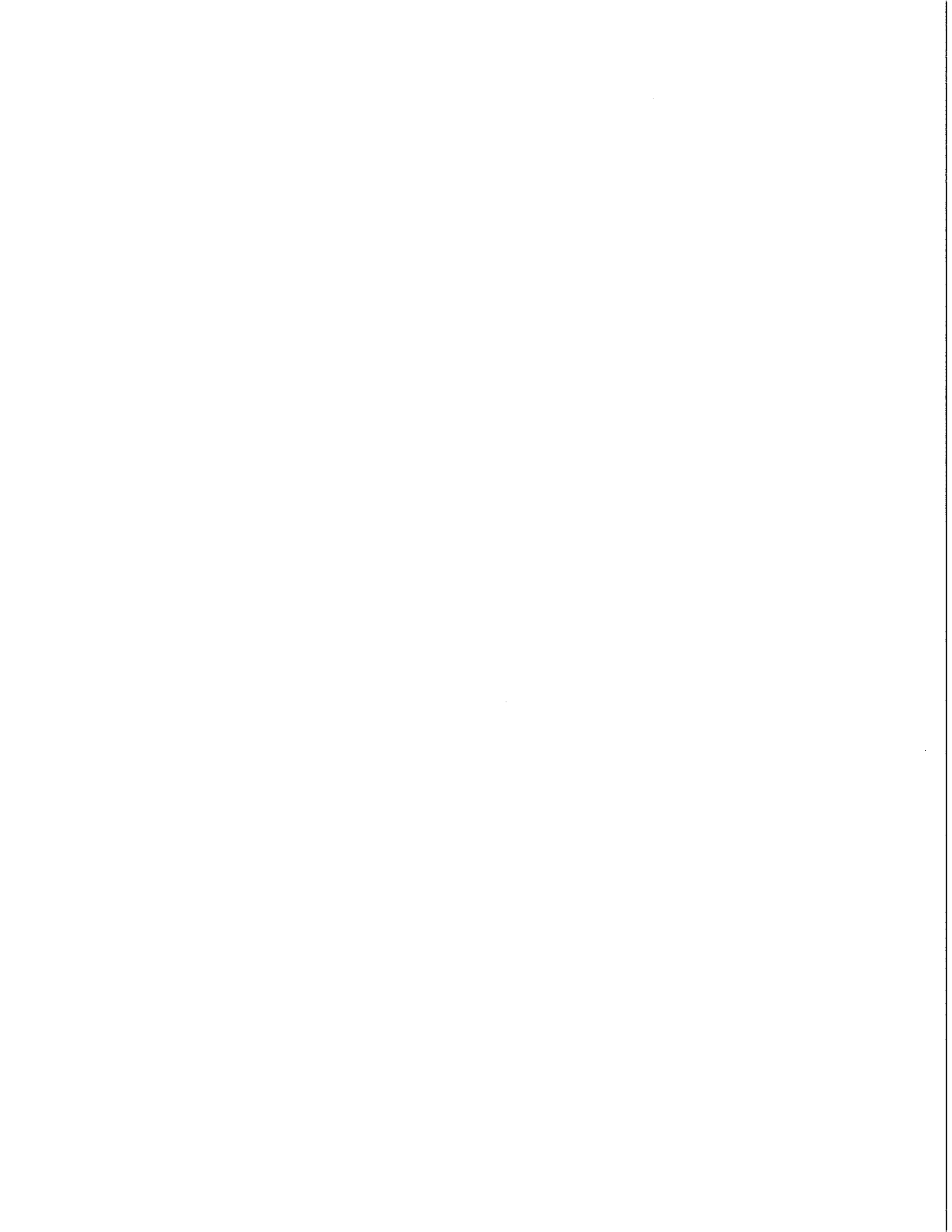


## 12. Correspondence/Copies/Newsclips/Information

### Attachments:

- Contra Costa Times Readers' Forum, September 16, 2011, Gerald Cauthen, PE; see list of transportation experience at the end of the column "Rebalancing Bay Area Transportation"
- Contra Costa Times Your Turn column, September 23, 2011, in response to Mr. Cauthen, "Politics at the heart of matter" by Bob Armstrong, Planning Commissioner and TRANSPAC Representative from Clayton
- Contra Costa Times Your Turn column, October 1, 2011, "MTC is moving, deal with it" by Adrienne J. Tissier, MTC Chair and Vice President of the San Mateo County Board of Supervisors
- CCTA Chair Durant comment letter to MTC Executive Director Steve Hemminger on the July 8, 2011 Proposal for the OneBayArea Grant Program
- San Francisco Chronicle, September 16, 2011 "Caldecott Tunnel workers dig toward tomorrow"
- San Francisco Chronicle, October 1, 2011, Letter re: Bay Bridge carpools
- TRANSPLAN September 8 meeting status letter
- WCCTAC – no September meeting
- SWAT – no September, October meetings
- TRANSPAC September 8, 2011 meeting status letter; no October meeting
- County Connection: Fixed Route Operating Reports - August and September 2011; LINK Monthly Operating Reports - August and September 2011
- CCTA Project Status reports - October 6 and November 3, 2011



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## Contra Costa Times Readers' Forum: Rebalancing Bay Area transportation

By Gerald Cauthen  
Contra Costa Times Readers Forum  
Posted: 09/16/2011 04:00:00 PM PDT

It's not often that Bay Area environmentalists, transit operators, civic organizations, business groups, municipalities and neighborhood coalitions agree. But when it comes to cutting greenhouse gas emissions, reducing energy dependence and easing regional traffic congestion, everyone is saying essentially the same thing.

Unfortunately, progress toward these often-repeated Bay Area goals continues to be glacial. So glacial that according to Metropolitan Transportation Commission, 2030 will see only 6.3 percent of Bay Area travelers in trains and buses.

So what's the holdup? After 40 years of regional planning, why isn't the Bay Area meeting these well-established transportation goals? Why does car travel continue to reign supreme? Here's part of the answer to these vexing questions of long standing.

First of all, as should be obvious, people don't easily sacrifice their own time and convenience solely to conform to someone else's idea of what constitutes sound environmental and social policy.

Until the public transit options are rendered safe, convenient and reliable, most people simply aren't going to use them often enough to meet the desirable goals.

Despite all the recent talk, not nearly enough has been done to develop comprehensive, cost-effective, well-connected and reliable public transit systems.

After 40 years of "regionalism," the highway interests and sponsors of local pet projects continue to

dominate. In the last four decades, billions of dollars have been poured into highway expansions and glitzy BART extensions without any discernible improvement in the balance between

automotive use and public-transit use.


Despite large capital expenditures, Bay Area transit systems continue to be hampered in various locations by inadequate operating funds, haphazard coordination, wasteful deployment of vehicles, duplicative and unreliable service, poor mapping and congestion-caused delays.

Are Bay Area travelers doomed to remain essentially trapped in their cars forever or will things improve? Four categories of difficulty warrant special attention:

- **Comprehensiveness:** Not every part of the region can or should be served equally. Some areas are highly transit dependent and require more service. Other areas have less need for regular transit service. Running virtually empty buses doesn't bring down greenhouse gas emissions.
- **Cost Effectiveness:** Transportation funds are always in short supply, particularly in down economies. So the challenge is to obtain the maximum benefit from each transportation dollar spent. Unfortunately, a great deal of what has been spent in the Bay Area in recent years has been wasted. Instead of careful alternative analyses we've seen the single-minded promotions of assorted pet projects. Instead of improvement to existing systems we've seen traffic-inducing highway expansions and wasteful transit boondoggles.
- **Connectivity:** The Bay Area is served by multiple bus and rail operators. Yet to attract the maximum number of riders the regional transit network must be perceived as "seamless." Riders generally don't care whose system they are using; they just want to get there. Unfortunately, the coordination of service between and within the various Bay Area transit operators is spotty. No matter where one looks there are gaps: Gaps between systems. Gaps within systems. Time gaps. Even gaps at points of transfer. Better coordination among and within transit operations would render all systems more useful to more riders.
- **Reliability:** Transit users want and deserve reliable service. Busloads and trainloads of people deserve roadway priority, especially in urban areas. Each existing bus and rail line should be scrutinized with an eye to eliminating each impediment to optimal service. People will use transit only if there is a reasonable expectation of reaching their destinations safely, conveniently and on time.
- **Conclusion:** Improving the effectiveness of the region's existing network of bus and passenger rail lines should become the No. 1 regional transportation priority.

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Gerald Cauthen, PE, is former manager of the Muni Transit Improvement Program, senior engineering manager and transportation vice president at Parsons Brinckerhoff and co-founder of San Francisco Tomorrow and SaveMuni.com

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


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## Contra Costa Times Your Turn: Politics at heart of matter

By Bob Armstrong

Contra Costa Times Your Turn

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Posted: 09/23/2011 04:00:00 PM PDT

Regarding Gerald Cauthen's column in last Saturday's Readers' Forum, I can't help but comment on his statement, "After 40 years of regional planning, why isn't the Bay Area meeting these well established transportation goals?"

I submit it's for the same reason it takes us 20 years to replace a perfectly sound bridge or 10 years to replace the twin towers in New York City. Politics.

Technocrats have spent money willy-nilly on mass transit schemes to get us out of our cars. Yet if you look at the photograph that accompanied his column, you see one lane filled with big rigs and the other lanes dominated by pickups and panel trucks.

None of these vehicles are commuting, they are engaged in commerce making deliveries or providing services along established routes.

Mass transit isn't the answer for these vehicles and never will be.

The ongoing recession has reduced road traffic by 11 percent, only 4 percent short of regional goals. This reduction has helped assuage planning mandates without spending any taxpayer money.

We need to take advantage of this lull in growth to make needed repairs on roadways and bridges. The new Bay Bridge should never have been built, but politics and interference from the Brown Brothers have escalated costs above \$6 billion.

BART is maxed out during commute hours. It cannot be expanded except outward.

You are going to hear a lot about "the new normal" from politicians and their minions soon. This is the beginning of a campaign to lower expectations and throw money at

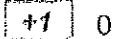
problems that are unsolvable in this economy.

Gas taxes should be spent on highway and bridge repairs and removing bottlenecks, period. No more electric charging stations or empty buses up and down Clayton Road. And we should pull the plug on our high-speed rail to no where. We cannot afford more boondoggles.

---

**Bob Armstrong is a planning commissioner and TRANSPAC representative from Clayton.**

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## Contra Costa Times Your Turn: MTC is moving, deal with it

By Adrienne J. Tissier

Contra Costa Times Your Turn

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Posted: 09/30/2011 04:00:00 PM PDT

Through all the information, misinformation, testimony and rhetoric over MTC's proposed move to San Francisco, two factual components remain when everything else is stripped away.

First, MTC has outgrown its current offices in Oakland and must find a new home somewhere. Approximately a half-dozen locations were vetted starting in 2009 and the former postal facility at 390 Main Street in San Francisco rose to the top.

Secondly, when -- not if -- MTC leaves its current location, the move itself and preparation of the new location will incur costs. Whether such moneys -- drawn from Bay Area Toll Authority reserves -- are being expended in Oakland, San Francisco or Clayton is the real question.

The war of words over MTC's move is not about whether to spend money, but rather where the money will be spent.

MTC did what the public and the news media demanded: It stepped back and reviewed itself in an open and honest manner.

Purchasing a suitable property and moving MTC, the Bay Area Air Quality Management District, the Association of Bay Area Governments and the Bay Conservation and Development Commission under one roof simply makes sense.

These regional bodies work closely together daily and this is a tremendous opportunity to consolidate locations and save money in the long-term.

MTC is moving, period. It must move because it needs more space. The location of its new home remains undecided. Relative to such a

move, I am committed to ensuring that public resources are used as appropriately and as efficiently as

possible.

Adrienne J. Tissier is MTC chair and vice president of the San Mateo County Board of Supervisors.



CONTRA COSTA  
**transportation  
 authority**

COMMISSIONERS

September 29, 2011

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 Executive Director

Mr. Steve Heminger  
 Executive Director  
 Metropolitan Transportation Commission  
 101 Eighth Street  
 Oakland, CA 94607

Subject: *Comments on July 8, 2011 Draft Proposal for OneBayArea Grant Program*

Dear Mr. Heminger:

Thank you for the opportunity to comment on the proposed OneBayArea grant program for Cycle 2 STP and CMAQ funds. The Contra Costa Transportation Authority (Authority) finds several aspects of the proposed approach to be quite positive. Combining the Transportation for Livable Communities, Regional Bicycle, Local Streets and Roads Shortfall, and Safe Routes to School programs would allow each CMA to tailor how it allocates the available funds to meet the regional transportation system needs locally identified within each county, thus making the program more truly a block grant. The increase in funding for each county would allow CMAs to better direct those funds to meet the maintenance needs of our communities and to support and encourage more walking, bicycling and transit use.

Some parts of the proposal, however, raise significant concerns. The following recommendations are made in the hope that the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) can revise the approach to create a more workable grant program, one that serves to both maintain the existing system and support future growth, and one that better reflects the wide range of communities in the Bay Area.

1. **The grant program should recognize and allow prior CMA commitments of Cycle 2 funding.** In Contra Costa's case, recognizing prior CMA commitments would include the \$9.53 million in maintenance funds to which the Authority committed based on MTC's own formula for funding maintenance needs in the region. Allowing such good faith commitments to be met is sound policy and helps to achieve the broad goals supported by the STP and CMAQ programs.



- 
2. **Funds for maintenance projects should be treated separately from funds for other programs.** That is, the allocation of funds should reflect the previously agreed-upon regional formula and Authority commitments, and neither the proposed 70/30 split nor the proposed eligibility requirements for jurisdictions should apply.
  3. **Use actual forecasts to determine the split.** Since it is not known what improvements are needed in the PDAs and how much they will cost, and since the 70/30 split may not reflect the actual allocation of forecast growth, we suggest:
    - a. Changing the PDA/non-PDA split to reflect actual forecasts OR
    - b. Using locations within or supporting a PDA as only *one* of the criteria for selecting projects for funding.

While recognizing that funding should support PDAs, we believe that an exclusive focus on locations *within* PDAs is too narrow and is inconsistent with the overall goals of these programs. Funding projects that would *support* the development of PDAs, even though they would not be *in* a PDA, helps meet the broad goals of MTC, the Authority and the entire SCS program; and therefore using locations that support PDAs should be counted as part of the PDA share.
  4. **Safe Routes to School funds should not be subject to the 70/30 PDA requirement.** Very few schools in Contra Costa are located within designated PDAs. Limiting SRS funds by applying the 70/30 PDA requirement would therefore seem to be a restriction that lifts form over substance. We believe that SRS funding should be used to improve safety on all routes to our schools, regardless of whether those schools are in a PDA.
  5. **Projects funded through the Regional Bicycle Program should not be subject to the 70/30 split.** While location within and support of PDAs could be used as a criterion for selecting projects, a strict 70/30 split does not capture the greenhouse gas benefits of projects located outside of PDAs. Indeed, given the nature of most PDAs, we believe that focusing exclusively on locations *within* PDAs is too limiting, and that bicycle routes that lead to, from or otherwise support PDAs should be equally eligible for funding.

- 
6. **The eligibility requirements should be modified**, either to serve as true “performance and accountability” standards or to reflect more realistic standards for supportive policies. Performance and accountability standards would reflect an applicant agency’s track record in delivering projects. If retained, the eligibility standards should be modified to:
- c. Eliminate parking pricing as a standard since, while many have considered them, few agencies have actually implemented them
  - d. Eliminate the Community Risk Reduction Plan requirement since these plans are still a work in progress and few have been prepared and adopted
  - e. Eliminate the complete streets policy requirement since, again, relatively few agencies have completed them and, in any case, they are not required under State law until an agency substantially updates its Circulation Element. If retained, the complete streets requirement should not be tied to compliance with the Complete Streets Act of 2008; the language in Contra Costa’s Measure O (2010) could serve as a template for a more flexible requirement.<sup>1</sup>
7. **Standards on supportive policies should not be used to determine eligibility.** MTC proposes to link an applicant’s eligibility to local adoption of supportive policies. We understand that certain “efficiencies” can be achieved with “bright line” rules. We believe, however, that the eligibility criteria should be more flexible to allow fair consideration of more projects and programs that support the goals of MTC, the Authority and the SCS program. Standards on supportive policies can then, instead, be used in ranking project applications.
8. **Monies set aside for Priority Conservation Areas (PCAs) should be available for actual maintenance and improvement of roads.** The current proposal would only fund pilot planning efforts for PCAs. That

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<sup>1</sup> Suggested Language from Measure O: *A local jurisdiction’s eligibility for Local Road Improvement and Repair funds is contingent upon its incorporating into its road improvement and repair projects facilities and amenities that are practicable and recognized as contributing to that jurisdiction’s policies pertaining to the improvement of access and safety for bicycles, pedestrians and transit. For purposes of this requirement, ‘practicable’ means that the jurisdiction will, in good faith, take steps to implement its adopted bicycle and pedestrian plans and policies.*

Mr. Steve Heminger

September 29, 2011

Page 4

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seems to us to be unduly restrictive. We believe that using these funds to maintain or improve roads in PCAs is consistent with our common goals.

9. **The proposal needs to clarify how TFCA and other funds would be incorporated into the OneBayArea grant.** We are unsure how outside funds (such as TFCA) and the eligibility for such funds will guide the use of OneBayArea grant funds or how that guidance is intended to affect how CMAs allocate funding. We therefore request that this be clarified.

Again, we thank you for the opportunity to comment on the draft proposal for the Cycle 2 OneBayArea grant. We hope that you find our comments useful in creating a program that feasibly achieves the region's goals.

Sincerely,



David E. Durant  
Chair

cc: CMA Chairs and Directors  
Ezra Rapport, ABAG

File: 20.21.06

12-10



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**Caldecott Tunnel workers dig toward tomorrow**  
Michael Cabanatuan, Chronicle Staff Writer  
Monday, September 19, 2011

There is no light at the end of the fourth bore of the Caldecott Tunnel yet - just two sheer gray dead-ends, walls of rock and dirt deep inside the East Bay hills between Oakland and Orinda.

But with tunneling teams digging from the east and the west, and making good progress, that wall is getting thinner every day. Crews have dug, drilled and hacked through about 85 percent of the hill that will house the fourth bore. On an average day, they make about 6 or 7 feet of progress on the 3,389-foot tunnel.

"It's going real well for as big a hole as this is," said Gary Hazeltine, a day-shift boss for the tunneling crew.

Within the next few months, they should break through, completing the upper half - the heading - of the long-awaited tunnel. But it will take two more years to scoop out the bottom portion, install ventilation, lighting and communication systems, and otherwise transform the rough-hewn hole through the hills into a subterranean stretch of freeway.

"It will definitely be a milestone," said Ivy Morrison, a Caltrans spokeswoman, "but there is still a lot of work to be done."

When the work is completed, sometime late in 2013 if all goes according to schedule, the Caldecott Tunnel complex on Highway 24 will - for the first time - be able to accommodate four lanes of traffic in each direction. It will eliminate the need for Caltrans workers to engage in an often futile game of trying to minimize backups by switching the direction of traffic through the center bore at least twice daily, often more frequently.

"If you use the tunnel, if you live and work on different sides of the hills, you have at some time sat in traffic," Morrison said.

### Linking tunnel, bore

The \$391 million fourth bore, being paid for in part with \$180 million of stimulus funds, will feature two lanes carrying westbound traffic, and a 10-foot-wide shoulder. Seven cross-passages will be dug to connect the new tunnel with the third bore for use in emergencies.

The original Caldecott Tunnel opened in 1937 with twin bores carrying traffic in opposite directions. Development in Contra Costa boomed, and a third bore opened in 1964. Along with the Devil's Slide Tunnel, also scheduled to open in 2013 after encountering delays, the fourth bore is the first highway tunnel built in California since.

Since tunneling started a little more than a year ago, 160,000 cars a day have driven past the construction site, with many drivers craning to get a glimpse. What's beyond their view is a dark, dirty and dangerous world in which workers slog through soupy mud and wear respirators, earplugs and emergency equipment. Tunneling is always a dangerous job, and the workers use much of the same safety equipment and practices as miners.

But the fourth bore has been classified by Cal-OSHA as a "gassy" site because of the presence of pockets of methane

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in the soil. Because of the potential for explosion, smoking, open flames, radios, cell phones, cameras and even remote-control keys for cars are prohibited. A special ventilation system, using large corrugated steel pipes, pushes in fresh air and sucks out some of the dirty air. So far, there have been no explosions or discoveries of high gas levels in the air.

The hum of the ventilation pipes combines with the clanking of pumps that remove much of the water from the soil, and with the beeping and roaring of the excavating equipment and "muck trucks," low-slung dump trucks that haul the spoils out of the tunnel, to create a deafening din. It's dim inside, with overhead lights barely illuminating gray, concrete-covered walls of the tunnel, and green lasers shooting lines along the outside of the tunnel to make sure it's properly aligned and not slumping.

**Analyzing the soil**

Unlike the old days, when crews used explosives, picks and shovels, or some other tunneling projects, in which boring machines simply plow straight ahead, crews working for contractor Tutor-Saliba are using the New Austrian Tunneling Method, which involves analyzing the kind of soil that's being excavated and using different types of machinery to chew through it.

Once the rock and dirt are excavated, workers install arch-shaped steel bracing and apply a coating of sprayed concrete onto the walls for support. A plastic membrane will be installed to waterproof the new bore, and a final coating of concrete will be applied.

"This is an awesome job right here," said Bill Monahan, 70, a construction manager for Tutor-Saliba who's been working on tunnels since 1965. "We do all kinds of tunnels, but I like the big ones like this. It's more exciting."

E-mail Michael Cabanatuan at [mcabanatuan@sfgate.com](mailto:mcabanatuan@sfgate.com).

<http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2011/09/19/BA9O1L58UP.DTL>

This article appeared on page **C - 1** of the San Francisco Chronicle

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12-12

My husband picks up commuters every weekday morning at an East Bay BART station. He gets to drive in the commuter lane across the Bay Bridge, which saves him time.

We pay for the toll and gas and car maintenance. The commuters get to ride in a car and don't pay the \$4 BART fee.

It is rare that someone offers a buck for the ride. So, commuters, offer your driver at least \$1 for the nice drive across the bay instead of being in a crowded BART train.

Mmischa Wendel, Albany

54 Chron 10/1/11

## TRANSPLAN COMMITTEE

### EAST COUNTY TRANSPORTATION PLANNING

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651 Pine Street -- North Wing 4<sup>TH</sup> Floor, Martinez, CA 94553-0095

---

September 12, 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 September 8, 2011.

**Receive Pre-Project Briefing on State Route 239/Brentwood-Tracy Expressway Planning Project and Provide Comment/Direction to Staff as Appropriate:** The Committee received a report from the consultant team and Contra Costa County/Contra Costa Transportation Authority (CCTA) staff on the project. Members noted the significance of the project asked to be kept apprised of the progress.

**Receive Report on San Joaquin Rail Corridor Environmental Impact Study and Provide Comment/Direction to Staff as appropriate:** Consultant and Caltrans staff provided the Committee a report on the subject study. The Committee expressed an interest in continued involvement in the study and asked that TRANSPLAN be provided regular updates.

**Receive Report, Provide Comments on the State Route 4 Ramp Metering Proposal:** The Committee received a report on a proposed study of ramp metering in eastern Contra Costa County from CCTA, Caltrans and TRANSPLAN staff. The Committee expressed concern about the concept of ramp metering and asked that staff return at a future meeting with a complete ramp metering presentation.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, October 13, 2011 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



John W. Cunningham  
TRANSPLAN Staff

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

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## TRANSPAC Transportation Partnership and Cooperation

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

September 12, 2011

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

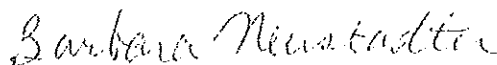
Dear Mr. Iwasaki:

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

1. Approved the four projects for STIP funding that received TRANSPAC concurrence at its July 14 meeting: Contra Costa Boulevard Corridor Enhancement Project, Phase 3, City of Pleasant Hill; Kirker Pass Road Northbound Truck Climbing Lane, Contra Costa County; Walnut Creek BART TOD Intermodal, BART; and I-680 Southbound HOV Gap Closure, CCTA; I-680/SR4 Phase 3 Interim Improvements, CCTA.
2. Approved the comments transmitted in the letter dated August 8, 2011, on the Countywide Bicycle and Pedestrian Advisory Committee's proposed by-laws.
3. Received a presentation from economist Gary Craft of the Craft Consulting Group on "The New Normal".
4. Received an Express Lanes Update by Ross Chittenden, CCTA Deputy Director, Projects, and voted to support the Authority's letter of support for the Metropolitan Transportation Commission's and Caltrans' application to the CTC for the proposed Bay Area Express Lane "Backbone" Network.
5. Received an update on recent SB 375 developments from Martin Engelmann, Deputy Executive Director, Planning.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter *ep*  
TRANSPAC Manager



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

# The County Connection

Interoffice Memo

## Agenda Item 7.a

TO: O&S Committee

DATE: October 19, 2011

FROM: Laramie Bowron  
 Manager of Planning *LB*

SUBJ: Fixed Route Reports

### Fixed Route Operating Reports for September 2011

#### 1. Monthly Boarding's Data

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

<u>Title</u>	<u>FY 2012</u>		<u>Annual Goal</u>
	<u>Current Month</u>	<u>YTD Avg</u>	
Total Passengers	286,117		
Average Weekday	12,615	11,355	
Pass/Rev Hour	16.6	16.2	FY11 Goal > 17.0
Missed Trips	0.12%	0.09%	FY11 Goal < 0.25%
Miles between Road Calls	52,988	51,098	FY11 Goal > 18,000

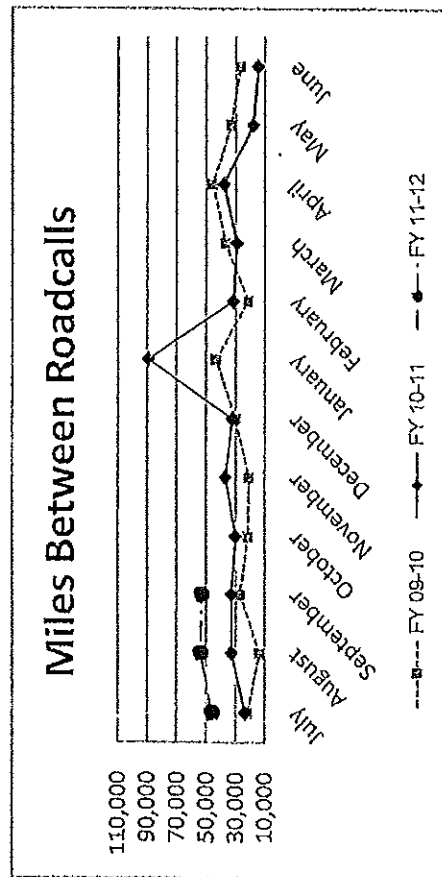
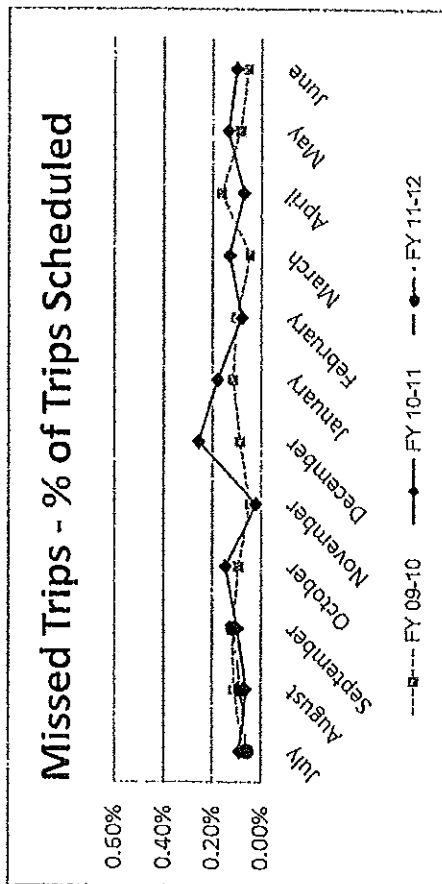
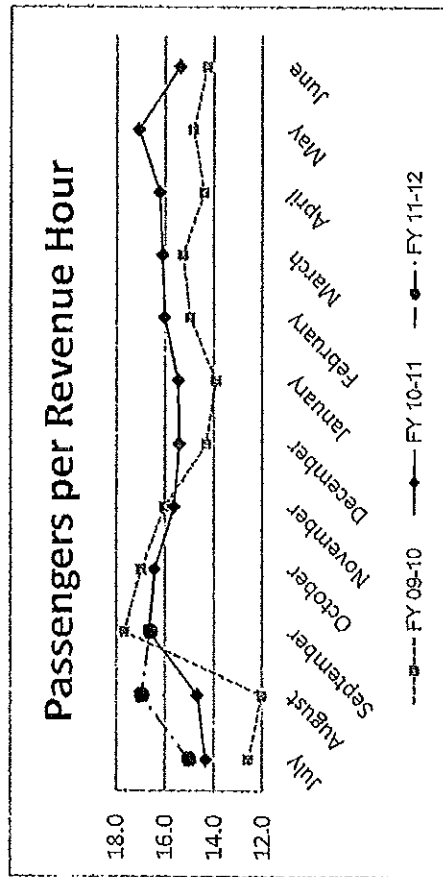
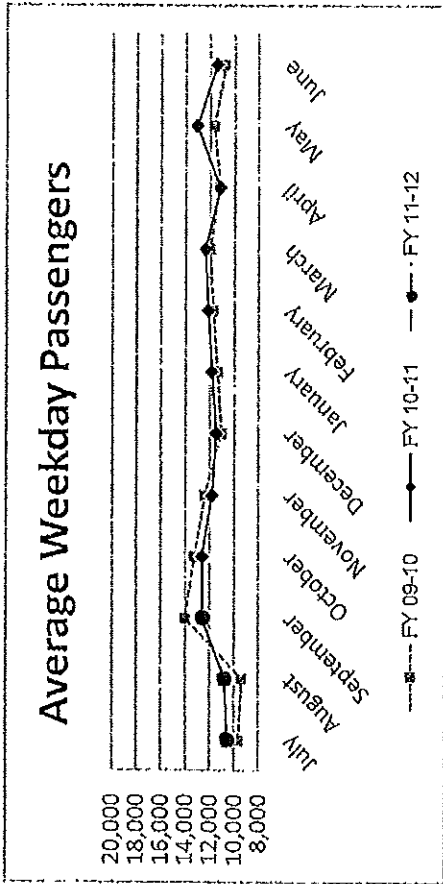
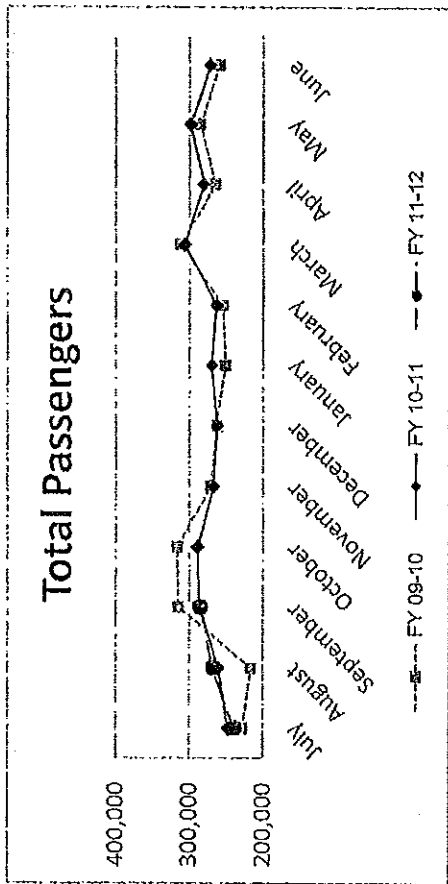
\* Based on Standards from updated S RTP

#### Analysis

Average weekday ridership is higher in September (12,615 passengers) from August (10,825 passengers), which is typical with the addition of school routes. Average weekday ridership this year is equal to September of last year (260,346 passengers). Productivity in September is slightly lower to 16.6 passengers per hour from the August level of 14.9 passengers per hour. The fall schedule, which includes school trips, began on August 21, 2011.

The percentage of missed trips was higher in September (0.12%) as compared to the prior month (August = 0.08%) but still remains far below the adopted standard. The YTD average is 0.09% missed trips.

The number of miles between roadcalls was equal to 52,988 miles in September which is lower than the prior month when we experienced 53,944 miles between roadcalls. The year to date average is 51,098 miles between roadcalls.



TRANSPORTATION and MAINTENANCE  
Operation Data Summary

TRANSPORTATION	2010 September	2010 October	2010 November	2010 December	2011 January	2011 February	2011 March	2011 April	2011 May	2011 June	2011 July	2011 August	2011 September	FY10 FISCAL YTD
Number of Buses	131	131	131	131	131	131	131	131	131	131	121	121	121	129
Totals Hub Miles	263,567	271,831	258,784	259,176	267,614	252,745	291,732	266,823	270,960	262,262	231,807	269,721	264,940	3,431,962
Work Days	30	31	29	30	30	28	31	30	30	30	30	31	29	389
Revenue Hours	17,210	17,608	17,088	16,985	17,430	16,410	18,793	17,344	17,485	17,635	15,865	18,119	17,221	225,194
Operator Pay Hours	30,043	32,425	30,939	37,571	31,225	28,159	31,195	30,644	31,483	29,272	30,344	31,047	30,692	404,839
Number of Operators	166	163	162	162	165	165	165	162	166	165	165	162	162	164
Unscheduled Absences	331	469	497	476	411	311	345	296	314	295	428	286	337	4,796
FT Protection	10	74	23	29	45	30	18	20	53	42	60	67	42	513
Worker Comp.	113	164	144	164	115	80	82	84	88	90	61	74	82	1,341
Sick leave	208	231	330	283	251	201	245	192	173	163	307	145	213	2,942
Collision Accidents	3	7	4	8	7	5	8	6	7	5	6	6	7	79
Passenger Accidents	5	6	13	11	3	15	19	10	13	6	15	5	9	130
Total Chargeable Collisions	1	4	1	2	5	3	4	1	1	4	2	4	3	35
Chargeable/100K Miles	0.27	1.47	0.38	0.77	1.86	1.18	1.37	0.57	0.36	1.52	0.86	1.48	1.13	1.01
Number of Trips Scheduled	23,382	23,865	23,014	23,042	23,394	22,200	25,240	23,455	23,455	23,503	21,500	23,878	23,255	303,183
Number of Trips Missed	23	35	5	59	42	18	33	17	32	24	13	20	27	348
OT Trips Scheduled - % Missed	0.10%	0.15%	0.02%	0.26%	0.18%	0.08%	0.13%	0.07%	0.14%	0.10%	0.06%	0.08%	0.12%	0.11%
OT Trips Missed - Mechanical	17	11	2	9	5	14	18	5	15	22	8	6	16	148
On Time Performance %	92%	93%	86%	94%	97%	95%	97%	95%	93%	94%	93%	93%	91%	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%	99%	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	14	10	10	12	5	10	15	10	19	26	7	8	12	158
Road Calls for Mechanical	8	9	7	8	3	8	10	7	15	18	5	5	5	108
Road Calls for Other	6	1	3	4	2	2	5	3	4	8	2	3	7	50

Miles Between Mechanical Road Calls  
Bus Numbers

100 - 199	10,056	10,213	12,430	12,372	12,120	10,658	14,016	11,024	12,606	13,156	10,504	10,451	11,933	
200 - 299	12,334	15,935	26,521	14,141	31,605	31,656	8,026	27,689	29,211	17,089	30,673	32,912	33,165	
300 - 399	18,851	38,778	36,116	18,990	33,343	8,663	18,262	37,475	16,592	5,601	31,636	12,167	34,484	
400 - 499	15,046	33,258	30,574	30,446	30,764	26,112	36,547	33,259	35,114	12,787	25,113	31,447	8,414	
500 - 519	25,710	25,160	24,606	50,933	51,424	22,335	53,301	47,902	7,117	16,015	42,248	51,277	49,334	
900 - 939	77,571	25,561	78,204	79,192	89,906	84,529	25,028	43,507	45,641	87,974	77,156	90,065	87,870	
2000 - 2099	19,438	17,866	18,114	12,960	12,864	13,372	11,726	13,806	11,722	3,881	14,477	17,068	14,499	
9800 - 9809	12,623	12,844	7,614	7,013	5,588	7,086	7,403	8,654	7,994	9,806				
Fleet Avg.	32,946	30,203	36,969	32,397	89,205	31,593	29,173	38,118	18,064	14,570	46,361	53,944	52,988	31,777
Maintenance Pay Hours	4,090	4,437	4,064	4,008	4,229	3,673	4,196	4,154	4,067	3,897	3,976	4,093	3,744	52,638
No. Maint. Employees	26	25	25	25	24	24	25	26	25	24	25	23	24	25
Maint. Emps/100K Miles	10	9	10	10	9	9	9	10	9	9	11	9	9	1
Unscheduled Absences	4	0	2	2	2	2	4	5	1	0	1	2	3	2

Bus add - 12/09  
Out of Service July 2011

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

**MONTHLY BOARDINGS**  
**Operations Data Summary**

IV. Staff Reports  
**12-19**

Fixed Route Boardings		Passengers by Revenue Hrs/Miles		Service Days		Fiscal YTD Comparison Passenger Boardings	
September 2011 - Fixed Route Boardings	286,117	Revenue Hours - September 11	17,221	Weekdays - September 11	21	Fiscal 2012 YTD	793,856
		September 10	17,282	September 10	21		
Bus Bridge	0	Revenue Miles - September 11	192,018	Saturdays - September 11	4	Fiscal 2011 YTD	794,771
		September 10	191,471	September 10	4		
Special Event	0			Sundays - September 11	4		
		September 10		September 10	4		
September 2011 Total Boardings	286,117	Passengers per Mile	1.49	Total Days - 2011	29	YTD Trend	100.1%
September 2010 Total Boardings	287,110	Passengers per Hour	16.61	2010	29	Monthly Trend	100.3%

September 2011 Fixed Route Passenger Total						September 2011	September 2011
Route	Destination Information	Weekday	Saturday	Sunday	Total	Weekday Average	Passengers per Revenue Hour
1	Rossmoor / Shadelands	7,730			7,730	368	14.3
2	Rudgear / Walnut Creek	1,347			1,347	64	7.7
4	Walnut Creek Downtown Shuttle	20,165	2,327	1,836	24,328	960	27.1
5	Creekside / Walnut Creek	1,478			1,478	70	7.3
6	Lafayette / Moraga / Orinda	10,778	670	487	11,935	513	16.7
7	Shadelands / Pleasant Hill / Walnut Creek	4,562			4,562	217	6.8
9	DVC / Walnut Creek	12,651			12,651	602	14.5
10	Concord / Clayton Rd	22,669			22,669	1,079	27.9
11	Treat Blvd / Oak Grove	6,934			6,934	330	18.5
14	Monument Blvd	13,424			13,424	639	16.2
15	Treat Boulevard	10,903			10,903	519	18.2
16	Alhambra Ave / Monument Blvd	15,637			15,637	745	14.3
17	Oliver/Solano / Solvia / North Concord	5,197			5,197	247	13.4
18	Amtrak / Merello / Pleasant Hill	10,292			10,292	490	15.7
19	Amtrak / Pacheco Blvd / Concord	3,221			3,221	153	11.1
20	DVC / Concord	26,089			26,089	1,242	27.5
21	Walnut Creek / San Ramon Transit Center	13,301			13,301	633	13.4
25	Lafayette / Walnut Creek	1,129			1,129	54	4.7
28	North Concord / Martinez	6,777			6,777	323	10.7
35	Dougherty Valley	7,911			7,911	377	11.6
36	San Ramon / Dublin	5,484			5,484	261	9.8
91X	Concord Commuter Express	837			837	40	11.1
92X	Ace Shuttle Express	3,963			3,963	189	21.7
93X	Kirker Pass Express	4,159			4,159	198	16.3
95X	San Ramon / Danville Express	3,714			3,714	177	17.6
96X	Bishop Ranch Express	10,008			10,008	477	15.1
97X	Bishop Ranch Express	2,238			2,238	107	10.4
98X	Martinez Express	7,096			7,096	338	12.8
250 *	Qnel Rail Service	145	242	114	501	15	5.3
301	Rossmoor / John Muir Medical Center		317	267	584	0	8.0
310	Concord Bart / Clayton Rd / Kirker Pass		1,685	1,317	3,002	0	27.9
311	Concord / Oak Grove / Treat Blvd / WC		830	752	1,582	0	13.1
314	Clayton Rd / Monument Blvd / PH		2,575	1,789	4,364	0	20.0
315	Concord / Willow Pass / Landann		260	184	443	0	8.2
316	Alhambra / Merello / Pleasant Hill		1,334	981	2,315	0	16.5
320	DVC / Concord		955	540	1,495	0	14.7
321	San Ramon / Walnut Creek		1,052	682	1,734	0	12.4
600's	Select Service	25,083			25,083	1,194	29.8
<b>TOTALS</b>		<b>264,922</b>	<b>12,247</b>	<b>8,948</b>	<b>286,117</b>	<b>12,615</b>	<b>16.6</b>

\* Data from Link

\*\* Seasonal Route

**Operations Data Summary**  
**SEPTEMBER 2011 PRODUCTIVITY**  
*(sorted by Pass / Rev Hr - decending order)*

Route	Destination Information	Total	Wkday Avg	Passenger / Rev Hr
600's	Select Service	25,083	1,194	30
10	Concord / Clayton Rd	22,669	1,079	28
310	Concord Bart / Clayton Rd / Kirker Pass	3,002	0	28
20	DVC / Concord	26,089	1,242	28
4	Walnut Creek Downtown Shuttle	24,328	960	27
92X	Ace Shuttle Express	3,963	189	22
314	Clayton Rd / Monument Blvd / Pleasant Hill	4,364	0	20
11	Treat Blvd / Oak Grove	6,934	330	19
15	Treat Boulevard	10,903	519	18
95X	San Ramon / Danville Express	3,714	177	18
6	Lafayette / Moraga / Orinda / Orinda Village	11,935	513	17
316	Alhambra / Merello / Pleasant Hill	2,315	0	17
93X	Kirker Pass Express	4,159	198	16
14	Monument Blvd	13,424	639	16
18	Amtrak / Merello / Pleasant Hill	10,292	490	16
96X	Bishop Ranch Express	10,008	477	15
320	DVC / Concord	1,495	0	15
9	DVC / Walnut Creek	12,651	602	15
16	Alhambra Ave / Monument Blvd	15,637	745	14
1	Rossmoor / Shadelands	7,730	368	14
21	Walnut Creek / San Ramon Transit Center	13,301	633	13
17	Olivera/Solano / Salvio / North Concord	5,197	247	13
311	Concord / Oak Grove / Treat Blvd / Walnut Creek	1,582	0	13
98X	Martinez Express	7,096	338	13
321	San Ramon / Walnut Creek	1,734	0	12
35	Dougherty Valley	7,911	377	12
91X	Concord Commuter Express	837	40	11
19	Amtrak / Pacheco Blvd / Concord	3,221	153	11
28	North Concord / Martinez	6,777	323	11
97X	Bishop Ranch Express	2,238	107	10
36	San Ramon / Dublin	5,484	261	10
315	Concord / Willow Pass / Landana	443	0	8
301	Rossmoor / John Muir Medical Center	584	0	8
2	Rudgear / Walnut Creek	1,347	64	8
5	Creekside / Walnut Creek	1,478	70	7
7	Shadelands / Pleasant Hill / Walnut Creek	4,562	217	7
250 *	Gael Rail Service	501	15	5
25	Lafayette / Walnut Creek	1,129	54	5

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

Operations Data Summary

AVERAGE WEEKDAY BOARDINGS TREND

Route	Destination Information	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11
1	Rossmoor / Shadelands	394	373	381	386	385	376	422	399	393	393	365	368
2	Rudgear / Walnut Creek	53	53	49	77	70	66	67	68	56	62	61	64
4	Walnut Creek Downtown Shuttle	937	956	973	879	872	863	920	909	948	993	949	960
4H **	Walnut Creek Extended Holiday Shuttle		35	48									
5	Creekside / Walnut Creek	77	79	76	72	70	75	76	76	76	73	65	70
6	Lafayette / Moraga / Orinda	452	400	383	396	408	418	375	406	307	308	325	513
7	Shadelands / Pleasant Hill / Walnut Creek	215	217	208	229	223	216	220	226	231	233	224	217
9	DVC / Walnut Creek	640	589	567	571	595	625	591	679	658	589	610	602
10	Concord / Clayton Rd	1,039	970	940	994	1,005	1,001	1,046	1,112	1,034	948	941	1,079
11	Treat Blvd / Oak Grove	318	293	285	308	315	340	329	345	273	254	272	330
14	Monument Blvd	714	651	657	678	633	644	644	714	661	661	586	639
15	Treat Boulevard	572	497	486	481	532	563	557	589	488	462	420	519
16	Alhambra Ave / Monument Blvd	742	701	680	690	703	720	738	865	842	745	678	745
17	Olivera/Solano / Salvio / North Concord	317	296	291	287	287	294	275	285	243	248	228	247
18	Amtrak / Merello / Pleasant Hill	469	458	417	411	455	446	450	474	418	402	428	490
19	Amtrak / Pacheco Blvd / Concord	141	129	134	143	146	135	151	161	146	153	148	155
20	DVC / Concord	1,257	1,189	1,108	1,029	1,211	1,215	1,135	1,270	1,108	1,037	1,155	1,242
21	Walnut Creek / San Ramon Transit Center	625	616	616	604	603	620	629	695	656	598	571	633
25	Lafayette / Walnut Creek	54	47	38	55	46	45	49	52	53	54	47	54
28	North Concord / Martinez	330	316	274	304	332	332	287	324	302	271	294	323
35	Dougherty Valley	389	355	352	372	372	380	384	401	356	341	313	377
36	San Ramon / Dublin	268	260	257	259	257	255	262	263	249	244	227	261
91X	Concord Commuter Express	42	40	41	39	41	37	43	43	44	43	41	40
92X	Ace Shuttle Express	152	171	161	190	186	195	184	186	204	181	188	189
93X	Kirkner Pass Express	188	175	194	181	184	224	225	217	202	178	196	198
95X	San Ramon / Danville Express	121	153	153	174	169	197	182	185	177	169	163	177
96X	Bishop Ranch Express	404	425	453	492	488	503	495	495	514	502	462	477
97X	Bishop Ranch Express	77	84	83	94	91	108	102	114	95	110	103	107
98X	Martinez Express	360	381	362	318	329	342	352	360	338	329	322	338
250 *	St Mary's College Gael Rail Shuttle	9	5	7	7	6	7	8	9			3	15
600's	Select Service	1,291	957	848	1,144	1,150	1,148	1,087	1,180	400	41	443	1,194
TOTALS		12,643	11,835	11,516	11,860	12,160	12,387	12,279	13,095	11,469	10,625	10,825	12,615

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

Operations Data Summary

AVERAGE WEEKEND BOARDINGS TREND

Route	Destination Information	Oct-10 5 Days	Nov-10 4 Days	Dec-10 5 Days	Jan-11 4 Days	Feb-11 4 Days	Mar-11 4 Days	Apr-11 5 Days	May-11 4 Days	Jun-11 4 Days	Jul-11 5 Days
<b>SATURDAY</b>											
4	Walnut Creek Downtown Shuttle	516	542	574	571	533	473	600	540	513	568
4H **	Walnut Creek Extended Holiday Shuttle		12	61							
6	Lafayette / Moraga / Orinda	136	128	66	120	128	154	145	136	101	93
250 *	St Mary's College Gael Rail Shuttle	23	23	8	22	24	22	14	13		
301	Rossmoor / John Muir Medical Center	94	87	59	91	79	81	97	79	82	112
310	Concord Barr / Clayton Rd / Kirker Pass										
311	Concord / Oak Grove / Treat Blvd / WC	184	226	208	201	191	182	218	236	218	229
314	Clayton Rd / Monument Blvd / PH	1,065	979	935	957	1,003	942	1,142	1,145	1,078	1,139
315	Concord / Willow Pass / Landana	92	56	53	73	82	82	93	79	57	78
316	Alhambra / Merello / Pleasant Hill	293	297	275	309	293	279	332	349	287	331
320	DVC / Concord	207	152	113	164	209	193	224	237	221	277
321	San Ramon / Walnut Creek	252	258	230	283	250	260	278	272	238	267
<b>TOTALS</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>3,142</b>	<b>3,087</b>	<b>2,796</b>	<b>3,094</b>

Route	Destination Information	Oct-10 5 Days	Nov-10 4 Days	Dec-10 4 Days	Jan-11 5 Days	Feb-11 4 Days	Mar-11 4 Days	Apr-11 4 Days	May-11 5 Days	Jun-11 4 Days	Jul-11 5 Days
<b>SUNDAY</b>											
4	Walnut Creek Downtown Shuttle	384	413	350	394	483	356	341	422	402	416
6	Lafayette / Moraga / Orinda	84	89	52	76	91	69	87	96	49	63
250 *	St Mary's College Gael Rail Shuttle	17	19	5	11	17	7	8	7		
301	Rossmoor / John Muir Medical Center	68	73	66	35	73	58	58	63	62	59
310	Concord Barr / Clayton Rd / Kirker Pass										
311	Concord / Oak Grove / Treat Blvd / WC	153	153	152	132	153	141	131	169	163	181
314	Clayton Rd / Monument Blvd / PH	702	668	695	687	766	633	763	807	767	770
315	Concord / Willow Pass / Landana	45	46	32	58	68	46	67	55	44	80
316	Alhambra / Merello / Pleasant Hill	154	195	177	203	212	202	197	265	215	227
320	DVC / Concord	115	94	114	125	142	128	142	148	138	141
321	San Ramon / Walnut Creek	165	159	177	159	184	164	176	205	178	187
<b>TOTALS</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>1,971</b>	<b>2,237</b>	<b>2,017</b>	<b>2,123</b>

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



## Route Description Summary

12-23

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, Dnnplegny Rd, Palmer Rd, Mountain View Blvd, San Miguel Dr, N & S California Blvd, BART Walnut Creek
4	BART Walnut Creek, N California Blvd, Locust St, Mt Diablo Blvd, Broadway Plaza, S Main St, Pringle Ave
4H	Walnut Creek Extended Holiday Service (November 27 thru December 31)
5	BART Walnut Creek, Riviera Ave, Parkside Dr, N Civic Dr, N Broadway, Lincoln Ave, Mt Pisgah St, S Main St, Creekside Dr
6	BART Orinda, Orinda Village, Orinda Wy, Moraga Wy, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
7	BART Pleasant Hill, Treat Blvd, Bancroft Rd, Ygnacio Valley Rd, Shadelands Office Park, Marchbanks, BART Walnut Creek, Riviera Ave, Buena Vista, Geary Rd
9	DVC, Contra Costa Blvd, Ellinwood Wy, JFK University, Gregory Ln, Cleveland 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, Molar Ln, David Ave, Bancroft Rd, Treat Blvd, BART Pleasant Hill
15	BART Concord, Port Chicago Highway, Salvio St, Parkside Dr, Willow Pass Rd, Landann 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, Cleveland 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, Olivern 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, Firecrest 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, AT&T, Sunset Dr, Chevron, Ace Train Station Pleasanton
93X	BART Walnut Creek, Ygnacio Valley Rd, Shadelands Office Park, Oak Grove Rd, Kirker Pass Road, Railroad Ave, Buchanan Rd, Somersville Rd, Fairview Dr, Delta Fair Blvd, Highway 4, Hillcrest Park & Ride
95X	BART Walnut Creek, Highway 680, Crow Canyon Pl, Fostoria Wy, Camino Ramon, San Ramon Transit Center
96X	BART Walnut Creek, Highway 680, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15, Annabel Ln, Bishop Ranch 8, Bishop Dr, Sunset Dr
97X	BART Dublin, Highway 680, Highway 580, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15, Annabel Ln, Bishop Ranch 8, Bishop Dr, Sunset Dr
98X	BART Walnut Creek, N Main St, Highway 680, Sun Valley Blvd, Contra Costa Blvd, Concord Ave, Diamond Blvd., Highway 680, Highway 4, Alhambra Ave, Berrellesa St, Escobar St, Court St, Martinez Amtrak
250	St Mary's College, St Marys Rd, Moraga Rd, Mt Diablo Blvd, BART Lafayette

## Route Description Summary

Route #	Description
260	Cal State, East Bay, Concord BART
301	Rossmoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave, BART Walnut Creek, Ygnacio Valley, Montego, John Muir Medical Center
310	Concord BART, Clayton Rd, Kirker Pass
311	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Trent 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, Cleveland 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, Berrellosa 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, Fosterin 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
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, Onklurst 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, Trent 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	Trent 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, Trent 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, Syennore 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, Stunley 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, Charbny St
636	San Ramon Transit Center, Executive Pkwy, Crow Canyon Rd, Bollinger Canyon Rd, San Ramon Valley Blvd, Broadmoor Dr, Alcosta Blvd, Firecrest Ln, Village Pkwy, Dublin Blvd, BART Dublin

CCCTA LINK  
MONTHLY OPERATING SUMMARY  
SEPTEMBER FY11/12

SUMMARY	SEPTEMBER FY 10/11	SEPTEMBER FY 11/12	YTD FY 10/11	YTD FY 11/12
1 TOTAL CLIENTS	13,029	13,080	38,284	38,543
2 TOTAL ATTENDANTS	1,135	969	3,427	2,978
3 TOTAL COMPANIONS	41	92	160	261
4 TOTAL PASSENGERS	14,205	14,141	41,851	41,782
5 TOTAL SERVICE DAYS	29	29	90	90
6 VEHICLE REVENUE HOURS	6,922	6,780	20,999	20,117
7 VEHICLE SERVICE HOURS	8,395	8,228	25,476	24,500
8 VEHICLE NON REV HOURS	1,473	1,448	4,477	4,383
9 VEHICLE SERVICE MILES	130,552	135,308	399,217	389,952
10 VEHICLE REVENUE MILES	108,032	113,441	325,798	323,265
11 VEHICLE NON REV MILES	22,520	21,865	70,714	66,687
12 PASS. PER REVENUE HOUR	2.05	2.09	1.99	2.08
13 CLIENT PER REVENUE HOUR	1.88	1.93	1.82	1.92
14 PASS. PER SERVICE HOUR	1.69	1.72	1.64	1.71
15 PASS. PER SERVICE MILE	0.11	0.10	0.10	0.11
16 PASS. PER REVENUE MILE	0.13	0.12	0.13	0.13
17 TOTAL TRANSFER TRIPS	1,307	913	3,411	2,948
18 SAME DAY TRIPS	112	266	612	773
19 SUBSCRIPTION TRIPS	8,565	8,277	25,110	24,935
20 DEMAND	4,303	4,705	12,721	13,359
21 FAREBOX REVENUE	\$15,054.00	\$14,362.00	\$43,487.00	\$43,119.00
22 PREPAID CLIENTS	\$24,365.00	\$11,102.00	\$75,787.50	\$36,808.75
23 COLLECTED BILLING	\$12,236.00	\$15,532.00	\$15,152.00	\$83,568.00
24 TOTAL REVENUE COLLECTED	\$51,655.00	\$40,996.00	\$134,426.50	\$163,495.75
25 CHARGEABLE ACCIDENTS	0	1	0	2
26 SERVICE COMPLAINTS	0	1	0	3
27 SERVICE COMMENDATIONS	0	2	0	3
28 SERVICE DENIALS	0	0	0	0
29 ROAD CALLS	4	4	11	8
30 DRIVER TURNOVER	0	1	3	5
31 SCHEDULE ADHERENCE	95%	92%	94%	96%
32 WHEELCHAIR BOARDING'S	3,345	3,406	10,147	10,208
33 WC LIFT AVAILABILITY	100%	100%	100%	100%
34 REGISTERED CLIENTS	9,073	9,374	N/A	N/A
35 UNDUPLICATED CLIENTS	1,080	1,065	N/A	N/A
36 NO-SHOWS	107	77	322	198
37 CANCELS	1,845	1,826	5,711	6,080
38 AVG. TRIP LENGTH (MILES)	9.2	9.6	9.5	9.3
39 AVG. SM BUSES IN SERVICE	3	8	3	8
40 AVG. BUSES IN SERVICE	48	55	48	55
41 TOTAL FUEL/GALLONS	17,780	18,537	55,169	55,559
42 FLEET M.P.G.	7.3	7.3	7.2	7.0

# The County Connection

Inter-Office Memo

## Agenda Item 7.a

TO: O&S Committee

DATE: September 28, 2011

FROM: Laramie Bowron *LB*  
Manager of Planning

SUBJ: Fixed Route Reports

### Fixed Route Operating Reports for August 2011

#### 1. Monthly Boarding's Data

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

Title	FY, 2012		Annual Goal
	Current Month	YTD Avg	
Total Passengers	269,149		
Average Weekday	10,825	10,725	
Pass/Rev Hour	17.0	16.0	FY11 Goal > 17.0
Missed Trips	0.08%	0.07%	FY11 Goal < 0.25%
Miles between Road Calls	53,944	30,900	FY11 Goal > 18,000

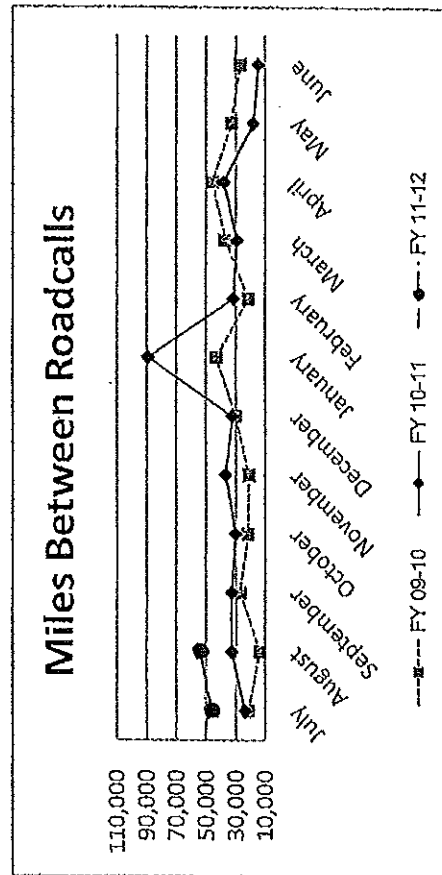
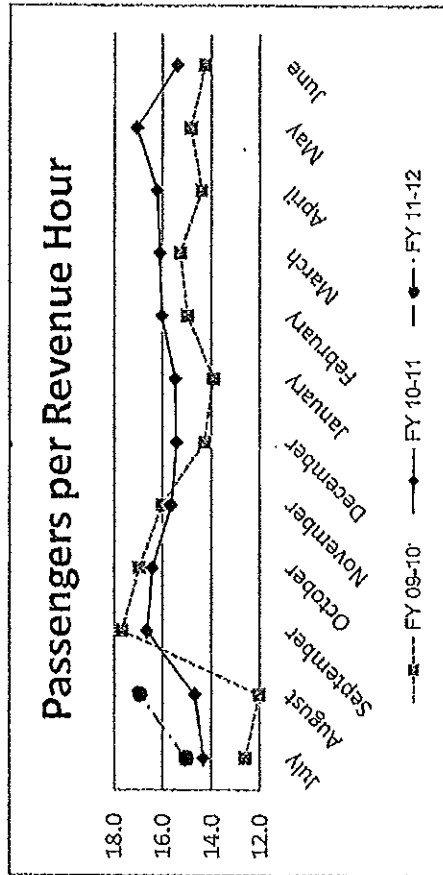
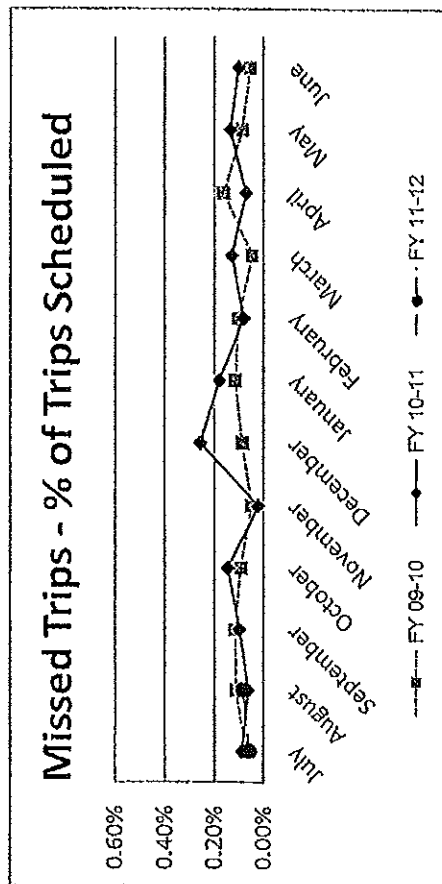
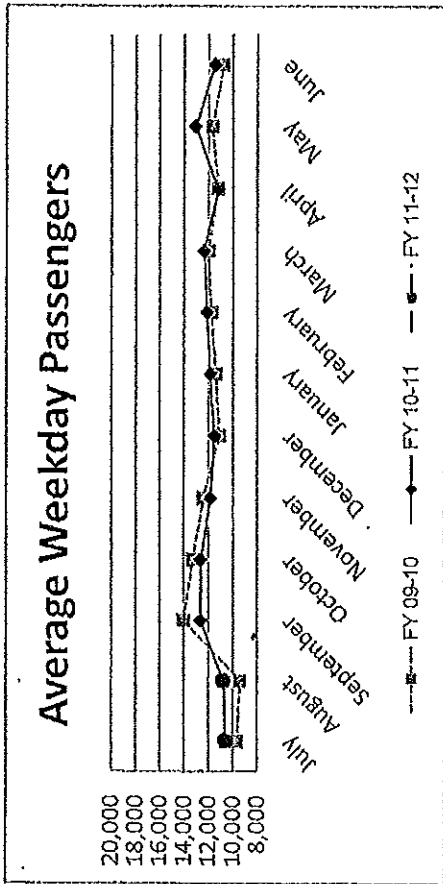
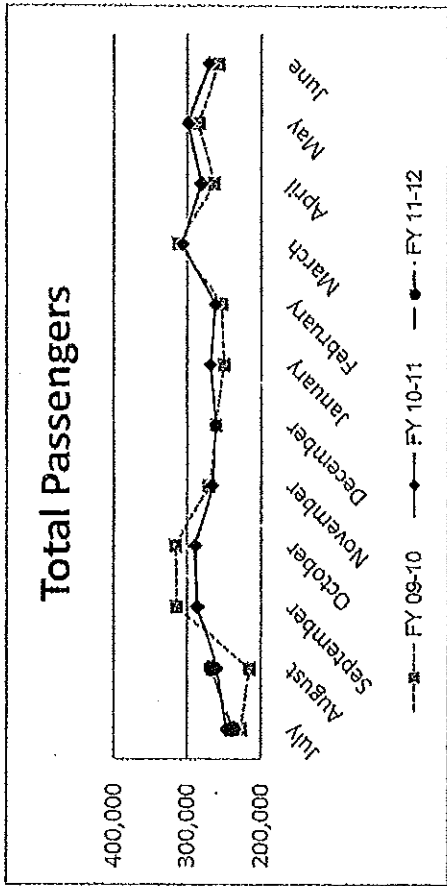
\* Based on Standards from updated SRTP

#### Analysis

Average weekday ridership is slightly higher in August (10,825 passengers) from July (10,625 passengers), which is typical with the addition of school routes. Ridership this year is slightly higher than August of last year (10,763 passengers). Productivity in August was higher to 17.0 passengers per hour from the July level of 15.0 passengers per hour. The fall schedule began on August 21, 2011 and includes school trips.

The percentage of missed trips was higher in August (0.08%) as compared to the prior month (July = 0.06%). The YTD average is 0.07% missed trips.

The number of miles between roadcalls was equal to 53,944 miles in August which is higher than the prior month when we experienced 46,361 miles between roadcalls. The year to date average is 30,900 miles between roadcalls.



TRANSPORTATION and MAINTANCE  
Operation Data Summary

	2010 August	2010 September	2010 October	2010 November	2010 December	2011 January	2011 February	2011 March	2011 April	2011 May	2011 June	2011 July	2011 August	FY10 FISCAL YEAR
<b>TRANSPORTATION</b>														
Number of Buses	131	131	131	131	131	131	131	131	131	131	131	121	121	129
Totals Hub Miles	262,880	263,567	271,851	258,784	259,176	267,614	252,745	291,732	266,823	270,860	262,262	231,807	269,721	3,429,902
Work Days	31	30	31	29	30	30	28	31	30	30	30	30	31	391
Revenue Hours	17,560	17,210	17,608	17,088	16,985	17,430	16,410	18,793	17,344	17,488	17,635	15,865	18,119	225,533
Operator Pay Hours	30,929	30,043	32,425	30,939	37,571	31,225	28,159	31,195	30,644	31,483	29,272	30,344	31,047	405,076
Number of Operators	166	166	163	162	162	165	165	165	162	166	165	165	162	164
Unscheduled Absences	381	331	469	497	476	411	311	345	296	314	295	428	286	4,840
FT Protection	29	10	74	23	29	45	30	18	20	53	42	60	67	500
Worker Comp.	132	113	164	144	164	115	80	82	84	88	90	61	74	1,391
Sick leave	220	208	231	330	283	251	201	245	192	173	163	307	145	2,949
Collision Accidents	6	3	7	4	8	7	5	8	6	7	5	6	6	78
Passenger Accidents	10	5	6	13	11	3	15	19	10	13	6	15	5	131
Total Chargeable Collisions	1	1	4	1	2	5	3	4	1	1	4	2	4	33
Chargeable/100K Miles	0.38	0.37	1.47	0.38	0.77	1.86	1.18	1.37	0.37	0.36	1.52	0.86	1.48	0.96
Number of Trips Scheduled	23,711	23,382	23,865	23,014	23,042	23,394	22,200	25,240	23,455	23,455	23,503	21,500	23,878	303,639
Number of Trips Missed	15	23	35	5	59	42	18	33	17	32	24	13	20	336
Of Trips Scheduled - % Missed	0.06%	0.10%	0.15%	0.02%	0.26%	0.18%	0.08%	0.13%	0.07%	0.14%	0.10%	0.06%	0.08%	0.11%
Of Trips Missed - Mechanical	7	17	11	2	9	5	14	18	5	15	22	8	6	139
On Time Performance %	93%	92%	93%	86%	94%	97%	95%	97%	95%	93%	94%	93%	93%	93%
<b>MAINTENANCE</b>														
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%	99%	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	14	14	10	10	12	5	10	15	10	19	26	7	8	160
Road Calls for Mechanical	8	8	9	7	8	3	8	10	7	15	18	5	5	111
Road Calls for Other	6	6	1	3	4	2	2	5	3	4	8	2	3	49

Miles Between Mechanical Road Calls  
Bus Numbers

100 - 199	12,687	10,056	10,213	12,430	12,372	12,120	10,658	14,016	11,024	12,606	13,136	10,504	10,451	
200 - 299	33,144	12,334	15,935	26,521	14,141	31,605	31,656	8,025	27,689	29,211	17,089	30,673	32,912	
300 - 399	39,070	18,851	38,778	36,116	18,990	33,343	8,663	18,262	37,475	16,592	5,601	31,656	12,167	
400 - 499	28,085	15,046	33,258	30,574	30,446	30,764	26,112	36,547	33,259	35,114	12,787	25,113	31,447	
500 - 519	24,755	25,710	25,160	24,606	50,933	51,424	22,335	53,301	47,902	7,117	16,015	42,248	51,277	
900 - 939	73,059	77,571	25,561	78,204	79,192	89,906	84,529	25,028	43,507	45,641	87,974	77,156	90,065	
2000 - 2099	7,719	19,438	17,846	18,114	12,960	12,864	13,372	11,726	13,806	11,722	3,881	14,477	17,068	
9800 - 9809	11,888	12,623	12,844	7,614	7,013	5,588	7,086	7,403	8,654	7,994	9,806			
Fleet Avg.	32,860	32,946	30,203	36,969	32,397	89,205	31,593	29,173	38,118	18,064	14,570	46,361	53,944	
Maintenance Pay Hours	4,614	4,090	4,437	4,064	4,008	4,229	3,673	4,196	4,154	4,067	3,897	3,976	4,093	
No. Maint. Employees	26	26	25	25	25	24	24	25	26	25	24	25	23	
Maint. Emps/100K Miles	10	10	9	10	10	9	9	9	10	9	9	11	9	
Unscheduled Absences	1	4	0	2	2	2	2	4	5	1	0	1	2	
														Bus add - 12/09
														Out of Service July 2011
														30,900
														53,498
														25
														1
														2

Note: Some statistics may not be available (0/0) at this time. These will be brought current in future reports.

**MONTHLY BOARDINGS  
Operations Data Summary**

IV. Staff Reports  
**12-29**

Fixed Route Boardings		Passengers by Revenue Hrs/Miles			Service Days		Fiscal YTD Comparison Passenger Boardings	
August 2011 - Fixed Route Boardings	269,131	Revenue Hours - August 11	18,119	Weekdays - August 11	23	Fiscal 2012 YTD	507,739	
		August 10	17,615	August 10	22			
Bus Bridge	18	Revenue Miles - August 11	201,212	Saturdays - August 11	4	Fiscal 2011 YTD	507,661	
		August 10	196,810	August 10	4			
Special Event	0			Sundays - August 11	4			
				August 10	5			
August 2011 Total Boardings	269,149	Passengers per Mile	1.34	Total Days - 2011	31	YTD Trend	100.0%	
August 2010 Total Boardings	260,346	Passengers per Hour	14.85	2010	31	Monthly Trend	96.6%	

August 2011 Fixed Route Passenger Total						August 2011 Weekday Average	August 2011 Passengers per Revenue Hour
Route	Destination Information	Weekday	Saturday	Sunday	Total		
1	Rossmoor / Shadelands	8,402			8,402	365	14.2
2	Rudgear / Walnut Creek	1,412			1,412	61	6.8
4	Walnut Creek Downtown Shuttle	21,818	2,430	1,697	25,945	949	26.6
5	Creekside / Walnut Creek	1,488			1,488	65	6.8
6	Lafayette / Moraga / Orinda	7,484	238	365	8,087	325	10.0
7	Shadelands / Pleasant Hill / Walnut Creek	5,160			5,160	224	7.0
9	DVC / Walnut Creek	14,025			14,025	610	14.7
10	Concord / Clayton Rd	21,645			21,645	941	24.3
11	Treat Blvd / Oak Grove	6,245			6,245	272	15.3
14	Monument Blvd	13,486			13,486	586	14.9
15	Treat Boulevard	9,655			9,655	420	14.6
16	Alhambra Ave / Monument Blvd	15,585			15,585	678	13.0
17	Olivera/Solano / Salvio / North Concord	5,250			5,250	228	12.3
18	Amtrak / Merello / Pleasant Hill	9,838			9,838	428	13.7
19	Amtrak / Pacheco Blvd / Concord	3,414			3,414	148	10.7
20	DVC / Concord	26,562			26,562	1,155	25.6
21	Walnut Creek / San Ramon Transit Center	13,134			13,134	571	12.1
25	Lafayette / Walnut Creek	1,082			1,082	47	4.1
28	North Concord / Martinez	6,768			6,768	294	9.7
35	Dougherty Valley	7,203			7,203	313	9.6
36	San Ramon / Dublin	5,225			5,225	227	8.5
91X	Concord Commuter Express	943			943	41	10.8
92X	Ace Shuttle Express	4,328			4,328	188	22.7
93X	Kirker Pass Express	4,498			4,498	196	16.1
95X	San Ramon / Danville Express	3,740			3,740	163	16.2
96X	Bishop Ranch Express	10,616			10,616	462	14.4
97X	Bishop Ranch Express	2,366			2,366	103	10.4
98X	Martinez Express	7,406			7,406	322	12.2
250 *	Gnd Rail Service	3	12	6	21	3	1.2
301	Rossmoor / John Muir Medical Center		317	250	567	0	7.9
310	Concord Bart / Clayton Rd / Kirker Pass		1,661	1,357	3,018	0	27.4
311	Concord / Oak Grove / Treat Blvd / WC		915	681	1,596	0	13.2
314	Clayton Rd / Monument Blvd / PH		2,403	1,696	4,100	0	22.7
315	Concord / Willow Pass / Landann		296	218	514	0	9.6
316	Alhambra / Merello / Pleasant Hill		1,189	1,026	2,215	0	15.9
320	DVC / Concord		1,051	595	1,646	0	16.2
321	San Ramon / Walnut Creek		1,082	666	1,748	0	12.5
600's	Select Service	10,196			10,196	443	28.9
<b>TOTALS</b>		<b>248,980</b>	<b>11,594</b>	<b>8,557</b>	<b>269,131</b>	<b>10,825</b>	<b>17.0</b>

\* Data from Link

\*\* Seasonal Route

**Operations Data Summary**  
**AUGUST 2011 PRODUCTIVITY**  
*(sorted by Pass / Rev Hr - descending order)*

Route	Destination Information	Total	Wkday Avg	Passenger / Rev Hr
600's	Select Service	10,196	443	29
310	Concord Bart / Clayton Rd / Kirker Pass	3,018		27
4	Walnut Creek Downtown Shuttle	25,945	949	27
20	DVC / Concord	26,562	1,155	26
10	Concord / Clayton Rd	21,645	941	24
314	Clayton Rd / Monument Blvd / Pleasant Hill	4,100		23
92X	Ace Shuttle Express	4,328	188	23
95X	San Ramon / Danville Express	3,740	163	16
320	DVC / Concord	1,646		16
93X	Kirker Pass Express	4,498	196	16
316	Alhambra / Merello / Pleasant Hill	2,215		16
11	Treat Blvd / Oak Grove	6,245	272	15
14	Monument Blvd	13,486	586	15
9	DVC / Walnut Creek	14,025	610	15
15	Treat Boulevard	9,655	420	15
96X	Bishop Ranch Express	10,616	462	14
1	Rossmoor / Shadelands	8,402	365	14
18	Amtrak / Merello / Pleasant Hill	9,838	428	14
311	Concord / Oak Grove / Treat Blvd / Walnut Creek	1,596		13
16	Alhambra Ave / Monument Blvd	15,585	678	13
321	San Ramon / Walnut Creek	1,748		12
17	Olivera/Solano / Salvio / North Concord	5,250	228	12
98X	Martinez Express	7,406	322	12
21	Walnut Creek / San Ramon Transit Center	13,134	571	12
91X	Concord Commuter Express	943	41	11
19	Amtrak / Pacheco Blvd / Concord	3,414	148	11
97X	Bishop Ranch Express	2,366	103	10
6	Lafayette / Moraga / Orinda / Orinda Village	8,087	325	10
28	North Concord / Martinez	6,768	294	10
35	Dougherty Valley	7,203	313	10
315	Concord / Willow Pass / Landana	514		10
36	San Ramon / Dublin	5,225	227	9
301	Rossmoor / John Muir Medical Center	567		8
7	Shadelands / Pleasant Hill / Walnut Creek	5,160	224	7
2	Rudgear / Walnut Creek	1,412	61	7
5	Creekside / Walnut Creek	1,488	65	7
25	Lafayette / Walnut Creek	1,082	47	4
250 *	Gael Rail Service	21	3	1

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



Operations Data Summary

AVERAGE WEEKDAY BOARDINGS TREND

Route	Destination Information	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11
1	Rossmoor / Shadelands	385	394	373	381	386	385	376	422	399	393	393	365
2	Ruidiger / Walnut Creek	64	53	53	49	77	70	66	67	68	56	62	61
4	Walnut Creek Downtown Shuttle	915	937	956	973	879	872	863	920	909	948	993	949
4H **	Walnut Creek Extended Holiday Shuttle			35	48								
5	Creekside / Walnut Creek	74	77	79	76	72	70	75	76	76	76	73	65
6	Lafayette / Moraga / Orinda	461	452	400	383	396	408	418	375	406	307	308	325
7	Shadelands / Pleasant Hill / Walnut Creek	231	215	217	208	229	223	216	220	226	231	233	224
9	DVC / Walnut Creek	652	640	589	567	571	595	625	591	679	658	589	610
10	Concord / Clayton Rd	1,016	1,039	970	940	994	1,005	1,001	1,046	1,112	1,034	948	941
11	Treat Blvd / Oak Grove	332	318	293	285	308	315	340	329	345	275	254	272
14	Monument Blvd	719	714	651	657	678	633	644	644	714	661	661	586
15	Treat Boulevard	594	572	497	486	481	532	563	557	589	488	462	420
16	Alhambra Ave / Monument Blvd	729	742	701	680	690	703	720	738	865	842	745	678
17	Olivera/Solano / Salvia / North Concord	341	317	296	291	287	287	294	275	285	243	248	228
18	Amtrak / Merello / Pleasant Hill	482	469	458	417	411	455	446	450	474	418	402	428
19	Amtrak / Pacheco Blvd / Concord	142	141	129	134	143	146	135	151	161	146	153	148
20	DVC / Concord	1,279	1,257	1,189	1,108	1,029	1,211	1,215	1,135	1,270	1,108	1,037	1,155
21	Walnut Creek / San Ramon Transit Center	648	625	616	616	604	603	620	629	695	656	598	571
25	Lafayette / Walnut Creek	57	54	47	38	55	46	45	49	52	53	54	47
28	North Concord / Martinez	306	330	316	274	304	332	332	287	324	302	271	294
35	Dougherty Valley	383	389	353	352	372	372	380	384	401	356	341	313
36	San Ramon / Dublin	256	268	260	257	259	257	255	262	263	249	244	227
91X	Concord Commuter Express	40	42	40	41	39	41	37	43	43	44	43	41
92X	Ace Shuttle Express	148	152	171	161	190	186	195	184	186	204	181	188
93X	Kirker Pass Express	185	188	175	194	181	184	224	223	217	202	178	196
95X	San Ramon / Danville Express	120	121	153	153	174	169	197	182	185	177	169	163
96X	Bishop Ranch Express	394	404	425	453	492	488	503	495	495	514	502	462
97X	Bishop Ranch Express	75	77	84	83	94	91	108	102	114	95	110	103
98X	Martinez Express	385	360	381	362	318	329	342	352	360	338	329	322
250 *	St Mary's College Gael Rail Shuttle	9	9	5	7	7	6	7	8	9			3
600's	Select Service	1,242	1,291	957	848	1,144	1,150	1,148	1,087	1,180	400	41	443
<b>TOTALS</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>	<b>12,279</b>	<b>13,095</b>	<b>11,469</b>	<b>10,625</b>	<b>10,825</b>

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

Operations Data Summary

AVERAGE WEEKEND BOARDINGS TREND

Route	Destination Information	Sep-11		Oct-11		Nov-11		Dec-11		Jan-12		Feb-12		Mar-12		Apr-12		May-12		Jun-12		Jul-12		Aug-11	
		4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days
<b>SATURDAY</b>																									
4	Walnut Creek Downtown Shuttle	540	516	542	574	571	533	473	600	540	513	568	607												
4H **	Walnut Creek Extended Holiday Shuttle			12	61																				
6	Lafayette / Moraga / Orinda	167	136	128	66	120	128	154	145	136	101	93	60												
250 *	St Mary's College Gael Rail Shuttle	36	23	23	8	22	24	22	14	13	3														
301	Rossmoor / John Muir Medical Center	112	94	87	59	91	79	81	97	79	82	112	79												
310	Concord Bart / Clayton Rd / Kirker Pass																								
311	Concord / Oak Grove / Treat Blvd / WC	221	184	226	208	201	191	182	218	236	218	229	229												
314	Clayton Rd / Monument Blvd / PH	1,062	1,065	979	935	957	1,003	942	1,142	1,145	1,078	1,139	601												
315	Concord / Willow Pass / Landana	70	92	56	53	73	82	82	93	79	57	78	74												
316	Alhambra / Merello / Pleasant Hill	300	293	297	275	309	293	279	332	349	287	331	297												
320	DVC / Concord	249	207	152	113	164	209	193	224	237	221	277	263												
321	San Ramon / Walnut Creek	284	252	258	230	283	250	260	278	272	238	267	270												
<b>TOTALS</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>3,142</b>	<b>3,087</b>	<b>2,796</b>	<b>3,094</b>	<b>2,899</b>												

Route	Destination Information	Sep-10		Oct-10		Nov-10		Dec-10		Jan-11		Feb-11		Mar-11		Apr-11		May-11		Jun-11		Jul-12		Aug-11	
		4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	5 Days
<b>SUNDAY</b>																									
4	Walnut Creek Downtown Shuttle	457	384	413	350	394	483	356	341	422	402	416	424												
6	Lafayette / Moraga / Orinda	103	84	89	52	76	91	69	87	96	49	63	91												
250 *	St Mary's College Gael Rail Shuttle	18	17	19	5	11	17	7	8	7	2														
301	Rossmoor / John Muir Medical Center	87	68	73	66	35	73	58	58	63	62	59	63												
310	Concord Bart / Clayton Rd / Kirker Pass																								
311	Concord / Oak Grove / Treat Blvd / WC	161	153	152	152	132	153	141	131	169	163	181	170												
314	Clayton Rd / Monument Blvd / PH	748	702	668	695	687	766	633	763	807	767	770	424												
315	Concord / Willow Pass / Landana	50	45	46	32	58	68	46	67	55	44	80	54												
316	Alhambra / Merello / Pleasant Hill	227	154	195	177	203	212	202	197	265	215	227	256												
320	DVC / Concord	122	115	94	114	125	142	128	142	148	138	141	149												
321	San Ramon / Walnut Creek	186	165	159	177	159	184	164	176	205	178	187	167												
<b>TOTALS</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>1,971</b>	<b>2,237</b>	<b>2,017</b>	<b>2,123</b>	<b>2,139</b>												

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

## Route Description Summary

12-33

Route #	Description
1	Rossmoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave, BART Walnut Creek, Ygnacio Valley, Montego, John Muir Medical Center, N Wiget Ln, Shadelands Office Park
2	Rudgear Rd, Stewart Ave, Trotter Wy, Dapplegray Rd, Palmer Rd, Mountain View Blvd, San Miguel Dr, N & S California Blvd, BART Walnut Creek
4	BART Walnut Creek, N California Blvd, Locust St, Mt Diablo Blvd, Broadway Plaza, S Main St, Pringle Ave
4H	Walnut Creek Extended Holiday Service (November 27 thru December 31)
5	BART Walnut Creek, Riviera Ave, Parkside Dr, N Civic Dr, N Broadway, Lincoln Ave, Mt Pisgah St, S Main St, Creekside Dr
6	BART Orinda, Orinda Village, Orinda Wy, Moraga Wy, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
7	BART Pleasant Hill, Treat Blvd, Bancroft Rd, Ygnacio Valley Rd, Shadelands Office Park, Marchbanks, BART Walnut Creek, Riviera Ave, Buena Vista, Geary Rd
9	DVC, Contra Costa Blvd, Ellinwood Wy, JFK University, Gregory Ln, Cleveland 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, Silvio 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, Silvio 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, Cleveland 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, Olivern 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, Onloway 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, Firecrest 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, AT&T, Sunset Dr, Chevron, Ace Train Station Pleasanton
93X	BART Walnut Creek, Ygnacio Valley Rd, Shadelands Office Park, Oak Grove Rd, Kirker Pass Road, Railroad Ave, Buchanan Rd, Somersville Rd, Fairview Dr, Delta Fair Blvd, Highway 4, Hillcrest Park & Ride
95X	BART Walnut Creek, Highway 680, Crow Canyon Pl, Fostoria Wy, Camino Ramon, San Ramon Transit Center
96X	BART Walnut Creek, Highway 680, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15, Annabel Ln, Bishop Ranch 8, Bishop Dr, Sunset Dr
97X	BART Dublin, Highway 680, Highway 580, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15, Annabel Ln, Bishop Ranch 8, Bishop Dr, Sunset Dr
98X	BART Walnut Creek, N Main St, Highway 680, Sun Valley Blvd, Contra Costa Blvd, Concord Ave, Diamond Blvd, Highway 680, Highway 4, Alhambra Ave, Berrellesa St, Escobar St, Court St, Martinez Amtrak
250	St Mary's College, St Marys Rd, Moraga Rd, Mt Diablo Blvd, BART Lafayette

## Route Description Summary

Route #	Description
260	Cal State, East Bay, Concord BART
301	Rossmoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave, BART Walnut Creek, Ygnacio Valley, Montego, John Muir Medical Center
310	Concord BART, Clayton Rd, Kirker Pass
311	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, BART Pleasant Hill
314	Ayers Rd, Concord Blvd, Kirker Pass Rd, Clayton Rd, BART Concord, Oak St, Laguna St, Detroit Ave, Monument Blvd, Mohr Ln, David Ave, Crescent Plaza, Cleveland 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
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, Mountain Pkwy, Mountain 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, Miner 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, Gnlindo 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, Luisitana St, Charbray St
636	San Ramon Transit Center, Executive Pkwy, Crow Canyon Rd, Bollinger Canyon Rd, San Ramon Valley Blvd, Broadmoor Dr, Alcosta Blvd, Firecrest Ln, Village Pkwy, Dublin Blvd, BART Dublin

CCCTA LINK  
MONTHLY OPERATING SUMMARY

SUMMARY	AUGUST FY 10/11	AUGUST FY 11/12	FY 10/11	YTD FY 11/12
1 TOTAL CLIENTS	12,904	13,610	25,235	25,463
2 TOTAL ATTENDANTS	1,143	1,033	2,292	2,009
3 TOTAL COMPANIONS	57	104	119	169
4 TOTAL PASSENGERS	14,104	14,747	27,646	27,641
5 TOTAL SERVICE DAYS	31	31	62	62
6 VEHICLE REVENUE HOURS	7,179	7,079	14,077	13,337
7 VEHICLE SERVICE HOURS	8,724	8,653	17,081	16,272
8 VEHICLE NON REV HOURS	1,546	1,574	3,004	2,935
9 VEHICLE SERVICE MILES	136,386	136,447	268,665	254,646
10 VEHICLE REVENUE MILES	112,189	112,852	217,766	209,824
11 VEHICLE NON REV MILES	24,197	23,595	48,194	44,822
12 PASS. PER REVENUE HOUR	1.96	2.08	1.96	2.07
13 CLIENT PER REVENUE HOUR	1.80	1.92	1.79	1.91
14 PASS. PER SERVICE HOUR	1.62	1.70	1.62	1.70
15 PASS. PER SERVICE MILE	0.10	0.11	0.10	0.11
16 PASS. PER REVENUE MILE	0.13	0.13	0.13	0.13
17 TOTAL TRANSFER TRIPS	1,038	1,198	2,104	2,035
18 SAME DAY TRIPS	255	288	500	507
19 SUBSCRIPTION TRIPS	8,473	8,838	16,545	16,658
20 DEMAND	4,294	4,697	8,418	8,654
21 FAREBOX REVENUE	\$14,639.50	\$15,441.00	\$28,433.00	\$28,757.00
22 PREPAID CLIENTS	\$26,492.50	\$13,465.00	\$51,422.50	\$25,706.75
23 COLLECTED BILLING	\$1,424.00	\$23,220.00	\$2,916.00	\$68,036.00
24 TOTAL REVENUE COLLECTED	\$42,556.00	\$52,126.00	\$82,771.50	\$122,499.75
25 CHARGEABLE ACCIDENTS	0	0	0	0
26 SERVICE COMPLAINTS	0	0	0	2
27 SERVICE COMMENDATIONS	0	0	0	1
28 SERVICE DENIALS	0	0	0	0
29 ROAD CALLS	2	2	7	4
30 DRIVER TURNOVER	0	1.0	2.9	3.1
31 SCHEDULE ADHERENCE	94%	94%	94.2%	96%
32 WHEELCHAIR BOARDING'S	3,486	3,624	6,802	6,802
33 W/C LIFT AVAILABILITY	100%	100%	100%	100%
34 REGISTERED CLIENTS	8,765	10,032	17,459	19,304
35 UNDUPLICATED CLIENTS	1,080	1,077	2,137	2,114
36 NO-SHOWS	104	69	215	121
37 CANCELS	1,805	2,158	3,866	4,254
38 AVG. TRIP LENGTH (MILES)	9.7	9.3	9.7	9.2
39 AVG. SM BUSES IN SERVICE	5	8	5	8
40 AVG. BUSES IN SERVICE	48	55	48	55
41 TOTAL FUEL/GALLONS	18,272.4	19,465	37,388.6	37,510
42 FLEET M.P.G.	7.6	7.0	6.9	6.8



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

Meeting Date: October 6, 2011

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

### **Background**

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



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I. ACTIVE PROJECTS

SOUTHWEST COUNTY

a. Caldecott Fourth Bore Project (1001/1698)

CCTA Fund Source: Measure J

Lead Agency: CCTA

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

**Current Project Phases:** Construction

**Project Status:** Mining continues on the top heading from the East Portal (over 700 meters) and from the West Portal (over 130 meters). The contractor is also mining the bench from the West Portal (over 75 meters). The contractor has started mining the first of seven cross passages between bore three and bore four. The cross passages are for emergency evacuations once the fourth bore is in operation.

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

b. Santa Maria Intersection Improvements (1623/1623SW) - *No changes from last month*

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 has informed the City that the proposed design does not present a good solution for cyclists at the SR24 westbound on-ramp, and that the City should wait for adoption of the 2011 CA MUTCD, which will likely include the change in the 2009 Federal MUTCD that allows sharrows in areas without parking.

**Issues/Areas of Concern:** 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 \$959,280 for construction activities in March 2010. On April 20, 2010 the City Council awarded the contract to MCK Services, Inc. of Concord, California in the amount of \$934,421.50. Construction of the project began on July 6, 2010. Final paving, concrete curbs, handicap ramps and crosswalks have been completed. Paving repairs, sidewalk repairs, and work on punch list items are continuing. Remaining construction is scheduled to be completed in September 2011.

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

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

**CCTA Fund Source:** Measure C

**Lead Agency:** CCTA

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

**Current Project Phase:** Design

**Project Status:** CCTA completed contract negotiations with Mark Thomas and Company and the Board approved the consultant contract in April 2011. The consultant has begun revalidation of the environmental document, which was originally completed in 2002. The 65% design was submitted to Caltrans in September for review.

In September, the project was awarded a federal Interstate Maintenance Discretionary (IMD) funding grant. It was one of two projects within the state that were awarded funding. The Authority also applied for \$1 million from the competitive portion of Prop 1B State and Local Partnership Program. The CTC will consider the application in October 2011.

**Issues/Areas of Concern:** The project currently has a funding shortfall, but could be constructed in stages as funding becomes available.

e. **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:** Preliminary Engineering/Environmental Clearance

**Project Status:** The final PSR was signed by Caltrans on March 16, 2010. In June 2011, CCTA retained CH2M Hill to begin work on the environmental clearance phase of the project. Authority staff and CH2M Hill are currently involved in several community outreach efforts.

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

*CENTRAL COUNTY*

f. **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. Acquisition contracts have been recently approved by the City's legal department and the City is having the contracts executed by property owners.

Due to the economic climate, property assumed to be acquired by the City because the 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. Although the plans are 90% complete, construction will be rescheduled to the fall/winter of 2011 and may be delayed again depending on the length of the ROW process.

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

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

**Issues/Areas of Concern:** Project has a funding shortfall and requires coordination with the State to replace the railroad overcrossing. \$4.9 million is programmed for the project in the 2011 Measure J Strategic Plan.

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:** 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, is complete. Preliminary parking lot design alternatives have been prepared. The City has selected a consultant to do the final parking lot design. Two existing warehouses will be incorporated into the design at this time. The Authority appropriated \$1,035,000 for final design and \$150,000 for additional right-of-way activities in September 2011.

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

**i. 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 spring 2012.

**Issues/Areas of Concern:** The CCCTA Board approved a consultant agreement amendment with Nolte Associates to complete project design work at their August 18<sup>th</sup> meeting. The major concern was that project costs might be covered with available funding. The City of Martinez is reviewing the plans to possibly manage construction of the project, pending annexation of the area. If annexation does not occur in a timely fashion, CCTA will accept construction management responsibilities.

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

**CCTA Fund Source:** Regional Measure 2, Measure J

**Lead Agency:** CCTA

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

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

**Project Status:** CCTA completed contract negotiations with Parsons and the Board approved the consultant contract for environmental and Project Report services in May 2011. The consultant has begun project planning tasks. Project scope presentations have been made to the Southwest Area Transportation Committee (SWAT), Alamo Municipal Advisory Council (MAC), Walnut Creek and County Connection. Additional presentations to other jurisdictions are planned for later this year.

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

**k. SR 242/Clayton Road Ramps (6002/6004)**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

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

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

**Project Status:** The CCTA Board approved the consultant contract with WMH Corporation in June 2011. The first order of work is to gather existing technical information and develop alternatives for study.

**Issues/Areas of Concern:** Caltrans is unable to review progress of the PID due to current policy on PID oversight. The Authority may need to enter into a reimbursement agreement with Caltrans to continue with the project.

**l. I-680 Southbound Carpool Lane Extension (8002) - *No changes from last month***

**CCTA Fund Source:** Measure J

**Lead Agency:** Caltrans

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

**Current Phase:** Construction

**Project Status:** Caltrans announced the award of a construction contract to Concord-based Bay Cities Paving and Grading, Inc. on November 18, 2010. Construction is well underway and completion is planned for spring 2012. A website has been created for the project at <http://www.dot.ca.gov/dist4/680ccrehab/>

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

m. **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 was completed in March 2011, and construction is scheduled for completion in December 2012. Signage at Pleasant Hill is currently being installed. The other Central County stations will follow.

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

n. **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.

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

**CCTA Fund Source:** Measure J

**Lead Agency:** City of Martinez

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

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

**Current Phase:** Conceptual Engineering

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

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

**p. Buskirk Avenue Widening – Phase 2 (24006) - No changes from last month**

**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.



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

**CCTA Fund Source:** Measure J

**Lead Agency:** City of Pleasant Hill

**Project Description:** The Geary Road Improvements, Phase 3 project will complete the third and last phase of a corridor improvements project along Geary Road. The purpose of this three-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.

r. **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:** 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

s. 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. On January 19, 2011 the last of 720 torque-down piles were driven, completing this phase of the foundation. The ground floor slab and ramp was completed on August 30, 2011. Vertical elements (columns and walls) for the first story are complete and the second floor deck is currently being constructed concurrent with second floor vertical elements. The project is scheduled to be opened to the public in summer 2012.

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

## t. I-80/San Pablo Dam Road Interchange (7002)

**CCTA Fund Source:** Measure J

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

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

**Current Project Phase:** Design

**Project Status:** The Final Environmental Document was signed by Caltrans on February 25, 2010. The Final Project Report was signed on May 24, 2010. A notice to proceed was issued to URS on April 21, 2011 to begin work on the design phase of the project.

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

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

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

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

**Current Project Phase:** 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 restricts the Central Avenue westbound traffic movement onto the I-80 southbound on-ramp on weekend peak hours and reroutes traffic to the adjacent I-580 eastbound on-ramp. Staff is currently working with Caltrans and the consultant to determine the level of the ED document as well as obtain approval from Caltrans/FHWA for the project. Staff recently met with business owners on Jacuzzi /Cleveland Streets to gauge their receptiveness to the project. Staff is also working with Caltrans to allow access to Jacuzzi Street while restricting the westbound 80 on-ramp access. Caltrans is studying this proposal and will get back to staff by the end of September. All other technical studies have been on hold until the final determination of the project description.

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

**Issues/Areas of Concern:** Some concerns have been raised about environmental and traffic issues for both projects mentioned above. These issues are currently being addressed in the environmental documents for the Operational Improvement project, and will be considered when doing the environmental document for the second project.

v. **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). At its May meeting, the CTC placed the project on its delivered list, but deferred fund allocation, until sufficient bond proceeds become available.

w. **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.

x. **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 was completed in March 2011, and construction is scheduled for completion in December 2012. BART and MTC have signed the Station Hub Agreement which brings additional funds for wayfinding at both Richmond and El Cerrito Del Norte. BART staff is working on a RFP for signage at all hubs and the other stations.

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

y. **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:** Final Design

**Project Status:** In January 2011, the CTC approved the amendment to reflect seven construction and procurement contracts. The CTC allocated funding for the I-80 Traffic Operation System (TOS) elements and the San Pablo Corridor Arterial and Transit Management project. The Alameda CTC received 4 bids for the San Pablo Corridor Arterial and Transit Management construction contract and is expected to award the contract in late June 2011. The lowest bid was \$8.911 million or 20% below the engineer's estimate of \$11.124 million. Construction will begin in October 2011.

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

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

## EAST COUNTY

z. **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.

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

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

**Lead Agency:** CCTA

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

**Current Project Phase:** SR4 mainline construction

**Project Status:** Construction of the SR4 mainline and Loveridge Road widening began in June 2010. It is estimated that the project construction will be completed in late 2013, but the completion date depends on weather and the contractor's approved working schedule. The construction staging and duration is significantly affected by environmental permit restrictions associated with existing creeks and waterways within the project limits. Current construction activities include new drainage and electrical facilities, the retaining wall adjacent to North Park Plaza, median eBART barrier, and column support work for the new southbound Loveridge Road bridge over SR 4. Erection of temporary bracing (falsework) has begun at the Loveridge Road overcrossing which will support the construction of the new southbound Loveridge Road bridge. Full closures of SR 4 at night are required during the installation of this temporary support system. Construction of the new inside (median) area of the freeway east of Century Boulevard

was completed to allow for the next contractor to begin work on the adjacent SR 4/Somersville Road Interchange Project.

The project construction is approximately 34% complete.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C and J

Lead Agency: CCTA

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

**Current Project Phase:** Segment 1 – Construction Phase; Segments 2 – Bidding Phase, Segments 3A and 3B – Right-of-Way Acquisition, Utility Relocation & Final Design Phase

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

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

Contract approval was received on January 19, 2011. Contract time started on March 16, 2011. The anticipated completion date is May 31, 2013 with no plant establishment period.

Since the start of construction, the Contractor has been working on the various Stage construction requirements of the Project. The Contractor has completed, or has under construction, various retaining walls and soundwalls along the north and south sides of the freeway as well as around all four quadrants of the Somersville Road interchange. The bridge for the new westbound Somersville Road off-ramp has started. Other ongoing work has included: closure of the existing eastbound "diamond" off-ramp to Somersville Road and start of the new eastbound off-ramp; temporary paving, K-rail and striping for early access and detours/ re-routing of traffic in and around the existing interchange; clearing & grubbing and stormwater protection installations; and median work along Somersville Road. The Baseline schedule submittal has been approved and monthly updates are being received. Caltrans continues a special effort in working with the Loveridge Contractor, O. C. Jones, Inc., to allow early access for R&L Brosamer to the Segment 1 work area abutting the Loveridge Road Project. This has been

working well, with both contractors participating in meetings to facilitate earlier completions, wherever possible.

During the month of September, construction work has continued on retaining walls that have the Delta Region Native Landscape Architectural Treatment along the north and south sides of the freeway. Work has also continued on the new masonry-block soundwalls on the south side of the freeway, along San Jose Drive and Buchanan Road. Progress on the new bridge for the westbound Somersville Road off ramp has included work on abutments, placement of falsework, and major concrete pours.

Segment 1 construction is approximately 22% complete.

**Segment 2:** Caltrans District 4 Caltrans advertised this segment for construction bids on July 18, 2011. Bids were opened on September 14, 2011 and the apparent low bidder is CC Myers, Inc. with a bid amount of \$42,380,000 approximately 16.6% below the Engineer's Estimate. Contract award is targeted for November 2011, with construction starting by February 2012.

**Segment 3A:** The final PS&E documents were submitted to Caltrans Headquarters and are currently under review. The Ready to List (RTL) date for this segment is targeted for late November / early December 2011. The Authority will be submitting a Letter of No Prejudice (LONP) to the CTC in order to keep the project advertisement on schedule.

**Segment 3B:** This segment, Hillcrest Interchange area, was delayed due to coordination issues related to the future eBART station and geometric approval by Caltrans of the proposed Hillcrest Interchange. A combined roadway and structures package is targeted for submittal in November 2011. The RTL date for this segment is targeted for June 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. A Letter of No Prejudice (LONP) to authorize expenditure of Measure J funds in lieu of Proposition 1B funds programmed for Segment 3A construction will be submitted to the CTC in order to keep the project on schedule. If availability of State funds continues to be delayed, construction of the last segment, Segment 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.

**cc. 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 fall 2011, subject to available funding. CCTA nominated this project for \$13 million in CMIA award savings. Subsequently, MTC and Caltrans have recommended this project for CMIA award savings and to combine it with Sand Creek I/C into a single \$33 million project. The CTC approved \$25 million from CMIA reprogramming amendment savings at its June 22/23 meeting. Authority staff is working with the SR4 Bypass Authority to transfer Lead Agency status for construction to the Authority.

**Issues/Areas of Concern:** The construction schedule is subject to available Prop 1B bond sales and full funding.

dd. **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 fall 2011, subject to available funding. CCTA nominated this project for \$20 million in CMIA award savings. Subsequently, MTC and Caltrans have recommended this project for CMIA award savings and to combine it with SR4 Bypass - Laurel to Sand Creek into a single \$33 million project. The CTC approved \$25 million from CMIA reprogramming amendment savings at its June 22/23 meeting. Authority staff is working with the SR4 Bypass Authority to transfer Lead Agency status for construction to the Authority.

**Issues/Areas of Concern:** The construction schedule is subject to Prop 1B bond sales and full funding.

**ee. 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. During the month of August 2011, the contractor completed the grading work for the eastern edge road widening on Vasco Road. Following the completion of subgrade, Teichert installed and compacted the various rock (aggregate and asphalt treated base) layers that will provide the structural stability to the new pavement section. An edge drain was also installed along the entire eastern edge to keep the pavement section well drained, providing additional service life to the pavement section. As the calendar turned to September, Teichert began the asphalt paving operation to complete the eastern widened pavement section.

Other work performed during the month: crack sealing of the existing pavement, concrete v-ditch grading, base failure repairs to existing pavement, paving of various trench crossings of the existing road, installation of drainage structures and pipes, installation of permanent wildlife exclusion fencing, and repairs to temporary wildlife and environmental fencing. The contractor is scheduled to start working on punchlist items in November 2011.

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

**ff. 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 continues this month on the electrical and train control systems. Excavation work is finished for the access tunnel and progress has been made on the barrier rails. Work is about to start for the foundation for the train control building.

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

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

## II. COMPLETED PROJECTS:

### *SOUTHWEST COUNTY*

#### Measure C:

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

### *CENTRAL COUNTY*

#### Measure C:

- |  |  |
|--|--|
| 1101: I-680/Burnett Ave. Ramps, 1995       | 1108: Route 242/Concord Ave. Interchange, 1997 |
| 1103: I-680/North Main Street Bypass, 1996 | 1113: Route 242 Widening, 2001                 |

1116: I-680 HOV Lanes, 2005	1219: Iron Horse Trail Crossing at Treat Boulevard, 2010
1117: I-680/SR4 Interchange, 2009	1220: Ygnacio Valley Rd. Slide Repair, 2008
1203: Alhambra Avenue Widening, 2011	1221 Contra Costa Blvd Signal Coordination 2009
1205: Taylor Blvd. /Pleasant Hill Rd./Alhambra Rd. Intersection Imp., 2000	2208: Martinez Intermodal Facility – Phase 1, 2001
1209: South Broadway Extension, 1996	2208: Martinez Intermodal Facility - Phase 2, 2006
1210: Monument Blvd./Contra Costa Blvd./Buskirk Ave. Imp., 1996	2296: Martinez Bay Trail, 2007
1215: Geary Rd. Improvements, 2002	3102: Walnut Creek Channel to CC Shoreline Trail, 2001
1217: Bancroft/Hookston Intersection, 2004	
1218: Buskirk Ave. Improvements, 2005	
<u>Measure J:</u> 24027: Ygnacio Valley Road Permanent Restoration – Phase 2	
24029: Old Marsh Creek Road Overlay, 2010	

*WEST COUNTY*Measure C:

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

Measure J:

9001: Richmond Parkway Upgrade Study, 2008

*EAST COUNTY*Measure C:

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

Measure J:

5010: SR4 Bypass: Segments 1 and 3, 2008



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

Meeting Date: November 3, 2011

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

### Background

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



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Incomplete

**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 730 meters) and from the West Portal (over 160 meters). The contractor is also mining the bench from the West Portal (over 60 meters). The contractor has completed the mining of the first of seven cross passages between bore three and bore four. The mining of the second cross passage has begun. The cross passages are for emergency evacuations once the fourth bore is in operation.

**Issues/Areas of Concern:** Differences in the geology encountered during mining compared to the contract documents will require an item quantity adjustment for Support Category IIA. The quantity encountered significantly exceeded the amount anticipated in the construction contract. In addition, recently encountered hard sandstone may be assessed to be a changed condition per the terms of the contract. These two events could lead to significant additional cost which would be paid from the construction contingency and project reserve. These costs are currently being determined.

**b. Santa Maria Intersection Improvements (1623/1623SW) - *No changes from last month***

**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 has informed the City that the proposed design does not present a good solution for cyclists at the SR24 westbound on-ramp, and that the City should wait for adoption of the 2011 CA MUTCD, which will likely include the change in the 2009 Federal MUTCD that allows sharrows in areas without parking.

**Issues/Areas of Concern:** 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 \$959,280 for construction activities in March 2010. On April 20, 2010 the City Council awarded the contract to MCK Services, Inc. of Concord, California in the amount of \$934,421.50. Construction of the project began on July 6, 2010. Final paving, concrete curbs, handicap ramps and crosswalks have been completed. Paving repairs, sidewalk repairs, and work on punch list items are continuing. Remaining construction is scheduled to be completed in October 2011.

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

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

**CCTA Fund Source:** Measure C

**Lead Agency:** CCTA

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

**Current Project Phase:** Design

**Project Status:** CCTA completed contract negotiations with Mark Thomas and Company and the Board approved the consultant contract in April 2011. The consultant has begun revalidation of the environmental document, which was originally completed in 2002. The 65% design was submitted to Caltrans in September for review.

In September, the project was awarded a federal Interstate Maintenance Discretionary (IMD) funding grant. It was one of two projects within the state that were awarded funding. The Authority also applied for \$1 million from the competitive portion of Prop 1B State and Local Partnership Program. The CTC will consider the application in October 2011.

**Issues/Areas of Concern:** The project currently has a funding shortfall, but could be constructed in stages as funding becomes available.

e. **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:** Preliminary Engineering/Environmental Clearance

**Project Status:** The final PSR was signed by Caltrans on March 16, 2010. In June 2011, CCTA retained CH2M Hill to begin work on the environmental clearance phase of the project. Authority staff and CH2M Hill are currently involved in several community outreach efforts.

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

CENTRAL COUNTY

f. **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. Acquisition contracts have been recently approved by the City's legal department and the City is having the contracts executed by property owners.

Due to the economic climate, property assumed to be acquired by the City because the 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. Although the plans are 90% complete, construction will be rescheduled to the fall/winter of 2011 and may be delayed again depending on the length of the ROW process.

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

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

**Issues/Areas of Concern:** Project has a funding shortfall and requires coordination with the State to replace the railroad overcrossing. \$4.9 million is programmed for the project in the 2011 Measure J Strategic Plan.

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

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

**Lead Agency:** City of Martinez

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

**Current Project Phase:** 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 selected a consultant to do the final parking lot design. Two existing warehouses will be incorporated into the design at this time.

The Authority appropriated \$1,035,000 for final design and \$150,000 for additional right-of-way activities in September 2011.

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

**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. Given the current schedule, the earliest construction could start is spring 2012.

**Issues/Areas of Concern:** The CCCTA Board approved a consultant agreement amendment with Nolte Associates to complete project design work at their August 18<sup>th</sup> meeting. The major concern was that project costs might not be covered with available funding. The City of Martinez is reviewing the plans to possibly manage construction of the project, pending annexation of the area. If annexation does not occur in a timely fashion, CCTA will accept construction management responsibilities.

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

**CCTA Fund Source:** Regional Measure 2, Measure J

**Lead Agency:** CCTA

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

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

**Project Status:** CCTA completed contract negotiations with Parsons and the Board approved the consultant contract for environmental and Project Report services in May 2011. The consultant has begun project planning tasks. Project scope presentations have been made to the Southwest Area Transportation Committee (SWAT), Alamo Municipal Advisory Council (MAC), Walnut Creek

and County Connection. Additional presentations to other jurisdictions are planned for later this year.

**Issues/Areas of Concern:** Project scope will need to be confirmed or amended for the potential High Occupancy Toll (HOT) option if MTC Express Lane application is approved by CTC.

**k. SR 242/Clayton Road Ramps (6002/6004)**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

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

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

**Project Status:** The CCTA Board approved the consultant contract with WMH Corporation in June 2011. The first order of work is to gather existing technical information and develop alternatives for study.

**Issues/Areas of Concern:** Caltrans is unable to review progress of the PID due to current policy on PID oversight. The Authority is planning to enter into a reimbursement agreement with Caltrans to continue with the project.

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

**CCTA Fund Source:** Measure J

**Lead Agency:** Caltrans

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

**Current Phase:** Construction

**Project Status:** Caltrans announced the award of a construction contract to Concord-based Bay Cities Paving and Grading, Inc. on November 18, 2010. Construction is well underway and completion is planned for spring 2012. Upcoming work includes grinding concrete surfacing, saw cutting and placing joint seals, installing Weigh-in-Motion, paving mainline and ramps, drainage work, electrical work, including continuation of loop detector installation, removal and installation of Metal Beam Guard Rail (MBGR), installation of weed barrier, placement of shoulder backing, permanent delineation, signs, and markers. A website has been created for the project at <http://www.dot.ca.gov/dist4/680ccrehab/>

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

m. **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 was completed in March 2011, and construction is scheduled for completion in December 2012. Signage at Pleasant Hill is currently being installed. The other Central County stations will follow.

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

n. **Electronic Bicycle Facility at Central County BART Stations (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 (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 14 months: Concord - 44; North Concord - 16 and Walnut Creek - 50; Pleasant Hill - 80.

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

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

**CCTA Fund Source:** Measure J

**Lead Agency:** City of Martinez

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

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

**Current Phase:** Conceptual Engineering

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

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

**p. Buskirk Avenue Widening – Phase 2 (24006) - No changes from last month**

**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.

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

**CCTA Fund Source:** Measure J

**Lead Agency:** City of Pleasant Hill

**Project Description:** The Geary Road Improvements, Phase 3 project will complete the third and last phase of a corridor improvements project along Geary Road. The purpose of this three-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.

r. **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:** 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

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

**CCTA Fund Source:** Measure C

**Lead Agency:** Richmond Community Redevelopment Agency

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

**Current Project Phase:** Construction

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

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

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

**CCTA Fund Source:** Measure J

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

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

**Current Project Phase:** Design

**Project Status:** The Final Environmental Document was signed by Caltrans on February 25, 2010. The Final Project Report was signed on May 24, 2010. A notice to proceed was issued to URS on April 21, 2011 to begin work on the design phase of the project. Design work is well underway.

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

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

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

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

**Current Project Phase:** 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 restricts the Central Avenue westbound traffic movement onto the I-80 southbound on-ramp on weekend peak hours and reroutes traffic to the adjacent I-580 eastbound on-ramp. Staff is currently working with Caltrans and the consultant to determine the level of the ED document as well as obtain approval from Caltrans/FHWA for the project. Staff recently met with business owners on Jacuzzi /Cleveland Streets to gauge their receptiveness to the project. Staff obtained Caltrans tentative approval to allow access to Jacuzzi Street while restricting the westbound 80 on-ramp access. All other technical studies are being updated.

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

**Issues/Areas of Concern:** Some concerns have been raised about environmental and traffic issues for both projects mentioned above. These issues are currently being addressed in the

environmental documents for the Operational Improvement project, and will be considered when doing the environmental document for the second project.

v. **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). At its May meeting, the CTC placed the project on its delivered list, but deferred fund allocation, until sufficient bond proceeds become available.

w. **Elect. Bicycle Facility at West County 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 (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 14 months: El Cerrito Del Norte - 24; El Cerrito Plaza - 8 and Richmond - 16.

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

- x. **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 was completed in March 2011, and construction is scheduled for completion in December 2012. BART and MTC have signed the Station Hub Agreement which brings additional funds for wayfinding at both Richmond and El Cerrito Del Norte. BART staff is working on a RFP for signage at all hubs and the other stations.

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

- y. **Interstate 80 Integrated Corridor Mobility (7005)**

**CCTA Fund Source:** Measure J

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

**Project Description:** Utilize state-of-the-practice Intelligent Transportation System (ITS) technologies to enhance the effectiveness of the existing transportation along I-80, San Pablo Avenue and 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:** Construction and Final Design

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

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

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

*EAST COUNTY*

**z. 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.

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

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

**Lead Agency:** CCTA

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

**Current Project Phase:** SR4 mainline construction

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

activities include new drainage and electrical facilities, the retaining wall and sewer line adjacent to North Park Boulevard, median eBART barrier, and work on the new southbound Loveridge Road Bridge over SR 4. Erection of the temporary support system (falsework) has begun at the Loveridge Road overcrossing which will support the construction of the new southbound Loveridge Road Bridge. Full closures of SR 4 at night are required during the installation of this temporary support system. Construction of the new inside (median) area of the freeway east of Century Boulevard was completed to allow for the next contractor to begin work on the adjacent SR 4/Somersville Road Interchange Project.

The project construction is approximately 36% complete.

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

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

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

**Lead Agency:** CCTA

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

**Current Project Phase:** Segments 1 & 2 – Construction Phase; Segments 3A and 3B – Right-of-Way Acquisition, Utility Relocation & Final Design Phase

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

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

Contract approval was received on January 19, 2011. Contract time started on March 16, 2011. The anticipated completion date is May 31, 2013 with no plant establishment period.

Since the start of construction, the Contractor has been working on the various Stage construction requirements of the Project. The Contractor has completed, or has under construction, various retaining walls and soundwalls along the north and south sides of the freeway as well as around all four quadrants of the Somersville Road interchange. The bridge construction for the new westbound Somersville Road off-ramp has started. Other ongoing work

has included: closure of the existing eastbound "diamond" off-ramp to Somersville Road and start of the new eastbound off-ramp; temporary paving, K-rail and striping for early access and detours/ re-routing of traffic in and around the existing interchange; clearing & grubbing and stormwater protection installations; and median work along Somersville Road. Monthly schedule updates are being received. Caltrans continues a special effort in working with the Loveridge Contractor, O. C. Jones, Inc., to allow early access for R&L Brosamer to the Segment 1 work area abutting the Loveridge Road Project. This has been working well, with both contractors participating in meetings to facilitate earlier completions, wherever possible.

During the month of October, construction work has continued on retaining walls that have the Delta Region Native Landscape Architectural Treatment along the north and south sides of the freeway. Work has also continued on the new masonry-block soundwalls on the south side of the freeway, along San Jose Drive and Buchanan Road. Progress on the new bridge for the westbound Somersville Road off ramp has included work on abutments, placement of falsework, and major concrete pours. Construction has started on the pavement structural section for new westbound SR4, both east and west of Somersville Road.

Segment 1 construction is approximately 27% complete.

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

**Segment 3A:** The final PS&E documents were submitted to Caltrans Headquarters and are currently under review. The Ready to List (RTL) date for this segment is targeted for late November / early December 2011. The Authority submitted a Letter of No Prejudice (LONP) to the CTC in order to keep the project advertisement on schedule. The target advertisement date for construction bids is late December 2011.

**Segment 3B:** This segment, Hillcrest Interchange area, was delayed due to coordination issues related to the future eBART station and geometric approval by Caltrans of the proposed Hillcrest Interchange. A combined 95% roadway and structures package is targeted for submittal in November 2011. The RTL date for this segment is targeted for June 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. A Letter of No Prejudice (LONP) to authorize expenditure of Measure J funds in lieu of Proposition 1B funds programmed for Segment 3A construction was submitted to the CTC in order to keep the project on schedule. If availability of State funds continues to be delayed, construction of the last segment, Segment 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.

**cc. 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 fall 2011, subject to available funding. CCTA nominated this project for \$13 million in CMIA award savings. Subsequently, MTC and Caltrans have recommended this project for CMIA award savings and to combine it with Sand Creek I/C into a single \$33 million project. The CTC approved \$25 million from CMIA reprogramming amendment savings at its June 22/23 meeting. Authority staff is working on a MOU with the SR4 Bypass Authority to transfer Lead Agency status for construction to the Authority.**Issues/Areas of Concern:** The construction schedule is subject to available Prop 1B bond sales and full funding.**dd. 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 fall 2011, subject to available funding. CCTA nominated this project for \$20 million in CMIA award savings. Subsequently, MTC and Caltrans have recommended this project for CMIA award



savings and to combine it with SR4 Bypass - Laurel to Sand Creek into a single \$33 million project. The CTC approved \$25 million from CMIA reprogramming amendment savings at its June 22/23 meeting. Authority staff is working on a MOU with the SR4 Bypass Authority to transfer Lead Agency status for construction to the Authority.

**Issues/Areas of Concern:** The construction schedule is subject to Prop 1B bond sales and full funding.

**ee. 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. During the month of September 2011, traffic through the project continued to run along the west edge of the project. Teichert scheduled the final paving operation (leveling/overlay) along the west side during the week of October 10th. During the week of October 17<sup>th</sup>, Teichert installed the permanent striping which will put traffic in final project configuration; southbound traffic on one side of the median barrier and northbound on the other. That will be a major step in the project and begins the process of finalizing all the project elements that will give the project a finished look. The project is on track for completion prior to Thanksgiving.

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

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

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

**Lead Agency:** BART/CCTA

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

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

**Project Status:** Work continues this month on the electrical and train control systems. Excavation work is finished for the access tunnel and progress has been made on the barrier rails. Work is about to start for the foundation for the train control building.

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

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

## II. COMPLETED PROJECTS:

### SOUTHWEST COUNTY

#### Measure C:

1104: I-680/Stone Valley Road I/C, 1998

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

Signalization, 1994

1106: I-680 Auxiliary Lanes: Segments 1 & 3, 2007

1107: I-680/Fosteria Way Overcrossing, 1994

1600: Moraga Rd. Safety Improvements, 2005

1602: Camino Pablo Carpool Lots, 1996

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

1608: Moraga Way Safety Improvements, 2002

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

1611: Mt. Diablo Corridor Improvements, 2001

1612: Moraga Rd. Corridor Improvements, 2005

1621: St. Mary's Rd. – Phase 2, 1999

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

1624: Bryant Way/Moraga Way Improvements, 2005

1711: St. Mary's Rd. Improvements, 1995

1715: San Ramon Valley Blvd. Imp. – Phase 1, 1996

1716: Stone Valley Rd. Circulation Improvements, 2003

1717: Camino Tassajara Circulation Improvements, 2004

1718: Crow Canyon Rd. Improvements, 2001

1719: Sycamore Valley Rd. Improvements, 2008

1720: San Ramon Valley Blvd. Widening – Phase 1, 1997

1801: Camino Pablo (San Pablo Dam Corridor), 1996

2206: I-680/Sycamore Valley Road Park & Ride, 1998

2209: San Ramon Intermodal Transit Facility, 1996

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

3103: Reliez Valley Road Trail – Phase 2, 2003

3106: St. Stephens/Bryant Way Trail, 1998

## CENTRAL COUNTY

Measure C:

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

Measure J: 24027: Ygnacio Valley Road Permanent Restoration -- Phase 2

24029: Old Marsh Creek Road Overlay, 2010

## WEST COUNTY

Measure C:

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

Measure J:

9001: Richmond Parkway Upgrade Study, 2008

## EAST COUNTY

Measure C:

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

Measure J:

5010: SR4 Bypass: Segments 1 and 3, 2008

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