

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

- WCCTAC May 27, 2011 meeting status letter
- TRANSPLAN May 16, 2011 meeting status letter
- SWAT May 2, 2011 meeting status letter
- TRANSPAC May 12, 2011 meeting status letter
- County Connection: Fixed Route Operating Report for April 2011; LINK Monthly Operating Report for April 2011
- CCTA June 2011 Project Status Report
- Thank you letters to Michael Wright and Hisham Noeimi for presentations at the May TRANSPAC meeting
- CCTA "STIP Call for Projects" staff report for information
- CCTA "Proposed By-Laws for Countywide Bicycle and Pedestrian Advisory Committee (CBPAC)"



El Cerrito

May 31, 2011

Hercules

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

RE: WCCTAC Meeting Summary

Pinole

Dear Randy:

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

Richmond

1) Received a report on the recommendations of an ad hoc subcommittee to CCTA for projects to be funded with west County's share of Regional Safe Routes to School Program funds.

San Pablo

2) Approved a recommendation to CCTA to impose the same expenditure cap of 63 percent on all west County projects in the 2011 Update of the Measure J Strategic Plan.

Contra Costa County

3) Approved Hercules' request for an allocation of \$300,000 from the Subregional Transportation Mitigation Fee Program (STMP) for the Intermodal Transit Center, contingent upon approval by the California Transportation Commission of the extension request for the project's 2010 STIP funding, and demonstration by Hercules staff of progress relative to environmental clearance and land acquisition from the Bayfront developer at the June meeting in a manner that is satisfactory to the WCCTAC Board.

AC Transit

4) Directed staff to prepare for Board approval a strategic plan for handling future requests for STMP funds.

5) Received a presentation on preliminary recommendations for the West Contra Costa/Albany Transit Wayfinding Plan, which is intended to highlight, via pedestrian and bicyclist-scale signage, the way to transit centers and key local destinations in west County and Albany.

BART

6) Approved the draft FY 2011-12 agency budget for circulation to the JPA member agencies.

WestCAT

7) Received a report on staff's comments on the I-80 Integrated Corridor Mobility (ICM) Project, Draft Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment, prepared by Caltrans.

Sincerely,

Christina M. Atienza  
Executive Director

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

## TRANSPLAN COMMITTEE

### EAST COUNTY TRANSPORTATION PLANNING

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

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May 16, 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 May 12, 2011.

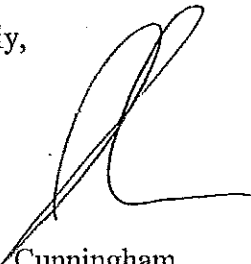
**Consider and Recommend Safe Routes to School (SR2S) Funding Projects/Programs for the TRANSPLAN Sub-Region:** The Committee received a report from staff on TRANSPLAN's proposal to distribute funds for the East County Sub-Region. The Committee approved 1) the recommendation to fund the Brentwood project and 511 Contra Costa SR2S Program activities, 2) the TAC working to refine the proposal for submission to the Contra Costa Transportation Authority, and 3) if any of the capital expenditures prove not eligible under the SR2S program requirements than the funding should be used for additional 511 Contra Costa Program activities.

**Adopt 2011/2012 work program and budget and receive report on 2010/2011 budget:** The Committee adopted the proposed 2011/2012 work program and budget and received a preliminary report from staff on the 2010/11 budget.

**Review 2011 Measure J Strategic Plan Update:** Contra Costa Transportation Authority staff provided an update on the process to update the Measure J Strategic Plan.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, June 9, 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  
E. Smith, BART  
H. Noeimi, CCTA

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# SWAT

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

May 6, 2011

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

RE: SWAT Meeting Summary Report for May 2011

Dear Mr. Iwasaki:

At the **May 2, 2011** Southwest Area Transportation Committee (SWAT) meeting, the following issues were discussed that may be of interest to the Authority:

**Consider and Recommend Safe Routes to School (SR2S) Funding Approach for the SWAT Subregion:** SWAT discussed extensively their options for utilizing its share of CMAQ SR2S funds within the southwest region. After substantial discussion, the SWAT Committee unanimously adopted the following:

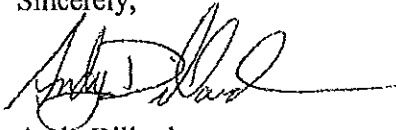
1. A combined project-and-program approach, whereby:
  - a. The Lamorinda jurisdictions' funds, with contributions from Danville and San Ramon's share of SR2S funding, would be used to deliver a "bundled" capital project;
  - b. The South County jurisdictions' funds (Contra Costa County and the remainder of Danville and San Ramon's SR2S funds) would be used to extend the life of the existing SR2S Program.
2. Direction for the SWAT TAC to reconvene - with the appropriate engineering colleagues - to determine the most feasible path for implementing a multi-jurisdictional "bundled project." If the "bundled project" approach is determined to be infeasible, identify another approach for equitably expending these CMAQ funds within SWAT (with future subregional quid pro quo, as necessary); and
3. Request that the CCTA consider appropriating the funds currently set-aside for the latter phases of the SR2S Master Plan [or other funds as appropriate] to help cover some or all of the costs of administering a multi-jurisdictional "bundled project."

Other relevant and important elements of SWAT's discussion included acknowledgement on the part of SWAT jurisdictions that participation in the "bundled project" approach requires acceptance of a "forfeiture" element, whereby a jurisdiction who could not meet the strict MTC and Caltrans timeframes would forfeit their share of the SR2S funds to the remaining projects in order to avoid jeopardizing the entire "project bundle".

**Review Comments Submitted by the Authority on MTC and ABAG's Initial Vision Scenario:** Authority staff presented a letter from the Authority to ABAG and MTC containing comments on the Initial Vision Scenario. The letter incorporated and summarized comments submitted by the RTPCs and Planning Directors of Contra Costa County.

The next SWAT meeting is scheduled for Monday, June 6, 2011 at the Orinda City Offices, Sarge Littehal Room, 22 Orinda Way, Orinda. Please contact me at (925) 314-3384, or [adillard@danville.ca.gov](mailto:adillard@danville.ca.gov), if you should have any questions.

Sincerely,



Andy Dillard  
Town of Danville  
SWAT Administrative Staff

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

## TRANSPAC Transportation Partnership and Cooperation

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

May 18, 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 May 12, 2011, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received an update on the Concord Naval Weapons project by Michael Wright, Reuse Project Director.
2. Received a presentation by Hisham Noeimi, Engineering Manager, CCTA, on the Update to the Measure J Strategic Plan.
3. Approved the TRANSPAC TAC's recommendation for allocation of line item 19a Measure J funds for County Connection's Routes 16 and 316 for the next two fiscal years.
4. Approved the TAC recommendation to use \$250,000 of the \$683,500 available in SR2S federal CMAQ funds for the City of Pleasant Hill's Lisa Lane project, with the balance going to 511 Contra Costa to expand its SR2S programs.
5. Received reports on CCTA activities from TRANSPAC's CCTA representatives.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter *of*  
TRANSPAC Manager

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

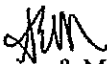
# The County Connection

Inter Office Memo

Agenda Item 7.a

TO: O&S Committee

DATE: April 15, 2011

FROM: Anne Muzzini   
Director of Planning & Marketing

SUBJ: Fixed Route Reports

## Fixed Route Operating Reports for April 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>	FY 2011		<u>Annual Goal</u>
	<u>Current Month</u>	<u>YTD Avg</u>	
Total Passengers	306,272		
Average Weekday	12,387	11,827	
Pass/Rev Hour	16.1	15.6	FY11 Goal > 17.0
Missed Trips	0.13%	0.12%	FY11 Goal < 0.25%
Miles between Road Calls	29,173	37,654	FY11 Goal > 18,000

\* Based on Standards from updated SRTP

### Analysis

Average weekday ridership in April (12,279 passengers) is consistent with the prior month of March (12,387 passengers), and higher than April of last year (11,217 passengers). See the attached table showing weekday boardings trend. Productivity in April was equal to 16.2 passengers per hour as compared to March's 16.1 passengers per hour.

The percentage of missed trips was lower in April (0.07%) as compared to the prior month of in March (0.13%) . The YTD average is 0.11% missed trips.

The number of miles between roadcalls was equal to 38,118 miles in April which is higher than prior month of 29,173 miles in March. The year to date average is 37,654 miles between roadcalls.

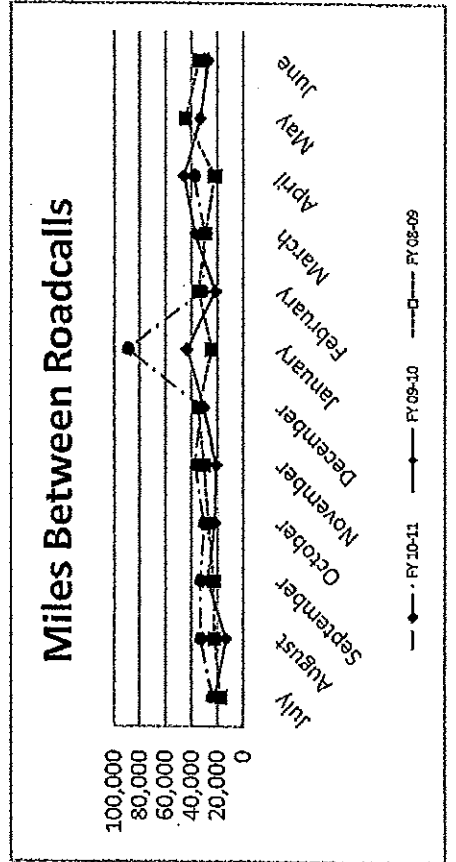
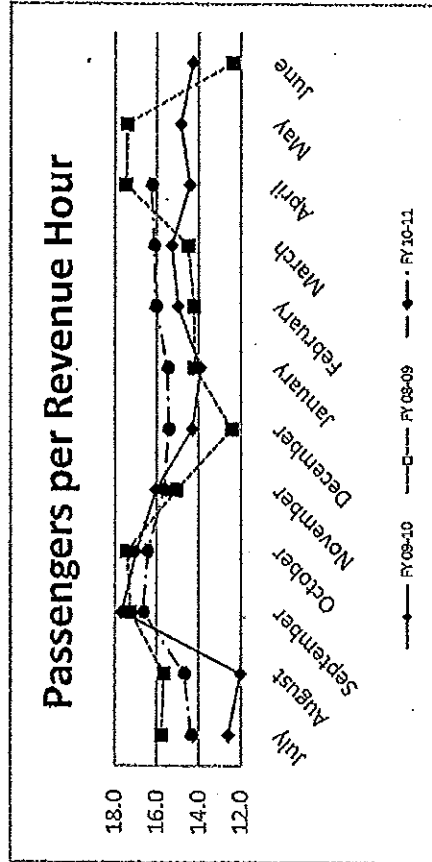
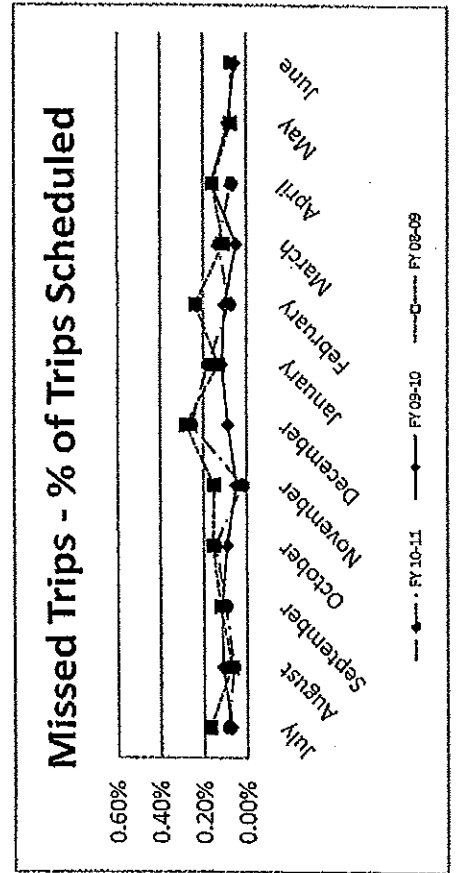
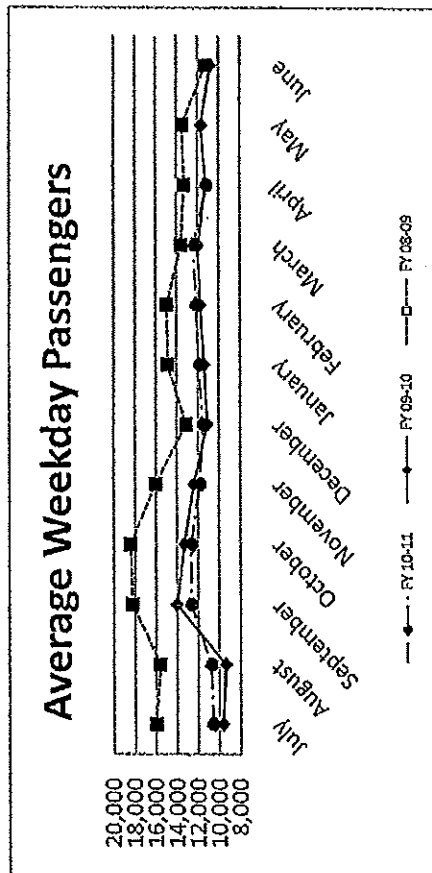
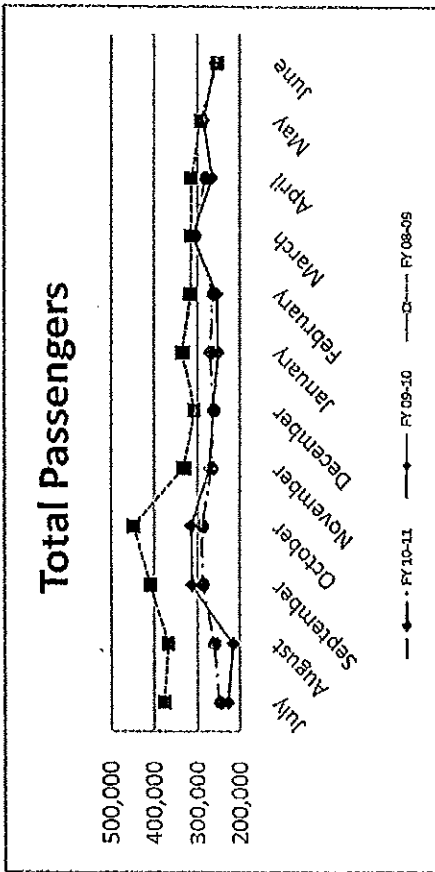
TRANSPORTATION	2010 April	2010 May	2010 June	2010 July	2010 August	2010 September	2010 October	2010 November	2010 December	2011 January	2011 February	2011 March	2011 April	FY10 FISCAL YTD
Number of Buses	131	131	131	131	131	131	131	131	131	131	131	131	131	131
Totals Hub Miles	273,663	263,604	269,248	239,465	262,880	263,567	271,831	258,784	259,176	267,614	252,745	291,732	266,823	2,634,617
Work Days	30	30	30	30	31	30	31	29	30	30	28	31	30	300
Revenue Hours	18,386	17,969	17,987	17,253	17,560	17,210	17,608	17,088	16,985	17,430	16,410	18,793	17,344	173,661
Operator Pay Hours	31,135	31,854	30,591	30,549	30,929	30,043	32,425	30,939	37,371	31,225	28,159	31,195	30,644	313,479
Number of Operators	169	168	168	166	166	166	163	162	162	165	165	165	162	164
Unscheduled Absences	397	344	263	350	381	351	469	497	476	411	311	345	345	3,916
FT Protection	31	63	42	31	29	10	74	23	29	45	30	18	20	309
Worker Comp.	152	141	125	119	132	113	164	144	164	115	80	82	84	1,197
Sick leave	214	140	96	200	220	208	231	330	283	251	201	245	192	2,361
Collision Accidents	5	4	8	2	6	3	7	4	8	7	5	8	6	56
Passenger Accidents	16	9	12	8	10	5	6	13	11	3	15	19	10	100
Total Chargeable Collisions	0	3	4	0	1	1	4	1	2	5	3	4	1	22
Chargeable/100K Miles	0.00	1.13	1.48	0.00	0.38	0.37	1.47	0.38	0.77	1.86	1.18	1.37	0.37	0.83
Number of Trips Scheduled	24,519	22,964	23,648	22,317	23,711	23,382	23,865	23,014	23,042	23,594	22,200	25,240	23,455	233,620
Number of Trips Missed	40	20	13	20	15	23	35	5	59	42	18	33	17	267
Of Trips Scheduled - % Missed	0.16%	0.09%	0.05%	0.09%	0.06%	0.10%	0.15%	0.02%	0.26%	0.18%	0.08%	0.13%	0.07%	0.11%
Of Trips Missed - Mechanical	18	9	10	18	7	17	11	2	9	5	14	18	5	106
On Time Performance %	95%	93%	94%	96%	93%	92%	93%	86%	94%	97%	95%	97%	95%	94%
MAINTENANCE														
A/C Operative - Avg. %	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Lifts Operative - Ave %	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
PM Complete on Schedule	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total Road Calls	7	9	16	16	14	14	10	10	12	5	10	15	10	116
Road Calls for Mechanical	6	8	10	10	8	8	9	7	8	3	8	10	7	78
Road Calls for Other	1	1	6	6	6	6	1	3	4	2	2	5	3	38

Miles Between Mechanical Road Calls

Bus Numbers	2010 April	2010 May	2010 June	2010 July	2010 August	2010 September	2010 October	2010 November	2010 December	2011 January	2011 February	2011 March	2011 April	FY10 FISCAL YTD
100 - 199	12,386	11,593	11,548	12,695	12,687	10,056	10,213	12,430	12,372	12,120	10,658	14,016	11,024	
200 - 299	33,824	34,594	15,393	33,124	33,144	12,334	15,935	26,521	14,141	31,805	31,656	8,026	27,689	
300 - 399	40,487	38,003	55,151	10,970	39,070	18,851	38,778	36,116	18,990	33,343	8,663	18,262	37,475	
400 - 499	32,424	29,208	14,098	26,066	28,085	15,046	33,258	30,574	30,446	30,764	26,112	36,547	33,259	
500 - 519	56,858	11,363	48,164	14,531	24,755	25,710	23,160	24,806	50,933	51,424	22,335	53,301	47,902	
900 - 939	70,771	77,837	42,305	31,019	73,059	77,571	25,561	78,204	79,192	89,906	84,529	25,028	43,507	
2000 - 2099	16,500	15,195	8,374	17,779	7,719	19,438	17,866	18,114	12,960	12,864	13,372	11,726	13,806	
9800 - 9809	5,207	11,721	14,048	11,198	11,888	12,623	12,844	7,614	7,013	5,588	7,086	7,403	8,654	
Fleet Avg.	45,611	32,951	26,925	23,947	32,860	32,946	30,203	36,969	32,357	31,593	31,593	29,173	38,118	33,777
Maintenance Pay Hours	4,381	4,381	4,212	4,343	4,614	4,090	4,437	4,064	4,008	4,229	3,673	4,196	4,154	41,807
No. Maint. Employees	26	26	26	26	26	26	25	25	25	24	24	25	26	25
Maint. Empls/100K Miles	10	10	10	11	10	10	9	10	10	9	9	9	10	1
Unscheduled Absences	1	6	3	1	1	4	0	2	2	2	2	4	5	2

Bus added - 12/09





Route Description Summary

Fixed Route Boardings		Passengers by Revenue Hrs/Miles			Service Days		Fiscal YTD Comparison Passenger Boardings	
April 2011 - Fixed Route Boardings	281,454	Revenue Hours -	April 11	17,344	Weekdays - April 11	21	Fiscal 2011 YTD	2,734,078
Pavilion	0		April 10	18,397	April 10	22		
Bus Bridge	0	Revenue Miles -	April 11	189,870	Saturdays - April 11	5		
Special Event	0		April 10	202,560	April 10	4		
					Sundays - April 11	4	Fiscal 2010 YTD	2,691,839
					April 10	4		
April 2011 Total Boardings	281,454	Passengers per Mile	1.48		Total Days - 2011	30	YTD Trend	98.4%
April 2010 Total Boardings	265,121	Passengers per Hour	16.23		2010	30	Monthly Trend	93.8%

April 2011 Fixed Route Passenger Total						April 2011	April 2011
Route	Destination Information	Weekday	Saturday	Sunday	Total	Weekday Average	Passengers per Revenue Hour
1	Rossmoor / Shadelands	8,858			8,858	422	16.4
2	Rudgear / Walnut Creek	1,397			1,397	67	7.5
4	Walnut Creek Downtown Shuttle	19,321	2,998	1,366	23,685	920	26.2
5	Creekside / Walnut Creek	1,606			1,606	76	8.3
6	Lafayette / Moraga / Orinda	7,827	725	350	8,901	373	12.6
6L	Orinda / Orinda Village	40			40	2	2.1
7	Shadelands / Pleasant Hill / Walnut Creek	4,626			4,626	220	6.8
9	DVC / Walnut Creek	12,413			12,413	591	14.3
10	Concord / Clayton Rd	21,956			21,956	1,046	27.0
11	Treat Blvd / Oak Grove	6,899			6,899	329	18.5
14	Monument Blvd	13,533			13,533	644	16.3
15	Treat Boulevard	11,693			11,693	557	19.5
16	Alhambra Ave / Monument Blvd	15,507			15,507	738	14.2
17	Olivera/Solano / Salvio / North Concord	5,782			5,782	275	14.5
18	Amtrak / Merello / Pleasant Hill	9,445			9,445	450	14.4
19	Amtrak / Pacheco Blvd / Concord	3,177			3,177	151	10.9
20	DVC / Concord	23,841			23,841	1,135	25.2
21	Walnut Creek / San Ramon Transit Center	13,204			13,204	629	13.9
25	Lafayette / Walnut Creek	1,023			1,023	49	4.2
28	North Concord / Martinez	6,017			6,017	287	9.5
35	Dougherty Valley	8,056			8,056	384	11.8
36	San Ramon / Dublin	5,507			5,507	262	9.8
91X	Concord Commuter Express	909			909	43	12.1
92X	Ace Shuttle Express	3,864			3,864	184	22.2
93X	Kirker Pass Express	4,690			4,690	223	18.0
95X	San Ramon / Danville Express	3,821			3,821	182	18.0
96X	Bishop Ranch Express	10,403			10,403	495	16.0
97X	Bishop Ranch Express	2,146			2,146	102	10.5
98X	Martinez Express	7,394			7,394	352	13.3
250 *	Gael Rail Service	74	69	30	173	8	1.8
301	Rossmoor / John Muir Medical Center		483	230	713	0	9.5
311	Concord / Oak Grove / Treat Blvd / WC		1,089	523	1,612	0	11.8
314	Clayton Rd / Monument Blvd / PH		5,708	3,053	8,760	0	24.1
315	Concord / Willow Pass / Landana		466	269	736	0	12.2
316	Alhambra / Merello / Pleasant Hill		1,662	790	2,452	0	15.5
320	DVC / Concord		1,121	567	1,688	0	14.7
321	San Ramon / Walnut Creek		1,390	706	2,096	0	13.3
600's	Select Service	22,831			22,831	1,087	25.8
<b>TOTALS</b>		<b>257,859</b>	<b>15,712</b>	<b>7,883</b>	<b>281,454</b>	<b>12,279</b>	<b>16.2</b>

\* Data from Link

\*\* Seasonal Route

## APRIL, 2011 PRODUCTIVITY

(sorted by 'Pass / Rev Hr' - descending)

Route	Destination Information	Total	Wkday Avg	Passenger / Rev Hr
10	Concord / Clayton Rd	21,956	1,046	27
4	Walnut Creek Downtown Shuttle	23,685	920	26
600's	Select Service	22,831	1,087	26
20	DVC / Concord	23,841	1,135	25
314	Clayton Rd / Monument Blvd / Pleasant Hill	8,760		24
92X	Ace Shuttle Express	3,864	184	22
15	Treat Boulevard	11,693	557	20
11	Treat Blvd / Oak Grove	6,899	329	18
93X	Kirker Pass Express	4,690	223	18
95X	San Ramon / Danville Express	3,821	182	18
1	Rossmoor / Shadelands	8,858	422	16
14	Monument Blvd	13,533	644	16
96X	Bishop Ranch Express	10,403	495	16
316	Alhambra / Merello / Pleasant Hill	2,452		15
320	DVC / Concord	1,688		15
17	Olivera/Solano / Salvio / North Concord	5,782	275	14
18	Amtrak / Merello / Pleasant Hill	9,445	450	14
9	DVC / Walnut Creek	12,413	591	14
16	Alhambra Ave / Monument Blvd	15,507	738	14
21	Walnut Creek / San Ramon Transit Center	13,204	629	14
98X	Martinez Express	7,394	352	13
321	San Ramon / Walnut Creek	2,096		13
6	Lafayette / Moraga / Orinda	8,901	373	13
315	Concord / Willow Pass / Landana	736		12
91X	Concord Commuter Express	909	43	12
311	Concord / Oak Grove / Treat Blvd / Walnut Creek	1,612		12
35	Dougherty Valley	8,056	384	12
19	Amtrak / Pacheco Blvd / Concord	3,177	151	11
97X	Bishop Ranch Express	2,146	102	11
36	San Ramon / Dublin	5,507	262	10
301	Rossmoor / John Muir Medical Center	713		9
28	North Concord / Martinez	6,017	287	9
5	Creekside / Walnut Creek	1,606	76	8
2	Rudgear / Walnut Creek	1,397	67	8
7	Shadelands / Pleasant Hill / Walnut Creek	4,626	220	7
25	Lafayette / Walnut Creek	1,023	49	4
6L	Orinda / Orinda Village	40	2	2
250 *	Gael Rail Service	173	8	2

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

AVERAGE WEEKDAY BOARDINGS TREND

Route	Destination Information	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11
1	Rossmoor / Shadclands	412	377	385	394	373	381	386	385	376	422		
2	Rudgear / Walnut Creek	67	66	64	53	53	49	77	70	66	67		
4	Walnut Creek Downtown Shuttle	1,017	945	915	937	956	973	879	872	863	920		
4H **	Walnut Creek Extended Holiday Shuttle					35	48			0	0		
5	Creekside / Walnut Creek	73	70	74	77	79	76	72	70	75	76		
6	Lafayette / Moraga / Orinda	302	340	458	447	398	381	392	407	416	373		
6L	Orinda / Orinda Village	7	2	3	5	3	2	4	1	3	2		
7	Shadclands / Pleasant Hill / Walnut Creek	237	231	231	215	217	208	229	223	216	220		
9	DVC / Walnut Creek	606	570	652	640	589	567	571	595	625	591		
10	Concord / Clayton Rd	948	947	1,016	1,039	970	940	994	1,005	1,001	1,046		
11	Treat Blvd / Oak Grove	287	298	332	318	293	285	308	315	340	329		
14	Monument Blvd	699	663	719	714	651	657	678	633	644	644		
15	Treat Boulevard	496	464	594	572	497	486	481	532	563	557		
16	Alhambra Ave / Monument Blvd	652	662	729	742	701	680	690	703	720	758		
17	Olivera/Solano / Salvio / North Concord	265	273	341	317	296	291	287	287	294	275		
18	Amtrak / Merello / Pleasant Hill	404	413	482	469	458	417	411	455	446	450		
19	Amtrak / Pacheco Blvd / Concord	158	140	142	141	129	134	143	146	135	151		
20	DVC / Concord	1,065	1,053	1,279	1,257	1,189	1,108	1,029	1,211	1,215	1,135		
21	Walnut Creek / San Ramon Transit Center	645	642	648	625	616	616	604	603	620	629		
25	Lafayette / Walnut Creek	40	37	57	54	47	38	55	46	45	49		
28	North Concord / Martinez	283	283	306	330	316	274	304	332	332	287		
35	Dougherty Valley	356	321	383	389	353	352	372	372	380	384		
36	San Ramon / Dublin	237	246	256	268	260	257	259	237	255	262		
91X	Concord Commuter Express	43	47	40	42	40	41	39	41	37	43		
92X	Ace Shuttle Express	148	158	148	152	171	161	190	186	195	184		
93X	Kirkner Pass Express	175	174	185	188	175	194	181	184	224	223		
95X	San Ramon / Danville Express	110	113	120	121	153	153	174	169	197	182		
96X	Bishop Ranch Express	425	395	394	404	425	453	492	488	503	495		
97X	Bishop Ranch Express	70	78	75	77	84	83	94	91	108	102		
98X	Martinez Express	358	354	385	360	381	362	318	329	342	352		
250 *	St. Mary's College Gael Rail Shuttle		7	9	9	5	7	7	6	7	8		
600's	Select Service	38	398	1,242	1,291	957	848	1,144	1,150	1,148	1,087		
<b>TOTALS</b>		<b>10,622</b>	<b>10,763</b>	<b>12,658</b>	<b>12,645</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>		

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

**AVERAGE WEEKEND BOARDINGS TREND**

Route	Destination Information	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11
		5 Days	4 Days	4 Days	5 Days	4 Days	5 Days	4 Days	4 Days	4 Days	5 Days	4 Days	4 Days
<b>SATURDAY</b>													
4	Walnut Creek Downtown Shuttle	683	610	540	516	542	574	571	533	473	600		
4H **	Walnut Creek Extended Holiday Shuttle				12	61				0	0		
6	Lafayette / Moraga / Orinda	67	88	167	136	128	66	120	128	154	145		
250 *	St.Mary's College Gael Rail Shuttle	0	8	36	23	23	8	22	24	22	14		
301	Rossmoor / John Muir Medical Center	90	78	112	94	87	59	91	79	81	97		
311	Concord / Oak Grove / Treat Blvd / WC	191	206	221	184	226	208	201	191	182	218		
314	Clayton Rd / Monument Blvd / PH	1,040	1,021	1,062	1,065	979	935	957	1,003	942	1,142		
315	Concord / Willow Pass / Landana	82	74	70	92	56	53	73	82	82	93		
316	Alhambra / Merello / Pleasant Hill	291	289	300	293	297	275	309	293	279	332		
320	DVC / Concord	206	234	249	207	152	113	164	209	193	224		
321	San Ramon / Walnut Creek	272	269	284	252	258	230	283	250	260	278		
<b>TOTALS</b>		<b>2,922</b>	<b>2,878</b>	<b>3,040</b>	<b>2,863</b>	<b>2,760</b>	<b>2,582</b>	<b>2,791</b>	<b>2,793</b>	<b>2,667</b>	<b>3,142</b>	<b>0</b>	<b>0</b>

Route	Destination Information	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11
		4 Days	5 Days	4 Days	5 Days	4 Days	4 Days	5 Days	4 Days	4 Days	4 Days	5 Days	4 Days
<b>SUNDAY</b>													
4	Walnut Creek Downtown Shuttle	420	469	457	384	413	350	394	483	356	341		
6	Lafayette / Moraga / Orinda	36	61	103	84	89	52	76	91	69	87		
250 *	St.Mary's College Gael Rail Shuttle	0	10	18	17	19	5	11	17	7	8		
301	Rossmoor / John Muir Medical Center	56	68	87	68	73	66	35	73	58	58		
311	Concord / Oak Grove / Treat Blvd / WC	172	159	161	153	153	152	132	153	141	131		
314	Clayton Rd / Monument Blvd / PH	772	743	748	702	668	695	687	766	633	763		
315	Concord / Willow Pass / Landana	54	54	50	45	46	32	58	68	46	67		
316	Alhambra / Merello / Pleasant Hill	172	192	227	154	195	177	203	212	202	197		
320	DVC / Concord	91	134	122	115	94	114	125	142	128	142		
321	San Ramon / Walnut Creek	143	182	186	165	159	177	159	184	164	176		
<b>TOTALS</b>		<b>1,917</b>	<b>2,072</b>	<b>2,158</b>	<b>1,886</b>	<b>1,909</b>	<b>1,817</b>	<b>1,879</b>	<b>2,190</b>	<b>1,805</b>	<b>1,971</b>	<b>0</b>	<b>0</b>

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

## Route Description Summary

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

15-15

Route #	Description
301	Rossmoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave, BART Walnut Creek, Ygnacio Valley, Montego, John Muir Medical Center
311	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, BART Pleasant Hill
314	Ayers Rd, Concord Blvd, Kirker Pass Rd, Clayton Rd, BART Concord, Oak St, Laguna St, Detroit Ave, Monument Blvd, Mohr Ln, David Ave, Crescent Plaza, Cleaveland Rd, Gregory Ln, Contra Costa Blvd, DVC
315	BART Concord, Port Chicago Highway, Salvio St, Parkside Dr, Willow Pass Rd, Landana Dr, West St, Clayton Rd
316	BART Pleasant Hill, Oak Rd, Buskirk Ave, Crescent Plaza, Gregory Ln, Contra Costa Blvd, Golf Club Rd, DVC, Old Quarry Rd, Pacheco Blvd, Muir Rd, Arnold Dr, Pacheco Blvd, Morrolo 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, Postoria 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, Dapplegrny Rd, Palmer Rd, Mountain View Blvd, San Miguel Dr, N & S California Blvd, BART Walnut Creek
603	Camino Pablo, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
605	N Civic Dr, N Broadway, Lincoln Ave, Mt Pisgah St, Newell Ave, Lilac Dr, S Main St, Creekside Dr
606	BART Orinda, Orinda Wy, Miner Rd, Honey Hill Rd, Via Las Cruces, Saint Stephens Dr, Orinda Woods Dr, Moraga Wy, Ivy Dr, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
607	BART Pleasant Hill, Treat Blvd, Bancroft Rd, Ygnacio Valley Rd, Oak Grove Rd, Walnut Ave
608	VA Clinic, Center Ave, Pacheco Blvd, Contra Costa Blvd, Chilpancingo Pkwy, Old Quarry Rd, DVC
609	BART Walnut Creek, Ygnacio Valley Rd, Marchbanks Dr, Walnut Ave
610	BART Concord, Clayton Rd, Ayers Rd, Concord Blvd, Kirkwood Dr, Oakhurst Dr, Center St, Marsh Creek Rd, Montaire Pkwy, Montaire Cir
611	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, Bancroft Rd, Minert Rd
612	BART Concord, Clayton Rd, Ayers Rd, Concord Blvd, Kirker Pass Rd, Washington Blvd, Pennsylvania Blvd, Pine Hollow Rd, El Camino Dr, Michigan Blvd
613	Minert Rd, Oak Grove Rd, Monument Blvd, Detroit Ave, Laguna St, Oak St, BART Concord
614	BART Concord, Clayton Rd, Michigan Blvd, Pennsylvania Blvd, Pine Hollow Rd, El Camino Dr
615	Concord Blvd, Landana Dr., Willow Pass Rd., Parkside Dr., Salvio St., East St., Clayton Rd., Oakland Ave., Mount Diablo St., BART Concord
616	Treat Blvd, Bancroft Rd, Minert Rd, Oak Grove Rd, Monument Blvd, San Miguel Rd, Gallindo 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, Montovideo Dr, Alcosta Blvd, Crow Canyon Rd, Tassajara Ranch Rd, Camino Tassajara
623	Danville Blvd, Stone Valley Rd, Green Valley Rd, Diablo Rd, Hartz Ave, San Ramon Valley Blvd, Sycamore Valley Rd, Camino Tassajara, Tassajara Ranch Rd, Crow Canyon Rd, Anabel Ln
625	Rossmoor Shopping Center, Tice Valley Blvd, Olympic Blvd, Pleasant Hill Rd, Acalanes Ave, Stanley Blvd, Mt Diablo Blvd, BART Lafayette, Happy Valley Rd, Upper Happy Valley Rd, El Nido Ranch Rd, Hidden Valley Rd, Acalanes Rd
626	St Mary's College, St Marys Rd, Rohrer Dr, Moraga Rd, Mt Diablo Blvd, BART Lafayette, Happy Valley Rd, Upper Happy Valley Rd, El Nido Ranch Rd, Hidden Valley Rd, Acalanes Rd
627	BART North Concord, Port Chicago Highway, Bates Ave, Mason Cir
635	Bollinger Canyon Rd, Dougherty Rd, Crow Canyon Rd, Tassajara Ranch Rd, Camino Tassajara, Lusitano St, Chisbray 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

## Operations Data Summary

## RAMP EVENTS BY ROUTE

(sort by YTD Total - descending order)

Route	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	YTD Total
20	262	219	449	500	612	494	438	347	392	282			3,995
10	172	238	363	305	366	401	430	341	369	365			3,350
28	209	175	221	463	358	349	485	368	265	294			3,187
16	219	315	236	292	233	192	210	231	187	252			2,367
15	195	187	291	164	223	128	161	78	199	186			1,812
14	132	188	170	168	137	111	187	118	136	166			1,513
11	248	128	161	185	127	124	176	58	101	68			1,376
9	160	165	153	206	253	104	92	79	83	66			1,361
4	174	161	117	89	108	108	103	89	105	173			1,227
21	180	132	112	74	128	92	113	67	100	70			1,068
98X	125	105	75	142	107	71	43	100	115	172			1,055
314	92	103	120	104	54	57	53	98	76	134			891
18	131	49	62	69	49	47	51	129	162	129			878
6	121	142	177	152	120	41	18	27	32	42			872
17	99	75	101	62	58	51	61	74	116	80			777
35	104	120	34	25	55	79	114	94	76	59			760
1	102	78	26	61	73	85	57	67	80	72			701
36	91	136	122	56	39	5	27	42	8	45			571
7	58	49	32	11	43	31	82	24	21	37			388
19	68	26	25	47	46	21	21	51	43	30			378
600's		24	33	39	35	68	40	7	27	21			294
5	13	24	61	8	8	51	26	13	27	22			253
25	52	45	22	11	5		7	22	40	36			240
96X	25	16	8	15	20	15	27	23	38	53			240
2	18	24	28	37	30	15	44	12	8	5			221
320	44	17	28	28	9	15		16	26	34			217
311	32	24	20	25	4	6	14	23	27	39			214
316	37	6	12	8	7	11	5	31	24	29			170
95X	14	14	3	5	5	18	31	7	25	24			146
93X	11	15	16	8	11	6	17	8	22	6			120
321	7	15	3	33	17	11		12	1	6			105
97X	3	3	6	13	10	8	3	7	5	16			74
315	8	9	2	5			8	13	3	16			64
301	5	2	2	2	12		5	12	1	12			53
91X	2		5			5		0	2	8			22
92X	2	3			2	8	1	1	1	0			18
6L		1					1	0	0	1			3
Total	3,215	3,033	3,296	3,412	3,364	2,828	3,151	2,689	2,943	3,050	0	0	30,981

÷ 2 =	1,608	1,517	1,648	1,706	1,682	1,414	1,576	1,345	1,472	1,525	0	0	15,491
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NOTE: \* Data comes from Link Operators

\*\* These are seasonal routes



CCCTA LINK  
MONTHLY OPERATING SUMMARY  
APRIL FY10/11

SUMMARY	APRIL FY09/10	APRIL FY 10/11	YTD FY09/10	YTD FY10/11
1 TOTAL CLIENTS	12,793	12,904	130,477	126,198
2 TOTAL ATTENDANTS	1,318	1,219	11,596	10,400
3 TOTAL COMPANIONS	65	78	1,769	718
4 TOTAL PASSENGERS	14,166	14,201	143,832	137,314
5 TOTAL SERVICE DAYS	30	30	299	301
6 VEHICLE REVENUE HOURS	7,134	6,401	70,196	67,674
7 VEHICLE SERVICE HOURS	8,628	7,946	84,912	82,698
8 VEHICLE NON REV HOURS	1,493	1,546	14,716	15,023
9 VEHICLE SERVICE MILES	134,992	128,077	1,367,496	1,298,566
10 VEHICLE REVENUE MILES	110,465	108,811	1,128,694	1,089,257
11 VEHICLE NON REV MILES	24,537	21,266	238,802	227,110
12 PASS. PER REVENUE HOUR	1.99	2.22	2.05	2.03
13 CLIENT PER REVENUE HOUR	1.79	2.02	1.88	1.88
14 PASS. PER SERVICE HOUR	1.64	1.79	1.89	1.88
15 PASS. PER SERVICE MILE	0.10	0.11	0.11	0.11
16 PASS. PER REVENUE MILE	0.13	0.13	0.13	0.13
17 TOTAL TRANSFER TRIPS	1,143	934	12,320	9,447
18 SAME DAY TRIPS	174	252	1,192	2,091
19 SUBSCRIPTION TRIPS	8,584	8,762	62,188	76,705
20 DEMAND	4,098	4,061	23,748	36,830
21 FAREBOX REVENUE	\$14,415.60	\$14,161.50	\$158,442.63	\$143,698.50
22 PREPAID CLIENTS	\$25,929.50	\$27,359.19	\$230,439.28	\$28,016.19
23 COLLECTED BILLING	\$10,392.00	\$6,872.00	\$96,268.00	\$74,988.60
24 TOTAL REVENUE COLLECTED	\$50,737.00	\$48,192.69	\$485,147.91	\$246,903.29
25 CHARGEABLE ACCIDENTS	1	0	9	2
26 SERVICE COMPLAINTS	1	1	7	1
27 SERVICE COMMENDATIONS	1	0	14	0
28 SERVICE DENIALS	0	0	0	0
29 ROAD CALLS	5	2	30	27
30 DRIVER TURNOVER	0.0	0.0	8.0	2.08
31 SCHEDULE ADHERENCE	94%	94%	94%	95%
32 WHEELCHAIR BOARDING'S	3,740	3,256	37,076	32,720
33 W/C LIFT AVAILABILITY	100%	100%	100%	100%
34 REGISTERED CLIENTS	8,943	9,304	N/A	N/A
35 UNDUPLICATED CLIENTS	1,097	1,104	N/A	N/A
36 NO-SHOWS	56	48	414	864
37 CANCELS	2,289	1,856	19,558	18,599
38 AVG. TRIP LENGTH (MILES)	9.5	9.0	9.5	9.4
39 AVG. SM BUSES IN SERVICE	5	5	5	5
40 AVG. BUSES IN SERVICE	48	48	48	48
41 TOTAL FUEL/GALLONS	18,856	18,163	191,190	180,279
42 FLEET M.P.G.	7.2	7.1	7.2	7.2
43 DRIVER ROAD CHECK	133	22	605	408
44 RIDER SURVEY'S	8	12	34	101
45 AMB LIFT BOARDINGS	0	0	16,488	26,232




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

Meeting Date: June 2, 2011

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

### **Background**

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



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SOUTHWEST COUNTY .....3

    a. Caldecott Fourth Bore Project (1001/1698)..... 3

    b. Santa Maria Intersection Improvements (1623/1623SW) ..... 3

    c. Moraga Way Rehabilitation & Improvements (1625/1625SW) - *No changes from last month*..... 3

    d. I-680 Auxilliary Lanes, Segment 2 (1106S2)..... 4

    e. I-680 /Norris Canyon Carpool/Bus Ramps (8003) - *No changes from last month* ..... 4

CENTRAL COUNTY .....5

    f. Commerce Avenue Extension (1214) - *No changes from last month*..... 5

    g. Pacheco Boulevard Widening (1216/24003) - *No changes from last month*..... 5

    h. Martinez Intermodal Station – Phase 3 (2208A/4002) *No changes from last month*..... 5

    i. Pacheco Transit Hub (2210) ..... 6

    j. I-680 Southbound Carpool Lane Extension (8002) - *No changes from last month* ..... 6

    k. Comprehensive Wayfinding System - Central Co. BART Stations (10001-03) - *No changes from last month* ..... 7

    l. Electronic Bicycle Facility at Central County BART Stations (10001-04) - *No changes from last month*..... 7

    m. Buskirk Avenue Widening – Phase 2 (24006) - *No changes from last month*..... 8

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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 450 meters) and from the West Portal (over 30 meters).

**Issues/Concerns:** None.

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

CCTA Fund Source: Measure C

Lead Agency: City of Orinda

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

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

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

**Issues/Concerns:** None.

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

CCTA Fund Source: Measure C

Lead Agency: City of Orinda

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

**Current Project Phases:** Construction.

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

**Issues/Concerns:** None.

**d. I-680 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 project design and revalidation of the environmental document, which was originally completed in 2002. An application for funding from the Corridor Mobility Improvement Account (CMIA) Savings was submitted to MTC, and this month the MTC Programming and Allocations Committee recommended the project for Tier 2 funds. Additional programming review will be conducted by the CTC before the project is determined to be eligible for the funding.

**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:** Project Study Report (PSR).

**Project Status:** The final PSR was signed by Caltrans on March 16, 2010. CCTA is in the process of negotiating a scope and fee with CH2M Hill to begin work on the environmental clearance phase of the project.

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

CENTRAL COUNTY

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. City continues to meeting with property owners to respond to questions raised after offers were submitted. Due to the economic climate, property assumed to be acquired by the City as a result of dedication will now need to be purchased. This unforeseen condition has resulted in increased right of way acquisition expenditures. City is planning to request an additional appropriation for ROW funds early 2011. Although the plans are 90% complete, construction will be rescheduled to the spring/summer of 2011 and may be delayed again depending on the length of the ROW process.

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

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

CCTA Fund Source: Measure C/Measure J

Lead Agency: Contra Costa County

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

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

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

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

h. Martinez Intermodal Station – Phase 3 (2208A/4002) - *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 issued an RFQ for design services for the final parking lot design and plan on selecting a consultant in spring 2011. Two existing warehouses will be incorporated into the design at this time.

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

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

CCCTA staff is currently drafting a presentation for the CCCTA Board. The major concern is that the projected costs are not covered with current funding. The City of Martinez is reviewing the plans to possibly manage construction of the project, pending annexation of the area.

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

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

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

**CCTA Fund Source:** Measure J

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

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

**Current Phase:** Design/Construction

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

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

**l. 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.

**m. 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.

**n. 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.

**o. Ygnacio Valley Road Permanent Restoration – Phase 2 (24027)**

**CCTA Fund Source:** Measure J

**Lead Agency:** City of Concord

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

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

**Project Status:** The tieback wall is constructed and the Ohlone Trail portion of the project was awarded to Thunder Mountain Enterprises of Sacramento for \$70,000 on April 26, 2011. Construction is planned for June 2011.

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

- p. 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

- q. 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. Vertical elements (columns and walls) for the first story are currently being constructed. The project is scheduled to be opened to the public in spring 2012.

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

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

**CCTA Fund Source:** Measure J

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

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

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

**Project Status:** The Final Environmental Document was signed by Caltrans on February 25, 2010. The Final Project Report was signed on May 24, 2010. 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. The project needs to be phased to deliver usable segments within funding levels available.

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

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

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

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

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

The second project identified in the feasibility study is a road realignment project that will connect Pierce Street and San Mateo Street south of Central Avenue to enable some traffic enhancements including

adjusting the spacing of traffic lights on Central Avenue. The project will be led by one or both of the cities of El Cerrito and Richmond.

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

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

**CCTA Fund Source:** Measure J

**Lead Agency:** Richmond Redevelopment Agency

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

**Current Project Phase:** Design.

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

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

**u. 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.

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

**CCTA Fund Source:** Measure J

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

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

**Current Project Phase:** Design.

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

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

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

**CCTA Fund Source:** Measure J

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

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

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

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

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

#### EAST COUNTY

- x. **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.

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

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

**Lead Agency:** CCTA

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

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

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

The project construction is approximately 23% complete.

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

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

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

**Lead Agency:** CCTA

## PROJECT STATUS REPORT

May 31, 2011

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

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

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

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

State Water Resources Board approval of SWPPP and issuance of Waste Discharge Identification Permit (WDID) has not occurred as of May 4, 2011. However, since the review period has now exceeded the allowable 30 days timeframe for the Board's official review and there has been no response to date, Caltrans has permitted the contractor to proceed while awaiting final comments and WDID Number. Construction activities performed to date include the installation of construction area signs, placement of temporary barrier (K-Rail), temporary roadway re-striping, mobilization of contractor's equipment and other miscellaneous startup and Staging activities. In addition, work has begun on the Retaining Walls along the east side of Somersville Road south of SR4 to meet Temporary Construction Easement requirements. Two test panels of the architectural treatment (Delta Region Native Landscapes) that will be cast into various retaining walls throughout the Project, have been completed and submitted to Caltrans for review and approval. Test panel 2 met the required criteria and will be acceptable to Caltrans with some corrections noted.

**Segment 2:** Caltrans District 4 approved the PS&E documents and sent it to Caltrans HQ on March 16, 2011 for final review and advertisement. Ready-to-list (RTL) is targeted for the end of this month, May 2011, pending HQ's final review. Advertisement for construction bids is targeted for July 11, 2011.

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

**Segment 3B:** This segment, Hillcrest Interchange area, was delayed due to coordination issues related to the future eBART station and geometric approval by Caltrans of the proposed Hillcrest Interchange. Currently, TY Lin is proceeding with the 65% PS&E documents and the team is revising the project delivery schedule for this segment, with a targeted RTL date of May 2012. The Authority will advertise, award and administer the construction contract for this segment.

**Issues/Areas of Concern:** Availability of all fund sources in time to meet the project delivery schedule continues to be a concern for this corridor project. In March 2011 the Authority provided approval for staff to submit a Letter of No Prejudice (LONP) to authorize expenditure of Measure J funds in lieu of

Proposition 1B funds programmed for Segment 2 construction. If availability of STATE funds continues to be delayed, construction of the follow on Segments (3A & 3B) will be compromised. The delay of the freeway project will affect construction of eBART, which will run in the newly constructed median of SR4.

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

**CCTA Fund Source:** Measure J

**Lead Agency:** State Route 4 Bypass Authority

**Project Description:** Widen the State Route 4 Bypass from 2 to 4 lanes (2 in each direction) from Laurel Road to Sand Creek Road, including the Mokelumne Bike/Pedestrian Crossing of SR Bypass.

**Current Phase:** Final Design.

**Project Status:** The Authority appropriated \$2,983,000 for design and \$1,000,000 for right-of-way activities on May 16, 2007. Final design is nearing completion and the project could be advertised in July, subject to available funding. CCTA nominated this project for \$13 million in CMIA award savings. At its May 11, 2011 meeting, MTC's Programming and Allocations Committee endorsed the project as a regional priority and directed staff to transmit a letter of support to the CTC.

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

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

**CCTA Fund Source:** Measure J

**Lead Agency:** State Route 4 Bypass Authority

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

**Current Phase:** Phase 1/ Stage 2 – Design

**Project Status:** Phase 1/ Stage 1 – Construction is complete, and the project has been closed out. Phase 1/ Stage 2 – Final design is nearing completion and the project could be advertised in July, subject to available funding. CCTA nominated this project for \$20 million in CMIA award savings. At its May 11, 2011 meeting, MTC's Programming and Allocations Committee endorsed the project as a regional priority and directed staff to transmit a letter of support to the CTC.

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

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

**CCTA Fund Source:** Measure J



**Lead Agency:** Contra Costa County

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

**Current Project Phase:** Construction.

**Project Status:** The project was awarded to Teichert Construction for \$8,574,239.05 on March 23, 2010. Teichert Construction continues construction of the Vasco Rd Safety Improvements Project into the second season of construction. Stage 1 Improvements (widening of the Brushy Creek Bridge and construction of 6 retaining walls) were completed during the summer 2010. Construction of Stage 2 improvements began in early 2011, consisting of storm drain and wildlife crossing installation and architectural finishing of the retaining walls, and is nearly complete. A big milestone will be reached later this month when the Stage 2 pavement is installed. Following Stage 2 paving, the traffic will be moved to the final traffic stage and Stage 3 work will begin. Stage 3 work includes the concrete median barrier, permanent wildlife fencing, grading, and paving. The project is anticipated to be completed by December 2011.

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

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

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

**Lead Agency:** BART/CCTA

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

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

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

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

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

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

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

*CENTRAL COUNTY*Measure C:

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

Measure J:

- 24029: Old Marsh Creek Road Overlay, 2010

*WEST COUNTY*Measure C:

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

Measure J:

- 9001: Richmond Parkway Upgrade Study, 2008

## EAST COUNTY

Measure C:

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

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

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

2101: BART Extension to Pittsburg/Bay Point, 1996

3110: Marsh Creek Trail Overcrossing at SR4, 1997

3112: Big Break Regional Trail, 2010

Measure J:

5010: SR4 Bypass: Segments 1 and 3, 2008

## TRANSPAC Transportation Partnership and Cooperation

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

May 23, 2011

Mr. Hisham Noeimi  
Engineering Manager  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Dear Hisham:

Thank you for your presentation at the May TRANSPAC meeting. We appreciate your working with us and keeping us informed about the Measure J Strategic Plan Update.

Many thanks once again.

Sincerely,



Barbara Neustadter *cp*  
TRANSPAC Manager

cc: Bill Shinn, TRANSPAC Chair  
TRANSPAC Representatives  
TRANSPAC TAC

## TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County

2300 Contra Costa Boulevard, Suite 360, Pleasant Hill, CA 94523 (925) 969-0841

May 23, 2011

Mr. Michael Wright  
Concord Reuse Project Director  
City of Concord  
1950 Parkside Drive  
Concord, CA 94519

Dear Mr. Wright:

Thank you so much for your presentation at the May TRANSPAC meeting. We appreciate your taking the time to give us the latest updates on the Concord Reuse Project. As this project evolves, we'll be eager to receive further updates on its progress.

Many thanks once again. We look forward to your return to TRANSPAC in the future.

Sincerely,



Barbara Neustadter *BN*  
TRANSPAC Manager

cc: Bill Shinn, Chair  
TRANSPAC Representatives  
TRANSPAC TAC



## Technical Coordinating Committee **STAFF REPORT**

Meeting Date: May 19, 2011

<b>Subject</b>	<b>2012 State Transportation Improvement Program (STIP) Process Review and "Call for Projects"</b>
<b>Summary of Issues</b>	The 2012 State Transportation Improvement Program (STIP) process has begun and it is on an expedited schedule this year. The attached schedule was approved by the APC on May 5, 2011. The schedule calls for issuing the "Call for Projects" on June 15, 2011; project applications would be due on July 13, 2011 and a draft prioritized project list would be developed by August 18, 2011. The Authority would be asked to approve the list in September 2011. A draft "Call for Projects" letter, which includes the screening and scoring criteria, and the project applications is attached.
<b>Recommendations</b>	Review screening and scoring criteria, form a STIP Subcommittee, and recommend issuing "Call for Projects" by Authority on June 15, 2011.
<b>Financial Implications</b>	At least \$27 million of funding will be available in the 2012 STIP, in FY 2015-16 and FY 2016-17.
<b>Options</b>	Recommend different screening and scoring criteria.
<b>Attachments</b>	<ul style="list-style-type: none"> <li>A. Draft timeline/schedule</li> <li>B. Draft letter for "Call for Projects"</li> <li>C. Draft Roadway Project Applications</li> <li>D. Draft Transit/Intermodal Project Application</li> <li>E. Draft Roadway Project Scoring Sheet</li> <li>F. Draft Transit/Intermodal Project Scoring Sheet</li> <li>G. Draft Scoring Tables for Roadway projects</li> <li>H. Draft Scoring Tables for Transit/Intermodal projects</li> <li>I. PSR or PSR equivalent guidelines</li> </ul>
<b>Changes from Committee</b>	

### Background

Every two years the California Transportation Commission (CTC) adopts a five-year State Transportation Improvement Program (STIP) that details how it intends to commit state and federal transportation capital funds for the upcoming five-year period. The 2012 STIP covers the 5-year period from FY 2012-13

*Technical Coordinating Committee STAFF REPORT*

May 19, 2011

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through FY 2016-17. As the STIP is updated biennially, each new STIP adds two new years to prior programming commitments. The 2012 STIP will add programming of funds in FY2015-16 and FY2016-17.

Under State law, the STIP consists of two broad programs, the regional program (RTIP) funded with 75% of STIP funding and the interregional program (ITIP) funded from 25%. The 75% regional program is further divided by formula into county shares. The California Transportation Commission (CTC) adopts the STIP fund estimate every STIP cycle and requests the recommendation for projects from the Regional Transportation Planning Agencies for the RTIP and from Caltrans for the ITIP. Under certain conditions, projects may be programmed from both the RTIP and ITIP.

MTC has established a draft 2012 STIP schedule, which requires the Authority to establish projects priorities by October 14, 2011. The Bay Area counties Congestion Management Agencies (CMAs) must notify all eligible project sponsors within the county of the availability of RTIP funds. Eligible project sponsors include cities, counties, and transit operators.

The last time the Authority issued a full-scale STIP "Call for Projects" was in June 2007 for the 2008 STIP. The 2010 STIP had no capacity to program funds for additional projects, except for TE eligible projects. The Authority issued a call for projects for the STIP Transportation Enhancement (TE) funds part of 2010 STIP. Please refer to Attachment A for the proposed CCTA 2012 STIP Schedule.

Staff is requesting the TCC to review the screening and scoring criteria for the 2012 STIP "Call for Projects" process. Staff is also requesting the TCC form a subcommittee to assist with screening and scoring project applications. Staff plans to return to the APC and Authority Board in June to recommend adoption of the application process. Once approved, staff will issue the 2012 STIP "Call for Projects." Project nominations are due from sponsors, with concurrence from the appropriate RTPC, by July 13. The TCC STIP subcommittee will review and develop a draft prioritization for the TCC in August. Staff will seek approval from the APC and Authority Board in September.

The specific amount available to program in the 2012 STIP will not be known until the CTC adopts the Fund Estimate in August 2011; however, the funds available to program is substantial. The following items will make up the amount available:

- The current unprogrammed share balance is \$29.231 million. The unprogrammed balance is a result of regionally controlled Recovery Act funds supplanting STIP funds on the Caldecott Fourth Bore project. There is an agreement between CCTA and MTC that allows MTC to control programming recommendations for these funds.
- Lapsed 2010 STIP funds, specifically the \$12.7 million from the Richmond Parkway Transit Center project and \$775,000 in TE funds from the Hercules Refugio Bridge project.
- The SR 4 Somersville Interchange project bid savings of \$14.15 million.
- New capacity, if any, identified in the 2012 STIP Fund Estimate.

It should be noted that, as a result of the 2008 Call for Projects, the Authority pre-committed STIP funds to two projects once funds are available: \$13 million for the East Contra Costa Bay Area Rapid Transit Extension project (eBART), and \$5 million for the San Pablo Dam Road Interchange Improvements project. In addition, per Policy 12 in the 2009 Measure J Strategic Plan, East County will be precluded from competing for 2012 STIP funds, in return for dedicating the Authority last bond issuance to eBART.

The following screening criteria are being proposed:

1. Project must be consistent with adopted Regional Transportation Plan (RTP).
2. Local projects must be in a Congestion Management Plan (CMP).
3. Candidate projects must submit a draft PSR or PSR-equivalent along with the application by July 13, 2011. Final PSRs should be submitted to CCTA no later than September 28, 2011.
4. Funds must be allocated for the phase(s) requesting STIP funding within the period between FY2015/16 and FY2016/17.
5. Project/project phases must be fully funded with requested STIP funds and other committed fund sources.
6. Project must solve an existing problem related to safety, capacity, operations, etc.
7. Requested STIP funds must be for capital improvements and at least \$1 million.
8. Letters of concurrence from the RTPCs should be submitted by July 13, 2011.
9. Roadway projects must be on routes of regional significance.
10. Since STIP funds are federalized, project sponsors must be willing to go through Caltrans Local Assistance for the complete federal process.
11. (NEW) Projects that are operational in nature must show commitment for Operations and Maintenance funds for the life of the project.

On May 5, 2011 the APC directed staff to give Measure C and J projects a priority in the scoring process. Based on this direction, staff added another scoring criteria to reflect that. Transit and Roadway projects will be evaluated separately using the new criteria listed below and the maximum points suggested for each criteria. For comparison, staff listed the previous maximum points for each criteria as well:

<u>Criteria</u>	<u>Points</u> <u>(2012 STIP)</u>	<u>Points</u> <u>(Prior STIP Cycles)</u>
Safety/System Productivity	25 max	25 max
Congestion Relief	25 max	40 max
Strategic Expansion	25 max	30 max
Other Secured Funds	5 max	5 max
<u>Measure C/J Project</u>	<u>20 max</u>	<u>No points</u>
<b>TOTAL Points</b>	<b>100 maximum</b>	<b>100 maximum</b>



*Technical Coordinating Committee STAFF REPORT*

May 19, 2011

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Staff seeks recommendation from the TCC to move forward with the 2012 STIP process to meet the expedited timeline to nominate projects to MTC. Please refer to the 2012 STIP Timeline in Attachment A.

### 2012 STIP Timeline (DRAFT)

A proposed schedule to solicit and evaluate projects for the 2012 STIP is detailed below:

May 5, 2011	APC reviewed/approved draft schedule for 2012 STIP process
May 12	TCC Mailout
May 19	TCC reviews/recommends application process, screening and scoring criteria, and forms a subcommittee for application evaluations
May 26	APC Mailout
June 2	APC reviews/approves application process, and screening and scoring criteria for 2012 STIP process
June 15	Authority reviews/approves application process, and screening and scoring criteria for 2012 STIP process and issues the "Call for Projects"
June 22	CTC Staff submits the draft 2012 STIP Fund Estimate
July 13	Applications, draft Project Study Reports (PSRs) or PSR equivalents, and letters of concurrence by the responsible RTPC are due to the Authority
July 14-August 4	STIP Subcommittee reviews and scores applications, and develops a draft project list
August 10	CTC adopts STIP fund estimate
August 11	TCC Mailout
August 18	TCC reviews scoring, draft project list, and based on fund estimate, recommends final project list
August 25	APC Mailout
September 1	APC refines and approves final project list
September 21	Authority approves final project list
October 11	(Final Complete Applications Due Date to Authority- See MTC full requirements due on October 14 and October 24)
October 14	Authority submits to MTC final project list, identifies projects requiring project-level performance analysis, and submits Complete Streets Checklists (Due Date to MTC)
October 24	Final Project Programming Request (PPR), final project listing and performance measure analyses, <u>final PSRs or PSR equivalents</u> , <u>resolutions of local support</u> , and <u>certifications of assurances</u> (Final Complete Applications Due Date to MTC)
November 7	MTC circulates draft RTIP for public review
November 16	MTC scheduled approval of 2012 RTIP
December 15	2012 RTIP due to CTC
February 2012	CTC 2012 STIP Hearing
April 2012	CTC adopts 2012 STIP

## Attachment B

**DRAFT**

June 15, 2011

**CALL FOR PROJECTS**  
**2012 State Transportation Improvement Program**

Dear Project Sponsor:

The Contra Costa Transportation Authority (CCTA) invites you to submit applications for the 2012 State Transportation Improvement Program (STIP). The 2012 STIP will cover the 5-year period from FY 2012-13 through FY 2016-17. There is at least \$27 million available for programming, in addition to any new Contra Costa share in the 2012 STIP.

The new STIP funds are likely to be available in FY 2015-16 and FY 2016-17. The STIP funds can be used to fund one or more phases of a capital project (e.g. environmental clearance, design, right-of-way, and/or construction).

**CCTA Contact**

Project applications relating to this call for projects should be submitted to the address shown below. For inquiries, call (925) 256-4740; or by email: [aabuamara@ccta.net](mailto:aabuamara@ccta.net).

Amin AbuAmara, Associate Engineer  
 Contra Costa Transportation Authority  
 2999 Oak Road, Suite 100  
 Walnut Creek, CA 94597

Project sponsors must submit two copies of their applications **no later than 2:00 p.m., July 13, 2011.**

**Project Screening**

Projects will be screened based on the following criteria:

1. Project must be consistent with adopted Regional Transportation Plan (RTP).
2. Local projects must be in a Congestion Management Plan (CMP).
3. Candidate projects must submit a draft PSR or PSR-equivalent along with the application by July 13, 2011. Final PSRs should be submitted to CCTA no later than September 28, 2011.
4. Funds must be programmed for the phase(s) requesting STIP funding within the period between FY2015-16 and FY2016-17.
5. Project/project phases must be fully funded with requested STIP funds and other committed fund sources.
6. Project must solve an existing problem related to safety, capacity, operations, etc.
7. Requested STIP funds must be for Capital Improvements and at least \$1 million.

8. Letters of concurrence from the RTPCs should be submitted by July 13, 2011.
9. Roadway projects must be on a route of regional significance.
10. Since STIP funds are federalized, project sponsors must be willing to go through Caltrans Local Assistance for the complete federal process.
11. (NEW) Projects that are operational in nature must show commitment for Operations and Maintenance funds for the life of the project.

### Project Scoring

Transit and roadway projects will be evaluated separately using the following scoring criteria:

<u>Criteria</u>	<u>Points</u>
Safety/System Productivity	25 max
Congestion Relief	25 max
Strategic Expansion	25 max
Other Secured Funds	5 max
<u>Measure C/J Project (NEW)</u>	<u>20 max</u>
<b>TOTAL Points</b>	<b>100 maximum</b>

The 2012 STIP Timeline is as follows:

May 5, 2011	APC reviewed/approved draft schedule for 2012 STIP process
May 12	TCC Mailout
May 19	TCC reviews/recommends application process, screening and scoring criteria, and forms a subcommittee for application evaluations
May 26	APC Mailout
June 2	APC reviews/approves application process, and screening and scoring criteria for 2012 STIP process
June 15	Authority reviews/approves application process, and screening and scoring criteria for 2012 STIP process and issues the "Call for Projects"
June 22	CTC Staff submits the draft 2012 STIP Fund Estimate
July 13	Applications, draft Project Study Reports (PSRs) or PSR equivalents, and letters of concurrence by the responsible RTPC are due to the Authority
July 14-August 4	STIP Subcommittee reviews and scores applications, and develops a draft project list
August 10	CTC adopts STIP fund estimate
August 11	TCC Mailout
August 18	TCC reviews scoring, draft project list, and based on fund estimate, recommends final project list

August 25	APC Mailout
September 1	APC refines and approves final project list
September 21	Authority approves final project list
October 11	(Final Complete Applications Due Date to Authority- See MTC full requirements due on October 14 and October 24)
October 14	Authority submits to MTC final project list, identifies projects requiring project-level performance analysis, and submits Complete Streets Checklists (Due Date to MTC)
October 24	Final Project Programming Request (PPR), final project listing and performance measure analyses, <u>final PSRs or PSR equivalents, resolutions of local support, and certifications of assurances</u> (Final Complete Applications Due Date to MTC)
November 7	MTC circulates draft RTIP for public review
November 16	MTC scheduled approval of 2012 RTIP
December 15	2012 RTIP due to CTC
February 2012	CTC 2012 STIP Hearing
April 2012	CTC adopts 2012 STIP

Project applications are attached and are also available in electronic format at <http://www.ccta.net/STIP/2012STIP.htm> (*Proposed*). If you have any questions please call Amin AbuAmara at (925) 256-4740. We look forward to receiving your application.

Sincerely,

Randall H. Iwasaki  
Executive Director

Attachments - Roadway Application  
- Transit/Intermodal Application

## 2012 STIP APPLICATION ROADWAY PROJECTS

1. Project Title:

2. Project Purpose:

Describe the existing problem

3. Project Scope and Description:

Include a description of the project limits

4. Sponsor Information:

Name:

Agency:

Address:

Phone:

Fax:

Email:

5. Project Schedule:

	Status	Start (MM/YY)	End (MM/YY)
PSR or Equivalent			
Environmental Doc. (specify type _____)			
PS&E			
Right-of-way			
Construction			

\* anticipated date of completion if not completed yet

6. Project Maps:

**Attach two maps showing location in the County and project level detail.**



**B. Improvements proposed: (Check all that apply)**

<input type="checkbox"/>	Conversion to Freeway	<input type="checkbox"/>	Roadway Widening
<input type="checkbox"/>	HOV Enforcement Area	<input type="checkbox"/>	New Auxiliary Lanes
<input type="checkbox"/>	Median Barriers	<input type="checkbox"/>	Turn Pockets
<input type="checkbox"/>	Warranted Signals	<input type="checkbox"/>	Bus Turnouts
<input type="checkbox"/>	Geometric Improvements	<input type="checkbox"/>	Interchange Modification
<input type="checkbox"/>	Grade Separation	<input type="checkbox"/>	New Interchanges

**C. Past safety/security problems: (Specify)**

<input type="checkbox"/>	No. of accidents in last 3 years
<input type="checkbox"/>	Average Daily Traffic
<input type="checkbox"/>	Length of project (miles)

Please calculate average accident rate per million vehicle miles of travel over last 3 years:

$(1,000,000 \times \text{No. of accidents in last 3 years}) / (3 \times 365 \times \text{Length} \times \text{ADT})$

**10. Project Congestion Relief Data:**

**A. Project type: (Check all that apply).**

<input type="checkbox"/>	High Occupancy Vehicle Lanes	<input type="checkbox"/>	Auxiliary Lanes
<input type="checkbox"/>	Upgrade to Freeway Standards	<input type="checkbox"/>	Freight Signal/ Turn Lane
<input type="checkbox"/>	Gap Closure Widening	<input type="checkbox"/>	Intersection Improvements
<input type="checkbox"/>	Ramp Metering for HOV Bypass	<input type="checkbox"/>	Ramp Metering without HOV Bypass
<input type="checkbox"/>	Weigh-in-Motion Facility	<input type="checkbox"/>	Dedicated Truck Lanes
<input type="checkbox"/>	Traffic Operations System	<input type="checkbox"/>	New Local Interchanges
<input type="checkbox"/>	Supporting Park-and-Ride Lots	<input type="checkbox"/>	Widening that moves a bottleneck
<input type="checkbox"/>	Supporting Bus/Rail Facilities	<input type="checkbox"/>	Supporting Bike/Pedestrian Facilities
<input type="checkbox"/>	Supporting Bike/Pedestrian Facilities	<input type="checkbox"/>	Other (specify) _____

**B. Current congestion problem: (specify)**

Actual Count/Analysis Date: \_\_\_\_\_

<input type="checkbox"/>	Level of Service during AM Peak	Date of Analysis: _____
<input type="checkbox"/>	Level of Service during PM Peak	Date of Analysis: _____
<input type="checkbox"/>	Average Daily Traffic	Date of Count: _____
<input type="checkbox"/>	Current Number of Lanes	
<input type="checkbox"/>	Truck Traffic as % of ADT, check one: Estimated ___ Actual ___	

**11. System Productivity/Management:**

Is the project entirely a system productivity/management project? (yes/no) \_\_\_\_\_

(Check only one)

<input type="checkbox"/>	Operations efficiency: Project improves system traffic flow significantly (e.g. signalization, TOS)
<input type="checkbox"/>	Operations efficiency: Project removes interruptions (e.g. FSP, SAFE)



	Operations efficiency: Project removes bottlenecks on routes of regional significance
	Multimodal efficiency: Project includes multimodal elements/alternatives for seamless system integration
	Operations efficiency: Project will improve freight operations

**Check List:**

Before submitting the application, please answer the following questions (Put Yes or No in the empty box):

	Is the project in the Regional Transportation Plan (RTP)?
	Is the project in a Congestion Management Plan (CMP)?
	Does the project have a PSR or PSR equivalent? If no, specify date that it will be provided _____.
	Will the project solve an <u>existing</u> problem with safety, capacity, and/or operations?
	Is the project on a route of regional significance?
	Is your STIP fund request at least \$1 million?
	Will the project/project phase be fully funded with this request?
	Did you request RTPC concurrence on your project?
	Did you attach two maps showing location in the County and project level detail?
	Did you include a detailed engineer's estimate for the project?
	Are you willing to get NEPA clearance for the Project?

## 2012 STIP APPLICATION TRANSIT & INTERMODAL PROJECTS

1. Project Title:

2. Project Purpose:

Describe the existing problem

3. Project Scope and Description:

Include a description of the project limits

4. Sponsor Information:

Name:

Agency:

Address:

Phone:

Fax:

Email:

5. Project Schedule:

	Status	Start (MM/YY)	End (MM/YY)
PSR or Equivalent			
Environmental Doc. (specify type _____)			
PS&E			
Right-of-way			
Construction			

\* anticipated date of completion if not completed yet

6. Project Maps:

**Attach two maps showing location in the County and project level detail (if applicable)**



- Bus Turnouts
- Track Improvements & Train Control
- Transit Revenue Collection Security Project
- Transit Passenger Safety Project
- Other (specify) \_\_\_\_\_

C. Past safety/security problems: (Specify)

No. of incidents in last 3 years (incidents should be related directly to project)

10. Project Congestion Relief Data:

A. Project type: (Check all that apply)

- Major Intermodal Center (justify) \_\_\_\_\_
- Minor Intermodal Center (justify) \_\_\_\_\_
- Major Fare Coordination Project (justify) \_\_\_\_\_
- Minor Fare Coordination Project (justify) \_\_\_\_\_
- Major Transit Expansion (MTC Resol. 1876)
- Minor Transit Expansion
- Supporting Park-and-Ride Lots
- Supporting Bus/Rail Facilities
- Supporting Pedestrian/Bicycle facilities
- Train Control significantly increasing capacity
- Transit Rehabilitation/Replacement (Guideway eligible)

B. Current congestion problem: (specify)

Actual Count/Analysis Date: \_\_\_\_\_

Peak Load Factor (transit projects only)

11. System Productivity/Management:

Is the project entirely a system productivity/management project? (yes/no) \_\_\_\_\_

(Check only one)

- Context efficiency: Includes direct link to transit-oriented development
- Cost efficiency: Decreases operating costs/revenue vehicle mile (or hour) significantly
- Coordination: Significantly improves revenue collection efficiency
- Intermodal efficiency: Significantly improves patron access to/egress from stations
- Operations efficiency: Significantly improves patron travel time
- Modal shift: promotes modal shift
- Project will improve signal pre-emption for buses

12. Transit Rehabilitation/Replacement Projects

A. Project Description: (check one only)

<input type="checkbox"/>	Rail vehicle -- heavy
<input type="checkbox"/>	Rail vehicle -- LRV
<input type="checkbox"/>	Trolley bus
<input type="checkbox"/>	Trolley overhead
<input type="checkbox"/>	Transfer center

B. Additional Information: (specify in years for only one)

<input type="checkbox"/>	Age of asset being replaced
<input type="checkbox"/>	Age of asset being rehabilitated

**Check List:**

Before submitting the application, please answer the following questions (Put Yes or No in the empty box):

<input type="checkbox"/>	Is the project in the Regional Transportation Plan (RTP)?
<input type="checkbox"/>	Is the project in a Congestion Management Plan (CMP)?
<input type="checkbox"/>	Does the project have a PSR or PSR equivalent? If no, specify date that it will be provided _____.
<input type="checkbox"/>	Will the project solve an <u>existing</u> problem with safety, capacity, and/or operations?
<input type="checkbox"/>	Is your STIP fund request at least \$1 million?
<input type="checkbox"/>	Will the project/project phase be fully funded with this request?
<input type="checkbox"/>	Did you request the RTPC concurrence on your project?
<input type="checkbox"/>	Did you attach two maps showing location in the County and project level detail?
<input type="checkbox"/>	Did you include a detailed engineer's estimate for the project?

	Are you willing to get NEPA clearance for the Project?
	Has operating and maintenance funding been identified for the facility?

2012 STIP Scoring Criteria: Roadway Projects

Project Title: \_\_\_\_\_

Attachment E

**Category I: Safety/System Productivity**

**Safety:**

$$\frac{\text{Multiplier}}{\text{Table A or B}} \times \frac{\text{Impact Value}}{\text{Table C}} = \boxed{\phantom{000}}$$

Total for Safety

**System Productivity:**

Choose one Table (15 pts possible)  
Tables D, E, or F

$$\frac{\phantom{000}}{\phantom{000}} = \boxed{\phantom{000}}$$

Total for Productivity

**Total (Safety/System Productivity)**

$$\frac{\phantom{000}}{\text{Total for Safety}} + \frac{\phantom{000}}{\text{Total for Productivity}} \times 25/40 = \boxed{\phantom{000}}$$

Total for Category I

Maximum Points = 25

**Category II: Congestion Relief**

$$\frac{\phantom{000}}{\text{Multiplier Table G}} \times \frac{\phantom{000}}{\text{Impact Value Table H}} \times 25/30 = \boxed{\phantom{000}}$$

Total for Category II

Maximum Points = 25

**Category III: Strategic Expansion**

$$\frac{\phantom{000}}{\text{Multiplier Table I}} \times \frac{\phantom{000}}{\text{Impact Value Table J}} \times 25/30 = \boxed{\phantom{000}}$$

Total for Category III

Maximum Points = 25

**Category IV: Other Secured Funds (OSF)**

- 5 points --if OSF greater than 50% of project total cost
- 3 points --if OSF between 25% & 50% of project total cost
- 1 point --if OSF less than 25% of project total cost

Other Secured Funds Points  $\frac{\phantom{000}}{\phantom{000}}$

Total for Category IV

Maximum Points = 5

**Category V: Measure C/J Project**

20 points if the project is a measure C/J funded project

Measure C/J Project Points  $\frac{\phantom{000}}{\phantom{000}}$

Total for Category V

Maximum Points = 20

**TOTAL POINTS FOR THIS PROJECT** \_\_\_\_\_

2012 STIP Scoring Criteria: Transit/Intermodal Projects

Project Title: \_\_\_\_\_

**Category I: Safety/System Productivity**

**Safety:**

$$\frac{\text{Multiplier}}{\text{Table A}} \times \frac{\text{Impact Value}}{\text{Table B}} = \frac{\text{Total for Safety}}{\text{Total for Safety}}$$

**System Productivity:**

$$\frac{\text{Total for System Productivity}}{\text{Tables C}} = \frac{\text{Total for Productivity}}{\text{Total for Productivity}}$$

**Total (Safety/System Productivity)**

$$\frac{\text{Total for Safety}}{\text{Total for Safety}} + \frac{\text{Total for Productivity}}{\text{Total for Productivity}} \times 25/40 = \frac{\text{Total for Category I}}{\text{Total for Category I}}$$

Maximum Points = 25

**Category II: Congestion Relief**

$$\frac{\text{Multiplier}}{\text{Table D}} \times \frac{\text{Impact Value}}{\text{Table E}} \times 25/30 = \frac{\text{Total for Category II}}{\text{Total for Category II}}$$

Maximum Points = 25

**Category III: Strategic Expansion**

$$\frac{\text{Multiplier}}{\text{Table F}} \times \frac{\text{Impact Value}}{\text{Table G}} \times 25/30 = \frac{\text{Total for Category III}}{\text{Total for Category III}}$$

Maximum Points = 25

**Category IV: Other Secured Funds (OSF)**

- 5 points --if OSF greater than 50% of project total cost
- 3 points --if OSF between 25% & 50% of project total cost
- 1 point --if OSF less than 25% of project total cost

$$\frac{\text{Other Secured Funds Points}}{\text{Other Secured Funds Points}} = \frac{\text{Total for Category IV}}{\text{Total for Category IV}}$$

Maximum Points = 5

**Category V: Measure C/J Project**

20 points if the project is a measure C/J funded project

$$\frac{\text{Measure C/J Project Points}}{\text{Measure C/J Project Points}} = \frac{\text{Total for Category V}}{\text{Total for Category V}}$$

Maximum Points = 20

**TOTAL POINTS FOR THIS PROJECT** \_\_\_\_\_



## Table Packet for Roadway Projects

### Category I: Safety/ System Productivity

**Safety:**

Determine the multiplier

**Table A**

**Multiplier Tables**

*Please check applicable project box and circle the corresponding multiplier*

Highway or Arterial Projects - based on accident data							
TYPE	CA AVG.	Accidents per Million Vehicle Miles*					
Freeways	0.69	<0.52	0.52-0.59	0.60-0.68	0.69-0.77	0.78-0.86	>0.86
Expwys - 2 lane	0.89	<0.68	0.68-0.79	0.80-0.90	0.91-1.00	1.01-1.11	>1.11
Expwys - multi lane	1.00	<0.75	0.75-0.87	0.88-1.00	1.01-1.13	1.14-1.25	>1.25
Conventional - 2 lane	1.69	<1.27	1.27-1.47	1.48-1.68	1.69-1.90	1.91-2.11	>2.11
Conventional - multi lane	2.72	<2.04	2.04-2.37	2.38-2.71	2.72-3.06	3.07-3.40	>3.40
Multiplier		0.0	0.2	0.4	0.6	0.8	1.0

Number of Accidents due to problem to be remedied by project: \_\_\_\_\_

Source: \_\_\_\_\_

\* To compute accidents per million vehicle miles, use the formula below:

$$\frac{\text{Average Number of Accidents per year over last 3 years} \times 1,000,000}{\text{Average Daily Traffic (Veh/Day/Yr)} \times 365 \times \text{length of project in miles}}$$

**OR**

**Table B**

Roadway Intersection Projects							
No. of Accidents over past 3 years	0-4	5-9	10-19	20-35	36-54	55-75	>75
Multiplier	0.0	0.1	0.2	0.4	0.6	0.8	1.0
<i>If the project qualifies as a pro-active safety project, apply an 0.7 multiplier to the Category II.1 Safety score (page 20)</i>							

Number of Accidents due to problem to be remedied by project: \_\_\_\_\_

Source: \_\_\_\_\_

Determine the impact value for Safety  
**Table C** **Impact Value Table**

The value characterizes the safety impact of the project. Impact values are listed by mode.

*Impact Value—If project scores in more than one column, use only the higher impact value*

Highway or Arterial Projects (circ'e all that apply)

High Impact = 18 points *	Medium Impact = 12 points *	Low Impact = 4 points *
HOV enforcement areas	Widenings	New interchanges
Grade Separations	Auxiliary lanes	Other (specify and attach written justification)
Geometric improvements, shoulders, curve correctins	Turn pockets	
Median barriers	Signal interconnection	
Conversion to freeway	Interchange modifications	
New, warranted signals	Other (specify and attach written justification)	
Other (specify and attach written justification):	Other (specify and attach written justification):	
* Project evaluation teams may raise or lower the impact value by 1 or 2 points, depending on how well the project solves the problem as compared to other similar projects.		

**System Productivity:**  
**Table D**

Choose only one

A. Freight. The ability to move and deliver freight is an important goal for the regional transportation system. This element gives a higher score to the types of projects that facilitate freight movement and delivery in ways that are not captured in other criteria.

Subcategory II.3 A. 1: Mobility/Delivery

Projects which improve the movement of freight on a truck route:

*Check applicable direct benefits. If the project has none of these features, skip this section.*

<input type="checkbox"/>	Project results in the improved ability to sustain high speed operation on trunkline highways during early evening and early morning hours.
<input type="checkbox"/>	Project results in the improved ability of the street and highway system to deliver a consistent and reliable level of service that enables trucking companies to maintain schedule during the shoulder of the peak period and midday hours.
<input type="checkbox"/>	Project improves the ability to park conveniently, and non-intrusively, for timely pick-up and delivery.

If the project has at least one of the above features as a direct benefit, calculate the score by filling out the section below:

Highway Truck Volumes (circle only one)

Greater than or Equal to	Less than	Project Score in this element
0%	5%	0 points
5%	6%	2 points
6%	7%	4 points
7%	8%	6 points
8%	9%	8 points
9%	10%	10 points
10%	11%	12 points
11%	12%	14 points
12%	13%	16 points
13%	14%	18 points
14%	—	20 points

Enter Subcategory II.3 A. 1 points here

**OR**  
**Table E**

Arterial Truck Volumes (Circle only one)

Greater than 3,000 Trucks/Lane/Day	20 points
Greater than 2,000 Trucks/Lane/Day	10 points
Greater than 1,000 Trucks/Lane/Day	5 points

OR Enter Subcategory II.3 A. 1 points here

**System productivity (Cont.)**

OR

**Table F**

Projects which specifically contribute to the operating stability of the transportation system, by strengthening traffic operations, are rewarded in the this element. The project gets 10 points if it is entirely a system operations project, and 5 points if the project is only partially a system operations project.

*Circle only one*

Traffic Efficiency (quantifiable over 1% improvements):	Points
Flow: (e.g., signalization, Traffic Operations System)	entire = 10 points portion = 5 points
Remove interruptions: (e.g., Freeway Service Patrol, SAFE)	entire = 10 points portion = 5 points

*Enter Subcategory II.3 B. 2 points here*

**Category II: Congestion Relief**

Determine the multiplier

**Table G**

**Multiplier Table**

*Please check applicable project boxes and circle corresponding multiplier*

Roadway Elements

Peak Average Level of Service (LOS) based on adopted CMA methodology (*circle one*)

LOS	F	E	D	C	B	A
Multiplier	1.0	0.8	0.6	0.2	0.1	0.0

How was LOS determined?

- Floating Car
- Volume/Capacity (V/C) Ratio (please show calculations): \_\_\_\_\_
- Other: \_\_\_\_\_

**Congestion Relief (Cont.)**

**Determine the impact value**

**Table H**

**Impact Value Table**

*Impact Value – If project scores in more than one column, use only the higher impact value*

Roadway Elements (circle all that apply)

High Impact = 28 points*	Medium Impact = 22 points *	Low Impact = 14 points *
High Occupancy Vehicles (HOV) lanes	Auxiliary lanes	New local interchanges
Interchange that upgrades to Freeway Standards	Turn pockets or other intersection improvements	Gap closure that only moves bottleneck condition
Gap Closure with systemwide benefit	Park and Ride lots	
Signal Interconnect (8 or more)	Signal interconnect – less than 8	Roadway rehab/resurfacing
Traffic Operations System (TOS)	Ramp metering	Other (specify and attach written justification)
Roadway/resurfacing on transit route: greater than 30 buses/hour on peak period	New warranted signal where none exists	
Other (specify and attach written justification)	Roadway/resurfacing on transit route: greater than 10 buses/hour on peak period	
	Truck layover parking	
	Freight signal/turn lanes	
	Other (specify and attach written justification)	

\* Project evaluation teams may raise or lower the impact value by 1 or 2 points, depending on how well the project solves the problem as compared to other similar projects. Being included in a CMA deficiency plan would normally add 2 points to a project's impact value.

**Category III: Strategic Expansion**

**Determine the multiplier**

**Table I**

**Multiplier Table**

III.1 Roadway Strategic Expansion Projects

Average Daily Traffic (ADT)	Level of Service (LOS) F	LOS E	LOS D	LOS C	LOS B
> 50,000	1	0.9	0.6	0.4	0.1
> 30,000 – 50,000	0.8	0.6	0.4	0.2	0.1
10,000 – 30,000	0.6	0.4	0.2	0.1	-0-

**Multiplier (circle)**

Cite sources of ADT and LOS: \_\_\_\_\_

**Strategic Expansion (cont.)**

**Determine the impact value**

**Table J**

**Impact Value Table**

*Impact Values are additive – circle all that apply*

<b>Impact Value</b>	
HOV Lanes:	10 points (improve travel speeds)
Mixed flow capacity, including arterials:	10 points (improve travel speeds or accessibility)
Supporting features:	(Max. of 10)
Ramp Metering	2 point
OR	OR
Ramp Metering with HOV Bypass	5 points
Park-and-Ride Lots	2 points (carpooling)
Bus Facilities	5 points
Bicycle Facilities	5 points
Pedestrian Facilities	5 points

*Enter Sum of Project Impact Points here  
(Max. of 30 points)*

## Table Packet for Transit Projects

### Category I: Safety/System Productivity

#### Safety:

Determine the Multiplier

**Table A Multiplier Table**

<input type="checkbox"/> Transit Projects							
No. of Incidents over past 3 years	0-1	2-4	5-9	10-14	15-19	20-24	>24
Multiplier	0.0	0.1	0.3	0.5	0.7	0.9	1.0
<i>If the project qualifies as a pro-active safety project, apply an 0.7 multiplier to the Category II.1 Safety score (page 20)</i>							

Number of Incidents, injuries or repairs relating to the proposed project: \_\_\_\_\_  
 Source: \_\_\_\_\_

**Notes on the Transit Multiplier:**

As indicated in the outreach efforts on the Congestion Pricing project and the Regional Transportation Plan, passengers perceive a threat to personal safety on transit vehicles or at stations in the larger urbanized areas, regardless of whether or not the specific areas have a history of crime problems.

Projects which increase the security at stations—on vehicles or at stops—for transit operators (e.g., BART, AC Transit, MUNI, GGBHTD, or SCCTD) may receive a multiplier of 0.7 if the project improves the perception of security. Emergency Intercoms or callboxes might be an example. Mixed use development (people around after the peak) may also increase the perception of safety.

Determine the Impact Value

**Table B Impact Value Table**

<input type="checkbox"/> Transit Projects (circle all that apply)		
High Impact = 18 points *	Medium Impact = 12 points *	Low Impact = 4 points *
Rail switches	Equipment/assets safety project	Revenue collection security project
Track improvements	Lighting in low security areas	Other (specify and attach written justification):
Passenger/employee safety project	Emergency communications systems	
Lighting in high security areas	Maintenance yard fences	
Handrails	Bus turnouts/bulbs	
Other (specify and attach written justification):	Other (specify and attach written justification):	

\* Project evaluation teams may raise or lower the impact value by 1 or 2 points, depending on how well the project solves the problem as compared to other similar projects.

**On the Scoring Criteria, Multiply the Impact Value by the Multiplier to get your total for Safety.**

## System Productivity: Transit Operations

**Table C**

Choose only one

Projects which specifically contribute to the operating stability of the transportation system, by strengthening transit operations, are rewarded in this element.

*Circle only one*

Transit System Improvements	Points
Context Efficiency: Density at stations (e.g., Fruitvale transit-oriented development or livable communities projects)	5
Cost Efficiency: Decreases transit operating costs/Revenue Vehicle Hour/Mile, or Passenger Mile by over 1%	20
Revenue Collection/Coordination Efficiency (e.g., TransLink)	entire = 10 points portion = 5 points
Intermodal Efficiency: Significantly improves transit patron access to / egress from transit stop (e.g. improves trip ends)	10
Other systemwide productivity operational improvements (please identify)	0
<b>Modal Shift</b>	<b>20</b>

- Enter point amount in the box "Total for System Productivity."



## Category II: Congestion Relief

Determine the Multiplier using one of the tables below.

**Table D Multiplier Table**

Transit Elements

Project designed primarily to relieve transit loading—use Peak Load Factor table (circle one)

PLF	>1.25	1.00	0.75	0.50	0.25	<0.25
Multiplier	1.0	0.8	0.6	0.2	0.1	0.0

*For projects with systemwide benefit, use PLF averages.*

Please show PLF calculation (Peak passengers/ seating capacity): \_\_\_\_\_  
 OR, for park-and-ride, the degree of the exceedence of facility capacity: \_\_\_\_\_

OR

Project designed primarily to relieve parallel corridor (roadway) congestion—indicate Peak Average Corresponding Roadway LOS (circle one)

LOS	F	E	D	C	B	A
Multiplier	1.0	0.8	0.6	0.2	0.1	0.0

*For projects with systemwide benefit, use parallel route LOS averages.*

Identify parallel corridor/route: \_\_\_\_\_

Determine the Impact Value .

**Table E Impact Value Table**

High Impact = 28 points *	Medium Impact = 22 points *	Low Impact = 14 points *
Reduces load factor by 10% or more	Reduces load factor by less than 10%	Increases in passenger comfort and convenience
Increases service capacity by 10% or more	Increases service capacity by less than 10%	Bike lockers or racks
Increases service reliability by 10% or more	Increases service reliability by less than 10%	Intermodal facility with unquantified level of transfers
Major interconnect or fare coordination project	Any improvement off the Metropolitan Transportation System	Transit rehabilitation/replacement
Bus turnouts/bulbs	Minor interconnect or fare coordination project	Other (specify and attach written justification):
Major intermodal facility	Other (specify and attach written justification):	
Reduces transfer time by 10% or more		
Other (specify and attach written justification):		

\* Project evaluation teams may raise or lower the impact value by 1 or 2 points, depending on how well the project solves the problem as compared to other similar projects. Being included in a CMA deficiency plan would normally add 2 points to a project's impact value.

Use the equations on the scoring criteria to determine the Category II total.

## Category III: Strategic Expansion

Choose one of the tables below to determine the multiplier.

**Table F**                      **Multiplier Table**

Project based on parallel route in same corridor—indicate Level of Service (LOS)  
(circle one)

Average Daily Traffic (ADT)	Level of Service (LOS) F	LOS E	LOS D	LOS C	LOS B
> 50,000	1	0.9	0.6	0.4	0.1
> 30,000 – 50,000	0.8	0.6	0.4	0.2	0.1
10,000 – 30,000	0.6	0.4	0.2	0.1	0
<b>Multiplier</b>					
<i>(For projects with systemwide benefits, use LOS averages)</i>					

Parallel Route: \_\_\_\_\_

OR

Project designed primarily to relieve transit loading—indicate Peak Load Factor (PLF)  
(circle one)

PFL	>1.25	1.00	0.75	0.50	0.25	<0.25
Multiplier	1.0	0.8	0.6	0.2	0.1	0.0
<i>(For projects with systemwide benefits, use PFL averages)</i>						

Please show PLF calculation (Peak passengers/ seating capacity): \_\_\_\_\_  
OR, for park-and-ride, the degree of the exceedence of facility capacity: \_\_\_\_\_

Determine the impact value

**Table G**

**Impact Value Table**

Impact Value	
<p>New Strategic Enhancements:</p> <p>New Transfer Facility**                      (If significantly improves travel time/convenience)  <i>**or expanded-applied to transit &amp; intermodal projects</i></p> <p>OR</p> <p>New Service Expansion                      (If significantly saves door-to-door travel time, with sufficient frequency and hours of service)</p>	<p><b>20</b></p>
<b>PLUS</b>	
<i>(circle all that apply to maximum of 10 points)</i>	
Transit Station Parking Expansion *	5 points
Park-and-Ride Lots * / Feeder Buses	5 points
Bus Shelters *	5 points
Bike Access Improvements *	5 points
Pedestrian Access Improvements *	5 points
* (If significantly saves door to door travel time, with significant frequency and hours of service)	

Project Study Report (PSR), or equivalent

The required format of a PSR or PSR equivalent varies by project type. The following table categorizes PSR and PSR equivalent requirements by project type. Additional guidance on how to prepare these documents is available on the Internet at the addresses indicated below, or from MTC.

Project Study Report (PSR) Requirements  
PSR and Equivalents by Project Type

Project Type	Type of Document Required *	Where to get more information
State Highway	Full PSR or PD/ENV Only	<a href="http://www.dot.ca.gov/hq/oppd/pdpm/apdx_html/apdx_1/apdx_1.htm">http://www.dot.ca.gov/hq/oppd/pdpm/apdx_html/apdx_1/apdx_1.htm</a>
Local Roadway a. rehabilitation  b. capacity increasing or other project	PSR for local rehabilitation  PSR equivalent – project specific study with detailed scope and cost estimate	<a href="http://www.dot.ca.gov/hq/LocalPrograms/">http://www.dot.ca.gov/hq/LocalPrograms/</a> then look in “Local Programs Publications” and “PSR for local rehab.”  In most cases completing the Preliminary Environmental Study and Field Review forms in the Local Assistance Procedures Manual should be sufficient. These forms can be found at: <u>Preliminary Environmental--</u> <a href="http://www.dot.ca.gov/hq/LocalPrograms/">http://www.dot.ca.gov/hq/LocalPrograms/</a> then look in “publications” and “local assistance manuals” chapter 6 pg 6-31. <u>Field Review --</u> <a href="http://www.dot.ca.gov/hq/LocalPrograms/">http://www.dot.ca.gov/hq/LocalPrograms/</a> “publications” and “local assistance manuals” chapter 7 pg 7-13.
Transit	State of California Uniform Transit Application	<a href="http://www.dot.ca.gov/hq/MassTrans/stateostp.htm">http://www.dot.ca.gov/hq/MassTrans/stateostp.htm</a>
Traffic Congestion Relief (TCR) Program projects (Specific phase)	TCR program application for the phases of work included in the TCR application	For a Traffic Congestion Relief (TCR) Program project, a TCR program application is considered a PSR equivalent for the phases of work included in the TCR application <a href="http://www.dot.ca.gov/tcrp">http://www.dot.ca.gov/tcrp</a>
Other	PSR equivalent with detailed scope and cost estimate	To be determined on a case by case basis

\* In some instances a Major Investment Study (MIS) prepared under federal guidance may serve as a PSR equivalent where information provided is adequate for programming purposes.



## Technical Coordinating Committee STAFF REPORT

Meeting Date: May 19, 2011

<b>Subject</b>	<b>Proposed By-Laws for Countywide Bicycle and Pedestrian Advisory Committee</b>
<b>Summary of Issues</b>	The Authority established the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) in 2001 to oversee the development of the first <i>Contra Costa Countywide Bicycle and Pedestrian Plan</i> (CBPP). Since that time, the committee has helped recommend funding allocations, review routine accommodation/complete streets checklists required by MTC, and oversee the development of the 2009 CBPP. Committee members have asked that the Authority formalize the structure and procedures of the committee and have developed proposed by-laws for Authority approval.
<b>Recommendations</b>	Review and recommend by-laws for Authority approval
<b>Financial Implications</b>	None
<b>Options</b>	
<b>Attachments</b>	A. Proposed CBPAC By-Laws, dated 11 May 2001
<b>Changes from Committee</b>	

### Background

The Authority established the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) in 2001 for a single purpose: to oversee the development of the first *Contra Costa Countywide Bicycle and Pedestrian Plan* (CBPP), which the Authority adopted in 2003. Since that time, however, the CBPAC has taken on additional roles: recommending how to allocate funding, reviewing complete streets checklist for projects applying for funds available through MTC, overseeing the 2009 CBPP and advising the Authority on other pedestrian and bicycle issues.

Committee members have asked that the Authority formalize the structure and procedures of the committee and have developed proposed by-laws for Authority approval.

## CBPAC ROLES

The primary purpose of the CBPAC has been and would continue to be to advise the Authority on bicycle and pedestrian issues and to help the Authority carry out its responsibilities as a sales tax and congestion management agency. Staff and the CBPAC see the committee as having four main components:

1. Overseeing the development and updating of the CBPP
2. Making recommendations on allocating funding for bicycle and pedestrian improvements
3. Reviewing complete streets checklists that recipients of federal funds must complete
4. Advising the Authority on other pedestrian and bicycle issues in Contra Costa

**CBPP** — The CBPAC has overseen the development of both the 2003 and 2009 CBPPs and would, under the proposed by-laws, oversee the development of subsequent updates.

**Funding** — The CBPAC has already reviewed and recommended funding allocations through various programs since it was formed in 2001. These have included allocating STIP, STIP-TE and Regional Bicycle Program funding. Staff expects the CBPAC to review applications and recommend funding allocations for Measure J Pedestrian, Bicycle and Trail Facilities funds.

**Complete Streets Checklists** — In June 2006, the Metropolitan Transportation Commission adopted Resolution 3765 which, among other things, required sponsors of projects seeking funding through MTC programs to fill out a complete streets checklist for each of their projects. Each CMA's countywide Bicycle / Pedestrian Advisory Committees (BPACs) — in this case, the CBPAC — would be responsible for reviewing the reported accommodations.

**Other Bike-Ped Issues** — The 2009 CBPP identified a number of implementation tasks that the CBPAC would likely be involved in, including improving wayfinding in Contra Costa and supporting MTC's BikeMapper effort.

## THE PROPOSED BY-LAWS

The proposed by-laws, which are based on the by-laws for the Authority's CAC, formalize some existing aspects of the CBPAC's organization and add new ones. The by-laws, for example, keep the existing make-up and nominating groups but add terms of appointment, the election of chair and vice-chair, regular meeting dates and provisions for when voting would be used.

As part of the approval of the by-laws, the Authority would ask nominating agencies and groups to make new appointments to the CBPAC or confirm their existing appointments.



## **BY-LAWS**

### **Countywide Bicycle and Pedestrian Advisory Committee**

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These by-laws outline the purpose, membership, responsibilities, and operating procedures of the Contra Costa Countywide Bicycle and Pedestrian Advisory Committee (herein "CBPAC") of the Contra Costa Transportation Authority (the "Authority").

#### **1. Name and Authorization**

The name of this organization shall be the Contra Costa Countywide Bicycle and Pedestrian Advisory Committee (CBPAC).

#### **2. Purpose**

- 2.1. The purpose of the CBPAC is to advise the Authority on bicycle and pedestrian issues and to help the Authority carry out its responsibilities as a sales tax and congestion management agency.
- 2.2. The CBPAC shall have the responsibility to:
  - 2.2.1. Oversee updates to the CBPP and other Authority policy documents and help implement the policies established therein
  - 2.2.2. Review and provide recommendations on applications for funding for bicycle and pedestrian projects and programs
  - 2.2.3. Review and comment on "complete streets" checklists required of proposed projects
  - 2.2.4. Address other bicycle or pedestrian issues facing the Authority, Contra Costa and the region

### **3. Membership**

- 3.1. The CBPAC shall be comprised of 13 members, plus alternates as noted, appointed from the following agencies:
  - 3.1.1. One citizen and one staff person plus one alternate appointed by each of the four Regional Transportation Planning Committees
  - 3.1.2. Two staff people plus one alternate appointed by the County of Contra Costa
  - 3.1.3. One representative plus one alternate appointed by the East Bay Regional Park District
  - 3.1.4. One representative plus one alternate appointed by the East Bay Bicycle Coalition
  - 3.1.5. One representative plus one alternate appointed by the City-County Engineers Advisory Committee
- 3.2. Members shall not serve in a representative capacity with respect to their appointing authorities or any specific organization.
- 3.3. At the discretion of the respective appointing body, CBPAC members are subject to recall at anytime.
- 3.4. Members shall be appointed for two year terms. There shall be no limit on the number of consecutive terms which a member may serve.
- 3.5. If a member fails to attend three consecutive meetings, whether regularly scheduled or special, the position to which that member was appointed shall be considered vacant. Attendance by an alternate for that position shall be considered attendance by the member.
- 3.6. A vacancy in a position shall be filled for the remainder of the term by the alternate assigned to that position, if any, or until the appointing agency appoints another person to fill that position.



#### **4. Officers**

- 4.1. The Officers of the CBPAC shall be a Chair and a Vice-Chair. Their duties shall be as follows:
  - 4.1.1. Chair: Presides over CBPAC meetings; develops the meeting agenda; appoints subcommittees and subcommittee chairs; and reports the CBPAC's actions and decisions to the Authority as appropriate.
  - 4.1.2. Vice-Chair: Presides over the CBPAC meetings in the absence of the Chair; conducts the other duties of the Chair in his/her absence.
- 4.2. Election of Officers shall be made as follows:
  - 4.2.1. Chair: The Chair's term of office shall be for one calendar year. The Chair shall be elected each year at the last meeting of the calendar year by a majority of the CBPAC members present and voting, and shall serve until replaced by a newly-elected chair. If the term of appointment of the Chair expires before the year is out, and that member does not seek or accept reappointment, the Vice-Chair will serve as Chair until the following January.
  - 4.2.2. Vice-Chair: This officer shall be elected by a majority of the CBPAC members present and voting at the last meeting of the calendar year. The term of office shall be for one year. If the term of appointment of the Vice-Chair expires before the year is out and that member does not seek or accept reappointment, the Committee will hold an election for a Vice-Chair to serve out the remainder of the term.
- 4.3. In the event of a vacancy in the office of the Chair, the Vice-chair shall be elevated to the office of Chair for the remainder of the calendar year term, and the CBPAC shall nominate and elect a new Vice-chair.

#### **5. Voting**

- 5.1. Decision-making by the CBPAC shall be by consensus. The CBPAC shall use formal voting only where consensus among members, and

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alternates attending in place of a member, cannot be reached by consensus.

- 5.2. Each member shall have one vote. Alternates are eligible to vote when seated in place of their regular committee member.
- 5.3. A quorum shall consist of a majority of the then-appointed CBPAC members. Vacant positions shall not be considered in calculating whether a quorum has been achieved. Alternates attending instead of regularly-appointed members shall be considered as members in determining whether a quorum has been achieved.
- 5.4. Actions taken by the CBPAC must be approved by a majority of those members or alternates eligible to vote at a meeting at which a quorum has been achieved.

## **6. Meetings**

- 6.1. All CBPAC meetings shall be posted public meetings conducted in compliance with the Brown Act.
- 6.2. The regular meetings of the CBPAC are generally scheduled for the fourth Monday of every other month beginning in January of every year at 11:00 a.m. in the Authority offices at 2999 Oak Road, Suite 100, Walnut Creek, California 94597. Additional or alternative meetings may be scheduled to address issues requiring more immediate consideration.
- 6.3. The rules contained within the current edition of Robert's Rules of Order (Newly Revised) shall govern the CBPAC in all cases to which they are applicable and in which they are not inconsistent with these bylaws, the Authority's Administrative Code, the Authority's Office Procedures Guide, and any special rules of order the CBPAC may adopt.

## **7. Subcommittees**

- 7.1. The Chair may establish subcommittees and ad hoc committees as necessary.
- 7.2. Each subcommittee shall consist of at least three (3) CBPAC members appointed by the CBPAC Chair and reappointed annually.

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## **8. Amendment of By-Laws**

Amendment of these bylaws may be initiated either by the CBPAC or the Authority directly. Amendment by the CBPAC requires a two-thirds (2/3) vote of the CBPAC members present and voting at any regular meeting of the CBPAC, and subsequent approval by the full Authority Board. Amendment by the Authority would be made consistent with the Authority's adopted procedures.

## **9. Communications and Reporting**

- 9.1. The primary channel of communication for the CBPAC shall be through written and oral reports from the Chair of the CBPAC to the Technical Coordinating Committee, the Planning Committee or the Authority board.
- 9.2. Reports from the CBPAC should reflect the consensus of the CBPAC. If consensus has not been achieved, the Chair shall convey to the Authority that the CBPAC position reflects a majority vote, and the Chair shall acknowledge and convey minority opinions.
- 9.3. CBPAC members are encouraged to report back to their appointing Councils or boards on at least an annual basis and more frequently if warranted.

## **10. Conflict of Interest**

- 10.1. There shall be no monetary gain by members of the CBPAC as a result of their membership and actions on the CBPAC.
- 10.2. CBPAC members shall recuse themselves from discussion and voting on issues in which they might have a personal financial interest or benefit.

