

7-1

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

July 9, 2010

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

Dear Mr. Iwasaki:

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

1. Randell Iwasaki was introduced to TRANSPAC elected officials and provided insight into his vision for the future. He also answered many questions project financing and construction.
2. Approved the City of Clayton's request that CCTA amend the 2009 Measure J Strategic Plan to reprogram \$291,000 in Measure J funding from its Pine Hollow project in FY 2010 to a segment of the Marsh Creek Road Upgrade project to be constructed in FY 2011. In addition, \$120,000 in Measure J funds for the Marsh Creek Road project is requested to be reprogrammed from FY 2013 to FY 2011.
3. Approved the request for TRANSPAC and 511 Contra Costa staff to work with the TRANSPAC TAC to determine if cost savings can be achieved for Central County jurisdictions by entering into a joint contract for school crossing guard services.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter
TRANSPAC Manager

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

The County Connection

Inter Office Memo

Agenda Item 7.a

TO: O&S Committee

DATE: June 15, 2010

FROM: Anne Muzzini 
Director of Planning & Technical Services

SUBJ: Fixed Route Reports

Fixed Route Operating Report for May 2010

1. Monthly Boarding's Data

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

Title	FY 2010		Annual Goal
	Current Month	YTD Avg	
Total Passengers	285,866		
Average Weekday	11,673	11,627	
Pass/Rev Hour	14.8	14.8	FY09 Goal 17.0
Missed Trips	0.09%	0.10%	FY09 Goal 0.25%
Miles between Road Calls	32,951	28,727	FY09 Goal 18,000

* Based on FY10 Standards from updated SRTP

Analysis

Average weekday ridership in May (11,673 passengers) dropped from the prior months ridership of 11,627 per average weekday. See the attached table showing weekday boardings trend. Productivity in May was equal to 14.8 passengers per hour as compared to April's figure of 14.4 passengers per hour. The most productive routes remain the #20, #4, #10, and the 600 series of school tripper routes. A table showing the ranking of route by productivity is attached.

The percentage of missed trips was equal to 0.09% in May, down from the prior month, but still well within the goal set by the Board (0.25%). The YTD average is 0.10% missed trips.

The number of miles between roadcalls was equal to 32,951 miles which is quite a bit lower than prior month and higher than the year to date average of 28,727 miles between roadcalls. The increase is likely a result of replacing 40 old buses with new ones.

Fixed Route Boardings		Passengers by Revenue Hrs/Miles		Service Days		Fiscal YTD Comparison	
May 2010 - Fixed Route Boardings	256,567	Revenue Hours - May10	17,969	Weekdays - May10	20	Fiscal 2010 YTD	2,977,705
Pavilion	727	May09	16,835	May09	20		
Bus Bridge	28,572	Revenue Miles - May10	197,369	Saturdays - May10	5	Fiscal 2009 YTD	3,827,287
Special	0	May09	199,282	May09	5		
				Sundays - May10	5		
				May09	5		
May 2010 Total Boardings	285,866	Passengers per Mile	1.45	Total Days - 2010	30	YTD Trend	77.8%
May 2009 Total Boardings	294,353	Passengers per Hour	15.91	2009	30	Monthly Trend	97.1%

May 2010 Fixed Route Passenger Total						May 2010	May 2010
Route	Destination Information	Weekday	Saturday	Sunday	Total	Weekday Average	Passengers per Revenue Hour
1	Rossmoor / Shadelands	7,774			7,774	389	15.1
2	Rudgear / Walnut Creek	1,046			1,046	52	6.0
4	Walnut Creek Downtown Shuttle	17,814	2,620	1,790	22,225	891	25.0
5	Creekside / Walnut Creek	1,573			1,573	79	8.5
6	Lafayette / Moraga / Orinda	8,404	575	368	9,347	420	13.6
6L	Orinda / Orinda Village	20			20	1	1.1
7	Shadelands / Pleasant Hill / Walnut Creek	4,490			4,490	224	7.0
8*	Monument Shuttle	2,740			2,740	137	5.6
9	DVC / Walnut Creek	11,445			11,445	572	13.8
10	Concord / Clayton Rd	19,326			19,326	966	24.9
11	Treat Blvd / Oak Grove	5,871			5,871	294	16.5
14	Monument Blvd	12,708			12,708	635	16.3
15	Treat Boulevard	10,746			10,746	537	18.8
16	Alhambra Ave / Monument Blvd	12,801			12,801	640	12.1
17	Olivera/Solano / Salvio / North Concord	5,665			5,665	283	14.9
18	Amtrak / Merello / Pleasant Hill	8,327			8,327	416	14.0
19	Amtrak / Pacheco Blvd / Concord	2,744			2,744	137	10.0
20	DVC / Concord	21,926			21,926	1,096	24.3
21	Walnut Creek / San Ramon Transit Center	11,867			11,867	593	13.0
25	Lafayette / Walnut Creek	843			843	42	3.7
28	North Concord / Martinez	5,927			5,927	296	10.0
35	Dougherty Valley	7,217			7,217	361	11.1
36	San Ramon / Dublin	4,819			4,819	241	9.0
91X	Concord Commuter Express	799			799	40	11.2
92X	Ace Shuttle Express	2,662			2,662	133	16.0
93X	Kinker Pass Express	3,572			3,572	179	14.4
95X	San Ramon / Danville Express	2,106			2,106	105	10.5
96X	Bishop Ranch Express	7,530			7,530	376	12.0
97X	Bishop Ranch Express	1,036			1,036	52	5.5
98X	Martinez Express	7,322			7,322	366	11.5
250 *	Gael Real Service	67	121	55	243	8	2.8
301	Rossmoor / John Muir Medical Center		499	285	784	0	8.8
311	Concord / Oak Grove / Treat Blvd / WC		994	692	1,686	0	11.2
314	Clayton Rd / Monument Blvd / PH		4,995	3,287	8,282	0	20.4
315	Concord / Willow Pass / Landana		360	200	560	0	8.3
316	Alhambra / Merello / Pleasant Hill		1,665	1,013	2,678	0	15.8
320	DVC / Concord		892	456	1,347	0	11.0
321	San Ramon / Walnut Creek		1,330	910	2,240	0	12.8
600's	Select Service	22,273			22,273	1,114	26.3
TOTALS		233,461	14,051	9,056	256,567	11,673	14.8

* Data reported by Link

MARCH 2010 PRODUCTIVITY

(sort by Pass / Rev Hr)

Route	Destination Information	Total	Wkday Avg	Pass / Rev Hr
600's	Select Service	22,273	1,114	26.3
4	Walnut Creek Downtown Shuttle	22,225	891	25.0
10	Concord / Clayton Rd	19,326	966	24.9
20	DVC / Concord	21,926	1,096	24.3
314	Clayton Rd / Monument Blvd / Pleasant Hill	8,282		20.4
15	Treat Boulevard	10,746	537	18.8
11	Treat Blvd / Oak Grove	5,871	294	16.5
14	Monument Blvd	12,708	635	16.3
92X	Ace Shuttle Express	2,662	133	16.0
316	Alhambra / Merello / Pleasant Hill	2,678		15.8
1	Rossmoor / Shadelands	7,774	389	15.1
17	Olivera/Solano / Salvio / North Concord	5,665	283	14.9
93X	Kirker Pass Express	3,572	179	14.4
18	Amtrak / Merello / Pleasant Hill	8,327	416	14.0
9	DVC / Walnut Creek	11,445	572	13.8
6	Lafayette / Moraga / Orinda	9,347	420	13.6
21	Walnut Creek / San Ramon Transit Center	11,867	593	13.0
321	San Ramon / Walnut Creek	2,240		12.8
16	Alhambra Ave / Monument Blvd	12,801	640	12.1
96X	Bishop Ranch Express	7,530	376	12.0
98X	Martinez Express	7,322	366	11.5
311	Concord / Oak Grove / Treat Blvd / Walnut Creek	1,686		11.2
91X	Concord Commuter Express	799	40	11.2
35	Dougherty Valley	7,217	361	11.1
320	DVC / Concord	1,347		11.0
95X	San Ramon / Danville Express	2,106	105	10.5
19	Amtrak / Pacheco Blvd / Concord	2,744	137	10.0
28	North Concord / Martinez	5,927	296	10.0
36	San Ramon / Dublin	4,819	241	9.0
301	Rossmoor / John Muir Medical Center	784		8.8
5	Creekside / Walnut Creek	1,573	79	8.5
315	Concord / Willow Pass / Landana	560		8.3
7	Shadelands / Pleasant Hill / Walnut Creek	4,490	224	7.0
2	Rudgear / Walnut Creek	1,046	52	6.0
8*	Monument Shuttle	2,740	137	5.6
97X	Bishop Ranch Express	1,036	52	5.5
25	Lafayette / Walnut Creek	843	42	3.7
250*	St Mary's College Gael Rail Shuttle	243	8	2.8
6L	Orinda / Orinda Village	20	1	1.1

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

AVERAGE WEEKDAY BOARDINGS TREND

Route	Destination Information	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10	Apr-10	May-10
1	Rossmoor / Shadelands	484	458	442	371	342	429	436	413	385	382	393	399	394	389
2	Rudgear / Walnut Creek	85	75	59	55	54	66	66	52	45	36	43	56	49	52
4	Walnut Creek Downtown Shuttle	1,042	1,061	1,045	977	941	1,027	997	1,038	997	891	879	902	956	891
** 4H	Walnut Creek Extended Holiday Shuttle							16	37						
5	Creekside / Walnut Creek	97	86	76	71	66	85	81	82	76	83	85	81	68	79
6	Lafayette / Moraga / Orinda	487	477	353	290	286	551	527	481	313	420	411	423	401	420
6L	Orinda / Orinda Village	20	11	6	2	4	4	1	2	4	4	2	7	4	1
7	Shadelands / Pleasant Hill / Walnut Creek	251	239	221	188	181	251	250	235	217	234	227	228	221	224
* 8	Monument Shuttle	90	88	103	89	94	110	109	117	125	114	135	130	127	137
9	DVC / Walnut Creek	671	667	534	497	529	709	653	635	580	549	598	605	562	572
10	Concord / Clayton Rd	999	1,042	940	837	773	1,083	1,072	1,042	920	950	997	964	962	966
11	Treat Blvd / Oak Grove	383	453	312	252	236	352	313	298	260	295	293	318	296	294
14	Monument Blvd	803	782	703	615	569	830	825	743	708	665	664	672	619	635
15	Treat Boulevard	658	694	559	449	448	715	696	617	478	554	545	568	494	537
16	Alhambra Ave / Monument Blvd	516	568	547	488	489	657	624	619	606	572	577	623	610	640
17	Oliveira/Solano / Salvio / North Concord	334	360	280	221	230	329	330	316	295	293	284	288	269	283
18	Amtrak / Merello / Pleasant Hill	400	444	356	357	351	517	488	442	395	385	434	451	395	416
19	Amtrak / Pacheco Blvd / Concord	143	125	131	111	116	154	155	134	140	125	129	139	134	137
20	DVC / Concord	1,216	1,172	1,031	968	942	1,218	1,177	1,139	945	952	1,192	1,159	1,012	1,096
** 20W	Waterworld			21	50	24									
21	Walnut Creek / San Ramon Transit Center	695	694	641	559	552	836	778	648	621	629	618	639	597	593
25	Lafayette / Walnut Creek	67	54	38	30	38	34	36	34	35	36	30	37	41	42
28	North Concord / Martinez	415	398	328	290	307	365	332	337	293	279	306	324	288	296
35	Dougherty Valley	370	355	350	351	311	446	359	382	302	349	353	362	358	361
36	San Ramon / Dublin	293	273	235	203	193	246	238	236	221	216	218	230	238	241
91X	Concord Commuter Express	62	52	52	46	48	47	51	50	40	42	46	45	42	40
92X	Ace Shuttle Express	118	132	174	144	152	160	151	134	124	154	142	137	132	133
93X	Kirkner Pass Express	183	191	172	173	164	206	191	169	153	182	167	179	179	179
95X	San Ramon / Danville Express	116	121	124	102	105	117	108	115	104	108	112	110	109	105
96X	Bishop Ranch Express	423	397	440	379	299	415	408	395	342	402	382	395	368	376
97X	Bishop Ranch Express	121	106	109	115	116	114	106	90	85	74	81	61	56	52
98X	Martinez Express	422	409	324	287	215	423	406	389	352	320	351	358	367	366
* 250	St. Mary's College Gael Rati Shuttle	3	3		1	1	8	11	10	4	15	7	8	10	8
600%	Select Service	1,322	1,463	549	96	220	1,538	1,333	1,018	910	1,092	1,053	1,101	866	1,114
TOTALS		13,292	13,450	11,256	9,658	9,394	14,019	13,289	12,429	11,111	11,395	11,749	11,993	11,217	11,673

NOTE: * Data comes from Link Operators

AVERAGE WEEKEND BOARDINGS TREND

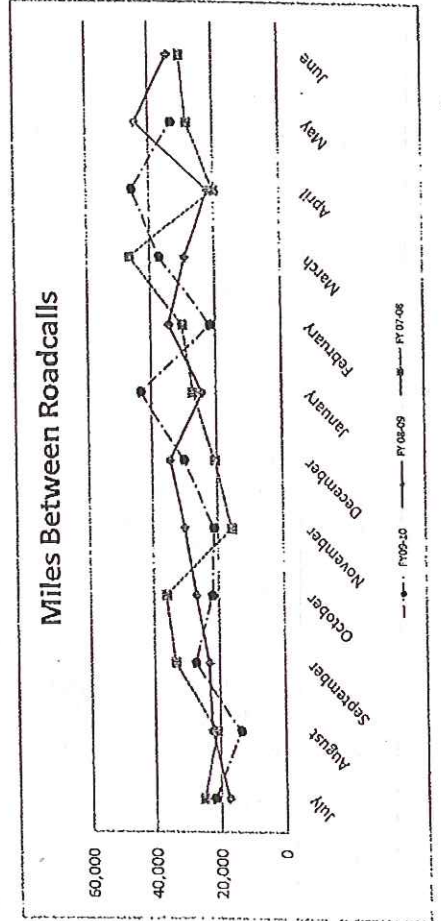
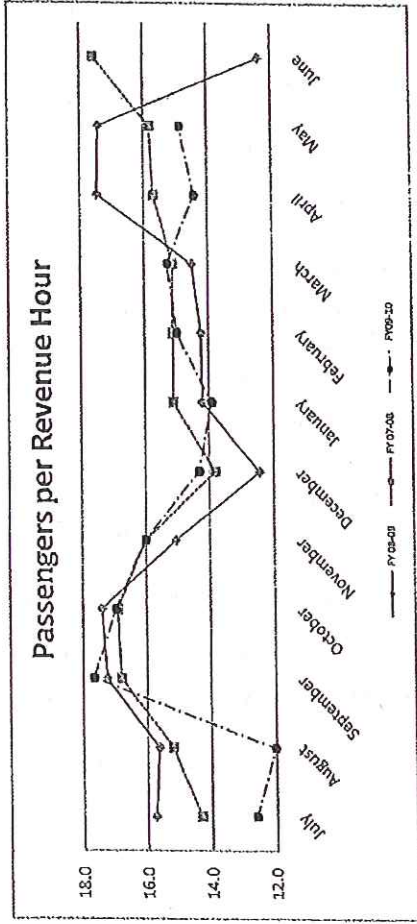
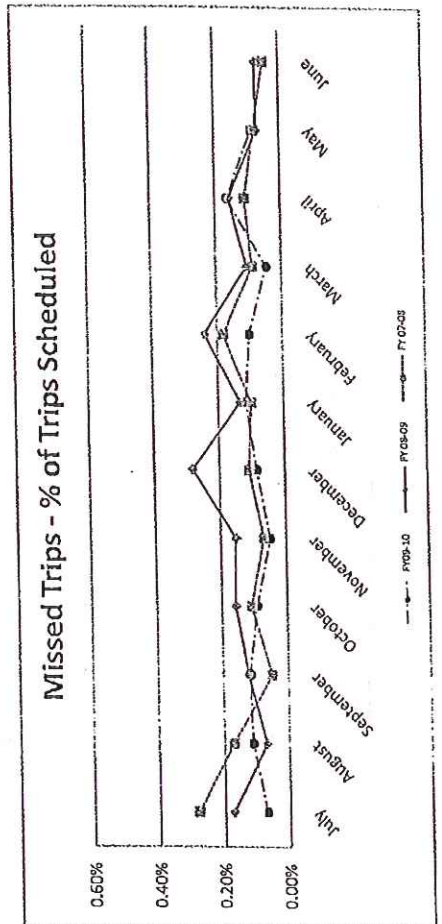
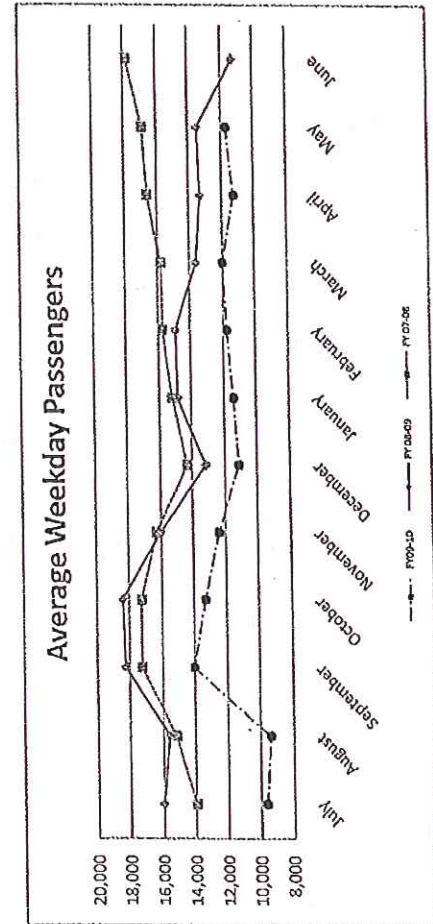
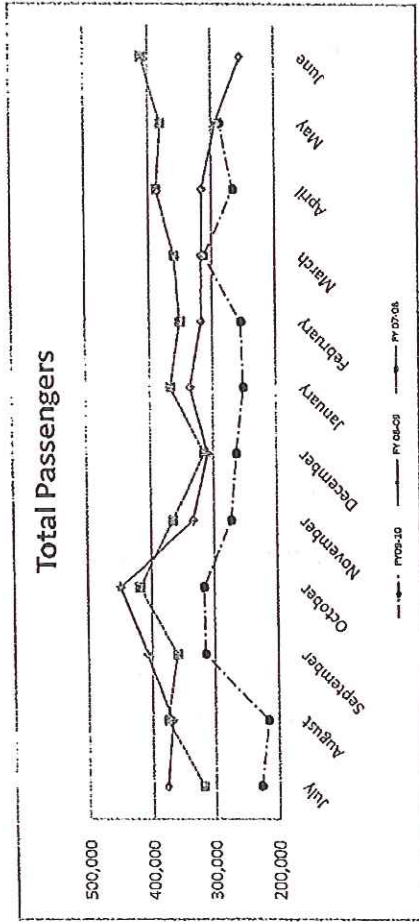
Route	Destination Information	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10	Apr-10	May-10
		4 Days	5 Days	5 Days	4 Days	5 Days	4 Days	5 Days	4 Days	4 Days	5 Days	4 Days	4 Days	4 Days	4 Days
SATURDAY															
4	Walnut Creek Downtown Shuttle	705	636	400	328	427	569	535	599	485	549	524	511	521	524
** 4H	Walnut Creek Extended Holiday Shuttle								14	50					
6	Lafayette / Moraga / Orinda	118	111	56	87	89	192	162	139	80	111	106	115	114	115
** 20W	Waterworld			15	44	43									
* 250	St Mary's College Gael Rail Shuttle	20	15		7	51	33	31	9	14	26	18	22	24	24
301	Rossmoor / John Muir Medical Center	139	103	85	98	94	112	111	96	100	103	115	109	95	100
311	Concord / Oak Grove / Treat Blvd / WC	238	180	135	166	130	214	212	238	179	183	200	208	209	199
314	Clayton Rd / Monument Blvd / PH	1,153	1,071	748	766	748	1,120	1,185	1,138	1,015	962	995	1,005	1,052	999
315	Concord / Willow Pass / Landana	124	74	54	68	64	92	102	92	69	90	85	70	85	72
316	Alhambra / Merello / Pleasant Hill	396	336	238	261	264	297	360	302	295	327	305	328	329	333
320	DVC / Concord	221	187	115	141	123	176	215	204	156	184	173	156	162	178
321	San Ramon / Walnut Creek	325	328	208	269	256	281	272	263	272	258	262	262	244	266
TOTALS		3,439	3,041	2,054	2,226	2,245	3,103	3,189	3,117	2,709	2,780	2,791	2,782	2,833	2,810

Route	Destination Information	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10	Apr-10	May-10
		4 Days	5 Days	4 Days	4 Days	5 Days	4 Days	4 Days	4 Days	5 Days	4 Days	5 Days	4 Days	4 Days	4 Days
SUNDAY															
4	Walnut Creek Downtown Shuttle	558	395	313	193	361	394	393	489	403	399	405	376	313	358
6	Lafayette / Moraga / Orinda	49	61	41	29	71	119	96	146	64	83	94	71	75	74
** 20W	Waterworld			26	32	22									
* 250	St Mary's College Gael Rail Shuttle	17	10		7	24	20	25	7	15	21	15	14	11	11
301	Rossmoor / John Muir Medical Center	77	57	45	46	39	53	45	79	55	45	54	61	57	57
311	Concord / Oak Grove / Treat Blvd / WC	146	82	110	99	100	135	156	171	142	135	170	166	138	138
314	Clayton Rd / Monument Blvd / PH	687	666	580	507	521	693	780	944	691	632	707	710	616	657
315	Concord / Willow Pass / Landana	84	37	44	42	43	50	50	74	31	42	55	50	33	40
316	Alhambra / Merello / Pleasant Hill	204	165	150	146	161	190	204	230	227	197	199	174	184	203
320	DVC / Concord	133	84	62	68	73	103	81	135	94	87	119	74	74	91
321	San Ramon / Walnut Creek	216	176	172	128	133	196	186	237	172	153	160	176	164	182
TOTALS		2,169	1,733	1,541	1,289	1,531	1,958	2,012	2,529	1,886	1,788	1,985	1,873	1,669	1,811

NOTE: * Data comes from Link Operators

ROUTES DESCRIPTIONS

Route #	Description
1	Rossmoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave, BART Walnut Creek, Ygnacio Valley, Montego, John Muir Medical Center, N Wiget Ln, Shadelands Office Park
2	Rudgear Rd, Stewart Ave, Trotter Wy, Dapplegray Rd, Palmer Rd, Mountain View Blvd, San Miguel Dr, N & S California Blvd, BART Walnut Creek
4	BART Walnut Creek, N California Blvd, Locust St, Mt Diablo Blvd, Broadway Plaza, S Main St, Pringle Ave
4H	Walnut Creek Extended Holiday Service (November 27 thru December 31)
5	BART Walnut Creek, Riviera Ave, Parkside Dr, N Civic Dr, N Broadway, Lincoln Ave, Mt Pisgah St, S Main St, Creekside Dr
6	BART Orinda, Moraga Wy, Moraga Rd, St Marys Rd, St Marys College, Mt Diablo Blvd, BART Lafayette
6L	BART Orinda, Orinda Wy
7	BART Pleasant Hill, Treat Blvd, Bancroft Rd, Ygnacio Valley Rd, Shadelands Office Park, Marchbanks, BART Walnut Creek, Riviera Ave, Buena Vista, Geary Rd
8	Monument Blvd, Peach St, Virginia Ln, Robin Ln, Meadow Ln, Sunshine Dr, Detroit Ave, Walters Wy, San Miguel Rd, Gallindo, Clayton Rd, Gateway Blvd, Willow Pass Rd, Sun Valley Blvd, Contra Costa Blvd
9	DVC, Contra Costa Blvd, Ellinwood Wy, JFK University, Gregory Ln, Cleaveland Rd, Boyd Rd, W Hookston Rd, Patterson Blvd, Oak Park Blvd, Coggins Dr, BART Pleasant Hill, N Main St, N California Blvd, BART Walnut Creek
10	BART Concord, Clayton Rd, Center St, Marsh Creek Rd
11	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, BART Pleasant Hill
14	BART Concord, Oak St, Laguna St, Detroit Ave, Monument Blvd, Mohr Ln, David Ave, Bancroft Rd, Treat Blvd, BART Pleasant Hill
15	BART Concord, Port Chicago Highway, Salvio St, Parkside Dr, Willow Pass Rd, Landana Dr, West St, Clayton Rd, Treat Blvd, BART Pleasant Hill, Oak Rd, N Civic Dr, Ygnacio Valley Rd, BART Walnut Creek
16	BART Concord, Oak St, Galindo St, Monument Blvd, Crescent Plaza, Cleaveland Rd, Gregory Ln, Pleasant Hill Rd, Alhambra Ave, Berrellesa St, Escobar St, Court St, Martinez Amtrak
17	BART Concord, Grant St, East St, Soleno Wy, Olivera Rd, Port Chicago Highway, BART North Concord
18	BART Pleasant Hill, Oak Rd, Buskirk Ave, Crescent Plaza, Gregory Ln, Pleasant Hill Rd, Taylor Blvd, Morello Ave, Viking Dr, Contra Costa Blvd, DVC, Old Quarry Rd, Pacheco Blvd, Muir Rd, Arnold Dr, Morello, Pacheco Blvd, Martinez Amtrak
19	BART Concord, Galindo St, Concord Ave, Bisso Ln, Stanwell Dr, John Glenn Dr, Galaxy Wy, Diamond Blvd, Contra Costa Blvd, Pacheco Blvd, Martinez Amtrak
20	BART Concord, Grant St, Concord Blvd, Clayton Rd, Gateway Blvd, Willow Pass Rd, Sun Valley Blvd, Golf Club Rd, DVC
21	BART Walnut Creek, N & S California Blvd, Newell Ave, S Main St, Danville Blvd, Railroad Ave, San Ramon Valley Blvd, Danville Park & Ride, Camino Ramon, Fostoria Wy, San Ramon Transit Center
25	BART Lafayette, Mt Diablo Blvd, Highway 24, Highway 680, BART Walnut Creek
28	BART North Concord, Port Chicago Highway, Bates Ave, Commercial Cir, Pike Ln, Arnold Industrial Wy, Marsh Dr, Contra Costa Blvd, Chilpancingo Pkwy, Old Quarry Rd, DVC, Highway 680, Highway 4, Center Ave, VA Clinic, Howe Rd, Pacheco Blvd, Martinez Amtrak
35	BART Dublin, Dublin Blvd, Dougherty Rd, Bollinger Canyon Rd, E Branch Pkwy, Windemere Pkwy, Sunset Dr, Bishop Dr, Executive Pkwy, San Ramon Transit Center
36	BART Dublin, Dublin Blvd, Village Pkwy, Alcosta Blvd, Fircrest Ln, San Ramon Valley Blvd, Tareyton Ave, Bollinger Canyon Rd, Crow Canyon Rd, Executive Pkwy, San Ramon Transit Center
91X	BART Concord, Galindo St, Concord Ave, John Glenn Dr, Galaxy Wy, Chevron, Diamond Blvd, Willow Pass Rd, Gateway Blvd, Clayton Rd, Oak St
92X	Shadelands Office Park, Ygnacio Valley Rd, Highway 680, Danville Park & Ride, Crow Canyon Rd, Bishop Ranch 15, San Ramon Transit Center, Camino Ramon, ATT, Sunset Dr, Chevron, Ace Train Station Pleasanton
93X	BART Walnut Creek, Ygnacio Valley Rd, Shadelands Office Park, Oak Grove Rd, Kirker Pass Rode, Railroad Ave, Buchanan Rd, Somersville Rd, Fairview Dr, Delta Fair Blvd, Highway 4, Hillcrest Park & Ride
95X	BART Walnut Creek, Highway 680, Crow Canyon Pl, Fostoria Wy, Camino Ramon, San Ramon Transit Center
96X	BART Walnut Creek, Highway 680, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15, Annabel Ln, Bishop Ranch 8, Bishop Dr, Sunset Dr
97X	BART Dublin, Highway 680, Highway 580, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15, Annabel Ln, Bishop Ranch 8, Bishop Dr, Sunset Dr
98X	BART Walnut Creek, N Main St, Highway 680, Sun Valley Blvd, Contra Costa Blvd, Concord Ave, Diamond Blvd, Highway 680, Highway 4, Alhambra Ave, Berrellesa St, Escobar St, Court St, Martinez Amtrak
250	St Mary's College, St Marys Rd, Moraga Rd, Mt Diablo Blvd, BART Lafayette



ROUTES DESCRIPTIONS

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

The County Connection

Inter Office Memo

To: Board of Directors

From: Celinda Dahlgren, Director of Administration

Date: 9 June 2010

Reviewed By:

SUBJECT: LINK Monthly Operating Report – May 2010

SUMMARY OF ISSUES: Presented for your review is the monthly operating report for LINK for May 2010

RECOMMENDATIONS: Information only

FINANCIAL IMPLICATIONS: N/A

OPTIONS: Information only

ACTION REQUESTED: Information only

ATTACHMENTS: CCCTA LINK Monthly Operating Summary, May, 2010

ADDITIONAL INFORMATION:

As we approach the end of the fiscal year, we see total ridership falling by 15%. For the month of May, total ridership was 7.7% less than in May 2009. Client ridership however is down less than 1%, so that the fall in total ridership is almost completely due to fewer attendants traveling.

Road calls have increased this year over last, as CCCTA enters its second year of not being able to replace vans that have reached the end of their useful life. As the miles pile on, we can expect to see a further rise in road calls until the vans are finally replaced.

No shows are down over 21% over last year, and wheelchair user ridership is up 4.3%

CCCTA LINK
MONTHLY OPERATING SUMMARY
MAY FY09-10

SUMMARY	MAY FY08/09	MAY FY09/10	YTD FY08/09	YTD FY09/10
TOTAL CLIENTS	12,755	12,326	143,636	142,803
TOTAL ATTENDANTS	2,121	1,423	17,969	13,019
TOTAL COMPANIONS	117	91	1,231	1,850
TOTAL PASSENGERS	14,993	13,840	162,836	157,672
TOTAL SERVICE DAYS	31	31	330	330
VEHICLE REVENUE HOURS	6755.2	6730.1	79425.4	76523.0
VEHICLE SERVICE HOURS	8174.0	8076.7	96591.9	92439.2
VEHICLE NON REV HOURS	1419.1	1346.7	17166.8	15916.4
VEHICLE SERVICE MILES	135052.0	130323.0	1563834.0	1497819.0
VEHICLE REVENUE MILES	105784.0	107865.0	1289701.0	1236559.0
VEHICLE NON REV MILES	22989.0	22458.0	244174.0	261260.0
PASS. PER REVENUE HOUR	2.22	2.06	2.05	2.06
CLIENT PER REVENUE HOUR	1.89	1.83	1.81	1.87
PASS. PER SERVICE HOUR	1.83	1.71	1.69	1.71
PASS. PER SERVICE MILE	0.11	0.11	0.10	0.11
PASS. PER REVENUE MILE	0.14	0.13	0.13	0.13
TOTAL TRANSFER TRIPS	1,172	1,066	14,216	23,286
SAME DAY TRIPS	84	265	1,009	1,457
*SUBSCRIPTION TRIPS	N/A	8,135	N/A	60,323
*DEMAND	N/A	4,044	N/A	27,792
FAREBOX REVENUE	\$17,811.00	\$13,939.00	\$184,763.78	\$172,381.63
PREPAID CLIENTS	\$21,902.00	\$23,385.00	\$196,418.10	\$253,824.28
COLLECTED BILLING	\$3,021.00	\$508.00	\$103,023.50	\$96,774.00
TOTAL REVENUE COLLECTED	\$42,734.00	\$37,832.00	\$484,205.38	\$522,979.91
CHARGEABLE ACCIDENTS	0	1	12	10
SERVICE COMPLAINTS	2	0	11	7
SERVICE COMMENDATIONS	2	0	24	14
SERVICE DENIALS	0	0	0	0
ROAD CALLS	2	2	26	32
DRIVER TURNOVER	0.0	2.7	12.0	13.3
SCHEDULE ADHERENCE	95%	94%	95%	96%
WHEELCHAIR BOARDINGS	3,435	3,794	39,180	40,870
W/C LIFT AVAILABILITY	100%	100%	100%	100%
REGISTERED CLIENTS	8,570	8,501	N/A	N/A
UNDUPLICATED CLIENTS	1,190	1,075	N/A	N/A
NO-SHOWS	40	50	588	464
CANCELS	1,856	2,025	31,385	21,583
AVG. TRIP LENGTH (MILES)	9.0	9.4	9.6	9.5
AVG. SM BUSES IN SERVICE	5	5	5	5
AVG. BUSES IN SERVICE	48	48	48	48
TOTAL FUEL/GALLONS	20,338	17,816	208,317	209,006
FLEET M.P.G.	6.6	7.5	7.5	7.2
*DRIVER ROAD CHECK	N/A	91	N/A	696
*RIDER SURVEY'S	N/A	4	N/A	38
*STARTED REPORTING 12-01-09				



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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: An event was held on August 9th for the beginning of tunneling at the East Portal. The retaining walls drilling, soil nail installation and staged portal excavation at both the East and West Portals continue. The microwave tower which serves the Caldecott tunnel operations building has been relocated and is operational.

Issues/Concerns: Caltrans is addressing the concerns about the aesthetics of the temporary sound walls. A sample of fabric has been ordered so that a mock-up can be prepared for neighborhood groups' feedback.

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

CCTA Fund Source: Measure C

Lead Agency: City of Orinda

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

Current Project Phases: Construction.

Project Status: The Authority appropriated \$211,302 for project development activities in May 2009. Design is complete, and the Authority appropriated \$959,280 for construction activities in March 2010. The City of Orinda City Council awarded the construction contract to MCK Services, Inc. of Concord for \$934,421.50 on April 20, 2010. Construction began on July 6th with final paving scheduled for completion in September 2010.

Issues/Concerns: None.

c. 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.

Issues/Areas of Concern: None.

CENTRAL COUNTY

d. **Alhambra Avenue Widening (1203)**

CCTA Fund Source: Measure C

Lead Agency: City of Martinez

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

Current Project Phase: Complete.

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C

Lead Agency: Concord

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

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

Project Status: The project's environmental clearance was obtained on November 10, 2009. The right-of-way (ROW) phase is now underway and is expected to take until winter 2010. The City's ROW agent met with all property owners, completed appraisals, and prepared offers. Offers will be submitted to property owners soon. Due to the economic climate, property assumed to be acquired by the City as a result of dedication will now need to be purchased. This unforeseen condition has resulted in increased right of way acquisition expenditures. The City is negotiating their ROW contract with their consultant based on the new findings. Although the plans are 90% complete, construction will be rescheduled to the spring of 2011 and may be delayed again depending on the length of the ROW process.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C/Measure J

Lead Agency: Contra Costa County

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

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

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

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

g. **Iron Horse Trail Crossing at Treat Boulevard (1219)**

CCTA Fund Source: Measure C

Lead Agency: Contra Costa County

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

Current Project Phase: Construction.

Project Status: The County awarded the project in May 2009, and construction started in June 2009. A Grand Opening is scheduled for October 2, 2010.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C and J

Lead Agency: City of Martinez

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

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

Project Status: Demolition work of some existing structures is complete. Current interim parking lot improvements are complete. The City is finalizing preliminary parking lot layouts that incorporate the existing concrete building to remain on the site. The City Council approval is expected this fall. The City will be issuing an RFP for design of the final parking lot improvements based on the approved conceptual layout late fall/winter 2010.

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.

Issues/Areas of Concern: Because of short staffing levels at CCCTA, discussions between CCCTA and the Authority were held to determine which agency will lead construction of the facility, CCCTA has decided to continue to do so. Comments from Caltrans have generated the need for design changes. A consultant agreement amendment to address the changes and to provide for the Resident Engineer/construction administration services is tentatively scheduled for approval by the CCCTA Board in September. Construction is now scheduled for next summer.

j. I-680 Southbound Carpool Lane Extension (8002)

CCTA Fund Source: Measure J

Lead Agency: Caltrans

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

Current Phase: Construction advertisement

Project Status: Construction bids were opened on August 4, 2010. Ten bids received. Lowest bid was \$49.9 million compared to the engineer's estimate of \$63 million with 154 working days. Caltrans staff is still evaluating the bids to determine the bid amount for the carpool lane extension portion.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Phase: Design

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

Issues/Areas of Concern: None.

l. **Elect. Bicycle Facilities at Concord, N. Concord, WC & Pleasant Hill BART (10001-04) - *No changes from last month***

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Phase: Design.

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

Issues/Areas of Concern: None.

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.

Project Status: The Authority appropriated \$700,000 for design in May 2010. Design and Right of Way are scheduled to be completed in spring 2011.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: City of Concord

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

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

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: City of Concord

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

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

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

Issues/Areas of Concern: None.

p. Old Marsh Creek Road Overlay (24029)**CCTA Fund Source:** Measure J**Lead Agency:** City of Clayton**Project Description:** Marsh Creek Road (Old) – Construct a two inch thick asphalt overlay with fabric and restriping from Downtown Clayton to Diablo View Middle School.**Current Phase:** Design.**Project Status:** The Authority appropriated \$5,000 for design in July 2010. Project has been advertised and bids will be opened on August 27, 2010.**Issues/Areas of Concern:** None.**WEST COUNTY****q. Richmond Transit Village BART Parking Structures (2302)****CCTA Fund Source:** Measure C**Lead Agency:** Richmond Redevelopment Agency**Project Description:** The project will construct a 769-space, six level parking structure at the Richmond BART station. The project will replace most of the surface parking (leaving a small area of 44 parking spaces) and free up land for building 99 residential units on the east side of the station. 193 parking spaces will be added at the station when this project is complete.**Current Project Phase:** Construction.**Project Status:** The CTC allocated \$10.2 million for construction in October 2009. The construction contract was awarded on February 16, 2010. A groundbreaking ceremony occurred on August 10, 2010. The project is scheduled to be opened to the public in spring 2012.**Issues/Areas of Concern:** None.**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.

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

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

CCTA Fund Source: Measure J

Lead Agency: CCTA

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

Current Project Phase: Feasibility Study.

Project Status: The Feasibility Study was completed in July 2009. Two projects have been identified from the study. The first project (operational improvements) is anticipated to move forward as part of the ongoing I-80/Integrated Corridor Mobility (ICM) Project, which is planned for construction in mid 2011. The second project (road realignment) will be led by one or both of the cities of El Cerrito and Richmond. The Authority staff and consultant coordinated with the cities of El Cerrito and Richmond and held an Open House in the City of El Cerrito on April 16, 2010 to inform the public of the result of the Feasibility Study. Staff also presented the project to the City of Albany at the Traffic and Safety Commission meeting on June 24, 2010.

Issues/Areas of Concern: Some concerns have been raised about environmental and traffic issues which will need to be addressed in the environmental document phase of the project.

t. **Marina Bay Parkway Grade Separation (9003)**

CCTA Fund Source: Measure J

Lead Agency: Richmond Redevelopment Agency

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

Current Project Phase: Design.

Project Status: 65% design plans have been submitted to the City and the project is proceeding on-schedule towards a December 2010 construction start date.

Issues/Areas of Concern: None.

u. **Elect. Bicycle Facil. at El Cerrito Del Norte, EC Plaza, & Richmond BART Stations (10002-03) - *No changes from last month***

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Project Phase: Design.

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Project Phase: Design.

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

Issues/Areas of Concern: None.

EAST COUNTY

- w. **SR4 Widening: Railroad Avenue to Loveridge Road (1405)**

CCTA Fund Source: Measure C

Lead Agency: CCTA

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

Current Project Phase: Highway Landscaping – Plant Establishment Period.

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C and J

Lead Agency: CCTA

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

Current Project Phase: SR4 mainline construction.

Project Status: Construction of the SR4 mainline and Loveridge Road widening began on June 30, 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.

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C and J

Lead Agency: CCTA

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

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

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

Segment 1 design was completed on schedule. The CTC voted on the allocation of STIP and CMIA funds for the project on May 19, 2010. The project was advertised for construction bids on July 19, 2010 and bid opening is scheduled for October 5, 2010. The construction management team has been assembled and is working on advertisement activities.

100% PS&E documents were submitted to Caltrans at the end of March 2010 for Segment 2 and most of the review comments have been received from Caltrans. BKF is working on the final PS&E submittal, with ready-to-list (RTL) targeted for December 31, 2010, pending receipt of all review comments from Caltrans. 100% PS&E documents were submitted to Caltrans in May 2010 for Segment 3A and Caltrans has provided review comments. The RTL date for this segment is targeted for March 2011. Right of way acquisition and utility relocations needed in advance of construction are proceeding for both segments 2 and 3A.

Segment 3B, the Hillcrest Interchange area, was delayed due to coordination issues related to the future eBART station. The designers are collaborating with the eBART team and the freeway design is now fully underway. 35% PS&E documents were submitted to Caltrans in June and we are awaiting Caltrans review and comments.

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

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

CCTA Fund Source: Measure J

Lead Agency: State Route 4 Bypass Authority

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

Current Phase: Final Design.

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

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

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

CCTA Fund Source: Measure J

Lead Agency: State Route 4 Bypass Authority

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

will lower the existing Sand Creek Intersection by approximately 5 feet. Stage 2 will complete all movements except at the southwest quadrant. Phase 2 of the project will construct the southwest quadrant of the interchange.

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

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

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

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

CCTA Fund Source: Measure J

Lead Agency: Contra Costa County

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

Current Project Phase: Construction.

Project Status: The project was awarded to Teichert Construction for \$8,574,239.05 on March 23, 2010. Bridge construction is on-going, with recent activities including abutment concrete pours and constructing bridge falsework. Next tasks include constructing soldier pile walls and soil nail walls. Wall construction will continue until the end of the year. The project is anticipated to be complete by September 2011.

Issues/Areas of Concern: None.

cc. SR4 Bypass: Segments 1 and 3 (5010) - *No changes from last month*

CCTA Fund Source: Measure J

Lead Agency: State Route 4 Bypass Authority

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

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

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

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.

Project Status: BART advertised the first of the eBART contracts, the transfer platform at Pittsburg Bay Point, the week of May 24th. BART received nine bids for this work on July 28th. The engineer's estimate was \$31,194,528. The low bid was \$27,678,000. BART is currently evaluating the bids. A groundbreaking event is tentatively scheduled for this portion of the project on September 10th.

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

Issues/Areas of Concern: None.

ee. Big Break Regional Trail (3112)

CCTA Fund Source: Measure C

Lead Agency: East Bay Regional Park District

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

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

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

Issues/Areas of Concern: The trail part of the project went to bid on April 19, 2009 and was awarded on May 19, 2009. The project is in construction and is targeted for completion in fall 2010.

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

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

CENTRAL COUNTYMeasure C:

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

WEST COUNTYMeasure C:

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

Measure J:

- 9001: Richmond Parkway Upgrade Study, 2008

EAST COUNTYMeasure C:

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

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6. In Pleasanton, a down payment on disappointment

Tim Hunt: Forget high-speed rail; government needs to pitch in for BART to Livermore

By Tim Hunt
Contributing Columnist

Posted: 08/02/2010 12:01:00 AM PDT

ISN'T IT notable that estimated BART ridership from the proposed Livermore stations never reached the levels necessary to obtain federal funding, yet the Obama administration wants to provide California with \$2.25 billion for high-speed rail?

The high-speed rail business plan is terribly flawed, and has been ripped by the Legislative Analyst's Office and other neutral organizations that have studied it. Still, the organization is moving ahead to spend as much as it can of the \$10 billion bond issue that voters ill-advisedly approved in 2008.

Not to be outdone, the BART directors lined up with the Livermore City Council and selected an expensive route that will take BART off Interstate 580 at Portola Avenue (eliminating the Isabel Avenue BART station site that was purchased years ago) to an underground station in downtown Livermore.

The route will then continue to a Vasco Road station near Lawrence Livermore National Laboratory, where the BART rails will intersect with the ACE train route.

The new route also eliminates use of the freeway parcel that BART owns at Greenville Road.

The downtown station creates the opportunity for transit-oriented development, as potentially does the Vasco station, although that site is surrounded by the lab, warehouses and industrial plants. It's not an inviting residential neighborhood.

The downtown site hinges on the planned regional performing arts center

— land that is now cleared between Livermore Avenue and L Street along Railroad Avenue.

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Given the state of the economy and how badly builders were burned by high-density housing in many Bay Area cities, it's anyone's guess when a builder will be willing to move ahead with condos or apartments.

You could say the same for the vacant theater lot — it's reminiscent of the empty lot that Livermore

held onto for years, hoping for development of a downtown department store after the railroad tracks were consolidated on a single line. That site finally was developed with apartments across from Granada Bowl back when Livermore needed more rentals.

The BART line is estimated to cost \$3.8 billion — cash that BART doesn't have. Of course, if adults start taking control in Sacramento instead of politicians eager to build their "legacies" with absurd high-speed rail projects, maybe some money could shake loose.

Taking BART to Livermore makes far more economic sense than building a high-speed choo-choo in a state that is ill-suited to passenger rail.

PLEASANTON SETTLES: Pleasanton's housing cap should formally bite the dust this month as the City Council is set to ratify the settlement of a successful lawsuit filed by housing advocates.

The settlement, which includes \$1.9 million in legal fees paid by the city to the plaintiffs, plus its own bill of \$500,000 for outside counsel, puts to rest the legal challenge from Urban Habitat and Public Advocates.

The settlement allows the city to retain its control over some elements of land use, but requires adequate land be zoned so the city can start to provide housing for some of the thousands of employees who work here but live elsewhere.

Attorney General Jerry Brown piled onto the legal action and extracted a settlement that requires the city to consider the global warming impacts of the developments within 18 months. If Jerry had skipped the questionable man-caused global warming and simply focused on the traffic and resulting congestion and pollution, he would have been right on the money.

For Pleasanton, in these challenging times, another key is lifting the prohibition on nonresidential building permits that the judge imposed after the ruling. Pleasanton puts enough barriers of its own in front of tax-generating developments (Staples Ranch being Exhibit A) without needing the court to add more.

The city is viewed as a very desirable place to locate a business, but a very difficult place to obtain the approvals necessary to move ahead.

Contrast that with Tracy, where the city fronted \$2.75 million to attract Macy's to the West Valley Mall, answering pleas that



residents have made for years to bring the upscale retailer to the San Joaquin Valley.

Or Dublin, where the city has an aggressive program to share revenue and help developers and building owners who attract new businesses to the community.

Both communities have had to reduce staff and programs to balance the budget as revenues have dwindled. That's the state of many counties and cities across the state that have seen property taxes shrink and sales tax revenues plummet.

Wise government leaders (not those in Washington, D.C.) are seeking to reduce barriers and make it easier to grow businesses so the economy expands and government revenues grow.

That's a lesson that seems to still be missing among at least some of the Pleasanton leadership.

Tim Hunt is the former editor and associate publisher of the Tri-Valley Herald. Contact him at hunterprises1@comcast.net.

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Transbay Terminal on the Brink of Radical Remodel

By Alec MacDonald

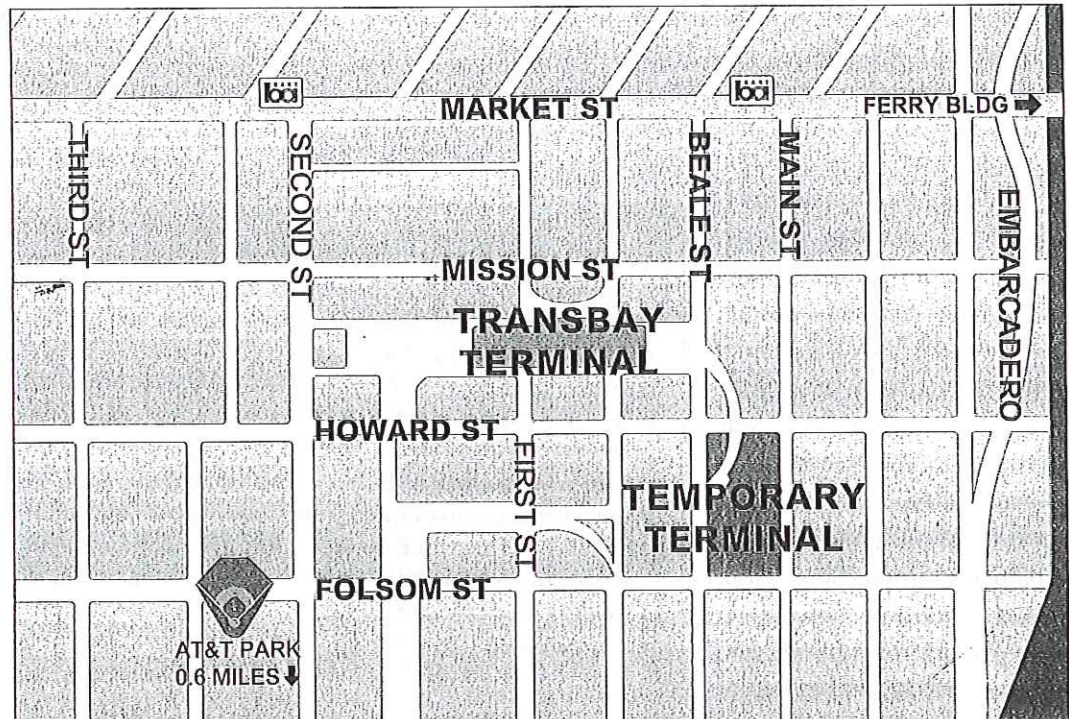
Every day, bus riders from Marin, Sonoma, Contra Costa, Alameda, San Mateo, and beyond converge upon downtown San Francisco. And while they roll in from points all over the map, most share the same destination: the Transbay Terminal.

Many who pass through this hulking concrete structure just south of Market Street don't realize that it wasn't actually intended to function as a regional bus hub. Despite currently harboring six major bus agencies, the Transbay Terminal originally served as a train station. First open for business in 1939, it stood as the end of the line for westbound trains on the Key System, Southern

Pacific, and Sacramento Northern railways. These companies brought people into the city via the San Francisco-Oakland Bay Bridge, which had itself been recently completed, and featured railroad tracks along the lower deck — another piece of history largely unknown to the modern bus commuter, since those tracks were removed in 1958.

While the Transbay Terminal's stature as a train system linchpin has crumbled, transportation planners and government officials hope to recapture that prominence as part of an ambitious undertaking to revive the depot as a "Grand Central Station of the West." This new Transbay Transit Center has been slated to welcome in both Caltrain and High-Speed Rail while continuing to receive buses from Muni, AC Transit, Golden Gate Transit, SamTrans, WestCAT, and Greyhound; all of this and much more has been plotted for a radically remodeled station five levels deep and four blocks long.

Public awareness about this monumental endeavor has no doubt grown, as headlines frequently tout the latest development to move the project forward — a design concept chosen here, a key funding allocation wrangled there, and so on. The tangible reality of the proposed overhaul, however, will hit home when demolition work begins this month. Scores of commuters will shift routine starting August 7,



The Transbay Temporary Terminal at the corner of Howard and Beale streets will fill in for seven years while the new Transbay Transit Center is under construction.

map courtesy of Singer Associates, Inc.

when their buses drop them off at a different location. South of Howard Street and east of Beale Street, this Transbay Temporary Terminal will perform substitute duty during the seven years of renovations scheduled to take place a few blocks away.

Preparations for this change have been underway for quite some time already, with hopes that banners, sidewalk decals, handouts, and a full-blown Web site (www.temporaryterminal.org) will ease the transition. Despite these measures, some degree of confusion and inconvenience seems inevitable, given the sheer volume of affected riders. Cars and pedestrians in the neighborhood will need to adapt as well, not just in response to the reconfiguration of bus routes, but also to intermittent road closures caused by ongoing construction. When the construction finally wraps up, though, traveling in that neighborhood — not to mention the city and the region — should be a much more pleasant experience, to say the least.

Designing, building, operating, and maintaining the new Transbay Transit Center and its associated facilities is the responsibility of the Transbay Joint Powers Authority. For more information, call (415) 597-4620 or visit www.transbaycenter.org.

Air District Adopts CEQA Thresholds

By Dee Sabiston

Earlier this summer at its June 2 meeting, the board of directors of the Bay Area Air Quality Management District adopted California Environmental Quality Act thresholds to aid lead agencies of land use plans and projects in complying with the requirements of the 1970 CEQA statute (*see box*).

This update is far more than a routine action — it accommodates new legislation, case law, and air quality standards that should be considered in the CEQA process. Neighborhoods already threatened by unacceptably high health risks from air pollution need particular protection. Also, lead agencies now need guidance on complying with a new requirement to reduce

greenhouse gas emissions, a topic not considered in the earlier guidelines. What is the key to accomplishing these objectives? For individual air pollutants, the Air District has set out to develop clear, effective, and workable thresholds of significance that, if exceeded, will require lead agencies to either prepare an Environmental Impact Report (EIR) including mitigation measures, or to choose to do a mitigated negative declaration. The thresholds of significance are set so that the cumulative impacts of plans and projects make a negligible contribution to the region's air pollution. Thresholds of significance have been established at the plan level and the project level, for both the construction phase and the operational phase.

Thresholds of significance have been established at the plan level and the project level, for both the construction phase and the operational phase.

Thresholds of significance have been established at the plan level and the project level, for both the construction phase and the operational phase.

Pollutants

State and federal standards for ozone and particulate matter have recently become more stringent, and the Bay Area does not yet meet them. Ozone is not emitted as such, but is formed in the atmosphere from its two precursors (reactive organic gases and oxides of nitrogen through a photochemical reaction), so the Air District has set thresholds for those precursors. Two

categories of fine particulate matter are exceeded (PM-10 and PM-2.5, denoting particles 10 and 2.5 microns in diameter, respectively), so thresholds have been set for each.

The Bay Area is in compliance with the standards for carbon monoxide. However, since carbon monoxide tends to

accumulate in "hotspots" such as busy traffic intersections, wariness is necessary to avoid exceedance. Hence, thresholds for carbon monoxide have been included in the guidelines.

Toxic air contaminants have no safe level of exposure; each exposure carries some health risk, and the risks are cumulative. Risk management consists of setting an acceptable level of

health risk from each exposure. As with carbon monoxide and particulate matter, toxic air contaminants tend to accumulate in hot spots around their sources. The thresholds for toxic air contaminants and PM-2.5 should prevent susceptible neighborhoods identified by the Air District's Community Air Risk Evaluation (CARE) program from being further burdened with additional air pollution.

The threat of global warming has resulted in a variety of legislation and programs to reduce greenhouse gas emissions, which have recently been classified by the U.S. Environmental

Protection Agency as air pollutants. The Air District addressed these emissions in the CEQA process to help the Bay Area achieve targets set forth by California's Global Warming Solutions Act of 2006, Assembly Bill 32 (Pavley).

Finally, thresholds of significance have also been set for odors.

CEQA IN A NUTSHELL

The California Environmental Protection Act was patterned after the National Environmental Policy Act. CEQA has been described as one of the most important environmental laws in California. It has a clear, forceful policy statement intended to "ensure that the long-term protection of the environment shall be the guiding criterion in public decisions." It is procedural in its Environmental Impact Report process and substantive in its mitigation requirement. The process describes the roles of lead agencies and responsible agencies, exemptions, and public hearings and comment periods. For more information, visit www.ceres.ca.gov/ceqa/more/faq.html.

CLIMATE CHANGE FORUM

The California Air Pollution Control Officers Association (CAPCOA), along with the California Air Resources Board and the U.S. Environmental Protection Agency, will host the CAPCOA Climate Change Forum on August 30 and 31 in San Francisco. The forum is intended to create a collaborative environment where progress can be made toward the harmonization of climate programs, and will focus on how federal, state, and local agencies can most effectively align efforts to advance climate change programs in California.

For more information, call (916) 441-5700 or visit www.capcoaclimateforum.com.

The Air District's update includes a detailed explanation of the CEQA process and an array of tools to aid in preparing the necessary documents. For more information, call (415) 771-6000 or visit www.baaqmd.gov.

Save the Date: Regional Emissions Targets to Be Finalized Soon

By Alec MacDonald

Elected officials may want to mark their calendars for September 30. The same goes for government workers, environmentalists, transportation planners, housing developers, and members of the business community. In fact, maybe just about everyone in the state of California should note the date — it stands as the deadline for the California Air Resources Board (CARB) to finalize regional targets for lowering the greenhouse gas emissions of passenger vehicles in accordance with Senate Bill 375 (Steinberg).

On September 30, each of the 18 regions in the state will actually be assigned two targets, one for the year 2020 and one for the year 2035. By way of preview, on June 30 CARB released some preliminary figures (*see box below*) for the regions to digest — or, more precisely, for each region’s Metropolitan Planning Organization (MPO) to digest. After all, these governmental bodies will be the ones leading efforts in their regions to attain the targets by developing mandated Sustainable Communities Strategies (in essence, integrated land use, housing, and transportation plans).

Of California’s 18 MPOs, the four representing Los Angeles, San Diego, Sacramento, and the San Francisco Bay Area account for close to 90 percent of the state’s emissions. These four will be of obvious priority to CARB, which in its June 30 report proposed 2020 draft target ranges for them only. The rest of the MPOs were given either softer “placeholder” targets

or rough indications as to how final targets will eventually get calculated. No MPO received draft targets for 2035; all parties seem to be wrestling with the challenge of forecasting the tide of development out to such a distant horizon.

When attempting to predict the future in general, policymakers do have a few trends to consider. For starters, Sacramento and the San Joaquin Valley (which includes eight MPOs) represent the areas of California experiencing the fastest population growth. Since they will consequently need to initiate the most development, this means that they possess the greatest potential to reduce projected emissions via application of Sustainable Communities Strategies. Conversely, other regions — such as the Bay Area — can expect slower population growth, and as a result do not have as much capacity to minimize emissions in the same way.

Despite differences from place to place, however, the bottom line remains that all the state’s regions have been asked to curb vehicle emissions in SB 375’s fight against global warming, and on September 30, the MPOs will have their marching orders. Then it’s on to creating Sustainable Communities Strategies. Final deadline for adopting those? Mark the calendar for March 29, 2013.

For more information, call Douglas Ito at (916) 322-0285 or visit www.arb.ca.gov/cc/sb375/sb375.htm.

CARB REPORT: PERCENT REDUCTIONS IN PER CAPITA EMISSIONS RELATIVE TO 2005		
Four Largest MPO Regions	2020 Draft Targets	2035 Placeholder Targets
Metropolitan Transportation Commission (San Francisco Bay Area)	5 - 10 percent	3 - 12 percent
Sacramento Area Council of Governments	5 - 10 percent	13 - 17 percent
San Diego Association of Governments	5 - 10 percent	5 - 19 percent
Southern California Association of Governments	5 - 10 percent	3 - 12 percent
San Joaquin Valley MPOs	2020 Placeholder Targets	2035 Placeholder Targets
Council of Fresno County Governments	1 - 7 percent	1 - 7 percent
Madera County Transportation Commission	1 - 7 percent	1 - 7 percent
Merced County Association of Governments	1 - 7 percent	1 - 7 percent
Kern Council of Governments	1 - 7 percent	1 - 7 percent
Kings County Association of Governments	1 - 7 percent	1 - 7 percent
San Joaquin Council of Governments	1 - 7 percent	1 - 7 percent
Stanislaus County Council of Governments	1 - 7 percent	1 - 7 percent
Tulare County Association of Governments	1 - 7 percent	1 - 7 percent
Remaining MPOs	CARB staff has proposed using the most current greenhouse gas per capita projections from each MPO, adjusted for the impacts of the recession, for the first target-setting cycle for the Association of Monterey Bay Area Governments, the Butte County Association of Governments, the San Luis Obispo County Council of Governments, the Santa Barbara County Association of Governments, the Shasta County Regional Transportation Planning Agency, and the Tahoe Metropolitan Planning Organization.	

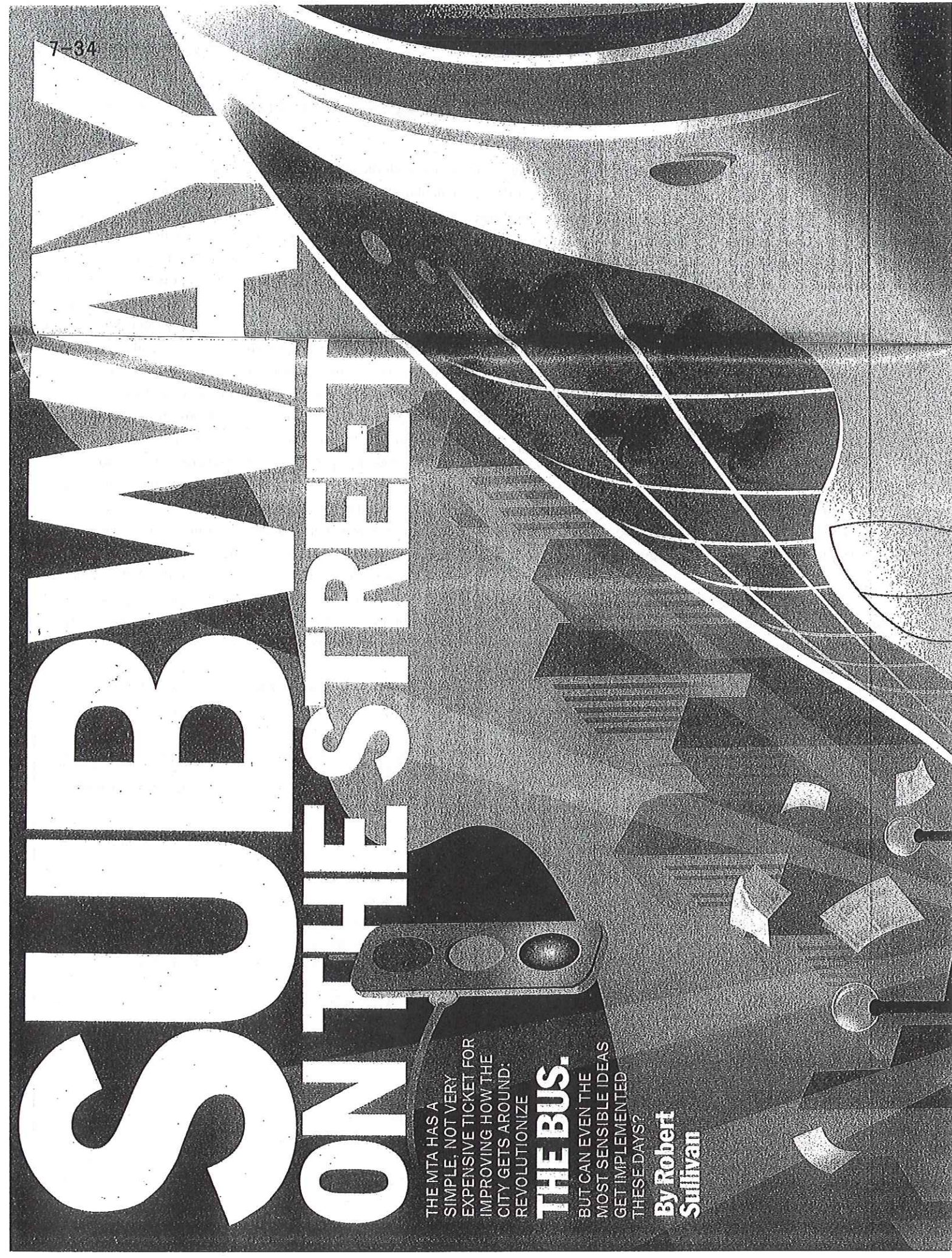
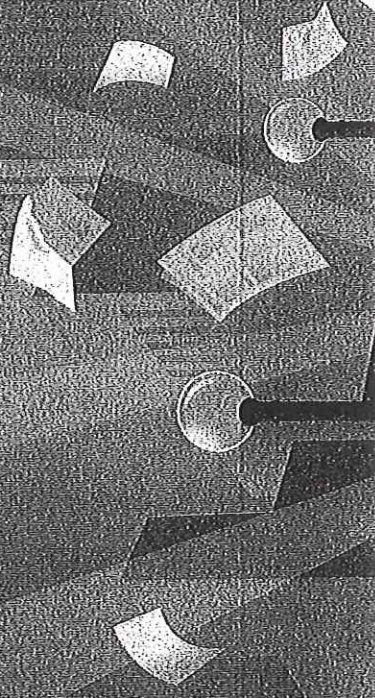
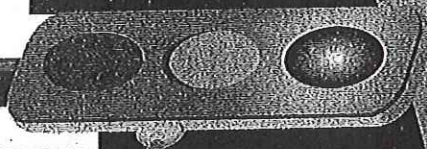
SUBWAY ON THE STREET

THE MTA HAS A SIMPLE, NOT VERY EXPENSIVE TICKET FOR IMPROVING HOW THE CITY GETS AROUND: REVOLUTIONIZE

THE BUS.

BUT CAN EVEN THE MOST SENSIBLE IDEAS GET IMPLEMENTED THESE DAYS?

By Robert Sullivan



YOU WOULD NEVER GUESS IT from the dispiriting news coming out of the MTA, but if you want to see the future of New York, then head up to the Bronx and take a bus. This is not the future of New York in which everyone has a solar-powered jet pack that takes them high over the city's organic farmyards. Nor is this the apocalyptic future in which the final few New Yorkers with health care live just beyond the moat that surrounds what was once called Yankee Stadium. This is the future as seen in a new bus line: the Bx12 Select Bus Service, or SBS, for short.

The future highlighted by the Bx12 SBS takes as a very depressing starting point the fact that the New York City subway system, once the envy of the world, is stalled. Not literally—as when we sat on dark, un-air-conditioned cars between stations on the way to Simon and Garfunkel reunion concerts—but still, our subways are strained under a ridership that has grown 60 percent since 1990 and a permanent budgetary crisis that has, over the past two years, only gotten worse. Last month, faced with an \$800 million budget gap, the MTA canceled two subway lines and 37 bus lines and dramatically reduced late-night and weekend service. No one is expecting Albany's fiscal situation to improve anytime soon.

If this were, say, Shanghai, one could imagine the federal government sweeping in and not just restoring transit funding but modernizing and expanding our underground tracks. Shanghai didn't even have a subway system until 1995, and it is now in the midst of dramatically expanding it to 22 lines. But this is not Shanghai; this is New York, where the first subway line was built in 1904 and many lines still use the antiquated (and sometimes dangerous) signal system that was installed about 25 years after Edison patented his lightbulb. The New York subway system's grandest plan at the moment involves completing one new line on Second Avenue. It was proposed in 1929. It is currently scheduled to open its first branch in 2016. It will stretch 33 blocks, or just under two miles.

So the future of movement in New York—how we get from home to work, how we navigate the city—is not going to be about subways. But what about the bus? True, buses are what most people think of when they think of not getting anywhere: senior citizens waiting in lines, guys counting out change, double-parked cars. They are less sexy than subways and tend to be ignored until the MTA announces another round of service cuts. The last time buses were new was in the forties, when they were installed around the city as a cheaper, more flexible alternative to streetcars.

To a large extent, flexibility remains the

bus's chief advantage—unrailed, they can go wherever we want them to go—and they're a relative bargain. But over the last decade, in a few transit-enlightened cities around the world, the bus has received a dramatic makeover. It has been reengineered to load passengers more quickly. It has become much more energy-efficient. And, most important, the bus system—the network of bus lines and its relationship to the city street—has been rethought. Buses that used to share the street with cars and trucks are now driving in lanes reserved exclusively for buses and are speeding through cities like trains in the street. They are becoming more like subways.

One city that has transformed its bus system is London, which in 2001 hired a New Yorker named Jay Walder to help overhaul its transit system. At the time, Londontown was gridlocked. Walder looked at the Tube, then carrying about 3 million daily passengers, and then looked at the bus system, which was carrying almost 6 million. "The recognition was that it was virtually impossible to get anything done on the rail system quickly," Walder recalls. "So we set out to work on the buses. And what you found was that buses were already the backbone, and you had the opportunity in a relatively short time to make them a lot better."

Last summer, Walder was tapped by Governor Paterson to become head of the MTA. This is not a good time to be in charge of a sprawling bureaucracy dependent on Albany money, and it's a strange time to be doing so as an optimist. But Walder is a hopeful bureaucrat, and he believes that if there's any way to grow New York transit, it's through buses. The MTA and the city's Department of Transportation recently unveiled plans to install dedicated bus lanes on First and Second Avenues this fall and on 34th Street in 2012. These, along with the Bx12 line in the Bronx, are being promoted as trial programs for what Walder hopes will be, by the end of his tenure, a reconfiguration of the city's streets. "When the city adopts a world-class 'Bus Rapid Transit' system, people are going to have a tough time, efficiency-wise, telling a bus apart from a subway—it's going to be like a subway with a view," predicts Kyle Wiswall, general counsel for the Tri-State Transportation Campaign.

What's most surprising about Walder's vision is its politics: Unlike most proposals to fundamentally change how the city operates, there's an unusual amount of consensus—among bureaucrats and transit geeks, Upper East Side assemblymen and outer-borough activists—that it's time to embrace the bus. The debate, then, is about execution. Are small experiments the best way to usher in a bus future? Or is the proposed redesign of First and Second Avenues, a compara-

tively anodyne plan that will only marginally improve service, too cautious by half? "The political read is that the public stomach for the most radical innovation is not there yet," explains Walter Hook, the executive director of the Institute for Transportation & Development Policy. But others think the MTA is missing an opportunity. "We should definitely be moving faster," says Miquela Craytor, the executive director of Sustainable South Bronx, which has joined with the Pratt Center for Community Development to envision Bus Rapid Transit as a citywide "third mode" of public transportation. "This idea deserves some energy." When the final East Side plans were unveiled last month, they were greeted with polite applause by transit activists and mostly ignored by everyone else. The announcement was quickly drowned out by the impending transit cuts, and the man who arrived at the MTA intent on revolutionizing the bus is now spending most of his time dealing with the fallout from canceling them.

JAY WALDER likes to tell a story about his experience in London. Keep in mind, this is a country where Margaret Thatcher is reputed to have said, "A man who, beyond the age of 26, finds himself on a bus can count himself as a failure." But about a year into his tenure at Transport for London, Walder achieved the satisfaction of watching his neighbor, a London business executive, decide to make his primary mode of daily transportation the bus. It was simply the easiest, fastest way to get to work. "He would say to me, 'Hey, the bus goes where I want to go, and it gets me there, and I'm taking the bus!'"

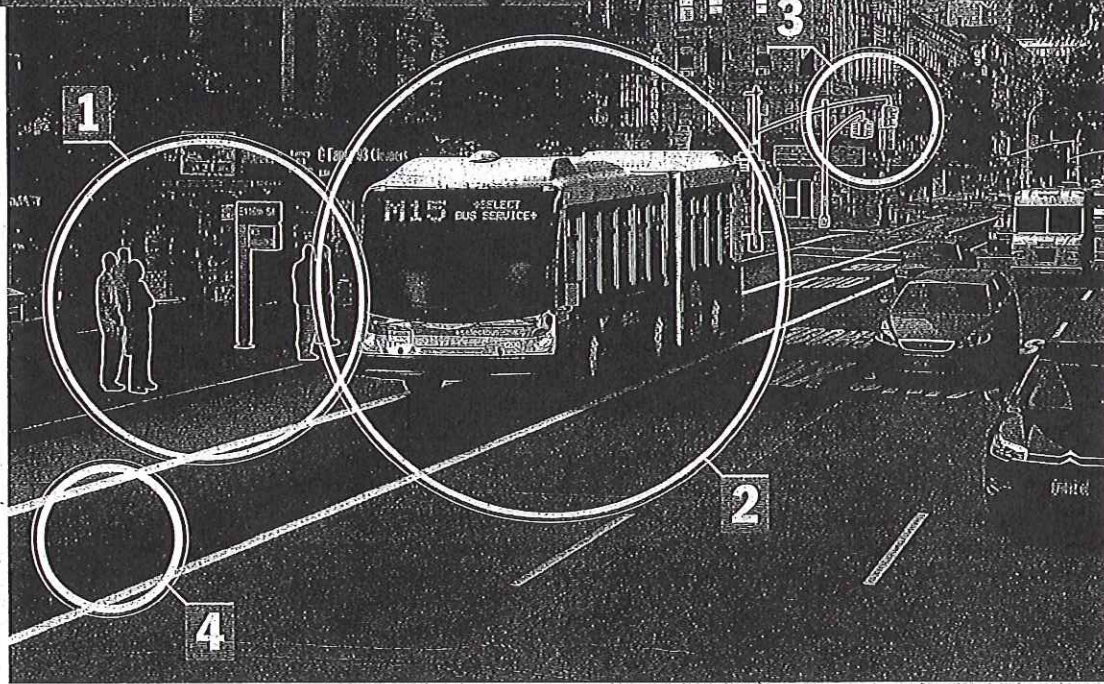
Of course, knowing that a British executive was satisfied in Britain may not calm your bus trepidation if it is raining and rush hour, and you are in the Bronx waiting on the corner of Fordham Road and Grand Concourse on a Friday afternoon. Knowing that buses work *anywhere* other than New York may not be terribly comforting. Even if you have read the reports, you might wonder what kind of a lunatic thinks you can cross the Bronx in anything less than a couple of hours. Or you might already be resigned to lunacy—half of all New Yorkers already ride the bus, and at the moment, the average bus speed is 7.5 miles an hour, the slowest average of any city in the U.S. (It fell 11 percent between 1996 and 2006.)

All of the sudden, though, here it comes: the Bx12. Right away, you see it's different. A different paint job—new branding, as the transit people like to say—and bright-blue lights flashing on the header. Buying a ticket is different, too: You pay before you board, from a little box like a MetroCard vending machine that offers you a receipt.

A BUS-CENTRIC SECOND AVENUE



This fall, First and Second Avenues will be redesigned to accommodate Manhattan's first Select Bus Service. The new M15 SBS will introduce some features that have radically improved bus systems abroad—and avoid others that planners have deemed too controversial.



1 Pay on the street

More than a third of all bus delays can be attributed to the time it takes passengers to board. Here they will swipe their MetroCards at street kiosks before the bus arrives.

2 Enter at the back

A new fleet of buses improve boarding time by being lower to the ground—and allowing rear-door entrance.

3 Hold the light green

Soon after Select Bus Service launches, buses will be equipped with “signal prioritization” technology that tells upcoming traffic lights to delay turning red.

4 Own the lane

A painted lane will be reserved for buses, and cameras will photograph stray cars and trucks. But some activists—and politicians—criticize the program for not including physically separated lanes.

ILLUSTRATION BY JOE ZEFF DESIGN; PHOTOGRAPH SOURCE COURTESY OF THE MTA AND DOT

In the world of transit planning, boarding time is everything, and the receipt streamlines the process. “You just hold on to it,” a woman offers, shouting from under her earbuds. She smiles. “It’s much faster.”

Waiting on the curb, you notice that the bus has its own lane, painted terra-cotta, with signs to deflect non-bus traffic. It is not a physically separated lane, the holy grail of Bus Rapid Transit. But it is a lane, and your fellow riders speak of police who patrol it regularly during rush hours. You see the big, roomy bus shelter holding enough people to fill a subway car, and you wonder if everyone will be able to get on. But when the Bx12 SBS pulls up, this monster of mundaneness opens up not one but two doors. If there is a heaven for bus drivers, it has buses with rear-door entrances.

The transit-interested rider, upon seeing a bus this size pull up at a station with two-dozen prepaid fares, breaks out his stopwatch. Traffic geeks know that about a third of bus delays comes from passenger-boarding issues, and now the doors of the Bx12 SBS open. The stopwatch is running ... Twenty-two people board; about four get off. The doors close; the bus sets off. Total wait time: 23 seconds.

Riding on, you see that traffic is heavy. The Bronx River Parkway and the Hutch are jammed. The Bruckner looks like a diseased artery. But the bus cruises down the bus lane, with only one car (a Lexus with Connecticut plates) even thinking of getting in its way. It is six stops to Pelham Bay Park Station. You arrive in twelve minutes. On a Friday. During rush hour.

ONE UNEXPECTED EFFECT of all the recent transit cuts has been that bus-riding interests that have usually gone unnoticed are getting some spotlight. In Brooklyn, handmade signs announcing rallies have sprung up along closed bus routes, and even Borough President Marty Markowitz, a prominent champion of the car, held a borough-hall rally to protest service loss.

In a way, the bad economy has helped the bus argument. Talk to any transit advocate, and he'll tell you that buses offer the best return on transit investment—especially in New York, where the Pratt Center estimates that building a forward-looking bus line could cost 200 times less than a subway line.

“If you think about how it costs \$4.3 billion to build three stops on the Second

Avenue subway line and \$2 billion for a one-stop extension of the 7 train, buses are the only direction Walder can go in," says Gene Russianoff, spokesman for the Strap-hangers Campaign, an organization mostly seen advocating for subway improvements. In fact, the city's urban-planning activists are almost all singing buses. "They're the smartest possible transit investment there is right now," says Noah Budnick, the deputy director of Transportation Alternatives.

Other cities, not just London, figured this out a while ago. By 2000, Bogotá had scrapped a planned elevated highway system and replaced it (for a fraction of the cost) with buses that have their own designated lanes—the redesigned center lanes of old highways—and off-bus ticketing systems. The San Fernando Valley runs a Bus Rapid Transit line that has been so popular with riders it's been forced to add longer buses. Cleveland's BRT line has successfully converted the city's professional class,

Walder is betting that even in "the new fiscal reality," he can make simple changes and that New Yorkers will start to notice the difference. This summer, he is testing a program that lets you pay by tapping your wallet in front of a sensor (and charging your fare to MasterCard). He has also begun to install GPS systems on buses so shelters can announce when the next bus is coming. This won't speed buses up, but it might calm people down. "I firmly believe that if you give people the information so that they know what's going on, then they relax," Walder says.

He pulls up a chair at his Madison Avenue office, relieved to be talking about something other than fiscal pressure from Albany, and asks the essential question: "How do we make buses sexy?"

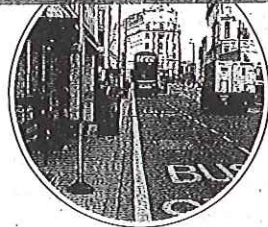
THE BIG TICKET to a bus future has to do with in-street right of way. "Bus lanes have to be for buses," says Walder. "If we put rail-

enues, where a Select Bus Service similar to the Bx12 will run from South Ferry to 125th Street. When it launches this fall, passengers will swipe their MetroCards while waiting in the bus shelter. In the months following, each bus will be installed with signal priority, so that as it approaches an intersection, it will persuade the upcoming streetlight to stay green until it passes.

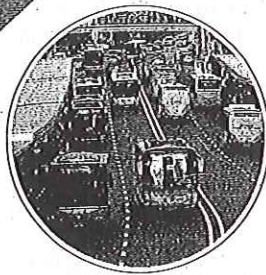
And yet Select Bus Service is no Bogotá. As the new service is currently designed, a painted bus lane will run on both avenues north of Houston. This will, theoretically, provide a deterrent for stray taxis or delivery trucks, but there will be no physical barrier separating the bus lane. In fact, the avenues will be a patchwork of different configurations, with the bus lane shifting from curbside (adjacent to the sidewalk) to "offset" (between car traffic and a lane of parked cars), then disappearing entirely for many blocks at a time.

If you can't physically separate bus lanes

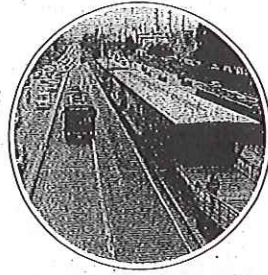
THE SUPERBUS WORLDWIDE



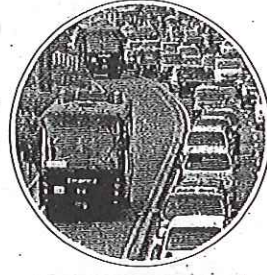
London



Guangzhou



Bogotá



Jakarta

Major international cities have transformed their public-transit infrastructure for a fraction of the cost of building new subway lines. The most important element of Bus Rapid Transit: keeping cars out of bus lanes.

and earlier this year, the Obama administration awarded federal stimulus money to BRT plans for Hartford. Another stimulus recipient: a 9.3-mile bus-centric transit corridor on Nostrand Avenue in Brooklyn. It will follow the current B44 line (the fourth-busiest bus route in the city) and is scheduled to open in the summer of 2012.

"The bottom line is buses are back, and people are waking up to the fact that they've never really been out of the picture here in New York," says DOT commissioner Janette Sadik-Khan, who has been talking buses since her days in the private sector. We already have the largest fleet in North America—6,250 buses covering 900 square miles of territory, much of it in neighborhoods underserved by the subway system. Sadik-Khan points out that weekly ridership on the Bx12 has increased 30 percent, and in a study conducted last year, 98 percent of riders said they were satisfied with the service. "That happens about as often as Halley's Comet," she says.

road tracks down on space where a bus lane is and asked anyone would you ever stop your car on the railroad tracks, the answer would be no. The idea that 30 tons of steel is going to come down the street is enough of a deterrent." Walder wants to instill the same ethos when it comes to entering the bus lane, even just for a quick delivery drop-off or taxi pickup. "We all have an explanation about why entering a bus lane is a little thing and it's okay. And the fact is that it's not okay—the fact is that 75 to 100 people on a bus are held up over that."

Walder has targeted six hot spots for immediate bus-lane enforcement. He says the police are on the same page, and, according to a police spokesman, they are ticketing in bus lanes aggressively. But there are simply not enough cops to stop people from entering bus lanes unless something dramatic changes on the city streets.

The longest dedicated bus lanes in Manhattan will soon be on First and Second Av-

from car traffic, the second-best way to enforce car-free bus lanes is to install cameras on buses that would photograph traffic violations—cookie-jar cameras, let's call them. In London, similar cameras worked to reduce lane incursions by 60 percent, and in a time when the number of police is dwindling, camera enforcement would seem to be a no-brainer. But this too has moved slowly: Last month, after two years of negotiations, Assemblyman Jonathan Bing secured passage of a bill that would allow enforcement cameras—a significant accomplishment, though it only applies to Select Bus Service lanes.

Talk of New York City streets in the corridors of Albany can spark flashbacks to the last major New York street fight: the threat to automobile dominance that was congestion pricing. That plan also was meant to benefit bus service, by charging cars a fee for entering Manhattan below 60th Street and directing much of the revenue back to

PHOTOGRAPHS: FROM LEFT, COURTESY OF THE INSTITUTE FOR TRANSPORTATION AND DEVELOPMENT POLICY; LI HUANG/COLOR CHINA PHOTO/AP IMAGES; SAEVH KAZEMIGETTY; IMAGES: COURTESY OF THE INSTITUTE FOR TRANSPORTATION AND DEVELOPMENT POLICY.

the MTA. But despite (or because of) the high-profile campaign by Mayor Bloomberg and Sadik-Khan to nudge Albany toward more-enlightened urbanism, congestion pricing quickly became painted by its opponents as elitist: a tax that would disproportionately affect the outer-borough, automobile-dependent middle class.

In this case, however, many lawmakers are more ambitious about buses than the bureaucrats. When the MTA and the DOT were putting together their plans for First and Second Avenues, nineteen legislators—including City Council members, State senators and assemblymen, and U.S. representatives Carolyn Maloney, Jerry Nadler, and Nydia Velázquez—wrote a letter pressing them to “take the project further” and build physically separated lanes. The DOT subsequently made changes, but it argued that external circumstances (i.e., Second Avenue subway construction) makes separated lanes impossible. “A lot

rather than at the usual cross-purposes. They are moving toward a radical revamping of mass transit and the city street. And they are being chided—by Albany legislators!—for their limited scope.

Perhaps it's post-traumatic-stress disorder. Although Westchester assemblyman Richard Brodsky, a noted congestion-pricing killer and MTA watcher, speaks excitedly about improved bus service, he's circumspect about overzealous technocrats: “Someone's got to be like your aunt, saying, ‘No, no, dear, that won't work.’” But politicians who are hesitant about the bus future end up groping for an argument against it, and the reflexive populist case for the automobile is difficult to make in comparison with buses.

The most likely explanation for MTA and DOT caution is that there has been no leadership from the top. The governor supports bus cameras, but given this particular governor's political capital, that might do

imagine them solving any of the city's more intractable problems.

BUT JUST WHEN you thought the bus future was lost in the traffic of compromise and political calculation, you get on a bus on 34th Street at rush hour.

This spring, the DOT announced details of what it is calling the “34th Street Transitway,” a bus-biased street that includes, yes, a physically separated bus line. The street will be reduced to one-way from river to river, and cars will be banned completely between Fifth and Sixth Avenues.

The new 34th Street isn't scheduled to open until 2012. But then again, the present-day M34 is already feeling pretty futuristic. The bus shelters tell you when the next bus is coming. When it arrives, you pull out into traffic—only you don't pull out, you stay in the lane that hugs the curb. The lane isn't physically separated yet, but it's painted terra-cotta, and all that's in front of you are the taillights of other buses. And then—wait: one Con Ed truck. But your bus driver pulls around the truck, and pretty soon you are across Ninth Avenue, Eighth Avenue, Seventh Avenue, and zipping from Sixth to the Empire State Building with no offending cabs or UPS trucks or Town Cars. A long block goes by in less than a minute.

The glaring intelligence of the idea—put a bunch of people on a big vehicle and keep a path clear—suddenly starts to look like something impossible not to replicate on each of the other thick Manhattan cross streets, like 42nd, 57th, and 23rd. And, while you're at it, the East River bridges. Pretty quickly, you start thinking of the city as more multimodal all around. What if Flatbush Avenue had Bus Rapid Transit from river to ocean? What if BRT lines finally provided access to chronically underserved neighborhoods like East Elmhurst?

Yes, the mayor is no longer blowing the bus horn, but cities work in mysterious ways. One interpretation of the congestion-pricing battle is that the best way to improve a city is under the radar, when not so many polemicists are watching. And sometimes ideas from elsewhere—like bike commuting or espresso—do creep in and quickly become second nature. Every time Jay Walder mentions his experience in London, he girds himself for at least one wiseass New Yorker rolling his eyes. “There's a phrase, ‘Only in New York,’ and the phrase means we're the best, right? But the funny thing is, for some reason we've come up with the idea that it means ‘Only, we can't do it in New York,’” says Walder. The question is whether, attitude aside, this city can still recognize a good idea when it's staring us in the face. ■

“A lot of us think that they are not seizing the full opportunity here,” says Assemblyman Brian Kavanaugh. “They are not thinking broadly enough about how to restructure the streets.”

of us think that they are not seizing the full opportunity here,” says Assemblyman Brian Kavanaugh, who helped organize the campaign. “They are not thinking broadly enough about how to restructure the service and restructure the streets.” Kavanaugh is not anti-car; he believes, in fact, that more buses on First and Second Avenues might make Lexington Avenue better for cars. “We have to get the balance right,” he says. But the shift in balance should not be to increase bus speed slightly; the shift needs to turn buses into a substitute for rail, with rail-like speeds and rail-like reliability. Kavanaugh says that his fellow legislators are prepared to take flak for risks. “We are willing and ready to help facilitate the conversations that need to happen and to sell the ideas to businesses.”

It's an odd moment: The DOT and the MTA are both captained by mass-transit evangelists fluent in urban best practices. They are committed to working together

more harm than good. And the mayor, who can be credited for embracing the idea that streets are about more than cars (and who talked about Bus Rapid Transit during his 2001 campaign), has gone missing.

“We're at the intersection of social change and politics,” says Brodsky, speaking by cell phone from a car in Westchester. “A new paradigm for urban travel is under discussion, and it's mostly discussed by bloggers. Even though it was with imperiousness that only he could bring to it, the mayor's PlaNYC 2030 actually started to ask questions about this.” Bloomberg's third term is unlikely to produce the kind of far-reaching initiatives like PlaNYC—these times, he likes to say, call for sensible solutions to making the city more efficient. The thing about the bus future, though, is that it's bold and efficient. It is not a heavy lift. If Mayor Bloomberg—and, presumably, Governor Andrew Cuomo—can't figure out the political appeal of better bus service, it's hard to

NATION

All Aboard?

Obama is spending billions on a new network of faster trains. Is a car-crazed nation ready to add rails to the mix?

BY MICHAEL GRUNWALD/ORLANDO

I RODE A TRAIN FROM MIAMI TO Orlando—and I liked it.

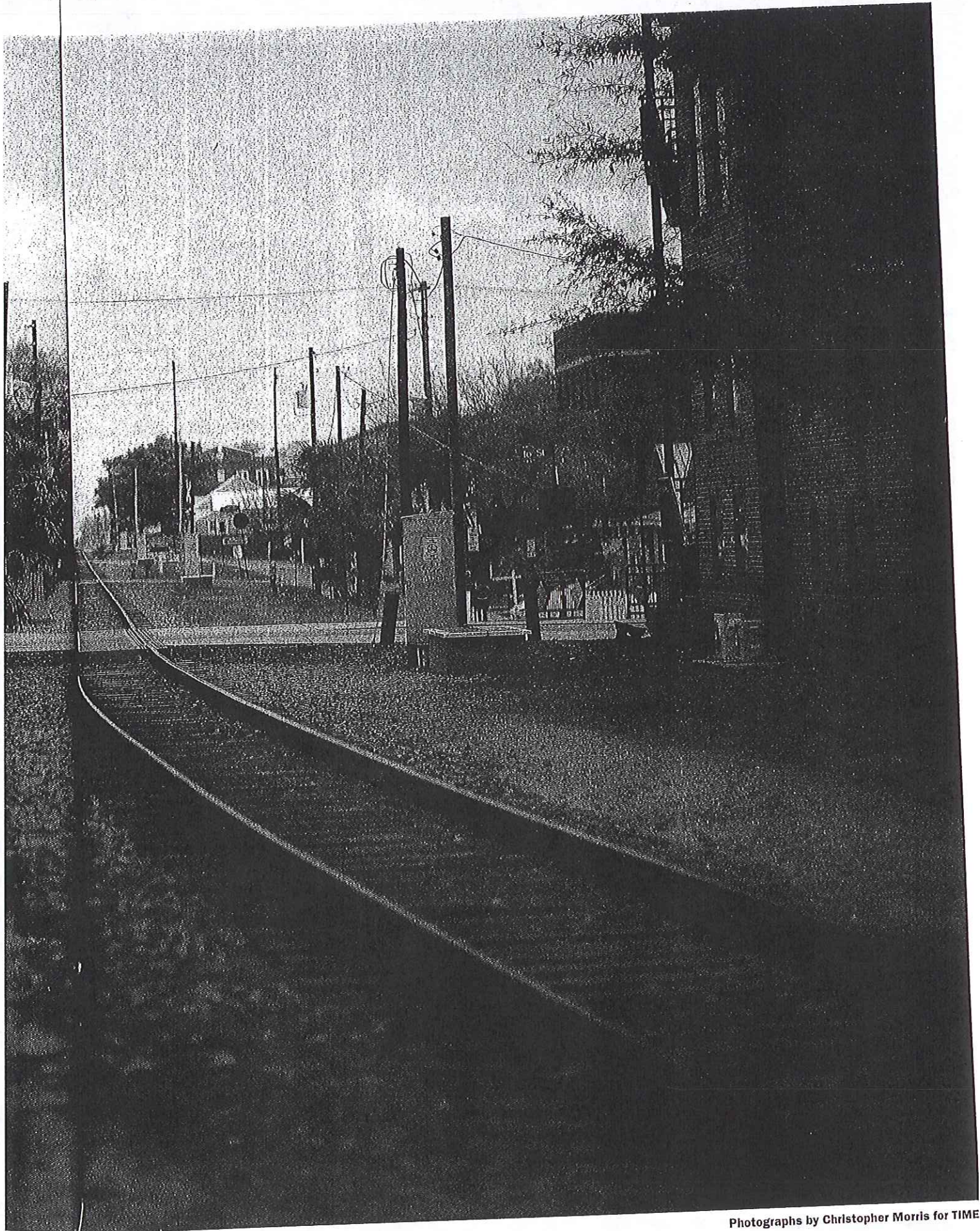
I relaxed in a comfortable seat with Shaq-worthy legroom. I avoided the hassle of the airport and the maniacs on the highways. I did some phone interviews, read a book about the Compromise of 1850 and watched *Funny People* on my laptop; it wasn't Amtrak's fault the people weren't funny. In the dining car, I enjoyed a chat over lasagna with a train buff who shared my aversions to traffic jams, exurban sprawl, global warming, gas-guzzling SUVs with ludicrously rugged names, car alarms that go off at 3 a.m., the Chrysler bailout, the Toyota scandal and other by-products of our automotive culture. At one point, our train stopped in the middle of a classic old Florida ranch, alongside a majestic oak dripping with Spanish moss, and I remember thinking, There's no better way to see America.

Unfortunately, for the next half hour, we remained beside that oak tree. Door to door, the entire journey took 10 hours for a trip I usually drive in four. My seat cost only \$36, but taxis to and from the stations

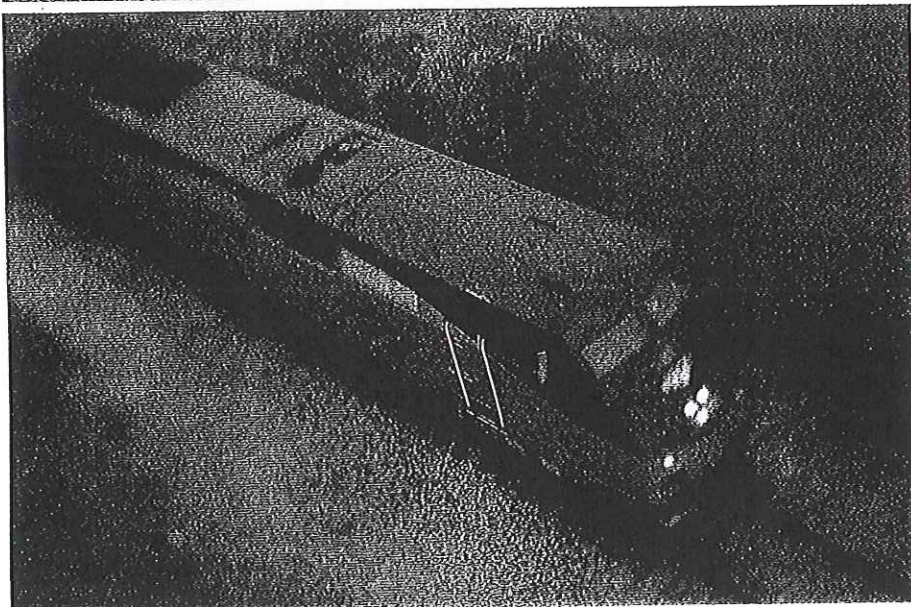
cost twice that. Even for car haters like my wife and me—at our wedding (in a train station), the rabbi advised us to stay off the road if we wanted to stay married—slow-speed rail is a tough sell. And most Americans aren't car haters.

This is why the Obama Administration is launching high-speed rail in the U.S.: so that Americans can ride sleek 220-m.p.h. bullet trains like the ones already zipping through Europe and Asia, as well as improved Amtrak lines that will still go far slower than bullets but will more consistently go faster than oaks. The goal is to create attractive alternatives to long drives and short flights, which would relieve road and air congestion; reduce carbon emissions, highway deaths and dependence on oil from foreign thugs or the blackened Gulf; create jobs; jump-start a new domestic manufacturing industry; and improve the competitiveness and convenience of the U.S. economy. President Obama inserted the first \$8 billion for high-speed rail into last year's stimulus bill, even though it won't provide much short-term stimulus; it's a

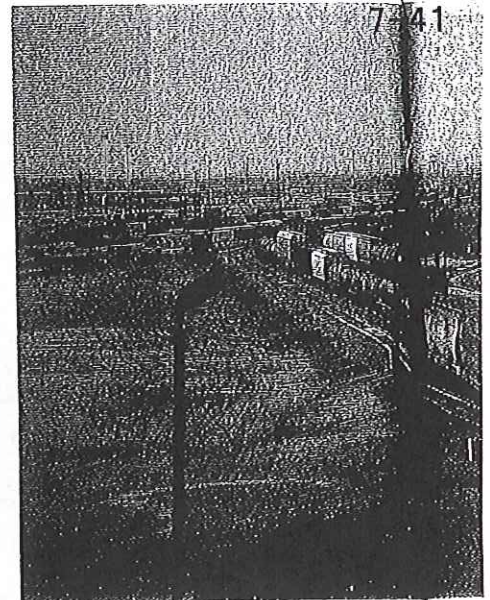
Right of way Some routes, like this one between Tampa and Orlando, will get billions to test the notion that the U.S. is ready to take the train



Photographs by Christopher Morris for TIME



Economic engine A faster link between Tampa and Orlando could reduce traffic and smog and boost tourism



Marshaling yard Chicago's choke points will be updated to speed both freight and passenger trains

long-term legacy initiative modeled on the interstate-highway system, a gradual effort to transform the way we travel.

The plans envision a national network of 13 high-speed corridors, including Miami to Orlando in just two hours. You wouldn't have to get to the airport ridiculously early, take off your shoes, turn off your phone or pay extra for luggage; you wouldn't have to worry about the weather or some Icelandic volcano canceling your trip. You wouldn't have to watch the road, wait in traffic, find parking or pull over to stretch your legs; you wouldn't risk arrest or an accident by drinking or texting.

Our freight rail system is world-class, and our metropolitan areas are embracing commuter rail, but our intercity passenger rail is a global joke. "There's no reason Europe or China should have the fastest trains," Obama said in his State of the Union address. The next day, he visited Tampa, Fla., with Vice President Biden—whose daily train rides between Washington and Wilmington, Del., earned him the nickname Amtrak Joe—to announce high-speed grants for 31 states. In an interview, Biden said he couldn't imagine an efficient transportation system in a carbon-constrained world without high-speed rail: "Tell me, how do you get it?"

But while \$8 billion is more than four times the annual federal subsidy for Amtrak, it is just one-eighth of last year's federal spending on highways. And at a time when our national credit card is already maxed out, this down payment is only a tiny fraction of what's needed to establish

a competitive new mode of travel. China plans to invest more than \$300 billion in high-speed rail by 2020, and Spain expects to complete a more than \$200 billion system the same year in a country the size of Texas.

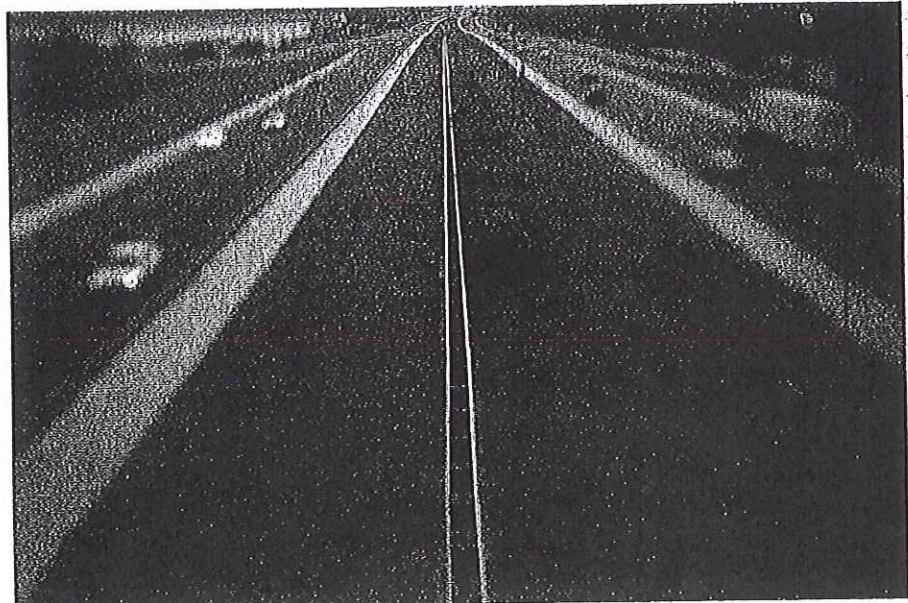
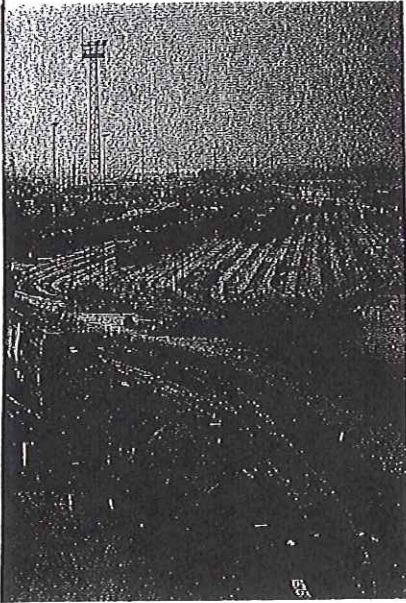
Meanwhile, the distribution of the Obama money—\$3.5 billion to start new lines for bullet trains in Florida and California, plus \$4.5 billion for sundry bridge and tunnel repairs, track straightening and other upgrades to existing Amtrak lines nationwide—has sparked intense debates even among rail advocates. Why spread cash around the country like peanut butter instead of targeting a few showcase projects? Shouldn't the seed money go to game-changing new bullet routes rather than help for old Amtrak lines that bleed cash, share track with slow-moving freight and can never exceed 110 m.p.h.? Why not focus on Amtrak's popular and profitable service between Boston and Washington, where Acela trains—now with wi-fi!—already reach speeds of 150 m.p.h. but average only half that? And how exactly

You wouldn't have to watch the road, wait in traffic, find parking or risk arrest or an accident by drinking or texting

does Ohio's proposed 3-C corridor linking Cleveland, Columbus and Cincinnati at an average speed of only 39 m.p.h. and a top speed of 79 m.p.h.—first achieved by American trains 180 years ago—qualify as "high speed"?

It's true that most of Obama's initial rail investments don't match his grandiose high-speed-rail rhetoric. Most will provide only incremental improvements to an embarrassingly outdated system. A more honest description would be "higher-speed rail." But none of the high-speed networks operating in nations like Japan and Germany or under construction everywhere from Brazil to Turkey rely exclusively on top-of-the-line bullet trains. And for all the hype about the new new thing, this is really about improving all kinds of intercity train service—not only Amtrak but also the venerable freight railroads that share its tracks and haul 43% of our intercity cargo.

Anyway, overall trip times and reliability matter more than top speeds. It's more cost-effective, Obama aides say, to slice 90 minutes off trips between Chicago and St. Louis, Mo., by removing choke points and boosting speeds to 110 m.p.h. than to build a new superfast line. Yes, most Amtrak routes need subsidies, but so do most roads and airports. Yes, the dense Northeast corridor looks like train heaven—in Acela's first decade, rail has displaced air as the dominant mode between New York City and Washington—but even there, massive investments in infrastructure would be needed to produce even modest reductions in trip times. Yes, the broad



Down the middle A Tampa-Orlando line would shoot down the median of Florida's normally congested I-4

distribution of grants had obvious political overtones, but high-speed rail needs broad political support to survive. "We're giving birth," says Federal Railroad Administrator Joe Szabo, "and that can be messy and painful."

Not even the first bullet route, a Tampa-Orlando link opening in 2015, will be the kind of state-of-the-art wow machine that Obama and Biden have promoted. It's a relatively short, 84-mile stretch with a fast but not blinding top speed of 168 m.p.h. But it's the starter project that will help define what high speed means in America. That's why I rode Amtrak's Silver Star to Orlando, where the U.S. High Speed Rail Association (USHSR) was holding a conference—and the scent of money was in the air.

The Florida Experiment

THE YEAR-OLD USHSR IS ONE OF THOSE Washington lobbying groups that pop up whenever multibillion-dollar initiatives are born. Veteran rail advocates dismiss it as a latecomer to the high-speed bandwagon, carrying water for the foreign trainmakers who pay its steep membership fees and attend its pricey events, undermining Amtrak to push its pipe dream of a gigantic new supertrain network nearly half the length of the interstates. But more than 300 business types showed up at its shindig at the Orlando Hilton, where they saw cool models of German, Spanish, South Korean and Japanese bullet trains and cool video of a French train traveling a record 357 m.p.h. When I asked a lobbyist I recognized what he was doing

there, he grinned and rubbed his thumb against two fingers.

It was no accident that the conference was held across the street from the future location of one of Orlando's high-speed stations or that its headliners were two key Florida Representatives: John Mica, ranking Republican on the House Transportation Committee, and Corrine Brown, Democratic chair of the rail subcommittee. The Tampa-Orlando line will go out to bid soon, and vendors are desperate to snag a piece of that action. Thirty foreign firms have pledged to manufacture in the U.S. if they land contracts, and investor Carl Icahn has launched an American start-up to compete. At one point, an executive was telling me about her company's expansion plans when she spied the director of Florida's program across the room, broke off our chat in mid-sentence and raced off to introduce herself.

Florida is in many ways an ideal high-speed launching pad. It's flat, which means low construction costs and no tunnels. It's densely populated, with short distances between major cities. It's a tourist mecca, attracting millions of foreigners who ride trains at home. And it's a swing state, especially around its bellwether I-4 corridor; the Tampa-Orlando trains will actually travel up the I-4 median. But the main reason Florida is getting \$1.25 billion to start connecting downtown Tampa to the Orlando airport is that this is the nation's most shovel-ready bullet-train project; the state has nearly all the necessary land and permits. So when Obama wanted a quick success, Tampa-Orlando looked perfect.

There was just one problem. High-speed rail works when it's connected to nearby public transit, not when you have to drive to the station on one end and rent a car or hail a cab at the other. But last year Florida's GOP-controlled legislature blocked a plan for a new Orlando-area commuter rail and slashed funding for a Miami-area line. So Obama's blunt Transportation Secretary, Ray LaHood, flew to Orlando and warned that if Florida didn't get its act together on commuter rail, it wouldn't get high-speed-rail money. As one official put it, you can't get into Harvard if you're flunking high school. Texas, Georgia and New York had ignored similar threats, but the notoriously dysfunctional Florida legislature met for a special session, reversed itself on commuter rail and created a high-speed-rail fund. "Las Vegas oddsmakers would've given a billion to 1," marvels Ed Turanchik, the head of Florida's high-speed-rail advocacy group.

The Tampa-Orlando line is expected to attract 2 million riders a year, more than half to a stop at Disney World. The entire route would take less than an hour, while braving the traffic on the interstate can take twice that. But there would be five stops—including one in sparse Polk County, home of several influential politicians—and none would link up with Orlando's new commuter trains, prompting talk of a sixth. "You can't have real high-speed rail if you're stopping all the time," Mica told me. "It's in my district. I should be as happy as a hog eating trash. But we need a real success, and this is

pretty marginal." Mica says the only high-speed grants worthy of the name went to California, where voters have already approved \$9 billion in bonds to connect Los Angeles to San Francisco in less than three hours. But the land has yet to be purchased, the route isn't set, and the estimated cost has ballooned to more than \$42 billion in an already overextended state—so Florida is the high-speed showcase for now.

Like every other House Republican, Mica voted against the stimulus, and if he seems unenthusiastic about the new bullet train in his backyard, he's downright irked by the Amtrak upgrades elsewhere. He used to describe them as "slow-speed trains to nowhere" until his Midwestern colleagues complained. Now he calls them "costly slow-speed trains to somewhere." Whatever, Mica sees Amtrak as a rat hole that loses money on every ticket it sells outside the lucrative Northeast corridor, as an antiquated system with 100-year-old bridges and tunnels, 80-year-old electrical systems and 60-year-old trains that travel slow and arrive late. "If high-speed rail gets hijacked by our existing Soviet-style train system, I'm not a happy camper," Mica says. He's equally critical of the paltry grants for the Northeast, since most U.S. flight delays are at New York City airports. "We need to pick routes that make sense," Mica says. "If we pick dogs, we'll end up scratching fleas."

LaHood, a former Republican Congressman from Peoria, Ill., is an affable guy, but when I related Mica's critique of Obama's rail surge, he turned red. "It's just a stunning about-face," he fumed. "It's schizophrenic." He said it was Mica who invited him to Orlando to push commuter rail and later thanked him for saving Florida's high-speed bid. "We did everything he asked!" he said. LaHood sees Tampa-Orlando as an opportunity to knit together two booming cities relatively quickly and cheaply so Americans can see bullet trains zipping past bumper-to-bumper traffic along I-4. But the real prize would be extending the line to Miami. Then it would give tourists who might want to see Miami's South Beach as well as Orlando's Epcot—and us locals who have to make the trip to see the in-laws—an alternative to the schlep of the highways or the 77 daily flights between Central and South Florida.

Ultimately, Tampa-Orlando is supposed to be only one step in a long journey toward a more balanced, more sustainable, less dangerous transportation network. "We can't just keep building more highways that turn into parking lots. People are tired of the congestion. Everyone has a horror story about flying too," LaHood said. "This is a new vision. You just walk on the train, flip open your laptop—it's nice!"

Transportation Secretaries don't usually talk like that, especially when they used to send highway pork to their Illinois constituents. But there's a New Urbanist tilt to this Administration, and LaHood has embraced it with the fervor of a convert. Obama came of age in Chicago. One aide said he probably rode more trains in an average week than Amtrak basher George W. Bush rode in his life. Chief of staff Rahm Emanuel is another rail-friendly Chicago guy. And Szabo, the man in charge of the grants, is a former conductor on Chicago's commuter rail. To understand the Administration's vision beyond bullet trains, it helps to visit the Windy City.

Higher-Speed Rail

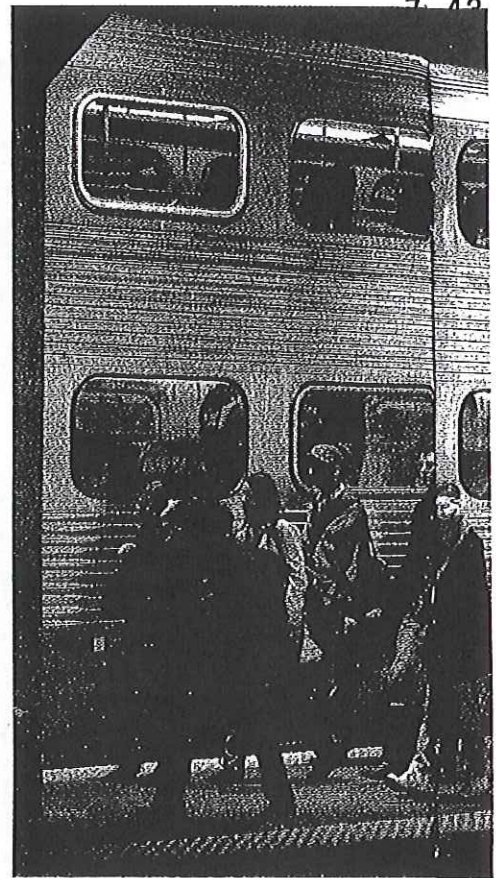
THE WAY TO GO FAST, RAILROADERS SAY, IS to stop going slow.

My train to Orlando took so long because of that half hour beside the oak, plus several stretches where I could have jogged at higher speeds. Almost all of Amtrak's tracks are owned by freight lines, and they're riddled with time-sucking choke points: grade crossings, sharp curves, congestion hot spots and outdated bridges that require slow speeds for safety; long single-track stretches that force trains to wait for oncoming traffic; even old-fashioned track intersections known as diamonds. I visited one of the nation's worst blockages, a diamond in Chicago's Englewood section that jams 78 commuter trains against 60 Amtrak and freight trains every day. The result is gridlock, like an intersection in the middle of an interstate. Right now, a cross-country train out of California can take as long to get through Chicago as it takes to get to Chicago, and as the economy picks up and 400,000 freight cars come out of storage, the congestion will only intensify. I arrived well after rush hour but still saw a logjam; one Norfolk Southern freight train hauling grain, corn syrup,

lumber and steel across the country was delayed at least 40 minutes.

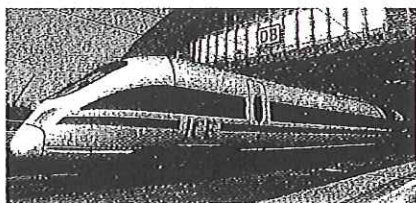
That's why the high-speed-rail grants include \$133 million for an overpass that will replace the diamond. The "Englewood Flyover" should save suburbanites more than 20 minutes a day on their commutes, ease chronic Amtrak delays and start untangling the spaghetti bowl of convoluted tracks that carry one-third of the nation's freight through Greater Chicago. Throughout the Midwest, the focus is on similar workaday projects to add capacity and subtract choke points: overhauling tracks and signals in Illinois, expanding bridges in Missouri, replacing hand-thrown switches with automated crossovers in Iowa and adding sidings that will help faster trains pass laggards all over the region. In short,

Decongestant Some funds will help shrink commuting times for these Chicago residents



Is High-Speed Rail Worth It?

Billions will be needed to realize Obama's plan



COSTS

\$8 billion

The first round of grants for high-speed projects in 31 states

\$100 billion

The bare minimum needed to plan, construct and complete Obama's vision for high-speed rail

BOTTOM: MICHELLE TANTUSI—BLOOMBERG/CITY IMAGES

TOP: CHRISTOPHER MORRIS—NY FOR TIME



if you speed up freight, passenger trains move faster too. "It's not sexy," says Szabo, "but if you take out enough pinch points, you're going to make trains more attractive and take cars and trucks off the road."

By aligning the interests of Amtrak and freights, the high-speed program has already improved a rocky relationship that began in 1971, when the government-owned corporation was created to take over the railroads' money-losing passenger routes—and was assured top priority on their tracks. Unlike Europe and Asia, where passenger rail rocks but sketchy freight rail leaves highways clogged with trucks, the U.S. is geared for hauling cargo, not people. Warren Buffett didn't pay \$34 billion for the Burlington Northern Santa Fe on a whim. Long-distance rail is cheaper, safer

and much more fuel-efficient than long-haul trucking, and while trucks help pay for roads through gas taxes, freights pay the entire cost of their tracks—and local property taxes to boot. The industry made some regrettable decisions to scrap tracks in the past, but it now invests one-fifth of its annual revenues—more than the entire high-speed program—to upgrade its tracks and equipment. Still, most Americans think of freight trains not as efficient and self-sufficient engines of our economy and conveyors of our stuff but as horn-blasting irritants that make us wait at crossings. And boxcars don't vote.

By contrast, Amtrak has been ridiculed for spotty service and dreadful reliability, starved of funding for basic maintenance and neglected by Presidents of both parties.

But it has steadily gained ridership—it's on pace for an all-time high in 2010—and it has a loyal following. One reason it loses money is that members of Congress refuse to let it drop unprofitable routes through their districts for fear of a backlash. So while there are potential pitfalls for freights in high-speed rail—including the threat of stiff fines if on-time targets aren't met—there is mostly opportunity. "We're just happy to see attention paid to the benefits of rail," Ed Hamberger, president of the Association of American Railroads, told me. He was wearing a "4.5" lapel pin, because each rail job supposedly creates 4.5 other jobs. Last year, when fuel prices were the big issue, he wore a "436" pin, because trains can move a ton 436 miles per gallon. "I think the last time a President talked about rail in the State of the Union was Lincoln!" he said. "But look, Obama wants to save energy, cut emissions, mitigate congestion, increase our competitiveness, double our exports. That's what railroads do."

For Amtrak, the high-speed program is an even bigger opportunity—critics would say a backdoor bailout. Amtrak is adding new service in Wisconsin and Ohio, although GOP leaders in both states are pushing to turn down the federal aid. It's increasing frequency in North Carolina and Oregon, which can boost ridership even more than increasing speed. And it's hoping to shed its reputation as a railroad on a shoestring, after Bush tried to slash its budget to zero. To Amtrak CEO Joseph Boardman, the state of his railroad is a national disgrace. "We need to replace our entire fleet," he griped. "There's been a total focus on aviation and highways in this country. It's nuts!"

Wanted: Options

WITHOUT A SUSTAINED NATIONAL COMMITMENT, high-speed rail will flop.

As a one-off investment, the \$400 million to start Ohio's 3-C service would be a laughable waste. At go-kart speeds, it will never draw drivers off the highways. It's defensible only as a first step toward competitive speeds. Similarly, Tampa-Orlando makes sense as the first leg of Tampa-Miami, but alone it's basically an expensive commuter line and Disney shuttle. Congress did approve \$2.5 billion to expand high-speed rail in 2010, and House leaders have proposed an additional \$50 billion

ROUTES

Chicago to St. Louis / 284 miles

TRAIN 5 hr. 20 min.

CAR 5 hr.

IMPROVED RAIL 3 hr. 49 min.

Estimated cost: \$3.2 billion

Orlando to Tampa / 88 miles

TRAIN 2 hr. 3 min.

CAR 1 hr. 28 min.

IMPROVED RAIL 50 to 58 min.

Estimated cost: \$2.6 billion

Cleveland to Cincinnati / 250 miles

TRAIN (via Chicago) 15 hr. 32 min.

CAR 4 hr. 3 min.

IMPROVED RAIL under 6 hr. 30 min.

Estimated cost: \$400 million

over six years. But the estimates for a national network have ranged as high as \$1 trillion, so at our current spending rate, we'd still be two centuries away.

Even with a China-style commitment, high-speed rail could flop in the U.S. Most of the regional corridors have the distances and densities that experts recommend, but as Obama noted in Tampa, we're still a nation of car people, even though we don't like paying for gas—or cleaning up oil spills. We fly a lot too, even though we complain about flying a lot. We give our kids trains sets and let them watch *Thomas the Tank Engine*, but it's not clear if we're ready for a major cultural shift.

Then again, uncertainties about the future are limited not just to trains. Airlines have been merging, charging for everything from carry-ons to bathrooms and canceling flights that aren't full. The federal highway fund went broke last year, the outlook for fuel prices is volatile at best, and our traffic keeps getting worse. Maybe frequent driving and flying still seem tolerable today; they might not in a decade.

What's certain is that the high-speed initiative reflects a vision of America's future. To a lifelong rail advocate like former presidential candidate Michael Dukakis, who rode the subway to work as Massachusetts governor, it's un-American that many of our passenger trains move slower than they did 50 years ago, that China will soon have more high-speed mileage than the rest of the world combined, that even Saudi Arabia and Russia are ahead of us. "It's unbelievable that there are 100,000 people out there laying tracks between Beijing and Guangzhou, and we've just been putzing around for years," Dukakis says. "We don't even make trains anymore. It's pathetic!"

To critics, the high-speed effort is emblematic of a Dukakis-style urban-elitist dream of a Europeanized America, like the Administration's pushes for bike lanes and "livability," not to mention organic gardens and universal health care. It's about trying to improve on the freedom of the open road, constraining the American ethic of limitless possibilities with wonky studies about carbon emissions and freight efficiency. It's true that the high-speed-rail program is an investment in a metropolitan future, a vote for Chicago over Crawford, Texas, for dense downtowns with a train station on Main Street over sprawl roads to exurbia.

But it's mostly about what you don't have when you're stuck behind a jackknifed tractor trailer or when your flight is canceled for no good reason: options. It's unclear exactly how many Americans would ride on a truly competitive intercity rail system. But it's clear that we don't have one now. ■

Transportation News**Bicycle Highways: Should Cities Build Specialized Roadways for Cyclists?***Slate (06/30/10) Vanderbilt, Tom*

A common complaint among would-be cyclist commuters is that cycling in a city is simply too frightening. There is hardly a major city in the world that is not trying to increase cycling, both to relieve congestion and to be environmentally friendly, and cities must do more to make cyclist feel and be safer. Cycling is a strong indicator of overall urban health. A recent survey of the world's 25 most livable cities included many cities, such as Copenhagen, Munich, Stockholm, and Portland, Ore., that have invested heavily in cycling. How to promote cycling in cities is still something of a challenge. In the world's top cycling cities, it is not just the brave who cycle, but all manner of riders, young, old, and everyone in between, because the roads are designed to accommodate cyclists. For example, in the Netherlands no new road is built without a provision for cycles, and cyclists can ride on paths with a minimum width of 2.5 meters that are at least 1.5 meters from the road. Cyclists even get their own green lights and parking at public transportation stations. The cost of this improved cycling infrastructure is estimated at only 30 euros for each Dutch citizen, well below the cost of a tank of gas. "I do believe the separate facility is the best," says McGill University researcher Jacob Larson, who studied Montreal's bike infrastructure. "Not only in terms of actual safety performance but in terms of encouraging people who are less likely to ride their bikes. These people shouldn't have to be some kind of breakneck radicals that are really diehards—it should be a clear and safe option, and I think separate facilities give the perception that it is, and often do provide a truly safer alternative." In the United States, the idea that there could be entire roads dedicated to cyclists is gaining some traction. Portland is expected to spend \$600 million on bicycle infrastructure over the next 20 years, with the goal of increasing its cycling rate to 25 percent of all trips by 2030.