# TRANSPAC Transportation Partnership and Cooperation

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


June 23, 2009

The Honorable Don Tatzin
Mayor
City of Lafayette
3675 Mt. Diablo Boulevard, Suite 210
Lafayette, California 94549

Dear Mayor Tatzin:

Thank you for your letter regarding our response to City of Lafayette's comment letter on the Draft TRANSPAC Action Plan. We hope that this letter responds to your request for a more robust response to the comments in the City's letter.

TRANSPAC staff has advised City of Concord staff of your interest in the parking issue raised in your letter. Our current understanding is that Concord is examining parking options in a study and has not yet determined any course of action.

Your letter also states that the City of Lafayette would welcome a commitment to move vehicles to I-680 rather than to roads west of that freeway. Please be advised that since 1995, TRANSPAC has been committed to a set of tenets that has guided the development of each of its three Action Plans. One of the original and ongoing tenets is that TRANSPAC supports management of freeway corridors to facilitate regional travel and to encourage interregional travelers to use the freeways and transit network rather than local streets and roads. From our perspective, we have worked hard to keep interregional trips on the freeway network and believe that this tenet addresses your request. We are concerned about the establishment of a gateway constraint in the SR 24 corridor that may impede implementation of this tenet. At the same time, we understand that traffic, like water, will find its own path regardless of our best intentions and actions.

It appears that the development of a Traffic Management Plan (TMP) for the Pleasant Hill Road corridor could address a number of the issues raised by the City of Lafayette and SWAT and we hope that we can collectively move in that direction.

Responses to specific comments follow:

1. Concord Naval Weapons Station (CNWS) future process. At this time TRANSPAC cannot speculate on the outcome of the City and federal planning process for the CNWS area. However, assuming that the local and federal planning process is successfully completed, and the City of Concord proceeds to amend its General Plan, then that General Plan Amendment would be subject to CCTA Growth Management Program (GMP) analysis requirements.

2. Like Lamorinda, Central County faces a rising tide of traffic much of which emanates from land use decisions made beyond Central County's borders coupled with the inability to build significant additional capacity. As a result, TRANSPAC believes that network management present opportunities to address traffic flow.

Regarding the evaluation of past MTSOs contained in the current Action Plan, as you may be aware, TRANSPAC has struggled for many months about the use of MTSOs in this Action Plan. Last summer TRANSPAC was unable to develop new MTSOs for testing. As a result, the Central County DKS Analysis (6/10/08) was predicated on MTSOs (formerly TSOs) in the 2000 TRANSPAC Action Plan. That analysis demonstrated that the 2000 Action Plan MTSOs could not be achieved. This was a painful revelation as TRANSPAC has diligently and effectively implemented almost all of its actions except for those requiring significant funding. We understand that the DKS analysis for the Lamorinda area resulted in some similar results relative to exceedances. A copy of the Central County DKS analysis is attached for your information.

3. The size and legibility of Figure 1-1. A full size map will be added to the Action Plan. In addition, an electronic version of this Figure has been sent to Lafayette staff for its use.

4. Please see answer 2.

5. You are welcome. TRANSPAC requested that the CCTA separate Lamorinda information from Central County precisely because of the "masking" of information between Central County and Lamorinda. Since the raw data is provided, we believe that the information is adequate and that a reader will be able to discern the differences among geographic areas.

6. TRANSPAC will add to Chapter 3, page 23 in Goal 5, Action 5-3 to determine the allocation of the $10 million it programmed in Measure J for "Additional Transportation for Seniors and People with Disabilities". These funds are in addition to the "Other Countywide Programs" and total $35 million for this purpose in Central County.

7. The subject tables were prepared by CCTA which is also in charge of the development, maintenance and use of the Countywide travel demand model. TRANSPAC suggests that questions regarding the assumptions used in model development be directed to Martin Engelmann, CCTA Deputy Executive Director, Planning.

8. The reference to Appendix C has been deleted. As indicated earlier in this response, the DKS analysis makes clear that congestion is increasing and that the establishment of MTSOs does not ameliorate that situation. TRANSPAC does not intend to publish the DKS analysis in its Action Plan.

9. Figure 2-3 on page 12 has been revised. While Central County's Routes of Regional Significance are included, peak hour increases are shown only for freeways. Freeway and arterial volumes for the am and pm peaks are shown Table 2-4 on page 11.

10. We believe that paragraph 2 on page 6 in Chapter 2 Land Use and Transportation needs addresses this point. Tables and figures, except for Table 2-4, have been annotated with a "source".

11. The Central Contra Costa Traffic Management Program (CCTMP) is the overarching programmatic basis for the development of traffic management plans and is described on pages 18, 19 and 59 of the Central County Action Plan. TRANSPAC is interested in the development of

traffic management plans where cooperative efforts among jurisdictions and RTPCs could prove beneficial to arterial traffic operations. The East-Central Traffic Management Plan was a cooperative effort between TRANSPAC and TRANSPLAN to address a corridor for which both RTPCs have responsibility.

Although East-Central TMP development was a long and expensive process, the subsequent implementation of the Plan (as funding permitted) remains a successful example of interregional cooperation. In essence, delay was induced at traffic signals at specified locations in order to balance access to the Ygnacio Valley Road/Kirker Pass Road/Buchanan Road (and ultimately the James Donlon Boulevard corridor). The Study is available online at www.ccta.net.

In addition, as part of this Action Plan process, TRANSPAC, TRANSPLAN and WCCTAC have agreed to partner together to develop a Corridor Management Plan for SR 4. The three RTPCs have inserted language into the respective Action Plans reflecting that partnership.

12. Goal 5 on page 23 includes all forms of transit, not only BART, and is meant to convey that improvements are needed. We would be interested in a discussion of the transit capacity analyses in which the City has participated. Perhaps the information developed for the SR 24 Transit Capacity Study would be useful for this purpose.

13. The Lamorinda Action Plan MTSO on Pleasant Hill Road establishes a Delay Index of 2.0 or better during peak period peak direction.

    In the 2000 Action Plan, TRANSPAC established the following (M) TSOs for Pleasant Hill Road: Delay Index of 2.0 with a peak hour travel speed of 15 mph and a peak hour average vehicle occupancy of 1.2. The DKS analysis indicated no exceedances for these MTSOs. As noted, since 2000, TRANSPAC has learned that MTSOs do not necessarily help the evaluation of network problems and that MTSOs, for which data is easily obtainable, are more useful than indices for which data is difficult or expensive to obtain such as Delay Index information. As a result, TRANSPAC chose to use 15 mph average speed in both the northbound and southbound directions in the am and pm peak hours.

    TRANSPAC did not establish an MTSO for the Walnut Creek section of Pleasant Hill Road. Given the relationship between Lafayette and Walnut Creek on the operation of the signals at Rancho View Drive and at Green Valley Drive, which is partially located in Walnut Creek, and which are operated by the City of Lafayette, we think it advisable to consult with Lafayette on the Walnut Creek section so that there is no confusion regarding boundaries as and MTSO would be immediately adjacent to the City of Lafayette.

14. It is TRANSPAC's understanding that each RTPC and its jurisdictions may establish MTSOs appropriate to its area. MTSOs have been added for TRANSPAC's Routes of Regional Significance. The CCTA produces the MTSO monitoring report that is used by our jurisdictions to review MTSO performance. The CCTA Travel Demand Model includes all of the development in adopted General Plans. Our jurisdictions use CCTA Technical Procedures to assess the impacts of projects and proposed General Plan Amendments. We would appreciate a dialogue with the City of Lafayette and SWAT about how the City and SWAT would answer the challenge of the question that has been posed.

15. As you may be know, TRANSPAC and its member jurisdictions have been actively engaged in the Regional Measure 2 (RM2) I-680 HOV Express Bus Access Study designed to improve express bus service on southbound I-680 as well as to extend the High Occupancy Vehicle lane. This is just one of our efforts to keep traffic on the freeway system wherever possible.

    No other actions were discussed or proposed for Alhambra Avenue to address its use as shortcut to SR 24. Any road network may be considered for the development of a Traffic Management Plan (TMP). Please be advised that TRANSPAC would seek the cooperation of the adjacent RTPC(s) and jurisdiction(s) in such an effort.

    TRANSPAC traditionally has viewed Alhambra Avenue as the province of the City of Martinez. However, the comment is well taken and an MTSO for the City of Pleasant Hill section of Pleasant Hill Road has been added to the Action Plan. The MTSO is 15 mph Average Speed northbound and southbound in the AM and PM peaks. Reliez Valley Road would require some discussion. It is not a Route of Regional Significance but could be included in a TMP if the parties choose to do so.

16. There is one MTSO for Geary Road from Putnam Boulevard to Pleasant Hill Road for both the City of Pleasant Hill and the City of Walnut Creek. The MTSO is LOS F based on HCM calculation at the Geary Road/North Main Street/Treat Boulevard intersection.

17. Impacts of schools on Pleasant Hill Road in Lafayette may be addressed in a Traffic Management Plan. Thank you for bringing the inadvertent lost word on page 41 in the Actions and Responsibilities section of Pleasant Hill Road to our attention. It should read "Work with SWAT/City of Lafayette on corridor issues and, if feasible consider development of a traffic management plan and other operational strategies for Pleasant Hill Road."

18. The Taylor Boulevard corridor is a candidate for a Traffic Management Plan under the Central Contra Costa Traffic Management Program. The MTSO for the County portion of Taylor Boulevard is volume to capacity ratio of 1.5 for all intersections. This MTSO has been added to the Action Plan.

19. Please be advised that the requirement for a reciprocity agreement under TRANSPAC's STMP was eliminated as part of the development of this Action Plan. Prior to that, no reciprocity agreement was executed with the City of Lafayette. The reciprocity agreement concept proved unnecessary as mitigation agreements were developed without the prior execution of reciprocity agreements. Mitigation agreements have been executed within Central County and with a jurisdiction in East County.

    The first step to determine if a project mitigation agreement is required is for a jurisdiction to respond to the Environmental and General Plan Notice for a given project and raise issues and/or concerns relative to project impacts. This step serves to establish a dialogue between/among jurisdictions as the project proceeds through the project development and environmental process and, if necessary the development of a project mitigation agreement.

20. Pleasant Hill Road project Phases iii, iv and v consists of 3 phases of work to construct gateway improvements, pedestrian paths, bicycle facilities, on-street parking, and roadway repairs for Pleasant Hill Road, between Gregory Lane (to the north) and Diablo View Road (to the south).

The City does not plan to increase the number of through lanes along Pleasant Hill Road within the project limit.

In closing, TRANSPAC suggests that the interested parties get together to determine how best to move forward to develop a scope of work and find the funding necessary to do a Traffic Management Plan for the Pleasant Hill Road Corridor and hope that you support that course of action.

Again, thank you for your comments on the Central County Action Plan. TRANSPAC hopes that this response is useful to you.

Sincerely,

Mark Ross

Mark Ross
Chair

cc: TRANSPAC Representatives
TRANSPAC TAC
SWAT
SWAT TAC
City of Lafayette Circulation Commission
Martin Engelmann, CCTA
Leah Greenblat, City of Lafayette

Attachment: DKS MTSO Analysis, June 10, 2008

# TECHNICAL MEMORANDUM

| | | | |
|---|---|---|---|
| TO: | TRANSPAC-TAC | | |
| THROUGH: | Martin R. Engelmann, CCTA | | |
| FROM: | Joe Story, DKS | | |
| DATE: | June 10, 2008 | | |
| SUBJECT: | Analysis of Previously Adopted MTSOs for the Central County Action Plan | P/A No. | 07085-005 |

As part of the effort to prepare the Central County Action Plan, DKS has prepared an analysis of the Multi-Modal Transportation Service Objectives (MTSOs) to determine whether the MTSOs can be met under a variety of test scenarios and horizon years.

In Central County, the previously adopted MTSO's from the 2000 Action Plan include:

- Delay Index;
- Average Speeds;
- Average Vehicle Occupancy; and
- Transit Ridership Growth.

DKS has evaluated each of these for the following scenarios:

1. Baseline 2007 (Observed)
2. 2020 with Implementation of all Action Plans
3. 2020 with Implementation of all Action Plans + Gateway Constraints
4. Baseline 2030
5. 2030 with Implementation of all Action Plans
6. 2030 with Implementation of all Action Plans + Gateway Constraints

The term "Gateway Constraints" refers to a policy that the Tri-Valley Transportation Council (TVTC) adopted in 1995 regarding future number of lanes on major roadways entering or leaving the Tri-Valley subarea including the I-580 Altamont Pass, and I-680 between Walnut Creek and Alamo. Gateway constraints have also been applied to represent the physical constraints of the Caldecott Tunnel, State Route 24 in Lamorinda, and on the San Francisco-Oakland Bay Bridge. The "gateways" reflect a theoretical maximum peak hour volume of traffic that can flow into or out of a subarea during the peak hour, based upon future number of lanes on that facility.

## Results of the MTSO Analysis

The attached tables show the results for each scenario. Grey shading indicates if the MTSO is not met.

Tables 1 and 2 report the Delay Index for Central County routes. The AM peak hour is shown in Table 1; the PM peak hour is shown in Table 2. Facilities with exceedances on the Delay Index include:

AM Peak Hour

State Route 4 East of SR 242 westbound (all 2020 and 2030 scenarios)
Interstate 680 southbound (2007, 2020 and 2030 scenarios)
Kirker Pass Road southbound (2030 baseline and Action Plan scenarios)

Treat Boulevard (all 2030 scenarios)
Ygnacio Valley Road (all 2020 and 2030 scenarios)

PM Peak Hour
State Route 4 East of SR 242 eastbound (all 2030 scenarios)
Interstate 680 northbound (all 2020 and 2030 scenarios)
Contra Costa Boulevard both directions (all 2030 scenarios)
North Main Street both directions (all 2030 scenarios)
Kirker Pass Road northbound (2030 baseline scenario)

Table 3 and 4 display the average speeds for the AM and PM peak hour respectively. These speeds are forecasted using the same travel time forecasts as the Delay Index, so the locations shown in gray are identical to Tables 1 and 2, however, the MTSO target of speed is the inverse of delay index (speeds below the target result in exceedance of the MTSO).

Tables 5 and 6 summarize the findings on average vehicle occupancy on Central County routes. These generally do not show much shift between the various model forecast years:

- Generally, arterial routes meet the 2000 target of 1.2 persons per vehicle; in addition, the AM peak hour shows three arterials which also do not meet the target in many scenarios, and a single PM peak hour arterial that does not meet the target in the baseline scenario.
- Freeway routes do not meet the 2000 target of 1.4 persons per vehicle. This occurs because work trips are more predominant on the freeways, and these trips tend to have much lower occupancies than non-work trips do (such as school trips and shopping trips).

Table 7 summarizes overall transit boardings, which is forecast to rise in future years. The model forecasts that the annual target of a 2 percent growth as defined in the 2000 Action Plan will be met in all scenarios but the 2030 baseline. The travel forecasting model does not apply direct capacity constraints to the BART stations, so that demand at these stations is expected to grow. (It is noted that the gateway constraint method does not affect daily transit ridership forecasts.)

## Discussion

To address the MTSO exceedances, TRANSPAC has the following options:

1. **Modify the MTSOs.** Staff notes that the MTSOs are flexible measures that TRANSPAC sets as part of its Action Plan. Ideally, MTSOs would envision an improvement in operations. In some cases, however, objectives may seek to avoid further degradation of performance. Or, in the worst case, where projections now indicate significant levels of deterioration, TRANSPAC could choose to limit the rate of degradation. Furthermore, the target date for achievement, which is now set at 2030, is flexible as well.

2. **Modify the set of actions, measures, and programs in the Action Plan to help achieve the MTSO;** The proposed list of actions in the Plan are based primarily upon existing capital projects sponsored by TRANSPAC, and the Measure J Strategic Plan. New capital improvement projects, as well as new programs or measures, could be introduced to help improve future performance of the transportation system. Growth management strategies could also be re-examined to address MTSO issues.

3. **Revise the modeling assumptions:** While the modeling land use and network assumptions are firm at this point, new modeling assumptions could be introduced, such as a possible gateway constraint policy at the Benicia-Martinez Bridge, if applicable.

4. **Lay out a process for in the Action Plan specifically dealing with how TRANSPAC will respond to an MTSO exceedance:** This option would introduce new language in the Action Plan to specify TRANSPAC's approach toward dealing with a possible MTSO exceedance. In consultation with CCTA staff, TRANSPAC would outline a detailed procedure for dealing with MTSO exceedances.

Table 1 -- AM Peak Hour Delay Index Forecasts

| Segment | Target MTSO | 2007 Baseline (Observed) | 2020 with Action Plans | 2020 with Action Plans + Gateway Constraints | 2030 Baseline | 2030 with Action Plans | 2030 with Action Plans + Gateway Constraints |
|---|---|---|---|---|---|---|---|
| **SR-4 (West of SR-242)** | | | | | | | |
| Westbound | 2.0 | 1.4 | 1.3 | 1.3 | 1.5 | 1.4 | 1.4 |
| **SR-4 (East of SR-242)** | | | | | | | |
| Westbound | 2.5 | 1.4 | 1.0 | 1.3 | 1.4 | 1.2 | 1.2 |
| **I-680** | | | | | | | |
| Southbound | 2.0 | 1.2 | 2.0 | 2.0 | 3.0 | 3.1 | 2.8 |
| **SR-242** | | | | | | | |
| Southbound | 2.0 | 1.5 | 1.7 | 1.2 | 2.2 | 2.1 | 1.9 |
| **Alhambra Avenue** | | | | | | | |
| Northbound | 2.0 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Southbound | 2.0 | 1.1 | 1.1 | 1.1 | 1.2 | 1.2 | 1.1 |
| **Clayton Road** | | | | | | | |
| Eastbound | 2.0 | 1.3 | 1.3 | 1.3 | 1.3 | 1.3 | 1.3 |
| Westbound | 2.0 | 1.3 | 1.3 | 1.3 | 1.4 | 1.4 | 1.4 |
| **Pacheco Boulevard** | | | | | | | |
| Eastbound | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Westbound | 2.0 | 1.0 | 1.2 | 1.2 | 1.0 | 1.0 | 1.0 |
| **Contra Costa Boulevard** | | | | | | | |
| Northbound | 2.0 | 1.3 | 1.3 | 1.3 | 1.4 | 1.4 | 1.4 |
| Southbound | 2.0 | 1.3 | 2.0 | 1.9 | 1.9 | 1.9 | 1.7 |
| **North Main Street** | | | | | | | |
| Northbound | 2.0 | 1.3 | 1.3 | 1.3 | 1.4 | 1.5 | 1.4 |
| Southbound | 2.0 | 1.3 | 1.8 | 1.7 | 1.8 | 1.8 | 1.6 |
| **Geary Road** | | | | | | | |
| Eastbound | 2.0 | 1.3 | 1.4 | 1.4 | 1.5 | 1.4 | 1.4 |
| Westbound | 2.0 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| **Kirker Pass Road** | | | | | | | |
| Northbound | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Southbound | 2.0 | 1.0 | 1.4 | 1.3 | 3.0 | 2.4 | 1.6 |
| **Pleasant Hill Road** | | | | | | | |
| Eastbound | 2.0 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Westbound | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| **Taylor - Willow Pass** | | | | | | | |
| Northbound | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Southbound | 2.0 | 1.1 | 1.2 | 1.2 | 1.4 | 1.4 | 1.3 |
| **Treat Boulevard** | | | | | | | |
| Eastbound | 2.0 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| Westbound | 2.0 | 1.3 | 1.6 | 1.5 | 2.2 | 2.1 | 2.0 |
| **Ygnacio Valley Road** | | | | | | | |
| Eastbound | 2.0 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Westbound | 2.0 | 1.8 | 2.4 | 2.3 | 3.2 | 3.1 | 2.6 |

Table 2 -- PM Peak Hour Delay Index Forecasts

| Segment | Target MTSO | 2007 Baseline (Observed) | 2020 with Action Plans | 2020 with Action Plans + Gateway Constraints | 2030 Baseline | 2030 with Action Plans | 2030 with Action Plans + Gateway Constraints |
|---|---|---|---|---|---|---|---|
| **SR-4 (West of SR-242)** | | | | | | | |
| Eastbound | 2.0 | 1.2 | 1.1 | 1.1 | 1.2 | 1.2 | 1.1 |
| **SR-4 (East of SR-242)** | | | | | | | |
| Eastbound | 2.5 | 1.8 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| **I-680** | | | | | | | |
| Northbound | 2.0 | 1.5 | 1.7 | 1.7 | [illegible] | [illegible] | [illegible] |
| **SR-242** | | | | | | | |
| Northbound | 2.0 | 1.4 | 1.7 | 1.6 | 1.9 | 1.9 | 1.8 |
| **Alhambra Avenue** | | | | | | | |
| Northbound | 2.0 | 1.0 | 1.0 | 1.0 | 1.1 | 1.1 | 1.0 |
| Southbound | 2.0 | 1.1 | 1.1 | 1.1 | 1.2 | 1.2 | 1.2 |
| **Clayton Road** | | | | | | | |
| Eastbound | 2.0 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 |
| Westbound | 2.0 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| **Pacheco Boulevard** | | | | | | | |
| Eastbound | 2.0 | 1.0 | 1.0 | 1.0 | 1.2 | 1.2 | 1.2 |
| Westbound | 2.0 | 1.1 | 1.1 | 1.1 | 1.2 | 1.2 | 1.2 |
| **Contra Costa Boulevard** | | | | | | | |
| Northbound | 2.0 | 1.6 | 1.7 | 1.6 | [illegible] | [illegible] | [illegible] |
| Southbound | 2.0 | 1.7 | 1.8 | 1.8 | [illegible] | [illegible] | [illegible] |
| **North Main Street** | | | | | | | |
| Northbound | 2.0 | 1.2 | 1.2 | 1.2 | [illegible] | [illegible] | [illegible] |
| Southbound | 2.0 | 1.1 | 1.1 | 1.1 | [illegible] | [illegible] | [illegible] |
| **Geary Road** | | | | | | | |
| Eastbound | 2.0 | 1.1 | 1.2 | 1.2 | 1.3 | 1.3 | 1.2 |
| Westbound | 2.0 | 1.3 | 1.3 | 1.3 | 1.4 | 1.4 | 1.4 |
| **Kirker Pass Road** | | | | | | | |
| Northbound | 2.0 | 1.0 | 1.3 | 1.2 | [illegible] | 1.7 | 1.4 |
| Southbound | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| **Pleasant Hill Road** | | | | | | | |
| Eastbound | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Westbound | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| **Taylor - Willow Pass** | | | | | | | |
| Northbound | 2.0 | 1.0 | 1.1 | 1.0 | 1.2 | 1.2 | 1.1 |
| Southbound | 2.0 | 1.2 | 1.2 | 1.2 | 1.4 | 1.4 | 1.3 |
| **Treat Boulevard** | | | | | | | |
| Eastbound | 2.0 | 1.1 | 1.3 | 1.2 | 1.4 | 1.5 | 1.4 |
| Westbound | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| **Ygnacio Valley Road** | | | | | | | |
| Eastbound | 2.0 | 1.3 | 1.3 | 1.3 | 1.6 | 1.6 | 1.5 |
| Westbound | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |

Table 3 -- AM Peak Hour Average Speed Forecasts

| Segment | Target MTSO | 2007 Baseline (Observed) | 2020 with Action Plans | 2020 with Action Plans + Gateway Constraints | 2030 Baseline | 2030 with Action Plans | 2030 with Action Plans + Gateway Constraints |
|---|---|---|---|---|---|---|---|
| **SR-4 (West of SR-242)** | | | | | | | |
| Westbound | 30.0 | 42.9 | 44.4 | 45.9 | 41.4 | 41.4 | 41.8 |
| **SR-4 (East of SR-242)** | | | | | | | |
| Westbound | 24.0 | 42.9 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| **I-880** | | | | | | | |
| Southbound | 30.0 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| **SR-242** | | | | | | | |
| Southbound | 30.0 | 40.0 | 34.8 | 49.2 | 26.9 | 29.2 | 31.7 |
| **Alhambra Avenue** | | | | | | | |
| Northbound | 15.0 | 27.7 | 27.7 | 27.7 | 27.5 | 27.5 | 27.4 |
| Southbound | 15.0 | 27.7 | 27.1 | 27.2 | 24.1 | 24.5 | 26.6 |
| **Clayton Road** | | | | | | | |
| Eastbound | 15.0 | 23.3 | 23.3 | 23.3 | 23.3 | 23.3 | 23.3 |
| Westbound | 15.0 | 23.9 | 22.7 | 22.3 | 21.4 | 21.1 | 21.3 |
| **Pacheco Boulevard** | | | | | | | |
| Eastbound | 15.0 | 29.2 | 29.2 | 29.2 | 29.7 | 29.7 | 29.7 |
| Westbound | 15.0 | 25.6 | 25.4 | 25.4 | 29.7 | 29.7 | 29.8 |
| **Contra Costa Boulevard** | | | | | | | |
| Northbound | 15.0 | 22.6 | 23.2 | 22.6 | 21.5 | 21.2 | 22.0 |
| Southbound | 15.0 | 17.2 | 15.0 | 17.2 | 15.5 | 15.9 | 17.7 |
| **North Main Street** | | | | | | | |
| Northbound | 15.0 | 23.1 | 22.2 | 22.4 | 20.7 | 20.6 | 21.0 |
| Southbound | 15.0 | 18.3 | 18.3 | 17.3 | 16.9 | 17.1 | 18.2 |
| **Geary Road** | | | | | | | |
| Eastbound | 15.0 | 23.4 | 21.4 | 21.0 | 20.7 | 20.9 | 21.4 |
| Westbound | 15.0 | 25.0 | 25.1 | 25.2 | 24.3 | 24.1 | 24.4 |
| **Kirker Pass Road** | | | | | | | |
| Northbound | 15.0 | 42.5 | 42.5 | 42.5 | 42.3 | 42.4 | 42.5 |
| Southbound | 15.0 | 31.4 | 21.7 | 23.3 | [illegible] | [illegible] | 18.4 |
| **Pleasant Hill Road** | | | | | | | |
| Eastbound | 15.0 | 28.3 | 28.3 | 28.3 | 28.3 | 28.3 | 28.3 |
| Westbound | 15.0 | 35.5 | 35.5 | 35.5 | 35.5 | 35.5 | 35.5 |
| **Taylor - Willow Pass** | | | | | | | |
| Northbound | 15.0 | 31.5 | 31.0 | 30.7 | 29.9 | 30.2 | 29.9 |
| Southbound | 15.0 | 27.6 | 24.6 | 25.9 | 21.5 | 21.8 | 23.0 |
| **Treat Boulevard** | | | | | | | |
| Eastbound | 15.0 | 25.9 | 25.9 | 25.9 | 25.9 | 25.9 | 25.9 |
| Westbound | 15.0 | 22.6 | 18.7 | 20.4 | [illegible] | [illegible] | [illegible] |
| **Ygnacio Valley Road** | | | | | | | |
| Eastbound | 15.0 | 28.3 | 28.2 | 28.2 | 28.2 | 28.2 | 28.2 |
| Westbound | 15.0 | 16.4 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

Table 4 -- PM Peak Hour Average Speed Forecasts

| Segment | Target MTSO | 2007 Baseline (Observed) | 2020 with Action Plans | 2020 with Action Plans + Gateway Constraints | 2030 Baseline | 2030 with Action Plans | 2030 with Action Plans + Gateway Constraints |
|---|---|---|---|---|---|---|---|
| **SR-4 (West of SR-242)** | | | | | | | |
| Eastbound | 30.0 | 50.0 | 54.1 | 54.5 | 49.1 | 49.8 | 53.2 |
| **SR-4 (East of SR-242)** | | | | | | | |
| Eastbound | 24.0 | 33.3 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| **I-680** | | | | | | | |
| Northbound | 30.0 | 40.3 | 34.5 | 35.8 | [illegible] | [illegible] | [illegible] |
| **SR-242** | | | | | | | |
| Northbound | 30.0 | 42.9 | 36.0 | 36.7 | 31.2 | 30.8 | 33.1 |
| **Alhambra Avenue** | | | | | | | |
| Northbound | 15.0 | 30.5 | 29.9 | 30.6 | 26.9 | 27.3 | 29.2 |
| Southbound | 15.0 | 27.0 | 26.8 | 26.8 | 25.8 | 25.8 | 25.8 |
| **Clayton Road** | | | | | | | |
| Eastbound | 15.0 | 21.3 | 21.1 | 21.2 | 21.1 | 21.0 | 21.0 |
| Westbound | 15.0 | 26.4 | 26.4 | 26.4 | 26.3 | 26.3 | 26.4 |
| **Pacheco Boulevard** | | | | | | | |
| Eastbound | 15.0 | 28.8 | 28.6 | 28.7 | 26.1 | 25.1 | 25.2 |
| Westbound | 15.0 | 27.6 | 27.4 | 27.4 | 24.5 | 24.7 | 24.8 |
| **Contra Costa Boulevard** | | | | | | | |
| Northbound | 15.0 | 18.8 | 17.7 | 18.9 | [illegible] | [illegible] | [illegible] |
| Southbound | 15.0 | 18.0 | 17.0 | 17.0 | [illegible] | [illegible] | [illegible] |
| **North Main Street** | | | | | | | |
| Northbound | 15.0 | 25.8 | 25.5 | 26.0 | [illegible] | [illegible] | [illegible] |
| Southbound | 15.0 | 26.8 | 25.6 | 26.4 | [illegible] | [illegible] | [illegible] |
| **Geary Road** | | | | | | | |
| Eastbound | 15.0 | 26.7 | 24.9 | 24.7 | 23.5 | 23.7 | 24.3 |
| Westbound | 15.0 | 22.5 | 22.5 | 22.5 | 21.9 | 21.8 | 22.0 |
| **Kirker Pass Road** | | | | | | | |
| Northbound | 15.0 | 41.6 | 29.7 | 32.6 | [illegible] | 21.8 | 28.5 |
| Southbound | 15.0 | 30.9 | 30.9 | 30.9 | 30.2 | 30.6 | 30.6 |
| **Pleasant Hill Road** | | | | | | | |
| Eastbound | 15.0 | 44.2 | 44.1 | 44.2 | 44.2 | 44.2 | 44.2 |
| Westbound | 15.0 | 38.8 | 38.8 | 38.8 | 38.8 | 38.8 | 38.8 |
| **Taylor - Willow Pass** | | | | | | | |
| Northbound | 15.0 | 28.9 | 28.3 | 29.0 | 25.1 | 25.3 | 26.9 |
| Southbound | 15.0 | 25.3 | 24.4 | 24.7 | 22.0 | 21.7 | 22.6 |
| **Treat Boulevard** | | | | | | | |
| Eastbound | 15.0 | 26.8 | 23.5 | 26.1 | 20.7 | 20.0 | 21.5 |
| Westbound | 15.0 | 30.8 | 30.8 | 30.8 | 30.7 | 30.7 | 30.8 |
| **Ygnacio Valley Road** | | | | | | | |
| Eastbound | 15.0 | 23.7 | 22.3 | 22.4 | 23.7 | 18.9 | 20.0 |
| Westbound | 15.0 | 30.3 | 29.9 | 30.1 | 30.3 | 29.4 | 29.4 |

Table 5 – Average Vehicle Occupancy AM Peak Hour

| Location | MTSO | 2007 Monitoring | 2020 Action Plans | 2020 with Action Plans + Gateway Constraints | 2030 Baseline | 2030 Action Plans | 2030 with Action Plans + Gateway Constraints |
|---|---|---|---|---|---|---|---|
| I-680 North of SR 242 | 1.4 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 |
| State Route 242 South of SR 4 | 1.4 | 1.27 | 1.26 | 1.26 | 1.30 | 1.26 | 1.26 |
| State Route 4 West of Alhambra Boulevard | 1.2 | 1.52 | 1.55 | 1.48 | 1.60 | 1.50 | 1.47 |
| Alhambra Boulevard South of Elderwood Drive | 1.2 | 1.38 | 1.38 | 1.37 | 1.40 | 1.38 | 1.37 |
| Clayton Road East of Balley Road | 1.2 | 1.16 | 1.19 | 1.20 | 1.15 | 1.19 | 1.15 |
| Contra Costa Boulevard South of Taylor Boulevard | 1.2 | 1.19 | 1.20 | 1.18 | 1.22 | 1.19 | 1.17 |
| Geary Road East of Buena Vista Avenue | 1.2 | 1.36 | 1.38 | 1.39 | 1.28 | 1.42 | 1.37 |
| Kirker Pass Road East of Concord Boulevard | 1.2 | 1.36 | 1.36 | 1.36 | 1.36 | 1.36 | 1.36 |
| N Main Street South of Geary Road | 1.2 | 1.27 | 1.25 | 1.28 | 1.29 | 1.25 | 1.28 |
| Pacheco Boulevard South of Morello Avenue | 1.2 | 1.3 | 1.29 | 1.29 | 1.32 | 1.29 | 1.30 |
| Pleasant Hill Road West of Huston Road | 1.2 | 1.27 | 1.27 | 1.28 | 1.31 | 1.25 | 1.26 |
| Treat Boulevard East of San Miguel Drive | 1.2 | 1.17 | 1.17 | 1.18 | 1.18 | 1.17 | 1.17 |
| Taylor Boulevard East of Morello Avenue | 1.2 | 1.27 | 1.24 | 1.27 | 1.26 | 1.27 | 1.26 |
| Ygnacio Valley Road East of Oak Grove Road | 1.2 | 1.21 | 1.18 | 1.21 | 1.21 | 1.21 | 1.22 |
| State Route 4 Between Willow Pass Road and Balley Road | 1.4 | 1.02 | 1.05 | 1.00 | 1.03 | 1.02 | 1.01 |
| I-680 North of SR 242 | 1.4 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 |

Table 6 – Average Vehicle Occupancy PM Peak Hour

| Location | MTSO | 2007 Monitoring | 2020 Action Plans | 2020 with Action Plans + Gateway Constraints | 2030 Baseline | 2030 Action Plans | 2030 with Action Plans + Gateway Constraints |
|---|---|---|---|---|---|---|---|
| I-680 North of SR 242 | 1.4 | | | | | | |
| State Route 242 South of SR 4 | 1.4 | | | | | | |
| State Route 4 West of Alhambra Boulevard | 1.2 | 1.50 | 1.53 | 1.47 | 1.61 | 1.50 | 1.42 |
| Alhambra Boulevard South of Elderwood Drive | 1.2 | 1.33 | 1.31 | 1.34 | 1.33 | 1.32 | 1.32 |
| Clayton Road East of Balley Road | 1.2 | 1.33 | 1.33 | 1.34 | 1.31 | 1.34 | 1.34 |
| Contra Costa Boulevard South of Taylor Boulevard | 1.2 | 1.34 | 1.34 | 1.36 | 1.30 | 1.37 | 1.34 |
| Geary Road East of Buena Vista Avenue | 1.2 | 1.39 | 1.39 | 1.39 | 1.39 | 1.41 | 1.39 |
| Kirker Pass Road East of Concord Boulevard | 1.2 | 1.25 | 1.20 | 1.26 | | 1.26 | 1.31 |
| N Main Street South of Geary Road | 1.2 | 1.34 | 1.19 | 1.33 | 1.38 | 1.30 | 1.34 |
| Pacheco Boulevard South of Morello Avenue | 1.2 | 1.51 | 1.49 | 1.51 | 1.51 | 1.51 | 1.51 |
| Pleasant Hill Road West of Huston Road | 1.2 | 1.27 | 1.24 | 1.32 | 1.23 | 1.28 | 1.30 |
| Treat Boulevard East of San Miguel Drive | 1.2 | 1.29 | 1.26 | 1.28 | 1.29 | 1.28 | 1.30 |
| Taylor Boulevard East of Morello Avenue | 1.2 | 1.33 | 1.33 | 1.33 | 1.34 | 1.33 | 1.33 |
| Ygnacio Valley Road East of Oak Grove Road | 1.2 | 1.21 | 1.22 | 1.21 | 1.21 | 1.21 | 1.21 |
| State Route 4 Between Willow Pass Road and Balley Road | 1.4 | | | | | | |
| I-680 North of SR 242 | 1.4 | | | | | | |

Table 7 – Central County Daily Transit Boardings

| Location | MTSO | 2007 Estimated | 2020 Action Plans | 2020 with Action Plans + Gateway Constraints | 2030 Baseline | 2030 Action Plans | 2030 with Action Plans + Gateway Constraints |
|---|---|---|---|---|---|---|---|
| Total Boardings | | 27,028 | 34,488 | 34,488 | 36,444 | 41,587 | 41,587 |
| Percent Growth | | | 28% | 28% | 35% | 54% | 54% |
| Annual % Growth | 2.0% | | 2.1% | 2.1% | | 2.3% | 2.3% |

# TRANSPAC Transportation Partnership and Cooperation

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

June 23, 2009

The Honorable Gregg Manning, Chair
Central Contra Costa Transit Authority
2477 Arnold Industrial Way
Concord, CA 94520

Dear Chair Manning:

After the 2004 voter approval of Regional Measure 2 (RM2), County Connection requested and TRANSPAC agreed to take lead responsibility for the conduct of the I-680 HOV/Express Bus Study.

TRANSPAC has done its best to fulfill the requirements of the RM2 legislation (the text of the relevant RM2 paragraph is attached for your information). In essence, the required task was to determine the best investment for the $15 million in RM 2 funds available for a project minus Study costs.

A Policy Advisory Committee (PAC) as well as a Technical Advisory Committee (TAC) were established (please see attached current membership list).

On behalf of TRANSPAC, John Hall, City of Walnut Creek, was appointed as the Study Technical Manager and Barbara Neustadter, TRANSPAC Manager as the Study's Administrative Manager. Since RM2 is a reimbursement program, the Contra Costa Transportation Authority (CCTA) provided banking services for the Study and the Metropolitan Transportation Commission engaged T.Y. Lin International to monitor this effort along with other RM2 projects. A consultant team lead by Deborah Dagang, CH2M HILL, was chosen to perform the Study.

To make the long Study odyssey short, the PAC has recommended, and TRANSPAC has concurred that the balance of the RM2 funds should be invested in the I-680 southbound HOV lane project. A presentation to your Board is planned for the fall when the Final Report will be completed. Please note that the RM2 legislation requires that after your deliberations, your decision is to be conveyed to the Contra Costa Transportation Authority.

Thank you for the opportunity to be directly involved in this analysis. As you may be aware, TRANSPAC set aside $75 million in Measure J for the extension of the southbound HOV lane through the I-680/SR 24 Interchange. In addition, TRANSPAC has already requested that $3 million in its Measure J funds be used to restripe the freeway to extend the HOV lane from Rudgear about a mile south to Livorna. This project should go to construction next year as part of a Caltrans State Highway Operation and Protection Program (SHOPP) project.

Please do not hesitate to contact John Hall, Deborah Dagang and/or Barbara Neustadter if you have questions or require additional information regarding the Study process and recommendation.

Sincerely,

Mark Ross

Mark Ross
Chair

cc: TRANSPAC Representatives
County Connection Board of Directors
Laura Hoffmeister
Gayle Uilkema
Mike Shimansky, Vice Chair
Erling Horn
Rob Schroder
A.G. (Al) Dessayer
Amy Worth
Karen Mitchoff
Dave Hudson, Board Secretary
Bob Simmons
TRANSPAC TAC
Martin Engelmann, CCTA
Scott Haggerty, Chair, MTC
Steve Heminger, Executive Director, MTC
Eva Lillie, T.Y. Lin International

**REGIONAL MEASURE 2 EXCERPT FOR I-680 HOV PROJECTS**

**APPROVED BY BAY AREA VOTERS ON MARCH 2004**

(12) Direct High-Occupancy Vehicle (HOV) lane connector from Interstate 680 to the Pleasant Hill or Walnut Creek BART stations or in close proximity to either station or as an extension of the southbound Interstate 680 High-Occupancy Vehicle Lane through the Interstate 680/State Highway Route 4 interchange from North Main in Walnut Creek to Livorna Road. The County Connection shall utilize up to one million dollars ($1,000,000) of the funds described in this paragraph to develop options and recommendations for providing express bus service on the Interstate 680 High-Occupancy Vehicle Lane south of the Benicia Bridge in order to connect to BART. Upon completion of the plan, the Contra Costa Transportation Authority shall adopt a preferred alternative provided by the County Connection plan for future funding. Following adoption of the preferred alternative, the remaining funds may be expended either to fund the preferred alternative or to extend the high-occupancy vehicle lane as described in this paragraph. Fifteen million dollars ($15,000,000). The project is sponsored by the Contra Costa Transportation Authority.

**RM2 STUDY ADDRESS LIST**
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**Pleasant Hill, CA 94523 (925) 969-0841**

**January 2009**

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# 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

June 19, 2009

The Honorable Maria Viramontes, Chair
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, California 94523

Dear Chair Viramontes:

At its meeting on June 11, 2009, TRANSPAC took the following actions that may be of interest to the Transportation Authority.

1. Received a presentation on the Regional Measure 2 (RM2) Policy Advisory Committee (PAC) Investment Recommendation from the I-680 HOV Express Bus Access Study by Deborah Dagang, Principal Project Engineer with CH2M Hill. TRANSPAC approved the recommendation to adopt the southbound extension of the I-680 High-Occupancy Vehicle Lane as the preferred alternative for receipt of the remaining RM2 funds and will notify County Connection of this recommendation.

2. Approved the draft letter to the City of Lafayette in response to its comments on the Draft TRANSPAC Action Plan. The letter emphasized that development of a Traffic Management Plan for the Pleasant Hill Road corridor could address many of the issued that were raised.

TRANSPAC hopes that this information is useful to you.

Sincerely,

Mark Ross

Mark Ross
TRANSPAC Chair

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

**TRANSPLAN COMMITTEE**
EAST COUNTY TRANSPORTATION PLANNING
Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
651 Pine Street -- North Wing 4TH Floor, Martinez, CA 94553-0095

June 12, 2009

Mr. Robert McCleary, Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Dear Mr. McCleary:

This correspondence reports on the actions and discussions at the TRANSPLAN Committee during their meeting on June 11, 2009.

**Comments on the Countywide Comprehensive Transportation Plan and East County Action Plan:** The Committee moved to submit the following edits (deletions in strikethrough, additions in underline) on the *East County Action Plan for Routes of Regional Significance* to the Contra Costa Transportation Authority for consideration at their June 17, 2009 Board meeting:

1. Vasco Road (August 2008 Draft-Page 33):

> "1 Regional Highway Transportation Facility Improvements
>
> 1-k. Seek opportunities to work with Tri-Valley to advance a Vasco Road Corridor project into the *Countywide Comprehensive Transportation Plan* and *Bay Area Regional Transportation Plan.* (TRANSPLAN)"*
>
> *Such a corridor plan will be coordinated with Alameda County (through the Tri-Valley Transportation Council) and will be subject to the conditions of the "East County Corridors (Vasco Rd, SR4 Bypass, Byron Hwy, Non-Freeway SR4)" project in the Measure J Expenditure Plan".

2. Bailey Road (August 2008 Draft-Page 13):

> **"Bailey Road.** The segment between Willow Pass Road and Leland Road is currently on the list. This *Action Plan* proposes extending this roadway as a new *Route of Regional Significance* to the edge of the Concord Naval Weapons Station. This roadway provides a connection to Central County employment centers and the Concord Naval Weapons Station redevelopment site from West Pittsburg. It also provides access to the ~~planned~~ Bay Point BART station, and SR 4. With future updates to the *East County Action Plan,* TRANSPLAN will work with TRANSPAC to consider the utility of Bailey Road and the need to designate the section from West Leland Road to the TRANSPAC region a *Route of Regional Significance.*

Phone: 925.335.1243 Fax: 925.335.1300 jcunn@cd.cccounty.us www.transplan.us

**Adopt 2009/2010 Work Program and Budget and Receive Preliminary Report on 2008/09 Budget:** The Committee adopted the 2009/2010 TRANSPLAN Work Program and Budget.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, July 9, 2009 at 6:30 p.m.

Sincerely,

John W. Cunningham
TRANSPLAN staff

c: TRANSPLAN Committee
TRANSPLAN Technical Advisory Committee
A. Dillard, SWAT
B. Neustadter, TRANSPAC
C. Atienza, WCCTAC
L Bobadilla, TVTC
D. Rosenbohm CCTA

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# SWAT

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

June 8, 2009

Robert K. McCleary
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

RE: SWAT Meeting Summary Report for May 2009

Dear Mr. McCleary:

At the **May 4, 2009** Southwest Area Transportation Committee (SWAT) meeting, the following issues were discussed that may be of interest to the Authority:

**Review and Comment on Measure J School Bus Allocations for Fourth Quarter of FY 2008-09 and for FY 2009-10:**
The SWAT Committee received a report on, and was unanimously in support of, the Measure J School Bus Allocations reported for Fourth Quarter of FY 2008-09 and for FY 2009-10.

**Status Update on Caldecott Tunnel Fourth Bore Project:**
The Committee received a detailed presentation from Ms. Christina Ferraz, P.E., Caltrans District 4 Regional Manager, on the Caldecott Tunnel Fourth Bore Project.

**Update on 2009 Measure J Strategic Plan Program of Projects:**
This agenda item was continued from the April 6, 2009 SWAT meeting for further discussion. Authority staff readdressed the anticipated reduction of Measure J revenues for the 2009-2015 period, and the estimated $204 million reduction in revenues. It was reported that the Authority will consider delaying the adoption of the Measure J Strategic Plan for at least another six months, and as such it was suggested that the SWAT Committee delay any potential actions of recommending Measure J Project or Program category funding deferrals within the SWAT region, as economic conditions may change over this time period. As such, the Committee agreed not to take action at this time, and will reconsider this item when appropriate.

The SWAT meeting scheduled for June 1, 2009 was cancelled. The next SWAT meeting is scheduled for July 6, 2009 at the Lafayette City Offices, Conference Room 240, 3675 Mt. Diablo Boulevard, Lafayette. Please contact me at (925) 314-3384 if you have any questions.

Sincerely,

Andy Dillard
SWAT Administrative Staff

Cc: SWAT and SWAT TAC
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CCTA, Danice Rosenbohm, 3478 Buskirk Avenue, Suite 100, Pleasant Hill, CA 94523
CCTA, Martin Engelmann, 3478 Buskirk Avenue, Suite 100, Pleasant Hill, CA 94523




# Bay Area Toll Lanes Could Lose Money

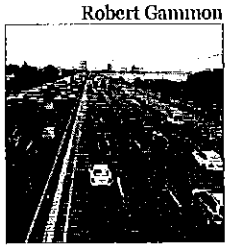
*A UC Berkeley engineering professor believes the proposal by transit planners to turn carpool lanes into toll lanes will waste taxpayers' funds.*

*By Robert Gammon*

May 6, 2009 Printer-friendly version | Send a letter | E-mail story

Bay Area transit planners want to convert all of the region's carpool lanes into toll lanes. They say that toll lanes will not only ease traffic congestion, but also generate much-needed funds for road and mass transportation projects. They estimate that turning the Bay Area's 500 miles of carpool lanes into toll lanes, along with adding 300 miles of new toll lanes, will generate $6.1 billion in profit over the next 25 years. So far, the plan, which is now in the state legislature, has generated little opposition. But one UC Berkeley engineering professor who has studied the effectiveness of carpool and toll lanes says the idea is wildly optimistic, and he predicts it will ultimately waste huge amounts of taxpayer money.

Robert Gammon



Carpool lanes could be transformed into toll lanes.

**Related Stories:**
Carpool lanes, toll lanes, Bay Area, UC Berkeley, CalTrans, Pravin Varaiya, Electrical Engineering and Computer Sciences Department, Metropolitan Transportation Commission, Alberto Torrico, FasTrak, Michael Cassidy

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For years, professor **Pravin Varaiya** of UC Berkeley's electrical engineering and computer sciences department has pored over extensive amounts of CalTrans data. He concludes that the new toll lanes will lose money for two main reasons. In less-congested areas, not enough people will use them. And on the Bay Area's more-congested freeways, heavy demand from carpoolers won't leave enough room for those single-occupancy vehicles that would pay the new toll. "I'm willing to bet that the toll lanes won't be able recover operating costs, let alone the capital costs," he said. "They'll lose a lot of money."

Varaiya based his prediction on a 2007 study of a plan to convert a fourteen-mile section of Interstate 680 between Sunol and Milpitas into toll lanes, and on the experiences of other jurisdictions that have turned carpool lanes into toll lanes. They include Interstate 15 and State Route 91 in Southern California, and Interstate 394 in Minnesota. The only one of those three that has turned out to be profitable is SR 91, Varaiya said, and that's because it defines a carpool as containing at least three occupants. As a result, most of the cars in the toll lanes are toll-paying single-occupancy vehicles. "Basically, everybody pays," he explained. By contrast, most of the planned toll lanes in the Bay Area, including I-680, will only require two occupants per car to ride free, thereby limiting the toll revenues.

The toll lanes plan is being pushed by the Metropolitan Transportation Commission, a state agency that oversees all transportation funding in the Bay Area. The MTC views the plan as an essential way to raise money for transportation infrastructure and operating costs, especially when state funding is tight. Varaiya said he has invited MTC planners to come debate him on campus, but they have declined. MTC spokesman **Doug Kimsey** did not return two phone calls seeking a response to Varaiya's assertions. The plan is being carried in the California Legislature by Assemblyman **Alberto Torrico** of Newark. After being told of Varaiya's



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92510
**Nomad Cafe Changing Owners**
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10:14 am, Tuesday June 30
**Future Is in Doubt for County's Largest Private Employer**
9:53 am, Tuesday June 30


THIS WEEK IN NEWS
**Making Solar Power Affordable**
A new San Francisco company lowers installation prices by pooling buyers together. Plus, a state agency votes to save small plug-in hybrid companies.
**Foreclosure and its Aftereffects**
The wave of foreclosures affecting East Oakland and other low-income neighborhoods has been accompanied by a related wave of blight, decay, and crime.
**Trying to Slow the Foreclosures**
As one department deals with blighted homes, others attempt to get ahead of the crisis.
**Oakland's Leaders Deserve Credit**
And so do the city's employee unions, except for the police officers' association. Plus, Jerry Brown seeks to limit the anti-Prop. 8 lawsuit.
**Letters for June 24**
Readers sound off on hydrogen buses, Oakland.
**Changing the Rules at Alameda Point**
The developer SunCal delays its planned initiative, but still plans to go through with its end run around city officials.
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Two economists say their profession has forgotten people. But so have they.
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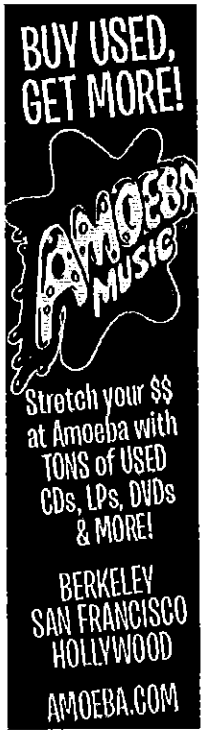


contentions, Torrico's spokesman **Jeff Barbosa** said the assemblyman would call to discuss the issue, but he did not.

The MTC wants to operate the toll lanes 24 hours a day, seven days a week. The plan is to charge single-occupancy vehicles a toll to use carpool lanes by employing the FasTrak technology now used on Bay Area bridges. The amount of the toll would be determined by how crowded the toll lane is. Paradoxically, the more crowded the lane, the higher the toll would be. The MTC hopes that such tolls would persuade single-occupancy cars to get out of the lane when demand is high, thereby improving traffic flow for carpoolers.


In 2007, Varaiya raised some eyebrows when he published a detailed report on the effectiveness of carpool lanes throughout California. After feeding reams of CalTrans data into computer models, he concluded that carpools lanes don't actually reduce traffic for anyone other than carpoolers. In fact, he argues, carpool lanes haven't even accomplished their main mission — getting more people to stop driving alone. Census data and other studies show that the percentage of people who carpool has remained flat for the past decade, he said.

The researcher came to his conclusions after studying data collected from sensors that CalTrans installs in freeway pavement. The sensors show how many cars pass through a given lane and how fast they are traveling at any given time. Using more than 86,000 data samples taken from 780 miles of carpool lanes during six months in 2005, Varaiya concluded that because carpool lanes are substantially underused in many areas, they actually make traffic far worse in the regular lanes than it otherwise would be. Meanwhile, the carpool lanes usually run slow for two other reasons. First, some motorists choose to drive well below the speed limit because they're uncomfortable driving past backed-up traffic. Second, single-occupant vehicles often lurch into the carpool lane for brief stretches to avoid bad traffic in the regular lanes.

So if the goal of carpool lanes is to increase the overall flow of traffic, Varaiya believes these factors make carpool lanes ineffective. And if the goal is to reduce the number of vehicles on the road, thereby easing traffic and cutting back on emissions of greenhouse gases and other air pollutants, then carpools are a failure because their use has remained flat. The engineer believes most carpool lanes should be eliminated and that the best way to regulate heavy traffic is through the extensive use of metering lights. He points to the success of metering lights in managing traffic on the Bay Bridge.

Varaiya is not without detractors, however, and his research is not without controversy. His research conclusions so defied the conventional wisdom that one of his colleagues, UC Berkeley engineering professor Michael Cassidy, decided to videotape Bay Area carpool lanes and bottlenecks and then study the tapes closely. In a paper released last year, he concluded that carpool lanes *were* effective because they limit lane changing on congested freeways.

One of the main causes of heavy traffic is that too many cars change lanes too often, slowing everyone else down. With carpool lanes, fewer opportunities for cars to change lanes means improved traffic flow. "If there is less lane changing, you could get higher flows, but we didn't expect to find that," Cassidy said in an interview. "But when we did find that, we said, 'Oh, that makes sense.'" And what about toll lanes? Cassidy said he has not studied the issue, and declined to comment on it.

So is Varaiya right? Will toll lanes turn out to be a big waste of taxpayer money? Well, even Cassidy doesn't advocate expanding carpool lanes because he acknowledges that when they're significantly underutilized they slow down other traffic. Yet the MTC and Torrico want to nearly double the amount of carpool lanes in the

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**Changing the Rules at Alameda Point**
The developer SunCal delays its planned initiative, but still plans to go through with its end run around city officials.
**Judge Calls BART Cop a Liar**
C. Don Clay says he's sure Johannes Mehserle meant to shoot Oscar Grant with his gun, and not his Taser, as the ex-BART cop claimed.

THIS WEEK'S FEATURE


**Oakland's Koreatown Isn't Your Typical Ethnic Enclave**
Welcome to Koreatown, which was the vision of one man, includes very few Korean residents, and employs an African-American "street ambassador."
*By Kathleen Richards*

SPECIAL REPORTS

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Scavenging, swapping, sharing, sponsoring, recycling, and garage sale-ing.
*By Anneli Rufus, Kathleen Richards, Rin Kelly, Kris Vagner, Matthew Craggs, and Cassie Harwood*

**Summer Guide 2009**
Out & About, Home & Garden, Food & Drink, and Summer Arts
*By Anneli Rufus, Linnea Due, Rachel Swan, Kathleen Richards, Nate Seltenrich, Monya De, Cassie Harwood, Paula Lehman, and Cindy Meyers*

**Sex & Romance**
Cougars, porn, and disastrous dates.
*By Nate Seltenrich, and Matthew Craggs*

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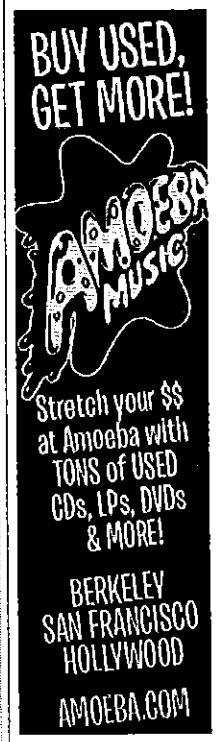


Bay Area and then turn them into toll lanes.

Varaiya believes that motorists will revolt at the 24/7 toll lane plan. He thinks that few people will be willing to pay to ride carpool lanes during noncommute hours and on weekends. And that they'll get even angrier when the existence of the toll lane slows down traffic in the regular lanes during those hours. That's exactly what happened on Interstate 394 in Minnesota, he said, and it forced transit authorities to roll back the toll lanes to commute hours only. Once such lanes are only open for part of the day, he says that they don't bring in enough money to pay for themselves.

Clearly, Varaiya is raising some serious concerns that need to be addressed. The MTC and Torrico should slow down their toll lane plan and take a closer look. It would be a huge mistake to waste massive amounts of scarce transportation funds on what could end up being a money-losing 800-mile network of toll lanes.

However, at this point, it looks like the MTC plans to plow ahead. Varaiya believes the toll lanes are being pushed by road builders and traffic consultants, and that there's simply too much money to be made. The MTC estimates that it will spend $7.6 billion over the next 25 years to convert carpool lanes, build new toll lanes, and run the system. "It's a boondoggle," he said. "And it's totally irresponsible."

READER COMMENTS

**Editor's Note: Comments are not edited or fact-checked by the *East Bay Express*.**

I dont think we need throw out the baby with the bath water here. Adding some 300 miles of carpool lanes will link together our discontinuous network of HOV lanes into a more driver friendly and ultimately a safer, more effective transportation system. The contracts that would be awarded to accomplish this alone are very lucrative. There is a lot of momentum here as mentioned in the article, pressure from design firms, consultants, and legislators wishing to polish their resume with a shiny new 'transportation solution'.

I want to continue to see the plans develop, while exploring Varayia's concerns. There is no reason that design of the system (and even construction of parts) cant go forward while a team is put together to study the impact of tolls on the system.

Let our legislators opt to spend a few million on a study that may save billions here in CA. As a flagship state in transportation, a mistake would be a major black eye to our reputation as well as costing copy-cater states similar losses.

-wel3 Local Civil Engineer and concerned citizen

*Comment by Anonymous - May 7, 2009 @ 09:33 AM*

YOUR COMMENT

Preview Comment

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# Bay Area Monitor

Volume 34, Number 6
June/July 2009

A Bimonthly Review of Regional Issues

# A Victory for Open Space, 75 Years Later

By Chris Ingraham

In 1934, Alcatraz first became a federal prison. Hitler became *Führer* of Germany; the San Francisco Seals sold Joe DiMaggio to the New York Yankees; Donald Duck first appeared on the big screen. And in Alameda County, the East Bay Regional Park District came into being.

This year the Park District celebrates its 75th anniversary with a series of events designed to create awareness of both its impressive heritage and its ambitious outlook for the future.

From concerts to parades to movie nights and trail challenges, the celebrations will last all summer and into the fall. In addition to the fanfare, to begin its fourth quarter of a century with some enterprises that indicate its future direction, the Park District will undertake more than its usual array of projects designed both to preserve and improve the park system's already expansive resources.

At Martin Luther King Jr. Regional Shoreline Park — the 741-acre protected area along San Leandro Bay, near Oakland International Airport — the Park District is rebuilding a state-of-the-art aquatic center. The new center will service the pier and nearby buildings, and provide training facilities and storage to help rowing crews take advantage of the Bay. The Park District especially looks forward to the opportunities the aquatic center will provide for local organization Oakland Strokes, which tries to teach and involve youth in rowing as a healthy way to take advantage of the region's natural bounty.

Big Break Regional Shoreline will also

*continued on page 2*

## BAY TRAIL TURNS 20

Golden Gate Bridge, Tiburon, Candlestick Point, The San Francisco Bay National Wildlife Refuge. These spots and hundreds of others comprising the hallmarks of Bay Area recreation are available to the public today because of the planned recreational corridor known as the Bay Trail. This year the region celebrates the Bay Trail's 20th anniversary.

The Bay Trail Plan, adopted in 1989, was made possible by 1987's Senate Bill 100 (Lockyer), which called for the Association of Bay Area Governments to develop a plan for a "ring around the Bay." The plan set forth the policies and guidelines for the eventual design, implementation, and financing of the Bay Trail. Since that time, almost all areas along the proposed Bay Trail have passed local resolutions in support of the trail and its upkeep.

Currently, there are 290 completed miles of trails that make it possible for outdoor enthusiasts — cyclists, skaters, hikers, joggers — to appreciate the region's scenery and wildlife. The Bay Trail also makes travel easier for everyday commuters by connecting with the region's public transportation hubs — ferries, BART trains, bus stations, and so forth. With over 130 parks along the trail, and passing through some 57,000 acres of open space preserves, the Bay Trail offers unprecedented access to a variety of points of interest, be they cultural, historical, commercial, or residential. In addition to beaches, marinas, parks, fishing piers, and wildlife refuges, the Bay Trail passes through the urban center of San Francisco, and seeks in all places to preserve delicate natural habitats. Improvements are still to come.

When complete, the Bay Trail will offer 500 continuous miles of trails, connecting the shoreline of all nine Bay Area counties throughout San Francisco and San Pablo bays. It will link 47 cities and cross all the area's major toll bridges.

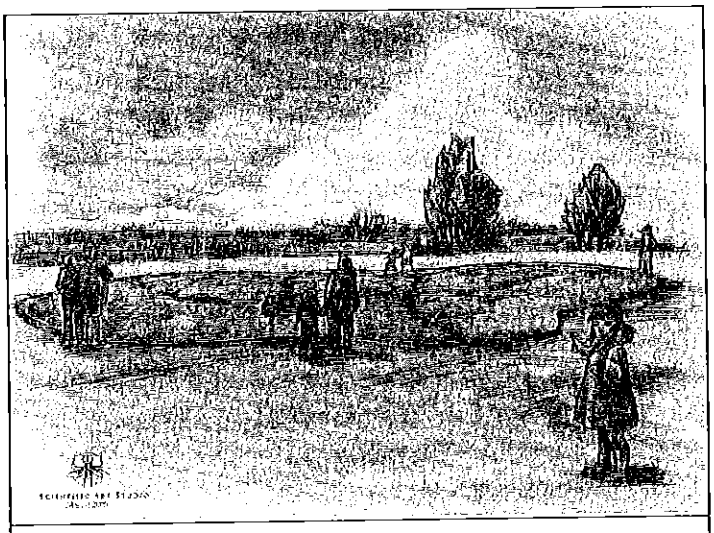
A nonprofit organization called the San Francisco Bay Trail Project advocates for the Bay Trail's planning, promoting, and implementation. Funds from grants made available by the Bay Trail Project make possible the maintenance and improvement of existing trails, from bike lanes on city streets to dirt trails in open space. The Bay Trail Project, however, which has a staff of only four full-time employees and a 28-person volunteer board of directors, does not own land or construct any sections of the trail. Rather, the Bay Trail Project publicizes the Bay Trail's existence and development through the distribution of maps and educational literature about the trail's progress. Individual segments of the Bay Trail are built, owned, managed, and maintained by local park districts, cities, and counties in their given region.

## ISSUE CONTENTS

# A Victory for Open Space, 75 Years Later (*from page 1*)

see some major changes this year. The Park District is building a Delta Science Center where volunteers and staff can teach the public about the Delta region's entire ecology. The only educational program of its kind, the Delta Science Center will include the in-ground installation of a large, three-dimensional model representing the whole Delta, from Oakley to Oakland (*see image at right*). Visitors will be able to run water through the model's tributaries to see how the Delta works.

It's projects like this that excite the Park District's general manager, Pat O'Brien. But he also believes, looking toward the future, that the important battle right now should be fought in preservation of new land from otherwise inevitable development. The East Bay is only so big, and the time is now. "Probably in the next 30 years or so," O'Brien estimated, "the whole issue of, 'Is it developed or is it preserved?' is going to be over. The boundaries are already set."



**An artist's rendering of the three-dimensional Delta model to be installed at Big Break Regional Shoreline**
***(Image courtesy of the East Bay Regional Park District)***

From its beginning, the East Bay Regional Park District has prioritized a legacy of preserved land and recreational space. Indeed, the Park District's history tells a story of American foresight, conservation, and initiative. What started in 1934 as a small, local park district with an annual budget of $194,000, serving only seven Alameda County communities (and no parks), grew enough by 1936 to purchase the lands now known as Tilden Park, Sibley Volcanic Regional Preserve, and Lake Temescal. With these as its centerpieces, the Park District has grown, 75 years later, to include today some 65 parks covering almost 96,000 acres, over 1,100 miles of trails, and an inspiring abundance of campgrounds, historic sites, shorelines, and recreational and educational facilities across two counties.

O'Brien and others on staff are quick to mention the Park District's auspicious beginning — or rather, the precarious circumstances that quite conceivably could have stopped it from beginning at all.

In 1934, America was at the height of the Great Depression: droughts, hobos, unemployment lines. In 1933, Governor James Rolph had signed a bill authorizing the formation of the Park District, but the bill would first need to pass through a 1934 public ballot, which would require supporting a hefty raise of taxes. Considering the economic hardship of the Depression, it's easy to imagine voters refusing an initiative that would increase taxes merely for something so luxurious as the formation of a Park District. Yet the measure passed — convincingly — with a 71 percent margin.

Since that time, similar such public support has kept the Park District growing and improving. In 1988, Bond Measure AA passed with over a two-thirds majority of the public vote, giving the Park District $225 million, plus millions more in matched funds, making possible the acquisition of over 34,000 acres that will now be protected indefinitely. Twenty years later, last November, the public renewed Measure AA

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Published for over 30 years as a project of the League of Women Voters of the Bay Area Education Fund, the *Bay Area Monitor* covers transportation, air quality, water quality, open space, and land use issues in the nine-county San Francisco Bay Area, distributing information on these topics for the benefit of elected officials, government employees, League members, other nonprofit organizations, and engaged citizens.

The *Bay Area Monitor* is supported by the Alameda-Contra Costa Transit District; the Bay Area Air Quality Management District; the Bay Area Rapid Transit District; the East Bay Regional Park District; the Golden Gate Bridge, Highway and Transportation District; the Metropolitan Transportation Commission; the Peninsula Corridor Joint Powers Board and the San Mateo County Transit District; the Port of Oakland; the San Francisco Bay Area Water Emergency Transportation Authority; and private donations to the League of Women Voters of the Bay Area Education Fund.

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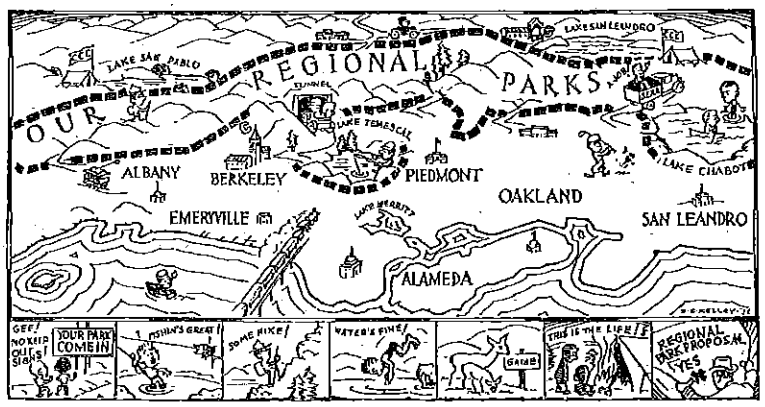


**This promotional map was used to help convince voters to pass the 1934 ballot measure establishing the East Bay Regional Park District**

***(Image courtesy of the East Bay Regional Park District)***

by passing Bond Measure WW, giving the Park District $500 million to carry its tradition of stewardship onward. Most encouragingly, Measure WW passed amidst the cusp of the new financial crunch we're in today, with almost exactly the same undeniable support that ushered the Park District into being under similar circumstances 75 years ago.

This bodes well for the battle between preservation and development. As O'Brien pointed out, "The theme is there from our past, but it's also the theme for the future." Measure WW is the largest local park bond in the United States; what better way to fête a 75th anniversary? When it's not busy celebrating its special year, the Park District will be using its resources to continue the extensive planning and coordinating involved in carrying out the projects that Measure WW will make possible. On slate for 2009 is also the finalization of repairs on sites damaged by winter storms three years ago, along with the continuation of several park access projects, designed to remove barriers to accessibility in a variety of regional park sites. If its past is any indication, these and other undertakings will keep the Park District thriving as it approaches its next big anniversary: the centennial.

*For more information, including a schedule of commemorative events, visit www.ebparks.org/75.*

## KEY REPORT PUBLISHED ON PRESERVING OPEN SPACE

Anyone who appreciates the outdoors can recognize the value of preserved open space: those precious areas in our ecosystem designated to be kept free from development. Nevertheless, decision makers in the Bay Area don't often understand in sufficient detail what exactly needs to be done to maintain and improve this facet of the region. Now they have a resource to assist them, as the Bay Area Open Space Council, Greenbelt Alliance, and the Association of Bay Area Governments, with the support of land managers, county officials, and scientists, have recently produced a report that highlights the importance of the region's open space.

The report, called *Golden Lands, Golden Opportunity*, is the first of its kind to collaboratively cross official jurisdictions and geographical boundaries. In a 24-page document, the report offers a statement of principles and a corresponding argument for the importance of Bay Area lands, along with key actions needed to take advantage of our "golden opportunity" to protect them. The report's stated principles represent progressive, 21st century ideas: "Every resident should have access to fresh, affordable food from local farms and ranches," for instance. These and other ecologically mindful principles are at the heart of this report, which was three years in the making.

*Golden Lands, Golden Opportunities* emphasizes five critical areas where policy makers should focus their attention: 1) Watersheds: Clean Water for People and Wildlife; 2) Working Farms and Ranches: Healthy Local Food; 3) Community Greenbelts: The Secret to Vibrant Cities and Towns; 4) Wildlife Habitat: Unique Ecosystems to Save; and 5) Parks and Trails: Healthy People and Economy. Together, these areas of emphasis constitute an ideal "green infrastructure" for the Bay Area.

Citing regional statistics, demographic data, and economic figures, the report lays out the numbers to suggest that the region will radically benefit in dynamic ways if Bay Area decision makers prioritize the report's five pillars of green infrastructure. But the report offers still more specific recommendations in its second half, when it examines "snapshots" of all nine Bay Area counties, and suggests particular needs unique to each area, toward which each county could most beneficially direct its resources. In San Mateo County, for instance, the report calls to "prevent subdivision and large-lot residential development to help protect up to 40,000 acres of farmland and natural areas." In Solano County, the report calls for the creation of an open space district, because Solano County is the only county out of nine in the Bay Area without one.

Ultimately, though, the report is perhaps most significant for its collaborative nature, and its clear message that action is needed now. With strategic emphasis on strong policies, aggressive land acquisition and conservation, and choices that benefit all residents equally, the report is both judicious and ambitious.

***Visit www.golden-lands.org to download the report.***

# Final Plan for Regional Transportation Bears Advocates' Mark

By Alec MacDonald

At any given moment in the Bay Area, millions of people are on the go — hopping a bus to work, riding the rails to a weekend getaway, braving traffic to pursue an errand, traversing the waterways by ferry, pumping pedals for fun and fitness, or just enjoying a leisurely stroll to nowhere in particular. When they take advantage of the region's vast transportation network, however, these travelers probably don't consider all that goes into managing this massive and complex system. That's a little too heavy on the brain; getting there might be half the fun, but not if you have to think about it too hard.

Yet someone has to put their mind to these issues if the system is to continue ably serving the countless users who depend on it every day. Fortunately, a dedicated set of advocates in this region and across the state have been leveraging their powers — cognitive and otherwise — to help keep the Bay Area's mobility options varied and attractive.

This has been especially evident over the past two-plus years during the development of the latest Regional Transportation Plan (or RTP, this year dubbed Transportation 2035: Change in Motion). The plan lays out how an anticipated $218 billion from federal, state, and local sources will be spent on transportation throughout the nine Bay Area counties over the next 25 years, and while the responsibility for drawing up this blueprint lies with the Metropolitan Transportation Commission (MTC), a large and diverse group of stakeholders participated in the process as well.

Residents, business owners, community representatives, and a host of different nonprofits interfaced with MTC and its partners — Caltrans, the Association of Bay Area Governments, the Bay Area Air Quality Management District, the Bay Conservation and Development Commission, county congestion management agencies — to cultivate ideas and construct solutions for the region's transportation needs. Hundreds of people turned out to give comment at an extended series of RTP meetings, workshops, and focus groups, and thousands more weighed in remotely through telephone and Internet surveys.

No one who joined in this protracted conversation would claim it went smoothly the whole way, and most would not likely avow 100 percent satisfaction with the results, either; to expect otherwise on both fronts seems less than realistic for a project of this scope. Nonetheless, the formal adoption of the new RTP at MTC's April 22 convening appeared to be a solid endorsement for the notion that government and activists can collaborate productively.

As Carli Paine of TransForm told the commissioners that day, "I'm here today to thank you for conducting the Regional Transportation Plan in a way that many advocates had been asking this agency to do for many years. We want to acknowledge that you broke with past tradition by setting out goals and establishing a vision and establishing targets for the plan at the initial steps."

The transportation program director for the Oakland-based organization was referring to the fact that MTC did not approach this RTP with the conventional first step of focusing on budget figures, but instead started from a big picture conception for what the Bay Area's transportation network should look like in the year 2035. Through the lens of economy, environment, and equity, the agency offered up an image of a future in which access, safety, connectivity, and choice would characterize a system buttressed with technological innovations and ecological protections, ultimately leading to a higher quality of life across the region. Adding quantifiable specificity to this image, MTC set benchmarks for reducing vehicle miles traveled, roadway congestion, harmful emissions, collisions and their accompanying fatalities, and transportation and housing costs for low-income families.

"It's been extremely rewarding to watch the Commission set goals and targets for what we want to achieve as a region, and start measuring the projects and programs that we're funding based on those goals and targets," testified Stephanie Reyes, policy director for the open space conservation group Greenbelt Alliance, adding that "we're really blazing a new trail here."

Not everyone in the room shared the same optimism, however, as demonstrated in Bob Allen's comments to the Commission on behalf of environmental justice proponent Urban Habitat, where he serves as director for transportation and housing. "Beginning with a vision is a really important step," he acknowledged, but went on to declare that "moving closer to what we need as a region is simply not enough... in terms of dealing with climate change and the challenges we're facing."

In making this point, Allen referred to the demands of the California legislature's recently passed Senate Bill 375 (Steinberg) and the state's Global Warming Solutions Act of 2006, both of which seek to curb greenhouse gases. Achieving these reductions looks to be a tall order — no one is disagreeing on that front. Language in the RTP draft concedes that more work will be necessary, admitting the plan "comes up short of the mark" and represents "but a beginning. Further

actions — involving policies, operating initiatives, institutional arrangements, additional investments and new legal authority — must be taken to move the Bay Area further along the path to change."

Naturally, MTC will be spearheading these efforts, as it is the agency's duty dictated by law. Yet right there alongside it, every step of the way, a multitude of concerned citizens will be shouldering the load as well, making their voices heard and hoping to exert a little democratic leverage in shaping the region. It wouldn't be a very vibrant Bay Area otherwise.

*The finalized version of Transportation 2035: Change in Motion is due to be published in the near future. In the meantime, for printed copies of the draft plan, contact the MTC-ABAG Library via email at library@mtc.ca.gov or by phone at (510) 817-5836.*

## EXPRESS LANE NETWORK: A HOT ISSUE

The adoption of the new RTP signaled a greenlight for the establishment of an 800-mile High-Occupancy/Toll (HOT) network, one of the plan's most talked-about aspects.

Traversing all nine Bay Area counties, this network would expand upon existing High-Occupancy-Vehicle (HOV) lanes, where carpooling vehicles (those containing a minimum of two or in some cases three people) have the ability to bypass both traffic and bridge tolls. As the name indicates, HOT lanes would allow single drivers to share in this privilege for the price of a toll.

Money would be collected from these drivers via the automatic FasTrak system currently in use on the region's toll bridges, and this revenue stream would cover the costs of developing and operating the lanes. Surplus revenue could be used for a variety of improvements along the lanes' corridors.

Many transportation leaders feel that such market-based pricing will be the wave of the future, making freeways more efficient, easing congestion, and decreasing vehicle emissions — but this strategy has its detractors, too. Some fear that making driving a breezier experience in this manner will foster increased auto dependence at the expense of public transit and the environment, while others feel the system simply won't work.

There may not be long to wait in finding out who's right. Legislation in the form of Assembly Bill 744 (Torrico) is now being considered that would permit the Bay Area Toll Authority to create the network, and two lanes on I-580 in the Livermore Valley and on I-680 along the Sunol Grade between Pleasanton and Fremont are already scheduled to open up late next year.

*Visit http://www.mtc.ca.gov/planning/hov for updates and further information.*

# Airport Connector Sparks Controversy

By Alec MacDonald

Journeys that begin or end at Oakland International Airport often total thousands of miles. What's another 3.2? Mathematically, almost nothing, but politically, it feels like everything.

The short distance between the airport and the Coliseum BART station has become subject to scrutiny in a heated debate over how to get people from their planes to their trains and back again. Currently, travelers can take AirBART, a shuttle bus that makes the trip in roughly 15 minutes for three dollars. As soon as 2013, however, they may be able to save time by taking an elevated tram instead, although at double the fare.

Crowds have flocked to BART board meetings as supporters and opponents of the tram idea have both sought to make their case. Those in favor claim that the service would attract more riders, and that construction of the project would create some 13,000 new jobs. Those opposed counter that the existing shuttle system could be improved for much cheaper; by spending approximately $50 million, they believe BART could operate an enhanced express bus line without even charging riders a single penny.

At its May 14 convening, however, the board elected to pursue the tram option, which has been projected to cost ten times the proposed alternative. How to gather enough funding to match this expense? A collection of regional, state, and federal dollars will be needed, and so BART staff have been trying to assemble all the pieces of this complicated financial pie. The agency is well on its way, but will need a loan of $150 million through the U.S. Department of Transportation's TIFIA program. What's more, the Port of Oakland will have to pitch in with $44 million, a move which that agency's board will discuss in the near future — in what may be yet another jam-packed meeting.

SFGate.com

# 1,000 units, near car-free, planned in Hayward

Robert Selna, Chronicle Staff Writer
Monday, June 8, 2009

Hayward, an East Bay suburb not known for pushing progressive ideals, quietly has laid the groundwork for a radical experiment in environmentally conscious living - a nearly car-free housing development.

Quarry Village is a proposed 1,000-unit neighborhood that would fill a former quarry near Cal State East Bay and 1 1/2 miles from the Hayward BART Station. It's the brainchild of Sherman Lewis, a professor emeritus in political science at Cal State East Bay who created a nonprofit organization to promote the idea with local officials, investors and developers.

According to Lewis, 69, people would rent or buy eco-friendly, garage-free homes in the densely built community with interconnected pathways. Residents would receive transit passes with the cost of their home but could pay separately for one of just 100 parking spaces.

A village square would feature a grocery store and other services. Shuttles would ferry passengers to the campus and BART.

While Lewis said he already has 100 people signed up to buy a home if the village is ever built, he is not funding the project himself, and it's unclear whether real estate investors will take a risk on his unconventional proposition.

## 'Huge pent-up demand'

"There's a huge pent-up demand for this, and I think it would make a lot of money," Lewis said. "But lenders have to be interested. If they're not, it will fail."

The village pushes the envelope of the "smart growth" philosophy, which de-emphasizes the automobile by creating new development near public transit. In recent years, a handful of projects in Europe, the United States and elsewhere have discouraged auto use by narrowing streets, cutting parking and pushing transit alternatives. Projects also are reducing energy use and emissions from building materials, heating and cooling systems.

Few places in the world have made a nearly car-free development a reality, however. One is in Freiburg, Germany, a city of 215,000 that has a history of left-leaning causes, including Germany's anti-nuclear and environmental movements of the 1960s.

The Vauban development in Freiburg is a 6,000-resident community completed in 2006. It has two large garages on the development's periphery, and residents can purchase a parking space for an additional $40,000. Seventy percent of the residents don't own cars.

## Car-free a tough sell

But advocates for car-reduced living in the United States face enormous hurdles.

First, most U.S. suburbs don't have the widespread public transit infrastructure necessary to make such communities desirable to Americans, who are not yet giving up their cars in large numbers. Second, real estate investors and developers generally are risk-averse and aren't ready to bet that enough buyers are prepared to go without cars.

In Vauban, an electric streetcar runs through the community's only main street and connects riders with downtown, a university and several business parks. At Quarry Village, a main public transportation line would be more than a mile away.

"I'm skeptical that you can eliminate cars in a development that is not directly on top of transit," said Jeff Loux, a land-use expert and UC Davis professor who has visited Vauban. "You have to make the alternative almost as convenient and, hopefully, cheaper than cars."

But Loux said a Quarry Village model just might work if its shuttles are so frequent that residents don't feel inconvenienced. It's hard for anyone to really know unless the idea is tried in the United States, he said.

While the Hayward experiment might be a longshot, it has made major strides.

On May 28, the Hayward Planning Commission approved new zoning that allows for a higher level of housing per acre at the 30-acre quarry than what is permitted in the rest of the city, and that cuts way back on the amount of parking required.

## Special zoning approved

New residential development in California commonly requires two parking spaces per housing unit. Under the new Hayward zoning, there is no minimum number of spaces, only maximums - 1.3 spaces per studio or one-bedroom unit, to 1.5 spaces for a two-unit or larger home.

And while Lewis does not have previous real estate experience, he is receiving help with a financial plan from energy-efficient home builder Zeta Communities, which has experienced builders and planners on staff. Another advantage for Quarry Village is that the land is owned by Caltrans, which, after scrapping plans for a freeway extension, wants to unload the property.

Other Bay Area cities already have crafted land-use policies to push development and renovations in a more environmentally conscious direction.

## 2 big projects in s.f.

San Francisco is partnering with developers on two huge redevelopment projects, one at Treasure Island and another that comprises both Candlestick Point and the Hunters Point Shipyard. Together they could add 36,000 residents to the city in the next 20 years.

Neither project includes single-family housing, and each is designed with energy conservation in mind. Plans include allowing buyers to purchase parking separately from their homes and requiring them to buy transit passes. The total number of residential parking spaces in each plan is cut back from most new development, but not nearly as much as at Quarry Village.

Michael Cohen, who manages the city's development projects, said he believes the San Francisco projects are innovative as well as realistic.

"We believe that what we are trying to do is at the very edge of environmental sustainability while still being financially feasible," Cohen said.

Others are convinced that investors will give something like Quarry Village a shot sooner rather than later.

"The market will test whether it's viable," said Gerrit Knapp, at the National Center for Smart Growth at the University of Maryland. "There are segments of the population that will find this attractive; no car is the extreme, but less car is hardly novel."

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http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2009/06/08/BA2D17THSA.DTL

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SFGate.com

**Leaders to seek funding for high-speed rail**

Rachel Gordon, Chronicle Staff Writer
Friday, June 12, 2009

Bay Area political leaders and transportation officials announced Thursday they have reached consensus on a plan to bring high-speed rail to the region as they seek state and federal support for the project.

The agreement calls for funding a series of projects from San Jose to San Francisco that would pave the way for high-speed rail service and enhance Caltrain operations.

The proposal would turn the Diridon Station in downtown San Jose and the planned new Transbay Terminal in downtown San Francisco into major regional transit hubs.

In addition, the Caltrain Station at Fourth and King streets in San Francisco's South of Market would be expanded to accommodate high-speed rail.

The proposed package also seeks funding to electrify Caltrain and to equip its rail cars with automated train-control equipment that senses impending danger on the tracks. The train tracks in San Bruno would be separated from truck and auto traffic.

Together the projects would cost $3.4 billion, said Randy Rentschler, government affairs manager for the Metropolitan Transportation Commission. The region will ask for $1.6 billion in new federal stimulus money to help pay for the improvements. Additional funds would come from the nearly $10 billion funding pot backed by California voters for high-speed rail.

The Bay Area will seek additional funding later to pay for other projects.

"This is the first phase to get us going," Rentschler said.

More details on the agreement will be revealed this morning at a Metropolitan Transportation Commission meeting in Oakland.

Coming to an agreement was not easy, as the various parties involved wanted to make sure that their favorite projects, such as San Francisco's plans for the Transbay Terminal, San Jose's plans for Diridon Station and Caltrain's push for electrification, were included.

In March, the fractures emerged in public. Steve Heminger, executive director of the Metropolitan Transportation Commission, made it his mission to unite the varying interests to put the Bay Area on stronger footing as it competes for funding.

California's high-speed rail plan, endorsed by voters, would stop in several cities, including San Francisco, San Jose, Sacramento, San Diego, Fresno and Los Angeles. The state's fast train is poised to become the first of its kind in the nation.

The Obama administration set aside $8 billion in stimulus funds for high-speed and intercity rail at the onset, with plans to allocate another $1 billion a year over the next five years to jump-start the operation of super-fast rail service in the United States.

"We have mapped out a smart regional plan for high-speed rail in California, one that will help state lawmakers make the right funding choices and keep California competitive for federal support," Heminger said.

San Jose Mayor Chuck Reed and San Francisco Mayor Gavin Newsom issued a joint press release supporting the plan. Caltrain also praised the resolution.

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http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2009/06/12/BA47185VDT.DTL

This article appeared on page **B - 4** of the San Francisco Chronicle

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# Ridership waning; new bus line may be cut

■ Lafayette route struggling, faces potential budget ax

By Dana Sherne
STAFF WRITER

The new County Connection line serving Mt. Diablo Boulevard in Lafayette may be the next route to fall to budget cuts if ridership does not increase.

"If it doesn't get used, it'll be reviewed and potentially lost by the end of the year," said Jay Lifson, chief executive officer of the Lafayette Chamber of Commerce.

Route 25 buses travel between the Lafayette and Walnut Creek BART stations along Mt. Diablo Boulevard. Before the line's opening on March 23, there was no direct access to Lamorinda locations from other parts of the county. This line was conceived by the city of Lafayette to remedy that, and to provide service to Lafayette commuters, said Anne Muzzini, County Connection's Director of Planning.

"We pointed out that the (County Connection) service no longer provided a link to the rest of the system, and they were receptive to that argument," said Leah Greenblat, Lafayette's transportation planner. "We also explained that our larger employers are at that end of downtown, and there's no way to get there."

Route 25 had low ridership in its first few weeks of activity, but that was expected. "It always takes time to build up ridership," said Mary Burdick, County Connection's manager of marketing and public relations. "But people start getting used to it."

The County Connection advertised Route 25 before it started running, but because it has an advertising budget of $210,000 for the 2009-10 fiscal year — less than 1 percent of the agency's entire ad budget — it now relies on other public entities, Burdick said. Specifically for Route 25, Burdick relies on the city of Lafayette, the Lafayette Chamber of Commerce and 511 Contra Costa — an organization that provides incentives for efficient commuting — to inform the community about the new service.

But residents of Lafayette, such as bus rider Julene Allen, do not see the effects of outreach.

"It's not well advertised," Allen said. "I think if this was a private business rather than a government one, they'd be advertising a lot more. I don't know why they don't try to get the word out there."

Allen, who says the bus saves her from walking a mile, found out about Route 25 by chance when she saw the bus at the Lafayette BART station and asked the BART agent about it.

"It's extremely convenient," Allen said. "I think more people would use it if they knew about it."

Like Allen, rider Eva Dela Cruz learned of Route 25 when she saw a bus parked at Lafayette BART.

The bus doubles the time it takes for Dela Cruz to get home to El Cerrito, so she only uses it when she can't carpool.

"If I was using my own car, (there would be) the mileage, the gas, the traffic," she said.

County Connection generally gives new bus routes time to bring ridership up to the system's average passengers per hour, which in April was 17.5. But County Connection Route 25 is the lowest performing of all fixed routes, with an hourly average of 5.8 passengers per hour in April, Burdick said.

Route 25 is showing improvement since it opened; the line's daily average has increased from 22 riders per day over the first two weeks to 67 for the month of April.

"We can see that there is growth," said Burdick. "We need to see it continue, and we expect to see it continue."

If there is no improvement, further service cuts will be considered among other options, like fare increases and staff layoffs.

"Our understanding was that, because it's a new service, we'd get some time to build a constituency for it, and it's only been a short time now," Greenblat said. "It would be very disappointing if it were cut."

JOSE CARLOS FAJARDO/STAFF

**A COUNTY CONNECTION BUS** zips past an unoccupied bus stop on Lafayette Route 25, which started a few months ago as the first-ever direct connection between Lamorinda and Walnut Creek. Due to low ridership, the route may be cut.

Oakland Tribune 6/23/09

# Caltrans chief hitting the road

## Kempton will vacate post at end of July

By Steve Wiegand
THE SACRAMENTO BEE

Caltrans director Will Kempton, who has been generally credited with inheriting a floundering agency and putting it on the road to respectability, is leaving at the end of July, the governor's office announced Monday.

Although it was not announced where the 62-year-old Folsom resident was going, it has been rumored for weeks that he was taking a higher-paying job as chief executive officer for the Orange County Transportation Authority. The Orange County job, which at $266,656 pays about twice what the chief of Caltrans makes, came open in March when the OCTA chief Arthur Leahy accepted a job as CEO of the L.A. Metropolitan Transportation Authority.

Gov. Arnold Schwarzenegger said in a news release he was appointing Randell H. Iwasaki, Caltrans' chief deputy director, to take Kempton's place.

"Will has been an incredible driving force behind rebuilding California's infrastructure and especially instrumental in quickly moving federal stimulus dollars out the door to transportation projects around the state," Schwarzenegger said.

Schwarzenegger named Kempton, who is a registered Democrat, as chief of Caltrans in November 2004, after a nine-month search.

Before being appointed, Kempton was assistant city manager of the city of Folsom. Before taking the Folsom job in 2002, Kempton had for a decade been a partner in a Sacramento lobbying firm that specialized in transportation issues. He had also served as executive director of the Santa Clara County Traffic Authority for eight years.

At the time he was appointed by Schwarzenegger, Caltrans was much more often a butt of jokes than an object of praise. A report by a Washington D.C.-based group called the Road Information Program had just named California as having the worst urban highway system in the country, with more than half of the freeways in the state's metropolitan areas in poor condition.

The department was suffering from poor morale, brought about in part by sagging revenues and hiring freeze, and some of its top managers and engineers had departed for better-paying jobs in the private sector.

But Kempton won generally high marks for instilling a more businesslike approach in the department, and Caltrans won praise in recent years for quickly completing a number of high-profile projects, such as the speedy reopening of the multiple-freeway interchange in Oakland that was closed by a truck crash, or the before-schedule reopening of the Bay Bridge after it had closed on Labor Day weekend in 2006 for repairs.

Oakland Tribune 6/23/09

CALIFORNIA
CHRONICLE

Friday, June 12, 2009 10:50:11 AM

## MAYORS NEWSOM, REED FORGE REGIONAL CONSENSUS ON HIGH SPEED RAIL

*June 12, 2009* *California Political Desk*

San Francisco, CA – Working with the Metropolitan Transportation Commission, San Francisco Mayor Gavin Newsom and San Jose Mayor Chuck Reed announced that they have helped establish consensus in the region about the Bay Area's priorities for high-speed rail.

The vision as outlined by the mayors of the Bay Area's two largest cities will make high-speed rail a convenient and practical transit option for residents of the region and will increase public transit options.

"It has been a team effort in the Bay Area to ensure California's high-speed rail system reflects the needs and wants of our residents who strongly support this initiative," said Mayor Gavin Newsom. "Together, we have crafted a plan that will bring high-speed rail into the heart of our cities and provide true inter-modal and green public transit."

Creating high-speed rail service from Los Angeles to San Francisco's Transbay Transit Center in San Francisco is projected to reduce automobile greenhouse gas emissions by 6.4 percent and result in a reduction of 73 million Vehicle Miles Traveled each day. The Transbay Transit Center will serve as the intermodal transit hub connecting California High Speed Rail, Caltrain, AC Transit, Samtrans, Greyhound and Muni bus service and will be

able to accommodate 12.7 million high speed rail passengers per year and 45 million passengers a year through all modes of transit.. The Diridon Station in Downtown San Jose will become an integrated transit hub connecting California High Speed Rail, Caltrain, BART, Amtrak, ACE, regional bus services, and local VTA light rail and bus systems. The expansion of Diridon Station and the completion of the high-speed rail line between San Jose and San Francisco will be completed by 2016.

"Bay Area residents voted overwhelmingly last year for billions in bond money to fund California's high speed rail system. By working together regionally, we've built a plan that makes sense and will attract federal dollars to build the system," said Mayor Chuck Reed. "San Jose's historic Diridon Station will serve as the regional hub connecting 4.1 million passengers each year with our state's innovation centers and travel destinations."

The regional plan will also electrify Caltrain service along the Peninsula, making the system faster and environmentally friendly. Electric train service will reduce travel time between San Francisco and San Jose by 13 percent. In 2016, the completed high speed rail system will allow travel between downtown San Francisco and downtown San Jose in 30 minutes.

California is on track to compete for substantial funding under the American Recovery and Reinvestment Act, and regional consensus is an important step in securing those funds.

"Through the leadership of Mayors Newsom and Reed, we have mapped out a smart regional plan for high-speed rail in California," said Steve Heminger of the Metropolitan Transportation Commission, "one that will help state lawmakers make the right funding choices and keep California competitive for federal support."

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Los Angeles Times
http://www.latimes.com/news/local/la-me-tollway9-2009jun09,0,7960912.story
*From the Los Angeles Times*

# L.A. County considers congestion pricing for 110 and 10 freeways

Under the proposal, tolls of 25 cents to $1.40 per mile would be charged for solo motorists in HOV lanes. Fees would rise and fall in relation to the volume of traffic.

By Dan Weikel

June 9, 2009

Los Angeles County transportation officials are considering prices of 25 cents to $1.40 per mile for solo motorists who use the high-occupancy toll lanes that have been proposed for the 110 and 10 freeways.

Like other tollways in Southern California, officials plan to use congestion-based pricing -- tolls that rise and fall in direct relation to the volume of traffic -- to keep individual motorists, carpools, van pools and buses in the high-occupancy lanes at a minimum speed of 45 mph, even during rush hour.

Under the tentative pricing schedule, 25 cents per mile would be charged when demand is lowest for the lanes, while the maximum toll, $1.40 per mile, would be in effect during the busiest part of the day. Vehicles carrying more than one person would not be charged.

"The project should go a long way to relieving congestion in the region and on two of our more congested freeways," said Caltrans District Director Douglas Failing, who announced the proposed tolls and other developments in the project at a news conference Monday.

Before the tolls are set by the Los Angeles County Metropolitan Transportation Authority board on July 23, the public will be allowed to comment during five community hearings scheduled for this month in Carson, El Monte, Los Angeles, Torrance and West Covina. Written comments can also be submitted to the MTA by July 14.

Information about the hearings is available at www.metro.net/expresslanes.

The demonstration project, which will be evaluated to see if congestion is indeed reduced, has received a $210.6-million federal grant -- the largest of its type awarded to any city to date, according to the U.S. Department of Transportation. Some of the money will also go to improve bus service along the two freeways.

Caltrans and the MTA will convert existing carpool lanes to high-occupancy toll lanes on 14 miles of the 10 Freeway from Alameda Street to the 605 Freeway and on 11 miles of the 110 Freeway from Adams Boulevard to the Artesia Transit Center at 182nd Street.

A second high-occupancy toll lane will be added in both directions to the 10 Freeway. Plans also call for automated toll plazas, road improvements and additional transit services, including 57 clean-fuel buses that will operate along both highway corridors. The project, which is expected to create 7,000 jobs during construction, is scheduled to be completed by December 2010.

"I'm glad we are taking another step forward in congestion management," said Los Angeles County Supervisor Mark Ridley-Thomas, who as a state senator wrote the legislation to secure the federal grant. "The results we will see will bode well for other long-term efforts to do the same."

Charging solo motorists to travel in carpool lanes has been implemented in other states, including Texas, Florida and Washington. In Southern California, Caltrans is building 20 miles of such lanes along the 15 Freeway in northern San Diego County.

Although only eight miles of the system are finished, Gustavo Dallarda, the project director, said the lanes on the 15 have reduced congestion despite construction that has occasionally closed lanes on the highway.

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Press Releases

For Immediate Release

# Slowing Economy Leads to Lighter Traffic on Bay Area Freeways in 2008

SHARE

*New Projects Improve Mobility in Key Corridors*

**Contact:**
John Goodwin, MTC - 510-817-5862
Lauren Wonder, Caltrans - 510-286-6120

**OAKLAND, Calif., May 27, 2009 . . .** Those seeking a concrete measure of the recession's impact on the Bay Area may need to look no further than the nearest freeway. Traffic congestion on Bay Area freeways fell last year for the first time since 2003, according to the latest congestion-monitoring data released today by the Metropolitan Transportation Commission (MTC) and Caltrans District 4. The daily number of vehicle hours of delay due to congestion in the nine-county region dropped 12 percent in 2008. Among the "Top 10" list of congestion hot spots for 2008, the morning commute along westbound Interstate 80 to the Bay Bridge toll plaza retained its longtime hold on the top spot with an average 7,800 daily vehicle hours of delay.

*Video of the May 27, 2009 press conference. (29 minutes; requires Flash.)*

*Steve Kinsey, MTC Commissioner and Marin County Supervisor (left); MTC Chair and Alameda County Supervisor Scott Haggerty (center); and Bijan Sartipi, MTC Commissioner and Caltrans District 4 Director (right). Photo by Peter Beeler*
*More photos*

Bay Area motorists experienced 142,400 vehicle hours of delay during the morning and afternoon commute periods on an average weekday during 2008 (see "Daily Freeway Delay by Bay Area County" at http://www.mtc.ca.gov/news/congestion) . This is the lowest regionwide total since the 135,700 hours recorded in 2005 and nearly 20 percent below the 177,600 hours registered at the height of the high-tech boom in 2000. The close historical correlation between the performance of the Bay Area economy (as represented by number of jobs) and the amount of commute-hour congestion on the region's freeways is illustrated in the chart "Vehicle Hours of Delay vs. Employment, San Francisco Bay Area, 2000-2008" at http://www.mtc.ca.gov/news/congestion.

***Ramp Metering Yields Dividends***

"The drop in congestion reflects both the slowdown in the Bay Area job market that began last year and the positive effect of new highway improvements that came on line in 2008," said MTC Chair and Alameda County Supervisor Scott Haggerty. "One of the biggest improvements is expanded ramp metering. Near my home in Dublin, for example, ramp meters were activated last year along both directions of Interstate 580. And the data show eastbound afternoon congestion plunged 29 percent (to 5,250 vehicle hours of delay in 2008 from 7,410 hours in 2007) and westbound morning congestion fell 17 percent (to 4,240 hours last year from 5,120 hours in 2007). We can expect additional congestion relief later this year when the eastern portion of the I-580 HOV lane project is completed.

"The new Transportation 2035 Plan that MTC adopted last month," continued Haggerty, "commits $1.6 billion to a Freeway Performance Initiative that will expand ramp metering and make other operational improvements to freeways throughout the region over the next five to seven years. Drivers in all nine Bay Area counties can look forward to the kind of time savings that I-580 commuters are already experiencing."

**DOWNLOAD:** (PDF)

- Bay Area Freeway Locations With Most Delay During Commute Hours, 2008
- Daily Freeway Delay by Bay Area County, 2004–08
- Vehicle Hours of Delay vs. Employment, San Francisco Bay Area, 1999–2008
- Congested Freeway Locations — Morning and Evening Commutes, 2008
- Top 50 Congested Locations, 2008 — Ordered by Rank

**DOWNLOAD:** (JPG)

- High-resolution photographs of ramp metering on I-580 and new carpool lanes on U.S. 101

***Sorting Out the Top 10***

The eastbound afternoon commute along I-580 through the Tri-Valley dropped one spot to number 3 on the Top 10 list for 2008 while the westbound morning commute slipped to number 6 on the 2008 list from number 4 a year earlier. Other

notable congestion hot spots that experienced a reduction in delay in 2008 include the morning commute on westbound Interstate 80 from Powell Street in Emeryville to the Bay Bridge. While this busy stretch once again topped the list of the region's most congested freeway locations (see "Bay Area Freeway Locations with Most Delay During Commute Hours, 2008" at http://www.mtc.ca.gov/news/congestion ), delay along the corridor fell almost 8 percent in 2008 to 7,800 daily vehicle hours of delay from the 8,450 hours of delay recorded on an average day in 2007.

"Morning commuters on westbound I-80 have faced the most congestion in the Bay Area for many years," noted Caltrans District 4 Director and MTC Commissioner Bijan Sartipi. "And that corridor is likely to stay on top of the list for many years to come. However, we have seen traffic patterns along the I-80 corridor gradually change over the past several years. While we used to see virtually continuous congestion from State Route 4 in Hercules all the way to the Bay Bridge, the morning commute has been evolving into several separate congested segments." L ast year, Sartipi pointed out, this pattern was more pronounced than in previous years, with researchers identifying three distinct sections of congestion along the corridor separated by short stretches of faster-moving traffic. The first such segment ran from State Route 4 to Central Avenue in El Cerrito; a second one ran from Golden Gate Fields to Powell Street in Emeryville; finally, the most congested section was from Emeryville to the Bay Bridge toll plaza. "In response," said Sartipi, "we will work with our local and regional partners in the next few years to implement some of the latest and most innovative intelligent transportation systems along this corridor, aiming to enhance mobility while protecting the environment."

Nine of the top 10 regional hot spots were on the 2007 list as well. The sole newcomer was the eastbound afternoon commute along State Route 4 from Railroad Avenue in Pittsburg to Somersville Road in Antioch, which climbed to number 10 on the charts from number 11 in 2007 although average daily vehicle hours of delay on this segment remained steady at 3,140. The only freeway corridor to drop out of the Top 10 was the southbound morning commute on Interstate 880 from Marina Boulevard in San Leandro to Industrial Parkway in Hayward, which fell from number 8 in 2007 to number 23 last year, with average delays plummeting almost 54 percent to just 1,760 vehicle hours per day in 2008 from 3,790 hours a year earlier. This improvement is largely due to the additional lane on southbound I-880 between the I-238 connector ramp and the A Street exit that was constructed as part of the current I-238 improvement project. Also, there was a 12 percent reduction in morning peak-period traffic volumes between 6 a.m. to 10 a.m. on southbound I-880 at Industrial Parkway.

Reductions in delay also were recorded at several other gridlock-heavy Bay Area locations in 2008:

- The afternoon drive along northbound U.S. 101 and eastbound I-80 in San Francisco, from the 101/Alemany Boulevard interchange to the Bay Bridge, climbed one notch to #4 on the Top 10 list, but hours of delay fell 9 percent to 4,330 from 4,760 in 2007. With completion of construction on the important West Approach seismic retrofit and replacement project, traffic is flowing more smoothly in this area.
- The morning trip along westbound State Route 4 from Hillcrest Avenue in Antioch to Solano Way in Concord rose one spot to #5 on the Top 10 list, though average hours of delay dropped 9 percent to 4,300 last year from 4,750 hours in 2007.
- The afternoon commute on eastbound State Route 92 from Clawiter Road to Interstate 880 in Hayward fell two spots from #7 to #9 on the Top 10 list and registered a 19 percent decline in congestion in 2008 (3,200 hours of delay, down from 3,929 hours in 2007). The ongoing construction work being done as part of the voter-approved State Route 92/ Interstate 880 interchange reconstruction is expected to alleviate the existing recurrent congestion once completed.

Delays last year increased along two of the Bay Area's 10 most congested corridors. These include the southbound afternoon drive along U.S. 101 from Fair Oaks Avenue in Sunnyvale to North 13 th Street in San Jose (#7 on the Top 10 list), where congestion rose 19 percent from 3,210 vehicle hours of delay in 2007 to 3,810 hours last year. In Marin County, the morning commute on southbound U.S. 101 from State Route 37 in Novato to just south of Lincoln Avenue in San Rafael climbed a spot to #2 on the regional Top 10 list, as congestion delays increased from 6,490 hours in 2007 to 6,770 hours last year.

***Carpool Lanes Bring Relief to Marin; Express Lanes Promise Additional Benefits to Region***

Sartipi pointed out that the increased congestion along the Marin County segment of U.S. 101 will be alleviated now that the high-occupancy vehicle lanes opened earlier this year in both the northbound and southbound directions. "We are seeing tremendous travel time improvement and no congestion," he explained. "We expect the 2009 congestion for U.S. 101 in Marin County to be much lower than it has been for many years. Recent travel time data shows this is a project that is really paying off as expected."

Haggerty pointed out additional improvements coming to other traditionally congested freeway corridors in the years ahead. "The I-880/State Route 92 interchange project is moving ahead nicely and will help speed travel for motorists on both freeways when it wraps up in 2011.

The region's first freeway express lanes are scheduled to open late next year on I-680 and in late 2011 on I-580 in Alameda County after projects on both directions of I-580 are completed. The lanes will be free for carpoolers and buses, and also available to solo drivers who choose to pay a toll. Express lanes have been in use for years in Southern California and other areas around the country, and they've proven to be an extremely effective way to improve mobility for all drivers."

At the county level, Alameda County experienced the greatest amount of freeway congestion (defined as average speeds below 35 miles per hour for 15 minutes or longer) in 2008, with 53 ,000 daily vehicle hours of delay. Coming in a distant second, with 27,000 daily vehicle hours of delay, is Santa Clara County. Next in line are Contra Costa, Marin, San Francisco and San Mateo counties with, respectively, 23,200, 11,500, 10,300 and 9,300 daily vehicle hours of delay.

The 2008 congestion statistics are part of an annual initiative that tracks the performance of the region's transportation system. MTC is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. Caltrans is responsible for the planning, design, construction, maintenance and operation of the state highway system.

NOTE: A complete list of all Bay Area freeway segments monitored, a ranked list of the top 50 congested locations, and a selection of photos also are available for download from this page, or on the MTC Web site at http://www.mtc.ca.gov/news/congestion .


*Scott Haggerty, MTC Commission Chair and Alameda County Supervisor* *Bijan Sartipi, MTC Commissioner and Caltrans District 4 Director* *Steve Kinsey, MTC Commissioner and Marin County Supervisor* (photos by Peter Beeler)

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*The* County Connection

Inter Office Memo

**Agenda Item 7.a**

**TO:** O&S Committee **DATE:** June 25, 2009

**FROM:** Anne Muzzini **SUBJ:** **Fixed Route Reports**
Director of Planning & Technical Services

**Attached are the County Connection Fixed Route Operating Statistical Reports for May 2009**

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.

| | FY 2009 | | |
|---|---|---|---|
| Title | Current Month | YTD Avg | Annual Goal |
| Average Weekday | 13,450 | 15,224 | |
| Pass/Rev Hour | 17.4 | 15.6 | FY09 Goal 17.0 |
| Missed Trips | 0.07% | 0.15% | FY09 Goal 0.25% |
| Miles between Road Calls | 44,374 | 27,984 | FY09 Goal 18,000 |

** Based on FY08 Standards from updated SRTP*

**Analysis**

This report reflects the second month under the new route structure. Average weekday ridership was up slightly from the prior month; from 13,292 in April to 13,450 passengers in May. This compares to the FY 07-08 average of 16,000 passengers.

Productivity in May was equal to an average of 17.4 passengers per revenue hour. This compares to last years average of 15.7 passengers per hour.

The Average Weekday Boardings Trend table attached now shows some ridership growth as passengers adapt to the changes made. New route 95X daily ridership has grown from 95 to 121 passengers (a 27% increase). In most cases we see ridership that is stable near the April levels.

The percentage of missed trips was equal to 0.07% in May is lower than the YTD average of 0.14%. The miles between mechanical roadcalls in May was equal to 44,374 miles as compared to the YTD average of 26,101 miles.

# TRANSPORTATION and MAINTENANCE
## Operations Data Summary

| TRANSPORTATION | 2008 May | 2008 June | 2008 July | 2008 August | 2008 September | 2008 October | 2008 November | 2008 December | 2009 January | 2009 February | 2009 March | 2009 April | 2009 May | FY09 FISCAL YTD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Number of Buses | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 | 131 |
| Totals Miles | 366,885 | 360,781 | 363,644 | 357,901 | 367,588 | 403,187 | 360,781 | 377,985 | 362,920 | 343,213 | 349,992 | 283,369 | 266,246 | 3,836,826 |
| Work Days | 30 | 30 | 30 | 31 | 30 | 31 | 30 | 30 | 30 | 28 | 31 | 30 | 30 | 331 |
| Revenue Hours | 24,024 | 23,406 | 23,905 | 23,516 | 23,707 | 25,786 | 23,406 | 21,447 | 23,634 | 22,317 | 22,541 | 18,020 | 16,835 | 245,116 |
| Operator Pay Hours | 42,201 | 40,618 | 40,480 | 41,491 | 39,014 | 40,369 | 39,488 | 53,403 | 39,879 | 36,512 | 44,650 | 30,975 | 41,643* | 406,261 |
| Number of Operators | 219 | 213 | 216 | 216 | 216 | 212 | 212 | 212 | 211 | 211 | 211 | 172 | 172 | 206 |
| FT Extra Board | 34 | 67 | 37 | 70 | 68 | 104 | 67 | 64 | 65 | 87 | 58 | 50 | 17 | 687 |
| Unscheduled Absences | 424 | 482 | 411 | 492 | 402 | 443 | 482 | 470 | 424 | 467 | 387 | 401 | 325 | 4,704 |
| Worker Comp. | 148 | 123 | 171 | 200 | 193 | 204 | 123 | 219 | 168 | 152 | 152 | 124 | 117 | 1,823 |
| Sick leave | 276 | 359 | 240 | 292 | 209 | 239 | 359 | 251 | 256 | 315 | 235 | 277 | 208 | 2,881 |
| Collision Accidents | 5 | 6 | 12 | 5 | 8 | 8 | 6 | 5 | 4 | 3 | 4 | 8 | 8 | 71 |
| Passenger Accidents | 15 | 12 | 11 | 7 | 8 | 12 | 12 | 12 | 9 | 8 | 9 | 8 | 9 | 105 |
| Total Chargeable Collisions | 1 | 2 | 6 | 3 | 3 | 3 | 2 | 0 | 1 | 1 | 1 | 5 | 4 | 29 |
| Chargeable/100K Miles | 0.27 | 0.55 | 1.64 | 0.83 | 0.81 | 0.74 | 0.55 | 0.00 | 0.27 | 0.29 | 0.28 | 1.76 | 1.50 | 0.75 |
| Number of Trips Scheduled | 32,923 | 30,834 | 30,190 | 29,642 | 30,181 | 33,145 | 30,834 | 32,321 | 30,307 | 28,595 | 30,021 | 26,592 | 24,840 | 326,668 |
| Number of Trips Missed | 26 | 15 | 52 | 21 | 37 | 52 | 15 | 91 | 40 | 68 | 32 | 42 | 18 | 468 |
| Of Trips Scheduled - % Missed | 0.08% | 0.05% | 0.17% | 0.07% | 0.12% | 0.16% | 0.05% | 0.28% | 0.13% | 0.24% | 0.11% | 0.16% | 0.07% | 0.14% |
| Of Trips Missed - Mechanical | 14 | 13 | 35 | 16 | 24 | 26 | 13 | 30 | 17 | 11 | 21 | 15 | 8 | 216 |
| On Time Performance % | 92% | 91% | 91% | 91% | 91% | 90% | 91% | 93% | 96% | 93% | 91% | 91% | 93% | 92% |
| MAINTENANCE | | | | | | | | | | | | | | |
| A/C Operative - Avg. % | 100% | 100% | 99% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Lifts Operative - Ave % | 100% | 100% | 99% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 99% | 100% | 99% | 100% |
| PM Complete on Schedule | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Total Road Calls | 20 | 19 | 28 | 24 | 20 | 21 | 19 | 18 | 20 | 18 | 20 | 17 | 8 | 213 |
| Road Calls for Mechanical | 13 | 12 | 21 | 16 | 16 | 15 | 12 | 11 | 15 | 10 | 12 | 13 | 6 | 147 |
| Road Calls for Other | 7 | 7 | 7 | 8 | 4 | 6 | 7 | 7 | 5 | 8 | 8 | 4 | 2 | 66 |
| **Miles Between Mechanical Road Calls** | | | | | | | | | | | | | | |
| Bus Numbers | | | | | | | | | | | | | | |
| 100 - 199 | 12,830 | 13,935 | 12,523 | 11,514 | 15,055 | 17,103 | 13,935 | 14,429 | 7,052 | 14,164 | 16,297 | 9,240 | 6,365 | |
| 200 - 299 | 21,581 | 41,347 | 12,054 | 20,393 | 23,489 | 16,728 | 41,347 | 17,106 | 16,478 | 47,358 | 45,295 | 36,476 | 40,039 | |
| 300 - 399 | 25,360 | 48,814 | 47,581 | 51,055 | 10,301 | 28,672 | 48,814 | 26,988 | 24,463 | 24,075 | 46,146 | 21,572 | 40,455 | |
| 400-499 | 13,448 | 34,500 | 8,292 | 16,085 | 38,824 | 13,515 | 34,500 | 40,299 | 20,082 | 33,515 | 20,144 | 12,052 | 36,628 | |
| 500-519 | 65,229 | 64,552 | 32,757 | 31,605 | 64,434 | 73,641 | 64,552 | 62,771 | 14,252 | 28,926 | 15,095 | 33,406 | 55,743 | |
| 2000-2099 | 29,874 | 26,610 | 26,390 | 26,315 | 12,813 | 25,100 | 26,610 | 26,096 | 26,237 | 22,386 | 27,348 | 16,853 | 17,476 | |
| 9600-9629 | 21,325 | 15,529 | 12,137 | 21,955 | 25,364 | 38,343 | 15,529 | 26,280 | 52,796 | 24,319 | 30,127 | 20,526 | 50,458 | |
| 9800-9809 | 10,760 | 11,161 | 21,022 | 7,594 | 11,857 | 12,121 | 11,161 | 11,990 | 21,559 | 22,512 | 11,932 | 13,110 | 12,718 | |
| Fleet Avg. | 28,220 | 30,065 | 17,316 | 22,369 | 22,974 | 26,879 | 30,065 | 34,362 | 24,195 | 34,321 | 29,166 | 21,798 | 44,374 | 26,101 |
| Maintenance Pay Hours | 4,437 | 4,357 | 4,502 | 4,517 | 4,518 | 4,512 | 4,357 | 4,407 | 4,765 | 4,238 | 4,716 | 4,970 | 4,770 | 49,672 |
| No. Maint. Employees | 25 | 25 | 27 | 26 | 26 | 27 | 25 | 27 | 28 | 28 | 27 | 26 | 26 | 27 |
| Maint. Emps/100K Miles | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 8 | 8 | 8 | 9 | 10 | 1 |
| Unscheduled Absences | 2 | 0 | 4 | 4 | 0 | 3 | 0 | 1 | 1 | 4 | 6 | 1 | 3 | 2 |

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

** Operator Pay Hours: May 2009 is an estimated number*

# MONTHLY BOARDINGS
## Operations Data Summary

| Fixed Route Boardings | | Passengers by Revenue Hrs/Miles | | Service Days | | | Fiscal YTD Comparison | |
|---|---|---|---|---|---|---|---|---|
| May 2009 Fixed Route Boardings | 292,878 | Revenue Hours - May 2009 | 16,835 | Weekdays | 20 | May 2009 | | |
| Pavilion | 1,475 | May 2008 | 24,024 | | 21 | May 2008 | **Fiscal 2009 YTD** | **3,827,287** |
| Bus bridge | 0 | Revenue Miles - May 2009 | 199,282 | Saturdays | 5 | May 2009 | | |
| Special | 0 | May 2008 | 292,607 | | 5 | May 2008 | **Fiscal 2008 YTD** | **3,998,377** |
| | | | | Sundays | 5 | May 2009 | | |
| | | | | | 4 | May 2008 | | |
| **May 2009 Total Boardings** | **294,353** | **Passengers per Mile** | **1.48** | **Total Days** | **30** | **May 2009** | **YTD Trend** | **95.7%** |
| **May 2008 Total Boardings** | **382,689** | **Passengers per Hour** | **17.48** | | **30** | **May 2008** | **Monthly Trend** | **76.9%** |

| Route | Destination Information | May 2009 Fixed Route Passenger Total Weekday | Saturday | Sunday | Total | May 2009 Weekday Average | May 2009 Passengers per Revenue hour | Route |
|---|---|---|---|---|---|---|---|---|
| 1 | Rossmoor / Shadelands | 9,162 | | | 9,162 | 458 | 17.8 | 1 |
| 2 | Rudgear / Walnut Creek | 1,504 | | | 1,504 | 75 | 9.0 | 2 |
| 4 | Walnut Creek Downtown Shuttle | 21,228 | 3,180 | 1,974 | 26,382 | 1,061 | 29.5 | 4 |
| 5 | Creekside / Walnut Creek | 1,726 | | | 1,726 | 86 | 9.1 | 5 |
| 6 | Lafayette / Moraga / Orinda | 9,581 | 553 | 306 | 10,390 | 477 | 16.7 | 6 |
| 6L | Orinda / Orinda Village | 217 | | | 217 | 11 | 17.6 | 6L |
| 7 | Shadelands / Pleasant Hill / Walnut Creek | 4,783 | | | 4,783 | 239 | 8.0 | 7 |
| 8* | Monument Shuttle | 1,756 | | | 1,756 | 88 | 3.8 | 8 |
| 9 | DVC / Walnut Creek | 13,336 | | | 13,336 | 667 | 16.0 | 9 |
| 10 | Concord / Clayton Rd | 20,839 | | | 20,839 | 1,042 | 42.8 | 10 |
| 11 | Treat Blvd / Oak Grove | 9,063 | | | 9,063 | 453 | 24.9 | 11 |
| 14 | Monument Blvd | 15,644 | | | 15,644 | 782 | 20.2 | 14 |
| 15 | Treat Boulevard | 13,873 | | | 13,873 | 694 | 28.0 | 15 |
| 16 | Alhambra Ave / Monument Blvd | 11,361 | | | 11,361 | 568 | 10.7 | 16 |
| 17 | Ollvera/Solano / Salvio / North Concord | 7,202 | | | 7,202 | 360 | 18.7 | 17 |
| 18 | Amtrak / Merello / Pleasant Hill | 8,883 | | | 8,883 | 444 | 15.0 | 18 |
| 19 | Amtrak / Pacheco Blvd / Concord | 2,498 | | | 2,498 | 125 | 9.1 | 19 |
| 20 | DVC / Concord | 23,438 | | | 23,438 | 1,172 | 36.9 | 20 |
| 21 | Walnut Creek / San Ramon Transit Center | 13,875 | | | 13,875 | 694 | 16.8 | 21 |
| 25 | Lafayette / Walnut Creek | 1,080 | | | 1,080 | 54 | 4.7 | 25 |
| 28 | North Concord / Martinez | 7,964 | | | 7,964 | 398 | 14.0 | 28 |
| 35 | Dougherty Valley | 7,106 | | | 7,106 | 355 | 10.9 | 35 |
| 36 | San Ramon / Dublin | 5,452 | | | 5,452 | 273 | 9.6 | 36 |
| 91X | Concord Commuter Express | 1,044 | | | 1,044 | 52 | 14.2 | 91X |
| 92X | Ace Shuttle Express | 2,645 | | | 2,645 | 132 | 16.9 | 92X |
| 93X | Kirker Pass Express | 3,826 | | | 3,826 | 191 | 15.7 | 93X |
| 95X | San Ramon / Danville Express | 2,415 | | | 2,415 | 121 | 11.9 | 95X |
| 96X | Bishop Ranch Express | 7,947 | | | 7,947 | 397 | 12.8 | 96X |
| 97X | Bishop Ranch Express | 2,117 | | | 2,117 | 106 | 10.7 | 97X |
| 98X | Martinez Express | 8,182 | | | 8,182 | 409 | 12.8 | 98X |
| 250* | St Mary's College Gael Rail Shuttle | 53 | 74 | 48 | 175 | 3 | 1.3 | 250 |
| 301 | Rossmoor / John Muir Medical Center | | 517 | 287 | 804 | 0 | 9.0 | 301 |
| 311 | Concord / Oak Grove / Treat Blvd / WC | | 899 | 412 | 1,311 | 0 | 8.7 | 311 |
| 314 | Clayton Rd / Monument Blvd / PH | | 5,356 | 3,332 | 8,688 | 0 | 20.6 | 314 |
| 315 | Concord / Willow Pass / Landana | | 372 | 185 | 557 | 0 | 8.4 | 315 |
| 316 | Alhambra / Merello / Pleasant Hill | | 1,680 | 823 | 2,503 | 0 | 15.1 | 316 |
| 320* | DVC / Concord | | 933 | 419 | 1,352 | 0 | 10.8 | 320 |
| 321 | San Ramon / Walnut Creek | | 1,639 | 880 | 2,519 | 0 | 14.4 | 321 |
| 600's | Select Service | 29,259 | | | 29,259 | 1,463 | 29.8 | 600's |
| **TOTALS** | | **269,009** | **15,203** | **8,666** | **292,878** | **13,450** | **17.4** | |

## MAY 2009 PRODUCTIVITY

| Route | Destination Information | Total | Wkday Avg | Pass / Rev Hr | Route |
|---|---|---|---|---|---|
| 10 | Concord / Clayton Rd | 20,839 | 1,042 | 42.8 | 10 |
| 20 | DVC / Concord | 23,438 | 1,172 | 36.9 | 20 |
| 600's | Select Service | 29,259 | 1,463 | 29.8 | 600's |
| 4 | Walnut Creek Downtown Shuttle | 26,382 | 1,061 | 29.5 | 4 |
| 11 | Treat Blvd / Oak Grove | 9,063 | 453 | 24.9 | 11 |
| 15 | Treat Boulevard | 13,873 | 694 | 23.0 | 15 |
| 314 | Clayton Rd / Monument Blvd / Pleasant Hill | 8,688 | 0 | 20.6 | 314 |
| 14 | Monument Blvd | 15,644 | 782 | 20.2 | 14 |
| 17 | Olivera/Solano / Salvio / North Concord | 7,202 | 360 | 18.7 | 17 |
| 1 | Rossmoor / Shadelands | 9,162 | 458 | 17.8 | 1 |
| 6L | Orinda / Orinda Village | 217 | 11 | 17.6 | 6L |
| 6 | Lafayette / Moraga / Orinda | 10,390 | 477 | 16.7 | 6 |
| 9 | DVC / Walnut Creek | 13,336 | 667 | 16.0 | 9 |
| 21 | Walnut Creek / San Ramon Transit Center | 13,875 | 694 | 15.8 | 21 |
| 93X | Kirker Pass Express | 3,826 | 191 | 15.7 | 93X |
| 316 | Alhambra / Merello / Pleasant Hill | 2,503 | 0 | 15.1 | 316 |
| 18 | Amtrak / Merello / Pleasant Hill | 8,883 | 444 | 15.0 | 18 |
| 92X | Ace Shuttle Express | 2,645 | 132 | 14.9 | 92X |
| 321 | San Ramon / Walnut Creek | 2,519 | 0 | 14.4 | 321 |
| 91X | Concord Commuter Express | 1,044 | 52 | 14.2 | 91X |
| 28 | North Concord / Martinez | 7,964 | 398 | 14.0 | 23 |
| 98X | Martinez Express | 8,182 | 409 | 12.8 | 98X |
| 96X | Bishop Ranch Express | 7,947 | 397 | 12.8 | 96X |
| 95X | San Ramon / Danville Express | 2,415 | 121 | 11.9 | 95X |
| 35 | Dougherty Valley | 7,106 | 355 | 10.9 | 24 |
| 320 | DVC / Concord | 1,352 | 0 | 10.8 | 320 |
| 16 | Alhambra Ave / Monument Blvd | 11,361 | 568 | 10.7 | 16 |
| 97X | Bishop Ranch Express | 2,117 | 106 | 10.7 | 97X |
| 36 | San Ramon / Dublin | 5,452 | 273 | 9.6 | 36 |
| 5 | Creekside / Walnut Creek | 1,726 | 86 | 9.1 | 5 |
| 19 | Amtrak / Pacheco Blvd / Concord | 2,498 | 125 | 9.1 | 19 |
| 301 | Rossmoor / John Muir Medical Center | 804 | 0 | 9.0 | 301 |
| 2 | Rudgear / Walnut Creek | 1,504 | 75 | 9.0 | 2 |
| 311 | Concord / Oak Grove / Treat Blvd / Walnut Creek | 1,311 | 0 | 8.7 | 311 |
| 315 | Concord / Willow Pass / Landana | 557 | 0 | 8.4 | 315 |
| 7 | Shadelands / Pleasant Hill / Walnut Creek | 4,783 | 239 | 8.0 | 7 |
| 25 | Lafayette / Walnut Creek | 1,080 | 54 | 4.7 | 22 |
| 8* | Monument Shuttle | 1,756 | 88 | 3.8 | 8* |
| 250* | St Mary's College Gael Rail Shuttle | 175 | 3 | 1.3 | 250* |
| 20W** | Waterworld | 0 | 0 | 0.0 | 20W** |
| 4H** | Walnut Creek Extended Holiday Shuttle | 0 | 0 | 0.0 | 4H** |

NOTE: ** Rts 8 & 250 data comes from Link Operators* *** Rts 4H & 20W are seasonal routes*

## AVERAGE WEEKDAY BOARDINGS TREND

| Route | Destination Information | Mar-09 (3/22-3/31) | Apr-09 | May-09 |
|---|---|---|---|---|
| 1 | Rossmoor / Shadelands | 396 | 484 | 458 |
| 2 | Rudgear / Walnut Creek | 60 | 85 | 75 |
| 4 | Walnut Creek Downtown Shuttle | 843 | 1,042 | 1,061 |
| ** 4H | Walnut Creek Extended Holiday Shuttle | 0 | 0 | 0 |
| 5 | Creekside / Walnut Creek | 68 | 97 | 86 |
| 6 | Lafayette / Moraga / Orinda | 450 | 487 | 477 |
| 6L | Orinda / Orinda Village | 7 | 20 | 11 |
| 7 | Shadelands / Pleasant Hill / Walnut Cre | 203 | 251 | 239 |
| * 8 | Monument Shuttle | 105 | 90 | 88 |
| 9 | DVC / Walnut Creek | 615 | 671 | 667 |
| 10 | Concord / Clayton Rd | 945 | 999 | 1,042 |
| 11 | Treat Blvd / Oak Grove | 347 | 383 | 453 |
| 14 | Monument Blvd | 920 | 803 | 782 |
| 15 | Treat Boulevard | 721 | 658 | 694 |
| 16 | Alhambra Ave / Monument Blvd | 464 | 516 | 568 |
| 17 | Olivera/Solano / Salvio / North Concor | 334 | 334 | 360 |
| 18 | Amtrak / Merello / Pleasant Hill | 423 | 400 | 444 |
| 19 | Amtrak / Pacheco Blvd / Concord | 128 | 143 | 125 |
| 20 | DVC / Concord | 1,205 | 1,216 | 1,172 |
| ** 20W | Waterworld | 0 | 0 | 0 |
| 21 | Walnut Creek / San Ramon Transit Cen | 626 | 695 | 694 |
| 25 | Lafayette / Walnut Creek | 22 | 67 | 54 |
| 28 | North Concord / Martinez | 332 | 415 | 398 |
| 35 | Dougherty Valley | 322 | 370 | 355 |
| 36 | San Ramon / Dublin | 255 | 293 | 273 |
| 91X | Concord Commuter Express | 52 | 62 | 52 |
| 92X | Ace Shuttle Express | 147 | 118 | 132 |
| 93X | Kirker Pass Express | 156 | 183 | 191 |
| 95X | San Ramon / Danville Express | 95 | 116 | 121 |
| 96X | Bishop Ranch Express | 347 | 423 | 397 |
| 97X | Bishop Ranch Express | 91 | 121 | 106 |
| 98X | Martinez Express | 326 | 422 | 409 |
| * 250 | St Mary's College Gael Rail Shuttle | 4 | 3 | 3 |
| 600's | Select Service | 1,127 | 1,322 | 1,463 |
| | **TOTALS** | **12,134** | **13,292** | **13,450** |

*NOTE:* ** Data comes from Link Operators*

*** Seasonal*

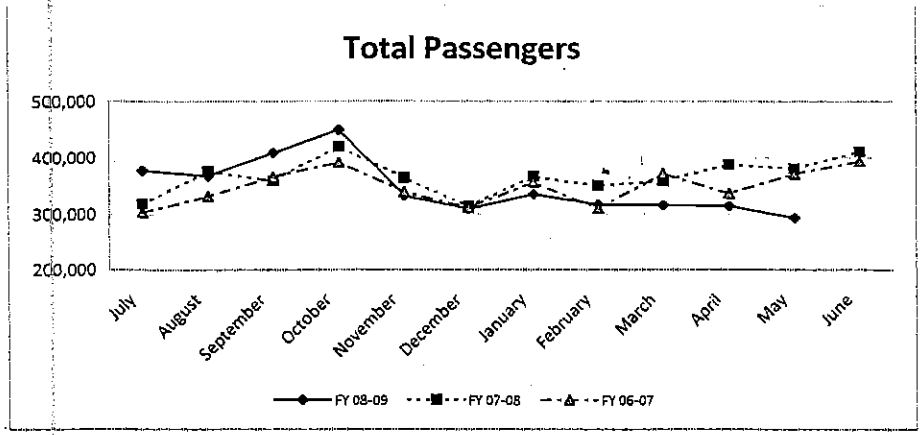
## AVERAGE WEEKEND BOARDINGS TREND

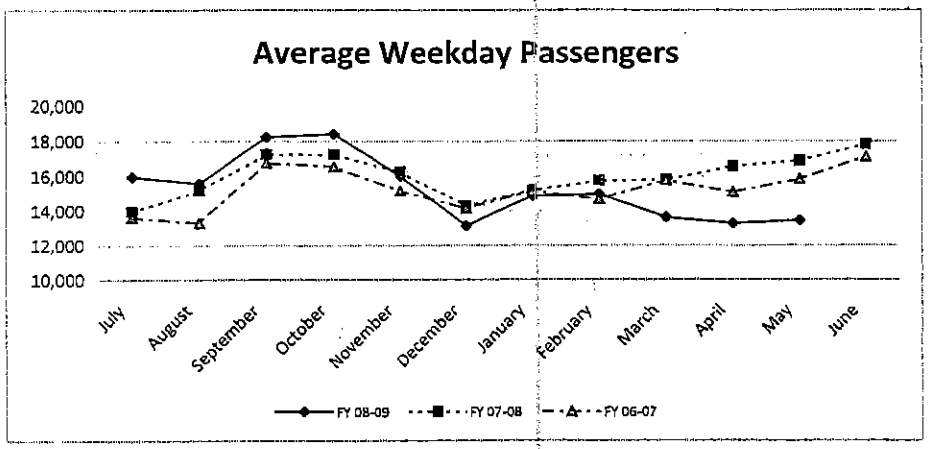
| Route | Destination Information | Mar-09 (3/22-3/31) | Apr-09 | May-09 |
|---|---|---|---|---|
| | **SATURDAY** | *1 Day* | *4 Days* | *5 Days* |
| 4 | Walnut Creek Downtown Shuttle | 537 | 705 | 636 |
| ** 4H | Walnut Creek Extended Holiday Shuttle | | 0 | 0 |
| 6 | Lafayette / Moraga / Orinda | | 118 | 111 |
| ** 20W | Waterworld | | 0 | 0 |
| * 250 | St Mary's College Gael Rail Shuttle | 16 | 20 | 15 |
| 301 | Rossmoor / John Muir Medical Center | 82 | 139 | 103 |
| 311 | Concord / Oak Grove / Treat Blvd / WC | 173 | 238 | 180 |
| 314 | Clayton Rd / Monument Blvd / PH | 629 | 1,153 | 1,071 |
| 315 | Concord / Willow Pass / Landana | 66 | 124 | 74 |
| 316 | Alhambra / Merello / Pleasant Hill | 224 | 396 | 336 |
| 320 | DVC / Concord | 99 | 221 | 187 |
| 321 | San Ramon / Walnut Creek | 114 | 325 | 328 |
| | **TOTALS** | **1,940** | **3,439** | **3,041** |

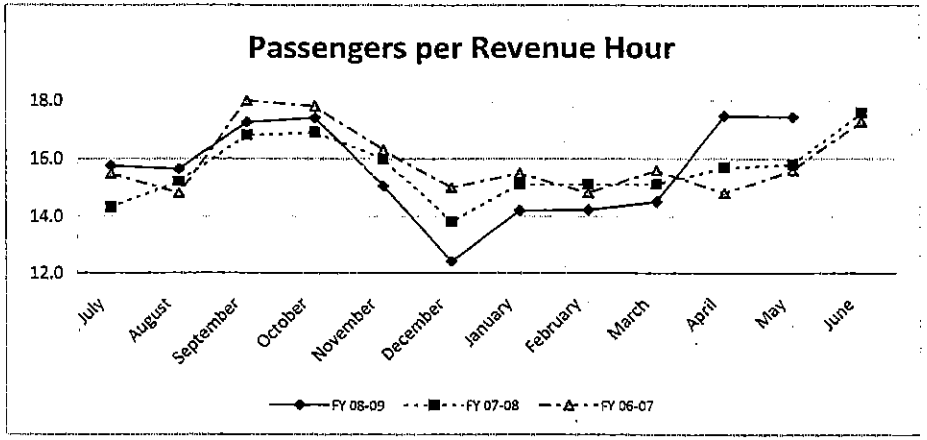
| Route | Destination Information | Mar-09 (3/22-3/31) | Apr-09 | May-09 |
|---|---|---|---|---|
| | **SUNDAY** | *2 Days* | *4 Days* | *5 Days* |
| 4 | Walnut Creek Downtown Shuttle | 298 | 558 | 395 |
| ** 4H | Walnut Creek Extended Holiday Shuttle | | 0 | 0 |
| 6 | Lafayette / Moraga / Orinda | 13 | 49 | 61 |
| ** 20W | Waterworld | | 0 | 0 |
| * 250 | St Mary's College Gael Rail Shuttle | 25 | 17 | 10 |
| 301 | Rossmoor / John Muir Medical Center | 38 | 77 | 57 |
| 311 | Concord / Oak Grove / Treat Blvd / WC | 79 | 146 | 82 |
| 314 | Clayton Rd / Monument Blvd / PH | 604 | 687 | 666 |
| 315 | Concord / Willow Pass / Landana | 23 | 84 | 37 |
| 316 | Alhambra / Merello / Pleasant Hill | 112 | 204 | 165 |
| 320 | DVC / Concord | 60 | 133 | 84 |
| 321 | San Ramon / Walnut Creek | 127 | 216 | 176 |
| | **TOTALS** | **1,376** | **2,169** | **1,733** |

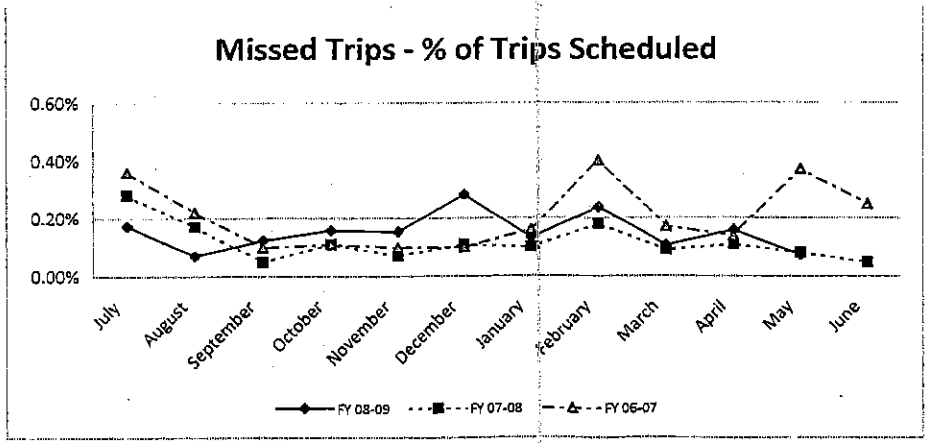
*NOTE: * Data comes from Link Operators* *** These are seasonal routes***

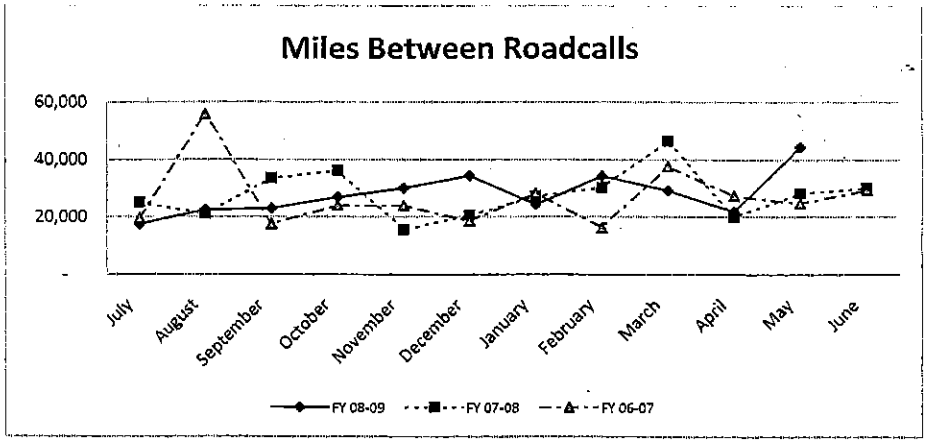
# FIXED ROUTE GRAPHS



CONTRA COSTA transportation authority

**PROJECT STATUS REPORT**
June 30, 2009

## Table of Contents

# I. ACTIVE PROJECTS

*SOUTHWEST COUNTY*

**a. Caldecott Tunnel Improvement 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:** Final Design (PS&E) is complete. Project is currently being advertised for construction bids.

**Project Status:** Several potential bidders/contractors have obtained the project contract documents. The bid opening is currently scheduled for August 11, 2009. Construction activities most likely will begin in October 2009.

**Issues/Concerns:** None.

**b. I-680 /Norris Canyon Carpool/Bus Ramps (8003)**

**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:** CH2M Hill has been retained by the Authority to prepare the PSR. Coordination meetings are on-going with CCTA, Caltrans and the City of San Ramon. On June 1st, the initial draft PSR and all remaining technical studies were submitted to Caltrans for review. Comments are due by the end of June.

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

*CENTRAL COUNTY*

**c. 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 SR 4.

**Current Project Phase:** Construction.

**Project Status:** In 2006, the Authority approved an appropriation of $5,456,499 for construction, which started in June 2007. Construction is nearly complete except for a slope grading behind a retaining wall which is rescheduled to be completed by end of summer 2009.

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

d. **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 between Concord Avenue and its end near the cul de sac.

**Current Project Phase:** Design.

**Project Status:** The City completed the 90% design plans and specifications in December 2006. The project's environmental clearance is now expected in July 2009. The right of way phase will follow and it is expected to take six months. Accordingly Construction is rescheduled in late 2009.

**Issues/Areas of Concern:** Concord staff is still working with Caltrans to obtain the environmental clearance, which is taking much longer than had been anticipated and is now expected in July 2009.

e. **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. $4.9 million is programmed for the project in the 2007 Measure J Strategic Plan.

f. **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 advertised the project on March 10, opened bids in April, awarded the project in May, and construction started in June. The project is expected to be completed in the summer of 2010.

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

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

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

**Lead Agency:** City of Martinez

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

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

**Project Status:** Authority allocated funds to start demolition of some existing structures and eventually build an interim surface parking lot. Demolition work went to bid in June and work is scheduled to be completed in summer 2009.

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

h. **Pacheco Transit Hub (2210) - *No changes from last month.***

**CCTA Fund Source:** Measure C

**Lead Agency:** CCCTA

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

**Current Project Phase:** Design.

**Project Status:** A revised Project Study Report/Project Report (PSR/PR) was submitted to Caltrans in January, 2008. The Authority appropriated $823,820 for construction in January 2009. Construction is targeted to begin in summer 2009.

**Issues/Areas of Concern:** Proposition 1B money is on hold, but could be released soon.

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

**CCTA Fund Source:** Measure C

**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. It is likely that a wet winter or season could trigger a landslide, potentially causing lane closures. 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 - Final Design; Ohlone Trail - Environmental/Preliminary Engineering.

**Project Status:** The Authority appropriated $500,000 for environmental clearance work and preliminary engineering on June 18, 2008, and appropriated $200,000 for final design on February 18, 2009. 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, and construction is planned to begin in July, 2009. Six bids were opened on May 28, 2009, with a low bid of $1,372,740 submitted by Top Grade Construction. The contract is scheduled to be awarded on June 22, 2009.

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

*WEST COUNTY*

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

**CCTA Fund Source:** Measure C

**Lead Agency:** Richmond Redevelopment Agency

**Project Description:** The project will construct a 785-space parking structure at the Richmond BART station. The project will replace surface parking and free up land for building residential units on the east side of the station. Approximately 150 parking spaces will be added at the station when this project is complete.

**Current Project Phase:** Final Design / Construction.

**Project Status:** Design is substantially complete. The City submitted allocation requests for Traffic Congestion Relief Program (TCRP) and STIP funds to be considered at the July CTC meeting. Construction to start in FY2009-10

**Issues/Areas of Concern:** The City submitted their request for STIP and TCRP allocations for the July 2009 CTC meeting. However, the $2.82 million in (TCRP) funds may not be available depending on the CTC action; the City will evaluate its options.

k. **Hercules Transit Center (2303)**

**CCTA Fund Source:** Measure C

**Lead Agency:** City of Hercules/BART

**Project Description:** This project will relocate the existing park-and-ride facility in order to increase the supply of auto parking and bus loading capacity while improving the environment for passengers and the public. The new facility will have 420 parking stalls, which is 162 more stalls than existed at the previous location.

**Current Project Phase:** Construction.

**Project Status:** The Authority appropriated $1,106,000 for construction on September 17, 2008. The site is fully paved and striped, and the project should be completed in August 2009.

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

l. **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:** Environmental clearance work started in October 2006. Preliminary design work is being coordinated with an adjacent city improvement project (El Portal Gateway) to minimize any "throw away" work. The project's technical studies have been completed and approved. Caltrans is currently reviewing the Draft Environmental Document prior to its release. A public hearing on the draft environmental document is targeted for July/August 2009 following its release.

**Issues/Areas of Concern:** The scope of the project, and hence the cost, has increased significantly since the development of the Project Study Report. A significant funding shortfall exists.

m. **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:** Project Study Report (PSR)/Feasibility Study.

**Project Status:** Following a technical analysis, two projects have been identified: a traffic management element that would provide near-term benefit, especially during the weekend peak periods; and a local road realignment that would provide longer-term benefit during all peak periods. The first project is moving forward as part of the ongoing I-80/Integrated Corridor Management Project, which should expedite its construction. The second project will be led by one or both of the cities of El Cerrito and Richmond.

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

*EAST COUNTY*

n. **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:** Landscaping.

**Project Status:** All highway and local road construction is complete. The City of Pittsburg's local street portion of the landscaping was completed in October 2007. Revised landscaping plans and specifications have been resubmitted to Caltrans and staff anticipates issuance of the encroachment permit in early July 2009. Advertisement for bids is anticipated to start in mid-July with construction beginning in fall 2009.

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

o. **SR4 Widening: Loveridge Road to Somersville Road (1406)**

**CCTA Fund Source:** Measure C

**Lead Agency:** CCTA

**Project Description:** The project will widen State Route 4 (e) 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:** Construction of Team Track, Utility Relocation and preparation of final bid package.

**Project Status:** Comments from Caltrans Headquarters on the PS&E package have been addressed and the bid package has been resubmitted to Headquarters. As soon as the State Water Resources Control Board permit (401) is received and the final US Army Corps permit (404) is issued, the project will be ready to list for advertisement. The 404 permit can be changed from a provisional to final within two to three days after the 401 permit is received. Staff is working with the State Board to obtain the 401 as quickly as possible. Both permits will be for the whole corridor from Loveridge to SR-160.

The relocation of the PG&E gas line continues and is going well. The construction is expected to take a total of three to four months depending on weather. The electrical transmission line relocation will follow the gas line work and is expected to take most of the summer. Electrical distribution line relocation will occur concurrent with the electrical transmission lines.

Monthly meetings are ongoing for all right of way activities. The team track construction contract is now underway. The contractor started work at the Loveridge interchange location on a few minor items associated with the mainline work.

**Issues/Areas of Concern:** In June, the CTC granted the request for an extension on the allocation vote of STIP construction funds because the 401 permit has not yet been received. However, due to the State's difficulty in selling bonds, it is apparent that STIP funds will not be available for the next two to three months or potentially longer. Staff is proceeding with the required paperwork to move the STIP funds to the SR-4 Corridor project from Somersville to SR-160 and advance Measure J funds to Loveridge in order to not delay the advertisement of the project. RM-2 funds for construction were approved by MTC in June.

**p. 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 the 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 is furthest along in design, with 95% PS&E documents scheduled to be submitted to Caltrans by early July. Caltrans has approved the final right of way sufficiency plans confirming all parcels needed for this segment and right of way acquisition is proceeding on all parcels. The only parcel within this segment requiring relocation, the Best Western Hotel located on Somersville Road, has already been acquired and demolition of this facility is scheduled for July. PG&E has started those utility relocations in

this segment needed in advance of the freeway construction project. The freeway construction contract for Segment 1 remains on schedule, with anticipated advertisement for contractor bids by summer 2010.

Segment 3A is the next furthest along, with 95% PS&E documents scheduled to be submitted to Caltrans in August. Right of way acquisition is on-going for full take parcels. Final right of way sufficiency plans confirming all necessary parcels, including part-takes, are anticipated to be submitted to Caltrans by July. PG&E is working on design of all utility relocations necessary for this segment.

Segment 2 continues to pose challenges, particularly given the significant utility relocations required and construction work necessary near West Antioch Creek. Final right of way sufficiency plans were submitted to Caltrans for review in June and 95% PS&E documents just got underway, with anticipated submission to Caltrans by October. PG&E is working on design of all utility relocations necessary for this segment as well.

Segment 3B, the Hillcrest Interchange area, was delayed pending resolution of issues related to the future transit station. Most of those issues have been resolved and the design team has begun working on the 35% PS&E documents for an interim project which will widen the freeway to the ultimate configuration including a wide median for transit however, not reconstruct the Hillcrest Avenue Interchange unless supplemental funding is secured. Traffic studies are underway to document the proposed ultimate configuration of the Hillcrest Interchange in order to confirm the interim project will not preclude the construction of the ultimate interchange in the future.

Public information meetings were held in December to inform adjacent residents of the planned noise walls. Final decisions on the location of all noise walls were completed in April. Additional notification to residents at the east end of the project on Larkspur Drive and Bluebell Circle who commented on the noise wall study is on-going.

**Issues/Areas of Concern:** Based on the latest project construction cost estimate, it is estimated that there will be a funding shortfall of approximately $37 M that will require phasing some of the interchange improvements. Therefore, an interim project is being designed for Segment 3B, from Hillcrest Avenue to Route 160, which includes widening the freeway and providing a median for transit but does not include reconstruction of the Hillcrest Avenue Interchange. Furthermore, if receipt of the $80 M in ECCRFFA funds earmarked for this project is delayed, further phasing of the project will be required which may jeopardize construction of the freeway widening and transit median to SR 160 by the current goal of 2015.

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

**CCTA Fund Source:** Measure J

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

**Project Description:** Widen the State Route 4 Bypass from 2 to 4 lanes (2 in each direction) from Laurel Road to Sand Creek Road.

**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:** Construction schedule is subject to available funding.

r. **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:** Construction schedule is subject to available funding.

s. **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 – Substantially complete - Final asphalt lift for Segment 3 pending.

**Project Status:** Segment 3 is open for automobile traffic only. It will be open to truck traffic after application of the final asphalt lift that will occur when funding becomes available.

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

t. **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:** Environmental Document/Preliminary Engineering. BART is the lead agency for this phase.

**Project Status:** BART Board certified the EIR on April 23, 2009.

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.

The City of Pittsburg is continuing to work on the environmental document for the Railroad Avenue Specific Plan. The Final EIR will be released on June 22nd with City Council action scheduled for July 6th.

The City of Antioch took action on April 14th to certify the Final Environmental Impact Report (FEIR) for the Hillcrest Station Area Specific Plan along with related amendments to the City's General Plan and Zoning Designations. The City expressed their desire to pursue funding for the City's preferred location further east in the median, BART agreed to work with them to try to identify the funding.

**Issues/Areas of Concern:** A downturn in sales tax revenue has prompted an update to the Measure J sales tax projections. Lower projections and differing bond conditions are now being evaluated as to their impact on the eBART and other projects.

u. **Big Break Regional Trail (3112) - *No changes from last month.***

**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 19th and was awarded on May 19th. Construction of this part of the project is scheduled to start this summer and be done by fall of 2009.

## II. COMPLETED PROJECTS:

*SOUTHWEST COUNTY*

*Measure C:*

1104: I-680/Stone Valley Road I/C, *1998*
1105: I-680/El Cerro Blvd. I/C Ramp Signalization, *1994*
1106: I-680 Auxiliary Lanes: Segments 1 & 3, *2008*
1107: I-680/Fosteria Wy Overcrossing, *1994*
1600: Moraga Rd. Safety Improvements, *2005*
1602: Camino Pablo Carpool Lots, *1996*
1607: Moraga Wy. at Glorietta Blvd. & Camino Encinas, *2001*
1608: Moraga Wy. Safety Improvements, *2002*
1609: Moraga Wy./Ivy Dr. Roadway Improvements, *2004*
1611: Mt. Diablo Corridor Improvements, *2001*
1612: Moraga Rd. Corridor Improvements, *2005*
1621: St. Mary's Rd. – Phase 2, *1999*
1622: Moraga Rd. Structural & Safety Imp., *2005*
1624: Bryant Way/Moraga Way Improvements, *2005*
1711: St. Mary's Rd. Improvements, *1995*
1715: San Ramon Valley Blvd. Imp. – Phase 1, *1996*
1716: Stone Valley Rd. Circulation Improvements, *2006*
1717: Camino Tassajara Circulation Improvements, *2004*
1718: Crow Canyon Rd. Improvements, *2001*
1719: Sycamore Valley Rd. Improvements, *2008*
1720: San Ramon Valley Blvd. Widening – Phase 1, *1997*
1801: Camino Pablo (San Pablo Dam Corridor), *1996*
3101: Iron Horse Trail – Monument to Alameda County Line, *1994*

*CENTRAL COUNTY*

*Measure C:*

1101: I-680/Burnett Ave. Ramps, *1995*
1103: I-680/North Main Street Bypass, *1996*
1108: Route 242/Concord Ave. Interchange, *1997*
1113: Route 242 Widening, *2001*
1116: I-680 HOV Lanes, *2005*
1117: I-680/SR 4 Interchange, 2009
1205: Taylor Blvd./Pleasant Hill Rd./Alhambra Rd. Intersection Imp., *2000*
2208: Martinez Intermodal Facility – Phase 1, *2001*
2208: Martinez Intermodal Facility - Phase 2, *2006*
2296: Martinez Bay Trail, *2007*
3102: Walnut Creek Channel to CC Shoreline Trail, *2002*
1209: South Broadway Extension, *1996*
1210: Monument Blvd./Contra Costa Blvd./Buskirk Ave. Imp., *1996*
1215: Geary Rd. Improvements, *2002*
1217: Bancroft/Hookston Intersection, *2004*
1218: Buskirk Ave. Improvements, *2005*
1220: Ygnacio Valley Rd. Slide Repair, *2008*
1221 Contra Costa Blvd Signal Coordination *2009*

*WEST COUNTY*

*Measure C:*

1300: Richmond Parkway, *1996*
1501: SR 4 (W) Gap Closure – Phase 1, *2004*
1503: SR 4 (W) Willow Ave. Overcrossing, *1996*

*Measure J:*

9001: Richmond Parkway Upgrade Study, *2008*

*EAST COUNTY*

*Measure C:*

1401: SR 4 (E) Willow Pass Grade Lowering, *1995*
1402: SR 4 (E) Bailey Rd. Interchange, *1996*
1403: SR 4 (E) Bailey Rd. to Railroad Ave., *2006*
2101: BART Extension to Pittsburg/Bay Point, *1996*
3108: Delta De Anza Trail, *2006*
3110: Marsh Creek Trail Overcrossing at SR 4, *1997*