

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

March 17, 2010

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

Dear Chair Viramontes:

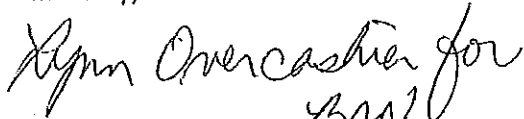
At its meeting on March 11, 2010, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a presentation by Martin Engelmann on the development of the SB 375 Sustainable Communities Strategy in Contra Costa. It was suggested that during the process of developing this strategy, MTC consider using webinar technology to host meetings for all regions, given the potential size of the audience and the goal of reducing VMT. This technology, using both telephone and internet, would allow CMAs, RTPCs and any other interested parties from Contra Costa to "attend" the meeting via a local venue (e.g., the Authority, City Council Chambers, etc.). One person would be delegated as the meeting spokesperson to field questions and transmit comments from the group to the webinar moderator at MTC via the webinar platform, which would be visible to all attendees. Answers would be given orally or written for everyone to see as well.
2. Accepted the 2008-2009 Conditions of Compliance Report which was prepared by TRANSPAC and 511 Contra Costa staff to assist jurisdictions in fulfilling the requirement to summarize the various steps taken to implement the Central County Action Plan when preparing the Growth Management Program Compliance Checklist.
3. Accepted 511 Contra Costa's report which included:
 - EContent Magazine's recognition of 511 Contra Costa alongside the EPA, the BAAQMD and PG&E as organizations that effectively use Twitter and blogging to spread information and environmental awareness
 - Details on the financial support provided by 511 Contra Costa to lease the City of Pleasant Hill's new Wheego, the plug-in electric vehicle that will utilize the recently-installed Coulomb electric vehicle plug-in charging stations also sponsored by 511 Contra Costa
 - Information about Staff's meeting with Assemblywoman Skinner to share ideas about additional locations for electric charging stations

- Plans for Staff's presentation to the City of Antioch's Climate Action public workshop in March

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter
TRANSPAC Manager

cc: TRANSPAC Representatives
TRANSPAC TAC and staff
Don Tatzin, Chair, SWAT
Federal Glover, Chair, TRANSPLAN
Maria Viramontes, Chair, WCCTAC
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

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

March 2, 2010

Mr. Paul Maxwell, Interim Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Hercules

RE: WCCTAC Meeting Summary

Pinole

Dear Mr. Maxwell:

At its February 26, 2010 meeting, the WCCTAC Board took the following actions that may be of interest to the Authority:

Richmond

- 1) Approved postponement of a Caltrans Transportation Planning grant application for the West County Community-Based Transportation Plan.
- 2) Approved the FY 2010-11 Transportation Demand Management Program for West County.
- 3) Approved a resolution of support for the Local Taxpayer, Public Safety, and Transportation Protection Act of 2010.

San Pablo

- 4) Received a presentation from CCTA staff on the Regional Transit Sustainability Project, and provided for communication to MTC Commissioners Amy Worth and Federal Glover recommendations to enhance the composition of the Project Steering and Technical Advisory Committees.

Contra Costa County

- 5) Regarding the proposed Point Molate Casino & Resort, voted to send a request to Richmond to: a) negotiate with the land developer or the Tribe a memorandum of understanding for monitoring, as the project develops over time, the traffic impacts on West County routes of regional significance and any associated refinements to mitigation measures and costs; b) provide funding to WCCTAC for legal assistance in the development of the MOU; and c) amend the Land Development Agreement with the Tribe to include additional relevant provisions for the affected West County routes of regional significance.

AC Transit

- 6) Received a presentation from El Cerrito staff on the El Cerrito-Richmond Specific Plan for San Pablo Avenue.
- 7) Regarding the Draft Strategic Plan for the CMA Block Grant Program, approved to underscore support for not transferring funds from the Regional Bicycle Program to the Local Streets & Roads Shortfall Program.

BART

- 8) Received a report on CCTA's recent actions pertaining to SB 83.

Sincerely,



Christina M. Atienza
Executive Director

WestCAT

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



SWAT

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

February 22, 2010

Paul F. Maxwell, Interim Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

RE: Comments on the Proposed General Plan Amendment (GPA) Review Process

Dear Mr. Maxwell:

At the regularly scheduled meeting of February 1, 2010, SWAT reviewed the proposed General Plan Amendment (GPA) review process and forwarded the following comments for the Authority's consideration:

- Refine the language in Action 5 of Exhibit 1, Responsiveness to concerns/comments to include whether the sponsoring jurisdiction took action to implement the identified mitigation measures;
- Clarify the facilitation/mediation process to identify the Authority's role; and
- One SWAT member expressed concerns about Step 12, "Formulation of Principles of Agreement," as it relates to the feasibility of utilizing a MOU as a means of implementing mitigation strategies.

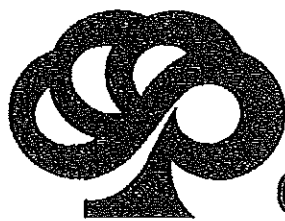
Thank you for the opportunity to review and comment on the proposed GPA review process, and for the efforts of the Growth Management Program Task Force and Authority in updating this important cooperative planning document.

Sincerely,

A handwritten signature in black ink, appearing to read "Newell Americh".

Newell Americh
SWAT Chair

Cc: SWAT and SWAT TAC
TRANSPAC, c/o John Cunningham, 651 Pine St, 4th Floor - North Wing, Martinez, CA 94553
WCCTAC, Christina Atienza, 13831 San Pablo Avenue, CA 94806
TRANSPAC, Barbara Neustadter, 2300 Contra Costa Blvd. Suite 360, Pleasant Hill, CA 94523
CCTA, Danice Rosenbohm, 3478 Buskirk Avenue, Suite 100, Pleasant Hill, CA 94523
CCTA, Martin Engelmann, 3478 Buskirk Avenue, Suite 100, Pleasant Hill, CA 94523



City of Pleasant Hill

February 2, 2010

Ms. Barbara Neustadter, Program Manager
TRANSPAC
P.O. Box 3675
Pleasant Hill, CA 94523

Dear Barbara:

Please be advised that on January 25, 2010, the City Council confirmed the appointment of Councilmember David Durant as Pleasant Hill's representative to TRANSPAC and Mayor Karen Mitchoff as the alternate. Both appointees will serve in this capacity through the year of 2010.

If you have any questions on this matter, please call me at 925-671-5267.

Sincerely,

A handwritten signature in cursive script that reads "Lynn A. Boardman".

Lynn A. Boardman
Executive Assistant
to the City Manager and City Council

cc: Councilmember David Durant
Mayor Karen Mitchoff

BART seeks feedback on transit decisions

By Katherine Tam
Contra Costa Times

Posted: 03/29/2010 03:41:34 PM PDT

Updated: 03/29/2010 03:41:35 PM PDT

BART will hold a series of public meetings starting

Wednesday to ask underrepresented communities how it can better communicate with them before making major transportation decisions about services and budgets.

For example, officials want to know when people would prefer to attend BART meetings, how they want to be notified of upcoming meetings and issues that have to do with better connecting with the public.

The meetings are in:

Richmond: 9 to 10 a.m. Wednesday, Catholic Charities of the East Bay, English Action Center, Grace Lutheran Church, 2369 Barrett Ave.

Antioch, Oakley, Brentwood: 6:30 to 8 p.m. Thursday, Antioch High School, 700 West 18


Pittsburg: 6:30 to 8 p.m., April 6, Pittsburg High

People who need a translator and child care services request it 72 hours before the meeting. Those who can't attend can fill out an online survey at [bart.gov](#). The survey is in the public announcement about the meetings on the home page.

For more information, call BART spokesman Victor Gonzales at 510-464-6428 or e-mail him at wgonzal@bart.gov.

Katherine Tam covers Richmond. Follow her at [Twitter.com/katherinetam](https://twitter.com/katherinetam).

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BART Community Meetings



Please join The San Francisco Bay Area Rapid Transit District (BART) as it seeks input from you regarding how to engage you and your community in critical transportation decisions. Below is a schedule of meetings open to the public. Translation services and child care are available if requested 72 hours prior to the meeting. Refreshments will be served.

Reuniones Comunitarias de BART - Por favor únase a San Francisco Bay Area Rapid Transit District (BART) a medida que esta organización busca obtener sus opiniones y comentarios para lograr su participación y la de su comunidad en decisiones importantes relacionadas con el transporte. A continuación se incluye el horario de reuniones abiertas al público. Se cuenta con servicios de interpretación y cuidado infantil si los solicita con 72 horas de anticipación a la reunión. Se ofrecerán refrigerios.

BART 社區會議 - 為使您和您的社區都能更好地參與重大運輸項目的決策過程，舊金山灣區捷運局 (BART) 想徵求您的意見，請踴躍參加。以下是公開會議的時間表。如需翻譯和托兒服務，請於會議開始前 72 小時提出申請。現場有茶點招待。

Các Buổi Họp Cộng Đồng của BART - Mời quý vị cùng tham gia với San Francisco Bay Area Rapid Transit District (BART) và đóng góp ý kiến nhận xét liên quan tới cách thức để quý vị và cộng đồng của quý vị tham gia vào các quyết định quan trọng về giao thông. Dưới đây là lịch trình các buổi họp dành cho cộng chúng. Có các dịch vụ thông dịch và trông trẻ nếu quý vị yêu cầu 72 giờ trước buổi họp. Chúng tôi sẽ phục vụ đồ ăn nhẹ.

Mga Pang-komunidad na Pulong ng BART - Mangyaring samahan ang San Francisco Bay Area Rapid Transit District (BART) sa paghahanap ng kontribusyon na impormasyon mula sa inyo tungkol kung paano kayo mahihikayat at ang komunidad sa mga kritikal na desisyon ukol sa transportasyon. Nasa ibaba ang iskedyul ng mga pulong na bukas sa publiko. Ang mga serbisyo ng tagasalin at pangangalaga sa mga bata ay maaaring makuha kung hihilingin 72 oras bago ang pulong. Magsisilbi ng meryenda.

Собрания обществности BART - Пожалуйста, посетите собрания, организовываемые Отделом быстрого транзита района залива Сан-Франциско (the San Francisco Bay Area Rapid Transit District, BART). Нам интересно узнать Ваше мнение о том, как BART может привлекать Вас и общественность к принятию критически важных решений относительно транспорта. Ниже приведен график собраний, на которые открыт доступ общественности. Услуги переводчиков и уход за детьми предоставляются, если эти услуги запрашиваются за 72 часа до собрания. Будет подаваться легкая закуска.

BART 지역토론회 - 샌프란시스코 BART (Bay Area Rapid Transit District)는 대중교통에 관한 중요한 정책결정 시 시민 여러분과 지역사회가 참여할 수 있는 방안에 대해 귀하의 의견을 듣고자 합니다. 아래 공개토론회 일정을 확인하신 후 참여해 주시기 바랍니다. 토론회 72시간 전에 요청하시면 통역 및 보육 서비스가 제공됩니다. 간단한 다과가 제공됩니다.

For more details: / Para más información: / 欲知詳情: / Để biết thêm chi tiết: / Para sa karagdagang detalye: /
Для получения дополнительной информации: / 자세한 사항은 아래 연락처로 문의하십시오.

Walter Gonzales, BART Government & Community Relations • (510) 464-6428 or wgonzal@bart.gov

RICHMOND
Wednesday, March 31
9:00 am – 10:00 am
Catholic Charities of the East Bay,
English Action Center at Grace Lutheran Church
2369 Barrett Avenue

ANTIOCH, OAKLEY, BRENTWOOD
Thursday, April 1
6:30 pm – 8:00 pm
Antioch High School
700 West 18th Street

PITTSBURG
Tuesday, April 6
6:30 pm – 8:00 pm
Pittsburg High School
250 School Street

EL CERRITO
Saturday, April 10
10:00 am – 11:30 am
El Cerrito Community Center
7007 Moeser Lane

CONCORD, PLEASANT HILL
Wednesday, April 14
6:30 pm – 8:00 pm
Cambridge Elementary
1135 Lacey Lane

www.bart.gov

San Francisco Bay Area Rapid Transit District
Government & Community Relations
300 Lakeside Drive
Oakland, CA 94612



BART wants to hear from you!
BART desea escuchar sus opiniones y comentarios.
BART 希望聽到您的聲音。
BART muốn nghe ý kiến của quý vị.
Nais ng BART na may marinig mula sa inyo.
BART хочет услышать от Вас.
여러분의 소중한 의견을 기다립니다.



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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: Construction.

Project Status: The contractor is awaiting a permit from the Water Board. With the limited work permit obtained from the Water Board, trees located at the west portal/staging area have been removed. While removing the trees, woodrat nests were found within project site. Caltrans hired a consultant to trap and relocate the woodrats, species with limited protection in California, outside of project limits. The 4th Bore is expected to be opened to traffic in spring/summer 2013.

Issues/Concerns: None.

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

CCTA Fund Source: Measure C

Lead Agency: City of Orinda

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

Current Project Phases: Design.

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

Issues/Concerns: None.

c. **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: The final PSR was signed by Caltrans on March 16, 2010.

Issues/Areas of Concern: None.

CENTRAL COUNTY

d. Alhambra Avenue Widening (1203) - No changes from last month

CCTA Fund Source: Measure C

Lead Agency: City of Martinez

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

Current Project Phase: Complete.

Project Status: Construction is complete. The City decided to complete the slope grading behind a retaining wall in a subsequent project.

Project acceptance is planned in spring 2010.

Issues/Areas of Concern: None.

e. Commerce Avenue Extension (1214)

CCTA Fund Source: Measure C

Lead Agency: Concord

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

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

Project Status: The project's environmental clearance was obtained on November 10, 2009. The right of way phase is now underway and is expected to take until summer 2010. The City's ROW agent set up interviews with property owners and is assembling appraisals. The 90% Plans are complete. Construction is scheduled for the summer of 2010 but may be delayed depending on the length of the ROW process.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C/Measure J

Lead Agency: Contra Costa County

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

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

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

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

g. **Iron Horse Trail Crossing at Treat Boulevard (1219) - No changes from last month**

CCTA Fund Source: Measure C

Lead Agency: Contra Costa County

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

Current Project Phase: Construction.

Project Status: The County awarded the project in May 2009, and construction started in June 2009. The project is expected to be completed in the summer of 2010.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C and J

Lead Agency: City of Martinez

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

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

Project Status: The Authority allocated funds to start demolition of some existing structures and eventually build an interim surface parking lot. Demolition work is complete. Some interim surface

parking lot work has started; striping of approximately 45 parking stalls is complete, some parking lot lighting is complete. The remaining interim surface parking lot work is still scheduled to be done in summer 2010.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C

Lead Agency: CCCTA

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

Current Project Phase: Design.

Project Status: The Authority appropriated \$823,820 for construction in January 2009.

Issues/Areas of Concern: Letter received from Caltrans granting CCCTA permission to charge a parking fee. These parking fees will help offset the cost of maintaining the facility and allow construction to move forward.

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

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Phase: Design

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

Issues/Areas of Concern: None.

k. **Electronic Bicycle Facilities at Concord, North Concord, Walnut Creek and Pleasant Hill BART Stations (10001-04) - No changes from last month**

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Phase: Design

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

Issues/Areas of Concern: None.

l. **Ygnacio Valley Road Permanent Restoration – Phase 2 (24027) - No changes from last month**

CCTA Fund Source: Measure J

Lead Agency: City of Concord

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

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

Project Status: 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. The construction contract was awarded to Top Grade Construction for \$1,372,740 on June 22, 2009. Tie-back wall construction is complete.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: City of Concord

Project Description: The Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements will upgrade traffic signal phasing at the intersection and widen the

eastbound Treat Boulevard approach to include two exclusive left-turn lanes, two through lanes and one right-turn lane. The proposed improvements will improve the system-wide signal coordination along Clayton Road during the peak periods.

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

Project Status: The Authority appropriated \$154,600 for preliminary engineering/environmental planning and environmental clearance work in March 2010.

Issues/Areas of Concern: None.

WEST COUNTY

n. **Richmond Transit Village BART Parking Structures (2302) – No changes from last month**

CCTA Fund Source: Measure C

Lead Agency: Richmond Redevelopment Agency

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

Current Project Phase: Construction.

Project Status: The CTC allocated \$10.2 million for construction in October 2009. Project was advertised on October 20th and bid opening was rescheduled to December 4th. The lowest responsive bid is approximately 13% lower than the Engineer's Estimate. The construction contract was awarded on February 16, 2010 and construction is targeted to start in spring 2010.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: CCTA/City of San Pablo

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

Current Project Phase: Preliminary Engineering and Environmental Clearance stage.

Project Status: The Final Environmental Document was signed by Caltrans on February 25, 2010. The Final Project Report is expected to be signed by end of March 2010.

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.

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

CCTA Fund Source: Measure J

Lead Agency: CCTA

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

Current Project Phase: Feasibility Study.

Project Status: The Feasibility Study was completed in July 2009. Two projects have been identified. The first project is moving forward as part of the ongoing I-80/Integrated Corridor Mobility (ICM) Project, which is planned for construction in mid 2011. The second project will be led by one or both of the cities of El Cerrito and Richmond. Staff met with Cities of El Cerrito and Richmond staff, and the I-80 ICM project staff to discuss the project and possible Open House to inform the public of the result of the Feasibility Study and to wrap up CCTA's effort at this stage.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: Richmond Redevelopment Agency

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

Current Project Phase: Design.

Project Status: The Authority appropriated \$2,700,000 for design and engineering services work on September 16, 2009. 35% Design is expected to be complete in April 2010 with final design complete in October 2010.

Issues/Areas of Concern: None.

r. **Electronic Bicycle Facilities at El Cerrito Del Norte, El Cerrito Plaza, and Richmond BART Stations (10002-03) - No changes from last month**

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Project Phase: Design.

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Project Phase: Design.

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

Issues/Areas of Concern: None.

EAST COUNTY

- t. **SR4 Widening: Railroad Avenue to Loveridge Road (1405) – *No changes from last month***

CCTA Fund Source: Measure C

Lead Agency: CCTA

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

Current Project Phase: Highway Landscaping.

Project Status: Landscaping of the freeway mainline started in December 2009 and is expected to be completed by August 2010. The initial mainline landscape construction will be followed by a three-year plant establishment period.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C and J

Lead Agency: CCTA

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

Current Project Phase: Utility Relocation and SR4 mainline construction.

Project Status: The SR4 mainline construction project was advertised on October 26, 2009. Bids were opened on February 10, 2010. Twelve bids were received and Caltrans is currently reviewing the apparent low bid from O.C. Jones and Sons, Inc. and preparing the construction contract Award letter. The apparent low bid is approximately 30% below the Engineer's Estimate. Construction is anticipated to start in late May or early June 2010. The construction management team is in place and a field office has been secured with a lease option to extend for use when other SR4 projects begin the construction phase.

The construction of the gas transmission line is complete. The electrical transmission line is complete except for two poles/foundations. The remaining transmission poles to be installed are dependent upon electrical distribution progressing with the underground and overhead operations. Electrical distribution line relocation has also started and should be complete in April. AT&T relocations will follow the PG&E activities, but should also be completed in April.

The Team Track construction contract is complete. The Team Track contractor also finished work on a few minor items associated with the mainline work near the Loveridge Road interchange.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C and J

Lead Agency: CCTA

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

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

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

Segment 1 design is nearing completion. Final bid documents are under preparation. District 4 has obtained delegation approval from Headquarters to perform final review before advertising which is accelerating the project schedule. Concurrently, final right of way acquisition activities are proceeding on all parcels. PG&E utility relocations needed in advance of the freeway construction project are almost complete. The construction contract for Segment 1 remains on schedule, with anticipated advertisement for contractor bids in early July 2010.

95% PS&E documents were submitted to Caltrans in September 2009 for Segment 3A and in October for Segment 2. The design teams for both of these Segments are currently working on their 100% submittal documents. Right of way acquisition is proceeding for both segments. Some full take parcels have already been acquired. PG&E is working on design of all utility relocations necessary for these segments as well.

Segment 3B, the Hillcrest Interchange area, was delayed pending resolution of issues related to the future transit station. The issues have been resolved and the design team is proceeding on an alternative to construct the ultimate interchange at Hillcrest Avenue, while still retaining the existing bridge structures. 35% PS&E documents are anticipated to be submitted to Caltrans in April 2010.

Issues/Areas of Concern: Allocation of state funding continues to be a concern for the SR 4 projects. If STATE funds are delayed, the overall project schedule may be compromised. The delay of the freeway project will affect construction of eBART, which will run in the newly constructed median of SR4.

- w. **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.

- x. **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.

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

CCTA Fund Source: Measure J

Lead Agency: Contra Costa County

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

Current Project Phase: Design.

Project Status: The bid opening was on February 16, 2010 with award scheduled for March 23, 2010. Construction is planned to start in April 2010 with completion in fall 2011.

Issues/Areas of Concern: None.

z. **SR4 Bypass: Segments 1 and 3 (5010)**

CCTA Fund Source: Measure J

Lead Agency: State Route 4 Bypass Authority

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

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

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C and J

Lead Agency: BART/CCTA

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

Current Project Phase: Final Design and Construction. BART is the lead agency for this phase.

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. Cooperative agreements with Caltrans are currently underway.

BART continues to work on engineering documents for the transfer station at Pittsburg Bay Point and improvements in the median to Railroad. BART expects to advertise this first package in the spring of 2010.

Issues/Areas of Concern: None.

bb. 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 19, 2009 and was awarded on May 19, 2009. Construction did not start due to delay in obtaining Army Corps permit. Construction contract will be extended to summer 2010.

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

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

*CENTRAL COUNTY*Measure C:

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

*WEST COUNTY*Measure C:

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

Measure J:

9001: Richmond Parkway Upgrade Study, 2008

*EAST COUNTY*Measure C:

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

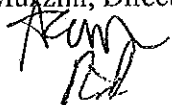
The County Connection

Inter Office Memo

To: Operations and Scheduling Committee
 From: Anne Muzzini, Director of Planning and Tech Services

Date: March 26, 2009

Reviewed By:



SUBJECT: Concord Pavilion Service

SUMMARY OF ISSUES:

The Concord Pavilion service operates between the Concord BART station and the Concord Pavilion to take people to the concerts. The number of buses used depends upon the demand and ridership per event ranged from 95 to 1,394 passengers depending upon the popularity of the show.

Historically this service was performed through a funding partnership with the Pavilion, however in response to the latest charter regulations, CCCTA decided to avoid the designation of charter service by reverting to the basic fare structure. Funding obtained from the Pavilion was lost.

Drivers are taken off the "extra board" to operate these targeted runs. Because the trips coming back after the show are late, there are often situations that require us to pay time and a half as a result of running the Pavilion service. For this reason I have used a higher marginal cost that reflects driver pay at time and a half. The marginal costs used to determine the cost are \$57.40 per total hour and \$1.95 per total mile.

Based on actual miles and hours operated in the 2008 Pavilion season, the net cost to CCCTA is \$45,469.

RECOMMENDATIONS:

In light of the need to cut costs, in light of recent service reductions, and as the funding partnership has been lost, it is the opinion of staff that the Pavilion service should be re-evaluated. Staff has no specific recommendation, but would like to get direction from the Committee.

FINANCIAL IMPLICATIONS:

CCCTA will save an estimated \$45,469 a year if the service is cut

OPTIONS:

1. Recommend elimination of the service
2. Recommend continuing the service
3. Other action as determined by the Committee

ATTACHMENTS:

Pavilion cost estimate and ridership trend

2008 Pavilion Season

Date	Ridership
5/2/2008	344
5/4/2008	398
5/26/2008	707
5/28/2008	1,335
6/7/2008	222
6/28/2008	247
7/8/2008	1,394
7/12/2008	293
7/16/2008	639
7/17/2008	161
8/8/2008	95
8/15/2008	306
8/16/2008	431
9/18/2008	274
9/19/2008	344
9/20/2008	137
9/24/2008	775
9/28/2008	309
10/12/2008	389
10/18/2008	288

Pavilion Cost Estimate

Based on 2008 Pavilion Service

# Trips	Work Hrs	Pass	Miles	Pass/ Trip	Pass/ Mile	Pass/ Work Hr
344	783	9,088	4,930	26.4	1.8	11.6

Cost in 2009\$

Marginal Cost / Total Hour	\$ 57.40
Marginal Cost / Total Mile	\$ 1.95
Total Hours	783.00
Total Miles	4,930
 Total Cost	 \$ 54,557
 Average Fare/ Pass	 \$ 1.00
Fare Revenue	\$ 9,088
 Net Cost to CCCTA	 \$ 45,469

Note: used time and a half marginal cost per total hour
Used FY 09 estimate of cost



Inter Office Memo

Agenda Item 7.a

TO: O&S Committee

DATE: March 24, 2009

FROM: Anne Muzzini *AM*
Director of Planning & Technical Services

SUBJ: Fixed Route Reports

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

I. Monthly Boarding's Data

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

Title	FY 2009		Annual Goal
	Current Month	YTD Avg	
Average Weekday	14,930	15,890	FY09 Goal 15,600
Pass/Rev Hour	14.2	15.6	FY09 Goal 17.0
Missed Trips	0.24%	0.17%	FY09 Goal 0.25%
Miles between Road Calls	34,321	26,560	FY09 Goal 18,000

* Based on FY08 Standards from updated SRTP

Analysis

Average weekday ridership in February was 14,930, up from the prior two months but not near the boom ridership seen when gas prices were high in November and October when the average weekday ridership was 18,000. Productivity as measured in terms of passengers per revenue hour (14.2) did not meet the standard (17.0). We will be watching to see how the service cuts affect productivity in the next few months.

This is the last month where we will have consistent data for the routes because on March 22nd major changes were made.

In February we saw the number of missed trips at a high level, 68, as compared to a typical month where we see around 40. This was expected as a ramification of impending layoffs.

The number of roadcalls was normal and all preventative maintenance was performed on time.

MONTHLY BOARDINGS
Operations Data Summary

Fixed Route Boardings		Passengers by revenue Hrs/Miles				Service Days		Fiscal YTD Comparison		
February 2009 Fixed Route Boardings	317,203	Revenue Hours - February 2009	February 2009	Weekdays	February 2009	February 2009	February 2009	February 2009	February 2009	
Pavilion	0	February 2008	February 2008	Saturdays	February 2008	February 2008	February 2008	February 2008	February 2008	
Bus bridge	0	Revenue Miles - February 2009	February 2009	Sundays	February 2009	February 2009	February 2009	February 2009	February 2009	
Special (Chase)	0	February 2008	February 2008	Sundays	February 2008	February 2008	February 2008	February 2008	February 2008	
February 2009 Total Boardings	317,203	Passengers per Mile	1.18	Total Days	28	February 2009	February 2009	February 2009	February 2009	
February 2008 Total Boardings	350,776	Passengers per Hour	14.21	February 2008	29	February 2008	February 2008	February 2008	February 2008	
February 2009 Fixed Route Passenger Total										
Route	Destination Information	Weekday	Saturday	Sunday	Total	February 2008 Weekday Average	February 2009 Weekday Average	February 2008 Passengers per Revenue hour	February 2009 Passengers per Revenue hour	Route
101	Rossmore / Ygnacio Valley	14,588	725	1,235	15,311	753	729	14.4	13.3	101
102	Pleasant Hill Rd. / Livermore	11,746	1,356	1,235	20,530	675	897	20.9	23.8	104
104	Walnut Creek Downtown Shuttle	17,959	1,356	1,235	20,530	756	897	20.9	23.8	104
106	Lafayette / Moraga / Orinda	17,577	417		18,394	1,044	899	19.4	16.7	106
108	Martinez / North Concord	6,423			6,423	415	321	15.0	11.6	108
110	Clayton Rd. / D.V.C.	54,448	2,679		57,127	2,900	2,722	19.3	17.7	110
114	Monument Boulevard	25,708	2,418		28,126	1,410	1,285	22.5	20.6	114
115B	Bart Concord	1,659			1,659	65	83	9.7	12.4	115B
117	Olivera/Solmo/Salvo/N. Concord Bart	8,577	361		8,938	443	429	15.1	14.3	117
119	Amtrak / Sunset Loop	1,182			1,182	74	59	10.3	8.2	119
124	Cowell Road	977			977	53	49	10.5	9.7	124
127	Bart Concord / D.V.C.	3,277			3,277	147	164	12.5	7.2	127
206A	Rossmore / St. Mary's / Happy Valley	2,549			2,549	118	127	24.6	26.6	206A
221	Stonewall / Danville Bishop Ranch	2,114			2,114	113	106	17.3	16.2	221
308	Martinez / North Concord Sunday			680	680	N/A	0	6.7	9.8	308
920	Acs Shuttle	3,456			3,456	180	173	20.2	19.3	920
960B	Bishop Ranch Express	7,130			7,130	384	357	13.9	13.0	960B
970B	Dublin Bart / San Ramon	1,757			1,757	105	88	9.8	8.4	970B
970C	Dublin Bart / Sun-Ramón	1,389			1,389	66	59	6.5	5.9	970C
980	Martinez Express	6,144			6,144	267	307	8.4	9.6	980
991	Concord/Commuter Express	5,726			5,726	46	56	2.2	2.5	991
TOTALS		298,600	13,760	4,843	317,203	15,731	14,930	15.1	14.2	

TRANSPORTATION and MAINTENANCE
Operations Data Summary

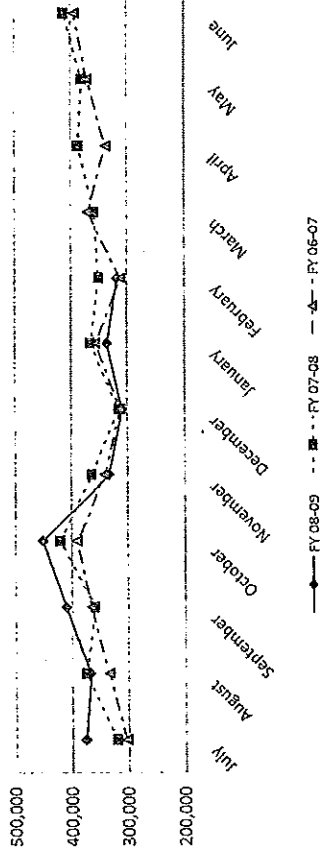
TRANSPORTATION	2008												FISCAL YTD		
	February	March	April	May	June	July	August	September	October	November	December	January		February	
Number of Buses	131	131	131	131	131	131	131	131	131	131	131	131	131	131	131
Totals Miles	361,838	372,139	379,518	366,885	360,781	363,644	357,901	367,588	403,187	360,781	377,985	362,920	343,213	2,937,219	
Revenue Hours	23,204	23,757	24,703	24,024	23,406	23,905	23,516	23,707	25,786	23,406	21,447	23,634	22,317	187,719	
Operator Pay Hours	41,718	45,790	40,265	42,201	40,618	40,480	41,491	39,014	40,369	39,488	53,403	39,879	36,512	330,636	
Number of Operations	50	26	36	34	67	37	70	68	104	67	64	65	87	562	
FT Extra Board	573	678	669	624	432	411	492	407	443	487	470	424	467	3,591	
Operator Absences	122	101	124	148	123	171	200	193	204	123	219	168	152	1,430	
Worker Comp.	453	377	345	276	359	240	292	209	239	359	251	256	315	2,161	
Sick leave	113	103	83	66	66	12	5	8	8	5	6	8	8	79	
Collision/Accidents	6	6	10	15	12	11	7	8	12	12	12	9	8	19	
Passenger Accidents	3	1	5	1	2	6	3	3	3	2	0	1	1	0	
Total Chargeable Collisions	932	0.26	1.31	0.27	0.35	1.64	0.83	0.31	0.73	0.55	0.90	0.52	0.25	0.68	
Changeable (100K Miles)	32,130	32,741	33,945	32,923	30,834	30,190	29,642	30,181	33,145	30,834	32,321	30,307	28,595	243,215	
Number of Trips Scheduled	59	31	57	26	15	52	21	37	52	15	91	40	68	376	
Number of Trips Missed	0.18%	0.09%	0.11%	0.08%	0.05%	0.17%	0.09%	0.17%	0.19%	0.05%	0.18%	0.19%	0.29%	0.15%	
Of Trips Scheduled - % Missed	22	12	21	14	13	35	16	24	26	13	30	17	11	172	
Of Trips Missed - Mechanical	93%	91%	90%	92%	91%	91%	91%	91%	90%	91%	93%	96%	93%	92%	
On Time Performance %	100%	100%	100%	100%	100%	99%	100%	100%	100%	100%	100%	100%	100%	100%	
A/C Operative - Avg. %	100%	99%	99%	100%	100%	99%	100%	100%	100%	100%	100%	100%	100%	100%	
Lifts Operative - Ave %	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
PM Complete on Schedule	19	11	26	20	19	28	24	20	21	19	18	20	18	168	
Total Road Calls	12	8	19	13	12	21	16	16	15	12	11	15	10	116	
Road Calls for Mechanical	15,726	21,923	15,908	17,830	15,515	19,572	18,614	15,053	17,103	15,925	14,429	16,029	14,164	142,829	
Road Calls for Other	40,528	22,830	40,696	21,581	41,347	12,054	20,393	23,489	16,728	41,347	17,106	16,478	47,338	164,478	
Miles Between Mechanical Road Calls	26,485	54,616	52,434	25,360	48,814	47,581	51,055	10,301	28,672	48,814	26,988	24,463	24,075	24,075	
Bus Numbers	200 - 299	300 - 399	400 - 499	500 - 519	2000 - 2099	8000 - 8099	9800 - 9809	200 - 299	300 - 399	400 - 499	500 - 519	2000 - 2099	8000 - 8099	9800 - 9809	
200 - 299	32,071	63,916	23,213	63,229	64,552	32,757	31,605	64,434	73,641	64,552	62,771	14,252	28,926	28,926	
300 - 399	26,403	27,933	28,870	29,874	26,610	26,390	26,315	12,813	25,100	26,610	26,096	26,237	22,386	22,386	
400 - 499	31,568	107,741	12,408	21,325	15,299	12,132	21,925	25,664	38,345	35,559	26,280	27,796	27,796	27,796	
500 - 519	5,174	12,257	4,774	10,760	11,161	21,022	7,594	11,857	12,121	11,161	11,990	21,559	22,512	22,512	
2000 - 2099	30,152	46,517	19,975	28,220	30,065	17,316	22,369	22,974	26,879	30,065	34,362	24,195	34,321	34,321	
8000 - 8099	3,091	4,105	2,441	4,457	4,557	4,500	4,517	3,181	3,512	4,557	4,071	4,761	4,238	4,238	
Fleet Avg.	36	25	25	25	25	27	26	26	27	25	27	28	28	27	
No Maint. Employees	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Maint. Emps/100K Miles	6	2	1	2	0	4	4	0	3	0	1	1	1	2	
Unscheduled Absences															

TRANSPORTATION	2008												FISCAL YTD	
	February	March	April	May	June	July	August	September	October	November	December	January		February
Number of Buses	131	131	131	131	131	131	131	131	131	131	131	131	131	131
Totals Miles	361,838	372,139	379,518	366,885	360,781	363,644	357,901	367,588	403,187	360,781	377,985	362,920	343,213	2,937,219
Revenue Hours	23,204	23,757	24,703	24,024	23,406	23,905	23,516	23,707	25,786	23,406	21,447	23,634	22,317	187,719
Operator Pay Hours	41,718	45,790	40,265	42,201	40,618	40,480	41,491	39,014	40,369	39,488	53,403	39,879	36,512	330,636
Number of Operations	50	26	36	34	67	37	70	68	104	67	64	65	87	562
FT Extra Board	573	678	669	624	432	411	492	407	443	487	470	424	467	3,591
Operator Absences	122	101	124	148	123	171	200	193	204	123	219	168	152	1,430
Worker Comp.	453	377	345	276	359	240	292	209	239	359	251	256	315	2,161
Sick leave	113	103	83	66	66	12	5	8	8	5	6	8	8	79
Collision/Accidents	6	6	10	15	12	11	7	8	12	12	12	9	8	19
Passenger Accidents	3	1	5	1	2	6	3	3	3	2	0	1	1	0
Total Chargeable Collisions	932	0.26	1.31	0.27	0.35	1.64	0.83	0.31	0.73	0.55	0.90	0.52	0.25	0.68
Changeable (100K Miles)	32,130	32,741	33,945	32,923	30,834	30,190	29,642	30,181	33,145	30,834	32,321	30,307	28,595	243,215
Number of Trips Scheduled	59	31	57	26	15	52	21	37	52	15	91	40	68	376
Number of Trips Missed	0.18%	0.09%	0.11%	0.08%	0.05%	0.17%	0.09%	0.17%	0.19%	0.05%	0.18%	0.19%	0.29%	0.15%
Of Trips Scheduled - % Missed	22	12	21	14	13	35	16	24	26	13	30	17	11	172
Of Trips Missed - Mechanical	93%	91%	90%	92%	91%	91%	91%	91%	90%	91%	93%	96%	93%	92%
On Time Performance %	100%	100%	100%	100%	100%	99%	100%	100%	100%	100%	100%	100%	100%	100%
A/C Operative - Avg. %	100%	99%	99%	100%	100%	99%	100%	100%	100%	100%	100%	100%	100%	100%
Lifts Operative - Ave %	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
PM Complete on Schedule	19	11	26	20	19	28	24	20	21	19	18	20	18	168
Total Road Calls	12	8	19	13	12	21	16	16	15	12	11	15	10	116
Road Calls for Mechanical	15,726	21,923	15,908	17,830	15,515	19,572	18,614	15,053	17,103	15,925	14,429	16,029	14,164	142,829
Road Calls for Other	40,528	22,830	40,696	21,581	41,347	12,054	20,393	23,489	16,728	41,347	17,106	16,478	47,338	164,478
Miles Between Mechanical Road Calls	26,485	54,616	52,434	25,360	48,814	47,581	51,055	10,301	28,672	48,814	26,988	24,463	24,075	24,075
Bus Numbers	200 - 299	300 - 399	400 - 499	500 - 519	2000 - 2099	8000 - 8099	9800 - 9809	200 - 299	300 - 399	400 - 499	500 - 519	2000 - 2099	8000 - 8099	9800 - 9809
200 - 299	32,071	63,916	23,213	63,229	64,552	32,757	31,605	64,434	73,641	64,552	62,771	14,252	28,926	28,926
300 - 399	26,403	27,933	28,870	29,874	26,610	26,390	26,315	12,813	25,100	26,610	26,096	26,237	22,386	22,386
400 - 499	31,568	107,741	12,408	21,325	15,299	12,132	21,925	25,664	38,345	35,559	26,280	27,796	27,796	27,796
500 - 519	5,174	12,257	4,774	10,760	11,161	21,022	7,594	11,857	12,121	11,161	11,990	21,559	22,512	22,512
2000 - 2099	30,152	46,517	19,975	28,220	30,065	17,316	22,369	22,974	26,879	30,065	34,362	24,195	34,321	34,321
8000 - 8099	3,091	4,105	2,441	4,457	4,557	4,500	4,517	3,181	3,512	4,557	4,071	4,761	4,238	4,238
Fleet Avg.	36	25	25	25	25	27	26	26	27	25	27	28	28	27
No Maint. Employees	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Maint. Emps/100K Miles	6	2	1	2	0	4	4	0	3	0	1	1	1	2
Unscheduled Absences														

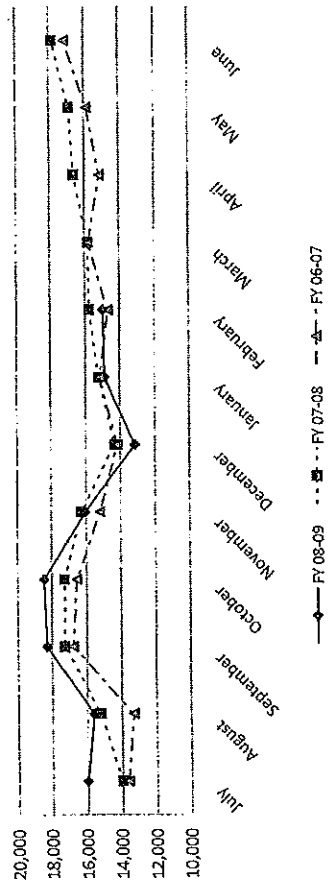
Note: Some statistics may not be available (n/a) at this time. These will be brought current in future reports.

FIXED ROUTE GRAPHS

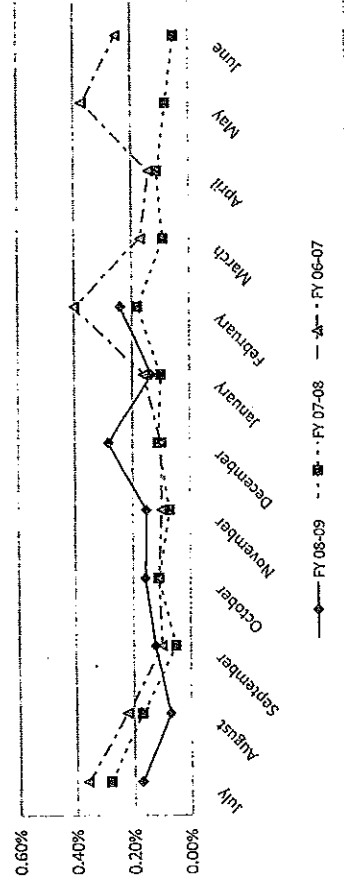
Total Passengers



Average Weekday Passengers

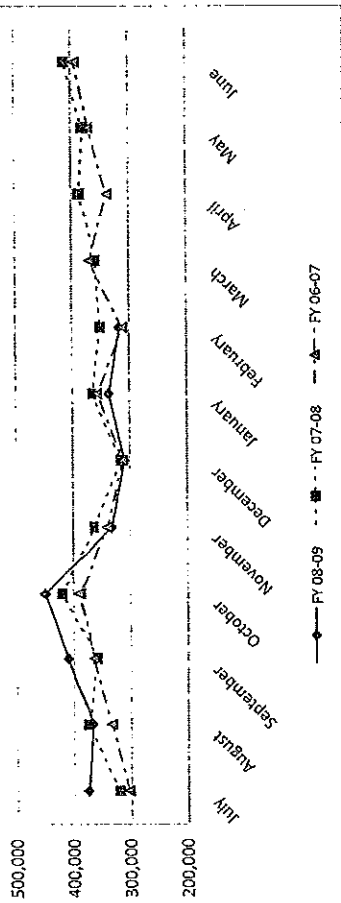


Missed Trips - % of Trips Scheduled

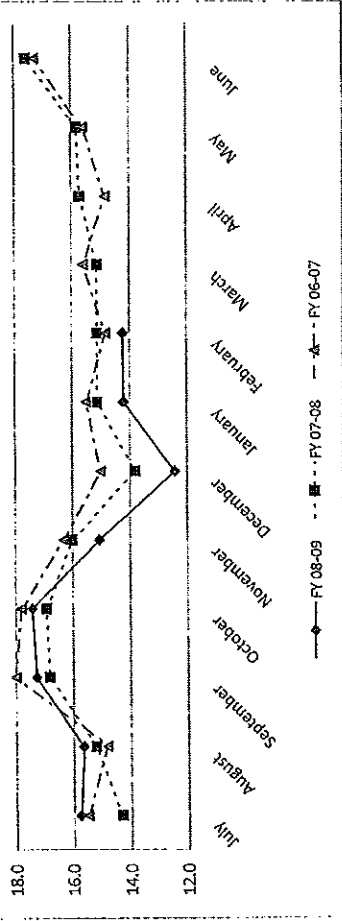


FIXED ROUTE GRAPHS

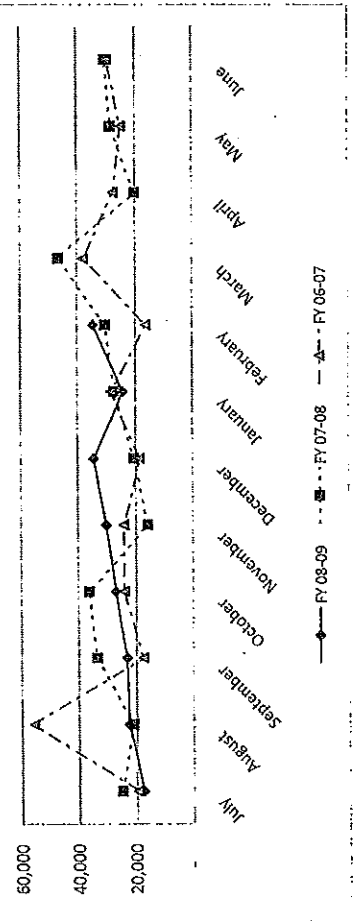
Total Passengers



Passengers per Revenue Hour



Miles Between Roadcalls




89-AVERAGE WEEKDAY BOARDINGS TREND

	Jan-08	Feb-08	Mar-08	Apr-08	May-08	Jun-08	Jul-08	Aug-08	Sep-08	Oct-08	Nov-08	Dec-08	Jan-09	Feb-09
101	67	57	59	72	71	72	74	77	72	72	75	63	61	68
102	790	753	822	810	728	768	614	693	852	828	727	528	726	729
104	597	615	575	613	626	557	457	505	778	758	638	516	538	587
** 104H	683	756	777	743	819	1,667	990	998	943	938	830	804	945	897
106	168	170	174	162	171	148	85	98	192	181	156	140	199	185
107	957	1,044	966	920	1,045	770	515	581	1,037	1,106	880	694	928	899
108	290	282	266	312	296	307	260	267	298	321	347	269	311	260
109	416	413	437	425	474	478	498	481	499	514	399	285	339	321
110	501	533	511	491	495	540	477	457	516	566	508	373	491	505
** 110W	2,692	2,900	2,825	3,087	3,072	3,257	3,255	2,979	3,370	3,278	2,966	2,657	2,600	2,722
111	509	515	482	583	592	442	394	347	615	592	457	408	464	480
114	1,406	1,410	1,562	1,591	1,586	1,596	1,626	1,466	1,537	1,644	1,416	1,167	1,290	1,285
115	1,039	968	920	1,102	1,084	1,078	906	926	1,156	1,103	995	818	952	911
115B	13	65	70	71	78	89	74	71	65	70	67	67	77	83
116	561	563	596	609	665	755	583	579	704	705	540	453	508	429
117	381	443	424	439	463	393	456	432	558	579	584	320	442	429
118	492	527	565	586	583	514	728	659	616	687	548	465	538	543
119	71	74	74	80	73	80	80	65	83	78	77	55	59	59
121	1,165	1,209	1,200	1,244	1,189	1,252	1,163	1,187	1,268	1,334	1,082	960	1,050	1,085
124	45	53	51	68	65	40	20	30	64	73	55	48	34	49
126	178	186	186	144	196	109	38	85	236	221	192	170	168	156
127	141	147	170	162	167	203	191	201	217	199	196	164	145	164
135	316	335	350	359	358	414	558	404	499	483	454	291	328	349
206A	118	118	108	109	134	70	24	44	144	144	107	91	95	127
206B	111	222	222	34	34	34	34	34	36	36	35	25	34	22
221	98	113	94	121	121	56	12	39	155	118	97	92	95	106
** 259	9	11	14	14	12	20	14	13	15	17	30	9	9	9
820	195	180	175	208	202	281	249	259	273	258	208	148	191	172
920	160	184	176	166	178	212	200	184	188	200	157	139	166	158
930	48	52	59	48	44	51	502	472	467	481	448	299	339	357
960B	170	170	256	283	268	334	285	265	261	273	273	174	213	213
960C	109	107	103	84	90	131	115	115	58	76	103	57	81	88
970B	56	62	66	69	58	85	74	78	59	76	82	57	64	59
970C	282	267	305	355	360	412	412	340	309	364	355	281	308	307
980	49	46	53	50	47	54	64	61	42	51	45	29	33	36
991	15,182	15,752	15,797	16,585	16,852	17,811	15,989	15,582	18,241	18,399	16,010	13,132	14,838	14,930
TOTALS														

The County Connection



Inter Office Memo

To: Operations and Scheduling Committee
From: Celinda Dahlgren, Director of Administration 
Date: 23 March 2009
Reviewed By:

SUBJECT: LINK Monthly Operating Report – February 2009

SUMMARY OF ISSUES:	Presented for your review is the monthly operating report for LINK for February, 2009
RECOMMENDATIONS:	Information only
FINANCIAL IMPLICATIONS:	N/A
OPTIONS:	Information only
ACTION REQUESTED:	Information only
ATTACHMENTS:	<i>CCCTA LINK Monthly Operating Summary, February 2009</i>

ADDITIONAL INFORMATION:

Total passengers for February 2009 were slightly down from the same time last year, although year to date passengers were up 6.1%, and total clients up 4.9%. Total passengers per revenue hour was at a very high 2.06.

LINK was able to provide 11 more same day trips this February as compared to last year, and although wheelchair ridership is down for February, the year to date number is 9.3% higher than last year. Complaints are down almost by half as well.

Staff expects that LINK ridership and requests for eligibility will rise over the next several months due to the service change. Some people whose disability allowed them access to a bus stop may now be too far from a bus stop to use the fixed route system. However, the higher fares on LINK might mitigate this rise, since some people may take fewer trips as a result of the fare increase.

CCCTA LINK
MONTHLY OPERATING SUMMARY
February FY08-09

SUMMARY	February FY07/08	February FY08/09	YTD FY07/08	YTD FY08/09
TOTAL CLIENTS	12,701	12,166	98,411	103,198
TOTAL ATTENDANTS	1,161	1,621	9,281	11,162
TOTAL COMPANIONS	83	96	950	863
TOTAL PASSENGERS	13,945	13,883	108,642	115,223
TOTAL SERVICE DAYS	29	28	239	238
VEHICLE REVENUE HOURS	7024.0	6723.9	54461.0	57670.5
VEHICLE SERVICE HOURS	8692.7	8166.2	67007.1	70367.1
VEHICLE NON REV HOURS	1668.8	1442.3	12546.3	12696.5
VEHICLE SERVICE MILES	137004.0	133706.0	1072878.0	1137132.0
VEHICLE REVENUE MILES	112875.0	110858.0	883353.0	942412.0
VEHICLE NON REV MILES	24129.0	22848.0	164990.0	172720.0
PASS. PER REVENUE HOUR	1.99	2.06	1.99	2.00
CLIENT PER REVENUE HOUR	1.81	1.81	1.81	1.79
PASS. PER SERVICE HOUR	1.60	1.70	1.62	1.64
PASS. PER SERVICE MILE	0.10	0.10	0.10	0.10
PASS. PER REVENUE MILE	0.12	0.13	0.12	0.12
TOTAL TRANSFER TRIPS	1,320	1,202	9,318	10,342
SAME DAY TRIPS	83	94	743	710
FAREBOX REVENUE	\$16,235.71	\$14,979.00	\$130,467.23	\$129,792.78
PREPAID CLIENTS	\$16,595.45	\$21,747.55	\$140,506.69	\$137,078.10
COLLECTED BILLING	\$7,155.75	\$8,711.50	\$54,929.00	\$80,516.00
TOTAL REVENUE COLLECTED	\$39,986.91	\$45,438.05	\$325,902.92	\$347,386.88
CHARGEABLE ACCIDENTS	0	2	7	10
SERVICE COMPLAINTS	1	1	9	5
SERVICE COMMENDATIONS	4	1	21	18
SERVICE DENIALS	0	0	0	0
ROAD CALLS	3	3	20	18
DRIVER TURNOVER	1.4	9.3	8.6	8.0
SCHEDULE ADHERENCE	97%	95%	97%	96%
WHEELCHAIR BOARDINGS	3,341	3,207	25,956	28,357
W/C LIFT AVAILABILITY	100%	100%	100%	100%
REGISTERED CLIENTS	7,396	8,211	N/A	N/A
UNDUPLICATED CLIENTS	1,197	1,141	N/A	N/A
NO-SHOWS	59	36	489	457
CANCELS	2,962	2,638	21,862	25,616
AVG. TRIP LENGTH (MILES)	9.8	9.6	9.9	9.9
AVG. SM BUSES IN SERVICE	5	5	4	5
AVG. BUSES IN SERVICE	48	48	48	48
TOTAL FUEL/GALLONS	18,208	15,789	144,668	148,014
FLEET M.P.G.	7.6	8.5	7.4	7.7

New study picks same route for high-speed rail

Michael Cabanatuan, Chronicle Staff Writer

Friday, March 5, 2010

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The state High-Speed Rail Authority issued a revised study that continues to recommend that speed trains between the Bay Area and Central Valley travel through the Pacheco Pass instead of the Altamont Pass.

The authority, which selected the Pacheco route over Altamont in 2008, had to reassess the best route and redo portions of its environmental report after a Sacramento judge ruled in December that its initial analysis was inadequate. The ruling came in response to a lawsuit by the cities of Menlo Park and Atherton and four environmental groups that favor the Altamont alignment.

Sacramento County Superior Court Judge Michael Kenny found that the environmental impact report did not adequately consider the segment between San Jose and Gilroy in light of the Union Pacific Railroad's stated opposition to sharing its right of way. The judge also cited contradicting statements about vibrations that would be caused by the fast trains.

Dan Leavitt, the authority's deputy director, told the authority's board at a Thursday meeting in Sacramento that the study had been amended to satisfy the judge's concerns and would be released for 45 days of public comment beginning Thursday. A public hearing will be held April 7 in San Jose.

Leavitt said the report acknowledges that moving high-speed train tracks adjacent to Union Pacific rails will increase the costs and impact of construction. But, he said, the study found that the railroad's refusal to share its right of way would also affect the Altamont alignment, and that those impacts would be somewhat greater than on the Pacheco Pass route.

The addendum studies the impacts of the alignment, including the effects on Monterey Highway, which adjoins the railroad's tracks. The study found the highway would have to move about 60 feet, and have the number of lanes reduced, at a cost of \$118 million. Changing the track and highway alignment could also affect black walnut trees along the highway that might be considered a historical resource under state law, and the authority might have to take extra steps to avoid interfering with the Union Pacific freight trains.

"None of the additional environmental impacts identified in this document, individually or collectively, changes the prior conclusion that the Pacheco Pass Network ... results in the fewest environmental impacts overall," the report concludes.

Whether the study satisfies high-speed rail critics and the court remains to be seen.

David Schonbrunn, president of the Transportation Defense and Education Fund, one of the plaintiffs in the lawsuit, hadn't seen the report but said "the impacts of taking half of the Monterey Highway will be pretty serious."

The plaintiffs in the lawsuit announced last month that they hope to reopen the case based on questions about the reliability of ridership projections. The authority met in closed session Thursday afternoon to discuss the lawsuit.

E-mail Michael Cabanatuan at mcabanatuan@sfgate.com.

<http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2010/03/05/BAOA1CB018.DTL>

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Editorial: State needs to cut the fat in Caltrans

Published: Thursday, Mar. 4, 2010 - 12:00 am | Page 12A
Last Modified: Thursday, Mar. 4, 2010 - 10:15 am

Wondering why the state Department of Transportation does such an uneven job of delivering highway and bridge projects quickly and efficiently? Part of the answer rests in a report released Tuesday by the state's Legislative Analyst's Office.

The LAO zeroed in on Caltrans' Capital Outlay Support program, which has more than 10,000 positions, many of which can't be justified.

"The cumulative evidence from our review shows that the program is overstaffed and lacks strong management," the report stated.

By eliminating 1,500 of those positions, the LAO estimates the state could save \$200 million yearly.

That money comes from special state and federal funds, so it couldn't be used to bridge the shortfall in the state's general fund. But it could be used for project construction, speeding up work that would benefit motorists, local governments and transit users.

Public employee unions responded in predictable fashion to the report. Bruce Blanning, who heads Professional Engineers in State Government, called the findings "outrageous" and suggested that Caltrans was too busy with projects to provide the LAO with sufficient justification for all of its positions.

Nice try, Bruce. The LAO pretty much nailed why Caltrans is bloated beyond reason. Costs for the Capital Outlay Program "regularly exceeded the norm," and were higher than costs incurred by similar state and local transportation agencies.

And furloughs? Did that affect the output of this \$2 billion program? Nope.

"The imposition of furloughs ... appears to have had no identifiable impact on its productivity, further suggesting that the department is overstaffed for these activities," the report said.

The professional engineers union spends big bucks in the Capitol, which is one reason lawmakers have bloated this Caltrans program and protected it from cuts. Yet in these tight times, that protection must come to an end. That will only happen if enough motorists, taxpayers and voters send lawmakers the strongest possible message.

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Martinez pushes ahead with redevelopment

By Lisa P. White
Contra Costa Times

Posted: 03/04/2010 03:35:44 PM PST
Updated: 03/04/2010 05:36:49 PM PST



MARTINEZ — Drawing an analogy to the recurring effort to reform the nation's health care system, Councilman Mark Ross noted Wednesday that Martinez residents have been debating redevelopment for more than 50 years.

Unlike the current health care fight in Congress, however, the five council members are united in their desire to use redevelopment to aid their struggling downtown. But an active opposition exists, and Martinez residents have been split on the matter in the past.

The City Council on Wednesday waded back into the fray.

"It's time we get this process through one way or another," Mayor Rob Schroder said.

Vice Mayor Lara DeLaney and Ross will serve on the subcommittee that will craft an ordinance forming a redevelopment agency. Although the council did not establish a deadline, Schroder said he wants to adopt the ordinance in enough time so that a referendum would appear on the November ballot if opponents succeed in forcing a vote.

"We need to lay out exactly what we would do with that money," Ross said, referring to the process. "The main thing is transparency."

Projects that redevelopment money could pay for include a downtown parking garage, new infrastructure and streetscape improvements.

Supporters say redevelopment agencies protect property tax revenue from being seized by the state. But in the past two years, California leaders have tried to take redevelopment funds to fill the state

budget gap.

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Critics argue that

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redevelopment siphons money from schools, police and other public services. They also dislike that redevelopment agencies can issue bonds without voter approval and use eminent domain to take private property.






Once the agency exists, it must establish boundaries of the redevelopment project area and adopt a plan. Areas qualified for redevelopment must display economic and physical blight.

City staff members have recommended that the council consider the downtown, marina and North Pacheco area, which the city is trying to annex. Staff members also said the ordinance should prohibit the use of eminent domain on residential property; and include a clause dissolving the agency if a redevelopment plan is not in effect five years after the council adopts the ordinance.

However, these provisions are unlikely to mollify the opposition, which worries that a redevelopment agency could engulf the city.

"Anyone who thinks they're going to be safe, anyone who thinks it's going to happen 'over there' better understand (redevelopment) can happen everywhere in this community," said longtime Martinez resident Paul Wilson.

Lisa P. White covers Martinez and Pleasant Hill. Contact her at 925-943-8011.

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The Queen of the Road: A triumph for BART riders

Contra Costa Times

Posted: 02/28/2010 12:00:00 AM PST

Updated: 02/28/2010 05:41:41 AM PST



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Queen: Here's a trail of e-mails that ended in triumph for West Oakland BART riders, the city of Oakland and, of course, the Queen:

Commuter: Many of us commuters park across from the West Oakland BART station in the pay lots and then cross Seventh Street to the BART station. I don't like to jaywalk, but the light at Seventh and Center is so ridiculously long, one has to. More than once someone has been nearly killed as he or she runs across to catch BART. People cross mid-block, because it doesn't make sense to go to a light that won't change anyway.

Nor does it help that the police ignore the speeding trucks and trucks double-parked while the drivers run into the convenience stores there. It is as though the powers that be think the truckers, the trucks and the shippers are more important than pedestrians. Any chance that during commute hours, the lights could be set so we can cross? Any idea who to complain to?

Frustrated From Orinda

Queen: In response to "Frustrated," Her Majesty contacted Wlad Wlassowsky, transportation services division manager for the city of Oakland. Transportation Services division staff went out and reviewed the signal timing, agreed that it was way too lengthy for pedestrians and adjusted the signal so that pedestrians don't even have to wait 30 seconds to cross Seventh Street. Here's the final e-mail:

Commuter: The light at Seventh and Center in Oakland now works wonderfully ... people have been remarking on it. Both yesterday and today, people were remarking on it.

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No Longer Frustrated From Orinda

Queen: More good news: Wlassowsky also told the Queen that Oakland has received a \$3 million grant from the Metropolitan Transportation Commission to improve connections for AC Transit users, pedestrians and bicyclists to the West

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improvements that will widen the sidewalks in front of the station by about 14 feet and reduce the traffic lanes from two in each direction to one in each direction, plus bicycle lanes. Great news!

Commuter: Morning traffic traveling west on Highway 24 into the Caldecott Tunnel is already slowing as drivers pause to watch workers prepare to bore the new tunnel. Has Caltrans considered building a 15-foot temporary fence to prevent drivers from slowing down to watch the construction?

Caltrans could show the construction live on its Web site as it is doing for the construction of the new Bay Bridge.

Rick Crispino, Cyberspace

Queen: Rick, the Queen is a tad puzzled at your description of westbound commuters driving from points east into San Francisco during rush hour through the tunnel "slowing down." It was her understanding that traffic is excruciatingly slow during that time anyway (as someone else once commented, given that such traffic moves at a crawl, why do they call it "rush hour"?).

Anyway, Rick, it's unlikely your first idea will come to fruition, while the second one is a maybe, the Queen learned from Caltrans. The fence would impede the work that's going on, and when the summer comes the workers will be boring the tunnel "and once they're inside the tunnel, there is not going to be a lot for people to see," spokesman Jeff Weiss said.

As to your second suggestion, Rick, you're right on the money with that one. Caltrans would like to show the construction live online and is looking into it. The issues are mostly financial and logistical, Weiss explained. Stay tuned, Rick; the decision will probably be made in the next month.

Commuter: Lately, there seems to be a rash of expired registrations going around. Aren't the police supposed to write tickets for this?

Larry, Cyberspace

Queen: Loyal Subjects, the Queen understands why so many of you are upset with those who talk or text illegally while driving, because it puts us all at risk. But Her Majesty doesn't get why Larry and other readers care about others' expired registrations. Can you help her understand? Feel free to write and share your insights.

HOW TO CONTACT THE QUEEN

Got questions about your commute? Whether you drive, ride, bike or walk, write the Queen at The Commuter Page, c/o The Times, P.O. Box 8099, Walnut Creek, CA 94598, or ccncommuter@bayareanewsgroup.com. Visit her at <http://www.contracostatimes.com/queen-of-the-road>.

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- 5 [Excellent point, norcalmod. I agree that it's important to make it](#)

