

# 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

August 17, 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 July 9, 2009, TRANSPAC took the following actions that may be of interest to the Transportation Authority.

1. Received a presentation by Brad Beck on the Draft Countywide Bicycle and Pedestrian Plan. TRANSPAC will transmit its comments on the Plan to the Authority under separate cover.
2. Adopted the Final Central County Action Plan.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Mark Ross *cp*  
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

# WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

July 31, 2009

Hercules

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

Pinole

RE: WCCTAC Meeting Summary

Dear ~~Mr. McCleary~~ <sup>Bob</sup>:

Richmond

At its July 31, 2009 meeting, the WCCTAC Board took the following actions that may be of interest to the Authority:

San Pablo

- 1) Approved, as part of the consent calendar:
  - a. WCCTAC Resolution 09-04, which adopts the 2009 Update of the West County Action Plan for Routes of Regional Significance; and
  - b. Cooperative agreement with West County Unified School District for administration and compensation associated with the Measure J Low-Income Student Bus Pass Program.
- 2) Discussed recent positive developments in AB 744 (Torrico) provisions, and authorized the Chair to prepare and transmit a letter of support for the bill in time for consideration at the Senate Appropriations Committee hearing.
- 3) Discussed and approved comments on the Draft 2009 Countywide Bicycle and Pedestrian Plan for submittal to the Authority.
- 4) Received an overview presentation on Point Molate Resort and Casino project alternatives and anticipated traffic impacts.

Contra Costa  
County

AC Transit

Sincerely,



Christina M. Atienza  
Executive Director

BART

WestCAT

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

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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August 14, 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 August 14, 2009.

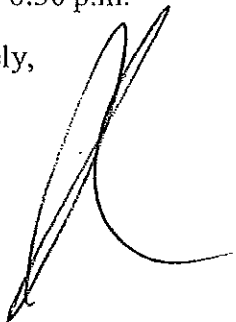
**Strategic Plan Update:** The Committee received a report on the update process. Staff will return in September with a detailed report, options for consideration, and a recommendation from the TRANSPLAN Technical Advisory Committee.

**Adopt Final East County Action Plan:** The Committee adopted the final East County Action Plan for Routes of Regional Significance.

**Technical Coordinating Committee Appointment:** The Committee appointed Leigha Schmidt (Pittsburg) to the Contra Costa Transportation Authority's Technical Coordinating Committee.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, September 10, 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. Atenza, WCCTAC  
       L Bobadilla, TVTC  
       D. Rosenbohm CCTA

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# 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

July 15, 2009

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

Dear Chair Viramontes:

Thank you for the opportunity to review the draft Countywide Bicycle and Pedestrian Plan (CBPP). Both the TRANSPAC TAC and TRANSPAC received presentations on the CBPP by Brad Beck of the Authority Planning staff. We appreciated his time to address the various issues raised by Central County representatives. We also noted that this plan should be of increased use to jurisdictions and agencies seeking to successfully compete for scarce funding resources for bicycle and pedestrian projects.

TRANSPAC's comments on the CBPP are shown below in underline/strikeout.

Executive Summary, page vii, first sentence, suggest revising to read: Walking and bicycling are increasingly recognized as ~~important~~ valuable components of the our transportation system. Bicycling and walking improve health, the quality of life and do so without adding to traffic, air pollution or energy consumption.

Executive summary, page vii, 4th bullet: Public support for non-motorized transportation has continued to increase since the adoption of the 2003 CBPP. ~~People increasingly view walking and bicycling as potential solutions to traffic congestion, sprawl, global warming, physical inactivity and other concerns.~~

As more people walk and bicycle for health and fitness, many recognize the potential benefits of these transportation modes for the daily commute. Use of these modes has the potential to mitigate traffic congestion, air pollution and gives participants a sense of accomplishment in aiding the environment and community.

Executive Summary, page ix, first full paragraph: The second factor is the current rates of walking and bicycling. As more people ride for recreational purposes, it can be expected that some people will see the advantage to commuting by bicycle once or twice a week. These recreational turned commuter cyclists should result in some increase in bicycle commute ridership. According to various sources, walking accounts for 1.5-1.8 percent of work trips or of commuters while bicycling represents 0.3-0.6 percent. This compares to approximately 70 percent for drive-alone and 12-16 percent for carpooling and 9-13 percent for transit. The CBPP estimates on an order of magnitude basis the current daily number of all bicyclists in Contra Costa-commuters and others-as 24,600 and the future number, assuming completion of the countywide bicycle network and supporting facilities, as 68,600.

Chair Viramontes  
July 15, 2009  
Page 2

TRANSPAC also suggests that the important role of recreational bicycle use as a "training ground" for future bicycle commuters be expanded in the document.

We also suggest that bicycle counts be collected during the school year on all school campuses as part of an assessment of actual ridership by elementary, high school and college students and faculty.

Again, thank you for the opportunity to comment on the Plan. We look forward to its completion and its use in successful funding applications for Contra Costa projects.

Sincerely,



Mark Ross *φ*  
Chair

cc: TRANSPAC Representatives  
TRANSPAC TAC  
Robert McCleary, CCTA Executive Director  
Martin Engelmann, CCTA Deputy Executive Director, Planning  
Brad Beck, CCTA Senior Planner



# SWAT

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

July 14, 2009

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

RE: SWAT Meeting Summary Report for July 2009

Dear Mr. McCleary:

At the **July 6, 2009** Southwest Area Transportation Committee (SWAT) meeting, the following issues were discussed that may be of interest to the Authority:

**Review and Comment on the Draft 2009 Countywide Bicycle and Pedestrian Plan:**  
The Committee received a presentation from Authority staff on the Draft 2009 CBPP. Comments on behalf of SWAT will be sent under separate letter to the Authority by the August 5<sup>th</sup> deadline.

**Status Update on the I-680 Rehabilitation and Southbound HOV Extension:**  
The Committee received a detailed presentation from Ms. Cheryl Nevares, Caltrans District 4 Project Manager, on the I-680 Rehabilitation project that is slated to begin in 2010.

**Update on TRANSPAC response to comments submitted by the City of Lafayette on the Central County Action Plan:**  
The Committee reviewed a response letter from TRANSPAC to the City of Lafayette initiated by comments that Lafayette had submitted on the Central County Action Plan last December. The Committee discussed TRANSPAC's suggestion to consider developing a scope of work for a traffic management plan for the Pleasant Hill Road corridor, and agreed that further discussions between all interested parties should take place before moving in the direction of undertaking a traffic management plan for the corridor.

**State Administration's proposed redirection of local gas tax subvention funds:**  
The Committee moved to submit a letter to the State Budget Conference Committee on behalf of the SWAT region opposing the State Administration's latest proposal to redirect local gas tax revenues for purposes of balancing the State budget.

There will be no SWAT meeting in August. The next SWAT meeting is scheduled for Monday, September 14, 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,

A handwritten signature in black ink, appearing to read "Andy Dillard", written over a horizontal line.

Andy Dillard  
SWAT Administrative Staff

Cc: SWAT and SWATTAC  
TRANSPLAN, 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

## Bay Area Counties Address Commuting Woes

By Chris Ingraham

It's unavoidable: those who work need to get to work. Unless you work from home, chances are you have a twice-daily commute that can seem like a job in itself. The quandary for Bay Area policy makers is just how to offer financially viable alternatives to the daily grind of traveling by personal automobile, and how to incentivize people to use the alternatives.

The priority shift of the last several years, which has seen increasing attention given to climate change in both state and national politics, has inspired local decision makers throughout the Bay Area to think more closely about transportation problems — and their solutions. By now, the problems with a single-driver commute are self-evident. It's exhausting, for one. More significantly, the inefficient excess of automobiles on the road results in the emission of more environmentally pernicious greenhouse gases into the atmosphere. While local air pollution is a visible, immediate repercussion, most climate scientists are alike in agreeing that the for-now-invisible long-term effects of too much carbon dioxide in the atmosphere will soon be deleterious for the ongoing survival of the planet at large. But what solutions are there? Americans do seem to like the freedom of their cars.

The challenge for policy makers is not only a matter of changing deeply held beliefs about the necessity of cars; it's also a matter of adjusting the relative utility of driving. A report made by the UC Davis Transportation Center in 2008 found that driving utility comes down to time, cost, convenience,

and comfort. If alternative options to the single-occupant automobile can visibly improve over cars across these four areas, then such options will become more compelling. Accordingly, many of the nine counties in the Bay Area are reevaluating existing plans or aggressively pursuing new ones to make their local transportation system more appealing — and efficient and sustainable.

In San Jose, for instance, the Eco Pass program gives employers a chance, for one set price, to purchase a pass that lets all its employees travel to and from work at no additional expense on a variety of public transportation carriers. From buses to trams to ferries, subways and commuter trains, the Bay Area already has a substantial and progressive infrastructure in place. One of the Eco Pass program's fundamental endeavors is to take advantage of the existing public transportation network by making it as convenient and affordable as possible.

In addition to the free travel benefits of Eco Pass holders, the Eco Pass also gives employees access to an "Emergency Ride Home" service for emergencies. Shuttles taking commuters directly from a transit stop or station to one's specific workplace, along with paratransit door-to-door transportation for the disabled, and various Park & Ride lots, strive to make the Eco Pass as convenient as traveling in a single-occupant car. And, for the most part, the plan has been a success — at least insofar as large companies and organizations have adapted it. San Jose State University offers the program, by the semester, for its students, staff, and faculty. All those who have an Eco Pass, however, are not obligated to use it, and just because the pass makes bus or light rail transit free and convenient, these options have not necessarily become more popular than single-occupant cars. Few statistics are available to speak of the plan's actual success when it comes to reducing traffic congestion and pollution.

Other plans have been tried elsewhere. Marin County, in response to its increased traffic congestion and greenhouse gas emissions, takes part in an incentive-based commuter system, whereby travelers who commute using public transportation, a carpool exchange, or other alternative means actually get paid to leave their car at home. Those who get to work without using a single-occupant vehicle — that is, either by car or vanpooling, riding public transit, walking, or bicycling — are paid \$4 a day. In order to be eligible, would-be participants (regular and extra hire employees in Marin County) need to complete an application detailing their employment and commute history before they are accepted



into the program and deemed eligible for the stipend.

To address its transportation issues, Contra Costa County has recently adopted the 2009 Countywide Comprehensive Transportation Plan (CTP). The CTP does not just establish an alternative transportation program, but details all aspects of transportation in Contra Costa County. The plan projects reasonable population and employment growth in the coming years, and charts its likely corresponding outcomes for transportation. To startling effect, it also compares these projected traffic figures with planned capacity improvements, showing that very soon congestion will be a bigger problem than it already is. From 2005 to 2030, the plan attempts to operate on a 5 percent margin, with traffic growth at 28 percent and planned capacity improvements to Contra Costa roads at 33 percent.

One goal of the CTP is to ensure that all aspects of the transportation system work together to abet its larger focus: improving swiftness of travel, managing economically and environmentally viable growth, creating alternatives to the single-occupant vehicle, and maintaining the transportation system at large. According to the CTP, a transportation system has five components: roadways, transit, High-Occupancy Vehicle facilities, bicycle and pedestrian facilities, and facilities for commercial transportation. The CTP is an especially significant step forward because of its attempt to integrate and synergize the transportation system's various parts.

Philosophically, across the Bay Area, the different approaches to transportation fall across what is essentially a spectrum of incentive systems related to driving utility. Positive-incentive systems, like the one in Marin, intend to encourage different commuting decisions, whereas negative-incentive systems, such as raising toll fees or other efforts to make driving more expensive, attempt to discourage the use of single-occupant cars. Either way, the goal is the same: reduce congestion and help the environment. But as the state scrambles to address its economic woes, budget cuts may prove deleterious for the development of alternative transportation plans in the region. And, of course, becoming familiar with and taking advantage of existing transportation alternatives ultimately depends on individual commuters and not on state or county organizations. How did you get to work this morning?

## **RIDESHARING TO SPARE THE AIR**

The vast majority of automobiles hold room for at least four people, but anyone who has spent time on this region's roadways can testify that most of that space is going unused.

Every day in the Bay Area, solo drivers account for an astonishing 3.5 million commuting trips between home and work, contributing to highway congestion that ranks second-worst in the nation. Beyond aggravation, this also produces a lot of tailpipe emissions that lead to smog.

In order to address this problem, the Bay Area Air Quality Management District has launched a new campaign as part of its Spare the Air program to promote carpooling and ridesharing. By educating the public about this practice, the agency hopes to reduce the high number of single-occupancy vehicle trips and thereby improve air quality. Filling up empty car seats translates into fewer total cars being driven, which in turn curbs smog production and benefits public health.

The Air District wants to impress upon rush hour drivers that adding extra passengers will allow them to enter High-Occupancy Vehicle lanes, which bypass slower traffic and save time; carpoolers in the East Bay, for example, save an average of 20 minutes crossing the Bay Bridge. And on the subject of savings, a carpooling group who splits the cost of gas saves each commuter an average of \$2,663 a year, based on a 30-mile round-trip commute.

To assist commuters in setting up or joining a carpool, the Air District recommends the 511 RideMatch Service at [www.511.org](http://www.511.org). This website allows visitors to search for carpool partners, find available seats in existing vanpools, and download a map of the more than 150 free "Park & Ride" lots where ridesharing starts.

An additional option exists in the East Bay, where commuters into San Francisco can also take advantage of the casual carpool network. This system requires no prearrangements; drivers simply pick up passengers at any one of 20 designated locations (listed at [www.ridenow.org/carpool](http://www.ridenow.org/carpool)) and drop them off near the Transbay Terminal after crossing the Bay Bridge.

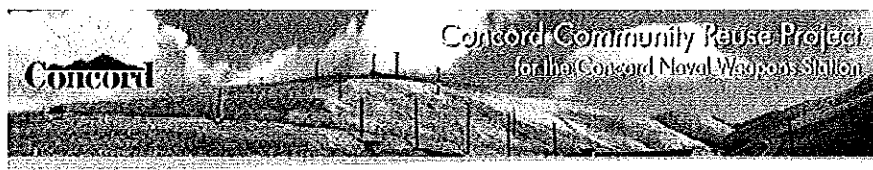
And finally, the Air District also provides details about green travel options in general at [www.sparetheair.org](http://www.sparetheair.org) — reminding people that in some cases, driving need not factor into the daily commute at all.

*By Alec MacDonald*

## **ONLINE READING: GRAND BOULEVARD'S "NEW REALITIES, NEW CHOICES"**

The Grand Boulevard Initiative, an effort to improve the performance, safety, and aesthetics of El Camino Real in San Mateo and Santa Clara counties, recently held a forum on new choices for that corridor; learn more at [www.grandboulevard.net](http://www.grandboulevard.net).

**Subject:** Draft EIR on preferred alternative reuse plan to be released  
**From:** Reuse.Project@ci.concord.ca.us  
**Date:** 03 Aug 2009 14:26:09 -0700  
**To:** bantrans@sbcglobal.net



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## Draft EIR on preferred alternative reuse plan to be released

On January 12, 2009 the Concord City Council, sitting as the Local Reuse Authority (LRA), designated a preferred alternative reuse plan for the Concord Naval Weapons Station.

The LRA also directed staff to conduct further environmental review, under the California Environmental Quality Act (CEQA), of the preferred alternative and a second alternative that was sent to the LRA by the Community Advisory Committee.

The City wishes to notify you, or your organization, that the draft EIR prepared in accord with CEQA will be released no later than Aug 28, 2009. There will be a 45 day review period and a specific date for receipt of written comments will be provided on the day of release of the draft document.

Please address any questions to:  
Michael W. Wright  
Director, Community Reuse Planning  
City of Concord  
1950 Parkside Dr M/S56  
Concord, California 94519  
Office: (925) 671-3019  
Cell: (510) 847-4262

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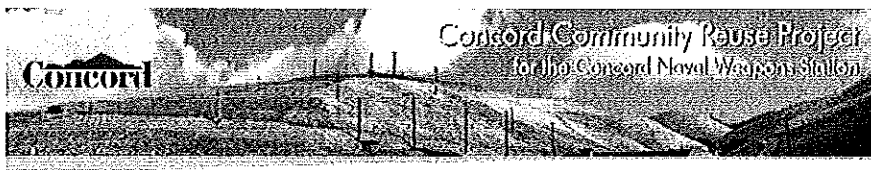
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**Subject:** Navy initiates fire safety program at Concord Naval Weapons Station  
**From:** Reuse.Project@ci.concord.ca.us  
**Date:** 15 Jul 2009 16:03:58 -0700  
**To:** bantrans@sbcglobal.net



## **Navy initiates fire safety program at Concord Naval Weapons Station**

The U.S. Navy is working with the U.S. Forest Service to bring the various tree plantations on the shuttered Concord Naval Weapons Station into compliance with fire safety standards. The Forest Services leased the land from the Navy where the tree plantations are located.

There are approximately a half dozen plantations or groves of trees on the base planted by the Forest Service over the years to test the viability of different tree species in the East Bay climate. Several of the plantations are now overgrown and have spread closer to the neighborhoods bordering the western edge of the weapons station than is considered prudent from a fire safety perspective.

To create a defensible space between the plantations and the neighborhoods of approximately 75 feet, the Forest Service will have contractors marking trees to be removed because they have died or because they present a fire hazard, and assessing the detritus (bark, leaves, fallen branches etc) on the floor of the plantations to plan for its removal.

The Navy's goal is to protect neighborhoods close to the stands of trees from fire danger. There are no plans to remove any of the tree plantations.

The information gathered and proposed actions and schedules will be submitted to the Navy by the Forest Service in the form of a management plan. The Navy will provide the City of Concord with the plan so that it can be shared with residents prior to any tree removals.

The Forest Service is responsible for coordinating with appropriate state and federal wildlife agencies before and during removal actions.

Questions can be addressed to Esther Ewell, (619) 532-0766 of the U.S. Navy.

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**Contra Costa Times, Walnut Creek, Calif., Tom Barnidge column:  
Barnidge: Wheels of progress turn slowly for Concord Naval  
Weapons Station development**

*Tom Barnidge*

*Aug 23, 2009 (Contra Costa Times - McClatchy-Tribune Information Services via  
COMTEX) --*

WHEN IT WAS announced in 2005 that about half the Concord Naval Weapons Station would be closed, city leaders could barely contain their glee at the opportunity for mixed-use development suddenly placed at their feet.

Jim Forsberg, Concord's director of planning and economic development, describing himself as a "cockeyed optimist," told a Times reporter that he could envision breaking ground within five years.

He was right.

He was a cockeyed optimist.

The wheels of progress are famous for turning slowly, and that's especially true when regulatory agencies of the federal and state governments are involved. At this moment, in fact, the 5,170 acres in question remains property of the Navy.

Mike Wright, whose job as director for community reuse planning is to navigate the city through the maze of complexities in this project, now forecasts the first shovel might hit the dirt in 2013 ... or maybe 2014. He hedges because he's done this before, and he knows what he's up against.

"This is a slow process, no matter who does it or how you do it," said Wright, who helped Irvine develop the former El Toro Marine base. "We're maybe halfway there to the land actually transferring from the Navy to somebody else."

Not surprisingly, residents have voiced some impatience, community relations manager Leslye Asera said. Many participated in the public workshops she helped organize to seek feedback when

the project first commanded headlines.

"When you come to a public workshop and pour your heart out," Asera said, "you want to see something happen."

Lots of things have happened -- information has been gathered, needs evaluated and plans formulated. It's just that they've happened behind the scenes.

A map of the proposed development is in hand, designating areas to be used for commercial, residential, community and recreational purposes. The plan accounts for 12,000 dwellings and 28,000 residents, with more than half of the area set aside for open space.

An environmental report that addresses traffic, air quality, biological and other issues is nearly ready for review -- by the City Council, the public, neighboring cities, the county, the state and regulatory agencies.

If all goes well, Wright hopes Concord will adopt a final reuse plan by January ... then it will be incorporated into the city's general plan ... then the Navy will be asked to sign off on Concord's recommendations.

Also still needed are approvals from the state and federal Environmental Protection Agencies, the U.S. Fish and Wildlife Service and the California Department of Fish & Game, after which Pope Benedict will be asked to fly in and bless the grounds. OK, we're kidding about the last part,.

The considerations required of this project are dizzying. And land requests have come from all corners.

The East Bay Park District wanted a large parcel of land. The Contra Costa County sheriff's and fire departments asked for 80 acres. Cal State East Bay University wanted a large plot, the Contra Costa/Solano County Food Bank a smaller one.

Oh, one other thing,

"Under federal law," Wright said, "you have to balance the needs of the homeless with whatever other development you do on site." So the Concord plan anticipates 130 multifamily housing units for the homeless.

Don't start pouring any concrete, though. First, the place needs a cleanup.

When the weapons station was in operation, the Navy used a herbicide laced with arsenic to control weeds. The Navy doesn't mess around. Large swatches of contaminated soil must be removed. Also needing attention, Wright said, is residue from hydrocarbons used to clean machinery.

To further complicate matters -- why stop now? -- two endangered species, the California red-legged frog and tiger salamander, must be considered in any plan. No development that jeopardizes their existence will be approved by wildlife agencies.

Oh, yeah: Water, sewer and electric services all must be installed. Developers will have to factor in those costs.

Wright seems unperturbed.


"None of this comes as a surprise to me," he said. "This community as a whole -- I'm not talking just about Concord -- has moved steadily through the process. We really are making some good progress."

Talk about your cockeyed optimists.

Reach Tom Barnidge at [tbarnidge@bayareanewsgroup.com](mailto:tbarnidge@bayareanewsgroup.com)

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News Provided by 

## **Pleasant Hill voters approve \$28 million bond measure**

**By Lisa P. White**

Posted: 08/26/2009 09:33:21 AM PDT

Updated: 08/26/2009 09:33:21 AM PDT

PLEASANT HILL — Voters overwhelmingly approved a \$28 million bond to pay for a new senior center and other projects.

The mail-in ballots were due Tuesday. The bond measure passed with 75.7 percent of the vote; it needed two-thirds voter approval to pass.

Measure E, put on the ballot by the Pleasant Hill Recreation and Park District, earmarks \$9.1 million for the senior center, \$10.1 million to build a 23,000-square-foot community center, \$2.2 million for an expanded teen center, \$4.9 million for upgrades to the irrigation system and ball fields at Pleasant Oak Park and about \$300,000 to renovate the restrooms at several parks.

The bond will cost homeowners \$29 per \$100,000 of assessed property value. Residents of the recreation district, which includes all of Pleasant Hill and some adjacent unincorporated areas, received the mail-in ballots in late July.

The recreation district lost about \$200,000 when the Legislature and the governor agreed to borrow property tax revenue from cities and special districts to fill the state budget deficit.

The district's fiscal year 2009-2010 projected budget is \$5.2 million, down \$700,000 from the previous year.

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

# New school buses in Danville and Ramon as school starts

By Eric Louie  
Contra Costa Times

Posted: 08/25/2009 03:47:15 PM PDT  
Updated: 08/25/2009 03:47:15 PM PDT

The 2009-10 school year started for most area school districts Tuesday — in the San Ramon Valley school district it also meant the start of a new bus system aimed at easing traffic in Danville and San Ramon's most congested areas.

The service, which serves seven of the 30-plus schools in the San Ramon Valley school district, has about 900 students signed up. It is funded by fares and the 2004 countywide half-cent Measure J sales tax. It is handled by the Measure J Traffic Congestion Relief Agency, known as Traffix, which consists of multiple government agencies. The cost is \$250 per year for round-trip service.

"We're really pleased so far," Aram Boyd, program manager, said about ridership. He said the number is especially good considering advertising didn't start until the summer. It was delayed because district budget cuts affected the adjustment of school schedules, which was needed to accommodate the service.

Boyd said the service is more popular in middle schools and is being used more in Danville than in San Ramon, with some elementary school routes in Danville full with waiting lists. He said the schools served and routes could change in the future depending on ridership and traffic patterns.

Officials had estimated 2,000 riders. Boyd said with the first week of school even those who may be signed up for buses may choose to drive, but as the year progresses he expects more to sign up.

He also noted that schools

Advertisement

with the new service did not previously have school bus service and public transportation has not been a regular part of the culture.

"We know it's going to grow," he said.

The Danville schools served are Green Valley and Vista Grande elementary schools, and Los Cerros Middle School. In San Ramon Country Club, Neil Armstrong and Walt Disney elementary schools and Pine Valley Middle School have service.

Boyd said trips take 20 minutes or less. Buses arrive 10 minutes before middle schools start and five minutes before class for elementaries. They all leave seven minutes after school lets out. Not all of the participating schools' attendance areas get service, which is based on parent driving patterns and congestion levels.

San Ramon Valley school district spokesman Terry Koehne said the district welcomes the new service.

"We're eager for this program to start," Koehne said. "Hopefully we'll see results from the standpoint of less traffic congestion and ease for parents."

The district, citing low ridership, cut the last of its service at seven schools in Danville and Alamo after the 2006-07 school year. None of those schools is on the list for the new service. For more information go to [www.ridetraffix.com](http://www.ridetraffix.com).

Elsewhere, the Dublin and Pleasanton school districts also started classes Tuesday. The Livermore school district began Monday.

Reach Eric Louie at 925-847-2123

# San Ramon Valley/East County regional planning commissions to end

by Eric Louie  
Contra Costa Times

Posted: 08/12/2009 12:00:00 AM PDT  
Updated: 08/12/2009 03:12:36 PM PDT

Contra Costa County's regional planning commission for the San Ramon Valley will end in October although commissioners and others say there is still a need for its services.

The county board of supervisors voted 5-0 Tuesday to accept a report summing up the years of work by the San Ramon Valley and the East County regional planning commissions, but made no move to keep them going. With no further board action, they will sunset Oct. 6.

The two groups currently exist in addition to the county's main planning commission, which will now take on the work.

Although San Ramon Valley commissioners made the case to keep their work going, members of the East County commission agreed with the county planning commission that it should end.

Reasons against continuing the regional commissions included not enough work to justify their costs.

The reality is land use issues today are not what they were in 1977," said Supervisor Mary Piepho, whose District 3 includes the San Ramon Valley. During the same meeting supervisors approved her plan for an Alamo Municipal Advisory Council, which she said can take on planning issues for that unincorporated area. "It is time the board acts on these changes."

Supervisor John Gioia said development is now mainly within cities, which handle their own planning, and also mentioned the county's urban limit line. Cities can lose their share of transportation sales taxes for extending urban services

beyond the boundary.

Advertisement

Supervisor Susan Bonilla said the board has been looking at all its groups to try to increase efficiency.

Not everyone agreed with the move.

Roger Smith, executive vice president of the Alamo Improvement Association, said San Ramon Valley commission meetings are always full of important issues.

"Every meeting that I've

seen to has been well-attended," Smith said.

Others said there are still major areas being developed in the San Ramon Valley such as the proposed 186-unit New Farm project in the Tassajara Valley east of San Ramon. County officials addressed New Farm, saying the county has always had discretion on which planning commission handles cases and that the matter should be handled by the lead planning commission because of the large area to be affected and to provide government consistency on the project.

According to the county, the San Ramon and Orinda area planning commissions were established in 1977. The San Ramon Valley one was in place before Danville and San Ramon incorporated, and while large scale developments in Blackhawk were being approved.

The Orinda area commission was phased out after Orinda incorporated in 1985. The East County commission was formed in 1986.

In 2007, county supervisors extended its commissions for one year instead of the traditional four, and in 2008 they were extended for one more year. The regional commissions meet monthly, but from 2006 to 2008 three-quarters of San Ramon Valley's meetings were canceled. Regional commission members are volunteers and do not receive stipends or mileage, but there are costs. Eliminating the San Ramon Valley commission would save a \$300 to \$400 per meeting facility cost, as well as transportation, set up and the cost of other county staff services.

Eric Louie covers the San Ramon Valley. Reach him at 925-847-2123.



# Ruling clouds funding outlook for high-speed rail project

By Gary Richards and Jessica Bernstein-Wax  
Bay Area News Group  
Posted: 08/26/2009 09:03:35 PM PDT  
Updated: 08/26/2009 10:46:57 PM PDT

SAN JOSE — California's proposed high-speed rail project hit a major bump Wednesday when a judge called into question a route that would bring the bullet trains over Pacheco Pass into the South Bay and up the Peninsula.

The ruling, which could significantly delay the \$40 billion project and add billions to its cost, has opponents celebrating what they hope will renew calls for alternative routes. Yet, supporters say the decision only strengthens their position because other routes are too expensive.

The ruling comes at a critical time. About \$8 billion in federal stimulus money is about to be doled out to high speed routes across the country and California seemed poised to capture much of it. A major delay could erase about \$3 billion in aid and increase construction costs.

A California Superior Court judge in Sacramento on Wednesday ruled "inadequate" the High Speed Rail Authority's environmental report, saying it failed to address Union Pacific's recent decision not to allow the speedy trains to run along its tracks from Gilroy to San Jose.

"If the Union Pacific right of way is not available, there may not be sufficient space for the right-of-way need "... without either impacting the Monterey Highway or without the takings of additional amounts of residential and commercial property," Judge Michael Kenny said in the ruling.

At the heart of the often contentious debate is where to bring trains into the Bay Area from

the Central Valley. The rail authority approved running the trains over Pacheco Pass into San Jose and then along the Caltrain corridor into San Francisco.

Others favored a route along the Altamont Pass. Yet the court ruling all but dismissed that option, describing the route as too costly and problematic.

The lawsuit was filed by environmental groups and the cities of Menlo Park and Atherton, which are fighting plans to run

high-speed trains through the heart of their neighborhoods.

The ruling could result in delays that would result in money that would have been spent in Northern California going to Southern California instead.

To be eligible for stimulus funds, contracts must be awarded by 2012 and work completed by 2017.

The high-speed rail section from Los Angeles to Anaheim would cost \$3 billion, and from San Francisco to San Jose, about \$4 billion to \$5 billion.

Last fall state voters approved a \$9 billion bond measure for high speed trains and backers are hoping to leverage that into millions more in federal assistance.

Trains would zip up the spine of California at speeds approaching 220 mph. A trip from San Francisco to Los Angeles would take about 2 hours and 40 minutes with tickets running about \$110 for a round trip.

TO: O&S Committee

DATE: July 20, 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 June 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.

Title	FY 2009		
	Current Month	YTD Avg	Annual Goal
Total Passengers	252,815	4,071,415	
Average Weekday	11,256	14,894	FY09 Goal 15,600
Pass/Rev Hour	14.0	15.4	FY09 Goal 17.0
Missed Trips	0.07%	0.14%	FY09 Goal 0.25%
Miles between Road Calls	33,914	28,478	FY09 Goal 18,000

\* Based on FY08 Standards from updated SRTP

Analysis

This report reflects the third month under the new route structure and the first summer month. Average weekday ridership dropped from 13,450 in May to 11,256 in June. This represents a 16% decline and compares to a 10% decline seen last summer. Loss of school ridership is the primary cause of lower summer ridership. Last summer ridership was high due to gas pricing. This summer we may be seeing a larger decline due to unemployment rates, or the fact that a larger share of our ridership is student than prior to the cuts made in March of 2009.

Productivity in June was equal to an average of 14 passengers per revenue hour a decline from the prior month average of 17 passengers per hour. This compares to last years average of 15.7 passengers per hour.

The average weekday boardings trend attached shows that most all routes are affected by the summer decline. The new route 95X and the 96X are exceptions where some growth is still occurring.

The percentage of missed trips was equal to 0.07% in June is lower than the YTD average of 0.14%. The miles between mechanical roadcalls in June was equal to 33,914 miles as compared to the YTD average of 26,504 miles.

TRANSPORTATION and MAINTENANCE  
Operations Data Summary

TRANSPORTATION	2008												2009 FISCAL YTD		
	July	August	September	October	November	December	January	February	March	April	May	2009 Time			
Number of Buses	131	131	131	131	131	131	131	131	131	131	131	131	131	131	4,108,137
Totals Miles	363,644	357,901	367,588	403,187	360,781	377,985	362,920	343,213	349,992	283,369	266,246	271,311	265,549	469,604	203
Works Days	30	31	30	31	30	30	30	28	31	30	30	30	30	30	749
Revenue Hours	23,905	23,516	23,707	25,786	23,406	21,447	23,634	22,317	22,541	18,020	16,835	20,433	20,433	41,187	203
Operator Pay Hours	40,480	41,491	39,014	40,369	39,488	53,403	39,879	36,512	44,650	30,975	32,369	41,187	41,187	469,604	203
Number of Operators	218	216	216	212	212	212	211	211	211	172	172	172	172	203	749
FT Extra Board	67	70	68	104	67	64	65	65	87	58	50	17	62	749	5,097
Unscheduled Absences	482	492	402	443	482	470	424	467	387	401	325	395	395	1,964	3,133
Worker Comp.	123	200	193	204	123	219	168	152	152	124	117	141	141	3,133	76
Sick leave	359	292	209	239	359	251	256	315	235	277	208	252	252	1,964	3,133
Collision Accidents	6	5	8	8	6	5	4	3	4	3	8	5	5	76	110
Passenger Accidents	12	7	3	12	12	12	9	8	9	8	9	5	5	110	33
Total Chargeable Collisions	2	3	3	3	2	0	1	1	1	5	4	4	4	33	0.80
Chargeable/100K Miles	0.55	0.83	0.81	0.74	0.53	0.00	0.27	0.29	0.28	1.76	1.38	1.47	1.47	0.80	351,776
Number of Trips Scheduled	30,834	29,642	30,181	33,145	30,834	32,321	30,307	28,595	30,021	26,592	24,840	25,108	25,108	486	0.14%
Number of Trips Missed	15	21	37	52	15	91	40	68	32	42	18	18	18	486	0.14%
Of Trips Scheduled - % Missed	0.05%	0.07%	0.12%	0.16%	0.05%	0.28%	0.13%	0.24%	0.11%	0.16%	0.07%	0.07%	0.07%	486	0.14%
Of Trips Missed - Mechanical	13	16	24	26	13	30	17	11	21	15	8	17	17	233	92%
On Time Performance %	91%	91%	91%	90%	91%	93%	96%	93%	91%	91%	93%	93%	93%	92%	100%
MAINTENANCE															
A/C Operative - Avg. %	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Lifts Operative - Ave %	100%	100%	100%	100%	100%	100%	100%	100%	99%	100%	99%	100%	100%	100%	100%
PM Complete on Schedule	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total Road Calls	19	24	20	21	19	18	20	18	20	17	8	17	17	230	155
Road Calls for Mechanical	12	16	16	15	12	11	15	10	12	13	6	8	8	155	75
Road Calls for Other	7	8	4	6	7	7	5	8	8	4	2	9	9	75	75
Miles Between Mechanical Road Calls															
Bus Numbers															
100 - 199	12,523	13,814	15,055	17,103	15,955	14,429	17,052	14,164	16,297	9,240	6,365	12,656	12,656	26,504	53,839
200 - 299	12,054	20,393	23,489	16,728	41,347	17,106	16,478	47,358	45,295	36,476	40,039	42,233	42,233	26,504	53,839
300 - 399	47,581	51,055	10,301	28,672	48,814	26,988	24,463	24,075	46,146	21,572	40,455	36,485	36,485	26,504	53,839
400-499	8,297	16,085	38,824	15,515	34,500	40,299	28,952	39,315	20,141	12,052	16,628	34,079	34,079	26,504	53,839
500-519	32,757	31,605	64,434	73,641	64,552	63,771	14,252	28,926	15,095	33,406	55,743	66,053	66,053	26,504	53,839
2000-2099	26,390	26,315	12,813	25,100	26,610	26,096	26,237	22,386	27,348	16,853	17,476	16,039	16,039	26,504	53,839
9600-9629	12,157	21,955	25,364	38,543	15,249	26,280	31,796	24,319	30,127	20,526	39,458	8,834	8,834	26,504	53,839
9800-9809	11,161	7,594	11,857	12,121	11,161	11,990	21,559	22,512	11,932	13,110	12,718	10,765	10,765	26,504	53,839
Fleet Avg.	17,316	22,369	22,974	26,879	30,065	34,362	24,195	34,321	29,166	21,798	44,374	33,914	33,914	26,504	53,839
Maintenance Pay Hours	4,502	4,517	4,518	4,510	4,557	4,407	4,576	4,238	4,716	3,370	4,770	4,167	4,167	26,504	53,839
No. Maint. Employees	25	26	26	27	25	27	28	28	27	26	26	26	26	27	27
Maint. Empls/100K Miles	7	7	7	7	7	7	8	8	8	9	10	10	10	27	75
Unscheduled Absences	0	4	4	0	3	1	1	4	6	1	3	4	4	3	3

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

Trans-Maint data

**MONTHLY BOARDINGS**  
Operations Data Summary

IV. Staff Reports

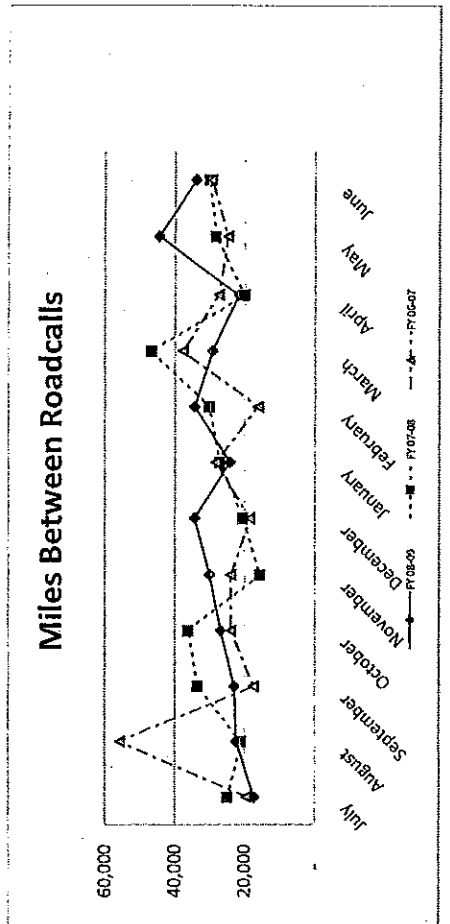
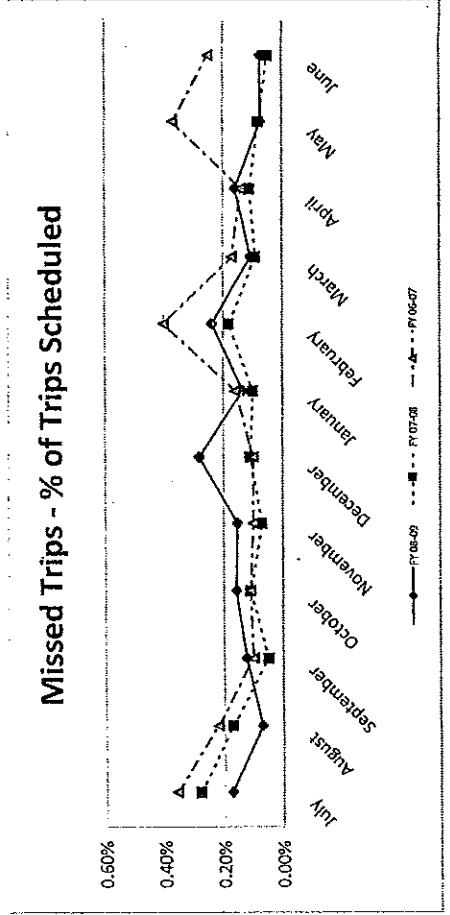
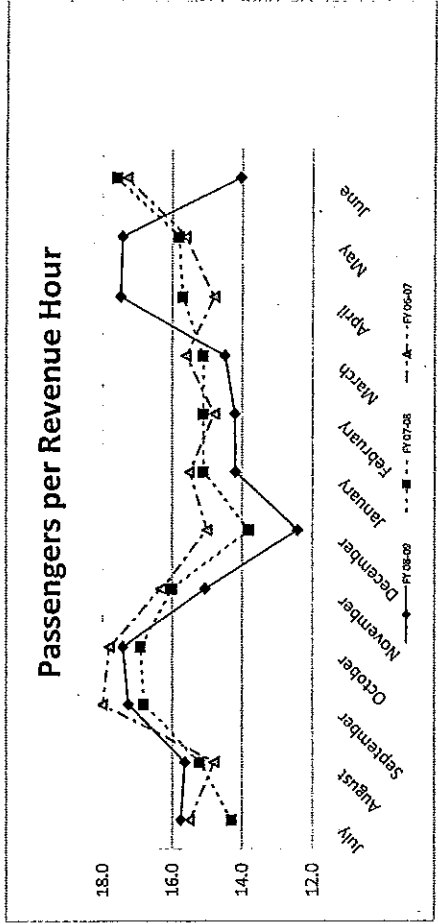
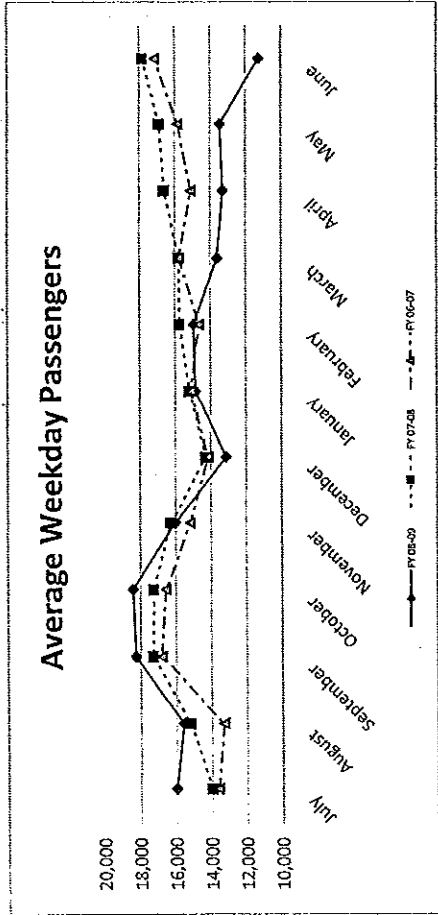
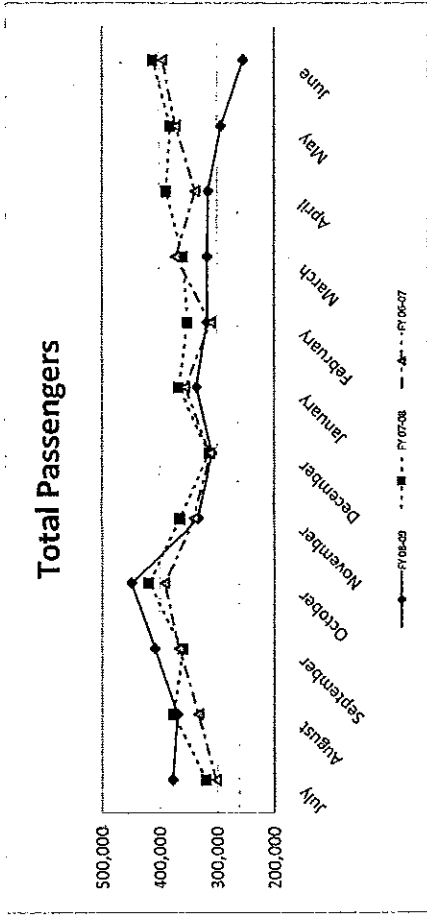
Fixed Route Boardings		Passengers by Revenue Hrs/Miles		Service Days			Fiscal YTD Comparison	
June 2009 Fixed Route Boardings	252,815	Revenue Hours June 2009	17,995	Weekdays	21	June 2009	Passengers	
Pavilion	0	June 2008	23,406	Saturdays	5	June 2009	Fiscal 2009 YTD	4,080,102
		Revenue Miles - June 2009	207,123	Sundays	4	June 2009	Fiscal 2008 YTD	4,409,941
		June 2008	285,493					
June 2009 Total Boardings	252,815	Passengers per Mile	1.22	Total	30	June 2009	YTD Trend	92.5%
June 2008 Total Boardings	382,689	Passengers per Hour	14.0	Days	30	June 2008	Monthly Trend	66.1%

June 2009 Fixed Route Passenger Total						June 2009	June 2009	
Route	Destination Information	Weekday	Saturday	Sunday	Total	Weekday Average	Passengers per Revenue hour	Route
1	Rossmoor / Shadelands	9,290			9,290	442	16.4	1
2	Rudgear / Walnut Creek	1,237			1,237	59	5.8	2
4	Walnut Creek Downtown Shuttle	21,940	1,999	1,250	25,189	1,045	27.1	4
5	Creekside / Walnut Creek	1,602			1,602	76	7.7	5
6	Lafayette / Moraga / Orinda	7,418	282	164	7,864	353	11.4	6
6L	Orinda / Orinda Village	128			128	6	6.5	6L
7	Shadelands / Pleasant Hill / Walnut Creek	4,639			4,639	221	6.6	7
8*	Monument Shuttle	2,168			2,168	103	4.2	8
9	DVC / Walnut Creek	11,213			11,213	534	12.3	9
10	Concord / Clayton Rd	19,749			19,749	940	33.3	10
11	Treat Blvd / Oak Grove	6,557			6,557	312	16.3	11
14	Monument Blvd	14,757			14,757	703	17.1	14
15	Treat Boulevard	11,730			11,730	559	17.7	15
16	Alhambra Ave / Monument Blvd	11,497			11,497	547	9.9	16
17	Olyvera/Solano / Salvio / North Concord	5,882			5,882	280	14.2	17
18	Amtrak / Merello / Pleasant Hill	7,468			7,468	356	11.4	18
19	Amtrak / Pacheco Blvd / Concord	2,761			2,761	131	9.1	19
20	DVC / Concord	21,649			21,649	1,031	26.3	20
20W	Waterworld	438	74	103	615	21	4.1	20W
21	Walnut Creek / San Ramon Transit Center	13,457			13,457	641	13.7	21
25	Lafayette / Walnut Creek	797			797	38	3.2	25
28	North Concord / Martinez	6,889			6,889	328	10.8	28
35	Dougherty Valley	7,349			7,349	350	10.3	35
36	San Ramon / Dublin	4,945			4,945	235	8.2	36
91X	Concord Commuter Express	1,088			1,088	52	13.6	91X
92X	Ace Shuttle Express	3,650			3,650	174	18.6	92X
93X	Kirker Pass Express	3,619			3,619	172	13.5	93X
95X	San Ramon / Danville Express	2,605			2,605	124	11.6	95X
96X	Bishop Ranch Express	9,241			9,241	440	13.5	96X
97X	Bishop Ranch Express	2,292			2,292	109	10.5	97X
98X	Martinez Express	6,807			6,807	324	9.7	98X
301	Rossmoor / John Muir Medical Center		423	179	602		8.3	301
311	Concord / Oak Grove / Treat Blvd / WC		677	439	1,116		9.2	311
314	Clayton Rd / Monument Blvd / PH		3,739	2,320	6,059		17.9	314
315	Concord / Willow Pass / Landana		272	174	446		8.4	315
316	Alhambra / Merello / Pleasant Hill		1,191	601	1,792		13.5	316
320	DVC / Concord		575	247	822		8.2	320
321	San Ramon / Walnut Creek		1,039	686	1,725		12.3	321
600's	Select Service	11,519			11,519	549	17.7	600's
<b>TOTALS</b>		<b>236,381</b>	<b>10,271</b>	<b>6,163</b>	<b>252,815</b>	<b>11,256</b>	<b>14.0</b>	

**JUNE 2009 PRODUCTIVITY**

<b>Route</b>	<b>Destination Information</b>	<b>Total</b>	<b>Wkday Avg</b>	<b>Pass / Rev Hr</b>	<b>Route</b>
10	Concord / Clayton Rd	19,749	940	33.3	10
4	Walnut Creek Downtown Shuttle	25,189	1,045	27.1	4
20	DVC / Concord	21,649	1,031	26.3	20
92X	Ace Shuttle Express	3,650	174	18.6	92X
314	Clayton Rd / Monument Blvd / Pleasant Hill	6,059	0	17.9	314
600's	Select Service	11,519	549	17.7	600's
15	Treat Boulevard	11,730	559	17.7	15
14	Monuiment Blvd	14,757	703	17.1	14
1	Rossmoor / Shadelands	9,290	442	16.4	1
11	Treat Blvd / Oak Grove	6,557	312	16.3	11
17	Olivera/Solano / Salvio / North Concord	5,882	280	14.2	17
21	Walnut Creek / San Ramon Transit Center	13,457	641	13.7	21
91X	Concord Commuter Express	1,088	52	13.6	91X
316	Alhambra / Merello / Pleasant Hill	1,792	0	13.5	316
96X	Bishop Ranch Express	9,241	440	13.5	96X
93X	Kirker Pass Express	3,619	172	13.5	93X
321	San Ramon / Walnut Creek	1,725	0	12.3	321
9	DVC / Walnut Creek	11,213	534	12.3	9
95X	San Ramon / Danville Express	2,605	124	11.6	95X
18	Amtrak / Merello / Pleasant Hill	7,468	356	11.4	18
6	Lafayette / Moraga / Orinda	7,864	353	11.4	6
28	North Concord / Martinez	6,889	328	10.8	23
97X	Bishop Ranch Express	2,292	109	10.5	97X
35	Dougherty Valley	7,349	350	10.3	24
16	Alhambra Ave / Monument Blvd	11,497	547	9.9	16
98X	Martinez Express	6,807	324	9.7	98X
311	Concord / Oak Grove / Treat Blvd / Walnut Creek	1,116	0	9.2	311
19	Amtrak / Pacheco Blvd / Concord	2,761	131	9.1	19
301	Rossmoor / John Muir Medical Center	602	0	8.5	301
315	Concord / Willow Pass / Landana	446	0	8.4	315
320	DVC / Concord	822	0	8.2	320
36	San Ramon / Dublin	4,945	235	8.2	36
5	Creekside / Walnut Creek	1,602	76	7.7	5
7	Shadelands / Pleasant Hill / Walnut Creek	4,639	221	6.6	7
6L	Orinda / Orinda Village	128	6	6.5	6L
2	Rudgear / Walnut Creek	1,237	59	5.8	2
8*	Monument Shuttle	2,168	103	4.2	8*
20W**	Waterworld	615	21	4.1	20W**
25	Lafayette / Walnut Creek	797	38	3.2	22

# FIXED ROUTE GRAPHS



# AVERAGE WEEKDAY BOARDINGS TREND

Route	Destination Information	Mar-09 (3/22-3/31)	Apr-09	May-09	Jun-09
1	Rossmoor / Shadelands	396	484	458	442
2	Rudgear / Walnut Creek	60	85	75	59
4	Walnut Creek Downtown Shuttle	843	1,042	1,061	1,045
** 4H	Walnut Creek Extended Holiday Shuttle	0	0	0	0
5	Creekside / Walnut Creek	68	97	86	76
6	Lafayette / Moraga / Orinda	450	487	477	353
6L	Orinda / Orinda Village	7	20	11	6
7	Shadelands / Pleasant Hill / Walnut Creek	203	251	239	221
8	Monument Shuttle	105	90	88	103
9	DVC / Walnut Creek	615	671	667	534
10	Concord / Clayton Rd	945	999	1,042	940
11	Treat Blvd / Oak Grove	347	383	453	312
14	Monument Blvd	920	803	782	703
15	Treat Boulevard	721	658	694	559
16	Alhambra Ave / Monument Blvd	464	516	568	547
17	Olivera / Solano / Salvio / North Concord	334	334	360	280
18	Amtrak / Merello / Pleasant Hill	423	400	444	356
19	Amtrak / Pacheco Blvd / Concord	128	143	125	131
20	DVC / Concord	1,205	1,216	1,172	1,031
** 20W	Waterworld	0	0	0	21
21	Walnut Creek / San Ramon Transit Center	626	695	694	641
25	Lafayette / Walnut Creek	22	67	54	38
28	North Concord / Martinez	332	415	398	328
35	Dougherty Valley	322	370	355	350
36	San Ramon / Dublin	255	298	273	235
91X	Concord Commuter Express	52	62	52	52
92X	Ace Shuttle Express	147	118	132	174
93X	Kirker Pass Express	156	183	191	172
95X	San Ramon / Danville Express	95	116	121	124
96X	Bishop Ranch Express	347	423	397	440
97X	Bishop Ranch Express	91	121	106	109
98X	Martinez Express	326	422	409	324
* 250	St Mary's College Gael Rail Shuttle	4	3	3	0
600's	Select Service	1,127	1,322	1,463	549
<b>TOTALS</b>		<b>12,134</b>	<b>13,292</b>	<b>13,450</b>	<b>11,256</b>



## AVERAGE WEEKEND BOARDINGS TREND

Route	Destination Information	Mar-09 (3/22-3/31)			
		1 Day	4 Days	5 Days	5 Days
SATURDAY		1 Day	4 Days	5 Days	5 Days
4	Walnut Creek Downtown Shuttle	537	705	636	400
* 4H	Walnut Creek Extended Holiday Shuttle		0	0	0
6	Lafayette / Moraga / Orinda		118	111	56
** 20W	Waterworld		0	0	15
* 250	St Mary's College Gael Rail Shuttle	16	20	15	0
301	Rossmoor / John Muir Medical Center	82	139	103	85
311	Concord / Oak Grove / Treat Blvd / WC	173	238	180	135
314	Clayton Rd / Monument Blvd / PH	629	1,153	1,071	748
315	Concord / Willow Pass / Landana	66	124	74	54
316	Alhambra / Merello / Pleasant Hill	224	396	336	238
320	DVC / Concord	99	221	187	115
321	San Ramon / Walnut Creek	114	325	328	208
<b>TOTALS</b>		<b>1,940</b>	<b>3,439</b>	<b>3,041</b>	<b>2,054</b>

Route	Destination Information	Mar-09 (3/22-3/31)			
		2 Days	4 Days	5 Days	4 Days
SUNDAY		2 Days	4 Days	5 Days	4 Days
4	Walnut Creek Downtown Shuttle	298	558	395	313
* 4H	Walnut Creek Extended Holiday Shuttle		0	0	0
6	Lafayette / Moraga / Orinda	13	49	61	41
** 20W	Waterworld		0	0	26
* 250	St Mary's College Gael Rail Shuttle	25	17	10	0
301	Rossmoor / John Muir Medical Center	38	77	57	45
311	Concord / Oak Grove / Treat Blvd / WC	79	146	82	110
314	Clayton Rd / Monument Blvd / PH	604	687	666	580
315	Concord / Willow Pass / Landana	23	84	37	44
316	Alhambra / Merello / Pleasant Hill	112	204	165	150
320	DVC / Concord	60	133	84	62
321	San Ramon / Walnut Creek	127	216	176	172
<b>TOTALS</b>		<b>1,376</b>	<b>2,169</b>	<b>1,733</b>	<b>1,541</b>





Agenda Item 7.a

TO: O&S Committee

DATE: August 25, 2009

FROM: Anne Muzzini  
Director of Planning & Technical Services

SUBJ: Fixed Route Reports

Attached are the County Connection Fixed Route Operating Statistical Reports for July 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.

Title	FY 2010		
	Current Month	YTD Avg	Annual Goal
Total Passengers	227,795	227,795 *	
Average Weekday	9,658	9,658	FY09 Goal 15,600
Pass/Rev Hour	12.6	12.6	FY09 Goal 17.0
Missed Trips	0.07%	0.07%	FY09 Goal 0.25%
Miles between Road Calls	21,728	21,728	FY09 Goal 18,000

\* Based on FY08 Standards from updated SRTP

Analysis

Average weekday ridership dropped from 11,256 in June to 9,658 in July. This is the lowest ridership CCCTA has seen in years. There are many contributing factors: the Spring 2009 service cut, loss of school ridership in the summer, high unemployment, and implementation of a new method for passenger counting requiring re-training of the drivers. Fall ridership will be more important for service analysis.

Passenger counting and reporting has been done using the Clever devices where drivers input rider counts by type (Clever), and manual trip cards for runs without "Clever" buses. In the future, the data from the clever device will be compared with the automatic passenger counts collected when passengers trip light beams at the doors. In most cases the APC counts are higher than the Clever counts. The new report for ridership will be based upon "validated" Clever data which is then balanced with APC data. The result will be more accurate passenger counts, that will likely be higher than the counts performed using the old method.

The percentage of missed trips was equal to 0.07% in July is lower than last years average of 0.13%. The miles between mechanical roadcalls in July was equal to 21,728 miles as compared to last years average of 26,161 miles.

TRANSPORTATION and MAINTENANCE  
Operations Data Summary

TRANSPORTATION	2008 July	2008 August	2008 September	2008 October	2008 November	2008 December	2009 January	2009 February	2009 March	2009 April	2009 May	2009 June	2009 July	FY09 FISCAL YTD
Number of Buses	131	131	131	131	131	131	131	131	131	131	131	131	131	131
Totals Miles	363,644	357,901	367,588	403,187	360,781	377,985	362,920	343,213	349,992	283,369	266,246	271,311	260,739	4,368,876
Work Days	30	31	30	31	30	30	30	28	31	30	30	30	30	391
Revenue Hours	23,905	23,516	23,707	25,786	23,406	21,447	23,634	22,317	22,541	18,020	16,835	20,433	17,982	283,531
Operator Pay Hours	40,480	41,491	39,014	40,369	39,488	53,403	39,879	36,512	44,650	30,975	32,369	41,187	43,981	510,792
Number of Operators	216	216	216	212	212	212	211	211	211	172	172	172	172	200
FT Extra Board	37	70	68	104	67	64	65	87	58	50	17	62	18	811
Unscheduled Absences	411	492	402	443	482	470	424	467	387	401	325	393	393	5,490
Worker Comp.	171	200	193	204	123	219	168	152	152	124	117	141	158	2,105
Sick leave	240	292	209	239	359	251	256	315	235	277	208	252	240	3,385
Collision Accidents	12	5	8	8	6	5	4	3	4	8	8	5	8	84
Passenger Accidents	11	7	8	12	12	12	9	8	9	8	9	5	8	118
Total Chargeable Collisions	6	3	3	3	2	0	1	1	1	5	4	4	6	39
Chargeable/100K Miles	1.64	0.83	0.81	0.74	0.55	0.00	0.27	0.29	0.28	1.76	1.50	1.47	2.30	0.89
Number of Trips Scheduled	30,190	29,642	30,181	33,145	30,834	32,321	30,307	28,595	30,021	26,592	24,840	25,108	23,848	375,624
Number of Trips Missed	52	21	37	52	15	91	40	68	32	42	18	18	18	504
Of Trips Scheduled - % Missed	0.17%	0.07%	0.12%	0.16%	0.05%	0.28%	0.13%	0.24%	0.11%	0.16%	0.07%	0.07%	0.08%	0.13%
Of Trips Missed - Mechanical	35	16	24	26	13	30	17	11	21	15	8	17	16	249
On Time Performance %	91%	91%	91%	90%	91%	93%	96%	93%	91%	91%	93%	93%	91%	92%
MAINTENANCE														
A/C Operative - Avg. %	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	99%	100%
Lifts Operative - Ave %	99%	100%	100%	100%	100%	100%	100%	100%	99%	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	28	24	20	21	19	18	20	18	20	17	8	17	17	247
Road Calls for Mechanical	21	16	16	15	12	11	15	10	12	13	6	8	12	167
Road Calls for Other	7	8	4	6	7	7	5	8	8	4	2	9	5	80

Miles Between Mechanical Road Calls

Bus Numbers	2008 July	2008 August	2008 September	2008 October	2008 November	2008 December	2009 January	2009 February	2009 March	2009 April	2009 May	2009 June	2009 July
100 - 199	12,523	11,814	15,055	17,103	13,935	14,429	7,052	14,164	16,297	9,240	6,365	12,656	11,821
200 - 299	12,054	20,393	23,489	16,728	41,347	17,106	16,478	47,358	45,295	36,476	40,039	42,233	37,872
300 - 399	47,581	51,055	10,301	28,672	48,814	26,988	24,463	24,075	46,146	21,572	40,455	36,485	12,327
400-499	8,292	16,085	38,824	13,515	34,500	40,299	20,032	33,515	20,141	12,052	36,628	34,079	34,380
500-519	32,757	31,605	64,434	73,641	64,552	62,771	14,252	28,926	15,095	33,406	55,743	66,053	56,294
2000-2099	26,390	26,315	12,813	25,100	26,610	26,096	26,237	22,386	27,348	16,853	17,476	16,039	19,553
9600-9629	12,137	21,955	25,364	38,343	15,529	26,280	52,796	24,319	30,127	20,526	50,458	8,834	10,024
9800-9809	21,022	7,594	11,857	12,121	11,161	11,990	21,559	22,512	11,932	13,110	12,718	10,765	3,692
Fleet Avg.	17,316	22,369	22,974	26,879	30,065	34,362	24,195	34,321	29,166	21,798	44,374	33,914	21,728
Maintenance Pay Hours	4,502	4,517	4,518	4,512	4,357	4,407	4,765	4,238	4,716	4,370	4,770	4,167	4,288
No. Maint. Employees	27	26	26	27	25	27	28	28	27	26	26	26	26
Maint. Emps/100K Miles	7	7	7	7	7	7	8	8	8	9	10	10	10
Unscheduled Absences	4	4	0	3	0	1	1	4	6	1	3	4	1

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

Trans-Maint data

**MONTHLY BOARDINGS**  
Operations Data Summary

IV. Staff Reports

Fixed Route Boardings		Passengers by Revenue Hrs/Miles		Service Days		Fiscal YTD Comparison		
July 2009 Fixed Route Boardings	226,547	Revenue Hours - July 2009	18,003	Weekdays	22	July 2009	Fiscal 2010 YTD	227,795
Pavillon	1,248	July 2008	23,905		22	July 2008		
Bus bridge	0	Revenue Miles - July 2009	202,083	Saturdays	4	July 2009	Fiscal 2009 YTD	378,768
Special	0	July 2008	291,506		4	July 2008		
				Sundays	4	July 2009		
					4	July 2008		
July 2009 Total Boardings	227,795	Passengers per Mile	1.13	Total	30	July 2009	YTD Trend	60.1%
July 2008 Total Boardings	378,768	Passengers per Hour	12.65	Days	30	July 2008	Monthly Trend	60.1%

July 2009 Fixed Route Passenger Total						July 2009	July 2009	
Route	Destination Information	Weekday	Saturday	Sunday	Total	Weekday Average	Passengers per Revenue hour	Route
1	Rossmoor / Shadelands	8,166			8,166	371	14.4	1
2	Rudgear / Walnut Creek	1,199			1,199	55	5.1	2
4	Walnut Creek Downtown Shuttle	21,495	1,310	771	23,576	977	25.4	4
5	Creekside / Walnut Creek	1,554			1,554	71	7.4	5
6	Lafayette / Moraga / Orinda	6,383	349	116	6,848	290	9.5	6
6L	Orinda / Orinda Village	33			33	2	1.3	6L
7	Shadelands / Pleasant Hill / Walnut Creek	4,127			4,127	188	5.6	7
8*	Monument Shuttle	1,950			1,950	89	3.8	8
9	DVC / Walnut Creek	10,936			10,936	497	12.0	9
10	Concord / Clayton Rd	18,408			18,408	837	28.8	10
11	Treat Blvd / Oak Grove	5,547			5,547	252	13.8	11
14	Monument Blvd	13,521			13,521	615	15.6	14
15	Treat Boulevard	9,883			9,883	449	14.9	15
16	Alhambra Ave / Monument Blvd	10,739			10,739	488	9.2	16
17	Olivera/Solano / Salvio / North Concord	4,868			4,868	221	11.9	17
18	Amtrak / Merello / Pleasant Hill	7,855			7,855	357	12.0	18
19	Amtrak / Pacheco Blvd / Concord	2,432			2,432	111	8.1	19
20	DVC / Concord	21,286			21,286	968	23.0	20
20W	Waterworld	1,102	175	127	1,404	50	5.3	20W
21	Walnut Creek / San Ramon Transit Center	12,299			12,299	559	12.3	21
25	Lafayette / Walnut Creek	653			653	30	2.6	25
28	North Concord / Martinez	6,378			6,378	290	9.9	28
35	Dougherty Valley	7,712			7,712	351	10.8	35
36	San Ramon / Dublin	4,460			4,460	203	7.5	36
91X	Concord Commuter Express	1,010			1,010	46	12.8	91X
92X	Ace Shuttle Express	3,169			3,169	144	16.2	92X
93X	Kirker Pass Express	3,795			3,795	173	14.1	93X
95X	San Ramon / Danville Express	2,247			2,247	102	10.0	95X
96X	Bishop Ranch Express	8,336			8,336	379	12.2	96X
97X	Bishop Ranch Express	2,525			2,525	115	11.7	97X
98X	Martinez Express	6,306			6,306	287	9.0	98X
301	Rossmoor / John Muir Medical Center		391	183	574	0	8.1	301
311	Concord / Oak Grove / Treat Blvd / WC		664	396	1,060	0	8.8	311
314	Clayton Rd / Monument Blvd / PH		3,062	2,028	5,090	0	15.1	314
315	Concord / Willow Pass / Landana		270	167	437	0	8.2	315
316	Alhambra / Merello / Pleasant Hill		1,042	583	1,625	0	12.3	316
320	DVC / Concord		564	273	837	0	8.3	320
321	San Ramon / Walnut Creek		1,077	513	1,590	0	11.3	321
600's	Select Service	2,112			2,112	96	6.7	600's
<b>TOTALS</b>		<b>212,486</b>	<b>8,904</b>	<b>5,157</b>	<b>226,547</b>	<b>9,658</b>	<b>12.6</b>	

**JULY 2009 PRODUCTIVITY**

Route	Destination Information	Total	Wkda y Avg	Pass / Rev Hr	Route
10	Concord / Clayton Rd	18,408	837	28.8	10
4	Walnut Creek Downtown Shuttle	23,576	977	25.4	4
20	DVC / Concord	21,286	968	23.0	20
92X	Ace Shuttle Express	3,169	144	16.2	92X
14	Monument Blvd	13,521	615	15.6	14
314	Clayton Rd / Monument Blvd / Pleasant Hill	5,090	0	15.1	314
15	Treat Boulevard	9,883	449	14.9	15
1	Rossmoor / Shadelands	8,166	371	14.4	1
93X	Kirker Pass Express	3,795	173	14.1	93X
11	Treat Blvd / Oak Grove	5,547	252	13.8	11
91X	Concord Commuter Express	1,010	46	12.8	91X
21	Walnut Creek / San Ramon Transit Center	12,299	559	12.3	21
316	Alhambra / Merello / Pleasant Hill	1,625	0	12.3	316
96X	Bishop Ranch Express	8,336	379	12.2	96X
18	Amtrak / Merello / Pleasant Hill	7,855	357	12.0	18
9	DVC / Walnut Creek	10,936	497	12.0	9
17	Olivera/Solano / Salvio / North Concord	4,868	221	11.9	17
97X	Bishop Ranch Express	2,525	115	11.7	97X
321	San Ramon / Walnut Creek	1,590	0	11.3	321
35	Dougherty Valley	7,712	351	10.8	24
95X	San Ramon / Danville Express	2,247	102	10.0	95X
28	North Concord / Martinez	6,378	290	9.9	23
6	Lafayette / Moraga / Orinda	6,848	290	9.5	6
16	Alhambra Ave / Monument Blvd	10,739	488	9.2	16
98X	Martinez Express	6,306	287	9.0	98X
311	Concord / Oak Grove / Treat Blvd / Walnut Creek	1,060	0	8.8	311
320	DVC / Concord	837	0	8.3	320
315	Concord / Willow Pass / Landana	437	0	8.2	315
19	Amtrak / Pacheco Blvd / Concord	2,432	111	8.1	19
301	Rossmoor / John Muir Medical Center	574	0	8.1	301
36	San Ramon / Dublin	4,460	203	7.5	36
5	Creekside / Walnut Creek	1,554	71	7.4	5
600's	Select Service	2,112	96	6.7	600's
7	Shadelands / Pleasant Hill / Walnut Creek	4,127	188	5.6	7
20W**	Waterworld	1,404	50	5.3	20W**
2	Rudgear / Walnut Creek	1,199	55	5.1	2
8*	Monument Shuttle	1,950	89	3.8	8*
25	Lafayette / Walnut Creek	653	30	2.6	22
6L	Orinda / Orinda Village	33	2	1.3	6L
250*	St Mary's College Gael Rail Shuttle	0	0	0.0	250*
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	Jun-09	Jul-09
1	Rossmoor / Shadelands	396	484	458	442	371
2	Rudgear / Walnut Creek	60	85	75	59	55
4	Walnut Creek Downtown Shuttle	843	1,042	1,061	1,045	977
** 4H	Walnut Creek Extended Holiday Shuttle	0	0	0	0	0
5	Creekside / Walnut Creek	68	97	86	76	71
6	Lafayette / Moraga / Orinda	450	487	477	353	290
6L	Orinda / Orinda Village	7	20	11	6	2
7	Shadelands / Pleasant Hill / Walnut Creek	203	251	239	221	188
* 8	Monument Shuttle	105	90	88	103	89
9	DVC / Walnut Creek	615	671	667	534	497
10	Concord / Clayton Rd	945	999	1,042	940	837
11	Treat Blvd / Oak Grove	347	383	453	312	252
14	Monument Blvd	920	803	782	703	615
15	Treat Boulevard	721	658	694	559	449
16	Alhambra Ave / Monument Blvd	464	516	568	547	488
17	Olivera/Solano / Salvio / North Concord	334	334	360	280	221
18	Amtrak / Merello / Pleasant Hill	423	400	444	356	357
19	Amtrak / Pacheco Blvd / Concord	128	143	125	131	111
20	DVC / Concord	1,205	1,216	1,172	1,031	968
** 20W	Waterworld	0	0	0	21	50
21	Walnut Creek / San Ramon Transit Center	626	695	694	641	559
25	Lafayette / Walnut Creek	22	67	54	38	30
28	North Concord / Martinez	332	415	398	328	290
35	Dougherty Valley	322	370	355	350	351
36	San Ramon / Dublin	255	293	273	235	203
91X	Concord Commuter Express	52	62	52	52	46
92X	Ace Shuttle Express	147	118	132	174	144
93X	Kirker Pass Express	156	183	191	172	173
95X	San Ramon / Danville Express	95	116	121	124	102
96X	Bishop Ranch Express	347	423	397	440	379
97X	Bishop Ranch Express	91	121	106	109	115
98X	Martinez Express	326	422	409	324	287
* 250	St Mary's College Gael Rail Shuttle	4	3	3	0	0
600's	Select Service	1,127	1,322	1,463	549	96
<b>TOTALS</b>		<b>12,134</b>	<b>13,292</b>	<b>13,450</b>	<b>11,256</b>	<b>9,658</b>

NOTE: \* Data comes from Link Operators

\*\* These are seasonal routes

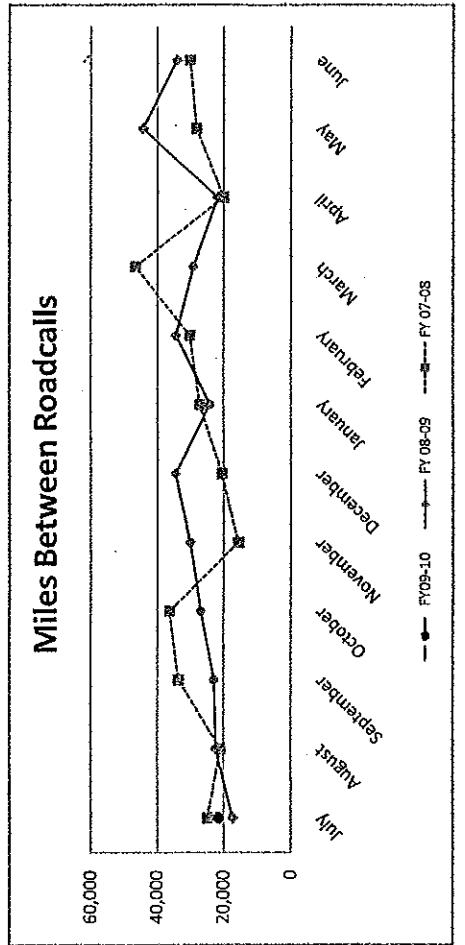
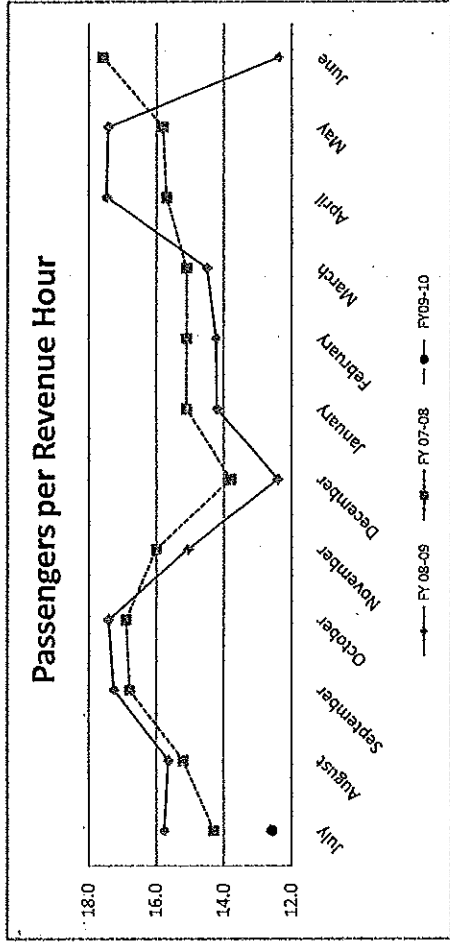
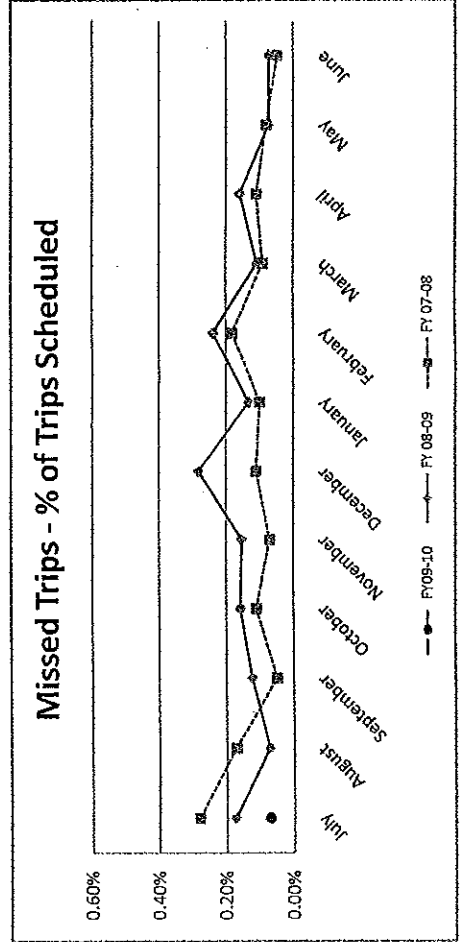
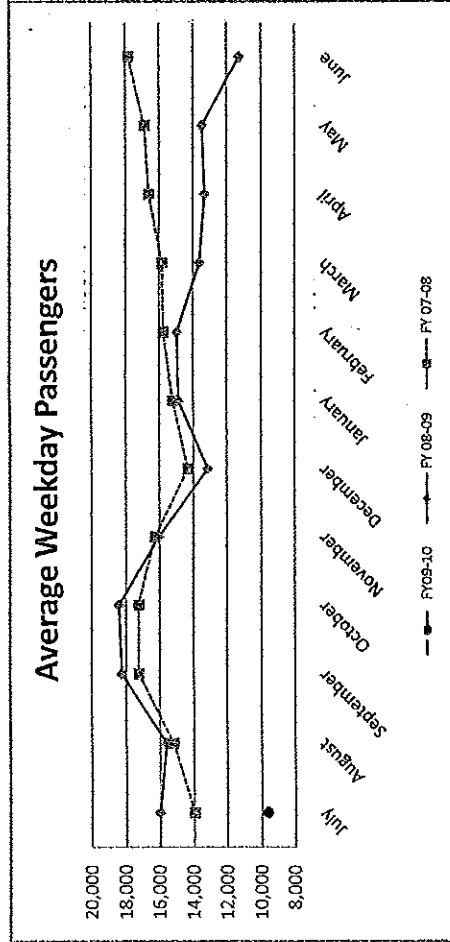
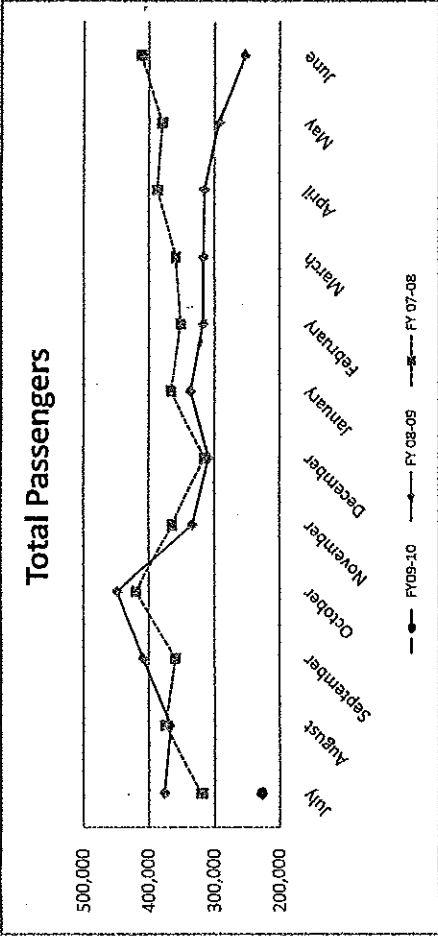
## AVERAGE WEEKEND BOARDINGS TREND

Route	Destination Information	Mar-09	Apr-09	May-09	Jun-09	Jul-09
		(3/22-3/31)				
SATURDAY		1 Day	4 Days	5 Days	5 Days	4 Days
4	Walnut Creek Downtown Shuttle	537	705	636	400	328
** 4H	Walnut Creek Extended Holiday Shuttl	0	0	0	0	0
6	Lafayette / Moraga / Orinda	0	118	111	56	87
** 20W	Waterworld	0	0	0	15	44
* 250	St Mary's College Gael Rail Shuttle	16	20	15	0	0
301	Rossmoor / John Muir Medical Center	82	139	103	85	98
311	Concord / Oak Grove / Treat Blvd / WC	173	238	180	135	166
314	Clayton Rd / Monument Blvd / PH	629	1,153	1,071	748	766
315	Concord / Willow Pass / Landana	66	124	74	54	68
316	Alhambra / Merello / Pleasant Hill	224	396	336	238	261
320	DVC / Concord	99	221	187	115	141
321	San Ramon / Walnut Creek	114	325	328	208	269
<b>TOTALS</b>		<b>1,940</b>	<b>3,439</b>	<b>3,041</b>	<b>2,054</b>	<b>2,226</b>

Route	Destination Information	Mar-09	Apr-09	May-09	Jun-09	Jul-09
		(3/22-3/31)				
SUNDAY		2 Days	4 Days	5 Days	4 Days	4 Days
4	Walnut Creek Downtown Shuttle	298	558	395	313	193
** 4H	Walnut Creek Extended Holiday Shuttl	0	0	0	0	0
6	Lafayette / Moraga / Orinda	13	49	61	41	29
** 20W	Waterworld	0	0	0	26	32
* 250	St Mary's College Gael Rail Shuttle	25	17	10	0	0
301	Rossmoor / John Muir Medical Center	38	77	57	45	46
311	Concord / Oak Grove / Treat Blvd / WC	79	146	82	110	99
314	Clayton Rd / Monument Blvd / PH	604	687	666	580	507
315	Concord / Willow Pass / Landana	23	84	37	44	42
316	Alhambra / Merello / Pleasant Hill	112	204	165	150	146
320	DVC / Concord	60	133	84	62	68
321	San Ramon / Walnut Creek	127	216	176	172	128
<b>TOTALS</b>		<b>1,376</b>	<b>2,169</b>	<b>1,733</b>	<b>1,541</b>	<b>1,289</b>

NOTE: \* Data comes from Link Operators

\*\* These are seasonal routes





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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:** 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 and requested additional project information/clarifications. Due to the size of the contract, a few contractors requested to delay the bid opening date. After consultation with the executive steering committee, staff postponed the bid opening date from August 11, 2009 to September 16, 2009. Construction activities most likely will begin in November/December 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 1<sup>st</sup>, the initial draft PSR and all remaining technical studies were submitted to Caltrans for review. Comments were received by Caltrans and CH2M staff is updating the final PSR accordingly for resubmission to Caltrans.

**Issues/Areas of Concern:** The project team is working with Caltrans to confirm assumptions in the PSR for operations of the HOV direct ramps, particularly during off-peak hours. The result of this decision may influence FHWA's review time of the PSR.

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:** Construction is nearly complete except for a slope grading behind a retaining wall which is rescheduled to be completed by Fall 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. A request for additional appropriation of Measure C funds has been submitted to finalize design. The project's environmental clearance is now expected in Fall 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 Fall 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. The demolition contract has been awarded, and work is scheduled to be complete this summer.

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

**h. Pacheco Transit Hub (2210)**

**CCTA Fund Source:** Measure C

**Lead Agency:** CCCTA

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

**Current Project Phase:** Design.

**Project Status:** 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.

**Issues/Areas of Concern:** Because of the existing economic crisis, planned funding for maintaining the facility has been redirected to other areas. Until new maintenance funds are identified, construction is on hold.

**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. 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 - Construction; 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, and work expected to be complete by mid-October.

**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. Redevelopment staff is working with Caltrans and CTC staff to monitor developments as they determine the allocation capacity of the Public Transportation Account. Construction is planned to start in FY2009-10.

**Issues/Areas of Concern:** Due to the financial situation, programmed state funds may not be available.

**k. 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 Draft Environmental Document has been signed and released for public review on August 5, 2009. A public meeting on the draft environmental document is planned for August 19, 2009.

**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.

**l. 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 is planned for construction in early 2011. 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*

**m. 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. The bidding period for the freeway mainline landscaping started on August 10, 2009. The bid opening for the mainline landscaping is scheduled to occur on September 15, 2009. The landscape construction is expected to begin in November.

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

**n. 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:** The PS&E bid package is finished and ready to be listed. Permits have been obtained from the State Water Resources Control Board and the US Army Corps. Both permits are for the whole corridor from Loveridge to SR-160.

The construction of the gas line is nearly complete. The electrical transmission line relocation will follow the gas line work and is expected to take about 2 to 3 months. Electrical distribution line relocation will occur concurrent with the electrical transmission lines.

The team track construction contract is about halfway complete. The contractor finished 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.

**o. 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 partial reconstruction of 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 submitted to Caltrans last month. 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 been acquired and is currently being demolished. PG&E has started those utility relocations in this segment needed in advance of the freeway construction project. The 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 September. 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 this month. 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 are underway, with anticipated submission to Caltrans by October. PG&E is working on design of all utility relocations necessary for this segment as well. Right of way acquisition is underway for full take parcels in this segment.

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. A neighborhood meeting was held with residents along Bluebell Circle in August. The residents along this street collectively elected to not have the project construct the soundwall adjacent to their backyards, preferring to retain their views. A decision document is being prepared to record the public notification process, regarding the location of all soundwalls.

**Issues/Areas of Concern:** The project scope at this time includes only partial reconstruction of the Hillcrest Interchange, however, the freeway lanes are proposed to be widened to the ultimate configuration for the entire corridor to Route 160. Furthermore, if receipt of ECCRFFA funds earmarked for this project is delayed, further phasing of the project may be required which may jeopardize construction of the freeway widening and transit median to SR 160 by the current goal of 2015.

- p. **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.

- q. **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.

r. **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.

s. **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 Pittsburg City Council approved the final EIR on July 6, 2009

The City of Antioch took action on April 14<sup>th</sup> 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 eBART and other projects.

t. **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<sup>th</sup> and was awarded on May 19<sup>th</sup>. 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	1624: Bryant Way/Moraga Way Improvements, 2005
1105: I-680/El Cerro Blvd. I/C Ramp Signalization, 1994	1711: St. Mary's Rd. Improvements, 1995
1106: I-680 Auxiliary Lanes: Segments 1 & 3, 2008	1715: San Ramon Valley Blvd. Imp. – Phase 1, 1996
1107: I-680/Fosteria Wy Overcrossing, 1994	1716: Stone Valley Rd. Circulation Improvements, 2006
1600: Moraga Rd. Safety Improvements, 2005	1717: Camino Tassajara Circulation Improvements, 2004
1602: Camino Pablo Carpool Lots, 1996	1718: Crow Canyon Rd. Improvements, 2001
1607: Moraga Wy. at Glorietta Blvd. & Camino Encinas, 2001	1719: Sycamore Valley Rd. Improvements, 2008
1608: Moraga Wy. Safety Improvements, 2002	1720: San Ramon Valley Blvd. Widening – Phase 1, 1997
1609: Moraga Wy./Ivy Dr. Roadway Improvements, 2004	1801: Camino Pablo (San Pablo Dam Corridor), 1996
1611: Mt. Diablo Corridor Improvements, 2001	3101: Iron Horse Trail – Monument to Alameda County Line, 1994
1612: Moraga Rd. Corridor Improvements, 2005	
1621: St. Mary's Rd. – Phase 2, 1999	
1622: Moraga Rd. Structural & Safety Imp., 2005	

*CENTRAL COUNTY*Measure C:

1101: I-680/Burnett Ave. Ramps, 1995	1209: South Broadway Extension, 1996
1103: I-680/North Main Street Bypass, 1996	1210: Monument Blvd./Contra Costa Blvd./Buskirk Ave. Imp., 1996
1108: Route 242/Concord Ave. Interchange, 1997	1215: Geary Rd. Improvements, 2002
1113: Route 242 Widening, 2001	1217: Bancroft/Hookston Intersection, 2004
1116: I-680 HOV Lanes, 2005	1218: Buskirk Ave. Improvements, 2005
1117: I-680/SR 4 Interchange, 2009	1220: Ygnacio Valley Rd. Slide Repair, 2008
1205: Taylor Blvd./Pleasant Hill Rd./Alhambra Rd. Intersection Imp., 2000	1221 Contra Costa Blvd Signal Coordination 2009
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	

*WEST COUNTY*Measure C:

1300: Richmond Parkway, 1996	1503: SR 4 (W) Willow Ave. Overcrossing, 1996
1501: SR 4 (W) Gap Closure – Phase 1, 2004	2303: Hercules Transit Center, 2009

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