

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

Mr. Martin Engelmann
Deputy Executive Director, Planning
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, California 94523

February 24, 2010

Dear Mr. Engelmann:

TRANSPAC and its Technical Advisory Committee have received presentations on the Corridor System Management Plans (CSMPs) developed for SR 4 and SR 24 on January 28, 2010 and February 11, 2010 respectively.

TRANSPAC understands that the CTC required Caltrans to develop CSMPs for highway corridors containing projects receiving CMIA funds. The main objectives of these investments, which are part of the Governor's Strategic Growth Plan, are to decrease congestion, improve safety and travel times, and accommodate future growth in the population and economy. MTC's Regional Transportation Plan (T-2035) strategy, known as the Freeway Performance Initiative (FPI), seeks to develop a roadmap for selection of the best projects and operational strategies for major freeway corridors in the Bay Area, based on performance and cost-effectiveness.

We appreciate that MTC and its consultant PBS&J have been working in tandem with the Caltrans CSMP effort on SR4 and SR24 to develop a prioritized list of system management strategies and associated projects for these two corridors.

Comments from TRANSPAC:

- The CSMP should address merge issues on EB SR 4 to SB-680. This should include a review of accident data in this location (not included in the CSMP).
- The focus on ramp metering throughout both the SR 4 and SR 24 corridors was noted. While ramp metering is in the Central County Action Plan, TRANSPAC remains concerned about operational balance and the possible impact of ramp metering on local streets. Total trip time must be analyzed and freeway travel time savings must not be generated at the expense of local streets. TRANSPAC expects that these issues will be examined by its technical staff, which is expected to participate in the Working Group to be convened by Caltrans to discuss how ramp metering might be operated.
- The CSMP should assess the impact of the plans for eBART station parking (e.g., reserved for eBART patrons only or available for general carpool formation and/or bus patrons).
- In the SR 24 corridor, TRANSPAC is very interested in the possibility of additional upstream BART parking, as noted in the "Other Congestion Mitigation Strategy" category. Please note that during the I-680 Express Bus HOV Access Study, the idea of expanded capacity through a new BART train control system was mentioned. Certainly this is a costly idea, but may, given advancements in technology, be a viable option at some point.
- Based on study information, TRANSPAC supports an assessment of additional carpool parking at the

Lafayette BART station and the establishment of carpool parking at the Orinda BART station, in addition to other access mechanisms (e.g., direct freeway connectors into stations, shuttles, remote lots, etc.).

- TRANSPAC appreciates the many issues associated with the provision of additional parking at BART stations, including BART's interest in using its property for development, rather than parking. Given BART's major role in the movement of people to and from East County through Central County and Lamorinda to and from points west, TRANSPAC suggests that the CSMP should include an in-depth analysis of the role of parking, access to BART stations (including direct access from freeways), and access for feeder transit systems to determine the most effective investment(s) for maximizing the throughput in these corridors. Assuming that casual carpooling survives the toll increase, its role and institutionalization in the menu of access options should be assessed.

TRANSPAC suggests that the possibility of relaxed height limitations at some stations may allow for the development of additional structured parking. In addition, the anticipated increase in BART train capacity that will result from the Pleasant Hill crossover project must be carefully analyzed. It is possible that the increased capacity could be used by the anticipated increased ridership from eastern Contra Costa.

- TRANSPAC remains very skeptical of the utility of HOT lanes in increasing "people throughput" in any freeway corridor, including the SR 4 and SR 24 corridors. We hope that MTC understands that Central Contra Costa, like Southwestern and Western Contra Costa, is a "through" corridor and the movement of people is more important to TRANSPAC than using HOV capacity as a revenue generator for funds to be allocated by MTC.
- Understanding the possible adverse impact of funding constraints and legislative actions, TRANSPAC suggests that future studies jointly examine freeway and transit opportunities and constraints. Such an approach should identify the best and most cost-effective freeway capacity improvements, operational strategies, and transit projects for Bay Area commute corridors.

Please extend our thanks to the CSMP team for a job well done. It isn't easy to bring a large and diverse group of stakeholders together to develop strategies for maximizing the performance of the transportation network. And, your task was particularly difficult given the assumption of no major capacity improvements.

Sincerely,



Cindy Silva
Chair

cc: TRANSPAC Representatives
TRANSPAC TAC
Paul Maxwell, CCTA Interim Executive Director
Albert Yee, Danielle Stanislaus, MTC
Cesar Pujol, Kate Benouar, Caltrans
Tom Biggs, PBS&J

CSMP comments TRS 2 11 10 final



SWAT

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

February 18, 2010

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

RE: SWAT Meeting Summary Report for February 2010

Dear Mr. Maxwell:

At the February 1, 2010 Southwest Area Transportation Committee (SWAT) meeting, the following issues were discussed that may be of interest to the Authority:

SR 24 Corridor System Management Plan (CSMP)/Freeway Performance Initiative (FPI) – Congestion Mitigation Strategies : The Committee received a presentation from Mr. Tom Biggs, PBS&J Consultants, on the SR 24 CSMP/FPI study. The Committee provided several comments which will be forwarded to the Authority under separate letter.

Proposed Measure J General Plan Amendment (GPA) Review Process: Authority staff provided a presentation on the proposed revisions to the GPA review process. Detailed comments from the Committee will be forwarded to the Authority under separate letter.

Consider and approve a request from the City of Orinda to amend the Moraga Way Rehabilitation Improvements Project description (SEP Project No. 1625/1625SW): The Committee took action to approve the revised project description as provided by City of Orinda staff.

The next SWAT meeting is tentatively scheduled for Monday, March 1, 2010 at the Danville Town Offices, Large Conference Room, 510 La Gonda Way, Danville. Please contact me at (925) 314-3384 if you should have any questions.

Sincerely,

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

Andy Dillard
SWAT Administrative Staff

Cc: SWAT; SWAT TAC; John Cunningham, TRANSPAN; Christina Atienza, WCCTAC; Barbara Neustadter, TRANSPAC; CCTA, Danice Rosenbohm, CCTA; Martin Engelmann, CCTA



Telephone: (925) 671-3231

February 17, 2010

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

SUBJECT: Request for Appropriation of Measure J funds for Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements

Dear Mr. Maxwell:

The City of Concord requests appropriation of \$154,600 in Measure J funds for the Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements, to cover the costs of preliminary engineering/environmental planning, environmental clearance, and associated administration costs. This project is listed as Project No. 24028 in the newly adopted 2009 Measure J Strategic Plan. The Plan allocates \$1.002 million in FY10 and \$0.958 million in FY11 (in escalated dollars), for a total amount of \$1.96 million in Measure J funds. The project is included in the City of Concord's adopted 10-Year Capital Improvement Program (CIP).

Project Summary

The Clayton Road/Treat Boulevard corridor is designated in the Central Contra Costa Action Plan as a Route of Regional Significance, which carries heavy volumes of regional traffic on a daily basis, connecting to I-680. The proposed project will increase the capacity of this intersection to accommodate the heavy traffic flows on Clayton Road during the peak commute periods. The proposed improvements will allow the City to shorten the signal cycle length at this intersection and improve the system-wide signal coordination along Clayton Road during the peak periods.

The project budget and anticipated schedule are listed below:

<u>Activity</u>	<u>Start Date</u>	<u>End Date</u>	<u>Est. Cost</u>
Administration	April 2010	Dec 2011	\$ 60,000
Prelim. Engrg./Env. Planning	April 2010	Sept 2010	\$ 130,000
Environmental Clearance	Oct 2010	Dec 2010	\$ 20,000
Design	Jan 2011	June 2011	\$ 150,000
R/W	Mar 2011	July 2011	\$ 200,000
Construction	Aug 2011	Dec 2011	\$1,250,000
Construction Management	Aug 2011	Dec 2011	\$ 150,000
		TOTAL:	\$1,960,000

We are requesting appropriation of \$154,600 to perform preliminary engineering/environmental planning and environmental clearance for the project in 2010. These funds include \$4,600 of administration costs to complete these activities, prorated proportionately from the total project cost.

The estimated cost for these activities is relatively high because of the need to conduct a comprehensive traffic engineering study to define the scope of traffic and civil improvements needed on this project and to establish the nexus for requiring additional right-of-way. The study will analyze traffic flows at the intersection, recommend geometric improvements (including widening requirements), prepare a preliminary alignment plan and conceptual design for intersection improvements, and evaluate additional right-of-way requirements.

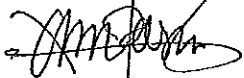
Total administration costs for this project are estimated at \$60,000 (or 3% of total project cost). This is to account for, among other activities, the additional work required beyond typical construction projects to plan and negotiate the necessary right-of-way within an already built out area. Contingency costs associated with the acquisition of right-of-way are included as part of the \$200,000 listed above for R/W.

We appreciate your bringing this request forward to the CCTA Board for review and consideration at the March 17, 2010 meeting.

If you have any questions or need additional information regarding this project, please contact Ray Kuzbari, Transportation Manager, at (925) 671-3129 or via email at rkuzbari@ci.concord.ca.us.

Thank you for your consideration.

Sincerely,



Alex Pascual, P.E.
Director of Public Works and Engineering

cc: Mayor Guy Bjerke, Concord TRANSPAC Member
Councilmember William Shinn, Concord TRANSPAC Alternate Member
✓ Barbara Neustadter, TRANSPAC Manager
Dan Keen, City Manager
Valerie Barone, Assistant City Manager
Peggy Lefebvre, Director of Finance
Ray Kuzbari, Transportation Manager
Mario Camorongan, Assistant City Engineer

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

February 15, 2010

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

Dear Chair Viramontes:

As requested by the Transportation Authority, TRANSPAC reviewed the proposed General Plan Amendment (GPA) review process at its February 11, 2010 meeting. The following comments are offered for consideration by the Growth Management Program (GMP) Task Force and the Authority.

A few minor edits are proposed to the text of steps 3, 11, and 12 to improve clarity. The proposed revisions are shown in red text in the attachment.

TRANSPAC suggests that Step 11 be revised to include a request to the RTPCs of both the Sponsoring and the Affected jurisdiction(s) to monitor and/or participate in the Cooperative Resolution process outlined in Step 12. This addition to the process is intended to ensure that if an Action Plan amendment is requested in Step 12, the RTPC(s) will be aware of and involved in the issues at hand. TRANSPAC would appreciate the referral of this issue to the Growth Management Program Task Force for the consideration and the development of appropriate language.

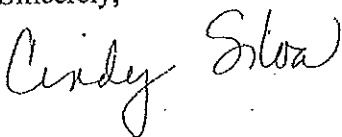
TRANSPAC proposes that Step 14 be reordered to read: "As part of the evaluation of the GMP Biennial Compliance checklist review, the Authority will determine good faith participation in the GPA review process, as described in Exhibit 1." Please also revise "continuing" to "ongoing" and "jurisdiction" to "jurisdictions" and three minor capitalization edits in the last sentence (see attachment).

TRANSPAC also asks that the GMP Task Force review Exhibit 1, which is attached to the GPA review process, and propose revisions to ensure that the Exhibit conforms to the revised GPA process.

As part of the revision of the companion GMP Implementation Guide and other ancillary GMP documents, TRANSPAC suggests that it be made clear that Affected jurisdictions are as vulnerable to non-compliance as Sponsoring jurisdictions. All parties to the GPA process must be reasonable in seeking solutions to impacts and conflicts.

TRANSPAC appreciates the investment of time and effort by CCTA staff and the members of the Growth Management Program Task Force in this important revision to the GPA review process.

Sincerely,



Cindy Silva
Chair

Attachment

cc: TRANSPAC Representatives
TRANSPAC TAC
Paul Maxwell, CCTA Interim Executive Director
Martin Engelmann, CCTA Deputy Executive Director, Planning

3

Traffic Impact Analysis. The Sponsoring Jurisdiction conducts a traffic impact analysis for its CEQA review using "Thresholds of Significance" that include, but are not limited to, applicable MTSOs in the adopted Action Plan(s). The traffic impact analysis shall be conducted in a manner consistent with the Authority's adopted *Technical Procedures*.

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Environmental
Document

(Sec. 15087)

The Sponsoring Jurisdiction may, for the purposes of conducting the CEQA analysis, raise the performance level of an MTSO established in the adopted Action Plan if it believes that the MTSO is set too low to serve as a meaningful "Threshold of Significance" under CEQA. For example, if the Action Plan establishes an MTSO of LOS F for a specific Route of Regional Significance, and the Sponsoring jurisdiction determines that this level of performance is too low, the Sponsoring Jurisdiction may raise that threshold to LOS D, consistent with CEQA guidelines (Sec. 15064 & 15064.7).

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The Sponsoring Jurisdiction shall provide the Traffic Impact Analysis, complete with all necessary supporting technical information, as requested by the Affected Jurisdiction to provide an informed response.

11

Initiate Cooperative Resolution Discussions. At the request of either the Sponsoring or Affected Jurisdiction, the Authority shall facilitate cooperative discussions structured to offer an opportunity to create principles of agreement that will serve as a framework for monitoring, review, and mitigation of potential impacts as the GPA develops over time. The goal for these discussions is to develop principles of agreement that will maintain a cooperative planning context regarding impacts on the affected Regional Route or Routes, proposed mitigations, responsibilities for implementing those mitigations, and the timing for monitoring and review. The principles of agreement shall be memorialized in a Memorandum of Understanding (MOU) between the sponsoring and affected jurisdictions. Have the involved jurisdictions entered into cooperative resolution discussions?

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- ➔ YES: Sponsoring and Affected Jurisdictions move to Step 12 of the GPA review process.
- ➔ NO: If either or all jurisdictions decline to participate in cooperative resolution discussions, those jurisdictions that have declined shall be subject to review, as specified through the Checklist review procedure, to a findings of noncompliance by the Authority (Step 14).

12 **Formulation of Principles of Agreement.** Have the involved parties agreed to a set of principles, specified actions, timing and responsibilities for monitoring impacts, and for implementing mitigations on Regional Routes, memorialized in an MOU?

- **YES:** Sponsoring and Affected Jurisdictions have adopted Principles of Agreement and if necessary, asked the RTPC to revise the affected Action Plan to reflect the actions in the agreement. (All involved parties move to Step 13)
- **NO:** Through their respective RTPCs, both the Sponsoring and Affected Jurisdictions report on progress to date on the development of principles of agreement. If Principles of Agreement have not been adopted by the time for Authority review of the GMP Biennial Compliance Checklist of one or more involved jurisdictions, then Step 14 comes into play.

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13 **RTPC Revises Action Plan.** The affected RTPC, working with the Sponsoring and Affected jurisdictions, revises the Action Plan to incorporate projects, programs, systems management investments and processes, mitigations or other actions to address the anticipated impacts and proposed mitigations and monitoring as set forth in the Sponsoring Jurisdiction's response to the Letter of Concern (if the outcome of Step 10 was "yes"), or the MOU (if the outcome of Step 12 was "yes").

TRANSPAC suggests that the GMP Task Force review Exhibit 1 (attached to this document).

14 **Good Faith Participation:** If all of the above steps have been followed, and the GPA remains the subject of dispute, the Authority may find one or both of the parties out of compliance with the GMP. As part of the evaluation of the GMP Biennial Compliance Checklist review, the Authority will determine good faith participation in the GPA review process as described in Exhibit 1. If principles are adopted, future compliance would be assessed based on ongoing adherence of the Sponsoring and Affected Jurisdictions to the principles of agreement.

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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

Mr. Paul Maxwell
Acting Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Ste. 100
Pleasant Hill, California 94523

February 11, 2010

Dear Mr. Maxwell:

Thank you for your letter regarding TRANSPAC's appointment to the CCTA for the 2009-11 term. Please be advised that at its February 11, 2009 meeting, TRANSPAC reappointed City of Clayton Councilmember Julie Pierce as its CCTA representative for the 2010-2012 term. Please also be advised that City of Walnut Creek Councilmember Cindy Silva is the second alternate and Guy Bjerke the third alternate for both Members Pierce and Durant.

Please also note that Councilmember Cindy Silva is the 2010 TRANSPAC Chair and Councilmember Guy Bjerke is the 2010 TRANSPAC Vice Chair.

Please do not hesitate to contact me or Connie Peterson, TRANSPAC's Administrative Assistant at (925) 969-1465 should you require additional information

Sincerely,

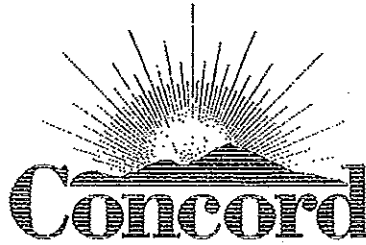


Barbara Neustadter *PN*
TRANSPAC Manager

cc: Cindy Silva, TRANSPAC Chair
Guy Bjerke, TRANSPAC Vice Chair
TRANSPAC Representatives (packet)
Danice Rosenbohm, CCTA
TRANSPAC TAC (packet)

CCTA Appointments 2010

CITY OF CONCORD
1950 Parkside Drive
Concord, California 94519-2578
FAX:



CITY COUNCIL
Guy S. Bjerke, Mayor
Helen M. Allen, Vice Mayor
Laura M. Hoffmeister
Mark A. Peterson
William D. Shinn

Mary Rae Lehman, City Clerk
Thomas J. Wentling, City Treasurer

Daniel B. Keen, City Manager

Telephone: 671-3495

January 29, 2010

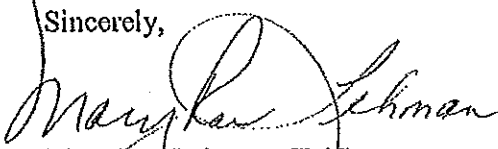
TRANSPAC
2300 Contra Costa Blvd.
Pleasant Hill, CA 94523

Subject: City of Concord Council Appointment
TRANSPAC

This is to provide confirmation of the appointment of Mayor Guy Bjerke as the City's representative to TRANSPAC and Councilmember Bill Shinn as alternate. The appointment was made at the Council meeting of January 14, 2009 with a term of one year ending December 2010.

Mailing of agendas for meetings to the Councilmember appointees should be to the City of Concord, 1950 Parkside Drive MS/01, Concord, CA 94519-2578. Scheduling of meetings for Councilmembers can be arranged by calling the Executive Secretary, Mary Nakamura, at (925) 671-3158, or by faxing to (925) 798-0636.

Sincerely,



Mary Rae Lehman, CMC
City Clerk

cc: Mayor and Members of the City Council
Daniel B. Keen, City Manager
Mary Nakamura, Executive Secretary
Barbara Neustädter, Authority Chair



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I. **ACTIVE PROJECTS**

SOUTHWEST COUNTY

a. **Caldecott Tunnel Improvement Project (1001/1698)**

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: Construction of a fourth bore between Contra Costa and Alameda Counties.

Current Project Phases: Construction.

Project Status: The contractor mobilized to the project site in mid-to late-January and is awaiting a construction permit from the Water Board prior to commencing any ground disturbing activities. Some tree removal activity has begun with a limited work permit from the Water Board. The 4th Bore is expected to be opened to traffic in spring/summer 2013.

Issues/Concerns: None.

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

CCTA Fund Source: Measure C

Lead Agency: City of Orinda

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

Current Project Phases: Design

Project Status: Authority allocated \$211,302 for project development activities in May 2009. Design is 95% complete. The Peer review was held on November 19, 2009. Construction is scheduled to begin in May 2010.

Issues/Concerns: A four-foot wide pedestrian path from Camino Encinas south to Camino Pablo was eliminated from the project scope because of funding constraints. This change in project scope (elimination of the pedestrian path) was approved by both the Lamorinda Program Management Committee and the Southwest Regional Transportation Planning Committee at their respective meetings on February 1, 2010.

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

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: To provide direct HOV connector ramps from/to I-680 at Norris Canyon Road.

Current Project Phase: Project Study Report (PSR).

Project Status: The final PSR has been submitted to Caltrans for signature. Staff is working with Caltrans to expedite final approval of the PSR and all accompanying documents.

Issues/Areas of Concern: None.

CENTRAL COUNTY

d. Alhambra Avenue Widening (1203)

CCTA Fund Source: Measure C

Lead Agency: City of Martinez

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

Current Project Phase: Complete.

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

Project acceptance is planned in spring 2010.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C

Lead Agency: Concord

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

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

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C/Measure J

Lead Agency: Contra Costa County

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

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

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

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

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

CCTA Fund Source: Measure C

Lead Agency: Contra Costa County

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

Current Project Phase: Construction.

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C and J

Lead Agency: City of Martinez

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

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

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

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

Issues/Areas of Concern: None.

i. Pacheco Transit Hub (2210)

CCTA Fund Source: Measure C

Lead Agency: CCCTA

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

Current Project Phase: Design.

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

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

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

CCTA Fund Source: Measure J

Lead Agency: City of Concord

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

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

Project Status: The Authority appropriated \$500,000 for environmental clearance work and preliminary engineering on June 18, 2008, and appropriated \$200,000 for final design on February 18, 2009. A decision to divide the project into two parts was made in order to expedite the wall construction. On April 15, 2009, the Authority appropriated \$2,691,000 for construction activities. The construction contract was awarded to Top Grade Construction for \$1,372,740 on June 22, 2009. Tie-back wall construction is complete.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Phase: Design

Project Status: The Authority appropriated \$2,600,000 for design and construction of improvements on January 20, 2010. Design is expected to be complete in March, 2011, and construction is scheduled for completion in December, 2012.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Phase: Design

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

Issues/Areas of Concern: None.

WEST COUNTY

m. 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 769-space, six level parking structure at the Richmond BART station. The project will replace most of the surface parking (leaving a small area of 44 parking

spaces) and free up land for building 99 residential units on the east side of the station. 193 parking spaces will be added at the station when this project is complete.

Current Project Phase: Construction.

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

Issues/Areas of Concern: None

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

CCTA Fund Source: Measure J

Lead Agency: CCTA/City of San Pablo

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

Current Project Phase: Preliminary Engineering and Environmental Clearance stage.

Project Status: The project's Draft Environmental Document was signed and released for public review on August 5, 2009. A public meeting on the draft environmental document was held on August 19, 2009. Alternative 2 was determined to be the preferred alternative. The Final Environmental Document is expected to be signed in March 2010.

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

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

CCTA Fund Source: Measure J

Lead Agency: CCTA

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

Current Project Phase: Feasibility Study.

Project Status: The Feasibility Study was completed in July 2009. 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 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 mid 2011. The second project will be led by one or both of the cities of El Cerrito and Richmond.

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: Richmond Redevelopment Agency

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

Current Project Phase: Design.

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Project Phase: Design.

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: Bay Area Rapid Transit District (BART)

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

Current Project Phase: Design.

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

Issues/Areas of Concern: None.

EAST COUNTY

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

CCTA Fund Source: Measure C

Lead Agency: CCTA

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

Current Project Phase: Highway Landscaping.

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C and J

Lead Agency: CCTA

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

Current Project Phase: Construction of Team Track, Utility Relocation and SR4 mainline construction.

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

The construction of the gas transmission line is complete. The electrical transmission line is complete except for two poles/foundations. The remaining transmission poles to be installed are dependent upon electrical distribution progressing with the underground and overhead operations. Electrical distribution line relocation has also started and should be complete in March.

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C and J

Lead Agency: CCTA

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

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

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

Segment 1 design is nearing completion. 100% PS&E documents were transmitted to Caltrans for review in early December. Once District 4 approves the documents, they normally would have been sent to Caltrans Headquarters in Sacramento for final review prior to advertisement. However, District 4 has obtained delegation approval from Headquarters to perform final review before advertising which should accelerate the overall project schedule. Concurrently, final right of way acquisition activities are proceeding on all parcels. PG&E utility relocations needed in advance of the freeway construction project are under construction and expected to be completed by March 2010. The construction contract for Segment 1 remains on schedule, with anticipated advertisement for contractor bids by summer 2010.

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

Segment 3B, the Hillcrest Interchange area, was delayed pending resolution of issues related to the future transit station. Most of those issues have been resolved. The design team is proceeding on an alternative to construct the ultimate interchange at Hillcrest Avenue, while still retaining the existing bridge structures.

Two construction management firms have been retained to provide constructability/bidability reviews prior to advertising the projects for construction. These firms will assist the designers with any construction related issues. Staff is currently working towards establishing a team that will provide

corridor-wide public relations and traffic management services and ensure that there are no schedule conflicts between each construction contract and ramp/lane closures.

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

v. **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.

w. **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.

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

CCTA Fund Source: Measure J

Lead Agency: Contra Costa County

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

Current Project Phase: Design.

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: State Route 4 Bypass Authority

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

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

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C and J

Lead Agency: BART/CCTA

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

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

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

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

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

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure C

Lead Agency: East Bay Regional Park District

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

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

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

Issues/Areas of Concern: The trail part of the project went to bid on April 19, 2009 and was awarded on May 19, 2009. Construction did not start due to delay in obtaining Army Corps permit. Construction contract will be extended to summer 2010. .

II. COMPLETED PROJECTS:

SOUTHWEST COUNTY

Measure C:

- | | |
|--|---|
| 1104: I-680/Stone Valley Road I/C, 1998 | 1608: Moraga Wy. Safety Improvements, 2002 |
| 1105: I-680/El Cerro Blvd. I/C Ramp Signalization, 1994 | 1609: Moraga Wy./Ivy Dr. Roadway Improvements, 2004 |
| 1106: I-680 Auxiliary Lanes: Segments 1 & 3, 2007 | 1611: Mt. Diablo Corridor Improvements, 2001 |
| 1107: I-680/Fosteria Wy Overcrossing, 1994 | 1612: Moraga Rd. Corridor Improvements, 2005 |
| 1600: Moraga Rd. Safety Improvements, 2005 | 1621: St. Mary's Rd. - Phase 2, 1999 |
| 1602: Camino Pablo Carpool Lots, 1996 | 1622: Moraga Rd. Structural & Safety Imp., 2005 |
| 1607: Moraga Wy. at Glorietta Blvd. & Camino Encinas, 2001 | 1624: Bryant Way/Moraga Way Improvements, 2005 |

1711: St. Mary's Rd. Improvements, 1995
1715: San Ramon Valley Blvd. Imp. – Phase 1, 1996
1716: Stone Valley Rd. Circulation Improvements, 2003
1717: Camino Tassajara Circulation Improvements, 2004
1718: Crow Canyon Rd. Improvements, 2001
1719: Sycamore Valley Rd. Improvements, 2008
1720: San Ramon Valley Blvd. Widening – Phase 1, 1997

1801: Camino Pablo (San Pablo Dam Corridor), 1996
2206: I-680/Sycamore Valley Road Park & Ride, 1998
2209: San Ramon Intermodal Transit Facility, 1996
3101: Iron Horse Trail – Monument to Alameda County Line, 1994
3103: Reliez Valley Road Trail – Phase 2, 2003
3106: St. Stephens/Bryant Way Trail, 1998

CENTRAL COUNTY

Measure C:

1101: I-680/Burnett Ave. Ramps, 1995
1103: I-680/North Main Street Bypass, 1996
1108: Route 242/Concord Ave. Interchange, 1997
1113: Route 242 Widening, 2001
1116: I-680 HOV Lanes, 2005
1117: I-680/SR4 Interchange, 2009
1205: Taylor Blvd./Pleasant Hill Rd./Alhambra Rd. Intersection Imp., 2000
1209: South Broadway Extension, 1996
1210: Monument Blvd./Contra Costa Blvd./Buskirk Ave. Imp., 1996

1215: Geary Rd. Improvements, 2002
1217: Bancroft/Hookston Intersection, 2004
1218: Buskirk Ave. Improvements, 2005
1220: Ygnacio Valley Rd. Slide Repair, 2008
1221 Contra Costa Blvd Signal Coordination 2009
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, 2001

WEST COUNTY

Measure C:

1300: Richmond Parkway, 1996
1501: SR4 (W) Gap Closure – Phase 1, 2002

1503: SR4 (W) Willow Ave. Overcrossing, 1996
2303: Hercules Transit Center, 2009

Measure J:

9001: Richmond Parkway Upgrade Study, 2008

EAST COUNTY

Measure C:

1401: SR4 (E) Willow Pass Grade Lowering, 1995
1402: SR4 (E) Bailey Rd. Interchange, 1996
1403: SR4 (E) Bailey Rd. to Railroad Ave., 2001

2101: BART Extension to Pittsburg/Bay Point, 1996
3110: Marsh Creek Trail Overcrossing at SR4, 1997

TO: O&S Committee

DATE: February 11, 2010

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

SUBJ: Fixed Route Reports

Fixed Route Operating Statistical Reports for January 2010

1. Monthly Boarding's Data

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

Title	FY 2010		Annual Goal
	Current Month	YTD Avg	
Total Passengers	250,735		
Average Weekday	11,395	11,609	FY09 Goal 15,600
Pass/Rev Hour	13.9	14.8	FY09 Goal 17.0
Missed Trips	0.12%	0.09%	FY09 Goal 0.25%
Miles between Road Calls	43,412	25,564	FY09 Goal 18,000

* Based on FY08 Standards from updated SRTP

Analysis

Average weekday ridership in January (11,395 passengers) rose slightly from the prior months ridership of 11,111 per average weekday. This is still lower than a month without school holidays. See the attached table showing weekday boardings trend. Productivity in January was equal to 14.8 passengers per hour as compared to December's figure of 4.3 passengers per hour. The most productive routes remain the #20, #4, #10, and the 600 series of school tripper routes. A table showing the ranking of route by productivity is attached.

The percentage of missed trips was equal to 0.12% in January, up from the prior month, but still well within the goal set by the Board. The YTD average is 0.09% missed trips.

The number of miles between roadcalls was equal to 43,412 miles which is the best performance in eight months. This compares to the year to date average of 22,950 miles between roadcalls. The new buses were in service for the entire month of January and this is partially responsible for the lower number of roadcalls.

MONTHLY BOARDINGS
Operations Data Summary

IV. Staff Reports

Fixed Route Boardings		Passengers by Revenue Hrs/Miles		Service Days		Fiscal YTD Comparison	
January 2010 - Fixed Route Boardings	250,735	Revenue Hours -	Jan 10 18,023	Weekdays -	Jan 10 20	Fiscal 2010 YTD	1,861,108
Pavillion	0		Jan 09 23,634		Jan 09 21		
Bus Bridge	0	Revenue Miles -	Jan 10 201,205	Saturdays -	Jan 10 5	Fiscal 2009 YTD	2,584,628
Special (Chase Bus)	0		Jan 09 284,946		Jan 09 5		
				Sundays -	Jan 10 5		
					Jan 09 4		
January 2010 Total Boardings	250,735	Passengers per Mile	1.25	Total Days - 2010	30	YTD Trend	72.0%
January 2009 Total Boardings	335,324	Passengers per Hour	13.91	2009	30	Monthly Trend	74.8%

January 2010 Fixed Route Passenger Total						January 2010	January 2010
Route	Destination Information	Weekday	Saturday	Sunday	Total	Weekday Average	Passengers per Revenue hour
1	Rossmoor / Shadelands	7,632			7,632	382	14.1
2	Rudgear / Walnut Creek	729			729	36	4.0
4	Walnut Creek Downtown Shuttle	17,810	2,744	1,995	22,549	891	24.3
5	Creekside / Walnut Creek	1,664			1,664	83	8.5
6	Lafayette / Moraga / Orinda	8,408	536	916	9,860	420	13.2
6L	Orinda / Orinda Village	82			82	4	4.2
7	Shadelands / Pleasant Hill / Walnut Creek	4,688			4,688	234	7.0
8*	Monument Shuttle	2,276			2,276	114	4.7
9	DVC / Walnut Creek	10,973			10,973	549	12.6
10	Concord / Clayton Rd	19,006			19,006	950	23.3
11	Treat Blvd / Oak Grove	5,901			5,901	295	15.8
14	Monument Blvd	13,306			13,306	665	16.1
15	Treat Boulevard	11,077			11,077	554	18.5
16	Alhambra Ave / Monument Blvd	11,449			11,449	572	10.3
17	Olivera/Solano / Salvio / North Concord	5,867			5,867	293	14.3
18	Amtrak / Merello / Pleasant Hill	7,705			7,705	385	12.4
19	Amtrak / Pacheco Blvd / Concord	2,491			2,491	125	8.7
20	DVC / Concord	19,045			19,045	952	20.3
21	Walnut Creek / San Ramon Transit Center	12,576			12,576	629	13.2
25	Lafayette / Walnut Creek	720			720	36	3.0
28	North Concord / Martinez	5,576			5,576	279	8.9
35	Dougherty Valley	6,978			6,978	349	10.2
36	San Ramon / Dublin	4,328			4,328	216	7.7
91X	Concord Commuter Express	834			834	42	11.1
92X	Ace Shuttle Express	3,087			3,087	154	17.7
93X	Kirker Pass Express	3,632			3,632	182	14.0
95X	San Ramon / Danville Express	2,157			2,157	108	10.3
96X	Bishop Ranch Express	8,047			8,047	402	12.2
97X	Bishop Ranch Express	1,473			1,473	74	7.1
98X	Martinez Express	6,409			6,409	320	9.6
250	Chel Real Service	119	71	73	263	13	3.0
301	Rossmoor / John Muir Medical Center		513	223	736	0	8.5
311	Concord / Oak Grove / Treat Blvd / WC		917	675	1,591	0	10.5
314	Clayton Rd / Monument Blvd / PH		4,808	3,162	7,970	0	19.6
315	Concord / Willow Pass / Landana		449	210	659	0	9.8
316	Alhambra / Merello / Pleasant Hill		1,635	986	2,621	0	15.6
320	DVC / Concord		918	433	1,351	0	10.8
321	San Ramon / Walnut Creek		1,288	767	2,055	0	11.7
600s	Select Service	21,850			21,850	1,092	25.1
TOTALS		227,897	13,899	8,939	250,735	11,395	13.9

TRANSPORTATION and MAINTENANCE
Operations Data Summary

IV. Staff Reports

TRANSPORTATION	2008	2009	2009	2009	2009	2009	2009	2009	2009	2009	2010	FY10			
	December	January	February	March	April	May	June	July	August	September	October	November	December	January	FISCAL YTD
Number of Buses	131	131	131	131	131	131	131	131	131	131	131	131	131	131	131
Totals Miles	377,985	362,920	343,213	349,992	283,369	266,246	271,311	260,739	257,833	272,474	283,616	253,077	270,769	260,473	1,858,981
Work Days	30	30	28	31	30	30	30	30	31	29	31	29	30	30	210
Revenue Hours	21,447	23,634	22,317	22,541	18,020	16,835	20,433	17,982	17,698	17,806	18,646	16,903	18,569	18,023	125,427
Operator Pay Hours	33,403	39,879	36,512	44,630	30,975	32,369	41,187	43,981	30,598	30,423	31,546	30,191	40,098	30,950	237,767
Number of Operators	212	211	211	211	172	172	172	172	172	171	170	168	167	167	170
FT Extra Board	64	65	87	58	50	17	62	18	27	41	62	20	21	17	206
Unscheduled Absences	479	424	467	387	401	325	393	398	367	299	332	331	336	282	2,545
Worker Comp.	219	168	152	152	124	117	141	158	138	87	120	117	97	109	826
Sick leave	251	256	315	235	277	208	232	240	229	212	212	214	239	173	1,519
Collision Accidents	5	4	3	4	3	8	5	8	5	6	5	9	2	3	38
Passenger Accidents	12	9	8	9	8	9	5	8	8	5	13	9	3	15	61
Total Chargeable Collisions	0	1	1	1	5	4	4	6	0	3	3	4	1	1	18
Chargeable/100K Miles	0.00	0.27	0.29	0.28	1.76	1.50	1.47	2.30	0.00	1.10	1.05	1.58	0.36	0.38	0.96
Number of Trips Scheduled	32,321	30,307	28,595	30,021	26,592	24,840	25,108	23,848	24,042	23,777	24,534	22,502	24,064	24,084	166,851
Number of Trips Missed	91	40	68	32	42	18	18	18	27	28	23	11	21	28	156
Of Trips Scheduled - % Missed	0.28%	0.13%	0.24%	0.11%	0.16%	0.07%	0.07%	0.08%	0.11%	0.12%	0.09%	0.05%	0.09%	0.12%	0.09%
Of Trips Scheduled - Mechanical	30	17	11	21	15	8	17	16	24	7	16	4	15	10	92
On Time Performance %	93%	96%	93%	91%	91%	93%	93%	91%	91%	90%	90%	93%	96%	95%	92%
MAINTENANCE															
A/C Operative - Avg. %	100%	100%	100%	100%	100%	100%	100%	99%	100%	100%	100%	100%	100%	100%	100%
Lifts Operative - Avg %	100%	100%	100%	99%	100%	99%	100%	99%	99%	100%	100%	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	18	20	18	20	17	8	17	17	23	12	17	14	13	11	107
Road Calls for Mechanical	11	15	10	12	13	6	8	12	19	10	13	12	9	6	81
Road Calls for Other	7	5	8	8	4	2	9	5	4	2	4	2	4	5	26
Miles Between Mechanical Road Calls															
Bus Numbers															
100 - 199	14,429	7,052	14,164	16,297	9,240	6,365	12,656	11,821	10,725	11,794	12,515	10,438	10,307	11,009	
200 - 299	17,106	16,478	47,358	45,295	36,476	40,039	42,233	37,872	13,300	37,266	12,499	36,215	37,499	37,599	
300 - 399	26,988	24,463	24,075	46,146	21,572	40,455	36,465	32,327	35,328	21,976	48,475	36,422	14,228	40,673	
400 - 499	40,299	20,032	33,315	20,141	12,052	36,628	34,079	34,380	30,344	11,603	31,240	14,296	29,763	15,639	
500 - 519	62,771	14,252	28,926	15,095	33,406	55,743	66,053	56,294	9,933	57,760	18,995	54,431	62,963	48,908	
900 - 939													3,639	11,306	
2000 - 2099	26,096	26,237	22,386	27,348	18,833	17,476	16,039	19,553	18,001	19,955	18,170	16,523	10,803	16,230	
9000 - 9629	26,280	52,796	24,319	30,127	20,526	50,458	8,834	10,024	6,578	19,390	23,132	6,993	17,855	23,819	
9800 - 9809	11,990	21,559	22,512	11,952	13,110	12,718	10,765	5,682	11,311	8,768	14,537	14,513	8,745	15,539	
Fleet Ave	34,362	24,195	34,321	29,166	21,798	44,374	33,914	21,728	13,570	27,247	21,817	21,090	30,085	43,412	22,930
Maintenance Pay Hours	4,407	4,765	4,238	4,716	4,370	4,770	4,167	4,288	4,330	4,108	4,358	4,343	4,395	4,788	30,612
No. Maint. Employees	27	28	28	27	26	26	26	26	25	25	24	26	27	27	26
Maint. Emps/100K Miles	7	8	8	8	9	10	10	10	10	9	8	10	10	10	11
Unscheduled Absences	1	1	4	6	1	3	4	1	2	4	5	3	1	2	3

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

Trans-Abmt data

BOA4RD_RPT_04/10
Prepared by ELL27172510

NOVEMBER 2009 PRODUCTIVITY

Route	Destination Information	Total	Wkday Avg	Pass / Rev Hr
600's	Select Service	21,850	1,092	26.1
4	Walnut Creek Downtown Shuttle	22,549	891	24.3
10	Concord / Clayton Rd	19,006	950	23.3
20	DVC / Concord	19,045	952	20.3
314	Clayton Rd / Monument Blvd / Pleasant Hill	7,970		19.6
15	Treat Boulevard	11,077	554	18.5
92X	Ace Shuttle Express	3,087	154	17.7
14	Monument Blvd	13,306	665	16.1
11	Treat Blvd / Oak Grove	5,901	295	15.8
316	Alhambra / Merello / Pleasant Hill	2,621		15.6
17	Olivera/Solano / Salvio / North Concord	5,867	293	14.3
1	Rossmoor / Shadelands	7,632	382	14.1
93X	Kirker Pass Express	3,632	182	14.0
21	Walnut Creek / San Ramon Transit Center	12,576	629	13.2
6	Lafayette / Moraga / Orinda	9,380	420	13.2
9	DVC / Walnut Creek	10,973	549	12.6
18	Amtrak / Merello / Pleasant Hill	7,705	385	12.4
96X	Bishop Ranch Express	8,047	402	12.2
321	San Ramon / Walnut Creek	2,055		11.7
91X	Concord Commuter Express	834	42	11.1
320	DVC / Concord	1,352		10.8
311	Concord / Oak Grove / Treat Blvd / Walnut Creek	1,591		10.5
16	Alhambra Ave / Monument Blvd	11,449	572	10.3
95X	San Ramon / Danville Express	2,157	108	10.3
35	Dougherty Valley	6,978	349	10.2
315	Concord / Willow Pass / Landana	659		9.8
98X	Martinez Express	6,409	320	9.6
28	North Concord / Martinez	5,576	279	8.9
19	Amtrak / Pacheco Blvd / Concord	2,491	125	8.7
5	Creekside / Walnut Creek	1,664	83	8.5
301	Rossmoor / John Muir Medical Center	736		8.5
36	San Ramon / Dublin	4,328	216	7.7
97X	Bishop Ranch Express	1,473	74	7.1
7	Shadelands / Pleasant Hill / Walnut Creek	4,688	234	7.0
8*	Monument Shuttle	2,276	114	4.7
6L	Orinda / Orinda Village	82	4	4.2
2	Rudgear / Walnut Creek	729	36	4.0
250*	St Mary's College Gael Rail Shuttle	263	15	3.0
25	Lafayette / Walnut Creek	720	36	3.0
4H**	Walnut Creek Extended Holiday Shuttle	0	0	0.0

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	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10
1	Rossmore / Shadelands	396	484	433	442	371	342	429	436	413	385	382		
2	Rudgear / Walnut Creek	60	85	75	59	55	54	66	66	52	45	36		
4	Walnut Creek Downtown Shuttle	843	1,042	1,061	1,045	977	941	1,027	997	1,038	997	891		
** 4H	Walnut Creek Extended Holiday Shuttle									2				
5	Creekside / Walnut Creek	68	97	86	76	71	66	83	81	82	76	83		
6	Lafayette / Moraga / Orinda	450	487	477	353	290	286	551	527	481	313	420		
6	Orinda / Orinda Village	7	20	11	6	2	4	4	1	2	4	4		
7	Shadelands / Pleasant Hill / Walnut Creek	203	251	239	221	188	181	251	250	235	217	234		
8	Monument Shuttle	105	90	88	103	89	94	110	109	117	125	114		
9	DVC / Walnut Creek	615	671	667	534	497	529	709	633	655	580	549		
10	Concord / Clayton Rd	945	999	1,042	940	837	773	1,083	1,072	1,042	920	950		
11	Treat Blvd / Oak Grove	347	383	453	312	252	236	352	313	298	260	295		
14	Monument Blvd	920	803	782	703	615	569	830	825	743	708	665		
15	Treat Boulevard	721	658	694	559	449	448	715	696	617	478	554		
16	Alhambra Ave / Monument Blvd	464	516	568	547	488	489	637	624	619	606	572		
17	Olivera/Solano / Salvio / North Concord	334	334	360	280	221	230	329	330	316	295	293		
18	Amtrak / Merello / Pleasant Hill	423	400	444	356	357	351	517	488	442	395	385		
19	Amtrak / Pacheco Blvd / Concord	128	143	125	131	111	116	154	155	134	140	125		
20	DVC / Concord	1,205	1,216	1,172	1,031	968	942	1,218	1,177	1,139	945	952		
** 20W	Waterworld				21	50	24							
21	Walnut Creek / San Ramon Transit Center	626	695	694	641	559	552	836	778	648	621	629		
25	Lafayette / Walnut Creek	22	67	54	38	30	38	34	36	34	35	36		
28	North Concord / Martinez	332	415	398	328	290	307	365	332	337	293	279		
35	Dougherty Valley	322	370	355	350	351	311	446	359	382	302	349		
36	San Ramon / Dublin	255	293	273	235	203	193	246	238	236	221	216		
91X	Concord Commuter Express	52	62	52	52	46	48	47	51	50	40	42		
92X	Ace Shuttle Express	147	118	132	174	144	152	160	151	134	124	154		
93X	Kirkner Pass Express	156	183	191	172	173	164	206	191	169	153	182		
95X	San Ramon / Danville Express	95	116	121	124	102	105	117	108	115	104	108		
96X	Bishop Ranch Express	347	423	397	440	379	299	415	408	395	342	402		
97X	Bishop Ranch Express	91	121	106	109	115	116	114	106	90	85	74		
98X	Martinez Express	326	422	409	324	287	215	423	406	389	352	320		
* 250	St Mary's College Gael Rail Shuttle	4	3	3	3	3	3	8	11	10	4	15		
600's	Select Service	1,127	1,322	1,463	549	96	220	1,538	1,333	1,018	910	1,092		
	TOTALS	12,134	13,292	13,450	11,256	9,658	9,394	14,019	13,289	12,415	11,111	11,404		0

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

AVERAGE WEEKEND BOARDINGS TREND

Route	Destination Information	Mar-09 (3/22-3/31)												Mar-10
		1 Day	4 Days	5 Days	5 Days	4 Days	4 Days	5 Days	4 Days	4 Days	5 Days	5 Days	4 Days	
4	Walnut Creek Downtown Shuttle	537	705	636	400	328	427	569	535	599	485	549		
** 4H	Walnut Creek Extended Holiday Shuttle									14	50			
6	Lafayette / Moraga / Orinda	0	118	111	56	87	89	192	162	139	80	111		
** 20W	Waterworld				15	44	43							
* 250	St Mary's College Gael Rail Shuttle	16	20	15			7	51	33	31	9	14		
301	Rossmoor / John Muir Medical Center	82	139	103	85	98	94	112	111	96	100	103		
311	Concord / Oak Grove / Treat Blvd / WC	173	238	180	135	166	130	214	212	238	179	183		
314	Clayton Rd / Monument Blvd / PH	629	1,155	1,071	748	766	748	1,120	1,185	1,138	1,015	962		
315	Concord / Willow Pass / Landana	66	124	74	54	68	64	92	102	92	69	90		
316	Alhambra / Merello / Pleasant Hill	224	396	336	238	261	264	297	360	302	295	327		
320	DVC / Concord	99	221	187	115	141	123	176	215	204	156	184		
321	San Ramon / Walnut Creek	114	325	328	208	269	256	281	272	263	272	258		
	TOTALS	1,940	3,439	3,041	2,054	2,226	2,245	3,103	3,189	3,117	2,709	2,780	0	

Route	Destination Information	Mar-09 (3/22-3/31)												Mar-10
		2 Days	4 Days	5 Days	4 Days	4 Days	5 Days	4 Days	4 Days	5 Days	5 Days	4 Days		
4	Walnut Creek Downtown Shuttle	298	558	395	313	193	361	394	393	489	403	399		
6	Lafayette / Moraga / Orinda	13	49	61	41	29	71	119	96	146	64	83		
** 20W	Waterworld				26	32	22							
* 250	St Mary's College Gael Rail Shuttle	25	17	10			7	24	20	25	7	15		
301	Rossmoor / John Muir Medical Center	98	77	57	45	46	39	53	45	79	55	45		
311	Concord / Oak Grove / Treat Blvd / WC	79	146	82	110	99	100	135	156	171	142	135		
314	Clayton Rd / Monument Blvd / PH	604	687	666	580	507	521	693	780	944	691	652		
315	Concord / Willow Pass / Landana	23	84	37	44	42	43	50	50	74	31	42		
316	Alhambra / Merello / Pleasant Hill	112	204	165	150	146	161	190	204	230	227	197		
320	DVC / Concord	60	133	84	62	68	73	103	81	135	94	87		
321	San Ramon / Walnut Creek	127	216	176	172	128	133	196	186	237	172	153		
	TOTALS	1,376	2,169	1,733	1,541	1,289	1,531	1,958	2,012	2,529	1,886	1,788	0	

NOTE: * Data comes from Link Operators

** These are seasonal routes

RAMP EVENTS BY ROUTE

(sort by YTD Total)

Route	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10	Apr-10	May-10	Jun-10	YTD Total
20	507	590	285	292	148						1,822
28	302	273	260	294	481						1,610
10	260	321	197	266	182						1,226
16	299	227	229	209	175						1,139
9	246	208	189	297	128						1,068
4	172	261	160	144	119						856
6	103	231	137	154	127						752
14	188	180	135	139	75						717
15	111	71	65	188	95						530
1	114	146	112	92	54						518
314	104	173	68	63	55						463
18	60	104	60	71	78						373
98X	88	82	94	50	56						370
21	77	53	91	57	29						307
11	54	64	38	64	54						274
320	8	71	32	36	31						178
17	64	22	48	12	27						173
19	44	26	15	45	18						148
316	19	42	33	10	27						131
7	17	52	8	26	21						124
5	20	26	35	21	11						113
96X	30	6	25	28	10						99
35	6	20	33	25	11						95
2	19	16	44	5	10						94
600's	16		15	22	30						83
36	26	5	8	7	24						70
321	28	3	15	2	12						60
93X	12	6	24	12	6						60
311	1	15	23	7	12						58
92X		8	11	1	1						21
301		9		1	9						19
315	3	7	5	1	3						19
25		2			12						14
91X	6	2									8
95X	1	1	2		2						6
97X	2	1	1	2							6
6L	3				1						4
Total	3,010	3,324	2,497	2,643	2,134	0	0	0	0	0	13,608

+2 =	1,505	1,662	1,249	1,322	1,067	0	0	0	0	0	6,804
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Route Descriptions

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

Route Descriptions

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

The County Connection

Inter Office Memo

To: Operations & Scheduling Committee
From: Celinda Dahlgren, Director of Administration

Date: 19 February 2010
Reviewed By:

SUBJECT: LINK Monthly Operating Report – January 2010

SUMMARY OF ISSUES:	Presented for your review is the monthly operating report for LINK for January 2010.
RECOMMENDATIONS:	Information only
FINANCIAL IMPLICATIONS:	N/A
OPTIONS:	Information only
ACTION REQUESTED:	Information only
ATTACHMENTS:	<i>CCCTA LINK Monthly Operating Summary, January 2010</i>

ADDITIONAL INFORMATION:

For the second month this fiscal year, ridership has remained flat. Due to diligent follow up and screening, attendants have dropped by nearly 46%, and companions have risen by over 800%. We believe this is a more accurate reflection of how our clients travel. Subscription trips account for 68.3% of all client trips.

Although ridership over all has decreased slightly, revenue hours and miles have fallen even more, resulting in better productivity – from 2.01 to 1.14 passengers per revenue hour. Average trip length has also fallen slightly – from 9.5 to 9 miles.

CCCTA LINK
MONTHLY OPERATING SUMMARY
January FY09-10

SUMMARY	January FY08/09	January FY09/10	YTD FY08/09	YTD FY09/10
1 TOTAL CLIENTS	12,525	12,026	91,032	90,976
2 TOTAL ATTENDANTS	1,587	861	9,541	7,483
3 TOTAL COMPANIONS	119	1,098	767	1,597
4 TOTAL PASSENGERS	14,231	13,985	101,340	100,056
5 TOTAL SERVICE DAYS	30	30	210	210
6 VEHICLE REVENUE HOURS	7065.7	6550.2	50946.6	48802.6
7 VEHICLE SERVICE HOURS	8573.4	7854.6	62200.9	59206.2
8 VEHICLE NON REV HOURS	1507.7	1304.4	11254.2	10338.2
9 VEHICLE SERVICE MILES	135353.0	125730.0	1003426.0	955777.0
10 VEHICLE REVENUE MILES	111549.0	103720.0	831554.0	790351.0
11 VEHICLE NON REV MILES	23804.0	22010.0	149872.0	166694.0
12 PASS. PER REVENUE HOUR	2.01	2.14	1.99	2.05
13 CLIENT PER REVENUE HOUR	1.77	1.84	1.79	1.86
14 PASS. PER SERVICE HOUR	1.66	1.78	1.63	1.69
15 PASS. PER SERVICE MILE	0.11	0.11	0.10	0.10
16 PASS. PER REVENUE MILE	0.13	0.13	0.12	0.13
17 TOTAL TRANSFER TRIPS	1,231	1,098	9,140	18,765
18 SAME DAY TRIPS	114	159	616	705
19 *SUBSCRIPTION TRIPS	N/A	8,216	N/A	25,655
20 *DEMAND	N/A	3,651	N/A	11,053
21 FAREBOX REVENUE	\$15,458.50	\$14,384.50	\$114,813.78	\$112,393.13
22 PREPAID CLIENTS	\$16,443.50	\$23,444.06	\$115,330.55	\$148,440.78
23 COLLECTED BILLING	\$5,799.50	\$9,962.00	\$71,804.50	\$66,702.00
24 TOTAL REVENUE COLLECTED	\$37,701.50	\$47,790.56	\$301,948.83	\$327,535.91
25 CHARGEABLE ACCIDENTS	2	0	8	5
26 SERVICE COMPLAINTS	1	1	4	5
27 SERVICE COMMENDATIONS	5	2	17	10
28 SERVICE DENIALS	0	0	0	0
29 ROAD CALLS	2	3	15	20
30 DRIVER TURNOVER	2.7	0.0	8.0	5.3
31 SCHEDULE ADHERENCE	96%	95%	96%	96%
32 WHEELCHAIR BOARDINGS	3,204	3,385	25,150	25,882
33 W/C LIFT AVAILABILITY	100%	100%	100%	100%
34 REGISTERED CLIENTS	8,111	8,712	N/A	N/A
35 UNDUPLICATED CLIENTS	1,191	1,099	N/A	N/A
36 NO-SHOWS	61	62	421	263
37 CANCELS	3,590	1,856	22,978	13,081
38 AVG. TRIP LENGTH (MILES)	9.5	9.0	9.9	9.6
39 AVG. SM BUSES IN SERVICE	5	5	5	5
40 AVG. BUSES IN SERVICE	48	48	48	48
41 TOTAL FUEL/GALLONS	17,437	16,481	132,225	135,800
42 FLEET M.P.G.	7.8	9.0	7.6	7.0
43 *DRIVER ROAD CHECK	N/A	69	N/A	133
44 *RIDER SURVEY'S	N/A	11	N/A	13

*STARTED REPORTING 12-01-09



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PRESS RELEASE

For Immediate Release

January 28, 2010

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Capitol Corridor to Receive \$29 Million in Federal High Speed Rail Funding

**Historic Grant Will Improve Northern California Intercity Passenger Rail &
Prepare Connections to Planned High Speed Rail System**

Oakland, CA., January 28, 2010 — For the first time in its history, the Capitol Corridor Joint Powers Authority (CCJPA) will receive \$29.2 million in federal High Speed/Intercity Passenger Rail (HSIPR) funding for three projects in Northern California to improve Capitol Corridor intercity passenger rail.

\$6.2 million was awarded to the Sacramento Rail Relocation Project which will fill a funding gap and allow for the installation of a new passenger platform as part of the rail line relocation and intermodal station development program. The remaining \$23 million will be allocated to easing bottleneck conditions between Sacramento and Davis—known as the Yolo Crossover—and to expand the San Jose station platforms and tracks.

These HSIPR funds were awarded through a competitive grant program administered by the Federal Railroad Administration (FRA) within the U.S. Department of Transportation. The award of these funds will allow each of these projects to start construction within the next 6 months.

These projects were championed by Congresswoman Doris Matsui (D-Sacramento), who today announced the award of these federal funds.

"We thank Congresswoman Matsui and her colleagues of the Northern California Congressional Delegation for their efforts to improve Capitol Corridor intercity passenger rail," CCJPA Chair Jim Holmes said. "Not only will this \$29 million federal grant improve Capitol Corridor service, it positions our San Jose and Sacramento stations to become major connections with the planned high-speed trains that will serve these stations."

"The Capitol Corridor is thrilled that the federal government has recognized the benefits that these projects will bring to Northern California," CCJPA Managing Director David B. Kutrosky said. "We can now move full speed ahead with these projects immediately, creating much-needed jobs, improving mobility options by enhancing Capitol Corridor intercity passenger train service and generating regional economic activity."

About Capitol Corridor

The Capitol Corridor Joint Powers Authority (CCJPA) partners with Amtrak, Union Pacific Railroad, Caltrans and the communities comprising the CCJPA to offer cost-effective, viable and safe intercity passenger rail. The Capitol Corridor service comprises of 16 stations along a 170-mile rail corridor, and offers a convenient way to travel between the Sierra Foothills, Sacramento, the San Francisco Bay Area and Silicon Valley/San Jose. For information, visit www.capitolcorridor.org or call 1-877-9-RIDECC.

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BART to upgrade Pleasant Hill station for \$5.2 million

By Denis Cuff
Contra Costa Times

Posted: 02/25/2010 03:53:33 PM PST
Updated: 02/25/2010 03:54:12 PM PST

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PLEASANT HILL — The BART board today awarded a \$5.2 million contract to spruce up the Pleasant Hill station with new lighting, signs, paint, bicycle storage area and two new staircases for emergency exits.

Taber Construction of Martinez was picked for the job after submitting a bid the lowest of five bids. The winning bid was 7 percent higher than BART engineers' estimate.

BART will pay for the project with \$2.7 million in state-voter-approved Proposition 1B funds, and \$2.5 million from the Contra Costa County Redevelopment Agency.

This contract is the first of several station modernizations planned at BART over the next few years.

While it approved the contract on a 7-0 vote, board members expressed displeasure with the expected "unsightly" appearance of the two emergency staircases. The board passed a resolution saying any other new emergency staircases at other stations should complement the appearance of the surrounding neighborhood.

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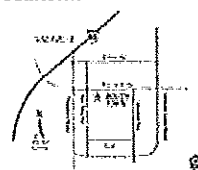
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State allocates \$69.4 million for I-680 overhaul in San Ramon Valley

By Denis Cuff, Contra Costa Time

Posted: 02/25/2010 03:47:00 PM PST

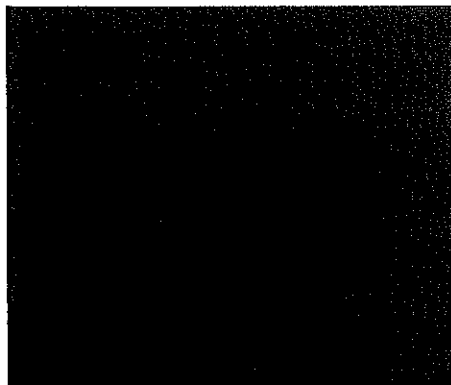
Updated: 02/25/2010 03:47:53 PM PST

The California Transportation Commission allocated \$69.4 million today to repave the deteriorating road surface on Interstate 680 in the San Ramon Valley.

The Caltrans road overhaul, to begin later this year, will prevent further deterioration of the freeway between Walnut Creek and the Alameda County line, and provide a smoother ride for motorists who often steer around potholes and cracks.

Some of the \$185 million approved for 43 projects statewide today comes from a \$19.9 billion transportation bond measure that California voters approved in 2006.

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Opinion: California high-speed rail financing is a fantasy

By Zachary Tyson
Special to the Mercury News
Posted: 02/24/2010 08:00:00 PM PST

The California High-Speed Rail Authority has long touted the wonderful fantasy of high-speed trains. On the authority's Web site, viewers are shown a sleek, ultramodern train zooming through a backdrop of green rolling hills and lush scenery, all at speeds up to 225 miles per hour. Not only is high-speed rail fast, but you'll be able to hop on a high-speed train without going through those bothersome security checkpoints they have in airports, resulting in a travel time from San Francisco to Anaheim of under three hours.

Is anything missing from this picture? Only reality.

When the imagination of dazzling sapphire-blue trains is swept aside, all that is left is an inadequately funded financial catastrophe. While the deficiencies in the authority's business plan are too numerous to cover in one article, I will focus on some of the most egregious failings.

The authority estimates it needs approximately \$42.6 billion to build the first section of the high-speed rail network, from San Francisco to Anaheim. To obtain the requisite amount, the authority must seek money from state, federal and local governments and private institutions.

State funding for the project is provided by Proposition 1A. In theory, near-bankrupt California will sell \$9 billion in bonds to finance the project, increasing our state debt by roughly 20 percent.

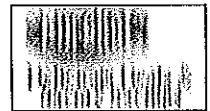
Federal funding for the project is mostly limited to grants from the American Recovery and Reinvestment

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Act, of which the authority has received only \$2.25 billion. This grant has been widely covered by local news organizations, with the frequent implication that a high-speed rail system is just around the corner. In reality, the \$2.25 billion the authority received is less than half the \$4.7 billion it requested, and a small fraction of the \$17 billion to \$19 billion in federal funds the authority projects it needs to construct the high-speed rail system.

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President Barack Obama has allocated an additional \$5 billion for high-speed rail over five years, but these funds are to be distributed throughout the nation, not just to California. Even if we assume that California will receive another \$2.25 billion from the next \$5 billion, the authority is still left with a total of only \$4.5 billion, approximately 25 percent of the federal funds it needs for the project.






Local funding in the amount of \$4 billion to \$5 billion is supposed to come from the counties and cities of California. Unfortunately, as highlighted in the authority's own business plan, the largest contributor to date is Orange County, which contributed \$7 million of the total needed.

And finally, private institutions will provide the remaining \$10 billion to \$12 billion to finance the project. However, in the authority's business plan, not even one contract, letter of intent or any other type of proof of private interest has been presented to date.

In conclusion, the authority has obtained only \$11.25 billion of the \$42.6 billion it needs to build the first segment of the project, and even of these funds, the \$9 billion in state money will not be released until the authority complies with further statutory requirements.

If these financing deficiencies are not corrected, prepare for the San Francisco to Anaheim route to look more like a high-speed route between San Francisco and a cow pasture in Merced.

ZACHARY TYSON is an attorney with Nova Law Group and general counsel for the Community Coalition on High-Speed Rail. He wrote this article for the Mercury News.

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