

TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda

THURSDAY, APRIL 12, 2012

9:00 AM – 11:00 AM

Pleasant Hill City Hall - Community Room
100 Gregory Lane, Pleasant Hill

TRANSPAC reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion or other indication that action will be taken is included on the agenda or attachments thereto.

1. **Meeting Opening:** Pledge of Allegiance/Self-Introductions
2. **Public Comment:** At this time, the public is welcome to address TRANSPAC on any item not on this agenda. Please complete a speaker card and hand it to a member of the staff. Please begin by stating your name and address and indicate whether you are speaking for yourself or an organization. Please keep your comments brief. In fairness to others, please avoid repeating comments.

CONSENT AGENDA

3. **Approve March 21, 2012 Minutes (attachment)**

ACTION: Approve minutes and/or as revised/ determined

END CONSENT AGENDA

4. **Update on 511 Contra Costa Program Activities by Lynn Overcashier, 511 Contra Costa Program Manager**

Attachments: a) Status of 511 Contra Costa Programs and Projects in Central County; b) Details of the TRANSPAC/TRANSPLAN Safe Routes to School Programs (to be branded as Street Smarts Diablo Region) Weeklong Middle School Bicycle/Pedestrian Safety Program - Event Highlights, Martinez Junior High School, Martinez, October 10 – October 14, 2011; Weeklong Middle School Bicycle/Pedestrian Safety Program- Event Highlights, J. Douglas Adams Middle School, Brentwood, October 31 – November 4, 2011.

ACTION: Accept report and/or as determined

5. Review of the Text of the Draft Line 20a Call for Projects

Background

Please note that only TRANSPAC and WCCTAC have line item 20 funds programmed in Measure J. TRANSPAC is responsible for recommendations on how the Line 20a funds are to be used. The Contra Costa Transportation Authority (CCTA) is responsible for the allocation of funds and execution of cooperative agreements with agencies approved for funding. Authority staff provided the following information on how the Measure J Line 20a funding is generated. It is .5% of the annual sales tax estimate. That estimate for FY 2012 was \$64 million, providing \$320,000 to this program. CCTA only allows a maximum of 90% of that amount to be allocated up front. The other up to 10% is made available when CCTA knows the year end actual amount. The available allocation through FY 2010-11 was \$689,066.

In June 2011, TRANSPAC 20a funds were approved and subsequently allocated to support capital and operating costs for services operated by two TRANSPAC jurisdictions. These allocations were to the City of Walnut Creek for \$9,144 in support of the Senior Club Mini Bus Program and the City of Pleasant Hill for \$56,000 for acquisition of a vehicle for its Senior Van Program. These allocations totaled \$65,144, leaving a balance of \$623,922 available for allocation. The addition of the FY 2011-12 allocation estimate of \$288,000 brings the currently available funding to \$911,922.

During its discussions (January 26, 2012 and February 23, 2012) on Line 20a issues, there was, among TAC members, a general view that development of an overall policy to govern all Line 20a funds could take some time. The TAC suggested an interim approach to use the FY 2011-12 Line 20a funding (\$288,000) which would provide the TAC with time to develop a proposal to address fund allocations for the balance of Measure J.

At its February 9, 2012 meeting TRANSPAC directed the TAC and staff to develop a Call for Projects for the available FY 2011-12 allocation estimate of \$288,000. TRANSPAC is requested to review the attached draft Call for Projects.

Attachment: A draft of the \$288,000 Call for Projects

ACTION: Authorize issuance of Call for Projects as proposed/revised and/or as determined

6. Contracts for TRANSPAC staff services and 511 Contra Costa Oversight

Summary of Issues: TRANSPAC contracts (usually in two year increments) with Neustadter Associates for TRANSPAC Staff Services and 511 Contra Costa oversight. The current contracts expire on June 30, 2012.

Recommendation: The TRANSPAC TAC recommends extension of these contracts for one year with the same consultant option extension approved in 2010. A consultant proposed 1% increase for each year is reflected in the proposed 2012-13 budget in item 7.

Options: Authorize issuance of a Request for Proposal for TRANSPAC staff services and 511 Contra Costa oversight; transfer TRANSPAC staff services to 511 Contra Costa Program Manager and staff or as determined

ACTION: Approve TAC recommendation and/or as determined

7. Review of Draft 2012-2013 Budget

Summary of Issues: TRANSPAC annually adopts an operating budget (separate from 511 Contra Costa) for its operation, consultant and administrative staff services. Funding by each jurisdiction is predicated on a formula based on: 1) a one-sixth share of first 50% of the budget and; 2) the second 50% of the budget is derived by the application of the percentage of each jurisdiction's share of the total Central County Local Street and Road Maintenance Measure J funding. The total of these two calculations is the amount requested of each TRANSPAC jurisdiction.

Financial Implications: Background: In the past, the proposed TRANSPAC draft budget was built on City of Pleasant Hill COLA, established step increases and updated benefit rates for TRANSPAC's share (50%) of the Administrative Assistant position. The proposed 2012-13 budget is \$12 dollars higher than the current budget of \$190,416. A comparison with the current 2011-12 budget and the proposed 2012-13 budget are in the attachment.

Please note that there are some cost savings associated with the new Administrative Assistant starting salary and over time with the City's new approach to wage increases which eliminated the Step system and wage increases for 2012 and 2013 established at the 2% level and at 2.5% for 2014 and 2015.

As noted in Item 6, the TAC recommended approval of a new contract with Neustadter Associates at a consultant proposed 1% per year hourly rate increase at its February 23, 2012 meeting. This increase has been incorporated into the draft budget.

This year, a request was received from a TAC member to develop the budget earlier in the year. A final accounting of the budget year usually does not occur until beginning of the new fiscal year and usually shows that some contingency funds and other line items still have small balances remaining at the end of the fiscal year. As a result, it can be assumed that "rollover" funds can be used to decrease the amount of the following year's budget bottom line.

Given the request for early review, it was not possible to get a good handle on the possibilities for rollover funds. Staff will delay invoices to the jurisdictions closer to the end of the fiscal year. If it appears that there are rollover funds, there may be an opportunity to decrease jurisdiction contributions prior to the issuance of invoices.

Attachments: The proposed 2012-13 budget with the 2011-12 budget for comparison and the calculation from which each jurisdiction's share of the TRANSPAC budget is derived

ACTION: Approval 2012-13 budget as revised and /or as determined

8. The 2010-2011 Conditions of Compliance Report was circulated for comments on March 6, 2012 with a request for comments by March 16, 2012

As in the past, the TAC reviewed the draft document prepared by the TRANSPAC Manager and circulated for TAC review in March. The TAC recommended approval of this document at its March 22, 2012 meeting. This report is part of the information which must be included in each jurisdiction's submission of its Measure J Growth Management Program checklist.

Electronic Attachment: Electronic version of the Conditions of Compliance report may be downloaded at <http://transpac.us/wp-content/uploads/2008/08/Conditions-of-Compliance-Report-2010-20111.pdf>

ACTION: Information and/or as determined

9. TRANSPAC CCTA Representative Reports: Reports on the most recent CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and CCTA meetings (Members Pierce and Durant)

Attachment: Items approved by the Authority on March 21, 2012 for circulation to the Regional Transportation Planning Committees and Items of Interest

10. SB 375/SCS Report by Martin Engelmann, CCTA Deputy Executive Director, Planning

ACTION: As determined

Attachment: CCTA Planning Committee Staff Report

11. 511 Contra Costa and TRANSPAC Staff Reports

a) **511 Contra Costa:** See item 4 on this agenda

b) **TRANSPAC:** oral report

ACTION: Receive reports and/or as determined

12. TAC Reports by Jurisdiction: Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County

13. Correspondence/Copies/Newsclips/Information

Attachments:

- TRANSPLAN
- WCCTAC
- SWAT
- TRANSPAC
- County Connection: Fixed Route Operating Report; LINK Monthly Operating Report
- CCTA Project Status Report

ACTION: Accept reports and/or as determined

14. For the Good of the Order:

15. Next meeting Date: The next meeting is scheduled for May 10, 2012 at 9 a.m. in the Community Room at Pleasant Hill City Hall unless otherwise determined

TRANSPAC Meeting Summary Minutes

MEETING DATE: March 21, 2012

ELECTED OFFICIALS PRESENT: Julie Pierce (Chair), Clayton; David Durant (Vice Chair), Pleasant Hill; Kristina Lawson, Walnut Creek; Ron Leone, Concord; Bill Shinn, Concord

PLANNING COMMISSIONERS PRESENT: Bob Armstrong, Clayton; Tim McGallian (Alternate), Concord

STAFF PRESENT: Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; Eric Hu, Pleasant Hill; Martin Engelmann, CCTA; Cliff Glickman, (for CC Supervisor, Karen Mitchoff); Steve Goetz, Contra Costa County; Deirdre Heitman, June Garrett, BART; Corinne Dutra-Roberts, 511 Contra Costa; Barbara Neustadter, TRANSPAC

GUEST PRESENTERS: Gail Murray, BART Board of Directors, and BART General Manager, Grace Crunican

MINUTES PREPARED BY: Marilyn Geren, TRANSPAC Staff

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Chair Pierce convened the meeting at 9:00 a.m.

1. Pledge of Allegiance/Seif introductions - Completed
2. Public Comment – None

CONSENT AGENDA

3. Approval of February 9, 2012 Minutes
4. Approval of East Bay Regional Park District (EBRPD) Reallocation Request

ACTION: Approved Consent items. Shinn/Lawson/Unanimous

END CONSENT AGENDA

5. Discussion with BART Director Gail Murray and BART General Manager Grace Crunican

Chair Pierce introduced BART Director, Gail Murray. Ms. Murray in turn, introduced Grace Crunican, BART General Manager. Ms. Crunican was hired by BART in August 2011, and comes with the following credentials: she is in charge of over 3,000 employees, has 32 years experience, has served as the Director of the Seattle Department of Transportation, Director of Oregon Department of Transportation, Deputy Director of the Federal Transit Administration, and the Deputy Director of the Portland, Oregon Department of Transportation.

Member Durant arrived at 9:04 am.

Ms. Murray thanked TRANSPAC for changing its meeting date, and gave an update on the Walnut Creek Transit Village, which is now going through the Environmental Impact Study process, and should be finished in the spring. It will then go to the City Council for approval and is expected to be a good market for apartments.

The Contra Costa Centre Transit Village is doing very well. It opened for leasing last April, and is 95% leased. The retail portion of the Transit Village is not doing as well, with only about 20% of the retail being leased. There will be additional "for sale" housing and commercial leasing, but only when the economy improves.

BART ridership has increased dramatically: 340,000 trips per day last year as opposed to 370,000 trips per day this year. Concord lines have the best trains because the ridership is so much more. If cars are not in for maintenance, they are on the tracks, so there are more "short trains" on the tracks, and this is the reason BART needs new cars. A contract for a new car builder will be awarded probably next month. The busiest station is Del Norte, and Walnut Creek is the second busiest. Between 2010 and 2011, the ridership grew by 5%.

The "crossover" is between Walnut Creek and Pleasant Hill stations, and is in the testing phase, but it is completed. The crossover is needed to allow trains to detour around a disabled train, which previously would cause the whole system to be stopped. Eventually, a train will be able to be inserted onto the crossover, as well.

eBART is under construction and will go to Hillcrest station. The transfer platform is being built, but it cannot be completed until Highway 4 is finished, because it is located in the median. It is expected to open in 2016.

Construction related to the earthquake safety program has caused parking spaces to be blocked off. In 2004, the voters voted an approximate \$1 billion bond measure for that program, so all of the aerial structures and parking lots are being brought up to current earthquake standards. Funds are available to make part of the system operational (not just hold it up, but make it run) during and after an earthquake.

Regarding the Silicon Valley extension: full funding was approved from the federal government and BART is having a ground-breaking on April 12. The Warm Springs extension needs to be built first (the last station being built in Alameda County) and the Silicon Valley Extension will be able to hook up to it. The reason Santa Clara County is getting this extension is because in 2000, voters passed a one-half cent sales tax for construction, and still did not get the federal funding because it is not in the District. So in 2008, another sales tax of one-eighth cent was passed for funding to operate it.

BART is having a State of Good Repair Tour of the Concord facility on 8:30 am-10:30 am June 8, 2012, and Director Murray invited all to attend. If you wish to go, you must reserve a space by contacting her by email, or by contacting Deirdre Heitman.

Ms. Murray introduced General Manager Grace Crunican. Ms. Crunican stated that when she came to BART she did an assessment and used the analogy of "putting a new roof on BART" in order to preserve the substructure of the system. While it might not be something that people really notice as an improvement, it is a vital component to the operation of the system. The ridership feedback reflected that reliability was most important to passengers and reliability depends on the functioning of the cars.

BART railcars are the oldest in the country. The Federal Transit Administration has estimated that the nation's largest rail systems have a backlog of \$80 billion in repair needs. In 2010, the California Transportation Commission estimated that \$142 billion was needed to repair and maintain the state's transportation needs over 10 years. BART has done an incredibly good job at replacing the parts and trying to glue things together, and at preventative maintenance, but new cars are needed.

The ridership growth is there to be gotten, so BART needs new railcars on the capacity side of things and to make sure they are capturing that market and providing the service for that 500,000 riders, which will help the roads situation, and will help with other transportation agencies. The diagnostics side of BART has looked at the Japanese model and redesigned its railcar motor rehab process. In reorganizing the rehab process the costs have been reduced from \$18,000 to \$2,000.

Ownership and responsibility are utilized in BART's Strategic Maintenance Program. Customers have given feedback that they don't feel that there are as many break-downs on BART as there used to be. The system is showing signs of age, and technology has changed dramatically. BART's number for State of Good Repair is \$7.5 Billion, which includes train control system, grinding tracks, and replacing parts.

As systems are upgraded, there is inconsistent technology because of the age of the system. The average age of BART's fleet is approximately 35 years. The industry average is 20 years, and BART is well beyond the industry average. BART's utilization of its cars is at 86%, compared to MUNI at 74%, WMATA at 80%, and MARTA at 56%. The new cars purchase issue will be coming to the Board (a draft in April and approval in May). Bombardier is the winner of the new car manufacturer race so far and instead of \$5 million per car, it will be \$2.1 million per car. This means that fewer regional funds will be needed, and making a plea to add a few more cars is being considered. BART has received very good bids on the cars.

At the state level there are cuts, and the federal level is out of money. BART lost \$100 million over the last five years from the State, and it is not looking for new money from the federal government. For the high speed rail, there was \$150 million in the High Speed Rail Connectivity Funds, and two governors have vetoed those funds being released. So BART is looking at its own budget for funds to put toward the new cars.

A presentation of the New York Subway system revealed what can happen when maintenance and replacement is delayed. It took the New York MTA three decades to recover, so it is critical to get new cars and repair the substructure. People decided to take their own vehicles instead of taking mass transit because of the lack of maintenance and reliability.

Chair Pierce questioned whether the bids will be reflected on eBART cars which were estimated to be around \$3 million per car. Ms. Crunican did not know whether it would apply.

Bob Armstrong questioned whether the old cars would be recycled or refurbished, and if they will be built in the Bay Area or shipped here. Ms. Crunican responded that some cars will be dismantled, and the best cars will be saved. No other transit system uses the gauge and type of cars BART uses so they cannot be resold. The proposed car builder has a plant in New York, so the work will be done there and possibly ship them to the Bay Area through the Canal.

Barbara Neustadter inquired about 1) updating the new train control and the challenges it presents and 2) where the train control system will be located. Ms. Crunican responded that the expense will be past \$500 million and BART will be working with MTC on this issue. It's a good time to bring on a new train control system because of the system extension south to San Jose and BART will need to reconfigure the controls for those added lines. There will not be a time when BART doesn't have a backup system. In response to where the train control system will be, the train control system is currently in the basement at Lake Merritt with the Police. BART is considering trying to relocate the Police into another building, and use the space that the Police currently occupy to expand the operations system in the Lake Merritt area.

Member Leone inquired about the estimated completion date for eBART and the extension to San Jose. Director Murray advised that completion of eBART is 2016 because of the wait for Highway 4 to be completed. BART is doing the subterranean foundational work and much work is being done. The Berryessa extension will be completed in 2018, which is only partway to San Jose because BART only has money to go that far.

Member Leone wondered if there were other considerations about extending BART. Director Murray replied that BART has talked about Livermore, and Alameda County is trying to re-up their Measure B so that money can be used to leverage other money to go there. There is another \$300,000 approved to study going to the next station after Hillcrest on eBART. Discussions will be held in May regarding the various places eBART might go in Antioch and Oakley. Chair Pierce added that there was talk about doing work with Union Pacific but at the last meeting, the price was too high. Director Murray added that West County wants a BART extension to Pinole and Hercules, but it is only in the talking stage. One Board member wants BART to the beach from Fulton to the Great Highway, but there's no money for that.

Member Durant offered that his constituents are saying that there are two big questions about BART: 1) what is BART doing to contain all those costs, other than just coming and getting more money from CCTA and other funding sources, and 2) how do the per capita costs for BART compare to other transit agencies? Ms. Crunican responded that 1) there is a four-year freeze on wages (0% increase over the next four years), and BART cut 200 employees on a base of 3,000 employees, and 2) BART's labor costs are on the higher end, but are very much in line when given the cost of living in the Bay Area.

Deirdre Heitman advised that MTC is concluding a study of transit sustainability, and BART's ratio of administrative costs compared to total costs was lower than many of the transit agencies in the Bay Area, and in line nationally. Ms. Crunican offered that in terms of costs in the Bay Area, BART has cut its costs 9% and others have gone up 10-11%. She promised to provide copies of the study. BART contained its healthcare costs and employees are paying more for it. Employee contribution to the retiree healthcare plan is being ramped up.

Steve Goetz commented that the BART cars are quite noisy and wanted to know if there is anything that can be done about the noise. Grace Crunican stated that there are a number of things that can be done with the windows and the doors (like installing "plug" doors), and plans are in place to grind the rails to make it quieter. There's also a new way that the wheel hits the rail that might be able to reduce the noise but studies have to be done before anything is done in that regard. These changes all relate to new cars. Old cars are what they are, but BART is looking at removing the cloth seats and putting in vinyl seats and to take out the carpets. The customer dissatisfaction regarding the seats was so high that the decision was made to make the changes.

Member Leone inquired about a resolution on the capacity issues and seating arrangements. Director Murray advised that she has pushed for retaining the same amount of seating as there is now. There was a real push for a lot more standing room and fewer seats. The seats will be two inches narrower and the "pitch" will be a little different to provide more space. Ms. Crunican offered that seats will be installed which can be removed easily if the configuration needs to be changed.

Member Shinn thanked the BART representatives for their report on the maintenance and the future planning for the system. He inquired about the distribution of Clipper Cards. Ms. Crunican advised that the Clipper Cards was a system made by MTC, not by BART. A problem is that the MTC staff is far removed from the customer and they don't understand it. BART is able to maintain what it has in senior and youth pass distribution. Member Shinn shared an experience in trying to get the Clipper Card, and it was a narrow timeframe in which to get the card. He suggested that a good place for distribution would be the police station with volunteers. Chair Pierce stated that the contract for the people who sell tickets at the Walnut Creek Station will sell the senior and youth tickets there. County Connection is a new site for senior tickets, and another possibility is the police station in Concord. One reason why BART is keeping the Senior and Youth tickets is because bus operators can take cash, but BART doesn't take cash. Some seniors don't go all the time and need a ticket, not a Clipper Card. Statistics show that by 2040, over 50% of the population will be 65 or older, so we need to make sure our seniors and disabled are able to get the tickets.

Member Lawson stated that she feels BART is doing a great job in customer service especially when there is an interruption in service, by keeping people informed by phone and other ways. She has noticed an improvement especially in the last six months. Ms. Crunican advised that BART is looking for a consistent service level and it will take awhile to get everyone there. There will be automated announcements on the new cars which will tell you the next stop, a display telling you where you've been, where you're going, and where you are.

Chair Pierce thanked BART for the presentation.

ACTION: None

6. BART Allocation Request for the Walnut Creek BART Station Transit Oriented Development (TOD) Project

Barbara Neustadter introduced the BART request for Measure J money, Line 10 funds, a \$12 million commitment from Central County for BART parking and access and other improvements. BART is making a request for \$3.85 million for the Walnut Creek TOD project. The TAC reviewed this request and recommended approval. Deirdre Heitman explained that BART applied and was successful in getting STIP funds through CCTA, so the \$3.85 million will match those funds for approximately a \$9 million project cost for public access at the BART station pathways, the customer service center, the police substation, and additional lighting. Chair Pierce stated that it will all be integrated with the new plan for the TOD, and won't be putting something in only to tear it out later.

ACTION: Approved. Lawson/Shinn/Unanimous

7. Contra Costa – Transportation for Livable Communities (CC-TLC) Projects Funding Recommendation

Barbara Neustadter advised that the CCTA Issued a Call for Projects for Transportation for Livable Communities Funding, and TRANSPAC Jurisdictions submitted 10 applications for that funding. TAC reviewed the applications and had discussions at meetings in January and February, and has forwarded a recommendation on how to maximize the dollars available.

In Central County, there is \$5 million available. She advised that the spreadsheet provided represents what TAC believes and recommends as the smartest and best way to allocate the funds at this time. She noted that Project No. 2, "County/WCS Treat" which means a study that will be done and TAC recommended that we could decrease the amount of money down to \$75,000 because the goal was to fully fund another project. Item 5: when the CCTA Staff put together the funding for these projects, the total amount of the request was used. The \$195,000 County Olympic project crosses an RTPC line, so TRANSPAC recommended that SWAT and TRANSPAC split the costs. TRANSPAC got \$97,500 put back into its project money, and at the same time it is recommending \$97,500 to be funded on this project and SWAT will fund the other 50% of the project.

Item No. 7, Concord, came in with the biggest request for funding of all of the jurisdictions. It is a very ambitious project having to do with a variety of pedestrian improvements throughout the City of Concord. TAC asked Concord to take a hit on the amount that they were requesting, and ended up at approximately \$2.55 million, and still were a little short. So Concord will fund their own shortfall, and as part of that action gave up \$50,000 to the City of PH Golf Club Road project, which is a widening of the bridge and the road. Item no. 10 reflects that funding for Pleasant Hill comes in at 496,200, which is still short, so the plan is that Pleasant Hill will fund that \$24,800 shortfall.

The County East Bay Regional Project Trail project and a City of Pleasant Hill Trail Enhancement project are not recommended for funding at this time.

This adds up to over \$5 million, and TAC is recommending approval of this format and of the numbers for each project to go forward to the CCTA, who would like this information in March so the allocations can move forward in April.

ACTION: Approved: Shinn/Durant/Unanimous

8. TRANSPAC CCTA Representative Reports: Reports on the most recent CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and CCTA meetings (Members Pierce and Durant)

Chair Pierce advised that the Administration Committee at CCTA okayed mid-year budget revisions. Legislation got some updates on what is starting to happen in the State AB710 will come back in some form, which has to do with parking at high density locations near transit. The definitions were far too broad and would have impacted downtown centers and made it impossible to have reasonable parking standards. It would have lifted all parking standards. So it will be coming back in some form and Nancy Skinner has advised that it will be a good one.

The City of Hercules Intermodal Transit Center (a multi-modal transit station that will include bus, train and ferry) on which the City has been working for approximately 10 years, has come forward with a request for appropriation of just under \$5 million. This project is programmed in the CCTA Strategic Plan and the City can get its STIP funding in April from the CTC. The City was late getting its compliance audit in to CCTA, but the audit is done and the City passed it as far as how it spent the Return to Source money. There still are many questions because of the problems in the City of Hercules, so there was more intense scrutiny. Additional conditions are suggested to be put on the allocation of this money (local STIP money) and if the City doesn't get it in this round before the end of April, it will have to wait until 2017 to be able to use this funding. If the City doesn't get this money, it probably won't get the CTC STIP money and if it doesn't get that, then it fails to qualify for its TIGER 2 funds which have been programmed but not allocated. The City has been told by the Feds that it is in the running for TIGER 4 money and once it gets these other things in line, it should come back for TIGER 4 money. The City has finished its federal NIPA clearance, and once that is done, it will do value engineering on the project.

The plans were to put the train station in first, then the bus intermodal and then the ferry. This does not make sense in this economy, so the City has been advised to value engineer the plans to make it work as soon as possible. Recommendations for conditions are that the City gets money from CTC (local STIP dollars) conditional upon them getting the money from CTC the end of April. The City needs that money to qualify for all the rest. If the City cannot get the CTC funding, then determination will need to be made about using local money. What the City can get out of the local money right now is purchase of right-of-way, which allows access to their site, and the building of a section of the Bay Trail and helping with the construction of a critical bridge on John Muir Parkway that goes across the creek. The City must have a usable transit connection so it needs to figure out how to reconfigure and get busses in out as soon as possible. Staff have proposed other conditions to make it more secure – for example, not purchasing the right-of-way. The City of Hercules has been up for criticism, but its brand new team, including City Manager Steve Duran, has assured CCTA that there will not be one dime of money in any of these projects that is not already in the bank with no other takers for it.

Member Durant advised that at the planning committee there was a difficult conversation about the Safe Routes 2 School project, and as a result, they are taking another look at the project. He did not feel that some things scheduled under Task 1 were adequately completed and gave him concern about going forward with funding. One of the issues in Task 1, required that the consultant conduct a series of interviews, gather information from a broad range of people, including parents of children going to these schools. In the report, there was a lot of information from administrators and a little information from agencies of local government. But there was nothing from parents of children. There is a disconnect if teachers and parents are not included. He is hopeful that there will be a better report representing the activities going on for SR2S and to incorporate that information better and more thoroughly in a broader, county-wide plan.

ACTION: Information Received

9. SB 375/SCS Report by Martin Engelmann, CCTA Deputy Executive Director, Planning

Chair Pierce pointed out that there are no actions on this item, so if Member Lawson needs to leave at 10:30, it is fine.

Martin Engelmann handed out information for the presentation. The Status of Developing a Sustainable Community Strategy (this is MTC and ABAG's SCS).

Last year MTC adopted performance targets for evaluating projects and for evaluating alternative scenarios. MTC defined five different sustainable community scenarios, and asked CCTA to submit projects. CCTA submitted many billions of dollars of projects all of which are getting into the RTP, and then developed specific scenarios and did some detailed tests. A number of public workshops were held and are at the point of developing and approving a preferred SCS that will occur between March and May, and are calling it the "Jobs Housing Connection." Mr. Engelmann presented a chart that indicates the overall household growth forecast for the Bay Region. When it was started a year and a half ago, there were current regional plans which would have been projections 2011, (kind of business as usual or what would have happened had we not had an SCS) and assumed 772,000 new households for the Bay Area. The initial vision was that everybody who works in the Bay Area and lives in the Bay Area will have a house that will be affordable. That sent the forecast up to a million homes in the initial vision. The alternative scenarios requested more realistic numbers, and the forecast went down to 770,000. With the preferred jobs housing alternative, the forecast is at 700,000 units.

Regarding foreclosures and vacancies, 40,000 of those households will be absorbed in vacant units, so there will be only 660,000 new housing units over the next 30 years, which is 22,000 dwelling units per year, and is a reasonable forecast.

Jobs started at 1.4 million in growth, 1.5 million for the initial vision, down to below a million for the alternative scenarios. Now there is a balance of about 1.1 million new jobs in the Bay Area in the next 30 years. Jobs are impossible to predict; it has very little impact on the jurisdictions in terms of legal requirements in the future. The scenarios were current regional plans, initial vision, core concentration, focus growth, constrained core concentration, outward growth (move the Contra Costa jobs out to East County) and Jobs Housing.

There are two transportation networks: 1) financially constrained network (T2035) and 2) core transit network (leans more toward transit than roadways).

The greenhouse gas emission targets are set by the Air Board, and the target is based upon a metric of per capita reductions per passenger vehicle and light truck emissions related to 2005 as a baseline and excludes credits for any kind of more efficient vehicle or clean fuel regulations. It is purely based on vehicle miles travelled. The Bay Area target for 2020 is 7%, the target for 2035 is 15% reduction per capita. The mark has been met for 2020 (7%), but the problem is for 2035, when the target is 15% and none of the alternatives can reach it.

MTC has developed "policy initiatives" which are separate initiatives that can be overlaid on any of the alternatives which can help further reduce greenhouse gas emissions per capita: Smart driving campaign (don't stomp on the gas, don't slam on the breaks, drive gently), 1.4%; Safe Routes to School, VanPool incentives, electric vehicle strategy, commuter benefit ordinances, telecommuting (a big player - 1.4% and could go 20% in the future) parking pricing (charge more for parking in certain areas, and people will take transit instead).

The priority development areas are scattered around Contra Costa and take up 5% of the land, and about 70% of growth may be the priority development areas. In the TRANSPAC region, there is the Martinez Downtown Intermodal Station, the Walnut Creek BART Station, the Pleasant Hill BART Station, and there are some plans in the City of Concord for the reuse of the Concord Naval Weapons Station (CNWS). There will be growth in San Ramon and Bishop Ranch.

CO² emissions in the State of California in terms of million metric tons of CO² equivalence per year for all sectors, includes industry, manufacturing, light industrial, construction, and transportation sector. In 1990, there were emissions of 427 (very important number because AB32 is based on that number). The best way to reduce emissions is to have a recession. In 2020, the goal is to be 1990 again. The Contra Costa land use forecast for the preferred alternative is 90,000 new units in the next 30 years, so 3,000 units per year.

In terms of new jobs, the forecast is 135,000 under the Jobs Housing Connection. Mr. Engelmann handed out a table which shows household and job forecast by City. Martinez seems high but the other cities seem more reasonable.

With the proposed policy initiatives, any of the alternatives can make it over the 15%. Local jurisdictions should watch these numbers closely because the RIHNA allocations depend on this.

As far as the schedule, in March ABAG and MTC decided on the land use side of the equation so comments on this will not be made until May 1. In April the transportation network part will be put in place and in May, a decision on a preferred alternative will be made. An EIR will be released in November and a draft SCS and final adoption date are proposed for April 2013.

Bob Armstrong inquired if MTC will be providing a plan for sustainable recession. Mr. Engelmann responded that MTC is coming up with a forecast that anticipates significant robust growth in the Bay Area because of the weather, best university system, high-tech center of the nation, and manufacturing is being brought back to the Bay Region. Nobody is saying that there will be another great recession.

Mr. Armstrong commented that he has never seen mention of mitigation of greenhouse gases with reforestation. Mr. Engelmann responded that reforestation is simply a temporary reduction in greenhouse gases. Plants soak it up and make wood out of it and sequester the CO₂ in the wood. The plant dies eventually and when it dies, it sends all the CO₂ back out in the form of methane because it deteriorates. Mr. Armstrong questioned why planting trees along the freeway shoulders had ever been considered, and Mr. Engelmann responded that it is costly to plant and maintain.

Chair Pierce advised that several agencies in the North Bay are asking for a peer review of the economic studies which were done for this, and that the Bay Area Economic Institute might do some review for a reality check on the jobs side. There is an assumption that if you don't have adequate housing the jobs won't come. Population is a modest assumption and is based on the fact that there will be more people and more growth but we are building from a bigger base than we used to be and this is largely natural growth. It reflects the cultural changes in the makeup of the Bay Area because the different ethnicities of the Bay Area generally produce larger families than they used to. So there is a bigger population growth, which is why we need jobs. By 2040, only 48% of the adult population will be supporting the population because everyone else will be over 65. It will require different kinds of services, transportation options, and housing choices. The younger generations want apartments until the family arrives, but those generations are waiting longer to do that. The seniors are largely not wanting to age in existing high-maintenance single family homes. Seniors want nice housing with all the services, generally some form of congregate care. Providing the choices that people want in a way that doesn't pave over our green spaces to preserve our future is being considered. That is the intent of this plan.

Mr. Armstrong commented that the social engineers are forcing us to stack up and not take into consideration of the effect of property value from where you are coming to where they are forcing you. Chair Pierce responded that nobody is forcing anyone to move; it is cyclical.

Member Shinn commented that the perception is that there is a social force working against certain segments of the population.

Member Durant stated that the other component is that it's not nearly as simple as people want to make it. People looking at retirement are looking for convenience, amenities, proximity to services. People start spending less time driving as they age. In light of the numbers it is odd that reconfiguring land use will have tremendous benefits, and the reality is the numbers don't bear this out.

Chair Pierce stated that when seniors move to a really nice facility, the market will follow the demands of the public. In large cities, most of densification is 3-5 stories. It is being done in a way that it is in walkable downtowns spread throughout the region. The issue is, how to plan the transportation to be the most efficient to serve the most people.

Deidre Heitman brought up the state of education and Chair Pierce stated that it has been difficult to get the education community engaged in this process. Educators use their own numbers.

Steve Goetz asked Mr. Engelmann about the 2035 plan where the MTC made assumptions for commuting from San Joaquin, Santa Cruz, Sacramento -- are those assumptions changing for the sustainable community strategy and are they coordinating with San Joaquin Council governments and adjoining regions and making compatible projection? Mr. Engelmann responded that regarding the commute from the Central Valley, one of the key goals of the SCS has been to eliminate that in-commute or to stem the tide of the cars coming in from Tracy and points east. This Jobs Home Connection leaves that the way it is, because there are not enough workers in the Bay Area to fill the jobs. So, whatever is there today will keep coming and there is a little increase in the future. Environmental documents are looking at an environmental alternative that kills that commute by having everybody that works in the Bay Area live in the Bay Area. San Joaquin is not included in the model. In the future we will have one forecast on which everyone agrees.

Member Leone commented that Concord has talked about a transit-oriented hub at the Naval Weapons Station, but the City is being criticized by a large developer who believes that the consumer wants single family dwellings and that Concord will be missing the mark. There is a feeling that people want single family homes and it is nice to have ideas for transit hubs, but there are many condominiums that are not selling and are now rentals.

Chair Pierce advised that because of the recession, the rental market is higher than the sellers' market. But the Building Industry Association (BIA) is saying that most of the developers are responding and more than happy to build multifamily and smaller single family homes. The issues are the infrastructure in existing cities and the cost of retrofitting the infrastructure.

Ray Kubzlak questioned Mr. Engelmann on the policy initiatives, and the percentages for bridging the gap for the 15% reduction – how reliable or realistic are these percentages? Mr. Engelmann stated that the percentages are based on empirical evidence and most are not modelable. The real question is when ABAG develops it and documents it and sends it to the Air Board, will the Air Board buy it? If the Air Board buys it, we have an SCS and if not, we have to go back to the drawing board.

ACTION: Information Received

10. 511 Contra Costa and TRANSPAC Staff Reports

Barbara Neustadter welcomed Marilyn Geren as the new Office Administrator for TRANSPAC/511 Contra Costa and shared that Connie Peterson will be providing assistance with the Safe Routes to School project.

Ms. Neustadter advised that the Safe Routes 2 School item (a school-based program run by 511 Contra Costa in Central and East County), is brought in part by the conversation going on at the Transportation Authority. A survey was done and people did not recognize the name as 511 Contra Costa as being their school-based program. This was because it was called "School Pool" and the name will soon be changed to "Street Smarts" to align with what goes on in Lamorinda and the San Ramon Valley.

ACTION: Information Received

11. TAC Reports by Jurisdiction –

Clayton - None

Concord - None

Martinez - None

Pleasant Hill – Eric Hu advised that the Citywide Trail Crossing did not get funded but Pleasant Hill is moving forward with construction. The project is now being advertised and the City will be breaking ground in June and finish in September.

Walnut Creek - None

Contra Costa County – Steve Goetz advised that the American Planning Association has national awards every year with 11 categories, and the Contra Costa Centre Transit Village received an award for 2012 for the Implementation category. Contra Costa County is sharing the award with BART and with the developer. Congratulations were given.

ACTION: No Action Required

12. Correspondence/Copies/Newsclips/Information - Information Received

13. For the Good of the Order – No Action Required

14. Adjournment: The meeting was adjourned at 11:15 a.m. The next meeting is scheduled for April 12, 2012, at 9:00 a.m. in the Community Room at Pleasant Hill City Hall.

TO: TRANSPAC
FROM: LYNN OVERCASHIER, 511 CONTRA COSTA PROGRAM
MANAGER
DATE: APRIL 2012
RE: STATUS OF 511 CONTRA COSTA PROGRAMS AND PROJECTS
IN CENTRAL COUNTY

This is an update on workplan activities conducted by the TDM staff of the TRANSPAC /TRANSPLAN 511 Contra Costa Program in Central County over the last year to reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG).

Action Plan and SCS Support for Central County Jurisdictions and Agencies

Measure J Compliance Checklist/TDM Ordinance Support

511 Contra Costa provides details of all TDM activities conducted on behalf of Central County jurisdictions by completing the TDM section (Goal #8) in the Measure J biennial Compliance Checklist. Each jurisdiction submits its Compliance Checklist to CCTA in order to receive local Return to Source Funds for local street and road maintenance. The most recent 2010-2011 TDM section update was completed in February 2012 and distributed to all TAC members.

Sustainable Community Strategies/Climate Action Plan Support

Staff is developing key trip reduction and emissions reduction strategies for implementation as the Sustainable Communities Strategies (SB 375) development process continues. Staff will work with local jurisdictions and CCTA to develop plans to maximize trip reduction and TSM options both locally and among the RTPCs.

Staff produced baseline emissions reduction calculations based on the 511 Contra Costa program participation rates for both the baseline year 2005 and 2007. Ongoing emissions calculations will be provided for 511 Contra Costa deliverables and program elements which can be used by Central County jurisdictions in support of emissions reductions in Municipal Climate Action Plans, Community Climate Action Plans and Sustainable Community Strategies.

Electric Infrastructure/Vehicles

511 Contra Costa provided electric plug-in vehicle charging stations for the cities of Walnut Creek, Pleasant Hill, Martinez, Pittsburg and Hercules to demonstrate the new technology and spur the interest in electric vehicles among consumers. Partnering with the Contra Costa Centre funding was provided for the installation of charging stations at several locations in the Pleasant Hill BART station area.

Working with CCTA and the Contra Costa Centre, 511 Contra Costa has provided additional funding needed for lease of an electric vehicle for CCTA staff to use for work-related meetings. In only a few months of use, over 600 zero-emission miles have been logged by CCTA staff.

It is anticipated that 511CC will be able to provide additional electric plug-in vehicle charging stations and/or lease vehicles to partner agencies in 2012/2013.

School-Based Programs

SchoolPool

Outreach to school staff for the fall 2012 SchoolPool transit tickets and carpool ridematching program is underway. Almost 900 County Connection bus passes were distributed in Fall 2011 to encourage students to take transit to school instead of parents driving. In addition, schools are being offered skateboard, bike, and scooter racks to promote other alternatives too.

Peace on the Streets –Ride On! (Week-long Bicycle/Pedestrian Pilot Program)

Using Measure J Commute Alternative Funds and Central County Safe Transportation For Children funds approved by TRANSPAC, 511 Contra Costa sponsored this week-long bicycle and pedestrian pilot safety/ education program at Diablo View Middle School, Pleasant Hill Middle School, Walnut Creek Intermediate and Martinez Junior High School in 2011. The program increased awareness of bicycle and pedestrian safety, and overall safety in drop off zones among the student body and parents. Program partners included: local city police and city staff; parents; teachers; principals; local bicycle shops; retailers; Clayton Bikes BMX Stunt Team; and the League of American Bicyclists.

Due to the success of these school events, the expanded SR2S program is being

implemented in Central and East County over the next three years with Federal CMAQ SR2S funds approved by TRANSPAC and TRANSPLAN in 2011. The new brand will be:



In addition to safety education programs, Measure J 21a Central County fund will be used for small site-specific school infrastructure projects (e.g. signage, striping, bike/scooter/skateboard racks, etc.) and other school safety program elements.

511 Contra Costa Employer/Community Outreach Activities

Staff works with community organizations, employers and local jurisdictions in support of community activities to increase the use of commute alternatives. Outreach this year has included:

Supported Bank of America's "Bring Your Child to Work Day" in Concord. Tote bags, emissions-reductions activity wheels, SchoolPool id tags, coloring page and crayons, bike maps, transit schedules and Guaranteed Ride Home brochures were among the items provided.

Conducted a shuttle passenger survey in cooperation with California State University East Bay to promote the service provided by CSUEB. Attended the CSUEB Concord *Al Fresco Fair* to promote the new shuttle.

Conducted seven relocation- education sessions for Wells Fargo employees who were being relocated from the Antioch office to offices in Concord. Ridematch assistance, transit information, and promotional items were provided.

Distributed Travel Greener brochures to Rossmoor through the Golden Rain Foundation to promote alternatives among employees.

Assisted Fairfield Suisun Transit with promotion and distribution of marketing materials of Route 40 to employers located near the Pleasant Hill and Walnut Creek BART stations. The promotion was necessary to help Fairfield Suisun Transit demonstrate to MTC that marketing efforts were being conducted in order to maintain the RM2 funding.

Coordinated outreach events with the Bay Area Air Quality Management District's (BAAQMD) Contra Costa Spare the Air Resource Team.

Promoted the Contra Costa Green Business Program and refined partnership roles and responsibilities with regard to certification checklist procedures.

Attended Kaiser Permanente Facility Fair in the Shadelands Business Park to promote commute alternatives and provided incentives along with Travel Greener brochure, ridematch forms, transit schedules and the GRH Brochure.

Responded to a referral by Contra Costa planning staff and provided trip reduction commuter materials to the developer of the new Hillside Estates for distribution to new residents in the Martinez-area development. This is an effective way for local jurisdictions to assist 511 Contra Costa in fulfilling TDM Ordinance requirements.

Distributed copies of the 4th edition of the 511CC Transportation Resource Guide to Martinez Amtrak station and to local jurisdictions.

Met with the City of Walnut Creek's Economic Development Director to brainstorm Shadelands Business Park access issues. Staff also met with the Shadelands Executive Business Park property manager regarding several topics including: installation of secure bicycle storage and the Shadelands Transportation Fair which is a campus-wide approach to commute alternative solutions.

Hosted a Commuter Information Fair at Mechanics Bank headquarters in Walnut Creek. Vendors included the EBRPD, BART and County Connection.

Collaborated with City of Pleasant Hill and Contra Costa Centre (CCC) to provide incentives and marketing for a successful holiday shuttle between the CCC and downtown Pleasant Hill to promote local businesses and reduce drive-alones.

Bicycle Parking Infrastructure

Over the last few years, 511 Contra Costa has provided funding for bicycle infrastructure at the following Central County locations:

Clayton Pocket Parks	Bike Racks
Bank of America, Concord	Lockers
CSAA Concord	Bike Rack
Concord Hilton Hotel	Bike Rack
County Connection	Bus Bike Racks

De La Salle High School	Bike Rack
Glenbrook Middle School	Skateboard Rack & Bike Rack
John Muir Hospital- Concord	Bike Rack
Century 16 Theatre & Crescent Plaza - Pleasant Hill	Bike Racks at 6 locations
City of Martinez City Facilities	Lockers
Contra Costa County- Arnold Drive	Bike Rack
Contra Costa County- Center Avenue	Lockers
Contra Costa County- Douglas Drive	Bike Rack
Contra Costa County- Glacier Drive	Lockers
Contra Costa County- Pine Street	Lockers
Martinez Junior High School	Bike Rack
DVC	Bike Rack & Locker
Pleasant Hill City Hall	Bike Lockers
The Terraces	Bike Rack
Pleasant Hill BART	eLockers
California Plaza, Walnut Creek	Lockers
City of Walnut Creek	Bike Racks
Contra Costa Centre	Bike Racks & Lockers
Fresenius Medical Care Walnut Creek	Lockers
Northgate High School	Bike Rack & Skateboard Rack
Walnut Creek City Hall	eLockers
Walnut Creek Intermediate	Expansion of Bike Cage and Additional Bike Racks
Whole Foods Market, Walnut Creek	Bike Rack

Bike to Work Day – Bike to School Week

In 2011, thousands of bicyclists came out in support of Bike to Work Day (BTWD). Working in collaboration with MTC and the Bay Area Bicycle Coalition, each site was provided with canvas bags, a \$50 gift certificate to pay for water, energy bars and refreshments at each station. 511 Contra Costa organized BTWD energizer stations at the following locations in Central County:

Volunteer Energizer Station Host	Location
Whole Foods Market	S. Broadway/Newell
Renaissance Club Sport	N Wiget on the Canal Trail
DVC	Contra Costa Canal Trail/Golf Club Rd
Richard Anderson	Martinez - Capitol Corridor Station
County Connection	Walnut Creek- Iron Horse Trail/Canal Trail Crossing (A.M.)
511 Contra Costa/Renaissance Club Sport	Walnut Creek- Iron Horse Trail/Canal Trail Crossing (P.M.)
City of Walnut Creek BAC/Sports Basement	Walnut Creek BART
REI Concord	Pleasant Hill BART
Genworth	Iron Horse Trail at Ped Bridge nr Pleasant Hill BART
Encina Bicycles	Ygnacio Valley Road
Lindsay Wildlife Museum	First Ave (Lindsay Museum)
Central Contra Costa Sanitary District	4797 Imhoff Pl, Martinez (½ mile off of The north terminus of the Iron Horse Trail)
Contra Costa Transportation Authority	Pleasant Hill / Contra Costa Centre BART Station (near paid area)
Mikes Bikes of Walnut Creek	Walnut Creek BART Station
Kaiser Permanente	Canal Trail at North Wiget

511 CC staff will continue to promote and support Bike to Work Day efforts for the May 2012 event, including a new Bike to School Week promotion.

TO: TRANSPAC
FROM: LYNN OVERCASHIER, 511 CONTRA COSTA PROGRAM MANAGER
DATE: APRIL 2012
RE: DETAILS OF THE TRANSPAC/TRANSPLAN SAFE ROUTES TO
SCHOOLS PROGRAM (To be branded as Street Smarts Diablo Region)

This is an update on the status of the TRANSPAC/TRANSPLAN Safe Routes to School Program, for which TRANSPLAN and TRANSPAC approved an allocation of MTC CMAQ Federalized funds totaling \$725,000 in 2011, as well as required matching funds of 11.47% (Measure J Commute Alternative funds), for a program total of \$818,941.

Along with the program application, staff submitted a detailed workplan and budget to Caltrans in order to receive preliminary approval and environmental clearance (E-76). The environmental clearance notification was received in February 2012 and the funds are now available for implementation of the program on a reimbursement basis.

In consultation with the other regional SR2S implementing agencies in Contra Costa (SWAT and WCCTAC), it has been determined that adopting the brand already being used by SWAT and WCCTAC would provide a consistent countywide program name which would assist in the understanding of the delivery and scope of these bicycle/pedestrian education and safety programs for children. SWAT uses the geographic identifier of Street Smarts San Ramon Valley. The TRANSPAC/TRANSPLAN Program will be branded as Street Smarts Diablo Region. There is a website being developed with the URL of www.streetsmartsdiablo.com and the logo is:



An important component of these program elements is the need to quantify the trip reduction and air quality benefits of the programs. Information will be uploaded to the National Safe Routes to Schools database and MTC will be conducting its own

audit and evaluation of the program. As these funds were earmarked from MTC's Climate Initiative Program funds, determining consistent emissions methodology which can be standardized will be critical to allocation of funds in the future.

The TRANSPAC/TRANSPLAN Street Smarts Program is a three pronged comprehensive approach which will have safety and education elements for elementary, middle and high schools in Central and East County. This includes 79 elementary schools, 28 middle schools and 16 high schools, for a total of 123 schools where these programs will be offered. The Street Smarts Diablo Region Program includes:

Elementary School Bicycle/Pedestrian Safety Assemblies

- Educate students about pedestrian safety, helmet safety, and bicycle safety
- Encourage walking and bicycling to school
- International Walk to School Day (each October)- a challenge day to increase bicycling and walking

Middle School 3-Day Bike/Pedestrian Safety Program

- Bike/Pedestrian Safety Rodeos during school hours for all students
- Parent Education Meetings (including local police departments, city/county officials and staff, PTAs, school administrators, etc.)
- Challenge Days – before and after tallies conducted to determine effectiveness of training and encouragement
- Bike to School Week (each May) – a challenge day to increase bicycling and walking in conjunction with Bike To Work Day

High School Rules of the Road Training & Safety Education Video Production

- Students will produce safety videos after receiving video and bicycle safety training
- Purpose is to reinforce the rights and responsibilities of cyclists, pedestrians, and motorists
- Selected videos will be available to all interested high schools for outreach to teens

After having met with most of the school superintendents, it has been requested that the video program component be considered for implementation at some middle schools too. Although this is outside the funding scope of this grant, other funds could be allocated, should they be requested. In addition, small site-specific infrastructure improvements will be offered using Measure J #21a Safe Transportation for Children funds (e.g. including signage, striping, bicycle/scooter/skateboard racks, etc.).

The following budget reflects the general work scope activities and budget for the three year SR2S TRANSPAC/TRANSPLAN Street Smarts Diablo Region program.

Street Smarts (Diablo Region)	SR2S 2012-2015 Budget	Amount
1 Assembly Contractor		\$ 86,400
2 Elementary Curriculum Graphics Contractor		\$ 5,000
3 Middle School Bike/Ped Safety Trainer		\$ 97,200
4 Middle School Curriculum Graphics		\$ 8,000
5 Videographer Contractor		\$ 8,100
6 High School Rules of the Road Bike/Ped Safety Trainer Contractor		\$ 32,400
7 Website Contractor		\$ 34,040
Subtotal Contract Items Total:		\$ 271,140
Agency/State Furnished Materials (supplies)		
elementary school curricula printing		\$ 97,500
banners for Intl Walk to School Day		\$ 10,428
pencils		\$ 12,927
stickers for Intl Walk to School Day		\$ 10,000
tally sheets for elementary school		\$ 2,550
bike/ped road cones, chalk, tape, signs		\$ 500
middle school curricula printing		\$ 92,250
stickers for middle school challenge day		\$ 1,147
stickers for bike to school week		\$ 2,247
banners for bike to school week		\$ 11,440
tally sheets for middle school		\$ 1,050
DVD video duplication		\$ 1,480
Contract Total (Contractors and Supplies)		\$ 519,160
Staff costs for 3 years (Program Administration includes mileage to schools)		\$ 299,781
TOTAL COST		\$ 818,941

Meetings Scheduled with Superintendents of School Districts in
Central/East County to Discuss SR2S/Street Smarts:

District	Superintendent	Date
Acalanes Union High	Dr. John Nickerson	None (size of district)
Antioch Unified	Dr. Donald Gill & Stephanie Anello (Asst Sup.)	3/13/12
Brentwood Union	Jan Steed- Director of Student Services	3/19/12
Byron Union	Ken Jacopetti	4/2/12
Knightsen Elementary	Theresa Estrada	4/2/12
Liberty Union High	Eric Volta	3/19/12
Martinez Unified	Rami Muth	check back in early April
Mountain House Elementary	Board of Trustees	None (size of district)
Mt. Diablo Unified	Dr. Steven Lawrence	3/1/12
Oakley Union Elementary	Dr. Richard Rogers	3/26/12
Pittsburg Unified	Linda Rondeau	4/9/12
Walnut Creek	Dr. Patricia Wool	4/18/12





Weeklong Middle School Bicycle/Pedestrian Safety Program- Event Highlights

**Martinez Junior High School, Martinez
October 10 – October 14, 2011**

Monday: Bike Rodeo / Road Simulations in PE classes

- All 875 Martinez Junior High School (MJHS) students participated in mandatory road simulations taught by Certified Bicycle Safety Instructors from the League of American Bicyclists
- Road simulations focused on general safety concepts, bike maintenance education, Martinez-specific traffic laws and specific MJHS traffic safety issues: intersection of Court Street/Pine Street, appropriate pedestrian behavior in surrounding neighborhoods and educating students about traffic signage

Wednesday: Parent Education Meeting

- 35 parents attended the meeting, resulting in a donation to the MJHS PTSA
- School Resource Officer from the Martinez Police Department spoke about the City’s efforts to support bicycle/pedestrian safety and presented alternative drop-off sites to combat the single drop-off area
- Injury Prevention Specialist from Contra Costa County Health Services spoke about the health benefits of bicycling/walking to school and road safety tips
- Engineer from the City of Martinez spoke about Martinez-specific traffic laws and site-based safety issues

Thursday: Commute Alternative Challenge Day

- Compared to the school-wide Pre-Program Travel Survey, MJHS students:
 - Formed 197 new carpools
 - Removed 260 cars from the street

MJHS Pre-Program Survey v. Challenge Day Survey							
	Total Present	Walked	Biked	Bussed (Yellow School Bus)	Bussed (Public Bus)	Carpooled	SOV Drop Off
Pre-Program Survey	843	90	10	2	10	240	491
Challenge Day	836	129	19	7	14	437	231
Mode Shift		+39	+9	+5	+4	+197	-260



**Weeklong Middle School Bicycle/Pedestrian
Safety Program- Event Highlights**

**Martinez Junior High School, Martinez
October 10 – October 14, 2011**

Friday: Clayton Bikes Stunt Team Assembly

- Assembly reinforced bicycle safety education and focused on safety gear and traffic awareness skills
- Vice Mayor Mark Ross presented prizes to the winners of the Commute Alternatives Challenge Day
- Students received the following prizes donated from local businesses:
 - Ms. Sullivan's Advisory Class- **\$5 gift** cards for every student to Ian's Yogurt in Martinez.
 - One 6th, 7th, and 8th grader each won a **\$200** gift certificate to STF BMX in Martinez.

Infrastructure Improvements: July – September 2011

- Installed 3 A-frame traffic barricades to prohibit traffic in drop-off zone
- Repainted parking lots striping to increase visibility and safety
- Painted new directional arrows to decrease confusion and increase safety



Weeklong Middle School Bicycle/Pedestrian Safety Program- Event Highlights

**J. Douglas Adams Middle School, Brentwood
October 31 – November 4, 2011**

Monday: Bike Rodeo / Road Simulations in PE classes

- All 1200+ J. Douglas Adams Middle School (AMS) students participated in mandatory road simulations taught by Certified Bicycle Safety Instructors from the League of American Bicyclists
- Road simulations focused on general safety concepts, bike maintenance education, Brentwood-specific traffic laws and specific safety information about the intersection of American Avenue/Balfour Road

Tuesday: Parent Education Meeting

- 70 parents attended the meeting, resulting in a donation to the AMS Parent’s Club
- Youth Liaison Officer from the Brentwood Police Department spoke about bicycle/pedestrian safety and the Helmet Diversion Program, offering safety gear to families in need
- Traffic Engineering Manager from the City of Brentwood Traffic provided information about a future construction project in Summer 2012 directly affecting the school site

Wednesday: Commute Alternative Challenge Day

- Compared to the school-wide Pre-Program Travel Survey, AMS students:
 - Formed 60 new carpools
 - Removed 222 vehicles from the drop off circle
 - Increased the amount of walkers to 37% from 19%

AMS Pre-Program Survey v. Challenge Day Survey							
	Total Present	Walked	Biked	Bussed (Yellow School Bus)	Bussed (Public Bus)	Carpooled	SOV Drop Off
Pre-Program Survey	951	189	34	78	11	146	493
Challenge Day	957	360	44	73	3	206	271
Mode Shift		171	10	-5	-8	60	-222

Friday: Clayton Bikes Stunt Team Assembly

- Assembly reinforced bicycle safety education and focused on safety gear and traffic awareness skills
- Mayor Robert Taylor presented prizes to the winners of the Commute Alternative Challenge Day
- Students received the following prizes donated from local businesses:
 - Mr. Trop’s 7th grade advisory = \$5 Willy’s Bagels gift cards
 - One 6th, 7th, and 8th grader each won a \$200 gift certificate from Brentwood Bike Co.

Draft TRANSPAC Measure J Line 20a “Additional Transportation Services for Senior and People with Disabilities” Call for Projects

1. TRANSPAC, the Regional Transportation Planning Committee for Central Contra Costa is issuing an initial Call for Projects for Measure J Line 20a funds “Additional Transportation Services for Seniors & People with Disabilities” funded through the Measure J Transportation Sales Tax Expenditure Plan approved by Contra Costa voters in 2004. This initial Call for Projects is intended to address current needs while TRANSPAC develops a more formal policy to govern allocation of these Measure J funds for future years to potential applicants serving Central Contra Costa. This formal policy is anticipated to be adopted by TRANSPAC within the next 12 months.

2. Funds will be used in support of transportation services and related capital expenditures for seniors and people with disabilities provided by TRANSPAC jurisdictions, public and private non-profit agencies.

3. According to Measure J, in years when revenues have declined from the previous year, funds may be used for supplemental, existing, additional or modified service for seniors and people with disabilities; in years where funding allows for growth in service levels, these funds would be used for service enhancements for seniors and people with disabilities and if funding levels are restored to 2008 levels, these funds shall be used to enhance services for seniors and people with disabilities. TRANSPAC will determine if the use of funds proposed by operators meets these guidelines for the allocation of these funds.

4. Eligible Applicants: TRANSPAC jurisdictions, public non-profit and private non-profit transportation service agencies, duly designated by the State of California and operating in Central Contra Costa may submit application(s) for operating funds for transportation services and/or capital funding projects necessary to continue and/or support existing services for twelve (12) months. Transportation services and projects must directly benefit seniors and disabled residents of Central Contra Costa (Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Unincorporated Central Contra Costa County). Please see attached map.

5. Funding Available: The total funding available in this Call for Projects is \$288,000. No matching funds are required.

6. Applications: Applicants are required to complete the attached Application form and may attach additional information in support of the application. The TRANSPAC TAC and Contra Costa Transportation Authority (CCTA) staff will evaluate applications and make recommendations to TRANSPAC for review and TRANSPAC will make funding recommendations to CCTA and request allocation action(s).

a. Applications should be mailed or hand delivered to: Marilyn Geren, TRANSPAC, 2300 Contra Costa Boulevard, Ste. 360, Pleasant Hill, CA 94523. Applications must be received by 4pm on INSERT APPLICATION DUE DATE---allow a few days for application mailing and posting on TRANSPAC and CCTA websites (if ok with CCTA) and request submissions for 30 days after that date.

b. Submit 2 electronic copies of the application: one in Word format and one in a PDF format.

c. Faxed applications and late applications will not be accepted.

7. Contra Costa Transportation Authority Allocation Process

Execution of a Cooperative Funding Agreement: Successful applicants will be required to execute a Cooperative Funding Agreement with the and comply with all of its requirements, including, but not limited to, audits, compliance with the Measure J Expenditure Plan as it pertains to the project, insurance, indemnification, and reporting. A sample Cooperative Agreement is attached to this application.

8. Expenditure of Funds:

a. Pursuant to CCTA policies and procedures established in the Cooperative Funding Agreement referenced above, project sponsors will be reimbursed for eligible, documented expenses pursuant to the approved program/project budget and scope, schedule and/or project description.

b. Approved funds may be expended as of the first day of the first month after the Cooperative Agreement is executed and must cease exactly one year later.

c. Reimbursement for expended funds may be sought at any time during the two years after the Cooperative Agreement is executed but not more frequently than once a month.

9. Reports to TRANSPAC and the Contra Costa Transportation Authority:

Program/Project sponsors will be required to report on a quarterly basis to TRANSPAC and/or the Contra Costa Transportation Authority (CCTA) on the transportation services and related capital projects funded through this Call for Projects.

APPLICATION:
(when application ok'd, format with lines and spacing)

NAME OF PRIMARY CONTACT:

NAME OF AGENCY:

ADDRESS:

PHONE:

FAX:

EMAIL:

Signature of Agency Executive Officer _____

Page Break here

Description of current services provided by Applicant agency:

Service area boundaries:

Days and hours of operation:

Number of trips provided daily and/or monthly:

Monthly trip origins and destinations by jurisdiction:

Number of persons served in Central Contra Costa (Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Unincorporated Central Contra Costa County):

Description of Transportation Services For Which Funding is Sought

Operations: Description of transportation services for which funding is sought:

Name and type of service:

Purpose/Goal:

Description of service(s) to be provided:

Number of persons to be served:

Estimated number of monthly trips:

5-4 Description of types of destinations:

Schedule including expected initiation of service and expected duration of services to be provided:

Proposed Budget: Budget for Line 20a request and any other funds expected or planned to be used in conjunction with Line 20a funds

Describe the benefit of the proposed services to the general public and/or the public transportation system

Please attach a map of the service area for which TRANSPAC Line 20a funds are to be used: Funds may only be used for services which directly benefit seniors and disabled people in Central Contra Costa that includes the cities of Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Unincorporated Central Contra Costa County).

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Capital: Description of related capital project(s) for which funding is sought:

Name of Project:

Purpose/Goal of Project:

Project Description: purpose, type, location

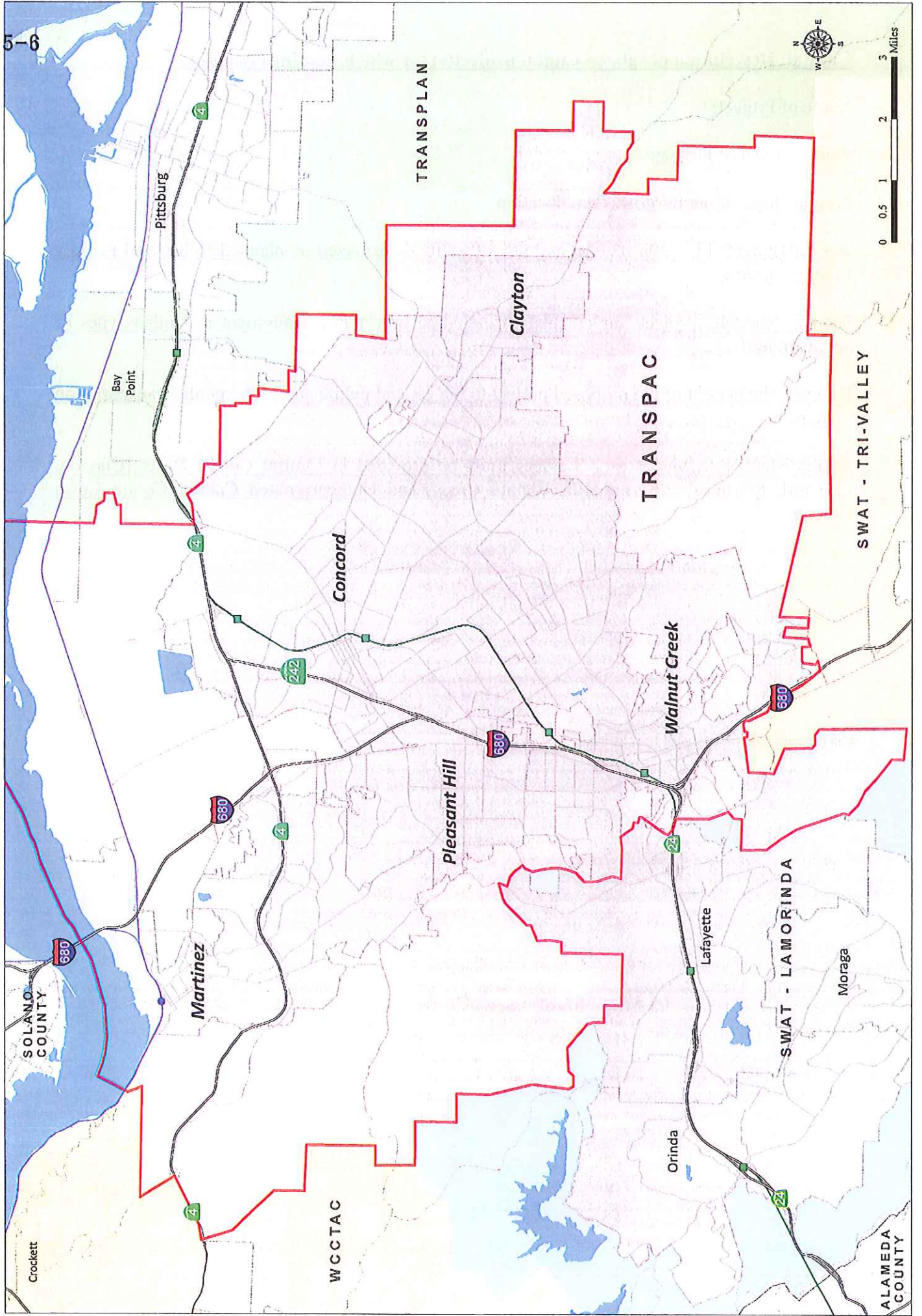
Project Budget: Line 20a request and any other funds expected or planned to be used to fully fund the project.

Project Schedule: project implementation including milestones, equipment and other types of acquisitions:

Describe the benefit of the proposed project to the general public and/or the public transportation system

Attach Map of Service area: Services must be provided in Central Contra Costa (Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Unincorporated Central Contra Costa County).

Call for Projects line 20a.doc for 4 12 12 TRS.doc



SOLANO COUNTY

ALAMEDA COUNTY

Martinez

WCCTAC

TRANSPLAN

Concord

Clayton

TRANSPAC

Pleasant Hill

Walnut Creek

SWAT - TRI-VALLEY

Orinda

SWAT - LAMORINDA

Lafayette

Moraga

Bay Point

Pittsburg

Crockett

**A SAMPLE COOPERATIVE AGREEMENT WILL BE PROVIDED
AS A HANDOUT AT THE MEETING**

DRAFT TRANSPAC 2012-2013 EXPENDITURE BUDGET				
			2012-2013	2011-2012
			R	R
		Difference		
		R		
FUND 85 Project 7085				
0100	Sal-F/T Perm @ 50% TRANSPAC (includes City programmed increases)		\$34,548	\$37,048
0500-0800	Benefits		\$11,524	\$11,923
0992	Compensated Absences - accrued sick leave and accrued vacation held for future use		\$1,500	\$4,076
1198	P/T Consultant Contract		\$126,737	\$124,570
	Consultant proposed/ TAC approved at 1% increase for 2012-13 and 1% for 2013-14			
2604	Auto Mileage		\$1,000	\$1,200
2500	Consultant faxes/copies		\$125	\$150
4200	Operating Expenses		\$2,000	\$2,000
1540	Copies & machine maintenance		\$1,200	\$1,000
2400	Postage		\$800	\$750
1157	511 CC Prof. /Tech Svcs.		\$8,500	\$8,000
4240	TRANSPAC supplies in 511 office		\$350	\$300
6800	Pleasant Hill City/Fiscal Administration		\$2,856	\$2,856
	Subtotal		\$191,140	\$193,873
6905	Contingency @ 1%		\$1,908	\$1,939
	TOTAL		\$193,048	\$195,812
	Less 2011-2012 interest		-\$120	-\$396
	Less 2010-2011 rollover		-\$2,500	-\$5,000
	NET TOTAL		\$190,428	\$190,416
2012 2013 DRAFT Budget 3 7 12				

TRANSPAC ALLOCATION FORMULA METHODOLOGY	
PART A	Each jurisdiction contributes 50% of the TRANSPAC budget based on an equal (1/6) share of the annual budget amount.
PART B	The remaining 50% share is calculated on the most recent percentage of Measure C/J "return to source" funds received by each jurisdiction.
PART A	
TRANSPAC ALLOCATION FORMULA for 2012-2013 REVENUE BUDGET	
	50%
	SHARE ANNUAL BUDGET
JURISDICTION	PER JURISDICTION
	PER JURISDICTION
	EQUALS (R)
CLAYTON	1/6
	\$15,869
CONCORD	1/6
	\$15,869
MARTINEZ	1/6
	\$15,869
PLEASANT HILL	1/6
	\$15,869
WALNUT CREEK	1/6
	\$15,869
CONTRA COSTA COUNTY	1/6
	\$15,869
Total	\$95,214

TRANSPAC ALLOCATION FORMULA for 2012-2013 REVENUE BUDGET						
PART B						
	MEASURE C/J RTS \$\$	MEASURE C/J RTS %	\$	EQUAL SHARE 1/6	TOTAL	
JURISDICTION	Allocation	R	FROM RTS PART B	PART A		
CLAYTON	\$212,317	6.30%	\$5,993	\$15,869	\$21,862	
CONCORD	\$1,160,976	34.43%	\$32,781	\$15,869	\$48,650	
MARTINEZ	\$429,620	12.74%	\$12,130	\$15,869	\$27,999	
PLEASANT HILL	\$425,493	12.62%	\$12,015	\$15,869	\$27,884	
WALNUT CREEK	\$688,849	20.43%	\$19,451	\$15,869	\$35,320	
CONTRA COSTA COUNTY ^	\$455,050	13.49%	\$12,844	\$15,869	\$28,713	
Total	\$3,372,305		\$95,214	\$95,214	\$190,428	
^Estimated at 25% of allocation (\$1,820,199)						



CONTRA COSTA
**transportation
 authority**

COMMISSIONERS

Don Tatzin,
 Chair

Janel Abelson,
 Vice Chair

Genevieve Calloway

David Durant

Jim Frazier

Federal Glover

Dave Hudson

Karen Mitchoff

Julle Pierce

Karen Stepper

Robert Taylor

Randell H. Iwasaki,
 Executive Director

MEMORANDUM

To: Barbara Neustadter, TRANSPAC
 Andy Dillard, SWAT, TVTC
 John Cunningham, TRANSPLAN
 Christina Atenza, WCCTAC
 Richard Yee, LPMC
Randell H. Iwasaki

From: Randell H. Iwasaki, Executive Director

Date: March 22, 2012

Re: Items approved by the Authority on March 21, 2012, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its March 21, 2012 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Legislation.** *Staff provided an update on federal transportation reauthorization legislation, California's 'cap and trade program,' and legislation concerning the composition of the Metropolitan Transportation Commission. As recommended by the APC, the Authority will take a 'watch' position on AB 441 and AB 878.*

2. **Authority Concurrence on Proposed Proposition 1B Funded Lifeline Projects Submitted to the Metropolitan Transportation Commission (MTC).** MTC has asked for Congestion Management Agency (CMA) concurrence for all transit agency applications requesting Lifeline Transportation Program Cycle 3 (LTP3) Proposition 1B funding. The Authority would be providing concurrence that the proposed projects would provide capital projects that serve low income populations in Contra Costa County and the transit operator has contacted the respective CMAs to ensure a coordinated effort with the County LTP3 process. If approved Authority staff would provide a letter of concurrence to MTC for the projects listed in Attachment 1. *The Authority approved the list of projects (as shown in the attachment) and directed staff to send a letter to MTC providing the necessary concurrence.*

2999 Oak Road
 Suite 100
 Walnut Creek
 CA 94597
 PHONE: 925.256.4700
 FAX: 925.256.4701
 www.ccta.net

- 3. Approval of FY 2012-13 Transportation Fund for Clean Air (TFCA) 40 Percent Expenditure Plan.** To receive funding through the Transportation Fund for Clean Air (TFCA) Program, the Authority is required to submit an Expenditure Plan to the Bay Area Air Quality Management District (BAAQMD) annually. For FY 2012-13, \$1.34 million in TFCA funds are allocated by the BAAQMD to fund programs and projects in Contra Costa that reduce motor vehicle emissions. This year's application is due to the Air District by April 2, 2012. *The Authority approved Resolution 12-09-G incorporating the FY 2012-13 TFCA Expenditure Plan and allocation of 40 percent TFCA funds, and authorized the transmittal of the Expenditure Plan Summary application to the BAAQMD.*
- 4. Making a "Compelling Case" for Keeping Projects Identified as Low-Performing in the Sustainable Communities Strategy (SCS).** At its February 22 meeting, MTC approved the final guidance for making a "compelling case" for projects that MTC identified as "low-performing". Each CMA or project sponsor will need to make the case for including their low-performing projects in the preferred SCS scenario and financially-constrained investment strategy using these guidelines. The Authority approved sending a letter making a case for the SR 239 Expressway with any additional changes needed to respond to changes in MTC's guidance. Since MTC has extended the deadline for submittal to March 15, there is adequate time to bring a revised letter to the Planning Committee for review and comment. *The Authority approved submittal of a revised letter indicating that the SR 239 Expressway project is still in the preliminary planning stages and should be included in the RTP as a planning study.*
- 5. SB 375 Implementation Update.** *Staff reported on MTC/ABAG's release of the land use component for the Preferred Alternative Sustainable Communities Strategy for the Bay Area.*

BART Proposed Lifeline Projects in Contra Costa County

Operator	Low Income Communities Served	Project	Lifeline/Project	Local Match	Total	Local Match Source	Project Description	Planning Justification/Process/Documentation
BART	Richmond	Esplanade Access Improvements	\$1,500,000	\$375,300	\$1,875,300	City/TLC	Development of cascade of Richmond BART station including raising Newlin Walkway, adding an elevator, providing customer amenities, new bicycle and pedestrian pathways.	Environmental Justice Access to BART report. December 2004. BART conducted an extensive outreach process at three BART stations: Richmond, Embarcadero and Lake Merritt. The communities were surveyed about existing conditions and improvements at these stations. Richmond BART users identified among other things, better pedestrian and bicycle pathways to and from and into and out of the station.
BART	Pittsburg/Bay Point	Wayfinding	\$400,000	\$100,000	\$500,000	BART	Comprehensive wayfinding program within the station including overhead signs, transit information displays, local area maps, and real time BART and bus information.	Bay Point Community-Based Transportation Plan. Through this planning process, members of the Bay Point community identified additional information at the station as an important amenity.
BART	Concord	Intermodal Improvements	\$400,000	\$100,000	\$500,000	BART	This project includes an upgrade to the station intermodal including additional lighting. This project may also include upgraded lighting within the existing station.	Several of WTC's Community-Based Transportation Plans identified intermodal improvements - bus shelters, improved lighting, landscaping/paving at bus stops - as key amenities for low-income riders.
WestCAT	Rodeo, Crockett, Hercules, Pinole, Melvin Mason	Purchase and installation of bus shelters, bus pads, and Real Time Departure Information	\$140,000	\$30,000	\$170,000	TDA funds	WestCAT will purchase bus shelters, Real Time departure signs and solar equipment to power signs and display at key locations throughout the WestCAT service area.	Installation of passenger amenities such as shelters is information has been identified in CTRP's as a priority.
County Connection	Concord - Mount Diablo Corridor and North Marinette	Replacement Bus	\$484,554	\$2,833,710	\$3,318,264	FTA 5307	(4) 40-foot diesel hybrid buses for use in service on Lifeline routes #24, 21, 314, 16, 18, 19, 308	Enables continuation of lifeline service to communities of concern including the Monument Corridor and downtown Marinette
AC Transit	Fremont/Newark; Hayward/Union City; Ashland/Cherryland/Sea; In Leandro; Fremont/East Oakland; Alameda; Berkeley/Albany; Richmond.	Internal Text Messaging Signs	\$500,000	\$1,000,000	\$1,500,000	FTA Section 5317 New Freedom Funds	This project includes purchase and installation of text-based LED signs on the balance of AC Transit's revenue vehicle fleet. The internal text messaging signs provide bus stop and route information to assist hearing impaired riders.	This project meets the criteria of more comprehensive information about AC Transit at bus stops and on buses discussed in multiple CTRPs to improve transit information for hearing impaired and elderly riders. In accordance with the WTC Coordinated Public Transit-Human Services Transportation Plan - Coordinated Plan/Policy and Disabled Component, December, 2007. Approximately 12 percent of AC Transit's service area is in Contra Costa County.
AC Transit	Richmond	Contra Costa College Transit Center Improvements	\$180,000	\$40,000	\$220,000	Proposition 1B PTMISEA Revenue Based Funds	This project includes pavement and shelter improvements at Contra Costa College Transit Center.	This project is aligned with the AC Transit Bus Shelter Program strategy in the Richmond Community Based Transportation Plan. The project enhances comfort of transit patrons and convenience of transit use and consequently will encourage more people to use transit.
AC Transit	Fremont/Newark; Hayward/Union City; Ashland/Cherryland/Sea; Leandro; Fremont/East Oakland; Alameda; Berkeley/Albany; Richmond.	Diesel-Electric Hybrid Acquired Buses for Rapid Service	\$5,040,000	\$33,860,000	\$38,900,000	Proposition 1B PTMISEA Revenue Based Funds, FTA 5307 and/or AB 664 Net Bridge Toll Funds	This project entails procurement of (89) 60' diesel-electric hybrid articulated buses for rapid service.	Newer fleet will ensure improved AC Transit bus service in communities of concern. This strategy is recommended in the Richmond Area Community Based Transportation Plan under AC Transit Improvements. Also, newer diesel-electric hybrid buses will provide clean air and improved air quality to riders system-wide. About 22 percent of AC Transit's service area is in Contra Costa County.
Tri Delta Transit	NW Antioch	Park and Ride facility	\$327,019	\$80,735	\$407,754	TDA	Design for new construction on recently purchased parcel of land for use as P+R lot.	This project is consistent with current SRTP. It is also in SRTP which is being developed currently.
TOTAL					\$48,051,318			



Planning Committee **STAFF REPORT**

Meeting Date: April 4, 2012

SB 375/SCS Implementation Update

Selecting a Preferred Sustainable Community Strategy (SCS) Alternative

MTC and ABAG are moving toward the selection of a preferred SCS Alternative based on the following schedule:

1. March 9, 2012: the joint MTC Planning Committee and the ABAG Administrative Committee selected a preferred land use scenario. Called the Jobs-Housing Connection (JHC) Scenario, the preferred scenario is a hybrid of the following three alternatives: 1) Constrained Core Concentration Growth Scenario (CCC); 2) Focused Growth Scenario (FG); and 3) Outer Bay Area Growth Scenario (OBA). On March 27, ABAG released the detailed households and jobs allocations, which staff will use to analyze the data at the subregional-level. ABAG has announced that they will be accepting comments on the preferred alternative, in the form of a short online survey. To facilitate a more detailed review by local planners, CCTA staff will post census tract-level review materials on the CCTA website.
2. April 13, 2012: the Committee will select the transportation improvement network for the preferred scenario. At this meeting, project proponents will come before the Committee to make their "compelling case" arguments to include low-performing projects in the SCS.
3. May 11, 2012: based upon the decisions made in the previous two meetings, the Committee will select the Preferred SCS Alternative, which will include a land use and transportation network reflective of the preferred SCS.

Following the May meeting, work will continue on the Preferred SCS Alternative in preparation for the release of a Draft EIR in November 2012. The EIR will test the preferred alternative land use and transportation networks against at least one "project" alternative (the Initial Vision Scenario has been identified as one alternative that would be included in the EIR modeling).

Planning Directors Meetings: The Planning Directors will meet on Friday, April 13, 2012 to review and discuss the status of the Preferred SCS Alternative.

Regional Advisory Working Group: The next RAWG meeting is scheduled for April 10, 2012. The SCS preferred alternative land use scenario (Jobs-Housing Connection) will be discussed.

OneBayArea Grant (OBAG) Program: No updates at this time.

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

March 13, 2012

Mr. Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on March 8, 2012.

Request for Support from Contra Costa County for a Caltrans Community Based Transportation Planning Grant (Willow Pass Road Transportation Enhancement and Streetscape Plan): The Committee moved to support the grant application as recommended by the TRANSPLAN Technical Advisory Committee.

Receive Presentation from Water Emergency Transportation Authority (WETA) and provide comment/direction as appropriate: John Sindzinski from WETA gave a presentation on agency activities and answered questions from the Committee. The Committee directed staff to 1) prepare a comment letter, and 2) work with WETA to form a subcommittee to monitor the development of water transportation in Eastern Contra Costa County.

SR4 Bypass: SR4/SR160 Connector Ramps: Receive Project Update from Staff and take action as appropriate: The Committee directed staff to work with the State Route 4 Bypass Authority, the Contra Costa Transportation Authority, and BART to resolve issues related to the accommodation of BART through the connector ramp project area. Staff is to report back at the next TRANSPLAN meeting.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, April 12, 2012 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



John W. Cunningham
TRANSPLAN Staff

c: TRANSPLAN Committee
A. Dillard, SWAT/TVTC C. Atienza, WCCTAC
B. Neustadter, TRANSPAC D. Rosenbohm, CCTA

G:\Transportation\Committees\Transplan\TPLAN_Year:2011-12\trs\summary letter CCTA_Mar_2012.doc
File: Transportation > Committees > CCTA > TRANSPLAN - 2012

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

March 23, 2012

Hercules

Mr. Randell Iwasaki, Executive Director
 Contra Costa Transportation Authority
 2999 Oak Road, Suite 100
 Walnut Creek CA 94597

Pinole

RE: WCCTAC Meeting Summary

Dear Randy:

Richmond

The WCCTAC Board at its meeting today took the following actions that may be of interest to CCTA:

San Pablo

1) Made the following appointments and nominations to the Countywide Bicycle-Pedestrian Advisory Committee (CBPAC):

- a. West County Staff – Joann Pallock, WCCTAC (appointment)
- b. West County Staff Alternate – John Rudolph, WCCTAC (appointment)
- c. West County Citizen Representative – Bill Pinkham (appointment)
- d. Authority Youth Representative – Shannon Ladner-Beasley (nominee)
- e. Authority Senior/Disabled Representative – Adrienne Harris (nominee)

Contra Costa
County

2) Approved the recommended projects for west County's share of Measure J Transportation for Livable Communities Program funds through FY 2015 – see attached.

3) Received an update on the implementation of SB375 from Martin Engelmann.

4) Received a presentation on the Real-Time Ridesharing Pilot Program from Martin Engelmann.

AC Transit

5) Directed staff to prepare for a study session on how to respond to the need for more bus shelters in west County.

BART

6) Acknowledged the progress made on the I-80 Integrated Corridor Mobility project in regard to the operations & maintenance memorandum of understanding, and the benefits of the project moving forward to west County and the rest of the County as well.

Sincerely,



Christina M. Atienza
 Executive Director

WestCAT

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

Recommended Projects for West County's Share of Measure J TLC Funds Through FY 2015

No	Sponsor	Project Name	Location	Project Type	Total Project Cost	CC-TLC Request	Other Funds	Unfunded Balance	Recommended CC-TLC Funding				
									FY 09-13	FY 14	FY 15	Total	
PROJECTS RECOMMENDED FOR FUNDING													
1	Richmond, CRA, BART	Transit Village Phase II East Side Improvements	Nevin Avenue from BART to 19th St	Ped, Bike, & Access Improvements	\$ 4,280.0	\$ 2,960.0	\$ 1,847.0	\$ (527.0)	\$ 2,385.1	\$ 174.9	\$ -	\$ 2,560.0	
2	Hercules, EBRPD	Bay Trail Gap Closure	Bay Trail Extension adjacent to BioRad	Bay Trail Gap Closure	\$ 4,194.1	\$ 1,240.0	\$ 2,954.1	-	\$ 1,240.0	\$ -	\$ -	\$ 1,240.0	
3	Richmond, Caltrans, ABAG	Bay Trail: Castro St. to Richmond-San Rafael Bridge	Castro Street in Pt Richmond to Bridge	Bay Trail Gap Closure	\$ 20,078.0	\$ 200.0	\$ 1,628.0	\$ 18,250.0	\$ 200.0	\$ -	\$ -	\$ 200.0	
4	El Cerrito	San Pablo Avenue Corridor Complete Streets Plan	San Pablo Avenue in El Cerrito	Plan	\$ 150.0	\$ 137.0	\$ 13.0	-	\$ 137.0	\$ -	\$ -	\$ 137.0	
5	County	San Pablo Dam Road Walkability & Community Enhancement	Downtown El Sobrante	Sidewalk Reconstruction	\$ 2,427.0	\$ 1,400.0	\$ 1,027.0	-	\$ 50.0	\$ 659.9	\$ 690.1	\$ 1,400.0	
6	Pinole	Ped/Bike Bridge over BNSF	East End of San Pablo Avenue in Pinole	Ped/Bike Bridge	\$ 580.0	\$ 130.0	\$ -	\$ 450.0	\$ -	\$ 130.0	\$ 58.0	\$ 188.0	
7	San Pablo	Wayfinding Signs	Contra Costa College Transit Hub and Various Streets	Wayfinding Signs	\$ 384.6	\$ 330.8	\$ 33.8	-	\$ -	\$ 100.0	\$ 230.8	\$ 330.8	
8	El Cerrito	El Cerrito Ohlone Greenway Wayfinding Signs	Ohlone Greenway in El Cerrito	Wayfinding Signs	\$ 126.6	\$ 118.2	\$ 8.4	-	\$ -	\$ -	\$ 118.2	\$ 118.2	
					Subtotal	\$ 32,200.3	\$ 6,516.0	\$ 7,511.3	\$ 18,173.0	\$ 4,012.1	\$ 1,064.8	\$ 1,097.0	\$ 6,173.9
PROJECTS NOT RECOMMENDED FOR FUNDING AT THIS TIME													
9	Richmond, El Cerrito, BART	Richmond-Ohlone Greenway Gap Closure	Between I-80 & San Pablo Avenue, north and under BART tracks, adjacent to Baxter Creek	Greenway Gap Closure	\$ 1,653.7	\$ 888.6	\$ 765.1	-	\$ -	\$ -	\$ -	\$ -	
10	BART, El Cerrito, Richmond, Hercules	West County Community-Based Kiosk Design	West County BART Stations, Hercules, Richmond	Wayfinding Map Design	\$ 121.5	\$ 30.0	\$ 91.5	-	\$ -	\$ -	\$ -	\$ -	
11	EBRPD, Richmond	Alias Road Bridge	Point Pinole Regional Shoreline	Ped/Bike Bridge	\$ 5,000.0	\$ 700.0	\$ 4,300.0	-	\$ -	\$ -	\$ -	\$ -	
12	County	Extension of San Pablo Dam Road Walkability & Community Enhancement	Downtown El Sobrante	Sidewalk Reconstruction	\$ 3,066.0	\$ 1,400.0	\$ 1,666.0	-	\$ -	\$ -	\$ -	\$ -	
13	Hercules	Bay Trail Gap Closure - Bay Trail Promenade	Bay Trail Promenade Extension	Bay Trail Gap Closure	\$ 8,183.0	\$ 598.0	\$ 7,585.0	-	\$ -	\$ -	\$ -	\$ -	
14	Pinole	San Pablo Avenue Sidewalk Gap Removal at Alvarez Avenue	San Pablo Avenue in Pinole	Sidewalk Gap Closure	\$ 875.0	\$ 175.0	\$ -	\$ 700.0	\$ -	\$ -	\$ -	\$ 700.0	
					Subtotal	\$ 18,899.2	\$ 3,791.6	\$ 14,407.6	\$ 700.0	\$ 10,307.6	\$ 21,918.9	\$ 18,873.0	
Total					\$ 51,099.5	\$ 10,307.6	\$ 21,918.9	\$ 18,873.0					

13-4 TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Pleasant Hill, CA 94523 (925) 969-0841

March 30, 2012

Randell H. Iwasaki
Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Iwasaki:

At its meeting on March 21, 2012, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Approved the East Bay Regional Park District (EBRPD) \$40,000 Reallocation Request to repair the short section of the Iron Horse Trail near Lincoln in Walnut Creek.
2. Received a report from BART Director Gail Murray and General Manager Grace Crunican regarding updates on the state of repair and ongoing projects of the BART system.
3. Received a report regarding the BART Allocation Request for the Walnut Creek BART Station Transit Oriented Development (TOD) Project, and approved the request.
4. Approved TAC's recommendation to fund the Contra Costa Transportation for Livable Communities (CC-TLC) Projects.
5. Received reports on CCTA activities from TRANSPAC's CCTA representatives.
6. Received a report on SB 375/SCS from Martin Engelmann, CCTA Deputy Executive Director, Planning.

TRANSPAC hopes that this information is useful to you.

Sincerely,


Barbara Neustadter
TRANSPAC Manager

cc: TRANSPAC Representatives
TRANSPAC TAC and staff
Amy Worth, Chair, SWAT
Brian Kalinowski, Chair, TRANSPLAN
Martin Engelmann, Arielle Bourgart, Hisham Noeimi, Danice Rosenbohm, Brad Beck, CCTA
Christina Atienza, WCCTAC
Roy Swearington, WCCTAC Chair
John Cunningham, TRANSPLAN
Andy Dillard, SWAT
June Catalano, City of Pleasant Hill



SWAT

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

April 3, 2012

Randell H. Iwasaki, Executive Director
 Contra Costa Transportation Authority
 2999 Oak Road, Suite 100
 Walnut Creek, CA 94597

RE: SWAT Meeting Summary Report for April 2012

Dear Mr. Iwasaki:

At the **April 2, 2012** Southwest Area Transportation Committee (SWAT) meeting, the following issues were discussed that may be of interest to the Authority:

Received a Presentation on the I-680 Corridor System Management Plan (CSMP)/Tools for Operation Planning (TOPL) Corridor Analysis Demonstration: Caltrans and Authority staff provided an introductory overview on the upcoming efforts related to the I-680 CSMP/TOPL. Staff members from Danville, San Ramon, and Lafayette will participate on the Corridor Analysis Technical Advisory Committee.

Approved a Recommendation for Measure J Transportation for Livable Communities (CC-TLC) Program Funding Allocations for Projects within the SWAT Subregion: The Committee took action to recommend funding allocations and programming for eight projects submitted from the SWAT subregion (attachment).

The next SWAT meeting is tentatively scheduled for Monday, May 7, 2012 at the Town of Moraga, Hacienda de las Flores, 2100 Donald Drive, Moraga. Please contact me at (925) 314-3384, or adillard@danville.ca.gov, if you should have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Dillard". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Andy Dillard
 Town of Danville
 SWAT Administrative Staff

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

2012 Contra Costa Transportation for Livable Communities Program
 SWAT Subregion Project Applications
 Recommended Funding Allocations and Programming

PROJECT	SPONSOR	LOCATION	RECOMMENDED CC-TLC ALLOCATION	RECOMMENDED PROGRAMMING		TOTAL
				FY09-13	FY15	
SWAT Subregion Allocation: \$3,582,445						
Livable Moraga Road	Moraga	Moraga Road, Rheem Park Planning Area	\$335,000	—	—	\$335,000
Iron Horse Trail Corridor Improvements	San Ramon	Iron Horse Trail between Bollinger Canyon Road and San Ramon/Dublin Border	\$360,000	—	—	\$360,000
Orinda-Lafayette BART Wayfinding & Lighting Improvement Project	BART	Orinda & Lafayette BART Stations, City of Orinda	\$0	—	—	\$0
East End Ped/bike & Streetscape Improvements, Phase I	Lafayette	Mt. Diablo Boulevard, First Street to Brown Avenue	\$540,000	—	—	\$540,000
San Ramon Valley Iron Horse Trail Bicycle/Pedestrian Overcrossings	San Ramon	Iron Horse Trail between Bollinger Canyon Road and Iron Horse Trail at Crow Canyon Road	\$620,000	\$419,300	—	\$620,000
Downtown Danville Multimodal Access Improvements	Danville	Downtown Danville, along Hartz and Railroad Avenues north of San Ramon Valley Boulevard and south of Danville Boulevard	\$795,000	—	\$616,200	\$795,000
Stone Valley Road Bike Lane Gap Closure	Contra Costa County	Along Stone Valley Road from High Eagle Road to Winding Glen	\$680,000	—	—	\$680,000
Olympic Corridor Trail Connector Study**	Contra Costa County	Olympic Blvd. corridor from the intersection of the Lafayette-Moraga Trail, Olympic Blvd., and Reliez Station Road in the City of Lafayette to the Iron Horse Trail Corridor in the City of Walnut Creek	\$97,500 (represents 50% SWAT share)	—	—	\$97,500
San Ramon Valley Transit Access and Connectivity Study	San Ramon/ Danville		\$155,000 (\$77.5k San Ramon, \$77.5k Danville)	—	—	\$155,000
Subtotals			\$3,582,500	\$598,100	\$616,200	\$3,582,500

*Project submitted for PBTF Program funding

**Project cost split 50/50 - resides within TRANSPAC and SWAT

The County Connection

Inter Office Memo

Agenda Item 7.a

TO: O&S Committee

DATE: March 14, 2012

FROM: Anne Muzzini
Director of Planning & Marketing

SUBJ: Fixed Route Reports

Fixed Route Operating Reports for February 2012

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.

<u>Title</u>	<u>FY 2012</u>		<u>Annual Goal</u>
	<u>Current Month</u>	<u>YTD Avg</u>	
Total Passengers	268,721		
Average Weekday	11,817	11,426	
Pass/Rev Hour	15.5	15.6	FY11 Goal > 17.0
Missed Trips	0.10%	0.10%	FY11 Goal < 0.25%
Miles between Road Calls	33,095	30,364	FY11 Goal > 18,000

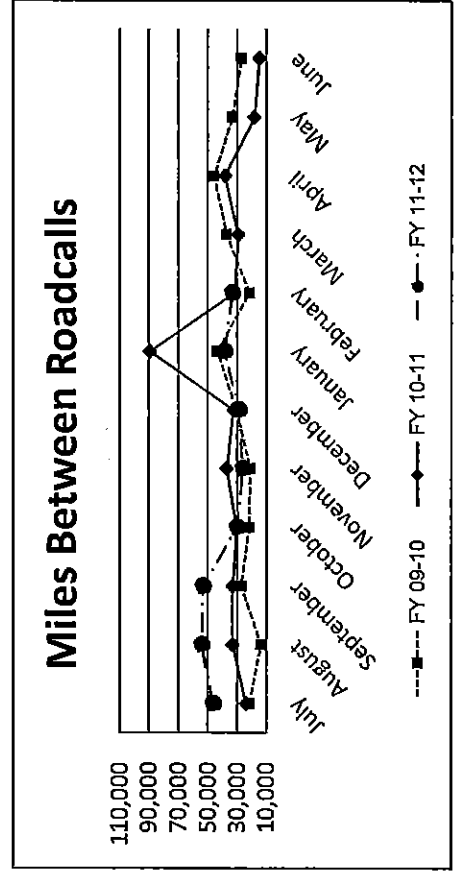
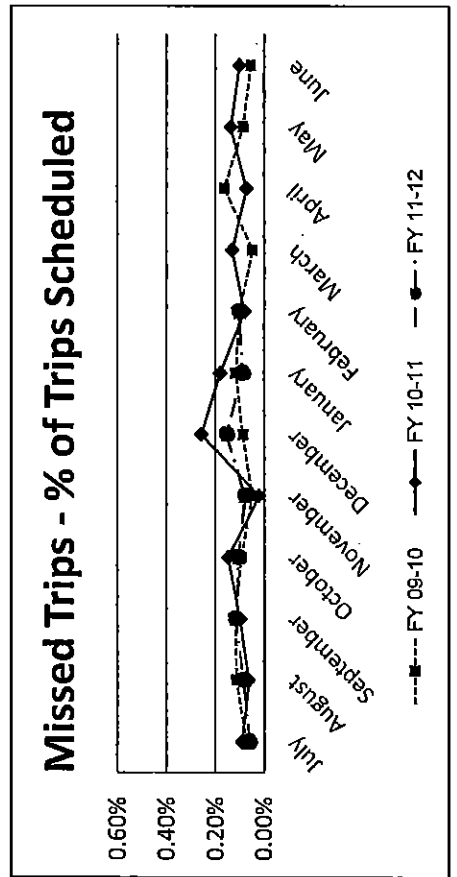
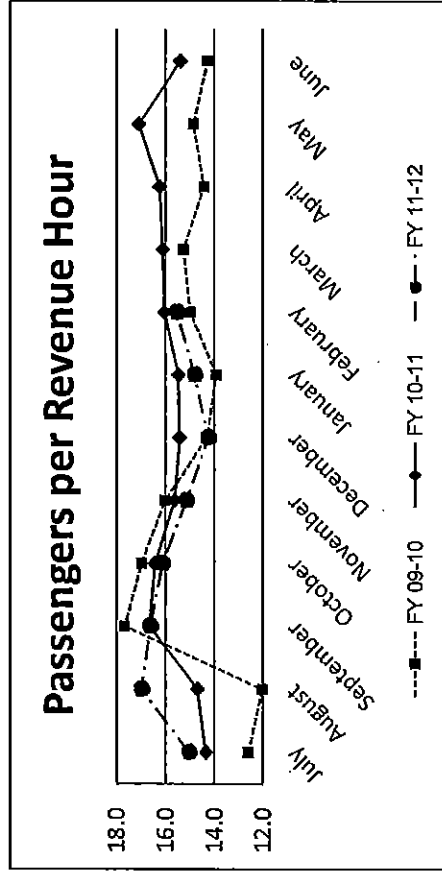
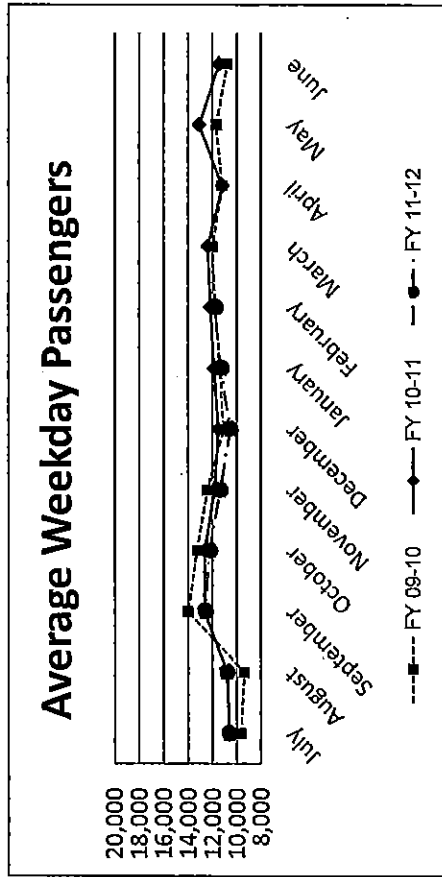
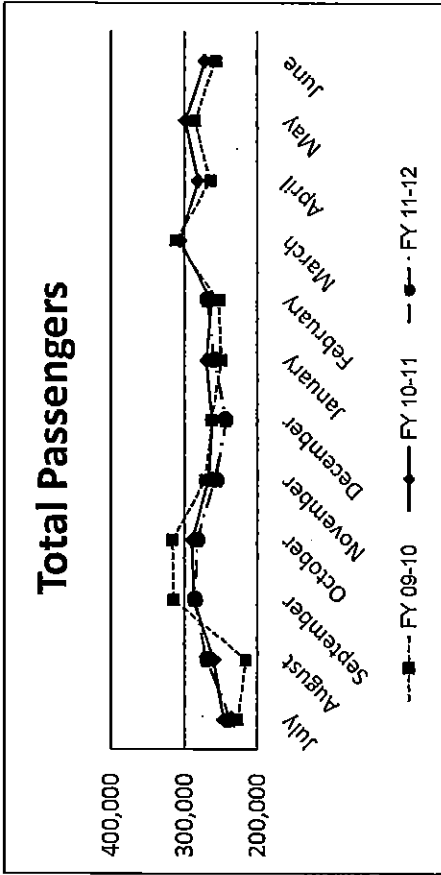
* Based on Standards from updated SRTP

Analysis

Average weekday ridership in February (11,817 passengers) was 4% higher than January (11,311 passengers). Productivity in February is also higher with 15.5 passengers per hour as compared to the January productivity of 14.8 passengers per hour.

The percentage of missed trips in February was 0.10% as compared to January was equal to 0.09%. The YTD average is 0.10% missed trips.

The number of miles between roadcalls was equal to 33,095 miles in February which is lower than the prior month when we experienced 38,276 miles between roadcalls. The year to date average is 30,364 miles between roadcalls.



TRANSPORTATION and MAINTENANCE
Operation Data Summary

TRANSPORTATION	2011 February	2011 March	2011 April	2011 May	2011 June	2011 July	2011 August	2011 September	2011 October	2011 November	2011 December	2012 January	2012 February	13 Month TOTALS
Number of Buses	131	151	131	131	151	121	269,721	264,940	269,092	260,169	238,233	267,933	264,761	125
Totals Hub Miles	252,745	291,732	266,823	270,960	262,262	231,807	18,119	17,221	17,566	17,081	17,178	17,455	17,293	5,431,178
Work Days	28	31	30	30	30	30	31	29	31	29	30	30	29	588
Revenue Hours	16,410	18,793	17,544	17,485	17,635	15,865	31,047	30,692	29,729	29,324	34,775	32,316	29,839	225,445
Operator Pay Hours	28,159	31,195	30,644	31,483	29,272	30,344	162	162	162	162	165	165	160	398,819
Number of Operators	165	165	162	166	165	165	286	337	197	303	354	461	402	164
Unscheduled Absences	311	345	296	314	295	428	67	42	34	53	48	85	45	4,329
FT Protection	30	18	20	53	42	60	74	82	109	115	98	125	144	597
Worker Comp.	80	82	84	88	90	61	145	213	54	155	208	253	215	1,250
Sick leave	201	245	192	173	163	307	6	7	5	6	6	3	4	2,502
Collision Accidents	5	8	6	7	5	6	5	9	17	12	7	9	11	74
Passenger Accidents	15	19	10	13	6	15	4	3	1	4	3	1	4	148
Total Chargeable Collisions	3	4	1	1	4	2	1	1	1	1	1	1	1	35
Chargeable/100K Miles	1.18	1.37	0.37	0.36	1.52	0.86	1.48	1.13	0.37	1.53	1.16	0.37	1.51	1.02
Number of Trips Scheduled	22,200	25,240	23,455	23,455	23,503	21,500	23,878	23,255	23,739	23,256	22,740	23,581	23,340	303,383
Number of Trips Missed	18	33	17	32	24	13	20	27	25	18	35	21	24	307
Of Trips Scheduled - % Missed	0.08%	0.13%	0.07%	0.14%	0.10%	0.06%	0.08%	0.12%	0.11%	0.08%	0.15%	0.09%	0.10%	0.10%
Of Trips Missed - Mechanical	14	18	5	15	22	8	6	16	14	13	7	7	13	158
On Time Performance %	95%	97%	95%	93%	94%	93%	93%	91%	90%	95%	94%	94%	96%	94%
MAINTENANCE														
A/C Operative - Avg %	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Lifts Operative - Ave %	100%	100%	100%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
PM Complete on Schedule	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total Road Calls	10	15	10	19	26	7	8	12	9	14	15	9	13	167
Road Calls for Mechanical	8	10	7	15	18	5	5	5	6	10	9	7	8	113
Road Calls for Other	2	5	3	4	8	2	3	7	3	4	6	2	5	54

Miles Between Mechanical Road Calls

Bus Numbers	2011 February	2011 March	2011 April	2011 May	2011 June	2011 July	2011 August	2011 September	2011 October	2011 November	2011 December	2012 January	2012 February	13 Month TOTALS
100 - 199	10,658	14,016	11,024	12,606	13,156	10,504	10,451	11,933	11,714	10,034	7,925	9,375	11,781	
200 - 299	31,656	8,026	27,689	29,211	17,089	30,673	32,912	33,165	11,770	28,653	31,222	34,037	30,338	
300 - 399	8,665	18,262	37,475	16,592	5,601	31,636	12,167	34,484	18,219	20,226	13,142	22,031	11,844	
400 - 499	26,112	36,547	33,259	35,114	12,787	25,113	31,447	8,414	31,903	30,953	17,596	15,892	30,471	
500 - 519	22,335	53,301	47,902	7,117	16,015	42,248	51,277	49,334	49,376	23,634	15,928	50,808	26,619	
900 - 939	84,529	25,028	43,507	45,641	87,974	77,156	90,065	87,870	90,495	23,475	90,839	86,996	45,332	
2000 - 2099	13,372	11,726	13,806	11,722	3,881	14,477	17,068	14,499	13,855	8,910	5,846	10,873	12,736	
9800 - 9809	7,086	7,403	8,654	7,994	9,806	46,361	53,944	52,988	29,899	26,017	28,693	38,276	33,095	
Fleet Avg	31,593	29,173	38,118	18,064	14,570	3,976	4,093	3,744	4,086	4,160	4,418	4,762	4,457	
Maintenance Pay Hours	24	25	26	25	24	25	23	24	22	26	27	27	27	25
No. Maint. Employees	9	9	10	9	9	11	9	9	8	10	10	10	10	1
Maint. Empls/100K Miles	2	4	5	1	0	1	2	3	1	3	1	2	1	2
Unscheduled Absences														

Bus add - 12/09
Dir of Service July 2011

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

MONTHLY BOARDINGS
Operations Data Summary

M. Staff Reports

Fixed Route Boardings		Passengers by Revenue Hrs/Miles			Service Days		Fiscal YTD Comparison Passenger Boardings	
February 2012 - Fixed Route Boardings	268,721	Revenue Hours -	February 12	17,298	Weekdays - February 12	21	Fiscal 2012 YTD	2,107,568
			February 11	16,410	February 11	20		
Bus Bridge		Revenue Miles -	February 12	191,868	Saturdays - February 12	4	Fiscal 2011 YTD	2,146,352
Special Event			February 11	183,592	February 11	4		
			February 12		Sundays - February 12	4		
			February 11		February 11	4		
February 2012 Total Boardings	268,721	Passengers per Mile		1.4	Total Days - 2012	29	YTD Trend	(1.8%)
February 2011 Total Boardings	263,141	Passengers per Hour		15.53	2011	28	Monthly Trend	2.1%

February 2012 Fixed Route Passenger Total						February 2012	February 2012
Route	Destination Information	Weekday	Saturday	Sunday	Total	Weekday Average	Passengers per Revenue Hour
1	Rossmoor / Shadelands	7,531			7,531	359	13.8
2	Rudgear / Walnut Creek	1,360			1,360	65	7.3
4	Walnut Creek Downtown Shuttle	18,801	2,479	1,700	22,979	895	25.5
5	Creekside / Walnut Creek	1,406			1,406	67	6.7
6	Lafayette / Moraga / Orinda	9,711	487	380	10,578	462	14.8
7	Shadelands / Pleasant Hill / Walnut Creek	4,568			4,568	218	6.8
9	DVC / Walnut Creek	11,635			11,635	554	13.4
10	Concord / Clayton Rd	20,679			20,679	985	25.4
11	Treat Blvd / Oak Grove	6,639			6,639	316	17.8
14	Monument Blvd	12,568			12,568	598	15.2
15	Treat Boulevard	9,939			9,939	473	16.6
16	Alhambra Ave / Monument Blvd	14,365			14,365	684	13.1
17	Olivera/Solano / Salvio / North Concord	4,337			4,337	207	11.2
18	Amtrak / Merello / Pleasant Hill	9,378			9,378	447	14.3
19	Amtrak / Pacheco Blvd / Concord	2,868			2,868	137	9.9
20	DVC / Concord	25,289			25,289	1,204	25.9
21	Walnut Creek / San Ramon Transit Center	12,356			12,356	588	12.1
25	Lafayette / Walnut Creek	1,052			1,052	50	4.4
28	North Concord / Martinez	6,553			6,553	312	10.3
35	Dougherty Valley	7,620			7,620	363	11.3
36	San Ramon / Dublin	5,267			5,267	251	9.4
91X	Concord Commuter Express	809			809	39	10.8
92X	Ace Shuttle Express	3,357			3,357	160	19.3
93X	Kirker Pass Express	4,253			4,253	203	16.7
95X	San Ramon / Danville Express	3,816			3,816	182	18.0
96X	Bishop Ranch Express	10,399			10,399	495	15.8
97X	Bishop Ranch Express	1,829			1,829	87	8.8
98X	Martinez Express	7,552			7,552	360	13.5
250 *	Gael Rail Service	114	119	99	332	14	3.8
260 *	Cal State East Bay / Concord Bart	66			66	4	1.0
301	Rossmoor / John Muir Medical Center		322	199	520	0	7.3
310	Concord Bart / Clayton Rd / Kirker Pass		1,673	1,249	2,922	0	27.1
311	Concord / Oak Grove / Treat Blvd / WC		1,031	669	1,700	0	14.0
314	Clayton Rd / Monument Blvd / PH		2,591	1,639	4,230	0	19.3
315	Concord / Willow Pass / Landana		309	229	538	0	9.9
316	Alhambra / Merello / Pleasant Hill		1,318	914	2,232	0	16.0
320	DVC / Concord		932	597	1,529	0	15.4
321	San Ramon / Walnut Creek		997	640	1,637	0	11.7
600's	Select Service	22,033			22,033	1,049	27.4
TOTALS		248,150	12,257	8,314	268,721	11,817	15.5

* Data from Link ** Seasonal Route

Operations Data Summary

FEBRUARY 2012 PRODUCTIVITY

(sorted by Pass / Rev Hr - decending order)

Route	Destination Information	Total	Wkday Avg	Passenger / Rev Hr
600's	Select Service	22,033	1,049	27
310	Concord Bart / Clayton Rd / Kirker Pass	2,922	0	27
20	DVC / Concord	25,289	1,204	26
4	Walnut Creek Downtown Shuttle	22,979	895	26
10	Concord / Clayton Rd	20,679	985	25
314	Clayton Rd / Monument Blvd / Pleasant Hill	4,230	0	19
92X	Ace Shuttle Express	3,357	160	19
95X	San Ramon / Danville Express	3,816	182	18
11	Treat Blvd / Oak Grove	6,639	316	18
93X	Kirker Pass Express	4,253	203	17
15	Treat Boulevard	9,939	473	17
316	Alhambra / Merello / Pleasant Hill	2,232	0	16
96X	Bishop Ranch Express	10,399	495	16
320	DVC / Concord	1,529	0	15
14	Monument Blvd	12,568	598	15
6	Lafayette / Moraga / Orinda / Orinda Village	10,578	462	15
18	Amtrak / Merello / Pleasant Hill	9,378	447	14
311	Concord / Oak Grove / Treat Blvd / Walnut Creek	1,700	0	14
1	Rossmoor / Shadelands	7,531	359	14
98X	Martinez Express	7,552	360	13
9	DVC / Walnut Creek	11,635	554	13
16	Alhambra Ave / Monument Blvd	14,365	684	13
21	Walnut Creek / San Ramon Transit Center	12,356	588	12
321	San Ramon / Walnut Creek	1,637	0	12
35	Dougherty Valley	7,620	363	11
17	Olivera/Solano / Salvio / North Concord	4,337	207	11
91X	Concord Commuter Express	809	39	11
28	North Concord / Martinez	6,553	312	10
315	Concord / Willow Pass / Landana	538	0	10
19	Amtrak / Pacheco Blvd / Concord	2,868	137	10
36	San Ramon / Dublin	5,267	251	9
97X	Bishop Ranch Express	1,829	87	9
2	Rudgear / Walnut Creek	1,360	65	7
301	Rossmoor / John Muir Medical Center	520	0	7
7	Shadelands / Pleasant Hill / Walnut Creek	4,568	218	7
5	Creekside / Walnut Creek	1,406	67	7
25	Lafayette / Walnut Creek	1,052	50	4
250 *	Gael Rail Service	332	14	4
260 *	Cal State East Bay / Concord Bart	66	4	1

NOTE: * Data comes from Link Operators

** These are seasonal routes

Operations Data Summary

AVERAGE WEEKDAY BOARDINGS TREND

Route	Destination Information	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Jan-12	Feb-12
1	Rossmoor / Shadelands	385	376	422	399	393	393	365	368	361	355	330	354	359
2	Rudgear / Walnut Creek	70	66	67	68	56	62	61	64	70	60	50	56	65
4	Walnut Creek Downtown Shuttle	872	863	920	909	948	993	949	960	905	904	919	869	895
4H**	Walnut Creek Extended Holiday Shuttle										4	32		
5	Creekside / Walnut Creek	70	75	76	76	76	73	65	70	73	63	69	46	67
6	Lafayette / Moraga / Orinda	408	418	375	406	307	308	325	513	498	467	364	455	462
7	Shadelands / Pleasant Hill / Walnut Creek	223	216	220	226	231	233	224	217	210	205	193	231	218
9	DVC / Walnut Creek	595	625	591	679	658	589	610	602	602	563	490	519	554
10	Concord / Clayton Rd	1,005	1,001	1,046	1,112	1,034	948	941	1,079	1,046	978	973	928	985
11	Treat Blvd / Oak Grove	315	340	329	345	273	254	272	330	307	309	284	297	316
14	Monument Blvd	633	644	644	714	661	661	586	639	635	595	567	596	598
15	Treat Boulevard	532	563	557	589	488	462	420	519	502	471	433	466	473
16	Alhambra Ave / Monument Blvd	703	720	738	865	842	745	678	745	711	645	634	661	684
17	Olivera/Solano / Salvio / North Concord	287	294	275	285	243	248	228	247	228	203	199	197	207
18	Amtrak / Merello / Pleasant Hill	455	446	450	474	418	402	428	490	469	430	376	399	447
19	Amtrak / Pacheco Blvd / Concord	146	135	151	161	146	153	148	153	147	131	119	136	137
20	DVC / Concord	1,211	1,215	1,135	1,270	1,108	1,037	1,155	1,242	1,205	1,154	1,040	932	1,204
21	Walnut Creek / San Ramon Transit Center	603	620	629	695	656	598	571	633	626	588	556	625	588
25	Lafayette / Walnut Creek	46	45	49	52	53	54	47	54	56	56	52	57	50
28	North Concord / Martinez	332	332	287	324	302	271	294	323	287	298	274	296	312
35	Dougherty Valley	372	380	384	401	356	341	313	377	350	334	322	353	363
36	San Ramon / Dublin	257	255	262	263	249	244	227	261	274	228	224	237	251
91X	Concord Commuter Express	41	37	43	43	44	43	41	40	34	33	34	30	39
92X	Ace Shuttle Express	186	195	184	186	204	181	188	189	177	186	150	183	160
93X	Kirker Pass Express	184	224	223	217	202	178	196	198	207	198	178	203	203
95X	San Ramon / Danville Express	169	197	182	185	177	169	163	177	176	163	163	169	182
96X	Bishop Ranch Express	488	503	495	495	514	502	462	477	483	451	436	498	495
97X	Bishop Ranch Express	91	108	102	114	95	110	103	107	98	82	83	85	87
98X	Martinez Express	329	342	352	360	338	329	322	338	340	320	316	327	360
250 *	St Mary's College Gael Rail Shuttle	6	7	8	9			3	15	14	16	9	12	14
260 *	Cal State East Bay / Concord Barr									5	4	2	7	4
600's	Select Service	1,150	1,148	1,087	1,180	400	41	443	1,194	1,161	910	684	1,075	1,049
TOTALS		12,160	12,387	12,279	13,095	11,469	10,625	10,825	12,615	12,246	11,394	10,549	11,311	11,817

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

Operations Data Summary

AVERAGE WEEKEND BOARDINGS TRE							
Route	Destination Information	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11
SAFURDAY							
		Days	Days	Days	Days	Days	Days
4	Walnut Creek Downtown Shuttle	533	473	600	540	513	568
4H **	Walnut Creek Extended Holiday Shuttle						
6	Lafayette / Moraga / Orinda	128	154	145	136	101	93
250 *	St.Mary's College Gael Rail Shuttle	24	22	14	13		
301	Rossmoor / John Muir Medical Center	79	81	97	79	82	112
310	Concord Bart / Clayton Rd / Kirker Pass						0
311	Concord / Oak Grove / Treat Blvd / WC	191	182	218	236	218	229
314	Clayton Rd / Monument Blvd / PH	1,003	942	1,142	1,145	1,078	1,139
315	Concord / Willow Pass / Landana	82	82	93	79	57	78
316	Alhambra / Merello / Pleasant Hill	293	279	332	349	287	331
320	DVC / Concord	209	193	224	237	221	277
321	San Ramon / Walnut Creek	250	260	278	272	238	267
TOTALS		2,793	2,667	3,142	3,087	2,796	3,094

AVERAGE WEEKEND BOARDINGS TRE							
Route	Destination Information	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11
SUNDAY							
		Days	Days	Days	Days	Days	Days
4	Walnut Creek Downtown Shuttle	483	356	341	422	402	416
6	Lafayette / Moraga / Orinda	91	69	87	96	49	63
250 *	St.Mary's College Gael Rail Shuttle	17	7	8	7		
301	Rossmoor / John Muir Medical Center	73	58	58	63	62	59
310	Concord Bart / Clayton Rd / Kirker Pass						
311	Concord / Oak Grove / Treat Blvd / WC	153	141	131	169	163	181
314	Clayton Rd / Monument Blvd / PH	766	633	763	807	767	770
315	Concord / Willow Pass / Landana	68	46	67	55	44	80
316	Alhambra / Merello / Pleasant Hill	212	202	197	265	215	227
320	DVC / Concord	142	128	142	148	138	141
321	San Ramon / Walnut Creek	184	164	176	205	178	187
TOTALS		2,190	1,805	1,971	2,237	2,017	2,123

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

Route Description Summary

Route #	Description
1	Rossinoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave, BART Walnut Creek, Ygnacio Valley, Montego, John Muir Medical Center, N Wiget Ln, Shadelands Office Park
2	Rudgear Rd, Stewart Ave, Trotter Wy, Dapplegray Rd, Palmer Rd, Mountain View Blvd, San Miguel Dr, N & S California Blvd, BART Walnut Creek
4	BART Walnut Creek, N California Blvd, Locust St, Mt Diablo Blvd, Broadway Plaza, S Main St, Pringle Ave
4H	Walnut Creek Extended Holiday Service (November 27 thru December 31)
5	BART Walnut Creek, Rivieria Ave, Parkside Dr, N Civic Dr, N Broadway, Lincoln Ave, Mt Pisgah St, S Main St, Creekside Dr
6	BART Orinda, Orinda Village, Orinda Wy, Moraga Wy, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
7	BART Pleasant Hill, Treat Blvd, Bancroft Rd, Ygnacio Valley Rd, Shadelands Office Park, Marchbanks, BART Walnut Creek, Riviera Ave, Buena Vista, Geary Rd
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, C 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, Chilpancino Pkwy, Old Quarry Rd, DVC, Highway 680, Highway 4, Center Ave, VA Clinic, Howe Rd, Pacheco Blvd, Martinez Amtrak
35	BART Dublin, Dublin Blvd, Dougherty Rd, Bollinger Canyon Rd, E Branch Pkwy, Windemere Pkwy, Sunset Dr, Bishop Dr, Executive Pkwy, San Ramon Transit Center
36	BART Dublin, Dublin Blvd, Village Pkwy, Alcosta Blvd, Fircrest Ln, San Ramon Valley Blvd, Tareyton Ave, Bollinger Canyon Rd, Crow Canyon Rd, Executive Pkwy, San Ramon Transit Center
91X	BART Concord, Galindo St, Concord Ave, John Glenn Dr, Galaxy Wy, Chevron, Diamond Blvd, Willow Pass Rd, Gateway Blvd, Clayton Rd, Oak St
92X	Shadelands Office Park, Ygnacio Valley Rd, Highway 680, Danville Park & Ride, Crow Canyon Rd, Bishop Ranch 15, San Ramon Transit Center, Camino Ramon, ATT, Sunset Dr, Chevron, Ace Train Station Pleasanton
93X	BART Walnut Creek, Ygnacio Valley Rd, Shadelands Office Park, Oak Grove Rd, Kirker Pass Rode, Railroad Ave, Buchanan Rd, Somersville Rd, Fairview Dr, Delta Fair Blvd, Highway 4, Hillcrest Park & Ride
95X	BART Walnut Creek, Highway 680, Crow Canyon Pl, Fostoria Wy, Camino Ramon, San Ramon Transit Center

Route Description Summary

13-15

Route #	Description
96X	BART Walnut Creek, Highway 680, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15, Annab 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, Alham Ave, Berrellesa St, Escobar St, Court St, Martinez Amtrak
250	St Mary's College, St Marys Rd, Moraga Rd, Mt Diablo Blvd, BART Lafayette
260	Cal State, East Bay, Concord Bart
301	Rossmoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave , BART Walnut Creek, Ygnacio Valley, Montego, John Mui Medical Center
310	Concord Bart, Clayton Rd, Kirker Pass
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, Cresce 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 Arnold Dr, Pacheco Blvd, Morrelo Ave, Martinez Amtrak, Berrellesa St, Alhambra Ave
320	BART Concord, Grant St, Concord Blvd, Clayton Rd, Gateway Blvd, Willow Pass Rd, Diamond Blvd, Concord Ave, Chilpancinco Pkwy, Old Quarry DVC
321	BART Walnut Creek, N & S California Blvd, Newell Ave, S Main St, Danville Blvd, Railroad Ave, San Ramon Valley Blvd, Camino Ramon, Fosteris 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 Mig Dr, N & S California Blvd, BART Walnut Creek
603	Camino Pablo, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
605	N Civic Dr, N Broadway, Lincoln Ave, Mt Pisgah St, Newell Ave, Lilac Dr, S Main St, Creekside Dr
606	BART Orinda, Orinda Wy, Miner Rd, Honey Hill Rd, Via Las Cruces, Saint Stephens Dr, Orinda Woods Dr, Moraga Wy, Ivy Dr, Moraga Rd, St Mary Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
608	VA Clinic, Center Ave, Pacheco Blvd, Contra Costa Blvd, Chilpancinco 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, Michig 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

Route Description Summary

Route #	Description
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 Village Pkwy, Dublin Blvd, BART Dublin

CCCTA LINK
MONTHLY OPERATING SUMMARY
FEBRUARY FY11/12

SUMMARY	FEBRUARY FY 10/11	FEBRUARY FY 11/12	YTD FY 10/11	YTD FY 11/12
1 TOTAL CLIENTS	11,816	12,360	99,252	99,290
2 TOTAL ATTENDANTS	833	819	8,172	7,552
3 TOTAL COMPANIONS	97	87	543	613
4 TOTAL PASSENGERS	12,746	13,266	107,967	107,455
5 TOTAL SERVICE DAYS	28	29	240	238
6 VEHICLE REVENUE HOURS	6,192.50	6,386	53,994.04	52,481
7 VEHICLE SERVICE HOURS	7,642.33	7,867	65,833.16	64,287
8 VEHICLE NON REV HOURS	1,449.82	1,480	11,839.12	11,755
9 VEHICLE SERVICE MILES	118,977	119,412	1,027,283	997,231
10 VEHICLE REVENUE MILES	98,337	101,186	845,935	837,256
11 VEHICLE NON REV MILES	20,640	21,432	181,189	174,908
12 PASS. PER REVENUE HOUR	2.06	2.08	2.00	2.05
13 CLIENT PER REVENUE HOUR	1.91	1.94	1.84	1.89
14 PASS. PER SERVICE HOUR	1.67	1.69	1.64	1.67
15 PASS. PER SERVICE MILE	0.11	0.11	0.11	0.11
16 PASS. PER REVENUE MILE	0.13	0.13	0.13	0.13
17 TOTAL TRANSFER TRIPS	944	995	8,348	7,626
18 SAME DAY TRIPS	228	240	1,865	1,892
19 SUBSCRIPTION TRIPS	8,138	8,048	66,508	64,232
20 DEMAND	3,613	4,210	31,906	34,263
21 FAREBOX REVENUE	\$13,127.50	\$13,329.50	\$113,917.50	\$108,485.00
22 PREPAID CLIENTS	\$35,747.00	\$9,238.00	\$199,948.50	\$89,408.00
23 COLLECTED BILLING	\$12,432.00	\$21,292.00	\$66,780.60	\$217,850.30
24 TOTAL REVENUE COLLECTED	\$61,306.50	\$43,859.50	\$380,646.60	\$415,743.30
25 CHARGEABLE ACCIDENTS	1	1	2	4
26 SERVICE COMPLAINTS	0	0	0	3
27 SERVICE COMMENDATIONS	0	2	0	10
28 SERVICE DENIALS	0	0	0	0
29 ROAD CALLS	0	0	22	16
30 DRIVER TURNOVER	1.5	2.4	2.08	4.9
31 SCHEDULE ADHERENCE	94%	93%	95%	94%
32 WHEELCHAIR BOARDING'S	2,884	3,203	25,944	26,403
33 W/C LIFT AVAILABILITY	100%	100%	100%	100%
34 REGISTERED CLIENTS	8,733	10,973	N/A	N/A
35 UNDUPLICATED CLIENTS	1,058	1,438	N/A	N/A
36 NO-SHOWS	35	56	558	477
37 CANCELS	1,511	2,848	14,784	18,705
38 AVG. TRIP LENGTH (MILES)	9.3	9.0	9.5	9.3
39 AVG. SM BUSES IN SERVICE	5	3	5	NA
40 AVG. BUSES IN SERVICE	48	48	48	NA
41 TOTAL FUEL/GALLONS	16,666	16,534	143,700	141,078
42 FLEET M.P.G.	7.1	7.2	7.1	7.1



*Administration and Projects Committee Meeting **STAFF REPORT***

Meeting Date: April 5, 2012

Subject	Monthly Project Status Report
Summary of Issues	This report outlines the status of current Measure projects. It also lists all completed projects.
Recommendations	None – for information only.
Financial Implications	None
Options	
Attachments	A. Monthly Project Status Report
Changes from Committee	

Background

The Project Managers for all Measure C and Measure J projects update the status of those projects for the Board's information on a monthly basis.

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1. Active Projects

SOUTHWEST COUNTY

a. Caldecott Fourth Bore Project (1001/1698)

CCTA Fund Source	Measure J
Lead Agency	CCTA
Project Description	Construction of a fourth bore between Contra Costa and Alameda Counties.
Current Project Phases	Construction

Project Status

Mining continues on the bench (over 330 meters complete). Mining also continues on cross passages between existing bore three and new bore four. The cross passages are for emergency evacuations once the fourth bore is in operation. Work on the Operations and Maintenance Center (OMC) building has resumed now that the power line that was too close to the building has been moved by PG&E. Gantries have been assembled on the west side for installation of additional reinforcement, waterproofing and the final lining.

Issues/Areas of Concern

Differences in the geology encountered during mining compared to the contract documents will require an item quantity adjustment for increase in Support Category IIA and deductions for several other support categories. The quantity encountered for Support Category IIA significantly exceeded the amount anticipated in the construction contract. In addition, the hard sandstone that was encountered has been assessed to be a changed condition per the terms of the contract. These two events and other change orders have led to significant additional cost which will be paid from the construction contingency and project reserve. The Executive Steering Committee has concurred with a request for \$24 million currently held in reserve to be used to replenish the construction contingency. Staff anticipates coordinating with the California Transportation Commission (CTC) and the Metropolitan Transportation Commission (MTC) to access funds under their control that have been held in reserve. A request for \$11 million in CMIA funds will be made at the April CTC meeting.

b. Santa Maria Intersection Improvements (1623/1623SW)

CCTA Fund Source	Measure C
Lead Agency	City of Orinda
Project Description	The project will improve traffic lane signing and striping, improve traffic signal hardware, and improve overhead signage.
Current Project Phases	Design and Environmental Clearance.

Project Status

The Authority appropriated \$75,000 for design and environmental clearance in November 2010. The Design Consultant, Kimley-Horn and Associates, Inc. (KHA), has revised the signage plan to reflect comments from City Council, and is working with Caltrans to approve design exceptions.

Issues/Areas of Concern

None.

c. I-680 Auxiliary Lanes, Segment 2 (1106S2)

CCTA Fund Source	Measure C, Proposed 2012 STIP
Lead Agency	CCTA
Project Description	Construct northbound and southbound auxiliary lanes on I-680 between Crow Canyon Road in San Ramon and Sycamore Valley Road in the Town of Danville.
Current Project Phase	Design.

Project Status

The 95% design was submitted to Caltrans in December 2011 for review and comments will be incorporated into the 100% design. The 100% Plans, Specifications and Estimate are planned to be approved by Caltrans in May 2012.

In September, the project was awarded a federal Interstate Maintenance Discretionary (IMD) funding grant. It was one of two projects within the state that were awarded funding. The project was also awarded \$1 million from the competitive portion of Prop 1B State and Local Partnership Program in October 2011. The project was fully funded with the adoption

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of the 2011 Measure C Strategic Plan in January 2012. Although fully funded, the project is proposed for programming from 2012 STIP funds. The 2012 STIP will be adopted at the March 28/29 CTC Meeting in Orinda.

Issues/Areas of Concern

There is ongoing discussion with Caltrans regarding the project schedule, roles to advertise, award and administer the construction contract, and the Construction Cooperative Agreement.

d. 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 Approval/Environmental Document (PA/ED).

Project Status

The final Project Study Report (PSR) was signed by Caltrans on March 16, 2010. In June 2011, CCTA retained CH2M Hill to begin work on the environmental clearance phase of the project. Authority staff and CH2M Hill are currently involved in several community outreach efforts. A Public Scoping Meeting was held on Tuesday, November 29, 2011 at the San Ramon Community Center and was well attended. The project team is reviewing comments received at the meeting. The environmental clearance phase is expected to be completed in summer 2013.

Issues/Areas of Concern

High community interest has been expressed with a number of local residents voicing strong concerns to the proposed project. The project scope will also address local traffic circulation concerns. Caltrans has determined that an Environmental Impact Report (EIR)/Environmental Assessment (EA) is the appropriate level of document. In addition, the scope of the EIR/EA will need to be coordinated with the MTC environmental document for Express Lanes.

CENTRAL COUNTY**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 on Commerce Avenue between Concord Avenue and the end of Commerce Avenue near the cul-de-sac.

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

Project Status

The project's environmental clearance was obtained on November 10, 2009. The ROW phase is well underway. The City's ROW agent met with all property owners, completed appraisals, and prepared offers. Acquisition contracts have been recently approved by the City's legal department and the City is having the contracts executed by property owners. The City Council approved ROW contracts for three property owners in December 2011. Discussions are proceeding with the other two owners.

Due to the economic climate, property assumed to be dedicated to the City will now need to be purchased. This unforeseen condition has resulted in increased right-of-way acquisition expenditures. The City is planning to request an additional appropriation for ROW funds. Although the plans are 90% complete, construction will be rescheduled to the fall/winter of 2012 and may be delayed again depending on the length of the ROW process.

Issues/Areas of Concern

The City is experiencing challenges related to Right-of-Way Acquisition which have delayed the project and may increase overall costs.

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.

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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. Environmental clearance is expected to start in mid-2012 for the segments between Blum Road and Martinez City limit.

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 2011 Measure J Strategic Plan.

g. 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, build a pedestrian bridge over the tracks, and construct a vehicle bridge over the Alhambra Creek to provide a second connection to the parking facility near Berrellesa Street.

Current Project Phase Design and Right-of-Way

Project Status

The Authority appropriated \$1,035,000 for final design and \$150,000 for additional right-of-way activities in September 2011. The City has selected a consultant to do the final parking lot design. Design is scheduled for completion in the spring 2013. Two existing warehouses will be incorporated into the design at this time. The City acquired the needed right-of-way parcel for the construction of the vehicle bridge over the Alhambra Creek.

Issues/Areas of Concern

None.

h. Pacheco Transit Hub (2210)

CCTA Fund Source Measure C

Lead Agency CCCTA/City of Martinez

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 project is on hold, pending results of the North Pacheco Annexation to the City of Martinez. Award of a construction contract by the Martinez City Council is tentatively scheduled for May 2, 2012. There are \$857,878 in Measure C funds appropriated for construction and right-of-way for this project. Construction is scheduled to begin in June 2012.

Issues/Areas of Concern

In accordance with California law, the Local Area Formation Commission (LAFCO) was required to conduct a protest hearing for the North Pacheco Annexation to the City of Martinez. Approximately 14 people attended the protest hearing and protests were received from over 25% (but less than 50%) of the registered voters residing within the annexation area. Following receipt of a certificate of sufficiency for County Elections, LAFCO will be asked to take action to either order annexation with or without an election. This process could take several months. If the annexation does not occur, CCCTA may again request the Authority to advertise, award and administer the construction contract.

i. I-680 Southbound HOV Gap Closure (8001) - No changes from last month

CCTA Fund Source Regional Measure 2, Measure J

Lead Agency CCTA

Project Description The project will add an HOV lane on southbound I-680 between North Main Street in Walnut Creek and Livorna Road in Alamo, a total of over five miles. When completed, I-680 will have a continuous HOV lane in the southbound direction of I-680 from Martinez to the Alameda County line.

Current Phase Project Approval/Environmental Document (PA/ED)

Project Status

The consultant is proceeding with the environmental study work and team meetings are ongoing. Numerous draft reports have been submitted to Caltrans for review including: Traffic forecasting memo, hydro modification report, storm water data report, water quality study report, tree invention report, wetland delineation report, visual impact assessment and archeological survey report. Identification of existing utilities is ongoing as well as early development of the geometrics by Caltrans.

Issues/Areas of Concern

The project scope will need to be confirmed or amended for the potential High Occupancy Toll (HOT) option, now that the MTC Express Lane application has been approved by the CTC.

j. SR 242/Clayton Road Ramps (6002/6004)

CCTA Fund Source Measure J

Lead Agency CCTA

Project Description The project will provide operational improvements in the vicinity of Clayton Road and SR 242, in order to improve circulation within the Concord Central Business Area. Improvements may include constructing an on-ramp and associated acceleration/weaving lane to northbound SR 242 near the intersection of Clayton Road and Market Street in Concord and an off-ramp and associated deceleration lane from southbound SR 242 near Clayton Road.

Current Phase Project Initiation Document (PID) – Project Study Report (PSR)
Project Development Support (PDS).

Project Status

The CCTA Board approved the consultant contract with WMH Corporation in June 2011. The first order of work is to gather existing technical information and develop alternatives for study. The draft alternatives for study in the PSR will be presented to Caltrans and the technical studies for the PSR will be initiated. A meeting was held in early March 2012 to discuss the project scope with Caltrans management. Project Development Team meetings will begin in spring 2012.

Issues/Areas of Concern

Project has a funding shortfall to build ramps or reconstruct the existing interchange.

k. Comprehensive Wayfinding System – Central County BART Stations (10001-03)

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/Construction.

Project Status

The Authority appropriated \$2,600,000 for design and construction of improvements on January 20, 2010. Request for Proposal (RFP) for signage at Walnut Creek, North Concord, and Concord will be released in July with bid award in fall 2012. Additional signage for Pleasant Hill, are also included in this RFP.

Issues/Areas of Concern

None.

l. Electronic Bicycle Facility at Central County 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 (Concord, N. Concord, Walnut Creek and Pleasant Hill) to meet projected 2015 demand.

Current Phase Construction.

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Project Status

The Authority appropriated \$905,000 for design and construction of improvements on January 20, 2010. An electronic locker contract was awarded to eLock Technologies LLC of Berkeley in the amount of \$2,334,384 to supply BART with approximately 1,008 lockers over the next five years. Initial deployment plans call for central county stations to receive the following locker allocations: Concord - 44; North Concord - 16 and Walnut Creek - 50; Pleasant Hill - 80. Lockers have been delivered to North Concord (8 spaces) and Concord (8 spaces). The following electronic lockers are scheduled to be installed by summer 2012: Pleasant Hill - 68 (17 quads); Concord - 16 (4 quads).

Issues/Areas of Concern

None.

m. Marsh Creek Road Upgrade (24001)

CCTA Fund Source	Measure J
Lead Agency	City of Clayton
Project Description	Widen existing 2 lane roadway between Regency Drive and Clayton city limits to provide two (2) full-width travel lanes, bike lanes, shoulders, and pedestrian paths.
Current Project Phase	Design and Environmental Clearance.

Project Status

The Authority appropriated \$100,000 for design and environmental clearance activities such as preliminary engineering, engineering design, and environmental studies on September 21, 2011. Aerial topography mapping is complete. Staff is presently putting together typical cross-sections and evaluating. Ten or more years ago, the City approved a Specific Plan for this whole area along Marsh Creek Road, and staff is trying to implement the plan.

Issues/Areas of Concern

None.

n. Court Street Overcrossing – Phase 1 (24005) – No changes from last month

CCTA Fund Source Measure J

Lead Agency City of Martinez

Project Description The project will construct a 19-foot wide bicycle, pedestrian, and emergency vehicle overcrossing to span Joe DiMaggio Drive, the four tracks of the Union Pacific Railroad and Marina Vista to connect North Court Street, within the Martinez Waterfront Park, with Court Street at Escobar Street. The construction of this overcrossing provides a grade-separated crossing of the Union Pacific Railroad, improving safety and reducing congestion for pedestrian and bicycle traffic accessing the Martinez Waterfront.

This project is considered the first phase of a two-phase project. The second phase includes a parallel 28-foot wide two-lane overcrossing that would carry vehicular traffic over Marina Vista, the Union Pacific Railroad, and Joe DiMaggio Drive.

Current Phase Conceptual Engineering.

Project Status

The Authority appropriated \$200,000 for Preliminary Studies in October 2010. The City selected a consultant through a RFQ process to complete a scoping document for this project. Work on the scoping document started in fall of 2011 and is expected to be completed in summer of 2012.

Issues/Areas of Concern

None.

o. Buskirk Avenue Widening – Phase 2 (24006)

CCTA Fund Source Measure J

Lead Agency City of Pleasant Hill

Project Description This is the final phase of a two-phase corridor improvement project to increase capacity and improve operations, circulation, and pedestrian/bike access by constructing additional travel lanes, improving signalization, alignment and pedestrian facilities. The

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project limits are from 500 feet south of Lamkin Drive to Hookston Road.

Current Phase Design and Right-of-Way.

Project Status

The Authority appropriated \$700,000 for design in May 2010 and appropriated \$2.9 million for right-of-way in November 2010. The project is currently under design and on schedule. Staff anticipates completing 90% design level plans in April and will schedule a CCTA 2nd peer review meeting for May. The coordination with utility companies and potential utility conflicts are also underway. Staff is working on the acquisition of right-of-way needed for road widening improvements and is making good progress on securing the necessary parcels in order to meet our target start of construction by late fall of 2012.

Issues/Areas of Concern None.

p. Geary Road Improvements – Phase 3 (24007) – No changes from last month

CCTA Fund Source Measure J

Lead Agency City of Pleasant Hill

Project Description The Geary Road Improvements, Phase 3 project will complete the third and last phase of a corridor improvements project along Geary Road. The purpose of this three-phase improvement project is to increase operations and pedestrian/bicycle safety through the construction of continuous dual left turn lanes and exclusive bike lanes and pedestrian sidewalks. Other necessary improvements such as drainage and street lighting will also be included. This is a cooperative project between the City of Pleasant Hill and the City of Walnut Creek due to the location of the city limit line, which runs down the middle of Geary Road in the project limits.

Current Phase Environmental Clearance and Design.

Project Status

The Authority appropriated \$186,000 for environmental studies and \$868,000 for design in April 2011. Environmental work is 65% complete. Environmental will be completed once the design is at 60% so that the impact of the roadway improvements on the trees will be evaluated. Design is scheduled to be 60% complete in by end of summer 2012. Construction is currently scheduled to start in summer of 2013.

Issues/Areas of Concern

None.

q. Clayton Road/Treat Blvd/Denkinger Road Intersection Capacity Improvements (24028) - No changes from last month**CCTA Fund Source** Measure J**Lead Agency** City of Concord

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

Current Phase Design and Right-of-Way.**Project Status**

The Authority appropriated \$154,600 for preliminary engineering/environmental planning and environmental clearance work in March 2010. The traffic study is complete and the study report is final with the project now moving into the design and right-of-way phases.

Issues/Areas of Concern

None.

WEST COUNTY**r. Richmond Transit Village BART Parking Structures (2302) – No changes from last month****CCTA Fund Source** Measure C**Lead Agency** Richmond Community Redevelopment Agency

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

the station. 193 parking spaces will be added at the station when this project is complete.

Current Project Phase Construction.

Project Status

The CTC allocated \$10.2 million for construction in October 2009. The construction contract was awarded on February 16, 2010. A groundbreaking ceremony occurred on August 10, 2010. On January 19, 2011 the last of 720 torque-down piles were driven, completing this phase of the foundation. The ground floor slab and ramp was completed on August 30, 2011.

On February 10, 2012, the final segment of the 6th floor (top) deck was placed. The final concrete placements: elevator penthouse and stairs are currently being constructed. The project is scheduled to be opened to the public in fall 2012.

Issues/Areas of Concern

None.

s. **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 Design.

Project Status

The Final Environmental Document was signed by Caltrans on February 25, 2010. The Final Project Report was signed on May 24, 2010. A notice to proceed was issued to URS on April 21, 2011 to begin work on the design phase of the project. 35% design plans were submitted for Caltrans review in late December 2011. The City will be contributing \$3 million to complete the 65% design plans for the entire project and 100% final plans for Phase 1 components (Riverside Avenue Pedestrian Overcrossing and El Portal WB On-ramp relocation).

Issues/Areas of Concern

A significant funding shortfall exists to complete the entire project; however, \$15 million will be programmed in the 2012 STIP for the first phase of the project. The Authority is also working with MTC to secure \$8 million in RM2 savings for the project.

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

CCTA Fund Source	Measure J
Lead Agency	CCTA
Project Description	Improve overall traffic operations at the I-80/ Central Avenue Interchange and along Central Avenue between Jacuzzi Street and San Pablo Avenue.
Current Project Phase	Environmental Document for the Operational Improvement Project.

Project Status

The Feasibility Study was completed in July 2009. Two projects have been identified from the study. The first project is operational improvements to close the Central Avenue westbound traffic movement onto the I-80 southbound on-ramp on weekend peak hours and reroute traffic to the adjacent I-580 eastbound on-ramp. Staff is currently working on updating all technical studies required for the environmental clearance for this project. The environmental document will be a CEQA Categorical Exemption and a NEPA Categorical Exclusion. The project is progressing allowing access to Jacuzzi Street while restricting the westbound I-80 on-ramp access. Environmental clearance is scheduled for early 2012. Design will follow in spring 2012, and construction will be scheduled in fall 2012.

The second project identified in the feasibility study is a road realignment project that will connect Pierce Street and San Mateo Street south of Central Avenue to enable some traffic enhancements including adjusting the spacing of traffic lights on Central Avenue. The project will be led by one or both of the cities of El Cerrito and Richmond.

Issues/Areas of Concern

Some concerns have been raised about environmental and traffic issues for both projects mentioned above. These issues are currently being addressed in the environmental documents studies for the Operational Improvement project, and will be considered when doing the environmental document for the second project. In addition, it was assumed that the Phase 1 project could be constructed with the I-80 ICM project. However, the delivery schedule and the fact that the I-80/Central Ave project has federal funds for construction

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while the I-80 ICM project does not have federal funds for construction eliminated this option.

u. Marina Bay Parkway Grade Separation (9003)

CCTA Fund Source Measure J

Lead Agency Richmond Redevelopment Agency

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

Current Project Phase Design

Project Status

At the October CTC meeting, the project was allocated \$18,975,000 in Proposition 1B Trade Corridors Improvement Funds. At its December meeting, the Authority appropriated \$9,100,000 in Measure J funds for construction. The City has not yet advertised the project. One reason for this delay is that the dissolution of the redevelopment agency has complicated task responsibilities, and another reason is that the City did not receive the program supplement and master agreement from Caltrans in a timely manner. It is likely that the 6 months from allocation to award deadline (that would be award on April 27th) will not be met; however, Caltrans has already indicated they will work with the Authority to support an extension due to the long time it took them to get the program supplement done. This delay is not a concern, because during the delay, work is still ongoing to relocate utilities. PG&E did their final tie-in this month, and currently AT&T is relocating their facilities and work should be complete in two months.

Issues/Areas of Concern

None.

v. Electric Bicycle Facility at West County 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 (El Cerrito Plaza, El Cerrito del Norte and Richmond) to meet projected 2015 demand.

Current Project Phase Construction.

Project Status

The Authority appropriated \$402,000 for design and construction of improvements on January 20, 2010. An electronic locker contract was awarded to eLock Technologies LLC of Berkeley in the amount of \$2,334,384 to supply BART with approximately 1,008 lockers over the next five years. Initial deployment plans call for west county stations to receive the following locker allocations: El Cerrito Del Norte - 24; El Cerrito Plaza – 8 and Richmond - 16. The following electronic lockers are scheduled to be installed by summer 2012: El Cerrito Plaza – 24 (6 quads).

Issues/Areas of Concern

None.

w. Comprehensive Wayfinding System for West Contra Costa BART Stations (10002-05)

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. Request for Proposal (RFP) for signage at El Cerrito Plaza to be released in July with bid award in fall, 2012. Additional signage for El Cerrito Del Norte and Richmond are also included in this RFP.

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Issues/Areas of Concern

None.

x. Interstate 80 Integrated Corridor Mobility (7005)

CCTA Fund Source	Measure J
Lead Agency	Alameda County Transportation Commission (Alameda CTC)/ CCTA
Project Description	Utilize state-of-the-practice Intelligent Transportation System (ITS) technologies to enhance the effectiveness of the existing transportation along I-80, San Pablo Avenue and crossing arterials in Alameda and Contra Costa County between the Carquinez Bridge and the Bay Bridge. The project funding plan includes proposition 1B Corridor Mobility Improvement Account (CMIA) funds and Traffic Light Synchronization Program (TLSP) funds.

Current Project Phase Construction and Final Design.**Project Status**

In January 2011, the CTC approved the amendment to reflect seven construction and procurement contracts. The CTC allocated funding for the I-80 Traffic Operation System (TOS) elements and the San Pablo Corridor Arterial and Transit Management project. The Alameda CTC awarded the construction contract in June 2011. The lowest bid was \$8.911 million or 20% below the engineer's estimate of \$11.124 million. Construction started in late September 2011 and is well underway.

The environmental document for the remaining project elements was signed on July 29, 2011. Construction of remaining contracts is expected to start in mid-2012.

As of March 2, 2012 WCCTAC, Alameda County Transportation Commission, and CCTA have approved the project Operation and Maintenance MOU.

Issues/Areas of Concern

The CTC indicated future allocations to the project will be contingent upon execution of the MOU. As of March 2, 2012 WCCTAC, Alameda County Transportation Commission, and CCTA have approved the project Operation and Maintenance MOU. Other partnering agencies are expected to take action on the MOU this month and early April 2012.

EAST COUNTY**y. SR4 Widening Railroad Avenue to Loveridge Road (1405) - No changes from last month**

CCTA Fund Source Measure C

Lead Agency CCTA

Project Description State Route 4 was widened 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. The project also provided a median for future mass transit.

Current Project Phase Highway Landscaping – Plant Establishment Period.

Project Status

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

Issues/Areas of Concern

None.

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

CCTA Fund Source Measure C and J

Lead Agency CCTA

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

Current Project Phase SR4 mainline construction.

Project Status

Construction of the SR4 mainline and Loveridge Road widening began in June 2010. It is estimated that the project construction will be completed in late 2013 or early 2014, but the completion date depends on weather and the contractor's approved working schedule.

The construction staging and duration is significantly affected by environmental permit restrictions associated with existing creeks and waterways within the project limits.

Current construction activities include sound wall construction, traffic barrier construction, and work on the new southbound Loveridge Road Bridge over SR 4. Concrete for the new bridge deck was placed in early March. The new southbound Loveridge Road Bridge is anticipated to be completed in April. At that time, all Loveridge Road traffic will be temporarily switched onto the new bridge so demolition of the existing bridges over SR 4 can take place as well as construction of the new northbound Loveridge Road Bridge. While the new northbound Loveridge Road Bridge is being constructed, temporary access for the North Park Plaza shopping center will be via a temporary access point at California Avenue behind the shopping center.

Westbound SR4 traffic from the eastern end of the project limit to just east of Loveridge Road has been switched to the newly constructed outside concrete pavement lanes and onto the newly constructed westbound bridge over Century Boulevard. Eastbound SR4 traffic in this same vicinity is expected to be switched to the newly constructed outside concrete pavement lanes and onto the newly constructed eastbound bridge over Century Boulevard at the end of April. The switch of both eastbound and westbound traffic to the new outside lanes in this vicinity will allow for the demolition of existing bridges and construction of the freeway median and eBART bridges over Century Boulevard.

The project construction is approximately 43% complete.

Issues/Areas of Concern

None.

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

CCTA Fund Source	Measure C and J
Lead Agency	CCTA
Project Description	State Route 4 will be widened 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 **Segments 1 & 2 – Construction Phase; Segment 3A – Bid Phase and Segment 3B – Right-of-Way Acquisition, Utility Relocation & Final Design Phase.**

Project Status

The 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 SR 160.

Segment 1

The Somersville Road Interchange project was awarded on December 23, 2010 to R&L Brosamer, Inc. for the bid price of \$35,727,083.49 (25% below the Engineer's Estimate). The total project allotment is \$39,641,000. Construction started on March 16, 2011. The anticipated completion date is August, 2013.

During the month of March, construction work continued along both the north and south sides of the freeway on sound walls and finishing work on retaining walls that have the Delta Region Native Landscape Architectural Treatment. Also, along both the north and south sides of the freeway, construction work has continued with mainline pavement widening and other preparations that were needed for completion and opening of the new off-ramps and on-ramps. The new off-ramps and on-ramps, in both directions of the freeway, were opened in March. The opening of these ramps was intended for February. However, due to wet weather and Contractor delays in completing all of the preliminary work, these ramps were opened in March instead. Drainage systems and electrical work was ongoing.

Temporary paving and other stage construction work was completed in order to move westbound traffic over for construction of the new SR4 mainline bridge in that direction. This traffic switch was also scheduled to occur in late February, but was moved to March.

Segment 1 construction is approximately 45% complete.

Segment 2

The Contra Loma Interchange/G Street project was awarded on October 11, 2011 to CC Myers, Inc. for the bid price of \$42,380,000 (16% below the Engineer's Estimate). The total project allotment is \$48,718,000. Construction began in March 2012 and is anticipated to be completed by spring 2015. A groundbreaking ceremony was held on March 9th.

The first order of work on Segment 2 was to permanently close the G Street on and off ramps. Closure of these ramps will allow construction to proceed on the western half of the

new G Street Bridge over SR4. Other than occasional short-term (night) closures, G Street will remain open to traffic during construction of the new G Street Bridge over SR4.

Segment 3A

The CTC allocated State Proposition 1B Bond funds in January 2012. This segment of SR4 was advertised for construction bids on February 27, 2012. Bids are scheduled to be opened on April 18th and construction is anticipated to start this summer.

Segment 3B

This segment, Hillcrest Avenue Interchange area, was delayed due to coordination issues related to the future eBART station and geometric approval by Caltrans of the proposed Hillcrest Avenue Interchange. A combined 95% roadway and structures package was submitted to Caltrans on November 29, 2011 and the project team is currently working on the 100% submittal. The Ready-To-List (RTL) date for this segment is targeted for May 2012. The Authority will advertise, award and administer the construction contract for this segment. Currently, it is anticipated that Segment 3B will be constructed using 100% local funds.

Issues/Areas of Concern Caltrans and the Segment 1 contractor (R&L Brosamer, Inc.) are currently engaged in some discussions about potential claims by the contractor. Caltrans provided a written response to a letter submitted by the contractor and Caltrans acknowledged that some portions of the issues raised by the contractor may have some merit, albeit with very minor impacts and costs to the project. All other issues have no merit according to Caltrans' position and opinion. The contractor recently submitted ten related Notices of Potential Claims (NOPCs) to formally protect their claim noticing rights on issues raised by the contractor. The contractor has not submitted any documents which substantiates their claims.

bb. SR4 Bypass: SR4/SR160 Connector Ramps (5001) – No changes from last month.

Project Fund Source	Bridge Toll Funds
Lead Agency	State Route 4 Bypass Authority/CCTA
Project Description	Complete the two missing movements between SR4 Bypass and State Route 160, specifically the westbound SR4 Bypass to northbound SR160 ramp and the southbound SR160 to eastbound SR4 Bypass ramp.
Current Phase	Final Design.
Project Status	

Mark Thomas and Company (consultant to the SR4 Bypass Authority) is responding to Caltrans comments to finalize the Project Report. Completion of the Project Report is also being delayed due to the discussion on the responsibility to pay for the potential additional costs to accommodate eBART in the median of SR4. The SR4 Bypass Authority stopped work on the Project Report to request funding from BART. TRANSPLAN and ECCRFAA are possible funding sources. Project design has begun by Rajappan and Meyer Consulting Engineers with Caltrans oversight. Design is scheduled to be completed in May 2013; however, this date could slip if the ramp alignment is not determined by April 2012.

The Authority has finalized a MOU with the SR4 Bypass Authority to transfer Lead Agency status to the Authority, and a MOU with TRANSPLAN and ECCRFAA to address cost issues should the \$50 million in Bridge Toll funds be insufficient to complete the project.

Issues/Areas of Concern

There is no funding identified to address the potential additional costs to accommodate eBART in the median of SR4.

cc. SR4 Bypass: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1 (5002 & 5003)

CCTA Fund Source	Measure J
Lead Agency	State Route 4 Bypass Authority/CCTA
Project Description	Widen the State Route 4 Bypass from 2 to 4 lanes (2 in each direction) from Laurel Road to Sand Creek Road, and construct the Sand Creek Interchange. The interchange will have diamond ramps in all quadrants with the exception of the southwest quadrant.
Current Phase	Construction.

Project Status

Final design is complete for the combined project and the project was advertised on February 6, 2012. The project was scheduled for bid opening on March 27, 2012 and award at the Authority Board meeting will be held on April 18, 2012.

The project successfully obtained \$33 million through the CTC from CMIA savings. Authority staff obtained necessary MOUs with the SR4 Bypass Authority, TRANSPLAN and ECCRFAA to transfer Lead Agency status for construction to the Authority and cover potential financial risk.

Issues/Areas of Concern

West Coast Home Builders decided not to move forward with their additional out of scope work

dd. East County Rail Extension (eBART) (2104/2001)

CCTA Fund Source Measure C and J

Lead Agency BART/CCTA

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

Current Project Phase

Final Design and Construction. BART is the lead agency for this phase. Construction of the Transfer Platform and eBART Facilities in the median to Railroad Avenue is underway.

Project Status

BART advertised the next construction contract for the maintenance shop shell, the Hillcrest Parking Lot and Slatten Ranch Road.

Work continues on the transfer plan platform in the median. The construction of the barrier rails is complete. Work continues on the foundation for the train control building and work on the access tunnel is complete.

Coordination is ongoing between BART and CCTA consultants working on the design of the SR4 Widening Project focusing at this point on the Hillcrest segment (3B). A master integrated schedule has been developed for the eBART and SR4 Construction Contracts.

Issues/Areas of Concern

Availability of Prop 1B transit and ECCRFFA funding continues to be a concern.

2. Completed Projects

SOUTHWEST COUNTY

Measure C

- 1104 I-680/Stone Valley Road I/C, 1998
- 1105 I-680/El Cerro Blvd. I/C Ramp Signalization, 1994
- 1106 I-680 Auxiliary Lanes Segments 1 & 3, 2007
- 1107 I-680/Fosteria Way Overcrossing, 1994
- 1600 Moraga Rd. Safety Improvements, 2005
- 1602 Camino Pablo Carpool Lots, 1996
- 1607 Moraga Way at Glorietta Blvd. & Camino Encinas, 2001
- 1608 Moraga Way Safety Improvements, 2002
- 1609 Moraga Way /Ivy Dr. Roadway Improvements, 2004
- 1611 Mt. Diablo Corridor Improvements, 2001
- 1612 Moraga Rd. Corridor Improvements, 2005
- 1621 St. Mary's Rd. – Phase 2, 1999
- 1622 Moraga Rd. Structural & Safety Imp., 2005
- 1624 Bryant Way/Moraga Way Improvements, 2005
- 1711 St. Mary's Rd. Improvements, 1995
- 1625/1625SW Moraga Way Rehabilitation & Improvements, 2011
- 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
- 1203** Alhambra Avenue Widening, 2011
- 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
- 1219** Iron Horse Trail Crossing at Treat Boulevard, 2010
- 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

Measure J

- 8002** I-680 Southbound Carpool Lane Extension (restripe), Nov 2011
- 24027** Ygnacio Valley Road Permanent Restoration – Phase 2
- 24029** Old Marsh Creek Road Overlay, 2010

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
- 3112 Big Break Regional Trail, 2010

Measure J

- 5006 Vasco Road Safety Improvements Project – Phase 1, 2011
- 5010 SR4 Bypass: Segments 1 and 3, 2008