

TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda

THURSDAY, NOVEMBER 8, 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. **Convene Meeting/Pledge of Allegiance/Self-Introductions**
2. **Chair Pierce - Recognition of Bill Shinn for his years of service representing the City of Concord on TRANSPAC and Welcome to Concord Mayor Ron Leone, the City of Concord's new TRANSPAC representative**
3. **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

4. **Approve September 13, 2012 Minutes**

Attachment: September 13, 2012 minutes

ACTION: Approve minutes and/or as revised/determined

END CONSENT AGENDA

5. **An overview of the I-680 Corridor System Management Plan (CSMP) Presented by Tarek Hatata, President, System Metrics Group**

Attachment: Presentation to Technical Advisory Committee Meeting held on September 21, 2012, regarding the I-680 CSMP TOPL Corridor Analysis Demonstration may be downloaded at:
<https://docs.google.com/viewer?a=v&pid=sites&srcid=ZGVmYXVsdGRvbWFpbnxjY2k2ODBjc21wfGd4OjIzNzA2YjI1ZWVjNmIzOWU>

The Contra Costa I-680 Corridor System Management Plan (CSMP) is an intermodal planning effort led by Caltrans and the Contra Costa Transportation Authority (CCTA). The study corridor area is I-680 between the I-580/I-680 interchange near the Contra Costa/Alameda County line to the Benicia Bridge at the Contra Costa/Solano County line. The CSMP addresses corridor issues, assesses current performance problems and identifies the causes of those problems. The best mix of improvements, strategies and actions to improve mobility, travel time reliability, stewardship, and other goals will be identified based on analysis of alternative improvement scenarios using simulation modeling techniques among other evaluation tools. The CSMP is intended to inform our engagement in the regional transportation planning process.

The purpose of the CSMP is to develop a unified vision among Caltrans, MTC and Contra Costa stakeholders for a 25-year corridor concept including a range of investment options and packages for the corridor, from minor operational improvements to major capital projects; an analysis of how those investments will affect the corridor performance in the near and long-term; ensure that the CSMP is solidly based in smart mobility concepts that facilitate mobility for a sustainable region; and demonstrate the Tools for Operational Planning (TOPL) as an operations analysis tool for CSMPs.

This CSMP effort will leverage and coordinate resources from related efforts to advance the state of practice in corridor-wide system planning, operational analysis, and system management in this congested urban freeway corridor. The CSMP is funded and managed by Caltrans. The System Metrics Group was hired as the consultant project manager in January 2012 with subcontractors including MIG and Nelson/Nygaard. CCTA and MTC staffs were on the selection committee along with Caltrans Planning and Operations staff. The Staff Working Group (SWG) held its first meeting in February. Among the first tasks was to identify appropriate stakeholder agencies for a Technical Advisory Committee.

ACTION: Accept report with thanks to Mr. Hatata and/or as determined

6. City of Concord Request for Measure J Line 20(a) "Additional Transportation Services for Senior and People with Disabilities" Funding to Match Lifeline Transportation Program (LTP) funds, and Locally Available In-kind Services for the Monument Neighborhood Shuttle

Attachment: Letter from Ray Kuzbari, Transportation Manager, City of Concord detailing the City's request for Line 20a; City of Concord March 2012 Monument Neighborhood Shuttle Contra Costa Lifeline Transportation Program Grant Application

In March 2012, the City of Concord and the Monument Community Partnership/Michael Chavez Center for Economic Opportunity (MCP/Chavez Center) submitted a joint grant application to MTC under the Lifeline Transportation Program (LTP) to fund the Monument Neighborhood Shuttle for three years. The Shuttle project was included in the Monument Corridor Community-Based Transportation Plan (CBTP) adopted by the Concord City Council in 2006.

The City and its partners want to implement this project to meet the needs of the community. There are gaps in transportation services for the community including low-income residents, seniors, and people with disabilities and people who do not have cars.

The service area is primarily the Monument Community, a triangular area bounded by SR 242, to the northwest, Galindo Street to the northeast, the BART line to east and south, and Bancroft Road in Walnut Creek to the southwest (see Figure 1 in the attached letter from Ray Kuzbari, City of Concord, Transportation Manager). The shuttle service is limited to residents located inside the service area.

Once all the funding is secured, a representative working group will be formed consisting of stakeholders including the City, TRANSPAC, and community residents, seniors, and disabled persons. The program will be planned and designed to get the business/operations side up and running and launched within a six-month period.

The LTP grant application for the Monument Neighborhood Shuttle was approved by MTC in June 2012 for the requested amount of \$311,704. These funds are expected to become available in 2013, at which time the proposed shuttle program will be started. The Concord City Council adopted Resolution No. 12-73 on October 23, 2012 accepting these funds from MTC.

The application was prepared as a joint effort among the City, Monument Community Partnership (MCP) and Chavez Center. Because the applicant is not a transit agency, it was not able to request STA (State Transit Assistance) funds to fund 100% of the project. CCTA staff advised that the best option was the JARC (Jobs Access and Reverse Commute) program. Under this program, an applicant can request 50% of the operational costs for the project. The other 50% would come from other matching funds. The City, MCP and Chavez Center offered in-kind services, donating staff time to help close the gap on the matching funds. Part of the local match is not just staff time from the City and MPC and Chavez Center, it also includes volunteer time from City residents who will serve as interpreters and translators who can reach out to people and assist disabled persons.

This effort resulted in identification of 25% of the total cost in in-kind staff time. However, 25% of the local share was still needed to close the gap as a whole. The City and its partners worked with CCTA on alternatives to determine how to close the funding gap.

When the LTP application was submitted, CCTA staff advised that the project was a good candidate for Measure J Line 20a funding to close the 25% gap. The LTP application stipulated that the City of Concord, MPC and Chavez Center would work with TRANSPAC to seek Measure J Line 20a line item funds for the remaining 25% (\$160,138) in local share funding.

As a result of these efforts, the City of Concord is requesting that TRANSPAC approve an allocation of \$160,138 in Measure J Line 20(a) funds to match the \$311,074 LTP funds for the proposed Monument Neighborhood Shuttle for a three year period. The LTP funds will be used to lease one full-size van with a 10 passenger capacity, fund the start-up, operations and insurance costs so that the service is free for area residents.

After a lengthy discussion, the TAC recommended TRANSPAC's approval of this request. It was noted that the various pieces of this funding request had not jelled at the time of the TRANSPAC Line 20a Call for Projects earlier this year.

ACTION: Approve TAC recommendation on the City of Concord Request to Fund the Monument Neighborhood Shuttle and/or as revised/determined

7. 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 September 20 and October 18 , 2012 for circulation to the Regional Transportation Planning Committees and Items of Interest, October 17, 2012 CCTA Executive Director's Report

ACTION: As determined

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

Attachment: October 3, 2012 Planning Committee Staff Report on SB375/SCS Implementation Update and Staff report on "Launching the OneBayArea Grant (OBAG) Program and PDA and Investment and Growth Strategy"

ACTION: As determined

9. 511 Contra Costa and TRANSPAC Staff Reports

a) 511 Contra Costa: Program Manager Report:

Attachment: CCTA Administration Committee staff report on the Audit of the Transportation Fund for Clean Air Program Manager Fund Projects for the Period Ended June 30, 2011

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

11. Correspondence/Copies/Newsclips/Information

- Letter dated September 5, 2012 to Barbara Neustadter from Heather Ballenger, City of Walnut Creek, regarding reallocation of unobligated funds
- Letter dated September 20, 2012 to Randell H. Iwasaki from Barbara Neustadter regarding the request of the City of Walnut Creek for reallocation of unobligated funds
- Letter dated September 20, 2012 to Mo Pazooki, Caltrans
- Letter dated September 20, 2012 to Sid Pawar, Caltrans
- *Contra Costa Times* article: 10/22/2012 "Project to ease traffic on I-80 Unveiled"
- *SF Chronicle* article: 10/24/2012 "U.S. to study safety of driverless cars- 'evolutionary step' in technology"

12. Agency and Committee reports

- WCCTAC - October 1, 2012 report
- TRANSPAC – September 20, 2012 report; proposed 2013 Meeting Schedule
- County Connection: Fixed Route Operating Report; LINK Monthly Operating Report
- CCTA Project Status Report dated November 1, 2012, may be downloaded at <http://www.ccta.net/assets/documents/APC/110112~APC~Agenda/01.pdf>

ACTION: Accept reports and/or as determined

13. For the Good of the Order: CCTA Executive Director Randy Iwasaki is scheduled to address TRANSPAC at its December meeting

14. Adjourn/Next Meeting Date: The next meeting is scheduled for December 13, 2012 at 9 a.m. in the Community Room at Pleasant Hill City Hall unless otherwise determined

TRANSPAC Meeting Summary Minutes

MEETING DATE: September 13, 2012

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

PLANNING COMMISSIONERS PRESENT: Dan Richardson, Clayton; Diana Vavrek, Pleasant Hill; John Mercurio, Concord

AGENCY STAFF PRESENT: Martin Engelmann, CCTA; Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; Steve Waymire, Walnut Creek; Lynn Overcashier, 511 Contra Costa; Corinne Dutra-Roberts, 511 Contra Costa; Kerri Bock-Willmes, 511 Contra Costa; Amanda Bornstein, 511 Contra Costa; Barbara Neustadter, TRANSPAC.

GUESTS PRESENT: Mo Pazooki, Caltrans; Sid Pawar, Caltrans; Bob Armstrong, Clayton

MINUTES PREPARED BY: Marilyn Carter, TRANSPAC Staff

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1. Convene Meeting/Pledge of Allegiance/Self Introductions – Completed

Chair Pierce convened the meeting at 9:05 a.m.

2. Public Comment

Bob Armstrong, former Planning Commissioner from Clayton, is no longer on the Planning Commission with the City of Clayton, and expressed his appreciation in serving the TRANSPAC organization.

CONSENT AGENDA

3. Approval of the July 12, 2012 minutes – Durant/Shinn/Unanimous

END CONSENT AGENDA

4. Thank you to Bob Armstrong, City of Clayton Planning Commissioner for his service to TRANSPAC, October 12, 2006 to May 10, 2012 presented by Chair Pierce

Chair Pierce and Barbara Neustadter presented a specially-designed "duck" plaque to Bob Armstrong in appreciation of his six years of service to TRANSPAC. Mr. Armstrong was also

presented with a bag of extra ducks (to hurl at motorists who talk on their cell phones or violate the HOV lane restrictions) as well as a specially-prepared dozen of blueberry-lemon muffins.

Ms. Neustadter explained that Bob Armstrong came to TRANSPAC as an alternate from the City of Clayton, and after two meetings he became the Planning Commissioner representative for Clayton. His first meeting with TRANSPAC was October 12, 2006. She continued that Bob has been a steadfast representative for the City of Clayton by bringing much energy and enthusiasm. She invited Mr. Armstrong to return to TRANSPAC meetings for visits in the future.

ACTION: None required.

5. Happy 50th Birthday to the Benicia-Martinez Bridge.

Chair Pierce announced the item and asked for comments.

Barbara Neustadter introduced Mo Pazooki from Caltrans, the project manager of the Benicia-Martinez Bridge. She shared that Mo Pazooki and Sid Pawar led TRANSPAC members on several tours of the new bridge while under construction. She thanked Mr. Pazooki and Mr. Pawar for the valuable experience.

Mr. Pazooki commented that it was a great pleasure working with TRANSPAC. Any time Caltrans needed help from TRANSPAC it was provided and he expressed his gratitude and thanks. He continued that the old bridge was built in 1962, with four lanes and was built for \$25 million (approximately \$1 billion in today's dollars). In 1980, after an earthquake, it was determined that emergency retrofit was needed on the bridge. Then in 1991, the bridge was widened. There was a full retrofit in 1999, at a cost of nearly \$5 million. The old bridge was opened to four southbound lanes when the new bridge was constructed, and so far, there has not been excessive traffic on that bridge.

Since the time he left working on the Benicia-Martinez Bridge, Mr. Pazooki has been working on the Antioch Bridge and the Dumbarton Bridge.

Ms. Neustadter introduced Sid Pawar, who worked for Mo Pazooki and with TRANSPAC on the Benicia-Martinez Bridge.

Mr. Pawar shared that he was hired by Mo Pazooki and thanked Mr. Pazooki for the experience and knowledge he shared. He advised that the Benicia-Martinez Bridge project was already in construction when he came onboard. Some of the challenges addressed on that bridge are being used all over the world now. There were delays and challenges, but overall it was a great success.

Mr. Pazooki shared that the most challenging part of construction of the bridge was the day pile-driving had to stop because a biologist noticed a bruised fish in the bay and demanded that construction be stopped. That delay was almost six months, at a cost of approximately \$200,000 per day. It was difficult to explain that situation to the funding agency and it was the most challenging part of the project. An air bubble system while driving piles was devised to solve the problem, and is being used all over the world now in similar situations.

Mr. Pawar commented that a challenge was also faced in using regular methods of drilling holes into plugs. Regular methods were not working and new technology was needed to drill holes with a massive rotator tool. This was another example of the unique issues that were utilized for the first time in building the bridge.

Mr. Pazooki advised that the new bridge is one of the strongest bridges in existence today. It is a lifeline bridge designed to sustain minor damage in the event of a substantial earthquake.

Everyone sang "Happy Birthday" to the Bridge – led by Martin Engelmann.

ACTION: None required.

6. **511 Contra Costa staff is seeking TRANSPAC approval for the FY 2013/14 TRANSPAC/TRANSPLAN 511 Contra Costa Program Work Plan with funds from the Bay Area Air Quality Management District (TFCA), CCTA Measure J (Commute Alternatives) and MTC CMAQ (Employer Outreach)**

Lynn Overcashier advised that the work plan and activities 511 CC is expecting to conduct in the 2013/14 TFCA grant application are contained in the agenda packet for members' reference. The TAC has reviewed the work plan. The Air District prefers to keep work plans as they are; otherwise additional audits would be needed. Ms. Overcashier requested approval of the 2013/14 program.

ACTION: Approved. Durant/Silva/Unanimous

7. **Final Report for the FY 2011/12 TRANSPAC/TRANSPLAN 511 Contra Costa Program**

Ms. Overcashier advised that the 511 Contra Costa program utilizes funds available on an annual basis, and the report has been submitted to the CCTA and Air District. Last year more TFCA funds were used for the buy one get one free programs through the transit agencies. Emphasis was placed on partnership-type programs with transit agencies rather than giving incentives to the general public. Marketing efforts of the transit agencies have been bolstered by focusing on routes where the agencies want to increase ridership. Electric vehicle infrastructure was installed for more jurisdictions. The Air District gave permission to use some of the incentive funds for electric charging stations and infrastructure without having to submit programs, budgets and authorization. Ms. Overcashier thanked Peter Engel for his assistance with those efforts. The strengthening of the StreetSmarts Program has resulted in more complementary programs to the TFCA and Measure J Programs.

ACTION: Report received.

8. **Meet Mr. BEEPS!! 511 Contra Costa's newest staffer**

Corinne Dutra-Roberts announced that the StreetSmarts Team is beginning to roll out the federal grant program which was received last year to the schools in Central and East Contra Costa County. The schools which were reached by the Peace On The Streets Ride On (POTSRO) Program last year are targeted for the StreetSmarts Program this year. She introduced Kerri Bock-Willmes and Amanda Bornstein, who introduced the newest addition to 511 Contra Costa, Mr. Beeps.

Ms. Bock-Willmes presented a slide show of the activities of StreetSmarts Program this summer. It included the Bank of America Youth Fair and Concord Safety Fair. The elementary school program is currently being launched which includes a 30-minute presentation with Mr. Beeps. A 511 Contra Costa staff member will present the program to the children, and another staff member will be behind the scenes controlling the robotic voice and movements of Mr. Beeps. Currently the program will be presented to grades K-2 or K-3, and next year there will be a presentation with a script for older students in grades 4-5.

The presentation includes stop sign and traffic signal recognition, crosswalk safety, helmets, and rules for traffic safety, especially at student drop-off locations. The benefit of walking, riding, and rolling will be presented to educate the students regarding clean air and traffic congestion. At the end of the presentation, a workbook entitled "Traffic Tim" (which is customized with the StreetSmarts logo) will be provided for the students and teachers.

Currently staff will be working with 8 schools from Antioch, Martinez and Concord, and are scheduling presentations to schools in the fall. Ms. Bock-Willmes invited members to refer schools for inclusion in the program.

International Walk to School Day which is October 3, 2012, is being launched. Amanda Bornstein is in the process of building the list of schools. In East County, some schools will be on break during that time, and the date will be rescheduled.

Ms. Overcashier advised that all schools were contacted and had been offered the program, and the schools indicated in the presentation are the ones who chose to participate.

Chair Pierce commented that it is a very good program, and that all schools have traffic issues to deal with, especially with student drop-off zones.

ACTION: Information Received

OUT OF ORDER ITEM TAKEN AT REQUEST OF CINDY SILVA

11. 511 Contra Costa and TRANSPAC Staff Report

b) TRANSPAC Report:

Barbara Neustadter introduced Steve Waymire with the City of Walnut Creek who is in attendance to represent Heather Ballenger, Public Services Director for the City. The City of Walnut Creek has delivered two major projects with federal funds. The City has \$594,440 left over in unobligated funds which will revert to the federal government if not expended. The City has no other projects on which it can expend the funds, so the City suggests that the funds be spent on another local federalized project. Two possibilities are Highway 4 and the Caldecott Tunnel. The only request by the City is that there is an understanding that at some point in the future the same amount of funding could be used by another Walnut Creek project(s). In order to expedite the request, the letter was sent to the TRANSPAC TAC, and there is no objection to moving forward in supporting the recommendation to the Transportation Authority.

Cindy Silva commented that she would rather use the funds in Pittsburg, California as opposed to Pittsburgh, Pennsylvania. Steve Waymire thanked CCTA Staff and TRANSPAC Staff for the expeditious manner in which the issue was handled.

Barbara Neustadter advised that this item will be included in the status letter which goes to the Transportation Authority, and then a separate letter will be sent to the Transportation Authority regarding this topic only.

ACTION: Approved. Shinn/Durant/Unanimous

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)

David Durant gave a report on the Planning Committee meeting. He advised that the City of Clayton's Growth Management Program Compliance Checklist was approved and TRANSPAC Additional Transportation Programs for Seniors and People with Disabilities Measure J funding was approved. TFCA projects and Bay Area Air Quality Management District cost effectiveness criteria were evaluated. Discussion was held on the CTP work plan and the launch of the OneBayArea Grant. Approval was granted to circulate the draft technical procedures update for review and comment which will be forthcoming.

Barbara Neustadter commented that TRANSPAC TAC will be reviewing the draft procedures at its next meeting.

Chair Pierce gave a report on the Administration and Projects Committee meeting. She advised that the quarterly sales tax report was received and was significantly improved over last year. The City of Pleasant Hill Geary Road Improvement Project was approved. She gave thanks to the engineers for work performed in the Peer Review Process for these types of projects. Legislative issues included items from Senator DeSaulnier's bills to inner-city passenger rail act issues, to pension issues. Approximately 300 trees and large brush will be removed from the area surrounding Southbound I-680 lanes in South County (Sycamore Valley to Crow Canyon). The vegetation will be replanted at a ratio of 3-1, but it will be awhile before it is replanted. The Mokelumne Bike Pedestrian Trail Overcrossing on SR-4 was approved. The Executive Director entered into an agreement with Keystone Public Affairs for federal lobbying and consultation services which should help to assist with the new legislation for the transportation bill because there will be no earmarks.

ACTION: Reports received

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

Martin Engelmann gave an update on SB 375 and the SCS implementation. The last update was when MTC was in the midst of identifying alternatives for the Draft Environmental Impact Report on the Regional Transportation Plan. Five alternatives are available and a draft EIR will be released in approximately October or November. Gary Gallegos from SANDAG will be at the Authority meeting

on September 19 to present SANDAG 2050 RTP which is the first SCS to be adopted in California, and the resulting lawsuits and issues involved with the Attorney General in adopting that SCS.

The OneBayArea Grant (OBAG) Program was adopted by MTC, which is the \$320 million in federal funding to congestion management agencies. Contra Costa will receive approximately \$45 million, and may spend it on CMA planning, local streets and roads, pedestrian bikes and trails, and safe routes to school. Seventy percent (70%) of the funds must be expended in Priority Development Areas (PDAs) or at locations that have proximate access to PDAs. TCC met in August to review it and will meet again on September 20 to discuss needed committees. Planning Directors will meet on September 14 to discuss OBAG. A leadership roundtable meeting of elected officials from MTC, ABAG, and the Air District will be held on September 17. Executive Director Ezra Rapport will be there to discuss implementation of the SCS and how to assist cities develop the PDAs. Planning directors will be present to discuss practical matters of building the PDAs. An MTC Joint Planning and ABAG Committee meeting will be held on September 17 to discuss the Urban SIM model. A Joint Policy Committee meeting will be held on September 21, where all four agencies will meet together. Planning Directors will meet on September 14 to discuss OBAG.

ACTION: Report received

11. 511 Contra Costa and TRANSPAC Staff Report

a) 511 Contra Costa and TRANSPAC Staff Report

Lynn Overcashier advised that the Program Manager's Report is in the agenda packet for review. She will be attending a two-day workshop in Massachusetts in February instead of October, as stated in the report. She is one of four people across the nation who were invited to attend the workshop to assist with the State's expanded Safe Routes to School and TDM Programs. Ms. Overcashier will attend TRB in January 2013 to discuss, among other things, delving more deeply into performance measures. California is on the leading edge of development of performance measures because of the tie to air quality over the years.

The 21a Safe Transportation for Children funding from Central County will be utilized for the follow-up program (StreetSmarts II) to the Safe Routes to School Pilot Program. Diablo View Middle School in Clayton and Adams Middle School in Brentwood will receive the program this fall. The 21a funds will be used for the Central County follow-up program and Measure J funds will be used for East County since they don't have Safe Transportation for Children funds.

The Diablo View infrastructure program in front of the school has been completed. There is now a need for the Clayton Community Park access, so 511 Contra Costa will be working with City Staff as well as the school regarding how to better utilize that space for drop-off zones. The 21a funds are earmarked for small infrastructure projects such as bike racks or signage and striping.

There will be a need to request additional 21a funds for continuation of the follow-up program and infrastructure later in the year. TRANSPAC TAC will be requested to identify sidewalk gap closure projects and crosswalk projects in proximity to schools, in anticipation of the request for funds from the OneBayArea Grant.

TDM ordinances are in the process of being updated. This is required because the SCS is forthcoming and because of new legislation that has been passed that requires pre-tax benefits of employment sites with 50 or more employees.

Additional requests for electric vehicle infrastructure have been received. Walnut Creek has requested additional sites adjacent to locations that have been installed because of more demand. Martinez and the County have also requested additional sites. TAC members will be asked to identify those jurisdictions with interest.

511 Contra Costa attempts to incorporate and utilize funding on hand to provide assistance for more infrastructure capital projects within programmatic funding, so that jurisdictions don't have to apply for separate grants. She thanked Peter Engel and East County who pushed to get the Air District to identify that use of the funds could be approved for electric vehicle infrastructure within a program.

ACTION: Reports received

12. TAC Reports by Jurisdiction

No reports given.

ACTION: None required

13. Correspondence/Copies/Newsclips/Information

Newsclip: August 13, 2012 *San Francisco Chronicle* Caldecott Tunnel excavation completed.

ACTION: Information received

14. Agency and Committee Reports

ACTION: Information received

15. For the Good of the Order

Congratulations to Eric and Stephanie Hu on the birth of their daughter.

Chair Pierce advised that if there are no items to be discussed in the near future, the October meeting will be cancelled.

ACTION: None required

16. The meeting was adjourned at 10:20 a.m. in honor of CHP Officer Youngstrom, who was killed in the line of duty last week in Walnut Creek. The next meeting is scheduled for November 8, 2012, at 9:00 a.m. in the City of Pleasant Hill Community Room, unless otherwise determined.



Search this site

About

The Team

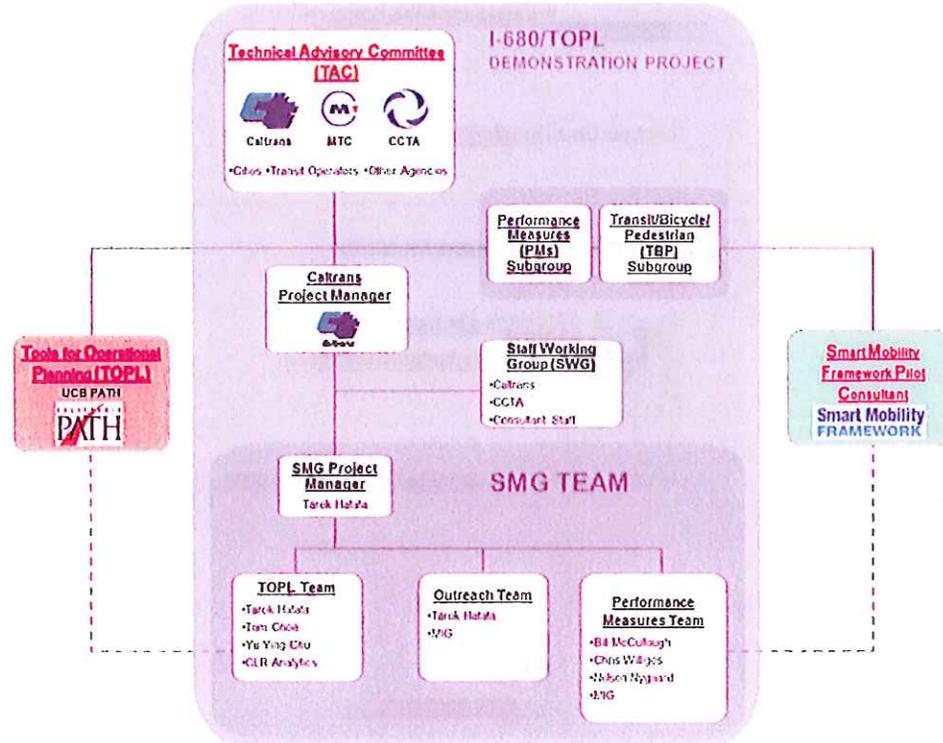
Project Calendar

Files

- Technical Advisory Committee Meetings
- Staff Working Group Meetings
- Data

Sitemap

The Team



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WHAT IS A CORRIDOR SYSTEM MANAGEMENT PLAN?



A Corridor System Management Plan (CSMP) responds to the following questions:

- How is a corridor performing?
- Why is it performing that way?
- What strategies and improvements best address its problems?

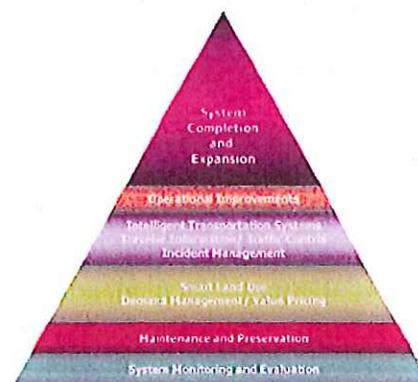
Unlike traditional transportation planning methods that emphasize capacity expansion, **the greatest value of a CSMP is to enable performance-based decision making.** The need for preparing CSMPs is based on the need to efficiently and effectively use all transportation modes and facilities in congested corridors so as to maximize mobility, improve safety and reduce delay costs.

CSMP Overview

CSMPs are being developed throughout California for corridors within which projects are funded from the Corridor Mobility Improvement Account (created by the passage of Proposition 1B in November 2006). The intent is to eventually develop CSMPs for all major travel corridors.¹

CSMPs are meant to support the Governor's Strategic Growth Plan (SGP), which calls for an infrastructure improvement program that includes a major transportation component (GoCalifornia). The objectives of these investments are to decrease congestion, improve travel times and safety, and accommodate expected growth in the population and economy. The SGP is based on the premise that investments in mobility throughout the system will yield significant improvements in congestion relief.

The system management pyramid outlines strategies to achieve more efficient system management. System monitoring and maintenance are the basic foundation upon which the other strategies are built. System expansion and completion will only provide the desired mobility benefits to the extent that investments and implementation of the strategies below it establish a solid platform. This approach emphasizes making the most of the existing system before seeking expansion. CSMPs are developed with this system management philosophy in mind.



This corridor management planning strategy is based on the integration of system planning and system management. They provide for the integrated management of travel modes and roadways so as to facilitate the efficient and effective mobility of people and goods within our most congested transportation corridors. Each CSMP will address State Highways, local parallel roadways, regional transit services, and other regional modes pertinent to corridor mobility.

¹ In the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) and the Department are working cooperatively in the development of CSMPs and MTC's related Freeway Performance Initiative corridor studies. Similar partnerships with Metropolitan Planning Organizations are taking place elsewhere in the State.

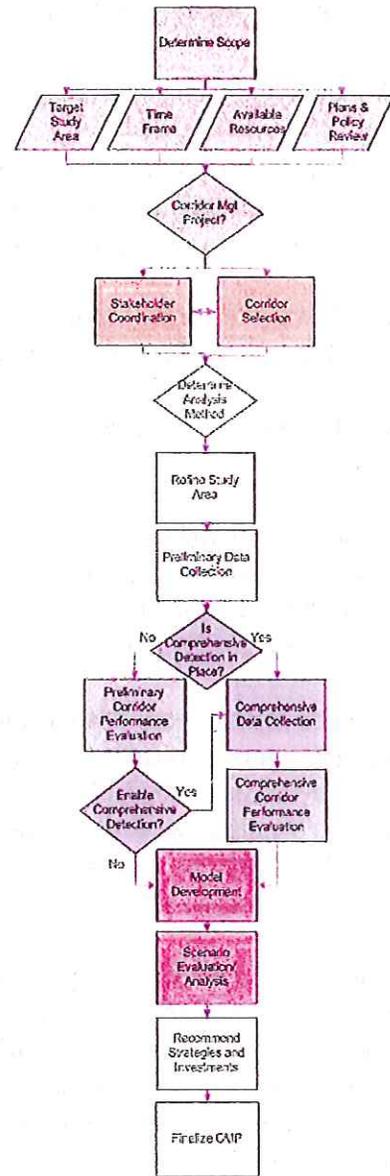
Other characteristics of a CSMP:

- Identifies and describes the corridor based on comprehensive performance assessments and evaluations.
- Assembles a team of corridor stakeholder agency staff to participate in CSMP development in order to get all working cooperatively toward solutions.
- Presents an analysis of existing and future traffic conditions and proposes traffic management strategies and capital improvements to maintain and enhance mobility within the corridor. This serves to evaluate existing system management practices and the causes of performance problems along the corridor using a set of common performance metrics. Modeling is used to forecast future travel conditions along the corridor.
- Use of innovative traffic analysis methods to predict the impacts of a variety of operational strategies and investment scenarios, allowing the corridor team to evaluate, recommend and prioritize operational strategies, needed capital improvement projects, and opportunities for transportation technology integration.

A documented CSMP is prepared for review and acceptance by the applicable stakeholder agencies. More detailed guidance regarding CSMP milestones and performance measures is available from the Caltrans *2007 Guidelines for Completing CSMP Milestones*.

Expected Impacts of a CSMP

- Strengthened institutional partnerships for corridor management and operations
- Multi-jurisdictional project proposal packaging for competitive funding opportunities
- Better problem identification, stronger cases for better performing projects
- Relief to freeway, arterial and transit networks through more efficient system operation



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Telephone: (925) 671-3129



CITY COUNCIL
Ronald E. Leone, Mayor
William D. Shinn, Vice Mayor
Timothy S. Grayson
Daniel C. Helix
Laura M. Hoffmeister

6-1

Thomas J. Wentling, City Treasurer
Valerie Barone, Interim City Manager

October 23, 2012

Barbara Neustadter
TRANSPAC (Transportation Partnership and Cooperation)
2300 Contra Costa Boulevard, Suite 360
Pleasant Hill, CA 94523

SUBJECT: City of Concord Request for Measure J Line 20(a) Match Funds for Proposed Monument Neighborhood Shuttle

Dear Ms. Neustadter:

The City of Concord is requesting that TRANSPAC allocate \$160,138 in Measure J Line 20(a) match funds for the proposed Monument Neighborhood Shuttle over three years.

In March 2012, the City of Concord and the Monument Community Partnership/Michael Chavez Center for Economic Opportunity (MCP/Chavez Center) submitted a joint grant application to MTC under the Lifeline Transportation Program (LTP) to fund a three-year Monument Neighborhood Shuttle, as defined in the Monument Corridor Community-Based Transportation Plan (CBTP). The CBTP was approved by the Concord City Council in 2006.

The LTP grant application for the Monument Neighborhood Shuttle was approved by MTC in June 2012 for the entire amount requested of \$311,704. These funds are expected to become available in 2013, at which time the proposed shuttle program will be started. The Concord City Council adopted Resolution No. 12-73 on October 23, 2012 accepting these funds from MTC.

In 2007, a shuttle service in the Monument Corridor was launched through County Connection Route 8, but ended in 2009 with the expiration of a 3-year funding period for the project. The new proposed shuttle program will build on the lessons learned from County Connection Route 8 shuttle service. The new program will address the needs of the community in the following ways:

- Free of charge
- Direct service to priority destinations to cut down transit times
- Service for employed workers during off-peak hours
- Hours of operation to fit the needs of the residents, including weekends

- Schedule and routes will be based upon the needs of the residents, not the operator's established routes; routes will be flexible in comparison to County Connection's fixed routes
- Service will be operated upon demand from within the community and overseen by a community-based organization (MCP/Chavez Center), so that it can be responsive and nimble to fit the needs of the neighborhood

The Monument Neighborhood Shuttle is proposed to be operated by a small business capable of undertaking this type of transit service, under contract with the MCP/Chavez Center. The shuttle program will be available for a period of three years based on an established three-year LTP funding cycle. The MCP/Chavez Center will be responsible for program oversight and administration. The shuttle service will provide direct transportation from high density residential areas of the Monument Corridor to the downtown Concord BART station, major employment centers on Willow Pass Road and other major corridors, La Clinica, John Muir Medical Center, the County Regional Medical Center, bus stops, as well as the Concord Senior Center and other social service agencies in the area that have been identified by the community. Additionally, the proposed shuttle will provide direct service to major shopping destinations in and near the Monument Corridor, including the 1500 Monument Shopping Center, Park 'N Shop retail center, and Sunvalley Shopping Center. The shuttle service will particularly benefit low-income workers, seniors, the disabled, and residents without vehicles.

The proposed service area for the shuttle is shown in Figure 1. It is roughly a triangular area bounded by State Route 242 to the northwest, Galindo Street to the northeast, the BART line to the east and south, and Bancroft Road and the Walnut Creek Channel to the southwest. This service area was designed to capture transportation needs for a larger population of seniors and people with disabilities living in the greater Monument Corridor area. The shuttle service will be limited to residents located inside the service area. Residents in this area will reserve service in advance of their trip by phone or online. Residents located outside of the service area will not be able to use the shuttle service. The mechanism to administer this service area will be addressed during the initial phases of the project once full funding has been secured, as discussed below.

The LTP grant for the Monument Neighborhood Shuttle will be used to lease one full-size van with a holding capacity of up to 10 passengers, fund the start-up and operational/insurance costs of this shuttle service, provide training, and subsidize the service so that it can be free for service area residents. The project will allow for an evaluation of the effectiveness of this new program to ensure it is serving the needs of the community. The evaluation program will be developed as part of the initial phases of the project, as discussed below. The total cost estimate for this project is \$627,694. LTP funding requested from MTC is \$311,704, or 50% of the total project cost.

The LTP program requires that 50% matching funds be provided for operational projects such as the proposed shuttle program. A portion of these matching funds will be provided by the MCP/Chavez Center in the form of staff time (in-kind) and through the Healthy Eating and Active Living (HEAL) grant program. In addition, the City of Concord will provide minimal in-

Barbara Neustadter
October 23, 2012
Page 3

kind services in the form of local staff time to assist the MCP/Chavez Center with project oversight. The City of Concord is also committed to working with TRANSPAC to obtain the remaining funds necessary (\$160,138) to fully fund this project through the Measure J Line 20(a) Program (*Additional Transportation for Seniors and People with Disabilities*). CCTA staff has concurred in principle with the use of Measure J 20(a) funds as part of the LTP grant application.

This funding plan will sustain the proposed shuttle program for a period of three years. At the conclusion of this time period, the program could potentially be renewed for three more years under the next LTP funding cycle and/or through other funding sources.

Once the Measure J match funds have been secured and a funding agreement is executed with MTC, the City and the MCP/Chavez Center will form a Working Group from those involved in the development of this project and the 2006 CBTP. The Working Group will be responsible for project oversight and coordination, and will initially refine the project scope and establish clear roles and responsibilities for the City and the MCP/Chavez Center, possibly in the form of a Memorandum of Understanding (MOU) between the two parties. Additional information on the planning of implementation steps and timelines is provided in the attached project grant application.

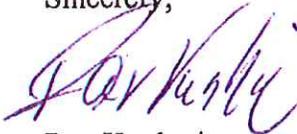
The Measure J Line 20(a) match funds being requested comprise approximately 25% of the estimated total cost for this project over its three-year life period, or roughly \$53,380 per year in Measure J funds. The percentage of participants or shuttle trips serving seniors and people with disabilities is expected to exceed 25% of the total trips served by the shuttle program, thus justifying the use of Measure J Line 20(a) as match funds for this project. (Please see attached letters of support for this project including letters from Assemblywoman Susan Bonilla, County Supervisor Karen Mitchoff, and Concord Mayor Ron Leone.)

Please consider this request to allocate \$160,138 in Measure J Line 20(a) match funds for the proposed Monument Neighborhood Shuttle over three years.

If you need further information regarding the project, please feel free to contact me at (925) 671-3129 or via email at rkuzbari@ci.concord.ca.us.

Thank you for your consideration.

Sincerely,



Ray Kuzbari
Transportation Manager

Attachments

6-4

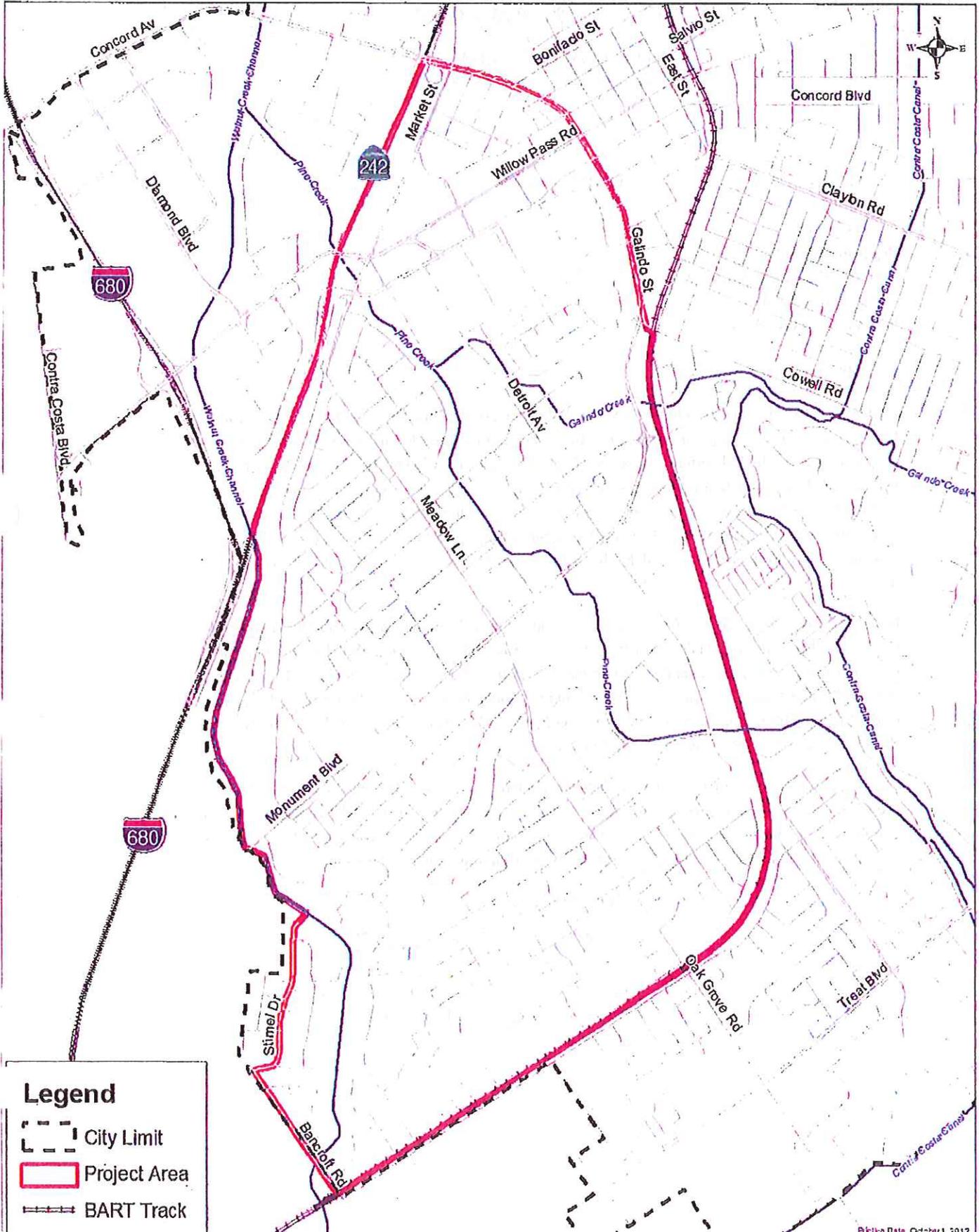
Barbara Neustadter

October 23, 2012

Page 4

cc: John Mercurio, City Representative to TRANSPAC
Bill Shinn, City Representative to TRANSPAC
Ron Leone, Concord Mayor
Valerie Barone, Interim City Manager
Victoria Walker, Director, Community & Economic Development

Monument Neighborhood Shuttle Project Area Map



STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0011
(916) 319-2011
FAX (916) 319-2111

DISTRICT OFFICE
2151 SALVIO ST. SUITE 395
Concord, CA 94520
(925) 521-1511
FAX (925) 602-1536

Assembly California Legislature



SUSAN A. BONILLA
ASSEMBLYMEMBER, ELEVENTH DISTRICT

February 28, 2012

Mr. Peter Engel
Program Manager
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Engel:

I am pleased to write this letter in strong support of the City of Concord's 2012 grant application for the Lifeline Transportation Program. If approved, this funding would provide a low-cost shuttle service for the Monument Boulevard Community, serving families, seniors, disabled persons and workers in this community. I am aware that the purpose of this program is to fund projects that result in improved mobility for low-income residents of "Communities of Concern" in Contra Costa County. These "communities" have been identified by the Metropolitan Transportation Commission (MTC), and the Monument Corridor (Central Concord) has been designated as one of those areas with the greatest need.

Improving access to health care facilities, employment centers, the downtown Concord BART station, Concord Senior Center and major shopping centers were identified by the Michael Chavez Center for Economic Opportunity, Monument Community Partnership, and our other community partners as the top priorities for a shuttle service. The Monument Community Partnership continues to work on and request funding for the priorities identified in its Community Based Transportation Plan (CBTP) and this shuttle service will address many of those concerns.

I fully support this program as it will expand transportation services in the Monument Community to provide critically needed low-cost transportation services to the underserved residents of Contra Costa County. I respectfully urge the Contra Costa Transportation Authority (CCTA) to approve this funding in order to improve the lives of the people living and working in the Monument area.

Sincerely,

Assemblywoman Susan A. Bonilla
11th District California State Legislature

Karen Mitchoff

Supervisor, District Four
Contra Costa County
Board of Supervisors

**Contra
Costa
County**

2151 Salvio Street, Suite R
Concord, CA 94520

Phone: (925) 521-7100
Fax: (925) 646-5202

February 28, 2012



Mr. Peter Engel
Program Manager
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Engel:

I am pleased to write this letter in strong support of the City of Concord's 2012 grant application for the Lifeline Transportation Program. If approved, this funding would provide a low-cost shuttle service for the Monument Boulevard Community, serving families, seniors, disabled persons and workers in this community. I am aware that the purpose of this program is to fund projects that result in improved mobility for low-income residents of "Communities of Concern" in Contra Costa County. These "communities" have been identified by the Metropolitan Transportation Commission (MTC), and the Monument Corridor (Central Concord) has been designated as one of those areas with the greatest need.

Improving access to health care facilities, employment centers, the downtown Concord BART station, Concord Senior Center and major shopping centers were identified by the Michael Chavez Center for Economic Opportunity, Monument Community Partnership, and our other community partners as the top priorities for a shuttle service. The Monument Community Partnership continues to work on and request funding for the priorities identified in its Community Based Transportation Plan (CBTP) and this shuttle service will address many of those concerns.

I fully support this program as it will expand transportation services in the Monument Community to provide critically needed low-cost transportation services to the underserved residents of Contra Costa County. I respectfully urge the Contra Costa Transportation Authority (CCTA) to approve this funding in order to improve the lives of the people living and working in the Monument area.

Sincerely,

Karen Mitchoff
Contra Costa County Supervisor

CITY OF CONCORD
1950 Parkside Drive
Concord, California 94501-2578
FAX: (925) 798-0636

City Council
Ronald E. Leone, Mayor
William D. Shim, Vice Mayor
Timothy S. Grayson
Daniel C. Heits
Luca M. Hoffmeister



(925) 671-3158

Thomas J. Witting, City Treasurer
Valerie Barone, Executive City Manager

February 23, 2012

Mr. Peter Engel
Program Manager
Contra Costa Transportation Authority (CCTA)
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Engel:

I am pleased to write this letter in strong support of the City of Concord's 2012 grant application for the Lifeline Transportation Program. If approved, this funding would provide a low-cost shuttle service for the Monument Boulevard Community, serving the families, seniors, disabled and workers in this community. I am aware that the purpose of this program is to fund projects that result in improved mobility for low-income residents of "Communities of Concern" in Contra Costa County. These "communities" have been identified by the Metropolitan Transportation Commission (MTC), and the Monument Corridor (Central Concord) has been designated as one of those areas with the greatest need.

Improving access to health care facilities, employment centers, downtown Concord BART station, Concord Senior Center, social service agencies, and major shopping centers were identified by the Monument Community Partnership, Chavez Center for Economic Opportunity, and our other community partners as the top priorities for a shuttle service. The Monument Community Partnership continues to work on and request funding for the priorities identified in its Community Based Transportation Plan (CBTP) and this shuttle service will address many of those concerns.

As an indication of our support, we commit to providing the appropriate in-kind services and expertise of our Transportation and Economic Development staff for the three-year period if the project is funded through the Lifeline Transportation Program.

I fully support this program as it will expand transportation services in the Monument Corridor to provide critically needed low-cost transportation services to the underserved residents of Contra Costa County. I respectfully urge the Contra Costa Transportation Authority (CCTA) to approve this funding in order to improve the lives of the people living and working in the Monument area.

Sincerely,

Ron Leone
Mayor



Monument
Community
Partnership

February 29, 2012

Mr. Peter Engel
Program Manager, Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Engel:

I am pleased to write this letter in strong support of the City of Concord's 2012 grant application for the Lifeline Transportation Program. If approved, this funding would provide a low-cost shuttle service for the Monument Boulevard Community, serving families, seniors, disabled persons and workers in this community. The purpose of this program is to fund projects that result in improved mobility for low-income residents of "Communities of Concern" in Contra Costa County. These "communities" have been identified by the Metropolitan Transportation Commission (MTC), and the Monument Corridor (Central Concord) has been designated as one of those areas with the greatest need.

Improving access to health care facilities, employment centers, the Concord One Stop Center, the Concord Senior Center, the downtown Concord BART station and major shopping centers were identified by the Monument Community Partnership, Chavez Center for Economic Opportunity, and our other community partners as the top priorities for a shuttle service. The Monument Community Partnership continues to work on and request funding for the priorities identified in its Community Based Transportation Plan (CBTP) and this shuttle service will address many of those concerns.

The Monument Community Partnership is in the process of merging with the Michael Chavez Center for Economic Opportunity, at which time I will become the Executive Director of the merged organization. As an indication of our support, we commit to contribute a local match in the amount of \$34,694 from current Monument Community Partnership resources if the project is funded through the Lifeline Transportation Program.

I fully support this program, as it will expand transportation services in the Monument Corridor to provide critically needed low-cost transportation services to the underserved residents of Contra Costa County. I respectfully urge the Contra Costa Transportation Authority (CCTA) to approve this funding in order to improve the lives of the people living and working in the Monument area.

Sincerely,

Mike Van Hofwegen
Executive Director

1760 Clayton Road ♦ Concord, CA 94520
(925) 808-7392 (O) ♦ (925) 686-2898 (F)
www.monumentcommunity.org



Michael Chavez Center

Concord Community Economic Development Organization, Inc.
Mike Van Hofwegen, Executive Director

www.chavezcenter.org

2699 Monument Blvd, Unit G
Concord, CA 94520
925-682-8248

Mr. Peter Engel
Program Manager
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Engel:

I am pleased to write this letter in strong support of the City of Concord's 2012 grant application for the Lifeline Transportation Program. If approved, this funding would provide a low-cost shuttle service for the Monument Boulevard Community, serving families, seniors, disabled persons and workers in this community. The purpose of this program is to fund projects that result in improved mobility for low-income residents of "Communities of Concern" in Contra Costa County. These "communities" have been identified by the Metropolitan Transportation Commission (MTC), and the Monument Corridor (Central Concord) has been designated as one of those areas with the greatest need.

Improving access to health care facilities, employment centers, the Concord One Stop Center, the Concord Senior Center, the downtown Concord BART station and major shopping centers were identified by the Monument Community Partnership, Chavez Center for Economic Opportunity, and our other community partners as the top priorities for a shuttle service. The Monument Community Partnership continues to work on and request funding for the priorities identified in its Community Based Transportation Plan (CBTP) and this shuttle service will address many of those concerns.

The Michael Chavez Center for Economic Opportunity is in the process of merging with the Monument Community Partnership, at which time I will become the Executive Director of the merged organization. As an indication of our support, we commit to contribute a local match in the amount of \$20,514 from current Michael Chavez resources if the project is funded through the Lifeline Transportation Program.

I fully support this program, as it will expand transportation services in the Monument Corridor to provide critically needed low-cost transportation services to the underserved residents of Contra Costa County. I respectfully urge the Contra Costa Transportation Authority (CCTA) to approve this funding in order to improve the lives of the people living and working in the Monument area.

Sincerely,

Mike Van Hofwegen
Executive Director



Hispanic Chamber of Commerce of Contra Costa County

1515 Locust Street • Walnut Creek, CA 94596
(925) 933-2337 • Fax (925) 281-2623 • www.h5c.org

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Travis Credit Union

VICE-PRESIDENT

Mayra G. Bautista
TeamPersona

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Abiud Diaz-Amaro
ParkOne Properties

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Wendel, Rosen, Black & Dean, LLP

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Ken Mintz
AT&T

Richard Chacon
Union Bank

February 27, 2012

Joyce Davidson Seitz
Economic Development Specialist
Community and Economic Development
City of Concord
1950 Parkside Drive, MS/01B
Concord, CA 94519

Dear Joyce :

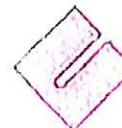
I am pleased to write this letter in strong support of the City of Concord's 2012 grant application for the Lifeline Transportation Program. If approved, this funding would provide a low-cost shuttle service for the Monument Boulevard Community, serving the families, seniors, disabled and workers in this community. I am aware that the purpose of this program is to fund projects that result in improved mobility for low-income residents of "Communities of Concern" in Contra Costa County. These "communities" have been identified by the Metropolitan Transportation Commission (MTC), and the Monument Corridor (Central Concord) has been designated as one of those areas with the greatest need.

Improving access to health care facilities, employment centers, downtown Concord BART station, Concord Senior Center, major shopping centers, and major Monument Corridor churches were identified by the Monument Community Partnership, Chavez Center, and our other community partners as the top priorities for a shuttle service. The Monument Community Partnership continues to work on and request funding for the priorities identified in its Community Based Transportation Plan (CBTP) and this shuttle service will address many of those concerns.

I fully support this program as it will expand transportation services in the Monument Corridor to provide critically needed low-cost transportation services to the underserved residents of Contra Costa County. I respectfully urge the Contra Costa Transportation Authority (CCTA) to approve this funding in order to improve the lives of the people living and working in the Monument area.

Sincerely,

Eric Maldonado, President
Hispanic Chamber of Commerce of
Contra Costa County
www.h5c.org
president@h5c.org



February 28, 2012

Mr. Peter Engel
Program Manager
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Engel:

On behalf of the Greater Concord Chamber Board of Directors, I am pleased to write this letter in strong support of the City of Concord's 2012 grant application for the Lifeline Transportation Program. If approved, this funding would provide a low-cost shuttle service for the Monument Boulevard Community, serving the families, seniors, disabled and workers in this community. I am aware that the purpose of this program is to fund projects that result in improved mobility for low-income residents of "Communities of Concern" in Contra Costa County. These "communities" have been identified by the Metropolitan Transportation Commission (MTC), and the Monument Corridor (Central Concord) has been designated as one of those areas with the greatest need.

Improving access to health care facilities, employment centers, downtown Concord BART station, Concord Senior Center and major shopping centers were identified by the Monument Community Partnership, Chavez Center for Economic Opportunity, and our other community partners as the top priorities for a shuttle service. The Monument Community Partnership continues to work on and request funding for the priorities identified in its Community Based Transportation Plan (CBTP) and this shuttle service will address many of those concerns.

The Greater Concord Chamber of Commerce supports this program as it will expand transportation services in the Monument Corridor to provide critically needed low-cost transportation services to the underserved residents of Contra Costa County. I respectfully urge the Contra Costa Transportation Authority (CCTA) to approve this funding in order to improve the lives of the people living and working in the Monument area.

Sincerely,

Ken Dami
Chairman of the Board
Greater Concord Chamber of Commerce

2780 Diamond Blvd
Suite 700
Concord, CA 94520
925.685.1181
925.685.5623 Fax

concordchamber.com



February 29, 2012

Mr. Peter Engel
Program Manager
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Engel:

I am pleased to write this letter in strong support of the City of Concord's 2012 grant application for the Lifeline Transportation Program. If approved, this funding would provide a low-cost shuttle service for the Monument Boulevard Community, serving families, seniors, disabled persons and workers in this community. I am aware that the purpose of this program is to fund projects that result in improved mobility for low income residents of "Communities of Concern" in Contra Costa County. These "communities" have been identified by the Metropolitan Transportation Commission (MTC), and the Monument Corridor (Central Concord) has been designated as one of those areas with the greatest need.

Improving access to health care facilities, employment centers, the downtown Concord BART station, Concord Senior Center and major shopping centers were identified by the Michael Chavez Center for Economic Opportunity, Monument Community Partnership, and our other community partners as the top priorities for a shuttle service. The Monument Community Partnership continues to work on and request funding for the priorities identified in its Community Based Transportation Plan (CBTP) and this shuttle service will address many of those concerns.

EASTBAY Works maintains One-Stop employment centers in Concord and other nearby communities and we look forward to partnering with the City of Concord and the Chavez Center to offer support to job seekers in the Monument community who will have increased access to our services with approval of this grant.

www.eastbayworks.com

Equal Opportunity Employer/Program. Auxiliary aids and services are available upon request to individuals with disabilities.
For TDD services, please call 1-800-735-2922

Mr. Peter Engel
February 29, 2012
Page 2 of 2

I fully support this program as it will expand transportation services in the Monument Community to provide critically needed low-cost transportation services to the underserved residents of Contra Costa County. I respectfully urge the Contra Costa Transportation Authority (CCTA) to approve this funding in order to improve the lives of the people living and working in the Monument area.

Sincerely,

Paul Buddenhagen

Administrator

Contra Costa County EASTBAY Works One-Stop Centers



JOHN F. KENNEDY UNIVERSITY

TRANSFORMING LIVES. CHANGING THE WORLD

Mr. Peter Engel
 Program Manager
 Contra Costa Transportation Authority
 2999 Oak Road, Suite 100
 Walnut Creek, CA 94597

Dear Mr. Engel:

I am pleased to write this letter in support of the City of Concord's 2012 grant application for the Lifeline Transportation Program. If approved, this funding would provide a low-cost shuttle service for the Monument Boulevard Community, serving the families, seniors, disabled and workers in this community. I am aware that the purpose of this program is to fund projects that result in improved mobility for low-income residents of "Communities of Concern" in Contra Costa County. These "communities" have been identified by the Metropolitan Transportation Commission (MTC), and the Monument Corridor (Central Concord) has been designated as one of those areas with the greatest need.

Improving access to health care facilities, employment centers, downtown Concord BART station, Concord Senior Center, social service agencies, and major shopping centers were identified by the Monument Community Partnership, Chavez Center for Economic Opportunity, and our other community partners as the top priorities for a shuttle service. The Monument Community Partnership continues to work on and request funding for the priorities identified in its Community Based Transportation Plan (CBTP) and this shuttle service will address many of those concerns. This service will also allow individuals from the Monument Boulevard Community to engage in John F Kennedy University's Entrepreneurial program which promotes job and business creation in the City of Concord.

I support this program as it will expand transportation services in the Monument Corridor to provide critically needed low-cost transportation services to the underserved residents of Contra Costa County. I respectfully urge the Contra Costa Transportation Authority (CCTA) to approve this funding in order to improve the lives of the people living and working in the Monument area.

Sincerely,


 Dr Raul A. Deju
 Director, Institute of Entrepreneurial Leadership
 John F Kennedy University



La Clínica

La Clínica de La Raza, Inc.

Mailing Address: Post Office Box 22210 Oakland, CA 94623 • Tel 510-535-4000 • Fax 510-535-4189 • www.laclinica.org

February 28, 2012

City of Concord, Economic Development Dept.
1950 Parkside Drive
Concord, CA 94519

Attention: Joyce Seitz Economic Development Specialist, and Ray Kuzbari, Transportation Manager

Dear Joyce and Ray,

We are pleased that a Grant from the MTC and the Lifeline Transportation Program could support a shuttle program for residents of the Monument Corridor who are seniors, are disabled, or do not own a car.

La Clínica supports a community shuttle as stated in the Monument Corridor Community Based Transportation Plan (2006). A shuttle transportation program with a destination to La Clínica de la Raza's new location at 2000 Sierra Road, Concord, CA 94518 will provide necessary assistance to residents of the Monument community.

La Clínica is a provider of primary health care and seeks to improve the quality of life of the diverse communities we serve by providing culturally appropriate, high quality, and accessible health care for all.

Sincerely,

Viola Lujan,
Director of Business & Community Relations
Contra Costa / Solano County
La Clínica de La Raza, Inc.

La Clínica de La Raza Fruitvale Village (415) 763-0000 • San Antonio Neighborhood Health Center (510) 745-3000 • Clínica Alta Vista (510) 535-6000
Family Optical (510) 763-0000 • La Clínica de La Raza Dental (925) 330-1000 • Casa del Sol (415) 330-0000 • La Clínica de La Raza WIC Program (510) 771-1000
UCDFR Community Health Education (510) 771-0000 • La Clínica Dental at Children's Hospital Oakland (510) 428-3326
School Based Health Centers: Hawthorne Elementary School (510) 771-0000 • Fremont High School (510) 771-6000
Oakland Tech High School (510) 428-0000 • Roosevelt Middle School (415) 795-1000 • San Lorenzo High School (415) 743-6000
La Clínica Pittsburg Medical (925) 739-1000 • La Clínica Pittsburg Dental (925) 739-1000 • La Clínica Monument (925) 331-0000 • La Clínica Vallejo (707) 331-0000
La Clínica Vallejo Dental (707) 331-0000 • La Clínica Vallejo Great Beginnings (707) 331-0000 • La Clínica North Vallejo (707) 331-0000

APPLICATION COVER SHEET

Applications are due Friday, March 2, 2012 at 1:00 pm

Project Name: Monument Neighborhood Shuttle

Agency Name: City of Concord

Date Submitted: March 2, 2012

Date Received (leave blank):

Application Checklist:

Check all the attachments you have included with your application and add any additional attachments. Clearly label your attachments according to the numbering provided below. All attachments must be easily readable when reproduced in black and white. **Please complete this application for each project for which you are applying for funding.**

To check a box, double click on the box and mark "Default Value" as "Checked."

- Application** (Parts 1 – 7; required)
- Attachment 1:** Map of Project Area (required)
- Attachment 2:** Budget Chart (required)

List any additional attachments included in the application:

- Attachment 3:** City of Concord Monument Corridor CBTP.
- Attachment 4:** Planning Documents
- Attachment 5:** Letters of Support
- Attachment 6:**

An authorized representative of the applicant agency must sign below, affirming that the statements in the application package are true and complete to the best of the applicant's knowledge.

Signature: _____



Name/Title: Ray Kuzbari, Transportation Manager

Date: 3-1-12

PART 1: BASIC PROJECT INFORMATION**Project Name: Monument Neighborhood Shuttle****Agency Name: City of Concord****Agency DUNS Number¹: 079084034****Brief Project Description: (Description only - not benefits. 3-4 sentences.)**

A neighborhood shuttle service emerged as a top priority in the Monument Corridor Community Based Transportation Plan (CBTP) that was developed in 2006. The proposed shuttle service will be operated by a small business through the Monument Community Partnership, in partnership with the Michael Chavez Center for Economic Opportunity and the City of Concord, as part of a community service, employment opportunity, and training program. The shuttle will provide direct transportation throughout the Monument Corridor to priority locations before exiting the neighborhood and traveling to designated sites including BART, major employment centers, appropriate bus stops, medical facilities, Concord Senior Center, social service agencies and major shopping centers. This service is designed for low-income employed workers, seniors, the disabled, and residents without vehicles in particular.

General Location: (Area Served)

The service area of the Monument Corridor in the city of Concord for this project is defined as follows: Roughly a triangular neighborhood, bounded by State Route 242 to the northwest, Galindo Street to the northeast, the BART line to the east and south, and Bancroft Road and the Walnut Creek channel to the southwest.

Project Type: (Select One)

- Capital Project
 Operations
 Program

¹ Provide your organization's nine-digit Dun & Bradstreet (D&B) Data Universal Numbering System (DUNS) Number. To search for your agency's DUNS Number or to request a DUNS Number via the Web, visit the D&B website: <http://fedgov.dnb.com/webform>. To request a DUNS Number by phone, contact the D&B Government Customer Response Center at 1-866-705-5711.

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 Contra Costa Lifeline Transportation Program

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PART 2: FUNDING REQUEST

Amount of Funding Requested: \$311,704

Total Project Cost: \$627,694

(Information on other funding sources in Attachment 2: Budget Chart)

PART 3: GENERAL SPONSOR INFORMATION

Primary Contact Person: Ray Kuzbari

Phone #: 925-671-3129

Email: rkuzbari@ci.concord.ca.us

Mailing Address: City of Concord, 1950 Parkside Drive, MS/52, Concord, CA 94519

Title: Transportation Manager

Fax #: 925-671-3218

Secondary Contact Person: Mike Van Hofwegen

Phone #: 925-682-8248 ext. 2110

Email: mike@chavezcenter.org

Mailing Address:

Monument Community Partnership, 1760 Clayton Road, Concord, CA 94520

Title: Interim Executive Director

Fax #: 925-680-2480

Other Partner Agency Contact Person: Kathy Renfrow

Title: HEAL Coordination Manager

Phone #: 925-808-7392

Email: kathy@monumentcommunity.org

Mailing Address:

Monument Community Partnership, 1760 Clayton Road, Concord, CA 94520

Fax #: 925-686-2898

Other City Contact Person: Joyce Davidson Seitz

Title: Economic Development Specialist

Phone: 925-671-3048

Email: joyce.seitz@ci.concord.ca.us

Mailing Address: City of Concord, 1950 Parkside Drive, MS/01B, Concord, CA 94519

Fax: 925-671-3218

PART 4: DETAILED PROJECT INFORMATION

- A. Project Description:** Provide a detailed yet concise project description. Include existing conditions and all relevant project history. Describe specifically what the proposed grant funds would be used for including specific deliverables. *Please limit to 300 words or less.*

A shuttle service continues to be a top priority and need for the Monument Corridor. This shuttle will address continued transportation gaps in this very low-income community (63% of residents live below the poverty line – per 2006 CBTP). Previous studies and activities, as well as the CBTP, identified the following transportation gaps for Corridor residents: infrequent bus service; inconvenient transfers, high transit fares; lack of access to medical facilities, nutritious food stores and other shopping amenities; insufficient access to BART and employment centers, and other serious transportation needs.

This project addresses many of these needs. The shuttle service will be operated by a small business, under contract with the Monument Community Partnership, capable of undertaking this type of transit service for the corridor. This shuttle will provide direct transportation from dense residential areas to the downtown Concord BART station, major employment centers on Willow Pass Road and other major corridors, La Clinica, John Muir Medical Center, the County Regional Medical Center, bus stops, as well as the Concord Senior Center and other social service agencies in the area that have been identified by the community. This shuttle will provide direct service to major shopping destinations in and near the Monument neighborhood, including the 1500 Monument Shopping Center, Park n Shop Center and Sunvalley Shopping Center. It is designed for low-income workers, seniors, the disabled, and residents without vehicles in particular.

The grant will be used to lease the van, fund the start-up and operational costs of this shuttle service, provide training, and subsidize the service so that it can be free for low-income Monument Corridor residents. The project will allow for an evaluation of the effectiveness of this new program to ensure it is serving the needs of the community.

- B. Project Goals and Benefits:** Briefly outline the projects goals and benefits. *Please limit to 100 words or less.*

The project's major goals:

- 1) Provide free shuttle service in a targeted manner for the Monument community
- 2) Provide safe and convenient service for low-income workers, seniors and people with disabilities, as well as employed residents that work off-peak hours
- 3) Provide shorter rides to BART, in particular for welfare-to-work clients
- 4) Provide shorter rides to medical facilities, major shopping destinations and social service organizations

5) Provide entrepreneurship opportunity for small business

The benefits include better access to BART, employment centers, medical facilities and social service agencies, more nutritious and varied shopping options, reduced traveling distances for Monument residents and increased transit ridership.

C. Description of Service Area: Describe the service area of this project or program. (Include Map of Project Area as *Attachment 1* in the application.)

The service area of the Monument Corridor in the city of Concord is defined as follows: Roughly a triangular neighborhood, bounded by State Route 242 to the northwest, Galindo Street to the northeast, the BART line to the east and south, and Bancroft Road and the Walnut Creek channel to the southwest. This project will also include priority destinations that are located outside of the neighborhood.

Please see Attachment 1 for the Map of Project Area.

D. Budget: Complete the attached budget charts, included separately as an Excel file.

Please see Attachment 2 for the Budget Charts.

E. Schedule: Complete the appropriate schedule in the table provided below.

Milestone	Projected or Actual Date of Completion (Month/Year)
Create Project Oversight Group	03/2013
Refine Project Scope and define roles and responsibilities of MCP and City staff; create MOU	04/2013
Select operator and create agreement for shuttle service	04/2013
Begin training for small business/operator and develop business plan for shuttle service in partnership with John F. Kennedy University-Institute for Entrepreneurial Leadership (JFKU-IEL)	05/2013
Finalize shuttle schedule, route and stop locations	05/2013
Review recommended locations with MCP/City engineers and community	06/2013
Develop marketing plan for program, including brochures, etc.	06/2013
Conduct training for drivers and customer service hosts	07/2013
Conduct outreach to community to launch program	08/2013
Hold kick-off event/implement service	09/2013
Monitor service trends, modify scope if necessary	Ongoing
Conduct annual evaluations	02/2014; 02/2015; 02/2016
Explore other funding sources for project sustainability	Ongoing after initial service implementation
Project Closeout – Complete Final Report and Invoice to Funding Agency	03/2016

F. Project Eligibility: Demonstrate that your project is eligible for one or more of the following Lifeline funding sources. See attachment C of MTC's program guidelines for more information about each fund source.

Job Access – Reverse Commute (JARC)

Proposition 1B Transit

State Transit Assistance (STA)

If your project is eligible to receive STA funds and your agency is not an eligible recipient of STA funds, has an eligible transit operator agreed to be your fiscal agent for this project? **N/A** Yes No

G. Civil Rights

- a. **Civil Rights Policy:** The following question is not scored. If the response is satisfactory, the applicant is eligible for Lifeline funds; if the response is not satisfactory, the applicant is not eligible.

Describe the organization's policy regarding Civil Rights (based on Title VI of the Civil Rights Act) and for ensuring that benefits of the project are distributed equitably among low income and minority population groups in the project's service area.

The City of Concord is firmly committed to ensuring the civil and human rights of all people. The City of Concord Municipal Code Article II, Human Rights, Section 46-31, states the following:

"(a) The city is dedicated to preserving the rights of all persons to have an equal opportunity to live, work, and prosper in the community. It is the policy of the city that all persons shall be free from all forms of unlawful discrimination and harassment as prohibited under this article, or federal or state law."

"(b) It is the intent of the city in enacting this article to confirm that the fundamental rights of citizens include the right to live unfettered by unlawful discrimination and harassment and this right is consistent with the American ideals of individual freedom, liberty, and responsibility for one's own actions. Furthermore, it is the intent of the city in enacting this article that access to remedies and resolution under existing federal and state laws on unlawful discrimination will be enhanced by providing a local forum for the resolution of complaints, and that it is necessary and proper to enact local regulations establishing a voluntary process for timely resolution of complaints of discrimination that arise within the city."

"(c) This article shall not be construed to confer any right or privilege on a person which is conditioned or limited by law nor to impose regulations which are beyond the power of the city to regulate and/or which are preempted by federal and/or state law, nor is this article to be construed to protect conduct which is otherwise unlawful under city, state, or federal law or regulation."

- b. **Demographic Information:** The following two questions are for administrative purposes only and are not a factor in determining which projects are selected to receive an award. (Please contact your Lifeline Program Administrator for assistance if you do not have this demographic information readily available or visit (<http://factfinder2.census.gov>))

Does the proportion of minority people in the project's service area exceed 56 percent (i.e., the regional average minority population)?

Yes No

Does the proportion of low-income people in the project's service area exceed 24 percent (i.e., the regional average low-income population)?
Note: for this purpose, low-income is defined as 200 percent of the federal poverty level.

Yes No

PART 5: APPLICANT EVALUATION

Weights have been included in parenthesis after each criterion.

1) Project Need/Stated Goals and Objectives (20%):

- A. Transportation Gaps and Barriers/Improved Choices. Describe the project need and goals and how it directly addresses transportation gaps and/or barriers, and improves transportation choices for a low income community:

This project will meet the ongoing transportation needs of the Monument Corridor community, as was indicated during the community outreach completed as part of the 2006 CBTP. The project's sponsors, MCP staff, Chavez Center staff, and Transportation Action Team members continue to receive requests for assistance from Monument residents who are unable to access jobs in the I-680 corridor because of limited, direct transit availability. This is especially true for very low-income residents and those without vehicles. There continues to be residents who need low cost, direct service to BART and employment centers, residents whom remain homebound because they are unable to afford transit fares, and many who defer medical appointments because they are unable to take off enough time from work to spend a half day in transit for a visit to the County Regional Medical Center. There is also no direct bus access to La Clinica or other medical facilities in the area which makes it difficult for low-income families with children to access these services.

This neighborhood is very heavily transit-dependent and very poor, thus a shuttle service is an ongoing need. 18% of the residents in this area do not own vehicles; this statistic is three times higher than the county average. There is a significant number of residents who are aging in place and are unable to drive, but yet live too far from a bus stop to be able to use transit.

The proposed project is designed to meet the following goals:

- 1) Provide free transit service in a targeted manner for the Monument community**
- 2) Provide safe and convenient transit service for low-income workers, seniors and people with disabilities, as well as employed residents that work off-peak hours**
- 3) Allow for shorter rides to BART, in particular for welfare-to-work clients**
- 4) Allow for shorter rides to medical services and major shopping destinations**

- 5) Allow for shorter rides to social service organizations (WIC, Monument Crisis Center, Chavez Center, East Bay Works Career Center, Concord Senior Center, church programs, etc.)
- 6) Provide entrepreneurship opportunity for a small business in coordination with the Chavez Center and JFKU's Institute for Entrepreneurial Leadership
- 7) Provide workforce development opportunities through transportation and customer service career training to clients of the Chavez Center

B. Projects Identification. Describe how the project was developed through a collaborative and inclusive planning process that involved broad partnerships among a variety of stakeholders. List the planning documents that include this specific project. Attach the document cover and the applicable pages for each document.

Community Based Transportation Plan Yes No

Welfare to Work Transportation Plan Yes No

(Contra Costa County Low-Income Transportation Action Plan)

Bay Area's Coordinated Public Transit-Human Services Transportation Plan Yes No

Other documented Assessment of Needs Yes No

This type of shuttle service was one of two key recommendations in the 2006 CBTP. Easy and affordable access to transportation and key destinations in the community continue to be a challenge for many low-income workers and residents in the community, thus the need for this type of free, specialized, direct service. There continues to be a great need for convenient and quicker access to BART, employment centers, medical facilities and social service agencies for Monument Corridor workers, families, seniors and the disabled.

There was a previous shuttle service in the community through County Connection that was launched in 2006, but that funding ended. This new neighborhood shuttle is a culmination of the lessons learned from that shuttle program, and addresses the direct needs that were not met due to its limitations. Compared to the previous shuttle service, this new program's operations will better address the needs of the community in the following ways:

- Free of charge
- Direct service to priority destinations to cut down transit times
- Off-peak hours for employed workers
- Hours of operation to fit the needs of the residents, including weekends

- **Schedule and routes will be based upon the needs of the residents, not the operator's established routes**
- **Service to be operated within the community and overseen by a community-based organization, so it can be responsive and nimble to better fit the needs of the neighborhood**

The Bay Area Transportation and Land Use Coalition report entitled *Roadblocks to Health* (2002) identified access to medical facilities as a key barrier for Monument residents. The Concord Senior and Youth Transportation Study (2003) also highlighted the need for flexible transportation options other than extensions of existing County Connection fixed-route schedules and direct, efficient transit to medical facilities. The *Contra Costa County Low-Income Transportation Action Plan* (2006) further identified the need for improved routing to cover key destinations and reduce travel times, and a flexible evening shuttle service.

The Contra Costa County Advisory Council on Aging's Transportation Work Group formed a new Senior Mobility Action Council in 2008 and this group conducted surveys throughout the county in 2008 to identify again the top mobility priorities for the county. These surveys, which were conducted throughout the county, identified readily available, user-friendly and affordable transportation as a top priority.

The Bay Area Plan - Initial Vision Scenario developed jointly by the MTC and ABAG in 2011 identified a number of initial vision scenario objectives. One of these objectives was to strengthen regional transit corridors to provide access to jobs and services, by increasing transportation options, improving mobility, and expanding access to jobs and services. This project will directly address this particular objective for the Monument Corridor community as outlined in this application. This project will also address the Equitable Access and Economic Vitality Performance Targets identified in the Initial Vision Scenario, by decreasing the share of low-income residents' household income consumed by transportation and reducing average travel time per work trip and average daily travel costs.

The applicable pages of these documents are included in Attachment 4.

- C. Community of Concern. Describe how the project is within a designated Community of Concern as defined by MTC's 2030 Equity Analysis report as a community with more than 30% of the households living at or below twice the federal poverty level.

The Monument Corridor is explicitly identified by the MTC as a Community of Concern in the Call for Projects, since it has the second highest poverty levels in Contra Costa County (45.2% - per 2006 CBTP).

Objectives: Please identify objectives for the proposed project/program in the table provided below.

Objective	Target Audience	Service Level
Affordable transit fares	Low-income Concord/Pleasant Hill residents	Free service
More direct access to BART and employment centers	Low-income workers and residents who do not have ready access to a vehicle	Twice daily service to BART and employment centers, most destinations do not require transfer
More direct access to medical facilities and social service agencies	Low-income residents, disabled and seniors who do not have ready access to a vehicle	Daily service to medical facilities and social service agencies, most destinations do not require transfer
More direct access to nutritious stores and major shopping areas	Low-income residents who do not have ready access to a vehicle	Weekly service to major shopping areas, most destinations do not require transfer
Expanded service hours	Workers/residents going to work, appointments or other key destinations	6 am – 8 pm on weekdays; morning and early afternoons on weekends
Increased transit ridership	Residents who do not own vehicles/cannot drive/disabled	Estimated over 28,000 trips during the three year period
More employment/workforce development opportunities	Chavez Center clients, unemployed residents	Transportation and Customer Service Career Training to be developed as part of this shuttle program

2) Implementation (25%):

- A. For applicants seeking funding for operations (10%) please describe your service operations plan, and describe implementation steps and timelines for carrying out the plan. The service operations plan should identify key personnel assigned to this project, and their qualifications. Applicant should demonstrate their institutional capability to carry out the service delivery aspect of the project as described.

The implementation steps and timeline are provided in the matrix in Part 4, E. The first six months following funding approval will consist of establishing the clear roles and responsibilities for the City of Concord, Monument Community Partnership (MCP) and the Chavez Center for Economic Opportunity. During this period, service parameters will be defined, the training program will be developed, additional community meetings will be held, school notices sent out, and the marketing plan developed and implemented. Every effort will be made to promote community buy-in of the shuttle service.

The MCP and the City of Concord's Transportation Division developed a shuttle service program in the recent past, so have the knowledge, lessons learned and institutional capacity to deliver on this project. This previous shuttle service was operated through the County Connection from 2007 through 2009, but that funding ended. This new neighborhood shuttle is a culmination of the lessons learned from that program, and will better address the needs of the community.

The City of Concord and the MCP have vast experience implementing a number of customized service projects in many different disciplines in order to meet the particular needs of different neighborhoods and community members. Mike Van Hofwegen, Interim Executive Director for the MCP, was directly involved in the development of this new program, and will oversee the project and act as the liaison with the residents, operator and the business community. Kathy Renfrow, HEAL Coordination Manager for the MCP, will provide assistance to Mr. Hofwegen. Ray Kuzbari, Transportation Manager for the City of Concord, will be responsible for overseeing the development of the routes, monitoring of the service quality and acting as the City liaison with the MCP. Joyce Davidson Seitz, Economic Development Specialist for the City of Concord, will assist Mr. Kuzbari and provide support in the development and training for the operator of the shuttle service.

Or:

- B. For applicants seeking funding for programs and capital projects (10%), please provide a solid rationale for use of Lifeline Transportation Program funds for this purpose, and demonstrate that no other sources of funds are available to meet this need. Provide an implementation plan and timelines for completion of the project.

And:

- C. Demand (15%): Please indicate the number of persons expected to be served, the number of trips (or other units of service) expected to be provided. Also indicate who is served from existing or potential low-income community members as defined by MTC.

Projected demand for each of the three years is as follows:

Year One:	4,000 one-way rides provided (six months of service)
Year Two:	8,000 one-way rides provided
Year Three:	16,000 one-way rides provided

The assumptions underlying these projections is that the shuttle will be operating four trips per hour, 12 hours a day, five days a week, and four hours a day on weekends, for 50 weeks. In addition, the assumption is that no trips can be provided during the first six months of project implementation as it is being developed. Given these trip levels, it is anticipated that the majority of Monument residents who do not have access to a car, employed workers who need quicker access to BART and the major employment centers, seniors, and the disabled, will ride the shuttle at some point during the pilot program.

3) Project Budget/Sustainability (15%)

- A. Project sponsor should provide a complete budget indicating project revenues and expenditures in the format provided below. Estimate the proposed cost per trip (or other unit of service). Describe efforts to ensure its cost-effectiveness and complete all pages in Attachment 2 – Budget Chart.
- B. Proposals should address long-term funding ability and identify potential funding sources for sustaining the service beyond the grant period.

This project is well-suited to a number of funding sources in the long-term. Potential funding sources would include the following:

- Measure J Funds
- HEAL (Healthy Eating and Active Living) Funds
- SAFETEA-LU New Freedom Program
- Older Americans Act funding
- ADA Accessibility funding
- Veterans Assistance funding
- Future Lifeline Transportation Program (LTP) funds
- BART
- BAAQMD (Bay Area Air Quality Management District) funds
- Private funding from businesses and organizations that benefit from this project (i.e. Monument Boulevard businesses, major employers in Concord, La Clinica, John Muir Medical Center, Sunvalley Shopping Center).

It is anticipated that the matching in-kind contributions from the City of Concord and the MCP will attract other private investment from businesses and organizations

benefitting from this program. The sponsors of this project will diligently work to create additional collaborative partnerships with the private sector to find additional sources of funding to sustain this service for the community.

- 4) Coordination and Program Outreach (15%):** Please describe your ability to coordinate with other community transportation and/or social service resources regarding implementation of this project. Clearly identify project stakeholders, and how you will keep stakeholders involved and informed throughout the project. Describe how you will promote public awareness of the project.

This proposed project was developed from a very broad-based community effort conducted by a highly regarded community-based organization – the Monument Community Partnership (MCP), which has deep roots in the area. The MCP includes stakeholders from all sectors of the community in terms of ethnic background, age and disability. The MCP has partnered with the City of Concord for many years on the transportation issues in the community, was instrumental in the development of the 2006 CBTP, and will be responsible for the oversight and management of this project. The Michael Chavez Center for Economic Opportunity has also been a key partner with the City of Concord in the Monument Corridor and will be instrumental in the development of the appropriate operator for this project and the customer service training program. John F. Kennedy University's Institute for Entrepreneurial Leadership (JFKU-IEL) will be providing expertise and training for the development of the business plan and the shuttle's operation.

The inclusiveness of the CBTP development process was not limited to community-based organizations. Social service agencies, transit agencies, City departments and other key stakeholders were integrally involved in the development of the CBTP and will continue to be involved in the implementation of this transportation solution for the Monument Corridor and future projects as well.

Once project approval has been secured, the City and the MCP will constitute a Working Group from those involved in the development of this project and the CBTP that will be responsible for project oversight and coordination. This Working Group will meet on a regular basis (monthly, in the beginning) throughout the life of the project to ensure all of the stakeholders are informed and that coordination is occurring. The project's major stakeholders will include:

- **Monument Corridor residents**
- **Monument Community Partnership**
- **Michael Chavez Center for Economic Opportunity**
- **City of Concord**
- **Concord Senior Center**
- **Concord Senior Citizens Club**
- **Monument Crisis Center**

- La Clinica
- The County Connection
- Contra Costa Transportation Authority
- TRANSPAC
- MTC
- Contra Costa County
- Mt. Diablo School District and local schools
- Monument Boulevard businesses
- Monument Boulevard property owners
- Local political representatives
- Major employment centers on key arterial roads
- Sunvalley Shopping Center
- Park n Shop Shopping Center

To promote public awareness about this new shuttle service, a marketing plan will be developed and implemented. Some of the initial marketing will included brochures in both English and Spanish, community meetings in the different neighborhoods, coordination with the local schools to inform the families, coordination with the local apartment building owners and neighborhood associations to inform their residents, maps and schedules of the shuttle provided at various locations throughout the community, and a simple advertising campaign in the local media to promote the launch of the program.

5) **Program and Cost-effectiveness (10%):** Describe how the proposed project is the most appropriate match of service delivery to the need, and is a cost-effective approach. Include clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, and steps to be taken if original goals are not achieved.

Performance Measures: Please describe what outcome based performance measures you plan to evaluate in the table below to ensure that the project/program is meeting its objectives. Also describe how you will obtain and/or track necessary financial and operating information for program management?

Performance Measure	Target
Annual one-way trips	Year One: 4,000 Year Two: 8,000 Year Three: 16,000
Trips per hour	2-4 trips
Customer Satisfaction Rating	Over 85% "Good" or "Very Good" overall rating
Schedule Adherence	Over 80% within 10 minutes of scheduled time

6) Community Identified Priority (5%): Is the project located in a community in which a community-based transportation plan (CBTP) was completed? If yes, indicate the name of the completed plan. Is the project identified in the CBTP? Describe how the project addresses a priority indicated in the CBTP. Is the project included or identified in the Bay Area Coordinated Public Transit-Human Services Transportation Plan? Is the project identified in any other plan or planning process which was derived from community input and priorities?

The Monument Corridor in the City of Concord was identified in the Low-Income Component of the Coordinated Public Transit-Human Services Transportation Plan as a "Community of Concern" and was listed as one of the Bay Area's "Poverty at 30% & Minority at 70% Thresholds" zones. As a result, MTC identified the Monument Corridor as one of twenty-five Bay Area communities in which to conduct community-based transportation plans. The Monument Corridor CBTP was subsequently completed in June 2006. Additionally, the Elderly and Disabled Component of the Coordinated Public Transit-Human Services Transportation Plan (2006) identified many transportation gaps that the proposed project would address. These gaps include, but are not limited to, the following:

- Need for assistance by some riders who have no attendants and need for return trips.
- Affordability of service for people with limited incomes, high medical expenses, and need for frequent trips.
- Lack of alternative services.
- Difficulty using transit for local trips, trips with packages, shopping items, etc.
- Stops that are far from facilities or with long walks to the door.
- Limited public transit services in some areas, nights and evenings, and on weekends.
- Lack of stops and routes that are convenient to destinations important to seniors and people with disabilities.
- Limited information in other languages including Spanish.
- Fear of using public transportation and lack of experienced riders to accompany and support new riders who need transportation.

The proposed project will close these gaps as specified in this application and should be eligible for funding through MTC's Lifeline Transportation Program.

This type of project was also identified in the Contra Costa County Low-Income Transportation Action Plan (2006) regarding the need for improved routing to cover key destinations and reduce travel times, and a flexible evening shuttle service.

7) Project Readiness (10%): Submitted projects will be ranked based on their project readiness. Priority will be given to projects which are fully funded, if application is

approved; projects which have considered and, if needed, resolved any foreseeable implementation issues; and projects that are fully supported by the local community in which the project will be implemented, and have agency governing body approval.

The community stakeholders are ready and excited for the implementation of this project! The City of Concord Transportation Division, as the entity responsible for oversight of the project, is ready to fulfill this role and has received the support of the Mayor of Concord (included in Attachment 5). A resolution from the Concord City Council is forthcoming.

Most importantly, the Monument Community Partnership is ready to take the first steps in project implementation, since it already has the experience, knowledge and lessons learned in developing a shuttle service from the recent past, and is ready to create an effective self-sustaining program with this grant.

PART 6: AGENCY AND PUBLIC SUPPORT

Have all affected departments within your organization, the local government agency, transit agencies, and/or other public agencies been involved in the development of the project/program and reviewed the project to ensure feasibility.

Yes

No

A. Does this project have local community support? If so, please describe how the community has supported the project. This may include committee or other meetings that demonstrate community support. Please indicate who the community groups were and list the time frame and number of meetings.

Yes, this project has local community support. The following community groups have been involved in the development of this recent project: Monument Community Partnership (MCP), MCP Senior Action Team, MCP Transportation Action Team, Michael Chavez Center for Economic Opportunity, John F. Kennedy University for Entrepreneurial Leadership, La Clinica, Monument Crisis Center, East Bay Works Career Center, Concord Senior Center, Concord Senior Citizens Club, City of Concord, Contra Costa County Advisory Council on Aging, Contra Costa County Senior Mobility Action Council, Contra Costa County Senior Transportation Forum, Hispanic Chamber of Commerce, Greater Concord Chamber of Commerce and the CCTA.

In addition, numerous community members and groups participated in the development of the CBTP in 2006. The lists of the groups are indicated in Appendix B of the CBTP document (Attachment 3). To continue the efforts and issues identified by the CBTP, the MCP Transportation Action Team has held up to ten meetings every year addressing transportation issues since the plan was finalized in late 2006. The major stakeholders for this project held meetings on February 14, February 23 and February 24, 2012 to ensure community support and to finalize the details.

Yes → Meeting time frame: Summer 2006 - February 2012

Number of Meetings: Transportation Action Team: 10 per year; 60 total (2006-2012)

Major Stakeholders: 2 meetings (02/2012)

Neighborhood Meeting: 1 meeting (02/2012)

No → Explain why not.

C. Public Meetings: (*neighborhood meetings, etc.*) Describe any other public meetings that have occurred for this specific project. Include the month and year for each meeting.

A Neighborhood Meeting was held on February 23, 2012 to present this proposal to additional stakeholders and residents in order to seek additional input and ensure community support. The meeting participants included:

- Edi Birsan, Concord Senior Citizens Club, Rotary Club, Concord resident and community activist
- Joyce Davidson Seitz, City of Concord
- Wes Laubscher, Monument Crisis Center Board, Monument resident
- Mary Lou Laubscher, Contra Costa Transportation Authority Advisory Board, Contra Costa County Public & Environmental Health Advisory Board, MCP Transportation Action Team
- Mike Van Hofwegen, MCP and Chavez Center Executive Director
- Kathy Renfrow, MCP and HEAL Grant Coordination Manager, Monument resident
- Harold Blair, past Board member of MCP, Monument resident and community leader
- David Pitman, Bay Area Air Quality Board Local Committee, Monument resident
- Jeff Rogers, City of Concord Engineering Division
- Luz Sierra, Monument resident and community leader
- Bruce Lyon, architect, MCP Transportation Action Team Chair/GGI

PART 7: PROJECT/PROGRAM IMPLEMENTATION READINESS

A. Are there any current anticipated barriers that might cause the implementation of this program to be delayed?

Yes → Explain:

No

B. Assuming this project/program received Lifeline grant funding, has all other funding been secured to ensure timely implementation?

Yes

No → Explain: The City of Concord and the MCP will work with TRANSPAC to obtain Line 20 (A) Measure J Funds to provide the remaining amount needed for matching funds.

PART 8: ADDITIONAL INFORMATION (OPTIONAL)

Please provide any information which has not been included elsewhere in this document to support your application.

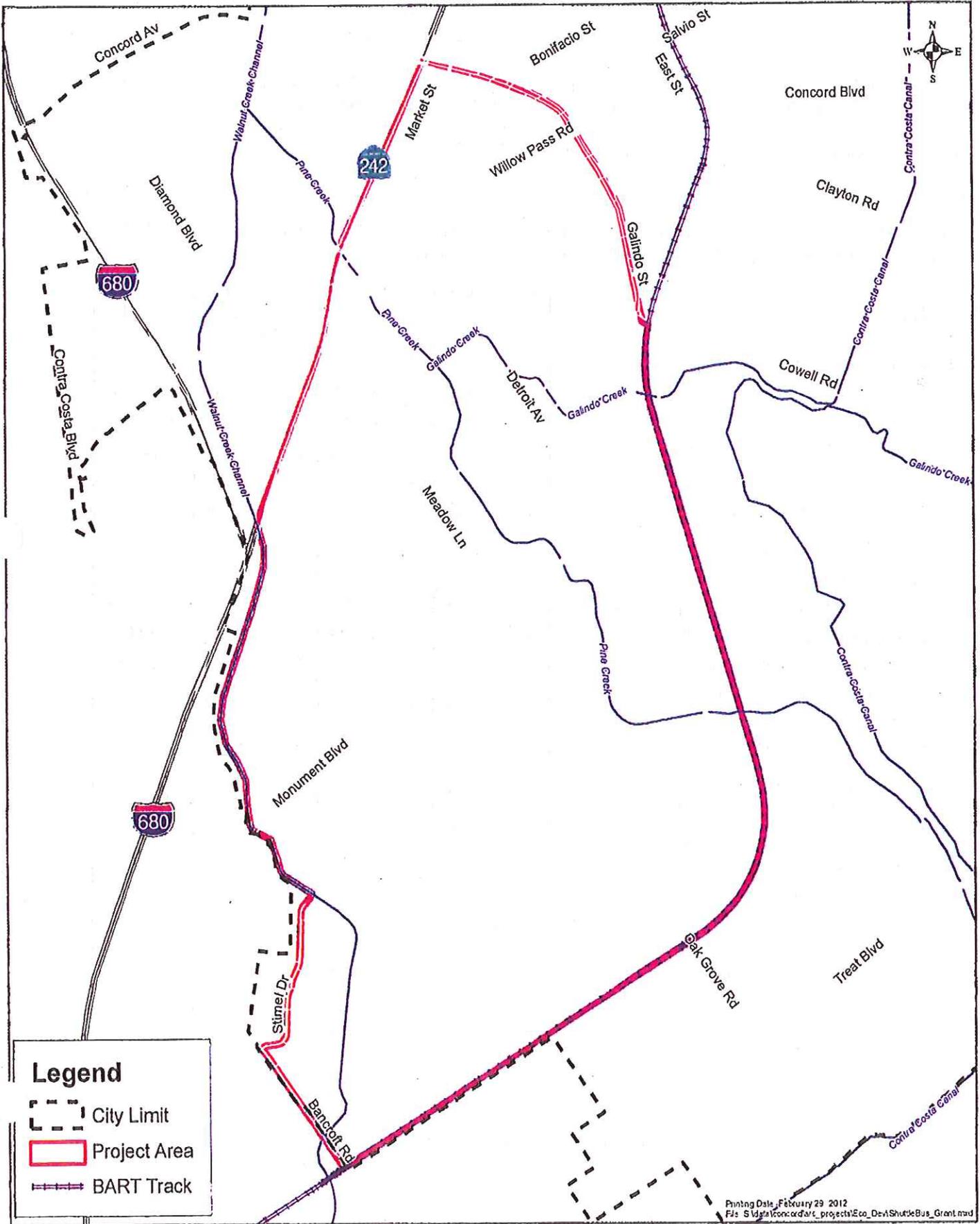
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Attachment 1: Map of Project Area

Map of Project Area



Attachment 2: Budget Sheets – Cost Estimate, Project Funding, Explanation

Complete all three sections. Complete the appropriate "Cost Estimate" table and the "Project Funding" tables. Complete all tables for the overall project, even if the funding request is only for one phase of the project. Provide any necessary explanations for budget info below each table. If there are possible alternative funding sources, please describe under Explanation.

Cost Estimate

List the estimated cost of each line item. Add additional line items, as needed. The total estimated cost will be automatically calculated at the bottom of the chart.

Line Items	Estimated Costs FY 10/11	Estimated Costs FY 11/12	Estimated Costs FY 12/13	TOTAL
1 Administrative (salary, wages, fringe):				
MCP Staff	\$ 33,800	\$ 29,900	\$ 29,900	\$ 93,600
City Staff	\$ 12,748	\$ 12,748	\$ 12,748	\$ 38,244
2 Administrative Costs, Supplies and Office Space	\$ 8,000	\$ 16,000	\$ 16,000	\$ 40,000
3 Customer Service Training and Outreach	\$ 6,000	\$ 3,000	\$ 3,000	\$ 12,000
4 Marketing/Advertising Program	\$ 3,000	\$ 2,000	\$ 2,000	\$ 7,000
5 Small Business Operations/Contracts:				
Manager/Dispatcher/Driver (\$20/hour)	\$ 20,800	\$ 41,600	\$ 41,600	\$ 104,000
Salary for Three Drivers (\$15/hour)	\$ 23,400	\$ 46,800	\$ 46,800	\$ 117,000
Additional Salary, Wages, Fringe	\$ 16,000	\$ 32,000	\$ 32,000	\$ 80,000
Shuttle Hosts/Translators/Outreach (\$12/hour)	\$ 12,480	\$ 24,960	\$ 24,960	\$ 62,400
6 General Liability Insurance	\$ 1,100	\$ 1,200	\$ 1,300	\$ 3,600
7 Business Development Training for Shuttle Operator through JFKU-IEL Program	\$ 3,500	\$ -	\$ -	\$ 3,500
8 Lease of 10-Passenger Van including ADA Accessibility Modifications	\$ 5,000	\$ 10,000	\$ 10,000	\$ 25,000
9 Operating Costs for Van (Gas and Maintenance, etc.)	\$ 6,000	\$ 8,750	\$ 8,750	\$ 23,500
10 Insurance for Van	\$ 1,750	\$ 3,500	\$ 3,600	\$ 8,850
11 Monitoring & Evaluation	\$ 3,000	\$ 4,000	\$ 5,000	\$ 9,000
Total Estimated Costs:	\$ 156,578	\$ 236,458	\$ 237,658	\$ 627,694

Cost Estimate Explanations:

- 5 Operating Hours: 12 hours daily Monday through Friday; 6 hours on Saturday; 4 hours on Sunday.
No service provision in first six months, but administrative costs incurred for planning,

Application
Contra Costa Lifeline Transportation Program

Cycle FY2011 through FY2013
Page 22 of 27

Implementation and training.

For the small business/operator: The Manager/Dispatcher/Driver is estimated at 40 hours per week;
Drivers at 20 hours per week each.

Additional salary, wages, fringe is estimated at \$4,000 per worker each year.

Initial commitment for Shuttle Hosts/Translators/Outreach is 40 hours per week.

- 8 Assumes a three-year lease for van.

Attachment 2 (continued): Project Funding, Explanation**Project Funding**

All applicants should complete the following charts. Totals will be calculated automatically. Existing funding should only include secured funding sources, i.e. funds that are programmed to the project with a resolution or signed agreement.

Note: The Fiscal Year is defined as July 1 through June 30.

Proposed Funding - List All Sources

	Source	FY 12/13	FY 13/14	FY 14/15	Totals
1	Lifeline Funding Requested	\$ 103,902	\$ 103,901	\$ 103,901	\$ 311,704
2	Local Match: Monument Community Partnership (HEAL Fund Staff)	\$ 15,725	\$ 9,485	\$ 9,485	\$ 34,694
3	Local Match: Monument Community Partnership (ED & Finance Director - in-kind)	\$ 10,998	\$ 4,758	\$ 4,758	\$ 20,514
4	Local Match: City of Concord (Transportation - in-kind)	\$ 6,920	\$ 6,920	\$ 6,920	\$ 20,760
5	Local Match: City of Concord (Economic Development - in-kind)	\$ 5,828	\$ 5,828	\$ 5,828	\$ 17,484
6	Local Match: Shuttle Hosts/Translators/Outreach	\$ 12,480	\$ 24,960	\$ 24,960	\$ 62,400
7	Measure J Funds	\$ 53,380	\$ 53,379	\$ 53,379	\$ 160,138
				Total:	\$ 627,694
Total Proposed Funding:					\$ 627,694

Explanation of Project Funding:

Local Match: The MCP local match is \$55,208 total. MCP will match this funding through its HEAL (Healthy Eating and Active Living) Grant which will provide 10% of the services of the HEAL Coordination Manager and Program Assistants, and through 3% of the Executive Director's and 2% of the Finance Director's time paid for from other funds.

Local Match: The City of Concord's local match is \$38,244 total. The City's in-kind services will include 2% of the Transportation Manager's time (124.80 total hours for three years) and 3% of the Economic Development Specialist's time (187.20 total hours for three years).

Local Match: Commitments have been received from MCP's Senior Action Team and are being sought from others working with La Clínica, the Monument Crisis Center, the Michael Chavez Center and other organizations to serve as shuttle hosts/translators and outreach workers for the shuttle service as needed. Estimated 4 – 8 hosts, for a total of 40 hours per week (about 1/2 the total time of the shuttle service), at a value of \$12 per hour. Total match: \$62,400

Total Local Match: \$155,852

Additional Funding to be Leveraged: The Concord Senior Citizens Club recently received a \$12,000 grant from the Mt. Diablo Health Care District to provide assistance for their transportation needs. The MCP, the City of Concord and the Concord Senior Citizens Club will develop and coordinate these transportation activities together to be sure that they are complementary and are the most effective for the community.

Measure J Funds: The City of Concord and the MCP will work with TRANSPAC to obtain Line 20 (A) Measure J Funds to provide the remaining amount needed for matching funds (\$160,138).

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Application
Contra Costa Lifeline Transportation Program

Cycle FY2011 through FY2013
Page 25 of 27

Attachment 3:
City of Concord Monument Corridor
Community-Based Transportation Plan

Attachment 4: Planning Documents

The following are cover and reference pages from previous and current reports that have identified the gaps in the Monument Corridor and recommended transportation strategies for serving low-income communities.

- **Transportation and Land Use Coalition (TALC) Report:
Roadblocks to Health**
- **Concord Senior and Youth Transportation Study**
- **Contra Costa County Senior Mobility Action Council Survey
Results**
- **Contra Costa County Low-Income Transportation Action
Plan**
- **ABAG and MTC Bay Area Plan - Initial Vision Scenario**
- **MTC Coordinated Public Transit-Human Services
Transportation Plan**

Attachment 5: Letters of Support

- 1. Assemblywoman Susan Bonilla**
- 2. Supervisor Karen Mitchoff**
- 3. City of Concord Mayor Ron Leone**
- 4. Monument Community Partnership**
- 5. Michael Chavez Center for Economic Opportunity**
- 6. Hispanic Chamber of Commerce**
- 7. Greater Concord Chamber of Commerce**
- 8. Contra Costa County EASTBAY Works One-Stop Center**
- 9. John F. Kennedy University – Institute for Entrepreneurial Leadership**
- 10. La Clinica de La Raza, Inc.**



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Janet Abelson,
 Vice Chair

Geneveva Calloway

David Durant

Jim Frazier

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

aren Stepper

Robert Taylor

Randell H. Iwasaki,
 Executive Director

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 Walnut Creek
 CA 94597
 PHONE: 925.256.4700
 FAX: 925.256.4701
 www.ccta.net

MEMORANDUM

To: Barbara Neustadter, TRANSPAC
 Andy Dillard, SWAT, TVTC
 Jamar Stamps, TRANSPLAN
 Christina Atienza, WCCTAC
 Richard Yee, LPMC
Randell H. Iwasaki

From: Randell H. Iwasaki, Executive Director

Date: September 20, 2012

Re: Items approved by the Authority on September 19, 2012, for circulation to the Regional Transportation Planning Committees (RTPCs), and Items of interest

At its September 19, 2012 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Launching the OneBayArea Grant (OBAG) Program and PDA Investment and Growth Strategy.** MTC has given Congestion Management Agencies (CMAs) the responsibility of allocating \$45 million in federal transportation funding available through the OneBayArea Grant program, also known as OBAG. While it gives the CMAs considerable discretion in allocating this funding, the OBAG process outlined in MTC's Resolution 4035 also places a number of new requirements on both CMAs and local sponsors. Staff has developed a proposed approach and schedule for the OBAG process in Contra Costa. *The Authority approved the proposed approach for the OBAG process and PDA Investment and Growth Strategy.*
2. **Approval to Circulate the Draft Technical Procedures Update for Review and Comment.** The Authority has undertaken a significant update of its *Technical Procedures*, which focuses on the specific tools and procedures that local jurisdictions are to use to implement the Growth Management Program under Measure J. Besides updating the document to be consistent with Measure J policies, major changes include the transition to the 2010 Highway Capacity

Manual Level-of-Service methodology from Circular 212, and documenting the latest version of the Authority's Countywide Travel Demand Model. *Staff was authorized staff to release the Draft Technical Procedures to the RTPCs, TACs and other interested parties for circulation, review, and comment.*

3. **SB 375/SCS Implementation Update.** *Gary L. Gallegos, Executive Director of SANDAG, presented the status of the San Diego metropolitan area's 2050 RTP, which was adopted by the SANDAG Board on October 28, 2011. The 2050 RTP is the first Sustainable Communities Strategy to be adopted in the State of California.*

4. **Approval of 2014 CTP Work Plan and Release of related RFP's for System Monitoring and Action Plan Updates.** Measure J requires that the Authority develop a Countywide Comprehensive Transportation Plan (CTP) and computer model, and update it every four years. Working with the TCC's CTP Task Force, Authority staff has developed an overall work program for developing the 2014 Countywide Transportation Plan. To achieve the work plan schedule, consultant services for performance monitoring and Action Plan Development will need to be procured in September 2012 through issuance of two Requests for Proposals (RFPs). Preparation of the 2014 Plan itself will be carried out by Dyett & Bhatia under existing agreement No. 324. *The Authority approved the work plan and release of the RFPs. The Authority further requested staff to prepare a third RFP for public outreach, polling, and stakeholder interviews to assist the Authority in the development of a financially-constrained project list in parallel with the development of the CTPL (Comprehensive Transportation Project List).*



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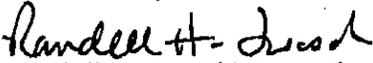
Karen Stepper

Robert Taylor

Randell H. Iwasaki,
 Executive Director

MEMORANDUM

To: Barbara Neustadter, TRANSPAC
 Andy Dillard, SWAT, TVTC
 Jamar Stamps, TRANSPLAN
 Christina Atienza, WCCTAC
 Richard Yee, LPMC

From: 
 Randell H. Iwasaki, Executive Director

Date: October 18, 2012

Re: Items approved by the Authority on October 18, 2012, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its October 18, 2012 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Authorize Entering into a new Consultant Agreement to Prepare a Safe Routes to School (SR2S) Needs Assessment and Provide Technical Assistance at a Cost not to Exceed \$245,000.** In response to Request for Proposal (RFP) 12-3 released in July 2012, the Authority received three proposals. A selection committee, comprised of RTPC Managers and local staff familiar with education, outreach and infrastructure supporting safe routes to school (SR2S), reviewed the proposals and interviewed the three consultant teams. Fehr & Peers was selected as the most qualified consultant team. Staff recommends approval to enter into an agreement with Fehr & Peers in an amount not to exceed \$245,000. *The Authority approved entering into an agreement with Fehr & Peers in an amount not to exceed \$245,000.*
2. **Issue Request for Proposal (RFP) 12-6 for Additional Public Outreach, Polling, and Strategic Planning in Support of the 2014 Countywide Transportation Plan.** By 2015, the Authority will have expended over 86 percent of Measure J funds available for capital projects, including the Caldecott Fourth Bore, Route 4 East, and e-BART. The Authority's strategy to bond against future revenues will generate \$550 million in Measure J funds by leveraging over \$1.4 billion in regional, state, and federal funds, for a total investment of \$2 billion in Contra Costa's

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transportation system. Even with this major accomplishment, the Authority continues to be mindful that substantial transportation needs remain. The 2014 Countywide Transportation Plan will identify new projects and programs to help meet those needs, establish priorities and explore funding mechanisms. To improve our understanding of the public's priorities and interests, the Authority wishes to procure additional consultant resources for public outreach, polling, and strategic planning. This outreach effort would be incorporated into the overall work program for the 2014 CTP. To initiate the outreach effort, staff seeks Authority approval to issue RFP 12-6 for public outreach, polling, and strategic planning. *The Authority approved the release of RFP 12-6 for public outreach, polling, and strategic planning in support of the 2014 Countywide Transportation Plan.*

3. **Caldecott Fourth Bore Project (Project 1698/1001) Status Update.** *Cristina Ferraz, Caltrans Project Manager and Ivy Morrison provided a PowerPoint update on progress on the Caldecott Fourth Bore Project, and there was some discussion about risks associated with the overall financial plan. (Attachment)*

PROJECT UPDATE

**Contra Costa Transportation Authority
(CCTA)
Board of Directors**

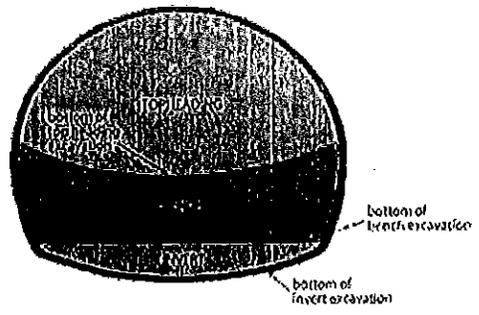
October 17, 2012

Cristina Ferraz, Caltrans Project Manager

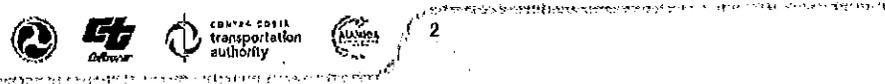


Tunnel Construction Timeline

- Construction Start: January 2010
- Start Excavation: August 2010
- Complete Excavation: September 2012
- Overall Construction: 70% completed



- Open Tunnel to Traffic: Fall 2013
- Complete Construction: Spring 2014



Tunnel Construction Progress

990 meters total

← Oakland Orinda →

3

Tunnel Construction Progress

05/19/2011

4

Tunnel Construction Progress

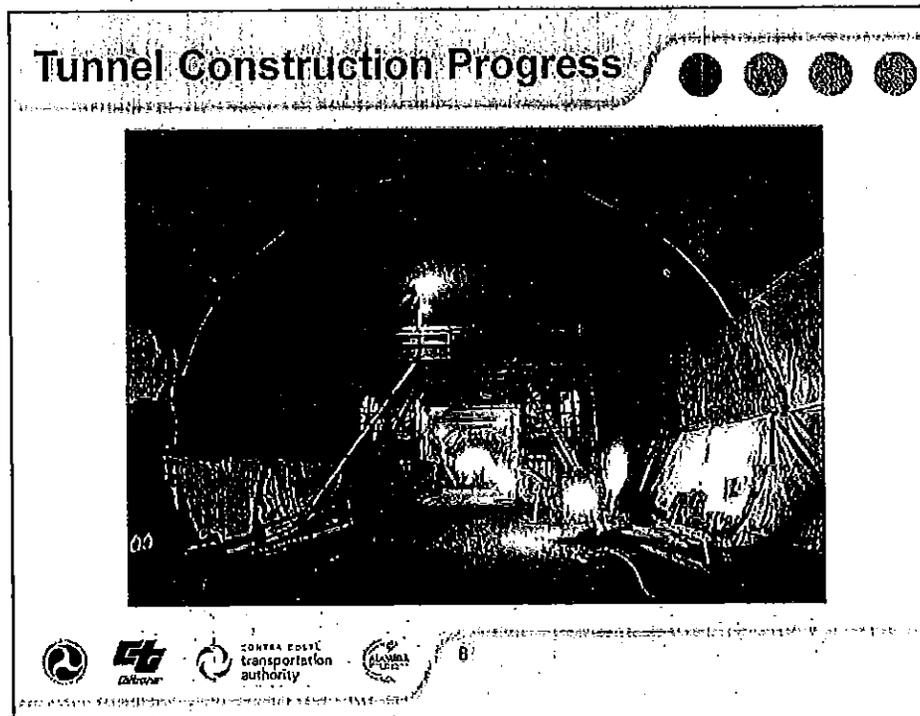
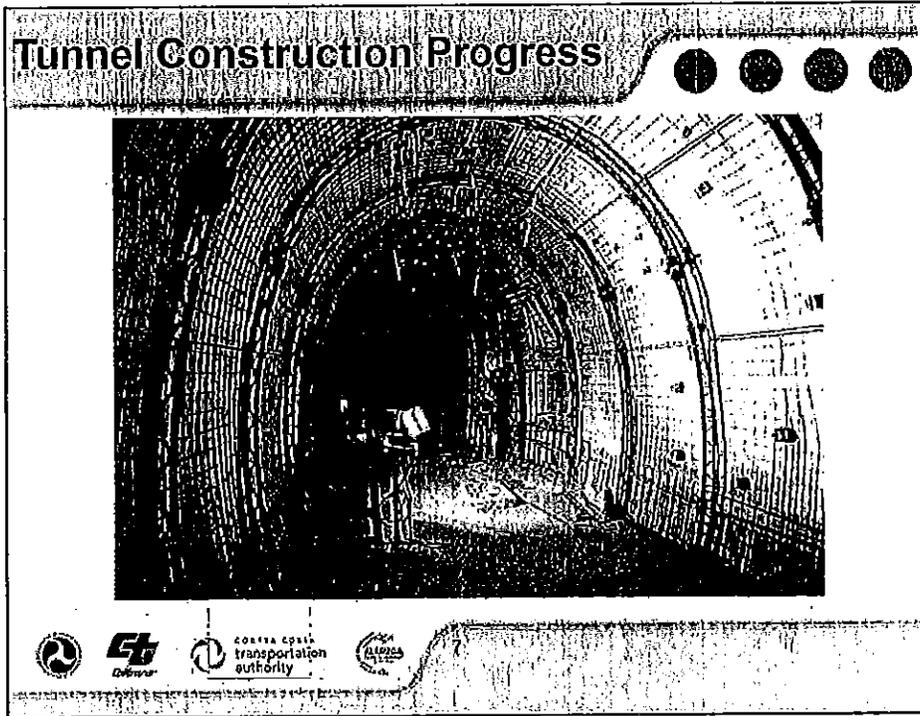
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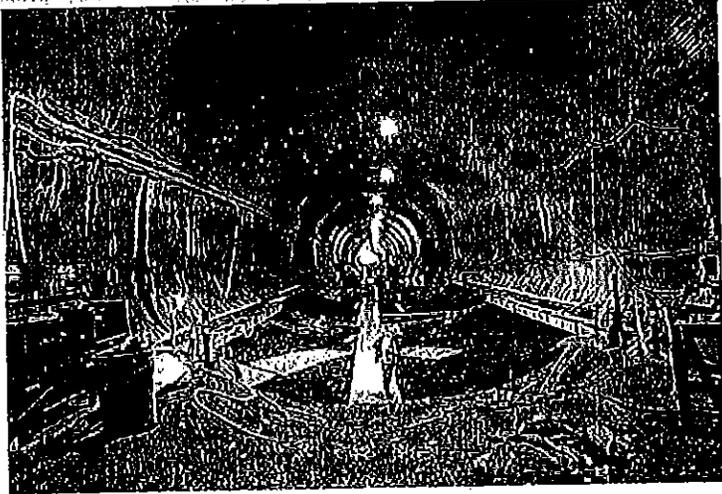
Tunnel Construction Progress

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Tunnel Construction Progress

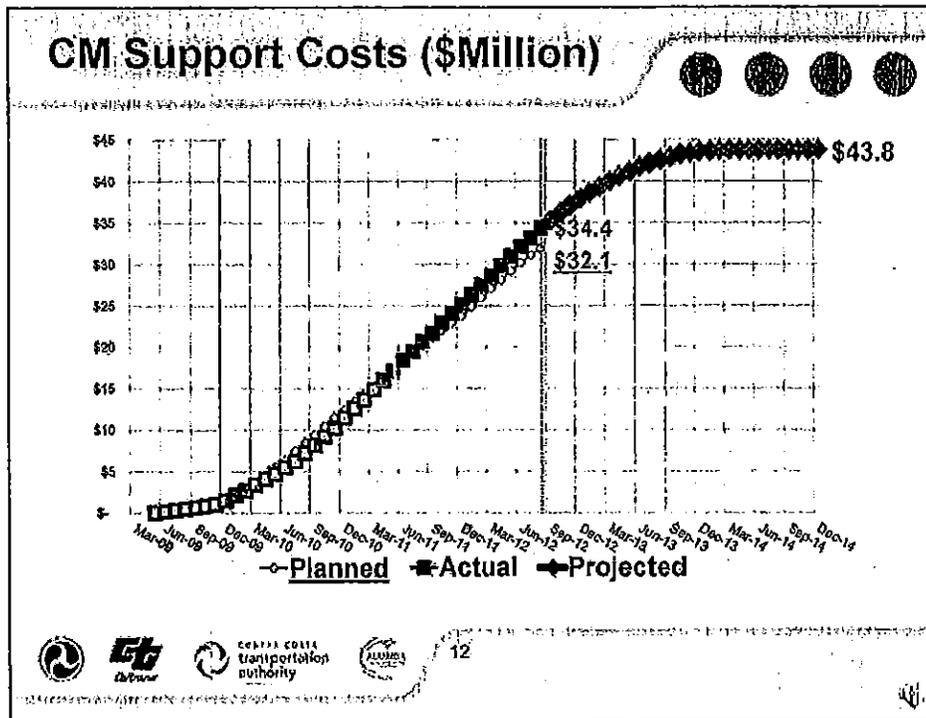
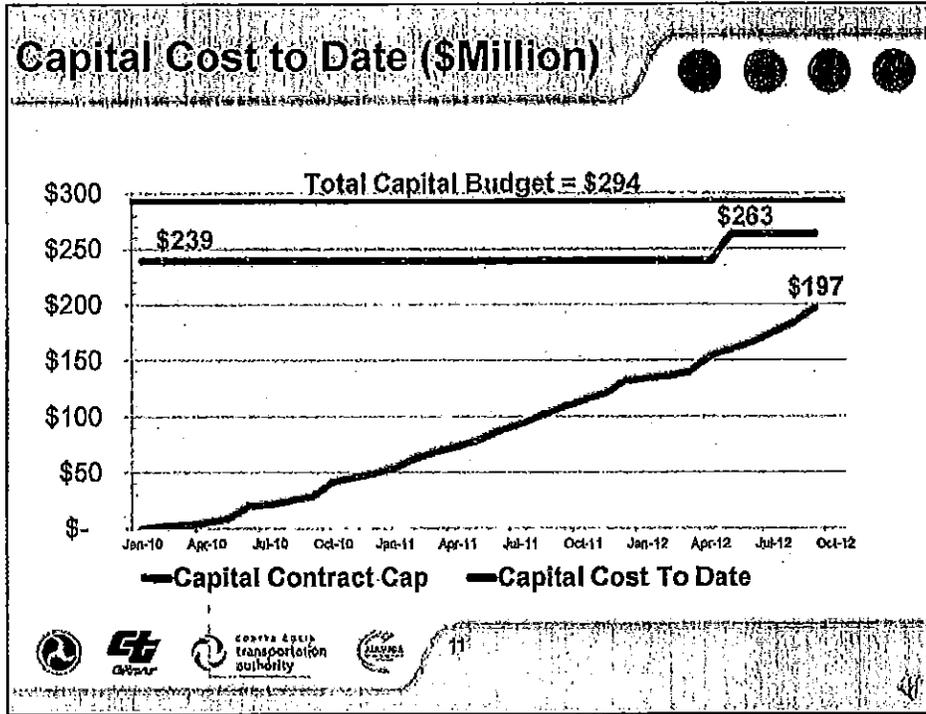


    9

Operations & Maintenance Building



    10



Outreach

Community Relations

- 100 presentations/site visits to date
- Medallion Design Competition

MEDALLION

- Travelling photo exhibit



Media Relations

San Francisco Chronicle



WIRED

diablo
MAGAZINE

The New York Times



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13

Electronic Communications

Website: A Portal to the Portal



www.caldecott-tunnel.org

eBlasts

The latest Fourth Bore factsheet was emailed to approximately 1,300 elected officials, members of the media, and key stakeholders on Oct. 4. The distribution list continues to grow...



Virtual Tunnel Tours

Stay tuned to the project website



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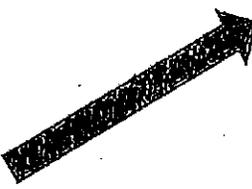
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Special Events

Crescendo to the Ribbon Cutting

Ribbon Cutting!

75th Anniversary of the tunnels in December

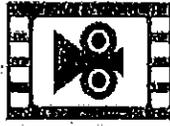




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Capturing History

Project Documentary


16



EXECUTIVE DIRECTOR'S REPORT
October 17, 2012

SB 375 Implementation Roundtable: September 17, 2012

ABAG called this meeting to discuss implementation of SB 375 with regard to development of the Priority Development Areas (PDA). Chair Tatzin attended, along with Julie Pierce, and staff from CCTA and ABAG. A consensus was reached on the approach for implementation. Each city council would need to be kept apprised of implementation efforts. ABAG staff indicated a willingness to support local staff by preparing presentation materials and participating in the council meetings. CCTA staff would also play a supportive role with meeting scheduling and presentations.

Hercules Intermodal Transit Center Kick-off: September 18, 2012

Ross Chittenden and I attended the celebration to recognize the end of the design process and the beginning of work on building the long awaited Hercules ITC. There were many speakers talking about their memories and how they participated in the planning and design process of the project. During the ceremony, a Capitol Corridor Intercity Train passed by and Mayor Dan Romero said he couldn't wait for the day when the train stopped in Hercules.

Mega-Bridge and Deep Foundation Speech: September 20, 2012

I was asked to give the keynote speech at the US China Mega Bridge and Deep Foundation workshop in Los Angeles. My presentation was focused on the seismic innovations of the new east span of the San Francisco Oakland Bay Bridge.

Fitch Ratings Meeting: September 21, 2012

Randy Carlton, Peter Schellenberger (PFM), and I met with Karen Ribble, Senior Director and Matthew Reilly, Associate Director of Fitch Ratings for a meet and greet to prepare for our official rating meeting. We asked a few questions about what they would be looking for from us and they got to ask us a few questions about the Contra Costa Transportation Authority and how we manage our programs and projects. We invited to take them on a tour of the Caldecott Tunnel after the bond rating meeting.

Benicia Martinez Bridge's 50th Birthday Celebration: September 24, 2012

A celebration was held to remember the 50th birthday of the Benicia Martinez Bridge at the vista point. There were many speakers including CCTA Chair Don Tatzin and Amy Worth. The bridge eliminated the need for ferry service to move people from one side of the Carquinez Strait to the other. The bridge helped expand the economy of the Bay Area region.

Lowercase Productions Meeting: September 25, 2012

All of the Deputies and I met individually with David Schellinger of lowercase productions and Alexis Smith of Barbary Coast to discuss our respective visions for our website. My point to the

team was a website that allows us to be transparent, innovative, and engages those that choose to travel to our website.

Roger Hughes: September 26, 2012

Ross Chittenden and I met with Roger Hughes. Roger is one of the co-chairs of the Contra Costa Council's transportation subcommittee. He wanted to talk to us about transportation issues facing Contra Costa. His goal is to deliver a white paper outlining issues facing transportation to the Council.

EC2: The Collaborative: September 27, 2012

I gave a speech regarding the transportation improvement projects that were ongoing in East Contra Costa. My presentation outline reminded the audience about CCTA. We talked about the current and future major projects in East County. There was a discussion about the transportation funding outlook and our strategy for success. The speech was taped. There were a few questions from the audience. Martin Engelmann took the SB-375 question. I thanked Jack Hall for his effort to prepare the presentation.

Environmental Labor Coalition per Plumbers & Steamfitters Local 159: September 27, 2012

I was asked to give this group an update regarding Measure J. Martin Engelmann and Jack Hall went with me to the meeting. The focus of the presentation was the same as I gave earlier to the EC2 group. In addition to a status of the ongoing projects, they were interested in what was next if we have expended 86% of the project funds by the year 2015.

End of the Road Celebration: September 27, 2012

CCTA Commissioners and staff were invited to attend the End of the Road Celebration in Brentwood. The event brought representative s from the consulting firms, Contra Costa County, CCTA Commissioners and staff that worked diligently to get the various projects from the design phase to construction. This event marked over a decade of focused effort to deliver a project to modernize and widen State Route 4 between the Pittsburg and Antioch.

WETA-Contra Costa Ferry Stakeholder Meeting: September 27, 2012

Peter Engel and Contra Costa ferry stakeholders from WCCTAC, TRANSPAC, TRANSPLAN, Antioch and Hercules met with WETA Executive Director, Nina Rannells and planner Chad Mason to discuss issues related to ferry service expansion in Contra Costa County. Those present were able to express their concerns with WETA about its recent Short Range Transit Plan (SRTP) as well as other issues. The group agreed to meet quarterly and put together a plan or blueprint for moving forward with ferry service expansion in Contra Costa County.

Logos User Conference: October 2, 2012

Logos is the name of the accounting system the Authority uses. It is used by many other public agencies throughout the country. The Authority was host to a user conference for the northern California region. Approximately 30 participants attended, including the Authority's finance team. The conference is a good way for Authority staff and other users of the system to share ideas, tips and ways to improve the system. Hosting the event helped defray travel costs that the Authority otherwise would have incurred if we didn't host the conference.

Governing California: A Leadership Forum – 2012: October 3, 2012

I was invited by Governing staff to participate on a panel with Rick Land, Chief Deputy Director - Caltrans and Mark Edward Campos, Chief Data and Information – WAZE, focused on Competitive Communities – California Transportation Vision. The event was well attended and included several elected and public officials from Contra Costa.

Mobility Management Summits: October 4-5, 2012

Peter Engel attended mobility management summits in Antioch, San Ramon and San Pablo to discuss a plan for bringing organized mobility management to Contra Costa. A long standing idea is now moving forward as a result of a New Freedom grant received by the County Connection to develop the plan. Innovative Paradigms, the consultant engaged by County Connection to produce the plan, held the three summits which were attended by both transportation and human resource professions across the County to discuss mobility issues for seniors and people with disabilities. The plan is scheduled to be complete around the end of December.

State Route 4 Widening Groundbreaking (Lone Tree Way/A Street and eBART Station Antioch Facilities): October 5, 2012

We celebrated the start of construction for SR 4 contract 3B and the BART contract for the Antioch facilities. This is the fourth of five construction projects for the widening and modernization of SR 4. We have one the last contract 3B advertised and will open bids on October 16. The celebration was well attended.

Sand Creek Partnering Session Follow-up: October 12, 2012

This is the second partnering session between Caltrans/CCTA and CC Myers Inc. and Bay Cities JV. The project has a partnering specification to ensure any differences between the owner and contractor are dealt with fairly and quickly. We meet on a quarterly basis to discuss issues.



Planning Committee **STAFF REPORT**

Meeting Date: October 3, 2012

SB 375/SCS Implementation Update

MTC Sets to Work on the Draft EIR for Plan Bay Area: Following MTC/ABAG's decision in July to select five alternatives to be evaluated in the Draft EIR, MTC staff has set to work on developing the Draft EIR. The alternatives that will be evaluated are: 1) the No Project; 2) the Jobs-Housing Connection (the proposed project); 3) Transit Priority Focus; 4) Enhanced Network of Communities; and 5) Environment, Equity, and Jobs Alternative. For details, go to http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1882/4_EIR_Alternatives.pdf

Regional Advisory Working Group (RAWG): The RAWG meeting for October was cancelled. MTC and ABAG staff have indicated that the RAWG will reconvene as soon as the initial results of the RTP DEIR alternative studies are available for review.

OneBayArea Grant (OBAG) Program: Authority staff is beginning to develop the SCS (Sustainable Communities Strategy) Investment and Growth Strategy. Final guidance on the strategy is outlined in the appendices of MTC Resolution No. 4035 available at: http://www.mtc.ca.gov/funding/onebayarea/RES-4035_approved.pdf

Planning Directors Meetings: The Planning Directors of Contra Costa met on September 14th and received a full presentation on the OBAG Investment & Growth Strategy. The next Planning Directors meeting is scheduled for December 14, 2012.



Administration and Projects Committee Meeting **STAFF REPORT**

Meeting Date: October 4, 2012

Subject	Audit of the Transportation Fund for Clean Air Program Manager Fund Projects for the Period Ended June 30, 2011
Summary of Issues	<p>Transportation Fund for Clean Air (TFCA) Audit:</p> <p>The Authority was audited by Bay Area Air Quality Management District (Air Quality District) to verify that the TFCA funds were spent appropriately from July 1, 2008 through June 30, 2011. Gilbert and Associates Inc. was hired by the Air Quality District to perform this audit. The audit resulted in no findings or issues.</p>
Recommendations	<p>Staff recommends acceptance of Gilbert and Associates Inc. Independent Auditor's Reports and Schedule of Expenditures of TFCA Program Manager Fund Projects.</p>
Financial Implications	<p>There are no financial implications of the recommended action to accept the TFCA audit report.</p>
Options	<p>None.</p>
Attachments (See APC Packet dated 10/4/12)	<p>A. Independent Auditor's Reports and Schedule of Expenditures of TFCA Program Manager Fund Projects</p>
Changes from Committee	<p>None</p>

Background

The Bay Area Air Quality Management District (Air Quality District) receives motor vehicle registration fees to be used for programs to reduce air pollution from motor vehicles. The Air Quality District administers these funds through the Transportation Fund for Clean Air (TFCA) Program. Forty percent of the TFCA funds are allocated to Program Managers Fund and allocated to designated agencies.

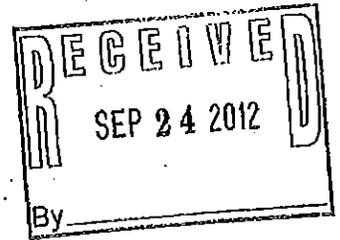
The Authority, as the Congestion Management Agency, is the designated Program Manager for the County of Contra Costa. The funds are used for various allowable project such as ridesharing programs and bicycle facility improvement projects.

The Authority was audited by Bay Area Air Quality Management District (Air Quality District) to verify that the TFCA funds were spent appropriately from July 1, 2008 through June 30, 2011. Gilbert and Associates Inc. was hired by the Air Quality District to perform this audit. The audit resulted in no findings or issues.

TRANSPAC Transportation Partnership and Cooperation

11-1

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Suite 360
Pleasant Hill, CA 94523
(925) 969-0841



September 20, 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 September 13, 2012, TRANSPAC discussed the request of the City of Walnut Creek for a reallocation of unobligated FFY 2203-20 Department of Transportation Appropriation Act earmarks for its Ygnacio Valley Road Pedestrian/Bicycle Improvements Project.

The City of Walnut Creek will release \$594,440 for use within Contra Costa on another federalized project, such as State Route 4 East and/or the Caldecott Fourth Bore Projects. The City requested future consideration of Measure J funds from any savings realized from those projects. TRANSPAC unanimously supported the request of the City of Walnut Creek and recommends approval by the Authority.

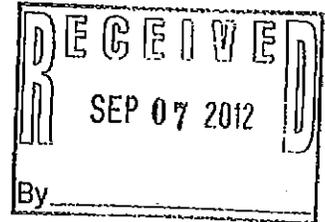
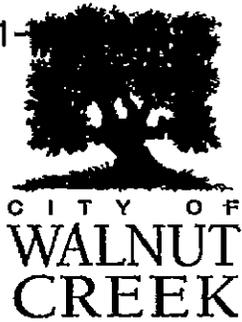
Thank you for your consideration of this matter.

Sincerely,

A handwritten signature in cursive script that reads "Barbara Neustadter".

Barbara Neustadter
TRANSPAC Manager

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Heather Ballenger, Public Services Director, City of Walnut Creek



September 5, 2012

Barbara Neustadter
TRANSPAC
296 Jayne Avenue
Oakland, CA 94610
Email: bantrans@sbcglobal.net

Subject: Reallocation of Unobligated FFY 2003-20 DOT Appropriation Act Earmarks
Ygnacio Valley Road Pedestrian/Bicycle Improvements

Dear Barbara,

The City of Walnut Creek was provided with above federal earmark funding for the Ygnacio Valley Road Pedestrian/Bicycle Improvement project (YVR earmark project) in the amount of \$787,143. This letter is to explain the status of this project, its unobligated balance, and request a future consideration related to these funds.

A Brief History

When the federal earmark funds were received, they were less than the original amount requested for the YVR earmark project. The construction documents were prepared and the NEPA clearance was obtained for the project. The project was postponed from being advertised for construction while the City awaited additional funding.

In 2009, the City received ARRA funding which was used for the Civic Drive Rehabilitation Project. The City was fortunate to receive very favorable bids for the Civic Drive project which allowed the project to be completed with a savings of ARRA funds. Since the YVR earmark project was also "shovel ready" with a NEPA clearance, a transfer was granted for most of the ARRA project savings to go to the YVR earmark project. With the addition of these funds, the YVR earmark project was bid for construction in 2010. Since the economy was still recovering, favorable bids were also received for this project, which meant that we were left with an unobligated balance of \$594,440.

Barbara Neustadter
TRANSPAC
September 5, 2012

Page 2

The City desired to use this unobligated balance to prepare plans for a second phase of the project. In late 2011 with the support of CCTA and MTC, these funds were assigned to TIP ID CC-110054 for Ygnacio Valley Road Ped/Bike Phase 2.

Current Issue

As you are aware, last month municipalities with unobligated earmark balances received notifications from Caltrans regarding the new earmark funding deadlines. The City decided that we could not meet this new obligation deadline. Our desire is to see our unobligated balance used within Contra Costa County. We have met with CCTA staff and understand that the State Route 4 East project is an opportunity to use these funds.

Since the City of Walnut Creek is surrendering \$595,440, we are requesting future consideration of Measure J funds from any savings realized on the State Route 4 East and/or Caldecott Fourth Bore projects.

Thank you in advance for your consideration of this request. I am happy to answer any question you have regarding this issue and request. Please contact me by phone at (925) 256-3593 or by email at Ballenger@walnut-creek.org.

Sincerely,



Heather Ballenger
Public Services Director

Cc: Randy Iwasaki, CCTA
Jack Hall, CCTA
Arielle Bourgart, CCTA
Amin AbuAmara, CCTA
Kristina Lawson, City of Walnut Creek
Cindy Silva, City of Walnut Creek
Ken Nordhoff, City of Walnut Creek
Jeremy Lochirco, City of Walnut Creek
Steve Waymire, City of Walnut Creek

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County

2300 Contra Costa Boulevard, Suite 360

Pleasant Hill, CA 94523

(925) 969-0841

September 20, 2012

Mr. Mo Pazooki
Caltrans District 3
111 Grand Avenue
P.O. Box 23660
Oakland, CA 94623-0660

Dear Mr. Pazooki:

Thank you so much for taking the time to attend the September TRANSPAC meeting for the 50th anniversary acknowledgment of the Benicia-Martinez Bridge. We enjoyed "walking down memory lane" with you with regard to the construction of the bridge, and the many challenges you faced. Your comments and presence are much appreciated.

We welcome you to attend TRANSPAC meetings any time. Thank you again for helping us celebrate the 50th birthday of this very special bridge!

Sincerely,



Barbara Neustadter
TRANSPAC Manager

cc: Julie Pierce, TRANSPAC Chair
TRANSPAC Representatives
TRANSPAC TAC

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County

2300 Contra Costa Boulevard, Suite 360

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September 20, 2012

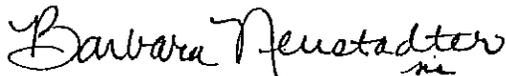
Mr. Sid Pawar
Caltrans District 3
111 Grand Avenue
P.O. Box 23660
Oakland, CA 94623-0660

Dear Mr. Pawar:

Please accept our thanks for taking the time to attend the September TRANSPAC meeting for the 50th anniversary acknowledgment of the Benicia-Martinez Bridge. We enjoyed seeing you again and appreciated your comments regarding the challenges and successes of that construction project.

You are most welcome to attend TRANSPAC meetings any time, and thank you again for all of your efforts.

Sincerely,



Barbara Neustadter
TRANSPAC Manager

cc: Julie Pierce, TRANSPAC Chair
TRANSPAC Representatives
TRANSPAC TAC

11-6

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Project to ease traffic on Interstate 80 unveiled

By Chris Treadway
Contra Costa Times

Posted: 10/19/2012 02:56:55

Updated: 10/22/2012 06:50:55



EMERYVILLE -- Regional transportation officials are taking a unique and comprehensive approach to relieving clogged arteries that affect the health of commuters and cities along the Interstate 80 corridor from the Carquinez Bridge to the MacArthur Maze.

That 22-mile stretch has topped the list of the Bay Area's most congested commutes since 1999, carrying about 290,000 commuters each weekday and often as much on weekends.

An unprecedented collaboration that includes Caltrans, the Metropolitan Transportation Commission, the transportation commissions in Alameda and Contra Costa counties and cities along the corridor on Friday rolled out plans for the I-80 Integrated Corridor Mobility Project.

The \$80 million project is "a state-of-the-art technological solution to managing congestion and improving traffic conditions," Art Dao, executive director of the Alameda County Transportation Commission, said at the ceremony in Emeryville. A few yards from the groundbreaking event, traffic moved toward the maze at its usual crawl.

Officials plan to alleviate that condition with a multipronged and integrated high-tech approach that will give drivers real-time information about conditions on the freeway and San Pablo Avenue, as well as managing the flow of cars approaching freeway entrances.

A new type of adaptive metering light to be installed at all of the corridor's 40 onramps will allow entrance at rates determined by the current traffic conditions.

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AmericanHomecomings

Advertisement

entrance, using a transponder to turn the light green, as they do now on San Pablo Avenue.

The freeway itself will have detectors to accurately monitor traffic; new signs on I-80 and San Pablo and other major connectors will inform motorists of current conditions, blocked lanes, speed recommendations and alternative routes; and updates will be available via car radio announcements.

The unusual cross-county collaboration, which involves some 19 agencies and jurisdictions, was created because the corridor is important to the region's

economy, officials said. The freeway traffic coming to and from the Port of



500 hours of delays each day, including freight

Such delays are costly financially as traffic over or backs up onto the streets of the area, officials said. Conditions will only worsen, officials said.

ns of air quality, particularly as traffic spills onto the corridor. Without a change, conditions

Conditions also delay responses to accidents, breakdowns and other emergencies.

"Imagine Interstate 80 as the population grows," said Randy Iwasaki, executive director of the Contra Costa Transportation Authority.

The traditional option of increasing capacity by widening the freeway, as was done when carpool lanes were added in recent years, was ruled out because of cost and lack of available land to expand.

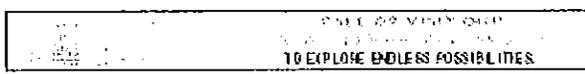
"We needed something new; we needed something better," said Caltrans District 4 Director Bijan Sartipi.

The high-tech approach that was chosen is "not just new to the Bay Area," but unique in California, he added.

Special software will manage the multiple systems, which will be controlled at the Caltrans traffic management center in Oakland.

Work on most phases of the project has already started, with the last scheduled for completion in mid-2015.

Contact Chris Treadway at 510-262-2784 or ctreadway@bayareanewsgroup.com. Follow him at Twitter.com/christreadway. Stay up-to-date on West Contra Costa news at IBABuzz.com/westcounty.



American Homecomings

11-8

SFC/Box 10/24/12

AUTOMOTIVE INDUSTRY**U.S. to study safety of driverless cars — 'evolutionary step' in technology**

ASSOCIATED PRESS

WASHINGTON — Cars that drive themselves may hold the potential to save thousands of lives, an Obama administration safety official said Tuesday, as the government prepares to begin a research initiative to determine the safety and reliability of automated driving technologies.

Automated vehicles are the next "evolutionary step" in car technology, David Strickland, head of the National Highway Traffic Safety Administration, told an industry gathering sponsored by Swedish automaker Volvo and the Swedish Embassy in Washington.

He said his agency has held extensive discussions with automakers and Google about what needs to happen before automated cars can be safely introduced to consumers.

Google is developing a fleet of automated vehicles and auto manufacturers are moving in the same direction.

Three states — Nevada, Florida and California — have authorized testing of automated cars on their roads. Legislation has been proposed in several other states and the District of Columbia.

The kinds of automated cars Google and most automakers envision eventually bringing to market involve the driver ceding control of the vehicle to its computers — feet off the pedals and hands off the wheel — but still remaining ready to retake control if necessary, Strickland said.

He declined to say when the government might propose safety standards for automated cars. Setting such standards would require the government to fundamentally rethink the way it evaluates auto safety, Strickland said.

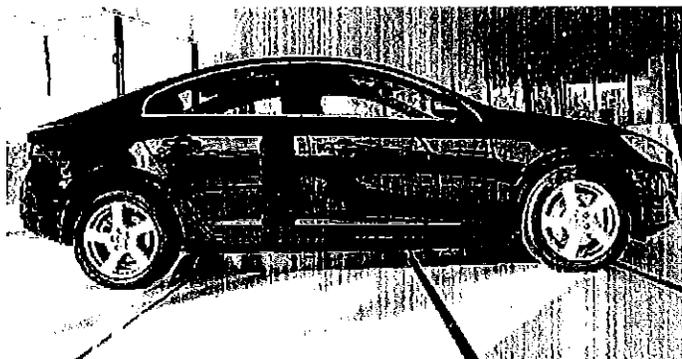
Key questions will be whether the software in automated cars will be able to handle complicated driving situations and whether there will always need to be a human driver paying attention and ready to step in.

Besides reducing traffic deaths, automated cars may be an alternative for people like the elderly and the blind whose mobility is limited because they don't drive.

"If this is done in a reliable and safe way, it could be a game changer for that population," Strickland said.

Still, automated cars "are not around the corner," Peter Mertens, Volvo's senior vice president of research and development, said.

"There is more (public) acceptance needed."



Photos by Jacquelyn Martin / Associated Press

The Volvo S60, on display at the House of Sweden in Washington, contains a "traffic jam assistance system" that enables it to follow the vehicle ahead in slow-moving traffic up to 30 mph, the automaker says.



David Strickland of the highway administration touts driverless cars.

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

October 1, 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

Richmond

Dear Randy:

The WCCTAC Board at its Sept. 28 meeting took the following actions that may be of interest to CCTA:

San Pablo

- 1) Approved San Pablo's FY 12-13 claim for Measure J Program 20b, Additional Transportation for Seniors and People with Disabilities.
- 2) Authorized an allocation request from CCTA for FY 12-13 funds from Measure J Program 21b, Safe Transportation for Children for the Low-Income Student Bus Pass Program.
- 3) Discussed issues, options, and recommendations for transitioning agency leadership.

Contra Costa County

Sincerely,



Christina M. Atienza
Executive Director

AC Transit

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

BART

WestCAT

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Suite 360
Pleasant Hill, CA 94523
(925) 969-0841

September 20, 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 September 13, 2012, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Approved a request from the 511 CONTRA COSTA TRANSPAC/TRANSPLAN TDM Program Manager to submit applications to CCTA for 2013/14 Measure J Commute Alternative funds, BAAQMD TFCA funds and MTC CMAQ funds, and to execute the required grant contracts and enter into a Cooperative Agreement with the respective agencies.
2. Received and accepted the Final Report for the FY 2011/12 TRANSPAC/TRANSPLAN 511 Contra Costa Program from Lynn Overcashier, Program Manager.
3. The City of Walnut Creek has advised that thanks to lower construction costs on the Ygnacio Valley Road Pedestrian/Bicycle Improvement Project, \$594,440 is available for use on another federalized project(s) with the understanding that the City of Walnut Creek will have future consideration for use of any savings realized on the State Route 4 East and/or the Caldecott Tunnel Projects.
4. Received reports on CCTA activities from TRANSPAC's CCTA representatives.
5. Received a report on SB 375/SCS.
6. Received a report from 511 Contra Costa. The Program Manager will be attending the Transportation Research Board Meeting in January 2013, and a two-day workshop in Massachusetts in February 2013.

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
Jim Frazier, Chair - TRANSPLAN
Martin Engelmann, Arielle Bourgart, Hisham Noeimi, Danice Rosenbohm, Brad Beck - CCTA
Christina Atienza - WCCTAC
Janet Abelson - WCCTAC Chair
Jamar I. Stamps - TRANSPLAN
Andy Dillard - SWAT
June Catalano, Diana Vavrek, Diane Bentley - City of Pleasant Hill
Heather Ballenger, Public Services Director, City of Walnut Creek

2013 MEETING SCHEDULE

Unless otherwise notified, all meetings are held at 9:00 a.m. at Pleasant Hill City Hall,
Community Room, 100 Gregory Lane, Pleasant Hill

TRANSPAC Meetings

Second Thursday of every month or as notified. Other meetings as scheduled.

January 10 (Proposed vacation)	July 11
February 14	August 8 (Proposed vacation)
March 14	September 12
April 11	October 10
May 9	November 14
June 13	December 12

TAC Meetings

Fourth Thursday of every month or as notified. NOTE: The November and December TAC meetings are scheduled for alternate dates. Meeting location to be determined.

January 24	July 25
February 28	August 22 (Proposed vacation)
March 28	September 26
April 25	October 24
May 23	November 21 (Alternate date – location TBD)
June 27	December 19 (Alternate date – location TBD)

TRANSPAC Backup Meetings

Held only as needed on the third Thursday of the month.

January 17	July 18
February 21	August 15 (Proposed vacation)
March 21	September 19
April 18	October 17
May 16	November 21
June 20	December 19

TAC Backup Meetings

Held only as needed on the first Thursday of the month.

January 3	July 4
February 7	August 1 (Proposed vacation)
March 7	September 5
April 4	October 3
May 2	November 7
June 6	December 5

The County Connection

Inter Office Memo

Agenda Item 7.a

TO: O&S Committee

DATE: October 12, 2012

FROM: Anne Muzzini
Director of Planning & Marketing

SUBJ: Fixed Route Reports

Fixed Route Operating Reports for September 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.

Title	FY 2013		
	Current Month	YTD Avg	Annual Goal
Total Passengers	277,831		
Average Weekday	13,151	11,245	
Pass/Rev Hour	17.0	15.0	Standard Goal > 17.0
Missed Trips	0.11%	0.10%	Standard Goal < 0.25%
Miles between Road Calls	19,306	31,462	Standard Goal > 18,000

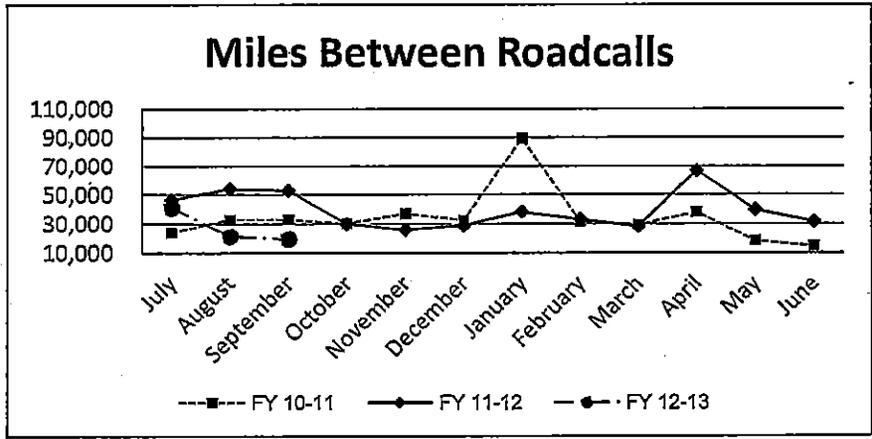
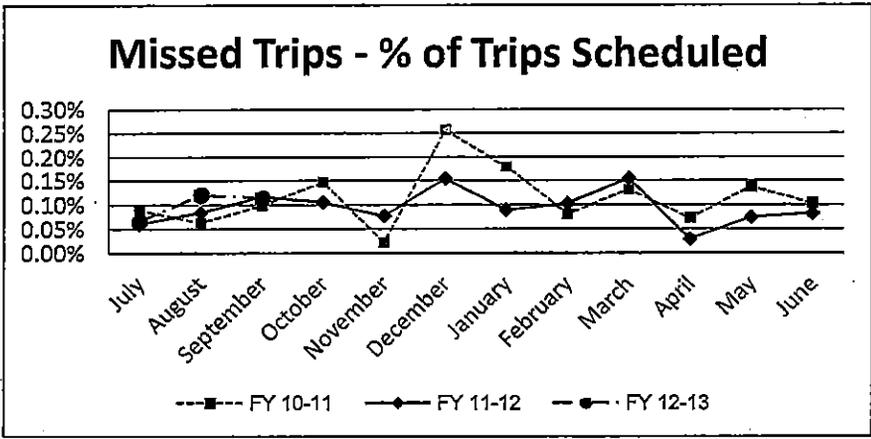
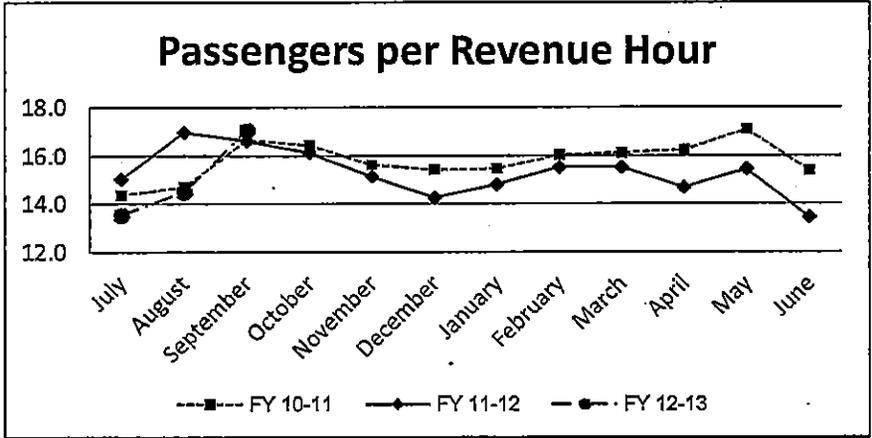
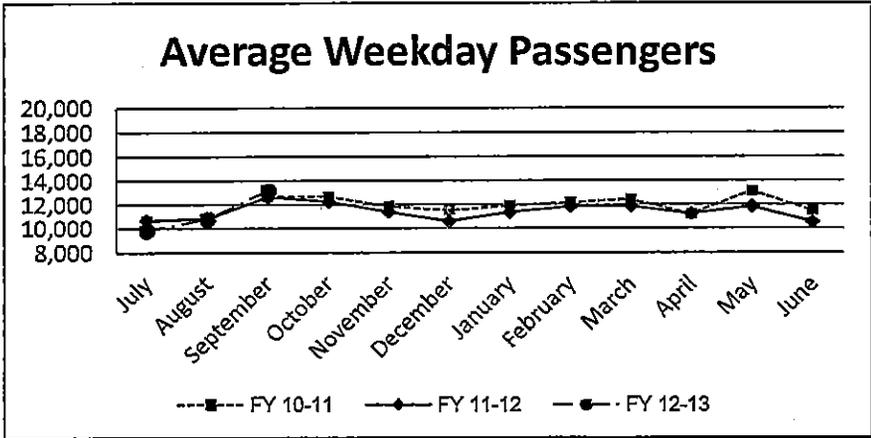
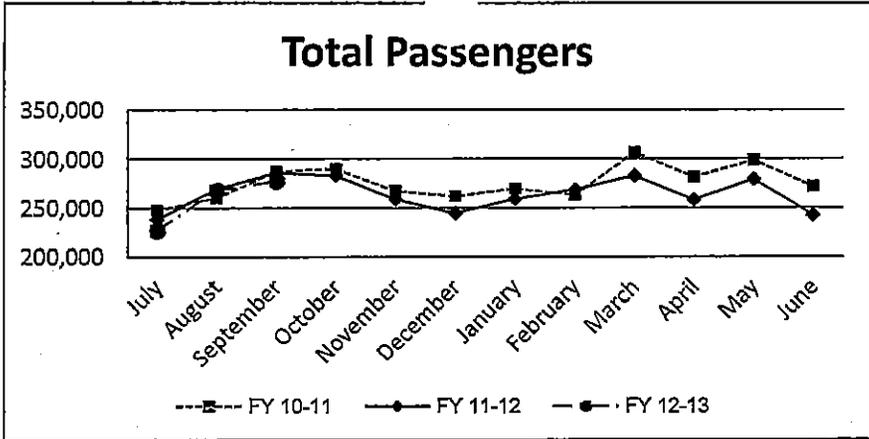
* Based on current standards from updated SRTP

Analysis

Average weekday ridership increased in September (13,151 passengers) compared to August (10,776 passengers). Average ridership this year was also higher compared to September of last year when ridership was 12,615 passengers. Productivity in September is higher at 17.0 passengers per hour from the August level of 14.5 passengers per hour.

The percentage of missed trips in September was slightly lower 0.11% compared to August when then percentage of missed trips was 0.12%. The YTD average is 0.10% missed trips.

In September there were 19,306 miles between which is lower than the prior month when we experienced 21,419 miles between roadcalls. The 12 month average is 31,462 miles between roadcalls.



TRANSPORTATION and MAINTANCE
Operation Data Summary

12-6

TRANSPORTATION	2011	2011.	2011	2012	2012	2012	2012	2012	2012	2012	2012	2012	12 Month
	October	November	December	January	February	March	April	May	June	July	August	September	TOTALS
Number of Buses	121	121	121	121	121	121	121	121	121	121	121	121	121
Totals Hub Miles	269,092	260,169	258,233	267,933	264,761	281,156	267,150	278,303	253,651	247,826	278,449	250,982	3,177,705
Work Days	31	29	30	30	29	31	30	30	30	30	31	29	360
Revenue Hours	17,566	17,081	17,178	17,455	17,293	18,220	17,602	18,067	17,046	16,832	18,496	16,305	209,141
Operator Pay Hours	29,729	29,324	34,775	32,316	29,839	31,195	30,306	31,155	30,023	29,970	31,358	31,780	371,769
Number of Operators	162	162	165	165	160	164	162	161	161	165	165	169	163
Unscheduled Absences	197	303	354	461	402	420	412	307	365	337	369	308	4,235
FT Protection	34	53	48	85	45	53	50	45	59	29	68	88	657
Worker Comp.	109	115	98	123	144	109	113	87	96	112	94	40	1,240
Sick leave	54	135	208	253	213	258	249	175	210	196	207	180	2,338
Collision Accidents	5	6	6	3	4	4	2	10	6	5	6	2	59
Passenger Accidents	17	12	7	9	11	13	11	10	12	8	12	11	133
Total Chargeable Collisions	1	4	3	1	4	1	2	2	1	2	5	1	27
Chargeable/100K Miles	0.37	1.53	1.16	0.37	1.51	0.35	0.74	0.71	0.39	0.80	1.79	0.39	0.84
Number of Trips Scheduled	25,739	25,256	22,740	23,581	23,581	24,600	23,581	24,559	25,124	22,782	25,005	22,040	282,386
Number of Trips Missed	25	18	35	21	24	38	7	18	19	15	30	25	275
Of Trips Scheduled - % Missed	0.11%	0.08%	0.15%	0.09%	0.10%	0.15%	0.03%	0.07%	0.08%	0.07%	0.12%	0.11%	0.10%
Of Trips Missed - Mechanical	14	13	7	7	13	20	3	7	15	10	14	16	139
On Time Performance %	90%	95%	94%	94%	96%	90%	90%	88%	88%	90%	89%	86%	91%
MAINTENANCE													
A/C Operative - Avg. %	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Lifts Operative - Ave %	100%	100%	100%	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%
Total Road Calls	9	14	15	9	13	15	6	8	12	6	16	14	137
Road Calls for Mechanical	6	10	9	7	8	10	4	7	8	6	13	13	101
Road Calls for Other	3	4	6	2	5	5	2	1	4	0	3	1	36
Miles Between Mechanical Road Calls													
Bus Numbers													
100 - 199	11,714	10,034	7,925	9,375	11,781	11,930	11,249	12,214	9,647	12,445	8,999	9,238	
200 - 299	11,770	28,653	31,222	34,037	30,338	33,067	32,494	16,426	35,164	27,631	34,306	16,941	
300 - 399	18,219	20,226	13,142	22,031	11,844	6,224	40,903	39,175	35,450	34,557	20,859	9,144	
400 - 499	31,903	30,953	17,596	15,892	30,471	36,198	31,581	34,388	23,555	29,747	15,132	28,970	
500 - 519	49,376	23,634	15,928	50,808	26,619	52,607	52,074	27,108	48,677	44,991	27,014	45,353	
900 - 939	90,495	23,475	90,839	86,996	45,332	48,365	8,643	93,324	29,483	41,234	31,128	28,642	
2000 - 2099	13,855	8,910	5,846	10,873	12,736	13,282	11,936	12,134	12,708	15,987	7,876	5,519	
Fleet Avg.	29,899	26,017	28,693	38,276	33,095	28,116	66,788	39,758	31,706	41,304	21,419	19,306	31,462
Maintenance Pay Hours	4,086	4,160	4,418	4,762	4,457	4,581	4,311	4,437	4,093	4,395	4,522	4,520	52,740
No. Maint. Employees	22	26	27	27	27	26	26	25	27	26	27	27	26
Maint. Emps/100K Miles	8	10	10	10	10	9	10	9	11	10	10	11	1
Unscheduled Absences	1	3	1	2	1	7	1	2	4	3	0	3	2

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**

12-7
IV. Staff Reports

Fixed Route Boardings		Passengers by Revenue Hrs/Miles		Service Days		Fiscal YTD Comparison Passenger Boardings	
September 2012 - Fixed Route Boardings	277,831	Revenue Hours - September 12	16,305	Weekdays - September 12	19	Fiscal 2013 YTD	773,468
		September 11	17,221	September 11	21		
Bus Bridge		Revenue Miles - September 12	180,703	Saturdays - September 12	5	Fiscal 2012 YTD	793,856
Special Event		September 11	192,018	September 11	4		
				Sundays - September 12	5		
				September 11	4		
September 2012 Total Boardings	277,831	Passengers per Mile	1.5	Total Days - 2012	29	YTD Trend	(2.6%)
September 2011 Total Boardings	286,117	Passengers per Hour	17.04	2011	29	Monthly Trend	(2.9%)

September 2012 Fixed Route Passenger Total						September 2012	September 2012
Route	Destination Information	Weekday	Saturday	Sunday	Total	Weekday Average	Passengers per Revenue Hour
1	Rossmoor / Shadelands	6,758			6,758	356	13.8
2	Rudgear / Walnut Creek	1,449			1,449	76	8.6
4	Walnut Creek Downtown Shuttle	18,062	3,278	2,865	24,205	951	28.1
4H **	Walnut Creek Extended Holiday Service				0	0	#DIV/0!
5	Creekside / Walnut Creek	1,590			1,590	84	8.4
6	Lafayette / Moraga / Orinda	10,253	894	577	11,724	540	17.5
7	Shadelands / Pleasant Hill / Walnut Creek	4,545			4,545	239	7.4
9	DVC / Walnut Creek	12,192			12,192	642	15.5
10	Concord / Clayton Rd	21,864			21,864	1,151	24.0
11	Treat Blvd / Oak Grove	6,696			6,696	352	19.0
14	Monument Blvd	12,725			12,725	670	17.1
15	Treat Boulevard	10,294			10,294	542	17.8
16	Alhambra Ave / Monument Blvd	13,685			13,685	720	14.3
17	Olivera/Solano / Salvio / North Concord	4,546			4,546	239	12.9
18	Amtrak / Merello / Pleasant Hill	9,590			9,590	505	16.2
19	Amtrak / Pacheco Blvd / Concord	2,934			2,934	154	11.2
20	DVC / Concord	25,807			25,807	1,358	29.2
21	Walnut Creek / San Ramon Transit Center	12,123			12,123	638	13.1
25	Lafayette / Walnut Creek	1,353			1,353	71	6.2
28	North Concord / Martinez	6,315			6,315	332	11.0
35	Dougherty Valley	7,795			7,795	410	12.6
36	San Ramon / Dublin	4,877			4,877	257	9.6
91X	Concord Commuter Express	1,624			1,624	85	27.7
92X	Ace Shuttle Express	3,401			3,401	179	21.6
93X	Kirker Pass Express	4,322			4,322	227	18.7
95X	San Ramon / Danville Express	3,284			3,284	173	17.2
96X	Bishop Ranch Express	10,038			10,038	528	16.9
97X	Bishop Ranch Express	1,587			1,587	84	8.5
98X	Martinez Express	7,214			7,214	380	14.3
250 *	Gael Rail Service	94	164	117	375	12	3.7
260 *	Cal State East Bay / Concord Bart	15			15	8	2.0
301	Rossmoor / John Muir Medical Center		382	315	697	0	7.5
310	Concord Bart / Clayton Rd / Kirker Pass		1,996	1,488	3,483	0	25.9
311	Concord / Oak Grove / Treat Blvd / WC		1,205	1,019	2,224	0	14.7
314	Clayton Rd / Monument Blvd / PH		3,400	2,383	5,783	0	21.2
315	Concord / Willow Pass / Landana		325	191	517	0	7.7
316	Alhambra / Merello / Pleasant Hill		1,763	1,260	3,023	0	15.1
320	DVC / Concord		1,160	741	1,900	0	15.2
321	San Ramon / Walnut Creek		1,450	991	2,440	0	12.3
Owl	Bart Night Owl Service				0	0	#DIV/0!
600's	Select Service	22,835			22,835	1,202	29.3
TOTALS		249,867	16,016	11,947	277,831	13,151	17.0

*Data from Link ** Seasonal Route

Operations Data Summary

SEPTEMBER 2012 PRODUCTIVITY

(sorted by Pass / Rev Hr - descending order)

Route	Destination Information	Total	Wkday Avg	Passenger / Rev Hr
600's	Select Service	22,835	1,202	29.3
20	DVC / Concord	25,807	1,358	29.2
4	Walnut Creek Downtown Shuttle	24,205	951	28.1
91X	Concord Commuter Express	1,624	85	27.7
310	Concord Bart / Clayton Rd / Kirker Pass	3,483		25.9
10	Concord / Clayton Rd	21,864	1,151	24.0
92X	Ace Shuttle Express	3,401	179	21.6
314	Clayton Rd / Monument Blvd / Pleasant Hill	5,783		21.2
11	Treat Blvd / Oak Grove	6,696	352	19.0
93X	Kirker Pass Express	4,322	227	18.7
15	Treat Boulevard	10,294	542	17.8
6	Lafayette / Moraga / Orinda / Orinda Village	11,724	540	17.5
95X	San Ramon / Danville Express	3,284	173	17.2
14	Monument Blvd	12,725	670	17.1
96X	Bishop Ranch Express	10,038	528	16.9
18	Amtrak / Merello / Pleasant Hill	9,590	505	16.2
9	DVC / Walnut Creek	12,192	642	15.5
320	DVC / Concord	1,900		15.2
316	Alhambra / Merello / Pleasant Hill	3,023		15.1
311	Concord / Oak Grove / Treat Blvd / Walnut Creek	2,224		14.7
98X	Martinez Express	7,214	380	14.3
16	Alhambra Ave / Monument Blvd	13,685	720	14.3
1	Rossmoor / Shadelands	6,758	356	13.8
21	Walnut Creek / San Ramon Transit Center	12,123	638	13.1
17	Olivera/Solano / Salvio / North Concord	4,546	239	12.9
35	Dougherty Valley	7,795	410	12.6
321	San Ramon / Walnut Creek	2,440		12.3
19	Amtrak / Pacheco Blvd / Concord	2,934	154	11.2
28	North Concord / Martinez	6,315	332	11.0
36	San Ramon / Dublin	4,877	257	9.6
2	Rudgear / Walnut Creek	1,449	76	8.6
97X	Bishop Ranch Express	1,587	84	8.5
5	Creekside / Walnut Creek	1,590	84	8.4
315	Concord / Willow Pass / Landana	517		7.7
301	Rossmoor / John Muir Medical Center	697		7.5
7	Shadelands / Pleasant Hill / Walnut Creek	4,545	239	7.4
25	Lafayette / Walnut Creek	1,353	71	6.2
250 *	Gael Rail Service	375	12	3.7
260 *	Cal State East Bay / Concord Bart	15	8	2.0

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

Operations Summary

AVERAGE WEEKDAY BOARDINGS TREND

Route	Destination Information	Sep-11	Oct-11	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12
1	Rossmoor / Shadelands	368	361	355	330	354	359	381	376	365	349	357	336	356
2	Rudgear / Walnut Creek	64	70	60	50	56	65	60	59	60	50	50	58	76
4	Walnut Creek Downtown Shuttle	960	905	904	919	869	895	919	851	851	848	836	880	951
4H **	Walnut Creek Extended Holiday Shuttle			4	32									
5	Creekside / Walnut Creek	70	73	63	69	46	67	63	48	51	53	65	64	84
6	Lafayette / Moraga / Orinda	513	498	467	364	455	462	466	415	416	319	284	318	540
7	Shadelands / Pleasant Hill / Walnut Creek	217	210	205	193	231	218	232	230	251	234	231	234	239
9	DVC / Walnut Creek	602	602	563	490	519	554	554	522	550	531	558	563	642
10	Concord / Clayton Rd	1,079	1,046	978	973	928	985	984	955	1,016	927	894	979	1,151
11	Treat Blvd / Oak Grove	330	307	309	284	297	316	317	291	303	265	271	284	352
14	Monument Blvd	639	635	595	567	596	598	599	600	619	591	581	609	670
15	Treat Boulevard	519	502	471	433	466	473	471	449	492	456	404	427	542
16	Alhambra Ave / Monument Blvd	745	711	645	634	661	684	689	685	728	691	660	652	720
17	Olivera/Solano / Salvio / North Concord	247	228	203	199	197	207	210	205	234	208	215	203	239
18	Amtrak / Merello / Pleasant Hill	490	469	430	376	399	447	437	411	454	408	387	438	505
19	Amtrak / Pacheco Blvd / Concord	153	147	131	119	136	137	120	133	137	145	141	150	154
20	DVC / Concord	1,242	1,205	1,154	1,040	952	1,204	1,165	1,078	1,096	955	972	1,117	1,358
21	Walnut Creek / San Ramon Transit Center	633	626	588	556	625	588	594	572	613	576	584	570	638
25	Lafayette / Walnut Creek	54	56	56	52	57	50	58	58	65	61	64	60	71
28	North Concord / Martinez	323	287	298	274	296	312	297	199	250	244	265	291	332
35	Dougherty Valley	377	350	334	322	353	363	362	302	362	317	312	334	410
36	San Ramon / Dublin	261	274	228	224	237	251	239	234	245	213	224	230	257
91X	Concord Commuter Express	40	34	33	34	30	39	27	34	41	30	36	55	85
92X	Ace Shuttle Express	189	177	186	150	183	160	158	149	142	138	149	158	179
93X	Kirker Pass Express	198	207	198	178	203	203	210	210	222	221	206	214	227
95X	San Ramon / Danville Express	177	176	163	163	169	182	179	182	190	174	163	164	173
96X	Bishop Ranch Express	477	483	451	436	498	495	529	481	480	465	457	464	528
97X	Bishop Ranch Express	107	98	82	83	85	87	95	99	93	81	76	103	84
98X	Martinez Express	338	340	320	316	327	360	336	338	347	322	324	351	380
250 *	St Mary's College Gael Rail Shuttle	15	14	16	9	12	14	16	12	10			7	12
260 *	Cal State East Bay / Concord Bart		5	4	2	7	4	2	6	9	4			8
Owl	Bart Night Owl Service													
600's	Select Service	1,194	1,161	910	684	1,075	1,049	1,108	1,036	1,129	622	43	469	1,202
TOTALS		12,615	12,246	11,394	10,549	11,311	11,817	11,867	11,210	11,812	10,494	9,809	10,776	13,151

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

Operations Data Summary

AVERAGE WEEKEND BOARDINGS TREND

Route	Destination Information	Sep-11	Oct-11	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12
SATURDAY		4 Days	5 Days	4 Days	5 Days	4 Days	4 Days	5 Days	5 Days	4 Days	5 Days	5 Days	4 Days	5 Days
4	Walnut Creek Downtown Shuttle	582	536	541	501	556	620	538	577	343	465	397	524	656
4H **	Walnut Creek Extended Holiday Shuttle			16	69									
6	Lafayette / Moraga / Orinda	168	149	124	115	148	122	116	97	98	76	59	85	179
250 *	St Mary's College Gael Rail Shuttle	61	42	30	21	33	30	35	28	18			4	33
301	Rossmoor / John Muir Medical Center	79	95	72	74	80	80	67	57	55	78	51	66	76
310	Concord Bart / Clayton Rd / Kirker Pass	421	435	407	389	395	418	362	299	330	403	319	416	399
311	Concord / Oak Grove / Treat Blvd / WC	208	217	200	216	230	258	206	188	190	217	166	213	241
314	Clayton Rd / Monument Blvd / PH	644	659	611	636	561	648	573	521	508	721	427	642	680
315	Concord / Willow Pass / Landana	65	66	82	77	63	77	68	46	62	66	47	64	65
316	Alhambra / Merello / Pleasant Hill	334	307	300	290	259	329	316	259	281	290	272	353	353
320	DVC / Concord	239	216	193	224	209	233	196	192	170	259	181	247	232
321	San Ramon / Walnut Creek	263	282	223	228	231	249	217	192	197	239	209	290	290
TOTALS		3,062	3,004	2,798	2,839	2,764	3,064	2,694	2,457	2,251	2,814	2,131	2,903	3,203

Route	Destination Information	Sep-11	Oct-11	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12
SUNDAY		4 Days	5 Days	4 Days	4 Days	5 Days	4 Days	4 Days	4 Days	4 Days	4 Days	4 Days	4 Days	5 Days
4	Walnut Creek Downtown Shuttle	459	423	414	431	401	425	488	640	313	359	447	406	573
6	Lafayette / Moraga / Orinda	122	143	127	82	91	95	90	99	98	55	72	87	115
250 *	St Mary's College Gael Rail Shuttle	29	22	20	14	21	25	26	21	12			3	23
301	Rossmoor / John Muir Medical Center	67	68	38	43	55	50	47	60	55	63	59	66	63
310	Concord Bart / Clayton Rd / Kirker Pass	329	324	298	309	287	312	311	351	327	340	469	316	298
311	Concord / Oak Grove / Treat Blvd / WC	188	179	156	167	149	167	193	216	165	165	232	176	204
314	Clayton Rd / Monument Blvd / PH	447	469	437	531	412	410	423	558	435	480	682	443	477
315	Concord / Willow Pass / Landana	46	48	53	58	31	57	44	49	45	40	54	35	38
316	Alhambra / Merello / Pleasant Hill	245	222	188	240	208	229	200	259	199	188	296	241	252
320	DVC / Concord	135	147	136	137	138	149	125	175	152	137	213	161	148
321	San Ramon / Walnut Creek	170	188	179	173	162	160	167	198	199	194	239	191	198
TOTALS		2,237	2,235	2,045	2,183	1,956	2,078	2,115	2,627	2,000	2,021	2,763	2,124	2,389

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

Route Description Summary

12-11

Route #	Description
1	Rossmoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave, BART Walnut Creek, Ygnacio Valley, Montego, John Muir Medical Center, N Wiget Ln, Shadelands Office Park
2	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, Riviera 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, Oak Rd, N Civic Dr, Ygnacio Valley Rd, BART Walnut Creek
16	BART Concord, Oak St, Galindo St, Monument Blvd, Crescent Plaza, Cleaveland Rd, Gregory Ln, Pleasant Hill Rd, Alhambra Ave, Berrellesa St, Escobar St, Court St, Martinez Amtrak
17	BART Concord, Grant St, East St, Solano Wy, Olivera Rd, Port Chicago Highway, BART North Concord
18	BART Pleasant Hill, Oak Rd, Buskirk Ave, Crescent Plaza, Gregory Ln, Pleasant Hill Rd, Taylor Blvd, Morello Ave, Viking Dr, Contra Costa Blvd, DVC, Old Quarry Rd, Pacheco Blvd, Muir Rd, Arnold Dr, Morello, Pacheco Blvd, Martinez Amtrak
19	BART Concord, Galindo St, Concord Ave, Bisso Ln, Stanwell Dr, John Glenn Dr, Galaxy Wy, Diamond Blvd, Contra Costa Blvd, Pacheco Blvd, Martinez Amtrak
20	BART Concord, Grant St, Concord Blvd, Clayton Rd, Gateway Blvd, Willow Pass Rd, Sun Valley Blvd, Golf Club Rd, DVC
21	BART Walnut Creek, N & S California Blvd, Newell Ave, S Main St, Danville Blvd, Railroad Ave, San Ramon Valley Blvd, Danville Park & Ride, Camino Ramon, Fostoria Wy, San Ramon Transit Center
25	BART Lafayette, Mt Diablo Blvd, Highway 24, Highway 680, BART Walnut Creek
28	BART North Concord, Port Chicago Highway, Bates Ave, Commercial Cir, Pike Ln, Arnold Industrial Wy, Marsh Dr, Contra Costa Blvd, Chilpancingo Pkwy, Old Quarry Rd, DVC, Highway 680, Highway 4, Center Ave, VA Clinic, Howe Rd, Pacheco Blvd, Martinez Amtrak
35	BART Dublin, Dublin Blvd, Dougherty Rd, Bollinger Canyon Rd, B 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
96X	BART Walnut Creek, Highway 680, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15, Annabel Ln, Bishop Ranch 8, Bishop Dr, Sunset Dr
97X	BART Dublin, Highway 680, Highway 580, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15, Annabel Ln, Bishop Ranch 8, Bishop Dr, Sunset Dr
98X	BART Walnut Creek, N Main St, Highway 680, Sun Valley Blvd, Contra Costa Blvd, Concord Ave, Diamond Blvd, Highway 680, Highway 4, Alhambra Ave, Berrellesa St, Escobar St, Court St, Martinez Amtrak
250	St Mary's College, St Marys Rd, Moraga Rd, Mt Diablo Blvd, BART Lafayette
260	Cal State, East Bay, Concord Bart

Route Description Summary

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

CCCTA LINK
MONTHLY OPERATING SUMMARY
SEPTEMBER FY12/13

SUMMARY	SEPTEMBER FY 11/12	SEPTEMBER FY 12/13	YTD FY 11/12	YTD FY 12/13
1 TOTAL CLIENTS	13,080	11,762	38,543	35,850
2 TOTAL ATTENDANTS	969	907	2,978	2,613
3 TOTAL COMPANIONS	92	65	261	222
4 TOTAL PASSENGERS	14,141	12,734	41,782	38,685
5 TOTAL SERVICE DAYS	29	29	90	90
6 VEHICLE REVENUE HOURS	6,780	7,856	20,117	21,379
7 VEHICLE SERVICE HOURS	8,228	6,375	24,500	22,979
8 VEHICLE NON REV HOURS	1,448	1,481	4,383	4,562
9 VEHICLE SERVICE MILES	135,306	116,002	389,952	359,433
10 VEHICLE REVENUE MILES	113,441	95,101	323,265	293,573
11 VEHICLE NON REV MILES	21,865	20,901	66,687	65,860
12 PASS. PER REVENUE HOUR	2.09	1.62	2.08	1.81
13 CLIENT PER REVENUE HOUR	1.93	1.50	1.92	1.68
14 PASS. PER SERVICE HOUR	1.72	2.00	1.71	1.68
15 PASS. PER SERVICE MILE	0.10	0.11	0.11	0.11
16 PASS. PER REVENUE MILE	0.12	0.13	0.13	0.13
17 TOTAL TRANSFER TRIPS	913	915	2,948	2,833
18 SAME DAY TRIPS	266	113	773	461
19 SUBSCRIPTION TRIPS	8,277	6,278	24,935	20,025
20 DEMAND	4,705	5,496	13,359	15,948
21 FAREBOX REVENUE	\$14,362.00	\$12,524.96	\$43,119.00	\$38,811.27
22 PREPAID CLIENTS	\$11,102.00	\$9,787.50	\$36,809.00	\$31,967.50
23 COLLECTED BILLING	\$15,532.00	\$59,976.00	\$83,568.00	\$106,982.00
24 TOTAL REVENUE COLLECTED	\$40,996.00	\$82,288.46	\$163,496.00	\$177,760.77
25 CHARGEABLE ACCIDENTS	1	0	2	0
26 SERVICE COMPLAINTS	1	0	3	0
27 SERVICE COMMENDATIONS	2	0	3	0
28 SERVICE DENIALS	0	0	0	0
29 ROAD CALLS	4	1	8	4
30 DRIVER TURNOVER	1	0	5	5
31 SCHEDULE ADHERENCE	92%	67%	96%	78%
32 WHEELCHAIR BOARDING'S	3,406	2,376	10,208	9,218
33 W/C LIFT AVAILABILITY	100%	100%	100%	100%
34 REGISTERED CLIENTS	9,374	6,399	N/A	NA
35 UNDUPLICATED CLIENTS	1,065	1,270	N/A	NA
36 NO-SHOWS	77	56	198	143
37 CANCELS	1,826	1,392	6,080	6,647
38 AVG. TRIP LENGTH (MILES)	9.6	9.1	9.3	9.3
39 AVG. SM BUSES IN SERVICE	8	8	8	8
40 AVG. BUSES IN SERVICE	55	55	55	55
41 TOTAL FUEL/GALLONS	18,537	16,651	56,047	53,072
42 FLEET M.P.G.	7.3	7.0	7.0	6.8