

**TRANSPAC**  
**Transportation Partnership and Cooperation**  
**Meeting Notice and Agenda**

**THURSDAY, JULY 12, 2012**

**9:00 AM – 11:00 AM**

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

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

**1. Convene Meeting:** Vice Chair Durant will convene the meeting after which a moment of silence will be observed for Contra Costa County Board of Supervisors member Gayle Uilkema who passed away on May 19, 2012.

**2. Pledge of Allegiance/Self-Introductions**

**3. Welcome to Dan Richardson,** Clayton Planning Commission representative who is replacing Bob Armstrong on TRANSPAC. Mr. Richardson has been the Chair of the City's Commission this past year. Mr. Richardson is retired from the City of Walnut Creek where he held positions in Public Works, Community Development, Planning, and Parks.

**4. 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**

**5. Approve May 10, 2012 Minutes**

**Attachment: May 10, 2012 TRANSPAC Minutes**

**ACTION: Approve minutes and/or as revised/determined**

**END CONSENT AGENDA**

**6. Call for Projects for TRANSPAC Measure J Line 20a Funds "Additional Transportation Services for Seniors and People with Disabilities"**

The Pilot Call for Projects for TRANSPAC Measure J Line 20a Funds "Additional Transportation Services for Seniors and People with Disabilities" was issued on April 25, 2012. Applications were due on May 30, 2012. Applications were mailed to known agencies and provided to any agency

upon request. The application was posted on the TRANSPAC website and a link from the CCTA website to TRANSPAC's site was established. Eight applications were received and reviewed by the TRANSPAC TAC at its June 28, 2012 meeting. TRANSPAC approved a \$288,000 Call for projects. The submitted applications totaled \$435,843, a difference of \$147,843 from the approved amount.

After discussion, the TAC crafted the following recommendation for TRANSPAC's consideration – please see the chart on page 3 in the packet attachment in item 6, labeled “TAC recommendation 6/28/12 TRANSPAC Measure J Line 20A Funds”. This chart shows the initial requests of the applicants and the amount recommended for funding by the TAC and the TAC's request to TRANSPAC to approve additional Line 20a funds (\$68,943) for this call for projects. Assuming TRANSPAC and CCTA approval, all but two of the submitted projects can be funded.

Please note that additional funds are available in this line item. Line 20a gets .5% of annual sales tax estimate. That estimate for FY2012 was \$64M giving the program \$320,000. CCTA only allows 90% of that amount to be available up front. The other “up to 10%” is allowed when CCTA knows the year end actual. The available allocation through FY 2010-11 was \$689,066. The 2010/11 allocations to Walnut Creek (\$9,144) and Pleasant Hill (\$56,000) totaled \$65,144 leaving a balance of \$623,922 available for allocation. The FY 2011-12 allocation estimate of \$288,000 equals \$911,922 available this year. Assuming TRANSPAC and CCTA approval, the request for the additional \$68,943 would be drawn from the available \$623,922.

This call for projects was intended to be educational for applicants as well as TRANSPAC. We learned that the “not war and peace” grant application worked well for agencies that need funding and whose staff resources to seek funding are sparse. The TAC determined that an examination of the policy implications of funding travel training as well as information and referral services from this line item is necessary. As this process moves to CCTA, other items that need be examined may surface.

Note: The City of Martinez application was submitted a day late. Given that Martinez was working toward the establishment of service, the TAC and other applicants agreed to accept the application regardless of the date.

**Attachments:** Short description of submitted applications; TAC funding recommendations to TRANSPAC for review/action; Application packet for the Pilot Call for Projects for TRANSPAC Measure J Line 20a Funds “Additional Transportation Services for Seniors and People with Disabilities”

**Electronic Attachment:** Applications submitted for the Measure J Line 20a funds may be downloaded at <http://transpac.us/wp-content/uploads/2008/08/All-Applications1.pdf>

**ACTION:** Approve TAC recommendation for project funding approval and request for additional funds and/or as revised/determined

**7. City of Concord Strategic Plan Amendment request to transfer \$830,000 in Measure J funds from Project 24027, Ygnacio Valley Road Permanent Restoration, Phase 2, to Project 1214 Commerce Avenue Roadway Extension**

The TRANSPAC TAC considered this request at its June 28, 2012 meeting. The TAC recommends approval and forwarding this request to CCTA.

**Attachment:** Request letter from Danae Gemmell, City Engineer, City of Concord

**ACTION:** Approve the TRANSPAC TAC recommendation and/or as determined

**8. Report on the Water Emergency Transit Agency (WETA) Discussions in Contra Costa**

Staff will provide an oral update on discussion at CCTA re: ferry service in Contra Costa.

The following information is from the WETA website (please note that editorial license has been exercised). In 1999, the California Legislature established the San Francisco Bay Area Water Transit Authority (WTA) in order to create a regional ferry agency to plan and implement new ferry services in the San Francisco Bay Area with a focus on improving general mobility and reducing traffic congestion.

In 2007, the legislature directed the agency to take over existing public ferry transit systems operated by the cities of Vallejo and Alameda and expanded the Authority's role to include coordination and oversight of the ferry transit response in the event of a natural disaster. With this increased responsibility came a new name: the San Francisco Bay Area Water Emergency Transportation Authority (WETA).

Water transit on San Francisco Bay is a critical component in the Bay Area's economy. Not only do thousands of commuters use ferries to get to work each day, but hundreds of thousands of visitors ride the ferries to experience such attractions as Alcatraz, Angel Island, AT&T Park and Pier 39 each year.

Ferries also serve as an important part of the region's emergency response capability. In the event that an earthquake or other natural disaster disrupts highway traffic on the bridges that connect the major communities and employment centers of the Bay Area, ferries are able to serve as an alternative means to move people in these corridors.

Over the last few years, WETA's board and staff have worked with local, regional, state and federal agencies, customers and other interested parties to:

- further develop and enhance ferry transportation in the Bay Area;
- transition Alameda/Oakland, Alameda Harbor Bay and Vallejo ferry services to WETA's regional San Francisco Bay Ferry system;
- expand the region's fast ferry fleet;
- construct a new terminal and launch new service to South San Francisco;
- advance environmental and planning processes for additional expansion services;
- develop plans for regional ferry maintenance and operations facilities; and,
- develop plans for expanding ferry berthing capacity in downtown San Francisco.

As of July 1, 2012, WETA is responsible for operating San Francisco Bay Ferry service that serves Oakland (Jack London Square); Alameda (Harbor Bay and Main Street/Gateway); San Francisco (Downtown Ferry Building and Pier 41); South San Francisco (Oyster Point Marina); and Vallejo. Seasonal service is also provided to Angel Island and AT&T Park. Working with the community, civic and transit partners WETA is actively evaluating the potential for future expansion services to several locations including Richmond, Berkeley, Treasure Island, Redwood City, Hercules, Martinez and Antioch.

Ferry transportation is a vital and vibrant component of the Bay Area's work, travel, hospitality and emergency preparedness landscape. Through operation of the San Francisco Bay Ferry, WETA is committed to working with local cities, communities and customers to create a comprehensive, integrated regional ferry transit system on San Francisco Bay.

San Francisco Bay Ferry's much-anticipated service between the East Bay and South San Francisco launched on June 4, giving commuters an alternative to the daily grind of traffic on the Bay Bridge and along 101. The East Bay-SSF service – the first new water transit route on the Bay in nearly 20 years – will operate Mondays through Fridays during peak commute periods, with three morning departures from Alameda Main Street and Oakland's Jack London Square, and two evening return departures from South San Francisco's spectacular new Oyster Point ferry terminal. The trip takes 40- to 50-minutes.

Please also note that WETA hosted a public scoping meeting for the proposed Richmond Ferry Terminal and Service on June 21, 2012.

**ACTION:** As determined

**Correspondence:** Discussion notes sent to participants after a meeting convened by CCTA staff to discuss ferry issues in Contra Costa; TRANSPLAN Chair Jim Frazier to Charlene Haught Johnson, Chair of the San Francisco Bay Area Water Emergency Transportation Authority; Letter from Contra Costa Board of Supervisors Chair Mary Piepho to Don Tatzin, Chair, CCTA re: representation on the WETA Board; and from Chair Mary Piepho to The Honorable Jerry Hill, 19<sup>th</sup> Assembly District re: an amendment to AB 2433 to include direct geographic representation

**Attachments:** What is the Emergency Water Transportation System Management Plan; June 14, 2012, WCCTAC staff report "Update on Ferry Expansion Plans in West County"; 6/14/12 WETA presentation slides to WCCTAC; San Francisco Chronicle 7/2/12, Editorial "On a Costly New Ferry Service"; 5/20/12 Contra Costa Times articles: "Mudflats prove daunting hurdle to Hercules' vision of creating ferry link to San Francisco"; "5/20/12 "East Bay looks to hovercraft for ferry service" 5/23/12 "Water transit expert: Hercules ferry faces daunting challenges"; Richmond Ferry Terminal Scoping Meeting Notice

**9. AB 904: AB 904 (Skinner) *Local government: parking spaces: minimum requirements.***

The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions.

This bill, commencing on January 1, 2014, would prohibit a city or county from requiring a minimum number of off-street parking spaces in transit-intensive areas, as defined, greater than 2 parking spaces per 1,000 square feet in nonresidential projects of 20,000 square feet or less on a single property, one parking space per unit in non-income-restricted residential projects, and specified portions, as applicable, of a parking space per unit for certain affordable housing projects, except as specified. The bill would also make a statement of legislative findings regarding the application of its provisions to charter cities.

**Attachments:** Comment letters from Mayor Leone, City of Concord, to Assemblywoman Bonilla and Senator DeSaulnier and from Mayor Simmons, City of Walnut Creek, to Assemblywoman Skinner are attached for information; 7/2/12 Contra Costa Times Editorial, "Senate should slow poorly drafted bill on parking requirements"; 6/27/12 text of AB904 (Skinner)

#### **10. Benicia –Martinez Bridge 50<sup>th</sup> birthday party**

The Bridge opened on September 16, 1962. It was widened in 1999, the parallel structure was completed in 2007 and the bicycle pedestrian path in 2009. Interest has been expressed in an event to mark its 50th anniversary. Staff is requesting TRANSPAC's direction whether or not to proceed with such an event. If the decision is to proceed, staff is requesting direction on the type and magnitude of an event.

**ACTION:** As determined

#### **11. 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)**

**Attachments :** Items approved by the Authority on May 16, 2012 for circulation to the Regional Transportation Planning Committees and Items of Interest; May 16, 2012 CCTA Executive Director's Report

**Electronic Attachment:** The CCTA Planning Committee Staff Report for the July 5, 2012 meeting regarding Implementing OneBayArea Grant may be downloaded at <http://transpac.us/wp-content/uploads/2008/08/OBAG.pdf>

**ACTION:** As determined

#### **12. SB 375/SCS Report by Martin Engelmann, CCTA Deputy Executive Director, Planning**

**Attachment:** July 5, 2012 Planning Committee /SB375/SCS Implementation Update

**ACTION:** As determined

#### **13. 511 Contra Costa and TRANSPAC Staff Reports**

- a) **511 Contra Costa: Report on MTC Smart Parking Workshop prepared by Lynn Overcashier, 511 Contra Costa (attachment)**

**b) TRANSPAC Report:**

**1. Updated TRANSPAC Roster attached**

**2. 2011 Schools for the Future Report – information**

**Attachment:** Letter to Tom Torlakson, State Superintendent of Public Instruction from Supervisor Mary Piepho, Chair Contra Costa Board of Supervisors re: the 2011 Schools for the Future Report

**Electronic Attachment:** The 2011 Schools for the Future Report may be downloaded at <http://transpac.us/wp-content/uploads/2008/08/Schools-of-the-Future-Report.pdf>

**ACTION:** As determined

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

**Attachment:** Contra Costa County Letter to CCTA dated May 17, 2012 re: Comments on State Route 4 Integrated Corridor Analysis Public review Draft

**15. Agency and Committee reports**

- TRANSPLAN - Report for June 14, 2012
- WCCTAC - Reports for May 29, 2012 and June 25, 2012
- SWAT – Report for June 6, 2012
- TRANSPAC – Report for May 10, 2012
- County Connection: April 2012 Fixed Route Operating Report; April 2012 LINK Monthly Operating Report

**Electronic Attachment:** The CCTA Project Status Report for July 2, 2012 may be downloaded at <http://transpac.us/wp-content/uploads/2008/08/CCTA-Monthly-Status-Report.pdf>

**ACTION:** Accept reports and/or as determined

**16. For the Good of the Order**

**17. Adjourn/Next Meeting Date:** The next meeting is scheduled for September 13, 2012 at 9:00 a.m. in the Community Room at Pleasant Hill City Hall unless otherwise determined

**TRANSPAC Meeting Summary Minutes**

**MEETING DATE:** May 10, 2012

**ELECTED OFFICIALS PRESENT:** Julie Pierce, Clayton (Chair); Jack Weir (for David Durant, Vice Chair), Pleasant Hill; Mark Ross, Martinez; Bill Shinn, Concord; Karen Mitchoff, Contra Costa County; Kristina Lawson, Walnut Creek; Ron Leone, Concord

**PLANNING COMMISSIONERS PRESENT:** Bob Armstrong, Clayton; Diana Vavrek, Pleasant Hill; John Mercurio, Concord

**STAFF PRESENT:** Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; Eric Hu, Pleasant Hill; Tim Tucker, City of Martinez; Steve Goetz, Contra Costa County; Martin Engelmann, CCTA, Lynn Overcashier, 511 Contra Costa; Barbara Neustadter, TRANSPAC.

**GUEST PRESENT:** Tom Biggs, Vice President, Atkins North America

**MINUTES PREPARED BY:** Marilyn Carter, TRANSPAC Staff

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

1. Pledge of Allegiance/Self Introductions – Completed
2. Public Comment – None

On behalf of the TRANSPAC TAC, Barbara Neustadter requested that two urgency items be added to the agenda. It was agreed that the items would be added following Item 4.

**ACTION:** Add two urgency items to agenda. Mitchoff/Shinn/Unanimous

**CONSENT AGENDA**

3. Approval of the April 12, 2012 minutes – Mitchoff/Shinn/Unanimous

**END CONSENT AGENDA**

#### 4. Presentation on the SR-4 Integrated Corridor Analysis (SR4-ICA) presented by Tom Biggs, Vice President, Atkins North America

Barbara Neustadter introduced Tom Biggs, Vice President of Atkins North America. Mr. Atkins stated that with regard to the SR-4 Integrated Corridor Analysis, the following items were considered: 1) there was a need to consider adding definition to the I-680/SR-4 interchange, 2) there was a need to consider projects in other parts of the county that were more transit related, and 3) there was a need to consider how to measure whether MTSOs should be consistent across the RTPC boundaries. He stated that the process began in November 2011, the draft report has been issued, and comments from TRANSPAC TAC have been received.

Mr. Biggs stated that the SR-4/I-680 interchange was a key focus in the analysis. SR-4 has adequate capacity for the foreseeable future. Four alternatives were considered regarding the method in which to introduce HOV lanes in the eastbound direction of travel. The conclusion was that the baseline works better than the four alternatives which were evaluated.

Another bottleneck was noted in the eastbound direction of travel in the area of the San Marco Boulevard interchange. The evaluation regarding mitigation of this bottleneck is known as Scenario 5. The recommendations from TRANSPAC TAC were no changes to the baseline scenario, but that Scenario 5 be established as a project in Contra Costa County and that it be added to the county's Comprehensive Transportation Plan.

Member Mitchoff inquired if TRANSPLAN would be cooperating in the funding, since the project is outside of TRANSPAC's jurisdiction. She stated that it is only fair that TRANSPLAN participate financially. Ms. Neustadter advised that it is a possibility to request TRANSPLAN to participate in the funding.

Mr. Biggs continued by describing in more detail the Scenario 5 project, which is the construction of a new mixed-flow lane from SR-242 to San Marco Blvd. In Central County the evaluation included a set of criteria involving quantitative measures of cost effectiveness, qualitative measures including system continuity and improvement of multi-modal access, mobility and reliability, and Sustainable Community Strategy (SCS) goals.

For Central County for the time period 2015-2020, the ranking of projects was identified as (1) SR-4 eastbound widening from I-680 to Willow Pass Rd (East) and SR-4 westbound widening at Willow Pass Rd (East) to I-680, (2) Central County ITS Installations (which are surveillance cameras which measure speed, volume and communication to motorists) and (3) Martinez Ferry Service and Intermodal Station.

For Central County for the time period 2020-2030, the ranking of projects was identified as (1) I-680/SR-4 Interchange Improvements (2) Parallel Arterial Improvements (3) Pacheco Boulevard Widening, and (4) Alhambra Ave Safety Improvements.



The cost of these projects in today's dollars (both short-term and long-term), is approximately \$730 million. He stated that the costs for West County projects were higher, but it should be noted that those improvements included transit investments in the I-80 corridor.

The final Integrated Corridor Analysis is expected to be published by the end of June. Mr. Biggs expressed appreciation for the cooperation and efforts of all involved for the excellent collaboration on the project.

Member Armstrong inquired about the 2020-2030 breakdown and whether it takes into consideration the coming online of the Concord Naval Weapons Station. Mr. Biggs responded that the available documentation for the Concord Naval Weapons Station has been considered carefully. Mr. Kuzbari added that it is difficult to establish a timeline for the Naval Weapons Station activities, and it is important to have balance and coordination of the western and eastern parts of the corridor. Member Leone added that the latest news regarding the Naval Weapons Station is that there is a possibility of acquiring some of the land as early as eight months from now.

Martin Engelmann commented that this process is a big step for TRANSPAC and West and East Counties because it allows CCTA to prepare for the 2014 Countywide Transportation Plan update.

Chair Pierce thanked Mr. Biggs for his presentation.

**ACTION: Report accepted. Shinn/Lawson/Unanimous**

#### **URGENCY ITEMS**

##### **A. Request of the City of Pleasant Hill for Advancement of Measure J Strategic Plan Funds.**

Eric Hu advised that the Geary Road Project is a joint project with the City of Pleasant Hill and the City of Walnut Creek to construct sidewalk enhancement, bike lanes and overall road improvements on Geary Road from Putnam Blvd. to just west of Pleasant Hill Road. It also includes intersection modifications at Pleasant Hill Road and Geary Road, and Putnam Blvd. to Geary Road. It was noted that there is currently a sight visibility issue at the northwest corner, which creates urgency for the improvement to be constructed earlier. The Geary Road project is scheduled to be under construction by the end of 2013, and the northwest corner safety issue should be addressed by the end of 2012. The City of Pleasant Hill sought two additional grants to help fund the project.

A new concrete sidewalk will be constructed on the west side of Pleasant Hill Road between Diablo View south through the northwest corner of the curve, and connect to the existing sidewalk on the north side of PH Road near Palos Verdes Shopping Center. The existing free right turn lane at the northwest corner will be eliminated and a landscape median area will be constructed. An 8-foot sidewalk will be constructed at the location of the existing free right turn lane which will allow pedestrians and cyclists to safely get around the intersection. A signal-controlled right turn lane will be constructed.

Mr. Hu stated that a speed survey was done for the existing southbound free right turn lane and the 85th percentile speed measure was 42 miles per hour. The sight visibility there is for only 30 miles per hour, so safety is a real concern.

The project is scheduled to go out to construction in September 2012. Mr. Hu noted that the gateway feature on the provided documents will be funded with City of Pleasant Hill dollars, and the Measure J portion will be used for the usual landscape improvements.

Jack Weir added that is important to make the crosswalks safe. He believes that the urgency is legitimate. A copy of the request is attached hereto as Exhibit "A".

**ACTION: Approved request for advancement of Measure J Strategic Plan funds.  
Weir/Mitchoff/Unanimous**

**B. Request for Measure J Strategic Plan Amendment for City of Clayton.**

Barbara Neustadter advised that the urgency item from the City of Clayton is a request to move unexpended funds to address issues of significance regarding pavement. The Marsh Creek Road (old) Overlay is complete, and the City requests to take \$41,223.74 in unexpended funds from that project, and through a Strategic Plan amendment, transfer the funds back to the FY13 Marsh Creek Road Upgrade project. A copy of the request is attached hereto as Exhibit "B".

**ACTION: Approved request for Measure J Plan Amendment for City of Clayton.  
Pierce/Weir/Unanimous**

A discussion was then held regarding the widening of Pine Hollow Road and Member Pierce advised that the ultimate plan is to widen it all the way to Mitchell Canyon Road.

**5. Appointment of TRANSPAC TAC representative as an alternate to CCTA Technical Coordinating Committee (TCC)**

Barbara Neustadter advised that TRANSPAC's representatives to the TCC include: Ray Kuzbari, City of Concord, Tim Tucker, City of Martinez, and Eric Hu, City of Pleasant Hill. John Greitzer, Contra Costa County, has been TRANSPAC's TCC alternate until transferred to the County Water Agency. This issue was discussed at the April 26, 2012 TAC meeting which recommended the appointment of Jeremy Lochirco, City of Walnut Creek, to fill the alternate position.

**ACTION: Approved. Lawson/Shinn/Unanimous**

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

Chair Pierce reported on the CCTA Administration and Projects Committee meeting. Topics included Highway 4, and some of the last bids have finally been awarded. Legislation items included SB 1149, which is Senator DeSaulnier's bill. SB 1149 would create a revised Joint Policy Committee with a directly elected commission of 15 members having oversight capacity over the four regional agencies: Air Board, BCDC, MTC and ABAG. It would also have veto authority over the agencies. The Joint Policy Committee was created 11 years ago by Senator Torlakson to represent the four regional agencies and at that time there was not much definition of the job, except that it was to address tensions among the four regional agencies. It was decided by the APC to take a watch position on this bill, which has since passed through two committees.

Mark Ross added that he believes there is some merit to the bill in that it has oversight and veto power of the budgets only; the 15 members cannot overturn directives. There is currently no accountability for the Joint Policy Committee and he believes that it should be amended.

Chair Pierce added that she has met with Senator DeSaulnier and there has been some discussion of amending the bill. There is flexibility, but the bill is on the fast track. It has passed through two major committees, is headed for Appropriations, and there is only a 50% vote needed.

Member Mitchoff stated that the way in which Senator DeSaulnier presented this bill was disrespectful. The issues that were brought to his attention could have been worked out. The bill was introduced February 21, 2012, and he changed it last week. It does not speak well for the process and she objects to the creation of another agency because there will be competing interests. She continued by stating that there are respected members in our elected body in this county that could have assisted.

Chair Pierce advised that the Caldecott Tunnel is on budget. More of the contingency funds have been used than hoped for, but the project is still under the original estimated costs. The project is actually ahead of schedule.

Chair Pierce continued that the APC has looked at the preliminary budget for the Congestion Management Agency, and that it is on track financially. She advised that another item discussed was establishing a better policy on competitive and discretionary funds to replace program Measure C or Measure J funds. This idea originated from Randy Iwasaki regarding how to use STIP funds from other agencies and use those dollars to supplant already programmed Measure J funds for projects, so that Measure J project funds can be programmed for other projects that don't qualify for grant funds. It is a matter establishing a policy and being more creative on leveraging funds.

Martin Engelmann gave the report for the Planning Committee. He advised that the first Task Force meeting for real time ridesharing has been scheduled. He stated that it is again time for growth management checklist submission and reminded everyone to obtain approval for the current checklist cycle. The revised growth management element for the Measure J model is required. There has been a lot of discussion about the One Bay Area Grant program. The Contra Costa Transportation Livable Communities (CCTLC) funds and the Pedestrian/Bicycle Trail Facilities (PBTF) funds are programmed and will start allocations.

Barbara Neustadter commented that she was in the audience at the Planning Committee meeting. She added that an extensive staff report contained in the Planning Committee packet regarding how to work through receipt and expenditure of CC-TLC funds was helpful, and that all of TRANSPAC's recommended projects were funded. She stated that TRANSPAC TAC had issues with the direction of the OBAG grant, most of which have been discussed by the CCTA.

**ACTION: Report received**

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

Martin Engelmann reported that MTC and ABAG will approve the Preferred Alternative for the Sustainable Community Strategy, for a minus 10% reduction over 2005, and are working on the policy strategies to get to 15%. This will go into a draft EIR this summer. He added that the big question is whether the Air Resources Board will approve the Sustainable Communities Strategy and approve the MTC 15% reduction for 2035. The full board meeting of the MTC on May 23 will address the transportation land use alternative.

He continued that CCTA was pleased that all of its projects are in the Transportation Regional Plan. The other topic was the \$44 million on One Bay Area Grant fund, which is federal money that comes down through MTC and is coming through the Congestion Management Agency. The funds can be used for TLC, bikes, local streets and roads, maintenance and also for Safe Routes 2 School. MTC has advised that 70% of the \$44 million must go to Priority Development Areas, and the rest can go anywhere else. Only 8% of the urbanized land is in a Priority Development Area, so 70% of the money must go to 8% of land, which includes Concord Naval Weapons Station. It was requested that MTC remove the 70%/30% requirement, but the request was rejected. Another requirement was that local jurisdictions would be required to amend General Plans for the Complete Streets Act of 2008. MTC originally required an ordinance and general plan amendment; however, the edict that it would allow adoption of a resolution came on Monday, May 7. Therefore, the requirement now is that local jurisdictions only adopt a resolution for Complete Streets.

The HCD compliance has been completed for Measure C, but has been deleted in Measure J. He added that the latest housing numbers are coming in quite low and CCTA is not expecting a lot of issues except for Martinez, whose numbers are high.

Chair Pierce added that regarding the requirement to have the housing element approved, she heard yesterday from senior staff at ABAG that there will be a commitment from ABAG staff to help local jurisdictions get HCD approvals.

Chair Pierce added that many of the numbers in the 2007-2014 housing elements will go unfulfilled in this particular cycle, and because the next cycle is significantly lower, those numbers will roll over into the new cycle. She commented that in the One Bay Area Grant funding, the local streets and roads total discretionary funds are the same as in past cycles. So the 70/30 split is in addition to those numbers. Therefore, local streets and roads funds are not being lost; the dollar number is the same.

Member Mitchoff inquired as to whether Southern California and other California areas are having the same issues. Chair Pierce responded that everyone is inventing their own. Mr. Engelmann added that with regard to OBAG, it is federal money and every Metropolitan Planning Organization (MPO) is different; the funds go to the county and the county decides what to do with the money.

**ACTION: Report received**

#### **8. 511 Contra Costa and TRANSPAC Staff Report**

Lynn Overcashier welcomed everyone to Bike to Work Day today. 511 Contra Costa (511CC) has been and is a host for Energizer Stations, working collaboratively with the Bay Area Bike Coalition. She shared with the group that the Bicycle Commuter of the Year is Curtis Corlew from Antioch, who was recommended by Corinne Dutra-Roberts with 511CC. He commutes to Los Medanos College, where he is a professor, and has his graphic arts students develop their own Bike to Work Day posters.

Shadelands Transportation Fair was another event hosted by 511CC, working with employers to promote commute alternatives for that area. In an informal survey of the almost 200 participants, approximately 100 responded as to whether a shuttle system from the Pleasant Hill BART Station to Shadelands would be utilized. The results of the survey were that 50% of the people said they would use a shuttle. 511CC staff are working with Ron Gerber, the City of Walnut Creek Economic Development Director and staff for better access options to Shadelands.

Safe Routes 2 School is moving ahead. 511CC staff have met with all 12 superintendents of Central and East County School Districts. Some superintendents refused to allow the promotion of biking or walking to school (primarily in East County) because there are no sidewalks accessing some of those schools. However, teaching the children bike rules of the road and safety for their own biking is acceptable. Therefore, it will be difficult to quantify the results of having given the training because actual on-site counts will be unavailable. She added that some middle schools have video classes and are always looking for projects as are some of the continuation schools. Staff is considering integrating some of the video component (which was only to have been a high school project) into middle schools as well.

Chair Pierce asked that 511CC share responses from the districts to all members because relationships between schools and cities are sometimes not optimal and information is rarely shared. Ms. Overcashier responded that now that the meetings with superintendents have occurred, the next step is to meet with TAC members to share the information learned from the school districts.

Barbara Neustadter then reported on TRANSPAC activities. The Line 20a Call for Projects was sent out on time on April 25, which was a little ahead of schedule. The applications are due back by May 30, and are expected to arrive at TRANSPAC sometime in July.

Regarding the TRANSPAC agenda procedure, Ms. Neustadter commented that under "Agency and Committee Reports," the Project and Status Report issued by the Transportation Authority has been referenced as an electronic attachment as an "experiment." She asked for feedback from the members regarding this procedure and it was agreed that the electronic version (as opposed to a paper version) worked for everyone.

Ms. Neustadter added that Item 8(2) on the agenda contains the documents relative to MTC's Update on the proposed One Bay Area Grant – Cycle 2, STP/CMAQ funding.

**ACTION: Report received**

#### **9. TAC Reports by Jurisdiction**

Martinez – Tim Tucker reported that PG&E is removing its overhead lines and power poles on the TLC project. He added that a public workshop will be held on May 23, 2012, regarding the Court Street overcrossing project.

Walnut Creek – Jeremy Lochirco announced that the Southbound HOV lane project is moving forward and that a joint meeting with the neighborhood association and CCTA will be held at the end of May.

**ACTION: Information received**

#### **10. Correspondence/Copies/Newsclips/Information**

**ACTION: Information received**

#### **11. Agency and Committee Reports**

**ACTION: Information received**

#### **12. For the Good of the Order**

**ACTION: None required**

**13. The meeting was adjourned at 10:30 a.m. Since the Urgency Items were presented at today's meeting, the June meeting will be cancelled. Therefore, the next meeting is scheduled for July 12, 2012, at 9:00 a.m. in the City of Pleasant Hill Community Room, unless otherwise determined.**

**PILOT CALL FOR PROJECTS  
TRANSPAC MEASURE J LINE 20A FUNDS**

APPLICANT	TYPE OF SERVICE	AMOUNT REQUESTED	EST. NUMBER SERVED IN CENTRAL CCC MONTHLY	EST. NUMBER OF MONTHLY TRIPS
Caring Hands Volunteer Caregivers Program Linda Groobin, Program Mgr. 2855 Mitchell Drive Walnut Creek, Ca 94583 (925) 952-2999 <a href="mailto:linda.groobin@johnmuirhealth.com">linda.groobin@johnmuirhealth.com</a>	Free transportation to seniors aged 60+ who live independently	\$50,000	225	411
Golden Rain Foundation Glenn Mix, Fleet Manager 800 Rockview Drive Walnut Creek, CA 94595 (925) 988-7672 <a href="mailto:gmix@rossmoor.com">gmix@rossmoor.com</a>	Bus service from Rossmoor to downtown Walnut Creek service area	\$62,883	9,436	10,000 (?)
Golden Rain Foundation Glenn Mix, Fleet Manager 800 Rockview Drive Walnut Creek, CA 94595 (925) 988-7672 <a href="mailto:gmix@rossmoor.com">gmix@rossmoor.com</a>	Travel Training - a transportation information and training service focusing on educating residents and new riders in service types offered	\$62,400	9,436	10,000 (?)
Rehabilitation Services of Northern California Debbie Toth, CEO 490 Golf Club Road Pleasant Hill, CA 94523 (925) 682-6330 x133 <a href="mailto:dtoth@rsnc-centers.org">dtoth@rsnc-centers.org</a>	Provides paratransit door-through-door services for frail, very low-income seniors and adults with disabilities to the Mt. Diablo Center Adult Day Health Care Program and to shopping destinations in Central County	\$42,560	56	347

PILOT CALL FOR PROJECTS  
 TRANSPAC MEASURE J LINE 20A FUNDS

APPLICANT	TYPE OF SERVICE	AMOUNT REQUESTED	EST. NUMBER SERVED IN CENTRAL CCC MONTHLY	EST. NUMBER OF MONTHLY TRIPS
Senior Helpline Services Elaine L. Welch, RN, MBA 1035A Carol Lane Lafayette, CA 94549 (925) 284-6699 <a href="mailto:elaine@seniorhelpline.net">elaine@seniorhelpline.net</a>	Rides for Seniors is a free one-on-one, door-through-door, escorted rides program provided for seniors aged 60+	\$94,500	30 currently; expect 80+ for FY 12-13	120-140
Senior Helpline Services Elaine L. Welch, RN, MBA 1035A Carol Lane Lafayette, CA 94549 (925) 284-6699 <a href="mailto:elaine@seniorhelpline.net">elaine@seniorhelpline.net</a>	Transportation Information & Referrals is a mobility management service which provides information to seniors regarding types of transportation services available in Contra Costa County	\$16,500	0 currently; estimated 100s	100s
City of Walnut Creek Kevin Safine, Asst. Dir. Of Arts, Recreation and Community 1666 North Main Street Walnut Creek, Ca 94596 (925)943-5848 <a href="mailto:safine@walnut-creek.org">safine@walnut-creek.org</a>	Senior Mini Bus program transports members of WC Seniors Club to and from medical appointments, grocery store and errands, and to the Civic Park Community Center	\$39,000	2,200	250
*City of Martinez Tim Tucker, City Engineer 525 Henrietta Street Martinez, CA 94553 (925) 372-3562 <a href="mailto:ttucker@cityofmartinez.org">ttucker@cityofmartinez.org</a>	Ride service for seniors to doctor visits, CC Cate, Market and other destinations in and near Martinez	\$68,000	400	100-150
<b>TOTAL REQUESTED</b>				<b>\$435,843</b>

\*City of Martinez application was received on May 31, 2012, at 3:05 pm



**TAC RECOMMENDATION 6/28/12  
TRANSPAC MEASURE J LINE 20A FUNDS**

	<b>APPLICANT</b>	<b>AMOUNT REQUESTED</b>	<b>TAC RECOMMENDATION</b>
<b>1</b>	Caring Hands Volunteer Caregivers Program - service	\$50,000	\$50,000
<b>2</b>	Golden Rain Foundation - service	\$62,883	\$62,883
<b>3</b>	Golden Rain Foundation - travel training	\$62,400	\$0
<b>4</b>	Rehabilitation Services of Northern California -service	\$42,560	\$42,560
<b>5</b>	Senior Helpline Services-service	\$94,500	\$94,500
<b>6</b>	Senior Helpline Services- info & referral	\$16,500	\$0
<b>7</b>	City of Walnut Creek - service	\$39,000	\$39,000
<b>8</b>	City of Martinez -service development	\$68,000	\$68,000
	<b>TOTAL REQUESTED</b>	<b>\$435,843</b>	<b>\$356,943</b>
	<b>DIFFERENTIAL (+/-)</b>	<b>\$147,843</b>	<b>\$68,943</b>
	<b>TOTAL AVAILABLE</b>	<b>\$288,000</b>	
	Trans Line 20a TAC recommendation 6 28 12		

**Pilot Call for Projects**  
**TRANSPAC Measure J Line 20a Funds**  
**Additional Transportation Services for Seniors and People with Disabilities**

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

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

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

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

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

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

a. Applications should be mailed or hand delivered to: Marilyn Carter, TRANSPAC, 2300 Contra Costa Boulevard, Ste. 360, Pleasant Hill, CA 94523. Applications must be received by 4:00 pm on May 30, 2012.

b. An electronic copy of the application is available by email. Please contact Marilyn Carter at [mcarter@511contracosta.org](mailto:mcarter@511contracosta.org) for the electronic version. Submit two electronic copies of the application: one in Word format and one in a PDF format to: [mcarter@511contracosta.org](mailto:mcarter@511contracosta.org).

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

## **7. Contra Costa Transportation Authority Allocation Process**

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

## **8. Expenditure of Funds:**

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

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

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

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

**TRANSPAC**

Transportation Partnership and Cooperation  
 2300 Contra Costa Blvd., Suite 360  
 Pleasant Hill, CA 94523  
 (925) 969-0841

**APPLICATION**  
 Pilot Call for Projects  
 TRANSPAC Measure J Line 20a Funds  
 Additional Transportation Services for  
 Seniors and People with Disabilities

<b>APPLICANT INFORMATION</b>			
Name of Agency			
Primary Contact Name			
Street Address			
City, State, Zip			
Fax	Phone	Email Address	
<b>SIGNATURE</b>			
I certify that the information contained in this application is true and complete to the best of my knowledge.			
Signature of Agency Executive Officer		Date	
<b>DESCRIPTION OF CURRENT SERVICES PROVIDED BY APPLICANT AGENCY</b>			
Service area boundaries			
Days and hours of operation			
Number of trips provided daily and/or monthly			
Monthly trip origins and destinations by jurisdiction			
Number of persons served in Central Contra Costa (Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Unincorporated Central Contra Costa County)			

<b>DESCRIPTION OF TRANSPORTATION SERVICES FOR WHICH FUNDING IS SOUGHT</b>	
<b>Operations: Description of transportation services for which funding is sought:</b>	
Name and type of service	
Purpose/Goal	
Description of service(s) to be provided	
Number of persons to be served	
Estimated number of monthly trips	
Description of types of destinations	
Schedule including expected initiation of service and expected duration of services to be provided	
Proposed Budget: TRANSPAC Measure J funds request and any other funds expected or planned to be used in conjunction with Line 20a Funds	
Describe the benefit of the proposed services to the public and/or the public transportation system	

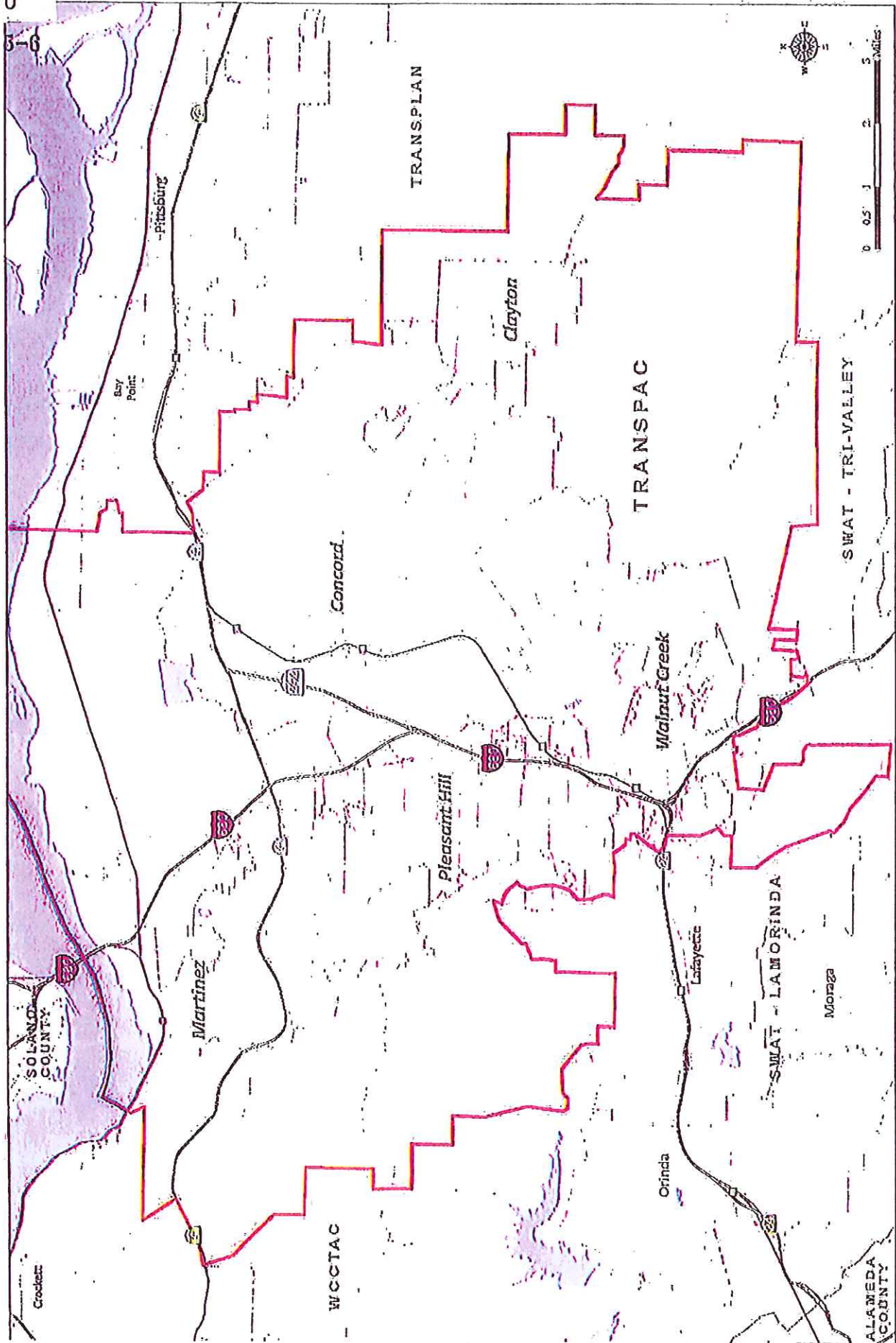
<b>Capital Projects: Description of related capital project(s) for which funding is sought:</b>	
Name of Project	
Purpose/Goal of Project	
Project Description: Purpose, type, location	
Project Budget: Amount requested and any other funds expected or planned to be used to fully fund the project	
Project Schedule: Project implementation including milestones, equipment and other types of acquisitions	
Describe the benefit of the proposed project to the general public and/or the public transportation system	
<b>MAP OF SERVICE AREA</b>	
<b>Describe AND attach</b> a map of your service area. Services must be provided in Central Contra Costa (Clayton, Concord, Martinez, Pleasant Hill, Walnut creek, and Unincorporated Central Contra Costa County)	

**MAP OF TRANSPAC AREA**

**PROPOSED PROJECTS AND SERVICES**

**MUST BE IN THE TRANSPAC AREA**

**AS SHOWN ON THE ATTACHED MAP**





**SUCCESSFUL APPLICANTS WILL BE REQUIRED TO EXECUTE  
A COOPERATIVE AGREEMENT WITH THE  
CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA)**

**A SAMPLE COOPERATIVE AGREEMENT IS ATTACHED  
FOR INFORMATION PURPOSES**

Master Cooperative Agreement No. XXXXXXXX

**MASTER COOPERATIVE AGREEMENT NO. XXXXXX  
BETWEEN  
CONTRA COSTA TRANSPORTATION AUTHORITY  
AND  
XXXXXXXXXXXXXXXX**

**THIS MASTER COOPERATIVE AGREEMENT NO. XXXXXXXX "AGREEMENT"** is made and entered into as of this 1<sup>st</sup> day of July, 2011, by and between the XXXXXXXXXX hereinafter referred to as "SPONSOR," and the CONTRA COSTA TRANSPORTATION AUTHORITY, hereinafter referred to as "AUTHORITY." SPONSOR and AUTHORITY are sometimes individually referred to as "Party" and collectively as "Parties" in this Agreement.

**RECITALS**

A. Pursuant to the Measure C Sales Tax Renewal Ordinance (#88-01 as amended by #04-02), hereinafter referred to as Measure J, the AUTHORITY is authorized to expend funds for the provision transportation programs for seniors and people with disabilities starting in 2009.

B. SPONSOR desires to implement one or more projects as described and attached to this AGREEMENT as EXHIBIT A, to enhance mobility for seniors and/or people with disabilities hereinafter referred to as "PROGRAM," eligible under the Central Contra Costa Additional Transportation Services for Seniors and People with Disabilities Program(Measure J Expenditure Plan Program 20a, as amended).

C. AUTHORITY, on (Date), approved Resolution #-#-#-G specifying PROGRAM to be funded.

NOW, THEREFORE, in consideration of the foregoing, the AUTHORITY and SPONSOR do hereby agree as follows:

**SECTION I**

**SPONSOR AGREES:**

1. Application of Funding.

For each PROGRAM approved and funded by AUTHORITY, to apply a funds received under this AGREEMENT to PROGRAM(s) in accordance with the terms and conditions specified in Funding Resolutions No. XX-XX-G; and consistent with the information contained in the Sponsor Worksheets attached to this AGREEMENT as EXHIBIT B and incorporated by this reference ("Sponsor Worksheets").

## Master Cooperative Agreement No. XXXXXXXX

2. Invoices.

To provide invoices requesting reimbursement of eligible expenditures incurred in the form and detail provided in the Sponsor Worksheets along with supporting documentation as required by AUTHORITY. Invoices will be submitted monthly or bi-monthly at the discretion of SPONSOR.

3. Audit.

To maintain complete, accurate and clearly identifiable records with respect to all costs and expenses incurred under this Agreement. To allow AUTHORITY or any independent auditor selected by any of these parties, to audit all expenditures relating to each PROGRAM funded through this AGREEMENT. For the duration of each PROGRAM, and for five (5) years following completion of the PROGRAM, or earlier discharge of the AGREEMENT, SPONSOR shall make available all records relating to expenses incurred in performance of this AGREEMENT.

4. Reporting. (Reporting requirements will be defined in the actual agreement and specific to the program)

To submit to AUTHORITY and/any of its partners any quarterly, semi-annual and annual reports on each PROGRAM in the format and detail as required by AUTHORITY and specified in the FUNDING AGREEMENTS supporting PROGRAM(s), as applicable.

5. Management.

To provide overall management of PROGRAM(s) including responsibility for schedule, budget, and oversight of services performed by others and to be responsible for evaluation, selection, and management of consultants and contractors.

6. Copies.

To maintain sufficient records demonstrating SPONSOR's compliance with the terms of the Measure J Expenditure Plan and Strategic Plan, including amendments, and this AGREEMENT for a period of five (5) years from the date of this AGREEMENT and to allow the AUTHORITY and its duly authorized representatives, agents and consultants access such records and be audited. SPONSOR shall ensure that audit working papers are made available to the AUTHORITY or its designee upon request for a period of three (3) years from the date the audit report is issued, unless extended in writing by the AUTHORITY.

7. Signage.

## Master Cooperative Agreement No. XXXXXXXX

If PROJECT involves construction or capital acquisition, to install a sign approved by the AUTHORITY that identifies Measure J and AUTHORITY as a funding source, if applicable. If PROJECT involves the production of promotional materials, including but not limited to brochures, signage, displays, give-away items used in connection with promotional events, to include AUTHORITY's logo thereon.

8. Surplus Personal Property.

To comply with AUTHORITY's Policy on Disposition of Surplus Personal Property Acquired by a Project Sponsor or Recipient of Program Funds and No Longer Required for the Project or Program with respect to the disposal of any surplus property acquired in whole or part with Measure J Funds.

9. Compliance with Local, State and Federal Requirements

If PROGRAM requires SPONSOR to enter into a contract with a contractor and/or consultant, SPONSOR shall ensure that such contract complies with this AGREEMENT and all applicable local, state and federal requirements and shall give all notices required by law. Additionally, any contractor and/or consultant is responsible for ensuring that subcontractors, at as many tiers of PROGRAM as required, perform in accordance with the terms, conditions and specifications of such contract, including local, state and/or federal requirements. Upon request of AUTHORITY and/or SPONSOR, any contractor and/or consultant shall provide evidence of the steps it has taken to ensure its compliance with this AGREEMENT and the local, state and/or federal requirements, as well as the evidence of the subcontractor's compliance, at all tiers.

10. Insurance

SPONSOR shall maintain the following insurance in force during the entire term of this Agreement, and in the case of Commercial General Liability Insurance and Professional Liability Insurance for at least five years after the conclusion of all services provided by SPONSOR pursuant to this Agreement. Subsponsors shall be subject to the same insurance provisions as stated herein unless specified otherwise:

- a. Workers' Compensation Insurance covering SPONSOR's employees in accordance with statutory requirements of all jurisdiction(s) in which any and all Services are being performed, and Employer's Liability Insurance in the amount of \$XXXXXXXXX per occurrence for injuries incurred in providing services under this Agreement.
- b. Comprehensive or Commercial General Liability Insurance

Master Cooperative Agreement No. XXXXXXXX

including contractual liability, premises and operations, personal injury, completed operations, and independent contractors liability, with limits of not less than \$XXXXXXXXXX each occurrence for bodily injury and not less than \$XXXXXXXXXX each occurrence for property damage.

SubSPONSORs providing engineering-related services under this Agreement shall be subject to the following Comprehensive or Commercial General Liability Insurance limits: not less than \$XXXXXXXXXX each occurrence for bodily injury and not less than \$XXXXXXXXXX each occurrence for property damage.

A combined single limit policy is acceptable provided the combined single limit is not less than \$XXXXXXXXXX. The policy shall contain an aggregate limit not less than \$XXXXXXXXXX. The required limits may be satisfied by a combination of a primary policy and an excess or umbrella policy with terms at least as broad as the primary policy.

SubSPONSORs providing engineering-related services under this Agreement shall be subject to the following: A combined single limit policy is acceptable provided the combined single limit is not less than \$XXXXXXXXXX. The policy shall contain an aggregate limit not less than \$XXXXXXXXXX. The required limits may be satisfied by a combination of a primary policy and an excess or umbrella policy with terms at least as broad as the primary policy. This policy shall conform to or include the following:

- 1) A provision or endorsement naming AUTHORITY, its officials, employees, and successors in interest as additional insureds with respect to the liability arising out of the performance of the Services by SPONSOR under this Agreement, including completed operations coverage.
- 2) Provisions that the insurance is primary insurance with respect to AUTHORITY, its officials, employees, and successors in interest. Any insurance or self-insurance maintained by AUTHORITY, its officials, employees, or successors in interest shall be excess of SPONSOR's insurance and shall not contribute with it.
- 3) A waiver of subrogation clause.
- 4) Provisions or endorsements stating that the coverage contains no special limitations on the scope of protection afforded to AUTHORITY, its officials, employees, or successors in interest.
- 5) Provisions or endorsements stating that insurance shall apply separately to each insured against whom claim is made or suit is brought, subject to the limits of the

## Master Cooperative Agreement No. XXXXXXXX

- insurer's liability.
- 6) Coverage for use of watercraft, where appropriate.
- c. Automobile Liability Insurance covering owned, non-owned, uninsured motorists, leased and hired vehicles with limits not less than \$XXXXXXXX each person and \$XXXXXXXX each occurrence for bodily injury, and \$XXXXXXXX each occurrence for property damage. A combined single limit of not less than \$XXXXXXXX will meet this requirement. AUTHORITY shall be added by SPONSOR as an additional insured on this policy. SPONSOR'S insurance policy shall be primary insurance with respect to the AUTHORITY and its employees, agents, officers and directors and any insurance maintained by AUTHORITY shall be excess of SPONSOR'S insurance.
- d. Professional Liability Insurance (covering errors and omissions), with limits not less than \$XXXXXXXX per claim and a deductible not to exceed \$XXXXXX, and a retroactive date no later than the beginning date of this Agreement as shown on Page 1 of this Agreement.
- SubSPONSORS providing professional services under this Agreement shall be added to SPONSOR's policy as additional insureds, or shall provide evidence of their own professional liability insurance which is acceptable to AUTHORITY's Executive Director.
- SubSPONSORS providing engineering-related services under this Agreement shall be subject to the following Professional Liability Insurance limits: not less than \$XXXXXXXX per claim and a deductible not to exceed \$XXXXXX, and a retroactive date no later than the beginning date of this Agreement as shown on Page 1 of this Agreement.

All policies shall be issued by insurance companies which are licensed carriers in the State of California and maintain a Secure Best's rating of "A-" or higher unless otherwise approved by AUTHORITY.

Prior to commencing Services under this Agreement, SPONSOR shall furnish to AUTHORITY a copy of each policy of insurance required by this Agreement. Such policies shall provide that not less than thirty (30) calendar days advance notice in writing will be given to AUTHORITY prior to cancellation, termination, or material alteration of said policies of insurance, except 10 calendar days in the event of non-payment of premium.

The requirements contained herein as to types and limits of insurance to be maintained by SPONSOR are not intended to and shall not in any manner limit

Master Cooperative Agreement No. XXXXXXXX

or qualify the liabilities and obligations assumed by SPONSOR under this Agreement.

## SECTION II

### AUTHORITY AGREES:

1. Reimbursement

Consistent with the procedures specified in Section I, paragraph 2 above, to reimburse SPONSOR for eligible expenses incurred in conducting the PROGRAM within 45 days of receipt of invoice, up to the amounts stated in SECTION III, Paragraph 14 of this AGREEMENT.

2. Notice of Audit

To provide timely notice if an audit is to be conducted.

3. Compliance with Requirements Applicable to Program Manager

If PROGRAM involves TFCA funds, to comply with requirements of the FUNDING AGREEMENT applicable to Program Manager.

## SECTION III

### IT IS MUTUALLY AGREED:

1. Term

Qualified expenditures for PROGRAM(S) approved under this AGREEMENT shall be eligible for reimbursement when incurred on or after (DATE).

Funding under this AGREEMENT expires (DATE), hereinafter referred to as Termination Date. Termination Date may be extended if so requested in writing by SPONSOR and approved in writing by AUTHORITY. Funds are expected to be expended by the Termination Date applicable to the expenditure of TFCA funds, as provided above.

This AGREEMENT will remain in effect until discharged or otherwise terminated as provided above or in Paragraph 2 below. Section 1 paragraphs 3 and 6 and Section III paragraph 3 shall survive termination of the Agreement.

2. Discharge

## Master Cooperative Agreement No. XXXXXXXX

This AGREEMENT shall be subject to discharge as follows:

a. Either party may terminate this AGREEMENT at any time for cause pursuant to a power created by the AGREEMENT or by law, otherwise than for breach, by giving written notice of termination to the other party which shall specify both the cause and the effective date of termination. Notice of termination under this provision shall be given at least ninety (90) days before the effective date of such termination. Payment shall be made by the AUTHORITY for all services rendered by SPONSOR to the PROGRAM(s) pursuant to this AGREEMENT up to the time of termination, subject to any expenditure limits applicable to this AGREEMENT.

b. This AGREEMENT may be canceled by a party for breach of any obligation, covenant, or condition hereof by the other party, upon written notice to the breaching party. With respect to any breach that is reasonably capable of being cured, the breaching party shall have thirty (30) days from the date of the notice to initiate steps to cure. If the breaching party diligently pursues cure, such party shall be allowed a reasonable time to cure, not to exceed sixty (60) days from the date of the initial notice, unless a further extension is granted by the non-breaching party. Upon cancellation, the non-breaching party retains the same rights as a party exercising its right to terminate under the provisions of Paragraph 2a, except that the canceling party also retains any remedy for breach of the whole contract or any unperformed balance.

c. By mutual consent of both parties, this AGREEMENT may be terminated in writing at any time.

d. Either party may terminate this AGREEMENT without cause upon giving the other party thirty (30) days notice.

3. Indemnity

It is understood and agreed that neither AUTHORITY, nor any officer, employee, agent or contractor thereof, shall be responsible for, and SPONSOR shall indemnify and hold AUTHORITY and its officers, employees, agents and contractors harmless from, any damage or liability occurring by reason of anything done or omitted to be done by SPONSOR, its officers, employees, consultants or contractors, under or in connection with the services, authority or jurisdiction of SPONSOR or delegated to SPONSOR under this AGREEMENT. Without limiting the generality of the foregoing, it is further specifically understood and agreed that, pursuant to California Government Code Section 895.4, SPONSOR shall fully indemnify and hold AUTHORITY and its officers, employees, agents and contractors harmless from any liability or damages imposed for injury as defined by California Government Code Section 810.8 occurring by reason of anything done or omitted to be done by SPONSOR, its officers, employees, agents or contractors under this AGREEMENT or in connection with any services, authority or jurisdiction of SPONSOR or delegated to SPONSOR under this AGREEMENT.



## Master Cooperative Agreement No. XXXXXXXX

5. Notices

Any notice which may be required under this AGREEMENT shall be in writing, effective when received, and given by personal service, certified or registered mail (return receipt requested), or courier service to the addresses set forth below, or to such addresses which may be specified in writing by the parties hereto.

Notices to SPONSOR:

Notices to AUTHORITY:

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

With a copy to:

By executing this AGREEMENT, each of the parties acknowledges and agrees that the persons identified above, or any other person designated by either party to AGREEMENT by notice to the other party, is authorized to execute documents and to bind the party with respect to this AGREEMENT.

6. Additional Acts and Documents

Each party agrees to do all such things and take all such actions and to make, execute, and deliver such other documents and instruments as shall be reasonably requested to carry out the provisions, intent, and purpose of the AGREEMENT.

7. Counterparts

This Agreement may be signed in counterparts, each of which shall constitute an original.

8. Amendment

SPONSOR may, at any time, request an amendment to the work scope or budget of any PROGRAM funded under this AGREEMENT with Measure J by submitting a revised EXHIBIT D, indicating the proposed amendment in redline/strikeout format, together with a signed transmittal letter indicating the reason for the proposed change. Submittal of these documents shall be construed as SPONSOR's consent to amend this AGREEMENT as specified. AUTHORITY will evaluate SPONSOR's request on the basis of consistency with applicable policies and, if approved, will convey notice of approval to SPONSOR in writing. Upon approval by AUTHORITY, this AGREEMENT will be considered amended per SPONSOR's request.

## Master Cooperative Agreement No. XXXXXXXX

This AGREEMENT may otherwise be amended by written amendment executed by the parties and shall not be changed, modified, or rescinded except as provided herein. Any attempt at oral modification of this AGREEMENT shall be void and of no effect.

9. Independent Agency

SPONSOR renders its services under this AGREEMENT as an independent agency. None of the SPONSOR's agents or employees shall be agents or employees of AUTHORITY.

10. Assignment

This AGREEMENT may not be assigned, transferred, hypothecated, or pledged by any party without the express written consent of the other party.

11. Binding on Successors

This AGREEMENT shall be binding upon the successor(s), assignee(s), or transferee(s) of AUTHORITY or SPONSOR(s) as the case may be. This provision shall not be construed as an authorization to assign, transfer, hypothecate, or pledge this AGREEMENT other than as provided above.

12. Severability

Should any part of this AGREEMENT be determined to be unenforceable, invalid, or beyond the authority of either party to enter into or carry out, such determination shall not affect the validity of the remainder of this AGREEMENT which shall continue in full force and effect, provided that the remainder of this AGREEMENT can, absent the excised portion, be reasonably interpreted to give effect to the intentions of the parties.

13. Limitation

All obligations of AUTHORITY under the terms of this AGREEMENT with respect to Measure J funds are expressly subject to AUTHORITY's continued authorization to collect and expend the sales tax proceeds provided by Measure J. If for any reason AUTHORITY's right to collect or expend such sales tax proceeds is terminated or suspended in whole or part, AUTHORITY shall promptly notify SPONSOR, and the parties shall consult on a course of action. If, after twenty-five (25) working days, a course of action is not agreed upon by the parties, this AGREEMENT shall be deemed terminated by mutual consent, provided that any future obligation to fund from the date of the notice shall be expressly limited by and subject to (i) the lawful ability of AUTHORITY to expend sales tax proceeds

Master Cooperative Agreement No. XXXXXXXX

for the purposes of this AGREEMENT; and (ii) the availability, taking into consideration all the obligations of AUTHORITY under all outstanding contracts, agreements and other obligations of AUTHORITY, of funds for such purposes.

14. Total Cost

The total cost of this Agreement is \$XXXXXXXX from Resolution No. XX-XX-G, and will not exceed that amount unless amended in writing by all parties.

15. Attorney's Fees

If either party commences an action against the other party, either legal, administrative or otherwise, arising out of or in connection with this Agreement, the prevailing shall be entitled to have and recover from the losing party reasonable attorney's fees and all other costs of such action.

16. Waiver

No waiver of any default shall constitute a waiver of any other default or breach, whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual rights by custom, estoppel or otherwise.

17. Integration

This AGREEMENT represents the entire AGREEMENT of the parties with respect to the subject matter hereof. No representations, warranties, inducements, or oral agreements have been made by any of the parties except as expressly set forth herein or in other contemporaneous written agreements.

IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT as of the day and year above written.

**CONTRA COSTA  
TRANSPORTATION AUTHORITY**

**SPONSOR**

By: \_\_\_\_\_  
Date

By: \_\_\_\_\_  
Date

**ATTEST:**

**ATTEST:**

By: \_\_\_\_\_

By: \_\_\_\_\_  
Date

Master Cooperative Agreement No. XXXXXXXX

**APPROVED** as to legal form:

Best, Best and Krieger

By: \_\_\_\_\_  
Malathy Subramanian

**APPROVED** as to legal form:

By: \_\_\_\_\_  
Date

## EXHIBIT A

### Program Description

ENGINEERING SERVICES

Telephone: (925) 671-3361



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

May 11, 2012

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

**SUBJECT: TRANSPAC Project No. 1214 (Commerce Avenue Roadway Extension)  
(City of Concord Project No. 1761)**

The City of Concord is requesting that TRANSPAC transfer \$830,000 in remaining Measure J funds from Project No. 24027 (Ygnacio Valley Road Permanent Restoration –Phase 2) to be reprogrammed to Project No. 1214 (Commerce Avenue Roadway Extension).

Project No. 1214 will rehabilitate the pavement surface of Commerce Avenue, extend it from its current terminus, construct a new bridge over Pine Creek and extend the road to the west to connect it to Waterworld Parkway. The project also includes widening Waterworld Parkway at its northern end, constructing a trail and pedestrian bridge south of the new road.

By way of background, in July 2006, Concord requested that \$1,020,000 of Measure C I-680 funds from the Commerce Avenue Project be reprogrammed to help construct an auxiliary lane on Ygnacio Valley Road after a landslide damaged the travel lane. The City was eligible for Emergency Relief funds through FHWA, but required a match. CCTA approved the request through Resolution #06-09P and provided an additional \$3.5 million in Measure J – Major Streets funds to extend the 420-foot tieback wall to approximately 1,000 feet and repair the damaged Ohlone trail adjacent to Ygnacio Valley Road, constructed with Emergency Relief funds. This work was completed in 2011. Lower construction costs than originally anticipated provided \$830,000 in savings to Measure J funds.

Project No. 1214 received environmental clearance under the National Environmental Policy Act (NEPA) in November 2009, and the California Environmental Quality Act (CEQA) in March 2010. The design phase of the project is complete and the plans and specifications will be submitted to Caltrans upon completion of the right-of-way phase. Concord has acquired right-of-way from three of five property owners. The City is currently negotiating with the fourth property owner and is answering design questions from the fifth property owner, Contra Costa County Flood Control. Delays based on right of way have increased the City's project costs.

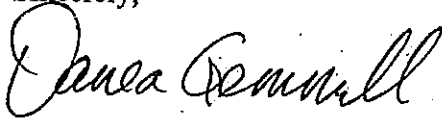
The Commerce Avenue project is currently funded by \$4,420,152 in Measure C I-680 funds, a \$1,600,000 federal earmark included in the SAFETEA-LU Transportation Bill, local traffic

mitigation impact fees and redevelopment funds. With the elimination of redevelopment funds in the project and additional costs necessary for right of way, Project No. 1214 needs the \$830,000 in Measure J saving to be fully funded. Please consider this request and include the Commerce Avenue Roadway Extension (Project No.1214) in the Measure J Strategic Plan.

If you need further information regarding the project, please feel free to contact me at 925-671-3470 or [danea.gemmell@ci.concord.ca.us](mailto:danea.gemmell@ci.concord.ca.us).

Thank you for your consideration.

Sincerely,



Danea Gemmell, PE  
City Engineer

**Subject: Follow up to June 26 Mtg re WETA**  
**From: Arielle Bourgart <arielle@ccta.net>**  
**Date: 6/29/2012 1:11 PM**  
**To: 'William Silva' <wsilva@doroconsulting.com>, 'Chadrick Smalley' <chadrick\_smalley@ci.richmond.ca.us>, 'Robert Reber' <RReber@ci.hercules.ca.us>, ""Christina Atienza' (ChristinaA@sanpabloca.gov)"" <ChristinaA@sanpabloca.gov>, ""bantrans@sbcglobal.net"" <bantrans@sbcglobal.net>, ""Jamar.Stamps@dcd.cccounty.us"" <Jamar.Stamps@dcd.cccounty.us>, ""john.cunningham@dcd.cccounty.us"" <john.cunningham@dcd.cccounty.us>, ""Rich.Seithel@cao.cccounty.us"" <Rich.Seithel@cao.cccounty.us>, Peter Engel <pengel@ccta.net>**  
**CC: Randy Iwasaki <riwasaki@ccta.net>, Ross Chittenden <rchittenden@ccta.net>**

Hi, All

Before Tuesday's meeting becomes a vague memory (which could happen soon in my case), I thought it would be a good idea to make sure we're all in agreement as to where we landed, and map out where we go next. I'll start—and you can all mark up, weigh in, pile on or whatever. I will have to provide a status report to the Authority (and then update Mary Piepho and Jim Frazier) on what we've done—so when the text below has been finalized, it will basically serve that purpose as well as documenting our meeting. Peter Engel will coordinate the next meeting—we first have to make sure TRANSPLAN is ok with the larger group.

OK—here goes...let me know what you think. A

At the Authority's direction, Authority staff invited staff from: TRANSPLAN, TRANSPAC, WCCTAC, Contra Costa County, the cities of Martinez, Hercules, Richmond and Antioch to participate in a discussion about ferry transportation in Contra Costa. The discussion was triggered by correspondence to the Authority from the Contra Costa County Board of Supervisors and TRANSPLAN indicating issues with the Water Emergency Transportation Authority's (WETA) implementation of its plan for providing emergency transportation to the Bay Area, and a request from the BOS that the Authority take the lead in developing potential solutions. Representatives from the agencies listed above met on Tuesday, June 26 at the Authority office.

Antioch staff summarized the city's view that WETA's approach to determining where and how its resources will be allocated appears to be inconsistent with the legislatively mandated objective of providing emergency services region wide, and more consistent with the objective of providing basic transit service. On that basis, East County, owing to its location and to low ridership projections, would likely not be a priority location for a ferry terminal. This led to a broader discussion of the issues that each of the cities involved are facing with respect to ferry transportation—some related to WETA's approach and methodology, and others that are of equal concern to WETA, e.g., scarcity of operating funds, freeze on bond sales, and maintenance of facilities, etc.

All participants agreed that Contra Costa would benefit from a uniform strategy regarding ferry transportation. Likewise, all agreed that a holistic approach (i.e., ferries as an integral part of the transportation system, rather than in isolation) emphasizing the long-term (without ignoring immediate concerns completely), would be advisable. The suggestion was made that a subsequent meeting (and potentially a series of meetings) of the participants be held with WETA staff. The purpose of future meetings would be to assess the status of ferry transportation in Contra Costa—current and planned—in light of financial, technical and political realities—particularly the fact that Contra Costa, through its existing transportation sales tax measure and potentially through a future measure, can bring money to the table.

*Arielle E. L. Bourgart*  
*Director, Government and Community Relations*  
*Contra Costa Transportation Authority*  
*(o) 925.256.4728*  
*(m) 415.902.3828*  
**[arielle@ccta.net](mailto:arielle@ccta.net)**



CONTRA COSTA  
transportation  
authority



## TRANSPLAN COMMITTEE

### EAST COUNTY TRANSPORTATION PLANNING

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

April 12, 2012

Charlene Haught Johnson, Chair  
San Francisco Bay Area Water Emergency Transportation Authority  
Pier 9, Suite 111, The Embarcadero  
San Francisco, CA 94111

Dear Chair Johnson:

The TRANSPLAN Board would like to thank you for having your staff attend our March 8, 2012 regular Board meeting. The presentation and resulting dialog was very informative and helpful in providing our Board with a better understanding of current and future WETA activities, the resources available to WETA, and the constraints WETA operates under.

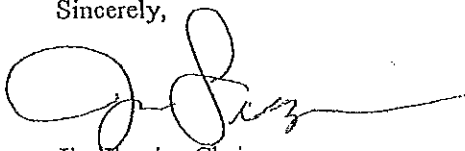
As you may be aware, the TRANSPLAN Committee is comprised of the member cities of Antioch, Brentwood, Oakley, Pittsburg and the County of Contra Costa operating under a Joint Exercise of Powers agreement. TRANSPLAN is the primary transportation planning agency for eastern Contra Costa County. Among other activities, TRANSPLAN advises the Contra Costa Transportation Authority (CCTA) on Eastern Contra Costa priorities for transportation project development and funding. CCTA, in turn, oversees the expenditure of Contra Costa's one-half cent transportation related sales tax in addition to other congestion management related responsibilities.

Given the interest in the extension of ferry service to East County and the importance of the emergency services that are to be provided by WETA, TRANSPLAN is collectively and respectfully requesting that WETA join us in establishing a Committee that would enhance communication between our agencies. The ultimate goal of this Committee would be to jointly guide the development of rapid water transit service in eastern Contra Costa County. We believe that such a Committee would facilitate communication and collaboration, and would be particularly valuable given the broad geographic scope of the area under the purview of WETA.

Again, thank you for the efforts of your staff at our recent meeting and for your efforts to implement rapid ferry service and emergency response in the San Francisco Bay Area.

Please feel free to contact me or TRANSPLAN staff, John Cunningham, at 925-674-7833 or at [john.cunningham@dcd.cccounty.us](mailto:john.cunningham@dcd.cccounty.us) if you have any questions or wish to discuss this request.

Sincerely,



Jim Frazier, Chair  
TRANSPLAN Committee

Copy:  
Mayor James D. Davis, City of Antioch      Mary N. Piepho, Chair -- Contra Costa County Board of Supervisors  
Mayor Robert Taylor, City of Brentwood      Federal D. Glover, District V -- Contra Costa County Board of Supervisors  
Mayor Kevin Romick, City of Oakley      Don Tatzin, Chair, Contra Costa Transportation Authority  
Mayor Ben Johnson, City of Pittsburg      Nina Rannells, Executive Director, WETA

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8-4 The Board of Supervisors

County Administration Building  
651 Pine Street, Room 106  
Martinez, California 94553

Contra  
Costa  
County

David Twa  
Clerk of the Board  
and  
County Administrator  
(925) 335-1900

John Gioia, 1<sup>st</sup> District  
Gayle B. Uilkeina, 2<sup>nd</sup> District  
Mary N. Piepho, 3<sup>rd</sup> District  
Karen Mitchoff, 4<sup>th</sup> District  
Federal D. Glover, 5<sup>th</sup> District



May 8, 2012

Don Tatzin, Chair  
Contra-Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Subject: Rapid Water Transit Service

Dear Chairman Tatzin:

Staff representatives from the Water Emergency Transportation Authority (WETA) recently attended a TRANSPLAN meeting during which they provided an overview of current and planned WETA activities. Subsequent to that meeting the Board of Supervisors reviewed WETA expansion plans as well as a bill before the State Legislature (AB 2433 - Hill) that seeks to alter the terms of the WETA Board members.

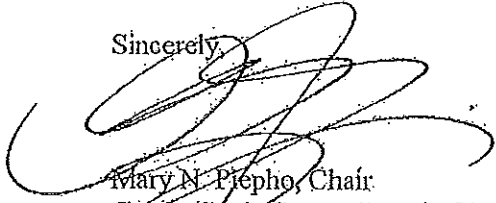
Our review of WETA plans leads us to believe that increased participation by Contra Costa transportation interests in ferry service planning will play a significant role in successful project implementation. With four ferry terminals planned in Contra Costa County and the recent approval of Measure J funds for the Hercules Intermodal Transit Center Project, there is a tremendous amount at stake for Contra Costa.

We also believe that the development of any large transportation project should be guided by local representatives who possess substantial knowledge of our transportation issues. Given this, the Board of Supervisors has requested that AB 2433 be amended to include direct representation of Contra Costa County on the WETA Board (see attachment).

In addition to this legislative appeal, the Board of Supervisors is now respectfully requesting the assistance and leadership of the Contra Costa Transportation Authority in engaging WETA and advocating for ferry service in Contra Costa County. There are a number of opportunities to participate in the ongoing dialog on ferry service implementation. The attachments to this letter document current initiatives including a request to establish a joint committee with WETA (initiated by TRANSPLAN), and the aforementioned amendment request for AB 2433. The details of how a Contra Costa representative would be appointed have not been discussed. However, we believe that designating the Contra Costa Transportation Authority as the appointing body would be in the best interests of all of Contra Costa County.

If you or your staff has any questions about this request, please contact me or Steven L. Goetz at (925) 674-7830 or at [steven.goetz@dcd.cccounty.us](mailto:steven.goetz@dcd.cccounty.us).

Sincerely,



Mary N. Piepho, Chair  
Contra Costa County Board of Supervisors  
Supervisor, District III

Attachment:

- 4/12/2012 Letter from TRANSPLAN to WETA re: Establishment of a Joint Committee
- 5/8/12 Letter from the BOS to Hon. Jerry Hill re: AB 2433: San Francisco Bay Area WETA: Terms of Board Members

c: Janet Abelson, Chair, WCCTAC  
Jim Frazier, Chair, TRANSPLAN  
Julie Pierce, Chair, TRANSPAC

## The Board of Supervisors

County Administration Building  
651 Pine Street, Room 106  
Martinez, California 94553

John Gjoja, 1<sup>st</sup> District  
Gayle B. Uilkema, 2<sup>nd</sup> District  
Mary N. Piepho, 3<sup>rd</sup> District  
Karen Mitcheff, 4<sup>th</sup> District  
Fedeal D. Glover, 5<sup>th</sup> District

Contra  
Costa  
County



David Twa,  
Clerk of the Board  
and  
County Administrator  
(925) 335-1900

May 8, 2012

The Honorable Jerry Hill  
19<sup>th</sup> Assembly District  
Capitol Building #3160  
Sacramento, CA 95814

Subject: AB 2433: San Francisco Bay Area Water Emergency Transportation Authority: Terms of Board Members

Dear Assembly Member Hill:

The Contra Costa County Board of Supervisors supports your bill, AB 2433, which creates staggered terms for the Board of Directors of the Water Emergency Transportation Authority (WETA). The Board of Supervisors believes that the staggering of terms will improve the continuity of leadership for this important transportation agency.

The Board of Supervisors also believes that our constituents would benefit from having representatives of the communities being served (or proposed to be served) by WETA on the Board of Directors. I, and the Board of Supervisors, believe it is essential that investment in, and development of any large transportation project or service, be guided by representatives who possess knowledge of the locality where the project will be developed in order to best reflect local priorities.

The Contra Costa County Board of Supervisor respectfully requests an amendment to AB 2433 that, in addition to ensuring leadership continuity, would promote direct geographic representation on the WETA Board of Directors. Should you choose to incorporate this concept in to AB 2433, we are available to discuss any proposed mechanism.

Thank you for authoring this important legislation. If you or your staff have any questions about this position or our suggested amendment, please contact me or Steven L. Goetz at (925) 674-7830 or at [steven.goetz@ded.cccounty.us](mailto:steven.goetz@ded.cccounty.us).

Sincerely,

Mary N. Piepho, Chair  
Contra Costa County Board of Supervisors  
Supervisor, District III

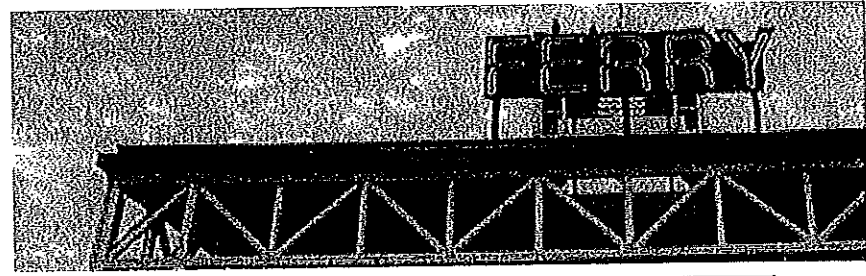
C: Contra Costa County Legislative Delegation  
Don Tatzin, Chair, Contra Costa Transportation Authority  
J. Frazier, Chair - TRANSPLAN Committee

L. DeLaney, County Administrator's Office  
S. Goetz, Deputy Director, Dept. of Conservation and Development

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NEWS


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ABOUT US

GO

**WHAT IS THE EMERGENCY WATER TRANSPORTATION SYSTEM MANAGEMENT PLAN?**

Per SB 1093 , WETA is mandated to create and adopt an Emergency Water Transportation System Management Plan (EWTSMP) for the San Francisco Bay Area. The plan was approved and adopted by the WETA Board of Directors at its June 18 meeting.

[View a Flash presentation about the Emergency Water Transportation System Management Plan](#)

The EWTSMP complements and reinforces other transportation emergency plans that will enable the Bay Area to restore mobility after a regional disaster. The Plan sets a framework for coordination of response and recovery efforts using passenger ferries and provides a detailed definition of WETA's roles and responsibilities for incident planning, response and recovery, and restoration of normal operations.

**DOWNLOAD THE EMERGENCY WATER TRANSPORTATION SYSTEM MANAGEMENT PLAN**

[Final EWTSMP Plan !\[\]\(0fb13ad0bfa3d86868cdd3883e5665b3\_img.jpg\) \(PDF, 895KB\)](#)

[Visit the Transition Plan page for information on the WETA Transition Plan.](#)

For more emergency preparedness information, visit [72hours.org](http://72hours.org) and [California Office of Emergency Services](#).

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**TO:** WCCTAC Board

**DATE:** June 14, 2012

**FR:** Christina Atienza, Executive Director *CMA*

**RE:** Update on Ferry Expansion Plans in West County

The Board requested an update on the status of proposed ferry projects in Richmond and Hercules. Updates will also be provided on the status of the Marina Bay Parkway grade separation project (which benefitted from an advance of ferry-dedicated Measure J funds) and recent efforts to coordinate ferry planning in the County.

**Recommended Actions:** 1) RECEIVE update, 2) PROVIDE DIRECTION to CCTA representatives and/or staff as appropriate

Background

The Water Emergency Transportation Authority (WETA) runs a majority of the public ferries in the Bay Area. There are currently four proposed ferry terminals in Contra Costa: Richmond, Hercules, Martinez, and Antioch. Planning work is currently underway for each of these projects, led by WETA in cooperation with the sponsoring cities in which the terminals are proposed to be located.

In the last few years, ferry planning in the County proceeded at a much slower pace than originally anticipated in large part due to the State's fiscal crisis. Some progress has been made for both the Richmond and Hercules sites, as well as at the other County sites.

The presentation to the Board includes a general overview of WETA and their expansion plans, updates on the specific projects in the County, and next steps – see Attachment A.

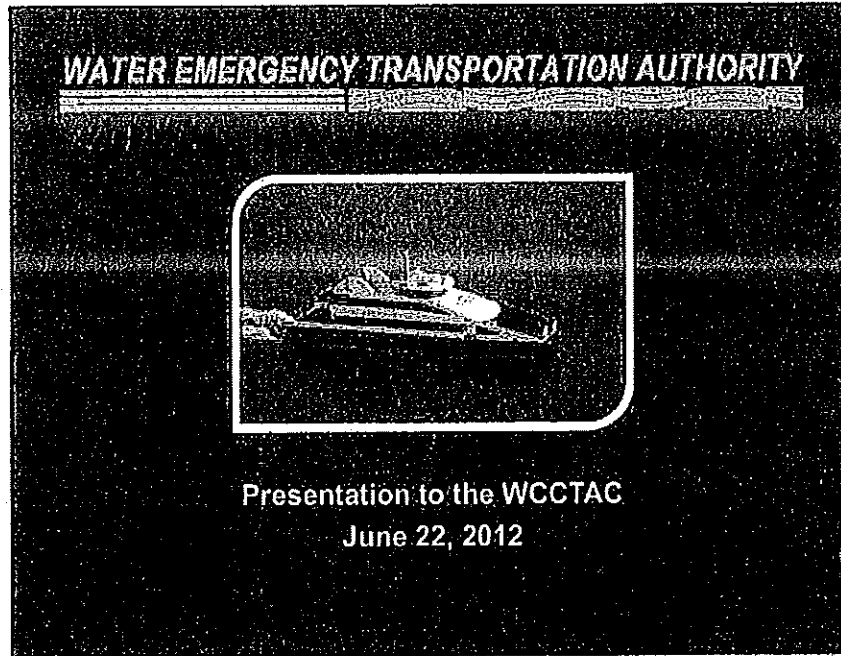
In west County, there is a dedicated Measure J fund source for ferry service (Program 22b). In 2008, at the Board and WETA's request, CCTA advanced a portion of those funds to Richmond to fund the Marina Bay Pkwy grade separation project, with the intent that the funds would be paid back out of the Measure J funds dedicated to the Richmond Pkwy upgrade, which were not available at the time. The Board will also be provided with latest status of the grade separation project.

More recently, there has been an uptick in ferry-related activities in the County. Last month, a series of articles appeared in Contra Costa Times referring to challenges facing the Hercules ferry – see Attachment B. Activities were also taking place in other parts of the County culminating in the Board of Supervisors requesting the assistance and leadership of CCTA in engaging WETA and advocating for ferry service in the County – see Attachment C.

10-1

The County's request was discussed at this month's meeting of CCTA's Administration & Projects Committee. The initial recommendation is to form a staff-level committee comprised of WETA, CCTA, the involved RTPCs, and the involved cities to gather information about the different efforts underway in the County and to generally advance those efforts. While ferry planning is expected to occur over a long timeframe, a key focus area for such a committee over the next one to two years might be to inform the planning work necessary for a possible extension of Measure J and/or a new sales tax measure, which CCTA is presently considering.

WCCTAC, WETA, Richmond, and Hercules staff will provide the requested update to the Board. The Board may wish to consider providing direction to the CCTA representatives and/or staff regarding the work of the proposed staff-level committee.



**Introduction**

**Why are we here?**

- Recent news articles on Hercules site issues with dredging
- County request for WETA Board representation
- Transplan request for working group with WETA
- Initiate initial planning efforts for possible sales tax extension or renewal

**Presentation Outline**

- WETA Background
- Project Updates
- Next Steps



6/14/2012

## Agency Background

### Authorized by California State Legislature

- Water Transit Authority – 2000
  - Expansion service development
- Water Emergency Transportation Authority – 2008
  - Emergency response coordination
  - Expansion service development
  - Regional service consolidation
    - ✓ Alameda/Oakland
    - ✓ Alameda Harbor Bay
    - ✓ Vallejo Baylink



## Agency Background


### Five Member Board of Directors

- Appointed at the State level (non-geographically)
  - Three appointed by Governor, subject to Senate confirmation
  - One appointed by the Senate Committee on Rules
  - One appointed by the Speaker of the Assembly

## Expansion Plans

### System Expansion Plans Completed in 2003

- 8 Potential New Routes Identified:
  - Antioch
  - Martinez
  - Hercules
  - Richmond
  - Berkeley
  - Treasure Island
  - South San Francisco
  - Redwood City
- Programmatic EIR Completed



## Funding

### Local, Regional, State and Federal Funding Partnerships

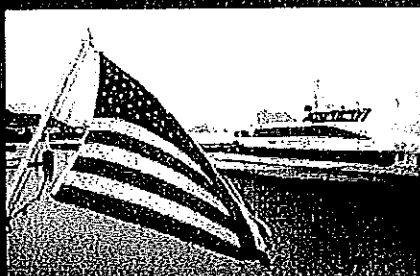
- Regional Measure 2 Operating and Capital
  - Berkeley, SSF, Alameda, Vallejo
  - System Infrastructure
- San Mateo Measure A - \$30 million
  - South San Francisco and Redwood City Service
- Contra Costa Measure J - \$45 million
  - Richmond and Hercules Service
- State Proposition 1B
  - Environmental/conceptual design and capital infrastructure
- Federal Ferry Boat Discretionary Capital

6/14/2012

### Recent Accomplishments

#### Created regional ferry system operation

- Assumed Alameda/Oakland and Harbor Bay ferry services
- Worked towards Vallejo Baylink service transition set for July 1
- Consolidated operations and maintenance contract
  - Blue and Gold
- Launched "San Francisco Bay Ferry" name and website



### Recent Accomplishments


#### Added ferry transit capacity in San Francisco Bay Area

- Constructed 4 new ferry vessels
- Constructed new berthing facilities in San Francisco
- Constructed new ferry terminal at Oyster Point Marina and launched new South San Francisco Service on June 4
- Developed plans for Ferry Operations & Maintenance Facilities
- Developed plans for Downtown SF Berthing Expansion



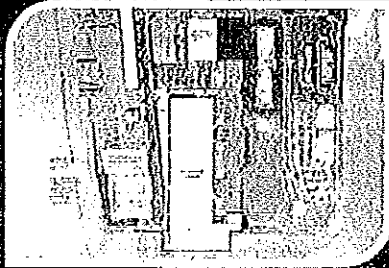
### Expansion Projects

- WETA continues to partner with the cities identified in the IOP for potential expansion services
- Conceptual design and environment review is funded by Prop. 1B and RM2
- Design and environmental review for the expansion projects are at various stages
- WETA updated its Ridership Model to support the concept design and environmental review processes



### Richmond Terminal

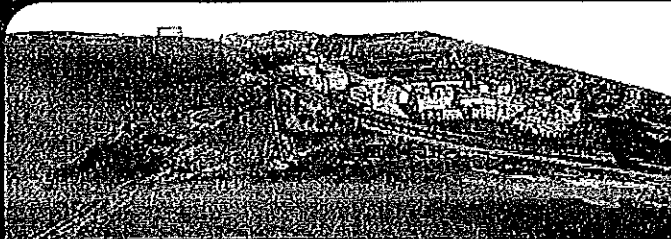
- Richmond terminal project is in the conceptual design phase
  - State and federal environmental review started in early 2012
  - Public Scoping meetings held on June 21, 2012
- WETA has engaged BCDC early in the concept design process
  - Existing BCDC permit for Ford Building
  - Parking facility area is designated as a Port Priority use in the Seaport Plan
- Project involves:
  - Replacement of an existing float
  - Reconfiguration of existing parking facility
  - Phased parking
  - Bay Trail/Access improvements
- 2035 Projected Ridership: 1,083 - 1,715



- Latest update on Marina Bay Pkwy grade separation

6/14/2012

### Hercules Terminal

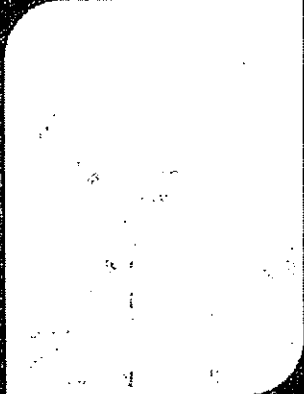


- Hercules Terminal project was separated out from larger Hercules Waterfront project in September 2009 at City request
- A draft EIR/EA has been substantially completed but not published
- WETA staff, as the project lead, has established on-going coordination with Hercules staff to review project status, schedule, and funding

- Challenges include:
  - Timing linked to intermodal station
  - High capital costs
    - Large initial dredging
    - Terminal design
  - High Operational costs
    - Frequent maintenance dredging
  - 2035 Projected Ridership: 416 - 565
  - Lack of sufficient capital/ops funding

### Martinez Terminal

- Martinez terminal project is in the conceptual design phase
- WETA has engaged stakeholders including BCDC, EBRPD and the California State Lands Commission
- Challenges include:
  - Distance from downtown Martinez
  - The site and vicinity are designated as a Park Priority use area in the BCDC Bay Plan
  - Site is within the EBRPD Martinez Shoreline Regional Park
  - 2035 Projected Ridership: 480 - 614
  - Lack of capital and operations funding



## Antioch Terminal

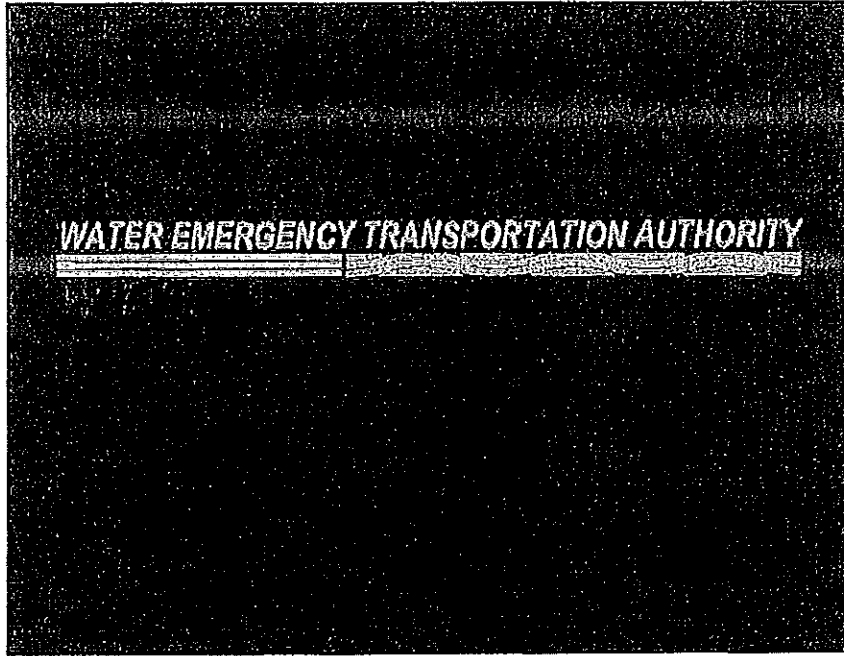
- Antioch terminal project is in the conceptual design phase
- Challenges include:
  - Travel time/trip distance
  - Competition with eBART
  - 2035 Projected Ridership: 375 - 445
  - Lack of capital and operations funding



## Next Steps

- WETA to continue to develop regional ferry system infrastructure and services
- WETA to continue to work with cities on site-specific planning and design
- In Contra Costa County, WETA, CCTA, RTPCs, and cities to create staff level forum for discussing and coordinating county-side ferry planning

6/14/2012



## EDITORIAL

### *On a Costly New Ferry Service*

#### **A boatload of subsidies**

#### **Keeping**

the Bay Area competitive is going to require infrastructure investment, especially in the realm of public transportation.

The key is prudent infrastructure investment.

The new ferry service between South San Francisco and Oakland may not meet that criteria.

Without factoring in any startup costs, public subsidies for the new ferry are expected to reach \$53.20 for a round-trip ride between South San Francisco and Oakland/Alameda. Compare that with the \$15 public subsidy for the Golden Gate ferry service between San Francisco and Sausalito/Larkspur. Or the \$8 public subsidy for the Water Emergency Transportation Authority's ferry between Alameda/Oakland and San Francisco. Dare we even mention BART, with its relatively modest \$6.14 per-passenger public subsidy?

Practically every form of public transportation depends partly on public subsidies.

That makes sense because of the public benefit — a good public transportation infrastructure improves economic productivity and is good for the planet. New services typically have larger public subsidies at the beginning of their lives, as it takes a while for the service to pencil out startup costs and attract ridership. But at some point, enough is enough.

It would be one thing if the new service was scheduled to see a steep drop in the public subsidy over time, as more and more riders piled on. Right now the ferry service is only running a few times a day between the cities, so there's plenty of room for improvement.

But we're deeply concerned that a ferry running only a few times a day won't be able to attract enough riders to eventually increase service. A ferry service that runs only a few times a day isn't reliable enough to attract lots of commuters — if you miss a ferry in the morning, what are you supposed to do until the late afternoon?

Get in your car, of course.

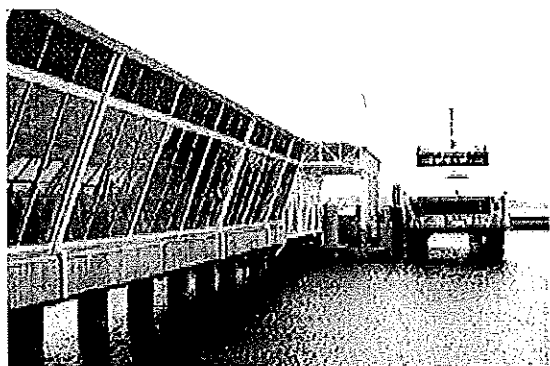
Furthermore, the demographics of ridership aren't hopeful. According to the 2010 U.S. census, South San Francisco has a grand total of 63,632 residents.

The entire population of San Mateo County was only 718,451 in that same census. (San Francisco alone had 805,235.) Where are the riders going to come from?



Ferry boosters have claimed that the new ferry will lead to economic development in the South San Francisco area. "The economic recovery, growth in the South San Francisco high-tech employment centers, increased congestion in the Peninsula corridor, and the fact that commuters want and need options, bodes well for this new service," said Ernest Sanchez, the spokesperson for the new ferry line. He estimates that within five years, the public subsidy will have dropped to about \$10 per rider.

That's quite a goal, and we'll be watching the ferry's progress closely. But right now, it's hard to shake the feeling that the entire Bay Area would have been better off using the 20-year \$94 million public subsidy for this ferry on improvements to our existing infrastructure.



Lea Suzuki / The Chronicle

**The ferry Gemini sits at the end of the Oyster Point Marina.**

## Mudflats prove daunting hurdle to Hercules' vision of creating ferry link to San Francisco

By Tom Lochner

Contra Costa Times

Posted: 05/20/2012 07:22:38 AM PDT

Updated: 05/20/2012 07:23:08 AM PDT

On a map of the Bay Area, Hercules appears the ideal place for a ferry connection to San Francisco.

Traffic-snarled Interstate 80 passes about a mile from San Pablo Bay. The Union Pacific Railroad tracks hug the Bay coast, carrying Amtrak Capitol corridor trains.

The ferry would dock somewhere across the tracks from a planned Hercules passenger train station and bus transfer area along Bayfront Boulevard.

But nautical depth charts reveal a serious inconvenience: Hercules' shoreline is mired in mud and shallows, extending more than a half-mile into the Bay -- a fact that often goes unmentioned during discussions of the proposed transit center. Other times, it gets brushed off as readily solvable by the dredging of a channel or by the deployment of hovercraft, vessels that ride a cushion of air and can navigate in shallow waters and even onto beaches.

Other proposed solutions include conventional vessels with a lesser draft than the ferries currently plying the Bay.

The San Francisco Bay Water Emergency Transportation Authority, the umbrella organization of Bay ferries and operators, better known by its acronym WETA, has pegged the cost of dredging a channel in Hercules at \$17 million to \$20 million, plus about \$3 million every two or three years for maintenance dredging.

On Tuesday, John Sindzinski, WETA's manager of planning, will make a presentation to the Hercules City Council on the future of ferry service in Hercules.

WETA routes connect San Francisco with Alameda, Oakland, Larkspur, Sausalito, Tiburon and Vallejo. The authority is considering future routes between San Francisco and Antioch, Martinez, Berkeley, Hercules, Redwood City, Richmond and Treasure Island, as well as South San Francisco-Oakland. According to a 2003 environmental impact report, among the proposed WETA expansion sites, only a Hercules-Rodeo terminal would require significant dredging.

How the Hercules-Rodeo site morphed into Hercules-only is unclear, but the change of reference occurred in official documents and news reports around late 2002 or early 2003. Civic leaders in unincorporated Rodeo once had vied with Hercules not only for a ferry but also a train station.

An April 2011 Hovercraft Feasibility Study commissioned by WETA found that from a physical and engineering perspective, hovercraft would be a feasible mode of water transit to and from Hercules. But significant logistical and cost questions remain, including the need to have separate or hybrid maintenance facilities for hovercraft and conventional vessels.

Additionally, San Francisco, the ferry network's main nexus, would have to add a hovercraft landing facility such as a landing ramp.

Hercules had spent about \$13.5 million of its own money on the intermodal transit center as of January, more than half of it with HDR Engineering Inc. for environmental work, design and engineering. The combination of transportation modes could make the transit center the only one in the western United States to combine bus, rail and water transit, its promoters say.

The city's latest cost estimate to build the ITC, on top of the money already spent, is \$76.1 million, with the bulk of it expected to come from regional, state and federal funds.

That amount does not cover a ferry terminal, which the transit center's federal environmental impact statement, published in April, relegates to a future stage. But the ferry is a main selling point in pitches for funding for a Hercules transit center and in the promotion of an adjacent transit village, Hercules Bayfront, to be developed by a private developer.

Contact Tom Lochner at 510-262-2760.

if you go

What: Hercules City Council ferry presentation

Where: Hercules City Council chamber, 111 Civic Drive

When: 7 p.m. Tuesday

## East Bay looks to hovercraft for ferry service

By Tom Lochner and Paul Bugarino

Contra Costa Times

© Copyright 2011, Bay Area News Group

Posted: 05/20/2012 08:02:06 AM PDT

Updated: 05/20/2012 08:02:27 AM PDT

Air-cushioned hovercraft vessels, long popular in Europe but little used in the United States, could be the answer for a trio of East Bay cities that long have sought ferry service to San Francisco.

Although a number of bureaucratic, political and physical hurdles remain, the Bay Area's water transit agency is exploring whether hovercraft are a viable option for ferrying passengers from Hercules, Martinez and Antioch, among other cities.

The vessels are appealing for several reasons: They are touted as more fuel-efficient than traditional catamaran ferries and as fast as the most advanced catamarans. Hovercraft also can navigate in shallow waters, even onto beaches and landing platforms, allowing them to reach areas that catamarans can't and respond to emergencies and provide service to cities saddled with shallow shorelines. Hovercraft travel on a cushion of air created by downward-thrusting air jets, while propellers mounted above deck provide forward propulsion.

Technological advances also have reduced concerns about noise and comfort that plagued hovercraft when they were introduced in Europe decades ago.

But to establish themselves in the Bay Area, hovercraft need to overcome a fundamental presumption shared by mariners and watercraft builders alike -- including a leading hovercraft manufacturer.

"As a general rule, if you can make all the connections you need using a (conventional) boat, without going around extended areas of shallow water -- use a boat," said Richard Box, a former hovercraft pilot and hovercraft operations consultant for Griffon Hoverwork Ltd. of Southampton, U.K.

Hercules sees hovercraft as the panacea for a shoreline of mud flats -- extending more than a half-mile into San Pablo Bay -- that would require costly dredging for traditional ferry service. Martinez also could require dredging, and Antioch looks to the speed of hovercraft to get passengers quickly to San Francisco, although experts, including some hovercraft specialists, say newer models of ferry catamarans match hovercraft's speed.

Antioch's and Martinez's interest in an idea fueled primarily by Hercules' lack of docking facilities addresses one crucial concern of the San Francisco Bay Area Water Emergency Transportation Authority -- that a "radical change" to hovercraft be justified over multiple routes.

It would require incorporating San Francisco into a baywide hovercraft system -- a daunting prospect at an Embarcadero terminal already busy with surrounding heavy marine traffic, and where space would need to be set aside for a hovercraft landing ramp.

Michael Bernick, a lawyer who has worked on the idea as a consultant for the East Bay cities, says a recent feasibility study completed by the water transportation authority shows the potential of hovercraft in the Bay Area.

"My own view is that it's doable," said Bernick, a former BART board member. "There are legitimate questions, but I think they can be addressed."

Questions include creating a separate or hybrid maintenance facility for hovercraft and conventional ferries and a docking facility in San Francisco. A memo written earlier this year by transportation authority officials acknowledged that hovercraft "would require wholly different operations practices and materials, as well as different docking facilities and maintenance berths."

But state Sen. Mark DeSaulnier, D-Concord, agrees that those challenges could be overcome.

"After seeing the study, hovercraft seems like a very feasible option," said DeSaulnier, who heads the Senate's transportation committee.

Bernick says the cost of operating hovercraft would be similar to traditional ferry vessels, and he noted that they would offer advantages in responding to emergency situations, an integral part of the transportation authority's mandate.

"The (transportation authority) board has been very open to the idea of a system with both (types of) vehicles," Bernick said.

The hovercraft's emergency capabilities, along with ecological advantages, make it an attractive prospect for the Bay Area, agreed Keith Whittemore, president of Seattle-based Kvichak Marine Industries, which built a hovercraft used in Alaska and the newest catamaran ferries in the Bay Area.

"From an emergency standpoint, you can pick people up from a downed bridge or a downed airplane and drive them onto a beach," he said.

Whittemore also noted that hovercraft are more fuel-efficient than catamarans at high speed but generally come with higher maintenance costs.

Unlike other existing or planned Bay Area ferry stops under the jurisdiction of the transportation authority, Hercules has no deep-water dock, nor any deep water where it could build one, that could accommodate conventional, deeper-draft boats -- a predicament apparently largely overlooked when the agency's predecessor, the Water Transit Authority, put together its expansion list starting in the early 2000s.

Dredging a deep-water harbor in Hercules for conventional ferries would cost "upwards of \$17 million" initially and about \$3 million in maintenance dredging every two to three years thereafter, according to the June 2 transportation authority memo.

"For Hercules, that makes a hovercraft financially more viable," Whittemore said.

Nevertheless, he says landing hovercraft at the San Francisco Embarcadero is fraught with challenges.

"You've got winds, tides, traffic -- that would not be a simple thing. That needs to be very carefully studied."

Hovercraft also could save Martinez dredging costs, Mayor Rob Schroder said.

The city's shoreline requires dredging on a regular basis, he said. Consultants from the transportation authority are studying the depth of the waters along the Martinez shoreline to locate a possible ferry terminal site. One of the potential locations is an old fishing pier, which likely would not require dredging.

The April feasibility study commissioned by the transportation authority estimated that travel time between Antioch and San Francisco could be cut to a little more an hour -- or about 30 minutes faster than traditional ferries used in the bay.

"That time reduction makes (the hovercraft) pretty competitive and a lot more appealing," Antioch Councilman Gary Agopian said.

But experts say technological advances in conventional watercraft have largely nullified hovercraft's erstwhile speed advantage.

The newest high-speed ferry from Vallejo to San Francisco, put in service in 2004, has a service speed of 34 knots fully loaded and a maximum speed of 38 knots, according to the website of Baylink, the route operator. By comparison, hovercraft envisioned for that crossing would travel at 40 to 45 knots, according to the feasibility study.

Hovercraft's greater susceptibility to headwinds could reduce any speed advantage, said John Sindzinski, the transportation authority's planning and development manager.

One possible obstacle to popular acceptance of hovercraft in the Bay Area, Sindzinski said, is the notion that they are noisy.

Paul Edwards, Griffon's director of business development, traces that perception to a previous generation of hovercraft that used noisy turbines for propulsion. Those craft have been largely phased out, he said.

Advancements have also allowed for a smoother ride. A Kvichak-built hovercraft ferry based on a Griffon design connects King Cove on the Alaska Peninsula to an airport eight miles across a bay, weather permitting.

"I was on it when the wind was 35 knots, and I stood the whole time," King Cove Mayor Henry Mack said. "You can walk around."

For local leaders, the choice is simple. They want whatever vessel will at last make ferry service a reality for their cities.

"We're going to favor which ever option gets service to Martinez faster," Schroder said. "At the same time, Martinez will work together with Hercules and Antioch to find the best option for the region."

Contact Tom Lochner at 510-262-2760 or [tlochner@bayareanewsgroup.com](mailto:tlochner@bayareanewsgroup.com). Contact Paul Burgarino at 925-779-7164 or [pburgarino@bayareanewsgroup.com](mailto:pburgarino@bayareanewsgroup.com).

#### HOVERCRAFT VS. FERRY

Hovercraft are being considered for ferry service in San Francisco Bay. Here's how the hovercraft compares with traditional ferry service now offered.

Feature Hovercraft Catamaran ferry

(BHT150) (M/V Solano)

Cost per vessel \$12 to \$14 million \$11.8 million

Passenger capacity 150 300

Speed (knots) 40 to 45 34 to 38

Fuel per hour (gallons) 92-172 300

Crew members 2 (min.) 4

Sources: Griffon Hoverwork Ltd., Kvichak Marine Industries, Vallejo Baylink Ferry

## Water transit expert: Hercules ferry faces daunting challenges

By Tom Lochner  
Contra Costa Times

Posted: 05/23/2012 12:45:40 PM PDT  
Updated: 05/24/2012 12:57:09 PM PDT

A water transit expert threw some cold water on Hercules' dreams of a ferry connection to San Francisco this week, telling the City Council that dredging costs are much higher and ridership projections lower than at other potential East Bay ferry terminal sites such as Richmond and Berkeley.

And the San Francisco Bay Water Emergency Transportation Authority, the umbrella organization of bay ferries and their operators, is far less sanguine than it was just a few years ago about air-cushioned hovercraft vessels as a possible answer to Hercules' shallow coastal waters, said John Sindzinski, planning manager for the agency better known by its acronym WETA.

The bay's existing ferry runs between San Francisco and Alameda, Harbor Bay, Oakland, Larkspur, Sausalito, Tiburon and Vallejo use more conventional watercraft such as catamarans.

"A hovercraft facility is totally and absolutely incompatible with a catamaran facility," Sindzinski said, noting that there would have to be separate landing facilities at San Francisco's Embarcadero terminal, as well as separate maintenance provisions for the two types of craft.

That view was challenged later by Charles Ivan King, a hovercraft promoter representing the firm EPS Navy Systems who attended the council meeting. King said in an email Wednesday that some existing terminals could accommodate hovercraft, or separate hovercraft ports could be built at relatively low cost.

Hercules is the only site on the transportation authority's potential expansion list that would require significant dredging to accommodate conventional watercraft. WETA has estimated it would cost at least \$17 million just to dredge a channel from Hercules' mud-mired shores to deeper bay waters, plus about \$3 million every two or three years for maintenance dredging.

The cost does not factor in possible environmental add-on requirements, depending on the level of contamination of the mud with pollutants from industry and other sources.

Another rap against hovercrafts is that the boats are too small, with a capacity of about 150 seats, making them uneconomical, Sindzinski said. By comparison, the M/V Solano, on Baylink's San Francisco-Vallejo run, has a capacity of 300.

10B-7



But officials at Griffon Hoverwork, of Southampton, U.K., a world leader in hovercraft design, have said that developing larger-capacity hovercrafts would present no formidable technological challenge. Russia's giant Zubr military hovercraft, the world's largest, reputedly can carry up to 500 troops or eight amphibious tanks.

Hovercraft also have the reputation of being loud, which would make them a hard sell, especially in San Francisco, Sindzinski said. But Griffon officials say that perception applies to 1960s-vintage hovercraft, and that modern hovercraft are much quieter.

Sindzinski's latest ridership projections to and from San Francisco, which several council members questioned, are 416 to 565 one-way trips a day for Hercules versus about 1,000 each for Berkeley and Richmond. The previous projection, which is still on WETA's website, was for 1,022 one-way trips daily between San Francisco and Hercules.

Moreover, a Hercules-San Francisco commuter connection already exists, in the form of the popular WestCAT "Lynx" bus, which logs about 400 daily round-trips on weekdays, according to WestCAT general manager Charles Anderson.

In addition to dredging for a conventional vessel, Hercules would require a terminal building at a cost of more than \$25 million, Sindzinski estimated.

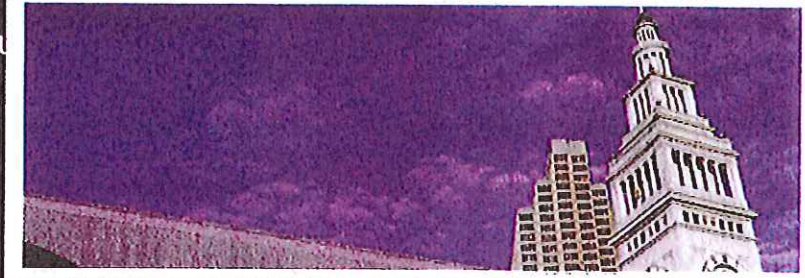
Building additional docking space at the San Francisco terminal for East Bay routes would cost about \$25 million to \$30 million per berth, Sindzinski said.

Councilman William Wilkins, noting that Hercules has "fought hard and long" for a ferry as part of the planned Hercules Intermodal Transit Center, urged Sindzinski to "help keep our dream alive." Sindzinski promised his agency will continue to work with Hercules.

A Hercules-San Francisco hovercraft would not be the first trans-bay hovercraft service.

In 1965, San Francisco and Oakland Helicopter Airlines, which no longer exists, briefly ran a hovercraft commuter service on a trial basis. A video clip can be viewed at <http://bit.ly/KCWq5w>.

Contact Tom Lochner at 510-262-2760.



ABOUT US

GO

**RICHMOND FERRY TERMINAL AND SERVICE**

[Scoping Meeting Notice](#) | [Site Images](#)

**ABOUT RICHMOND FERRY TERMINAL AND SERVICE**

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) is proposing to establish a new ferry route between the existing San Francisco Ferry Terminal and a new ferry terminal on the Ford Peninsula in the City of Richmond. Passengers would embark/disembark at the San Francisco terminal and at a proposed terminal on the Ford Peninsula on the southern waterfront in the City of Richmond.

The proposed terminal site is approximately 1.5 miles south of the Richmond downtown core. A figure illustrating the proposed location and early conceptual plan is presented below. The concept plans are presented below. The proposed Richmond ferry terminal would be at the southern point of Ford Peninsula, adjacent to the Ford Building along an existing wharf. In general, the proposed new terminal would replace an existing ferry facility consisting of a gangway, float, ramping system and piles. The proposed terminal would include a gangway that would lead from the plaza adjacent to the existing wharf to a new passenger float. The new passenger float would be approximately 10 percent larger than the existing float and would accommodate one ferry vessel at a time for passenger loading and unloading. The new gangway and ramping system would be compliant with Americans with Disabilities Act (ADA) standards. Ferry passenger parking would be at an existing parking lot to the west of the Ford Building. Alternatives for expansion of parking facilities are also under study. Other project features include an access gate with informational signage and a waiting area at the Craneway Pavilion within the Ford Building. The project would include minor reconfiguration of the existing parking lot and trail improvements in the project vicinity. The project could also include improvements to existing facilities in Sheridan Point Park. Construction activities would generally include demolition of the existing facility, replacement of existing piles, construction of the gangway, and placement of the float. Minor grading and excavation could be necessary for parking lot reconfiguration and trail and access improvements.

**RICHMOND SCOPING MEETING**

The San Francisco Bay Area Water Emergency Transportation Authority invites you to attend a public scoping meeting for the proposed Richmond Ferry Terminal and Service. Meeting details are below.

Date: **Thursday, June 21, 2012**

Meeting One: **4:30 p.m.**

Meeting Two: **6:30 p.m.**

Marina Bay Yacht Harbor, Harbormaster  
Location: Room, 1340 Marina Way South, Richmond,  
CA 94804 (Map and Directions)

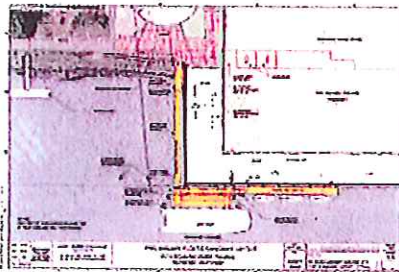
**DOWNLOAD THE NOTICE OF PUBLIC SCOPING MEETING**

Notice of Richmond Public Scoping Meeting  (Large PDF, 3.76 MB)

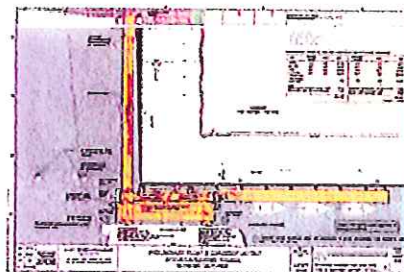
**VIEWS OF PROPOSED SITE**



**PROPOSED FLOAT AND GANGWAY**

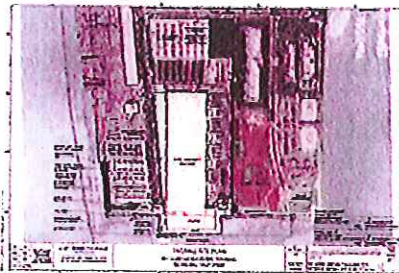


Proposed Float and Gangway #1

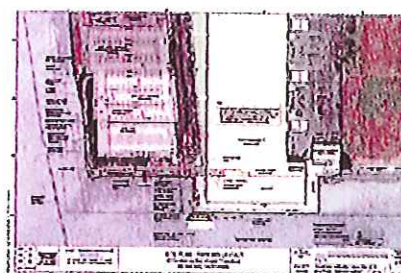


Proposed Float and Gangway #2

**PROPOSED SITE AND PARKING PLANS**

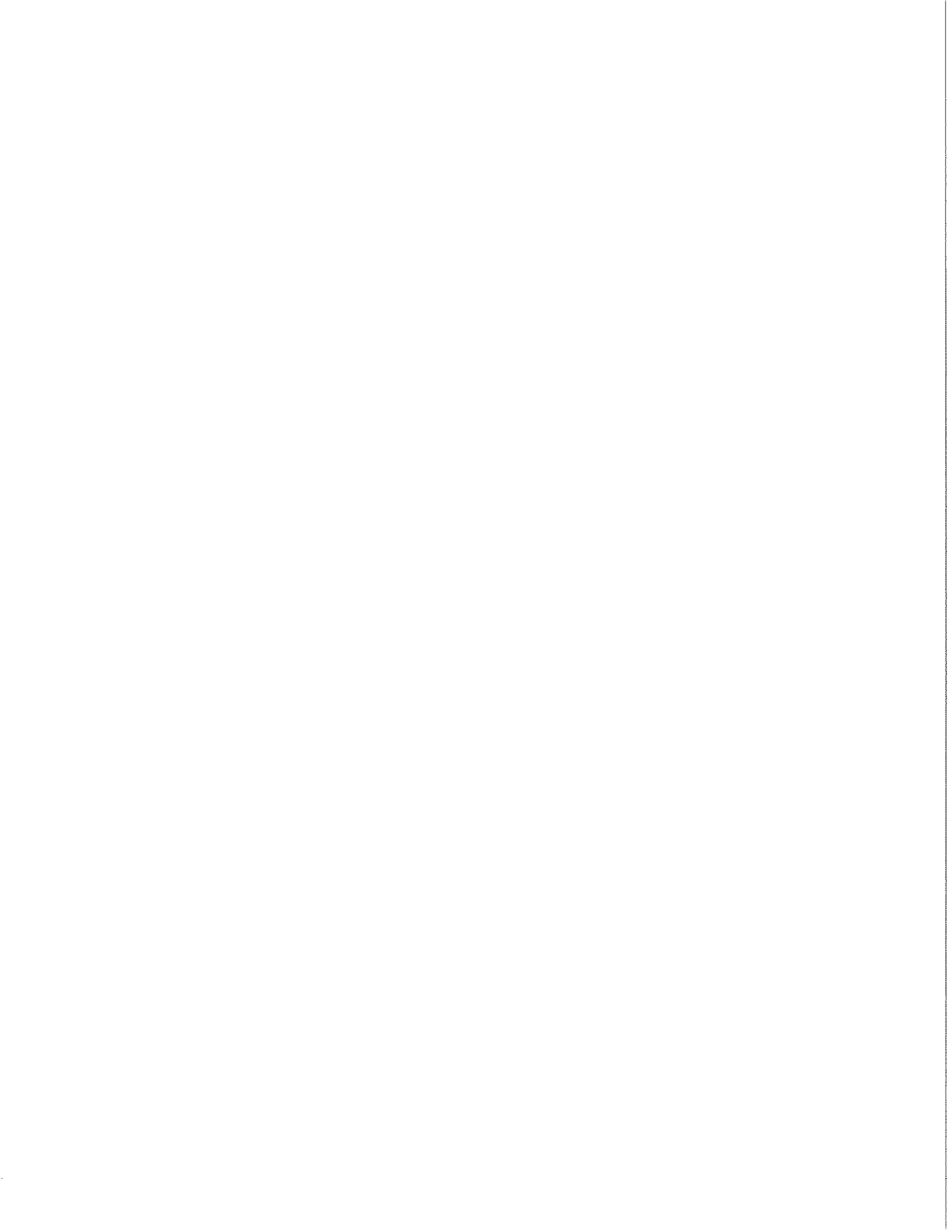


Proposed Site and Parking Plans #1



Proposed Site and Parking Plans #2

[top](#) 



CITY OF CONCORD  
 1950 Parkside Drive, MS/01  
 Concord, California 94519-2578  
 FAX: (925) 798-0636

OFFICE OF THE MAYOR  
 Telephone: (925) 671-3158



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

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

June 22, 2012

Honorable Susan Bonilla  
 Assemblywoman, 11<sup>th</sup> District  
 2151 Salvio Street, Suite 395  
 Concord, CA 94520

Dear Assemblywoman Bonilla:

I am writing to make you aware that the City of Concord opposes Assembly Bill No. 904 as originally introduced by Assembly Member Skinner on February 17, 2011 under AB 710 and subsequently amended in the State Assembly and Senate in 2012 under AB 904. The proposed legislation specifies that "[t]his bill, commencing on January 1, 2014, would prohibit a city or county from requiring a minimum parking standard in transit-intensive areas, as defined, greater than one parking space per 1,000 square feet in nonresidential projects, one parking space per unit in residential projects, and specified portions, as applicable, of a parking space per unit for certain affordable housing projects, except as specified."

Such a one-size fits all answer will not be good for the State. Parking requirements, transit availability, and land use patterns vary widely in each community. Moreover, each community is different and has different needs; consequently, mandating a solution on a state-wide basis cannot possibly accommodate the variety of needs within each jurisdiction. Concord has fewer transit options than an urban city, such as San Francisco or Oakland, where door-to-door commuter trips can be made in a convenient and expeditious manner. Concord residents and visitors do not have access to an extensive bus network with strong connectivity and short service headways. Nor does the State, Contra Costa County, or the City have the financial capacity to create such a transit network in Concord. Consequently, the City needs to retain its ability to meet parking demand. AB 904's one-size fits all maximum parking solution is illogical and detrimental to the City of Concord.

Travel patterns for Contra Costa County residents have been surveyed and summarized in a study conducted by the Metropolitan Transportation Commission (MTC).<sup>(1)</sup> This study indicates that even for residents living within ½ mile of a rail station (which AB 904 would define as a "transit intensive area"), 66.8% of work trips and 68.6% of non-work trips are made by auto. While these auto use ratios are measurably lower than the

Assemblywoman Susan Bonilla  
June 22, 2012  
Page 2 of 3

85-90% reported for areas with limited transit access, residents with very high transit access still use the auto for about two-thirds of all trips.

Transit-oriented development (TOD) in the suburbs does not necessarily translate into a substantially lower auto ownership for residents. A recent parking survey conducted for an existing mixed-use residential project located within ½ mile of the downtown Concord BART station revealed a parking demand rate of 1.55 parking spaces per residential unit. Even though many residents of TOD projects use public transportation for commute trips, they continue to own automobiles for non-work related trips and recreational purposes and must have access to adequate parking within the project development. It is important for suburban cities such as Concord to have in place adequate parking requirements for infill and transit-oriented development to ensure a high quality of life for its residents and continued viability of these projects.

Additionally, the proposed one parking space per residential unit as proposed in AB 904 could threaten the economic development of the City of Concord by discouraging developers from building TOD projects in the area. If a developer doesn't think the market will "accept" this parking standard they will chose not to develop, rather than to develop a project that won't have a market. Similarly, commercial space built in the suburbs as part of a mixed-use residential project must provide adequate parking to ensure financial viability. Nearly all shopping trips in the City of Concord are made by auto as a result of the limited transit options in the area. The one space per 1,000 square feet of commercial space as specified in AB 904 would fall far short of the Institute of Transportation Engineers' (ITE) average peak period parking demand of 2.97 vehicles per 1,000 square feet on a typical Non-December Saturday.

Code Sections 65200(e) and (f) of the bill provides for a process whereby a city may require higher minimum parking standards for new development in a transit-intensive area other than those established by the bill, in the form of an ordinance. However, the process as described in Section 65200(e) of the bill is cumbersome, involves making a series of ambiguous findings, and is designed to make it very difficult to raise the minimum parking standards to appropriate levels beyond those established by the bill.

The City of Concord is working closely with CCTA through TRANSPAC on the preparation of sustainable communities strategies, as part of the MTC 2013 Regional Transportation Plan (RTP). We believe AB 904 is a counterproductive and untimely piece of legislation. It would not promote transit-oriented infill development as stated in the proposed legislation and is not a part of the policy initiatives under consideration to meet SB 375 greenhouse gas emissions targets for the Bay Area.

The City of Concord has and will continue to approve parking rate adjustments for development projects located in areas with a higher degree of transit access or in downtown areas with a greater potential for walking or bicycle trips. We are asking that the State not adopt AB 904. This will allow the City to continue its current practice of

Assemblywoman Susan Bonilla  
June 22, 2012  
Page 3 of 3

setting appropriate parking requirements for the community of Concord, responding to the unique needs of each project.

In closing, I urge you to oppose AB 904.

Very Truly Yours,



Ron Leone  
Mayor

cc: Members of the City Council  
Mary Rae Lehman, City Clerk  
Joe Gonsalves & Sons, 925 L Street, Suite 250, Sacramento, CA 95814  
Eric Figueroa, League of CA Cities, PO Box 901, San Leandro, CA 94577

- (1) Metropolitan Transportation Commission, *Characteristics of Rail and Ferry Station Area Residents in the San Francisco Bay Area: Evidence From the 2000 Bay Area Travel Survey*. September, 2006.

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June 22, 2012

Honorable Mark DeSaulnier  
 Senator  
 1350 Treat Blvd., Suite 240  
 Walnut Creek, CA 94597

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Senator Mark DeSaulnier  
June 22, 2012  
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Senator Mark DeSaulnier  
June 22, 2012  
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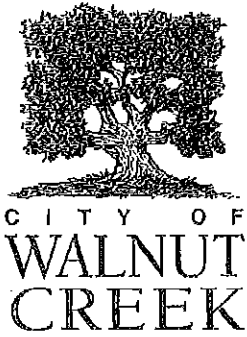
Very Truly Yours,



Ron Leone  
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cc: Members of the City Council  
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June 25, 2012

Assembly Member Nancy Skinner  
 State Capitol, Room 4126  
 Sacramento, CA 95814

**via fax: (916) 319-2126**

**RE: Notice of Opposition: AB 904 (Skinner). Local planning: parking spaces: minimum requirements. (as amended June 12, 2012)**

Dear Assembly Member Skinner:

The City of Walnut Creek is opposed to AB 904. As written, it represents another attempt by the State to substitute its judgment on a statewide basis for that of local decision makers and undermines thoughtful consideration of the many different local conditions that inform and influence local land use decisions.

Local governments must take into consideration and weigh numerous factors when determining parking requirements, including the availability of transit, the impact on nearby businesses and neighborhood residents, and the need for parking based upon the type of project being proposed. AB 904 would take away a local government's authority to determine parking needs for its community.

The City of Walnut Creek has already taken many steps towards right sizing its parking standards, as it already has adopted reduced parking requirements for projects within walking distance of the City's BART stations and for affordable housing projects that are built anywhere in the City. Additionally, the City has established a "park once and walk" policy in its downtown area by providing centralized parking garages, limiting on-site parking requirements through the use of in-lieu payments, and creating a standard parking requirement for all commercial uses that fits the needs and structure of our local community.

While we have two BART stations and a vibrant downtown that is served by a Free Trolley, most of the neighborhoods outside of our downtown are very low density single family home neighborhoods with auto-oriented neighborhood shopping centers. The very low density and the significant distance from the highway and the BART stations make these areas inaccessible to good public transit opportunities. While we do use the one parking space for 1,000 square feet of commercial use as the same standard for warehouse uses, that standard is four times below the demonstrated need for parking spaces in our neighborhood shopping centers. If this greatly reduced standard were to be mandated, it would force commercial parking into the nearby

residential neighborhoods. This would be an impact in addition to the impact of the reduced requirement of only one parking space per residential unit. We presently and appropriately require two covered spaces, except as indicated above. There is absolutely no way that four- and five-bedroom homes would need only one parking space!

Even if better transit were available, many homeowners still own more than one car and they will need a place to park those cars. However, if this law goes into effect, more cars would be parked on the residential streets in conjunction with those cars that are forced into the neighborhoods because inadequate commercial parking is being built. Wall to wall parked cars on residential streets can create safety concerns for sight distance at corners and driveways, degrade the character and look of the neighborhood, which lowers property values, and is contrary to economic development principals.

Moreover, the part of AB 904 that only allows for one parking spot per residential unit, no matter the number of bedrooms, is a standard for parking that is far below that allowed under Density Bonus Law. Under the Density Bonus Law, developers can provide affordable housing in exchange for lower parking requirements. These parking reductions, however, are appropriately based on the number of bedrooms: a one-bedroom unit is required to have no more than one parking spot, two or three bedrooms are required to have no more than two parking spots and bedrooms with four or more bedrooms are required to have no more than 2.5 parking spots.

AB 904 is inconsistent with existing state mandates, and it proposes to establish parking standards that have no rational basis, particularly when applied to communities like Walnut Creek. With the loss of redevelopment and the erosion of inclusionary housing ordinances, more should be done to encourage the development of affordable housing. Granting the lower parking requirements in AB 904 without any requirement that affordable housing be a part of the equation places the production of affordable housing at even greater risk.

For these reasons, the City of Walnut Creek opposes AB 904. If you have any questions about our position, you can reach me at 925-256-3504.

Sincerely,



Bob Simmons  
Mayor

cc: Walnut Creek City Council  
Ken Nordhoff, City Manager  
Sandra Meyer, Community Development Director  
Jeremy Lochirco, Transportation Planning  
Kirstin Kolpitzke, League of California Cities (via fax: 916-658-8240)

# Contra Costa Times editorial: Senate should slow poorly drafted bill on parking requirements

Contra Costa Times editorial

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Posted: 07/02/2012 01:20:33 PM PDT

Updated: 07/02/2012 03:56:02 PM PDT

Trying to encourage infill development around transit stations, Assemblywoman Nancy Skinner is fast-tracking legislation that could end up discouraging the very projects she seeks to promote.

Skinner, D-Berkeley, proposes uniform parking-space requirements for infill construction across the state, saying that would hold down costs and encourage development.

While her desire to encourage infill construction is laudable and she seems to have put some thought into the legislation, the substance of her bill is an unworkable state intrusion into local control, and her short-circuiting of the legislative hearing process is unacceptable.

This poorly drafted legislation, AB904, strikes us as an overly restrictive, one-size-fits-all solution that fails to allow for community differences. For example, one parking space would be required for each residential unit, regardless of size. And for

None of that makes sense. While the one-space-per-unit minimum might work in urban settings where there is shopping within walking distance, it would probably be inadequate for infill near suburban transit stations, especially for residents of two- and three-bedroom units. And why would low-income units require only one parking space for every two units?

Most important, why would a community want to support infill development if it had to accept more parking congestion on its

Advertisement

streets? Skinner says the bill provides alternatives that allow local communities to opt out, but we find those confusing provisions invitations for prolonged litigation.

Skinner's bill also claims that developers could, and would, provide more parking if customers demanded it. In fact, by the time off-street parking proves inadequate, developers would be gone. Local communities would be stuck with the congestion.

Skinner is also short-circuiting the legislative review process. Her earlier version of the bill passed the Assembly last year but failed in the Senate. This year, the Assembly passed AB904, a

Skinner bill that at the time covered a completely different issue. When it reached the Senate, it was gutted and replaced with the old parking bill.

If it passes the Senate, it will be returned to the Assembly, but by then it will be too late for careful committee review before a full lower-house vote.

It's the sort of bad policymaking for which Sacramento is infamous.



Assembly Bill 904 authored by Assemblywoman Nancy Skinner



Cars parked at condos

Cars are parked at a condominium located at Walker Avenue in Walnut Creek, Calif. (Steve Dempsey/Staff)

AMENDED IN SENATE JUNE 27, 2012

AMENDED IN SENATE JUNE 12, 2012

AMENDED IN ASSEMBLY JANUARY 11, 2012

AMENDED IN ASSEMBLY MAY 10, 2011

AMENDED IN ASSEMBLY APRIL 14, 2011

AMENDED IN ASSEMBLY MARCH 31, 2011

CALIFORNIA LEGISLATURE—2011-12 REGULAR SESSION

**ASSEMBLY BILL**

**No. 904**

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**Introduced by Assembly Member Skinner**  
*(Coauthor: Senator Berryhill)*

February 17, 2011

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An act to add Article 2 (commencing with Section 65200) to Chapter 3 of Division 1 of Title 7 of the Government Code, relating to local government.

LEGISLATIVE COUNSEL'S DIGEST

AB 904, as amended, Skinner. Local government: parking spaces: minimum requirements.

The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions.

AB 904

— 2 —

This bill, commencing on January 1, 2014, would prohibit a city or county from requiring a minimum *number of off-street parking standard spaces* in transit-intensive areas, as defined, greater than ~~one~~ 2 parking ~~space~~ spaces per 1,000 square feet in nonresidential projects *of 20,000 square feet or less on a single property*, one parking space per unit in *non-income-restricted* residential projects, and specified portions, as applicable, of a parking space per unit for certain affordable housing projects, except as specified. The bill would also make a statement of legislative findings regarding the application of its provisions to charter cities.

Vote: majority. Appropriation: no. Fiscal committee: no.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. This act shall be known and may be cited as the  
2 Sustainable *Minimum Parking Standards Requirements Act* of  
3 2012.
- 4 SEC. 2. (a) The Legislature finds and declares all of the  
5 following:
- 6 (1) The state, cities, and counties have invested billions of dollars  
7 in transit infrastructure. Land use policies that reduce the cost and  
8 complexity of transit-oriented development help ensure a return  
9 on that investment.
- 10 (2) Consistent with Senate Bill 375 and Assembly Bill 32, it is  
11 state policy to promote transit-oriented infill development.
- 12 (3) Existing *minimum off-street* parking requirements throughout  
13 the state are based on low-density and segregated single land uses.
- 14 (4) Parking is costly to build and maintain and can substantially  
15 increase the cost of constructing and operating infill projects.
- 16 (5) The high cost of the land and improvements required to  
17 provide parking significantly increases the cost of transit-oriented  
18 development, making lower cost and affordable housing  
19 development financially infeasible and hindering economic  
20 development strategies.
- 21 (6) Increasing public transportation options and developing  
22 more walkable and bikeable neighborhoods reduce the demand  
23 for parking.
- 24 (7) Excessive governmental parking requirements for infill and  
25 transit-oriented development reduce the viability of transit

1 development by limiting the number of households and workers  
 2 near transit, increasing walking distances, and degrading the  
 3 pedestrian environment.

4 (8) Reducing excessive minimum parking requirements for infill  
 5 and transit-oriented development and allowing builders and the  
 6 market to decide how much parking is needed ~~can~~ may do all of  
 7 the following:

8 (A) Ensure sufficient but not excessive amounts of parking are  
 9 provided.

10 (B) ~~Significantly reduce~~ Reduce the cost of development and  
 11 increase the number of transit-accessible and affordable housing  
 12 units.

13 (C) Increase density in areas with the most housing demand,  
 14 and improve the viability of developing alternate modes of  
 15 transportation, such as public transit, ridesharing, biking, and  
 16 walking.

17 (D) Reduce green house gas emissions and vehicle miles traveled  
 18 by removing an incentive to drive.

19 (b) It is the intent of the Legislature to reduce unnecessary  
 20 government regulation and to reduce the cost of development by  
 21 eliminating excessive minimum parking requirements for infill  
 22 and transit-oriented development.

23 (c) The Legislature further finds and declares that the need to  
 24 address infill development and excessive parking requirements is  
 25 a matter of statewide concern and is not a municipal affair, as that  
 26 term is used in Section 5 of Article XI of the California  
 27 Constitution. Therefore, this act shall apply to all cities, including  
 28 charter cities.

29 SEC. 3. Article 2 (commencing with Section 65200) is added  
 30 to Chapter 3 of Division 1 of Title 7 of the Government Code, to  
 31 read:

32  
 33 Article 2. Sustainable *Minimum Parking Standards*  
 34 *Requirements Act of 2012*

35  
 36 65200. (a) Commencing on January 1, 2014, in  
 37 transit-intensive areas, a city, county, or city and county, including  
 38 a charter city, shall not require projects to provide a minimum  
 39 number of *off-street* parking spaces greater than *the following*:



1 (1) ~~One-Two parking space spaces~~ per thousand square feet of  
 2 ~~commercial, industrial, institutional, or other nonresidential projects~~  
 3 ~~of 20,000 square feet or less on a single property.~~

4 (2) One parking space per unit for non-income-restricted  
 5 residential projects.

6 (3) ~~Seventy-five one hundredths~~ *Three-quarters* parking spaces  
 7 per unit for projects that include both income-restricted and  
 8 non-income-restricted units, and which meet the standards in  
 9 subdivision (b) of Section 65915.

10 (4) ~~Five-tenths~~ *One-half* parking spaces per unit for units that  
 11 are restricted by a recorded covenant or a deed that lasts at least  
 12 55 years to rents or prices affordable to persons and families  
 13 making less than 60 percent of *the* area median income.

14 (b) This section shall not be construed as setting a maximum  
 15 number of spaces a project may provide.

16 (c) *This section shall not be construed to limit any local agency's*  
 17 *authority to regulate parking impacts from development through*  
 18 *exactions, fees, conditions of approval, or other valid exercise of*  
 19 *its police power beyond the specific limitations provided in*  
 20 *subdivision (a).*

21 (e)

22 (d) This section shall not apply to any property that meets any  
 23 of the following criteria:

24 (1) The property and immediately adjoining properties are  
 25 restricted to development or redevelopment at a floor area ratio of  
 26 below 0.75.

27 (2) The property includes a parcel or parcels whose dwelling  
 28 units are subject to a recorded covenant, ordinance, or law that  
 29 restricts rents to levels affordable to persons and families of ~~low-~~  
 30 ~~or moderate-income~~ *low or moderate income*, or are subject to  
 31 other forms of rent or price control imposed through a public  
 32 entity's valid exercise of its police power, that will be destroyed  
 33 or removed, unless any proposed development on the property is  
 34 to include an equal number of bedrooms that shall be made  
 35 available at affordable housing costs to, and will be occupied by,  
 36 persons and families in the same or lower income category  
 37 (extremely low, very low, or low) in the same proportion as the  
 38 units occupied or last occupied by extremely low, very low, or  
 39 low-income households in the property. Rental replacement units  
 40 provided pursuant to this paragraph shall be made available at

1 affordable housing costs for at least 55 years, or at the remaining  
2 term of the existing recorded covenants or deed restrictions that  
3 require maintenance of affordable housing costs, which are  
4 consistent with the parties meeting their contractual obligations.  
5 Ownership replacement units provided pursuant to this paragraph  
6 shall be made available at affordable housing costs for at least 45  
7 years.

8 (3) The property includes a parcel where the owner withdrew  
9 residential rental units pursuant to Chapter 12.75 (commencing  
10 with Section 7060) of Division 7 of Title 1, from rental or lease,  
11 or offering for rental or lease, pursuant to paragraph (2) of  
12 subdivision (a) of Section 7060.2.

13 (4) *The property includes a parcel or parcels subject to a*  
14 *specific plan, station area plan, zoning ordinance, or other form*  
15 *of local land-use control that provides for minimum off-street*  
16 *parking requirements for residential, commercial, and mixed-use*  
17 *new construction and reuse projects that are lower than the*  
18 *minimum off-street parking requirements in the same jurisdiction*  
19 *for the same uses outside the transit-intensive area.*

20 (d)

21 (e) For purposes of this section, "transit-intensive area" means  
22 an area that is within one-half mile of a major transit stop or within  
23 one-quarter mile of the center line of a high-quality transit corridor  
24 ~~included in a regional transportation plan.~~ A major transit stop is  
25 as defined in Section 21064.3 of the Public Resources Code, ~~except~~  
26 ~~that, for purposes of this section, it also includes major transit stops~~  
27 ~~that are included in the applicable regional transportation plan.~~  
28 For purposes of this section, a high-quality transit corridor means  
29 a corridor with a fixed route bus service with service intervals no  
30 longer than 15 minutes during peak commute hours. A property  
31 shall be considered to be within one-half mile of a major transit  
32 stop or within one-quarter mile of the center line of a high-quality  
33 transit corridor if all parcels within the property together have no  
34 more than 25 percent of their area farther than one-half mile from  
35 the stop or within one-quarter mile of the center line of a corridor,  
36 and if not more than 10 percent of the residential units or 100 units,  
37 whichever is less, in any proposed project are farther than one-half  
38 mile from the stop or within one-quarter mile of the center line of  
39 a corridor.

40 (e)

1 (f) Consistent with subdivision ~~(f)~~ (g), a city, county, or city  
 2 and county, including a charter city, ~~may require higher minimum~~  
 3 ~~parking standards for new development in a transit-intensive area~~  
 4 ~~other than those established pursuant to subdivision (a) that is~~  
 5 ~~otherwise subject to this section, shall not be required to apply~~  
 6 ~~the minimum off-street parking requirements in subdivision (a) in~~  
 7 ~~a transit-intensive area in place of those set forth in its zoning~~  
 8 ~~code if it makes at least one of the following written findings,~~  
 9 specific to that transit-intensive area, based upon objective criteria  
 10 and ~~substantial~~ evidence in the record that:

11 (1) The transit-intensive area ~~in question~~ does not currently have  
 12 or cannot reasonably expect to have sufficient walkability, ~~as~~  
 13 ~~defined by proximity to services such as grocery stores or other~~  
 14 ~~neighborhood amenities within one-half mile of the~~  
 15 ~~transit-intensive area to justify reduced off-street parking~~  
 16 ~~requirements.~~

17 (2) The transit-intensive area ~~in question~~ does not currently have  
 18 or cannot reasonably expect to have a sufficient level of transit  
 19 service or bike access to provide for viable alternatives to the car  
 20 ~~for a significant proportion of the trips generated by new~~  
 21 ~~development.~~

22 (3) ~~The parking standards minimum parking requirements set~~  
 23 ~~forth in this act would undermine existing parking standards that~~  
 24 ~~create effective incentives for transit-oriented development or~~  
 25 ~~affordable housing production, or both reduce the number of~~  
 26 ~~low-income housing units produced in that transit-intensive area~~  
 27 ~~through density bonus programs such as the program set forth in~~  
 28 ~~Sections 65915 to 65918, inclusive.~~

29 (4) ~~The parking standards set forth in this section conflict with~~  
 30 ~~a plan that is specific to a station area and is in effect as of January~~  
 31 ~~1, 2013, that includes a major transit stop and provides for reduced~~  
 32 ~~off-street automobile parking requirements in comparison to the~~  
 33 ~~standard zoning requirements in the same jurisdiction outside the~~  
 34 ~~transit-intensive area.~~

35 (4) *The transit-intensive area in question will be adversely*  
 36 *affected by a reduction in minimum off-street parking requirements.*

37 ~~(f)~~

38 (g) Any action by a city, county, or city and county, including  
 39 a charter city, ~~to increase parking requirements in a transit-intensive~~  
 40 ~~area pursuant to subdivision (e) pursuant to subdivision (f) to~~

1 *exempt transit-intensive areas from the minimum parking*  
2 *requirements set forth in subdivision (a) and maintain the minimum*  
3 *parking requirements set forth in its local code shall be in the form*  
4 *of an ordinance that complies with a local zone, plan, or other*  
5 *generally applicable development standard within that transit area*  
6 *a resolution adopted by the legislative body of a city, county, or*  
7 *city and county. Development projects whose applications the city*  
8 *or county has deemed complete after January 1, 2014, but before*  
9 *the adoption of any increased minimum parking requirements*  
10 *made pursuant to this subdivision, shall not be subject to those*  
11 *increased minimum parking requirements.*

12 ~~(g) A city, county, or city and county that has adopted an~~  
13 ~~ordinance pursuant to subdivisions (c) and (f) may repeal that~~  
14 ~~ordinance at any time without any requirement for new findings~~  
15 ~~or analysis.~~

16 *(h) Multiple transit-intensive areas may be exempted from the*  
17 *requirements of subdivision (a) by a single resolution, provided*  
18 *that the resolution includes at least one of the findings set forth in*  
19 *subdivision (f) applied to each transit-intensive area to be*  
20 *exempted.*

21 ~~(h)~~

22 *(i) (1) Before January 1, 2014, a city, county, or city and county*  
23 *may evaluate and approve projects pursuant to the parking*  
24 *standards minimum parking requirements under this section.*

25 *(2) After January 1, 2014, but before the adoption of a resolution*  
26 *pursuant to subdivision (g), development projects shall not be*  
27 *subject to minimum off-street parking requirements higher than*  
28 *those set forth in subdivision (a).*

29 *(j) This section shall not apply to any city, county, or city and*  
30 *county that has no transit-intensive areas within its jurisdiction.*



CONTRA COSTA  
transportation  
authority

## COMMISSIONERS

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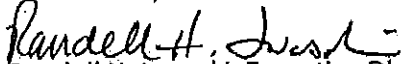
Randell H. Iwasaki,  
Executive Director

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## MEMORANDUM

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

From:   
Randell H. Iwasaki, Executive Director

Date: May 17, 2012

Re: Items approved by the Authority on May 16, 2012, for circulation to the  
Regional Transportation Planning Committees (RTPCs), and items of interest

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At its May 16, 2012 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Approval of Amendment No. 1 to Cooperative Agreement 18.CO.01 between Sonoma County Transportation Authority (SCTA), CCTA, and the Transportation Authority of Marin (TAM) to Conduct a Real-Time Ridesharing (RTR) Pilot Program.** This amendment reduces the local matching requirement for federal funds applied to this project. Initially, the local match was set at 11.47 percent for the preliminary engineering portion of the work. As the project transitions to deployment, the local match requirement is reduced to zero-percent. The proposed amendment reflects the elimination of a local matching requirement along with other minor "clean up" modifications to align the scope of work with the deployment phase. *The Authority approved Amendment 1 to Cooperative Agreement 18.CO.01 and authorized staff to make non-substantive changes based upon further review by legal counsel.*
- 2. Approval of Lifeline Transportation Program (LTP) Cycle 3 Draft Program of Projects.** On January 19, 2012 the Authority authorized the release of the LTP Cycle 3 Call for projects. Ten applications were received requesting \$8.3 million; \$2.8 million more than is available for the program. The LTP Application Review Committee reviewed and scored the applications then met

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on March 20, 2012 to discuss the applications and recommend a draft program of projects (POP). The draft POP was presented to the Planning Committee and Authority in April for preliminary review. No issues were raised at that time from any of the project sponsors. *The Authority approved Resolution 12-20-G establishing the FY 2010-11 to FY 2012-13 LTP Program of Projects for Contra Costa County, and authorized transmittal of the program of projects to MTC.*

- 3. Discussion of the Metropolitan Transportation Commission's (MTC) Proposed One Bay Area Grant (OBAG) Program.** The Joint MTC Planning/ABAG Administrative Committee is scheduled to review policies and procedures for the OBAG funding program on May 11, 2012 and MTC is scheduled to adopt it on May 17, 2012. Authority staff has reviewed the draft proposal and identified a number of issues. Staff suggests entering into a dialogue with our MTC representatives to discuss alternative strategies. *Staff reported that on May 4<sup>th</sup> staff met with MTC Commissioner Worth and key MTC staff to discuss the proposed OBAG program, including concerns with the proposed PDA Investment and Growth Strategy.*
- 4. Policy on Use of Competitive and Discretionary Funds to Replace Programmed Measure C or Measure J Funds.** Funding entities are increasing the use of competitive and/or discretionary grants to fund transportation capital projects. In some cases, it is possible to secure competitive and or discretionary grants for projects already programmed using Measure C or Measure J funds. Staff recommends adopting interim policy objectives for competitive and discretionary grants. The goal of the policy objectives is to provide flexibility to invest available funds for the most ready-to-go projects, maximize benefit for the entire portfolio of Measure C and Measure J projects, and maintain relative equity for all Regional Transportation Planning Committees. *The Authority adopted Interim policy objectives for competitive and discretionary grants for use in current discussions with the CTC regarding Corridor Mobility Improvement Account (CMIA) savings, and authorized continuing discussions to develop a longer-term policy for "excess" Measure J savings or revenues that exceed original projections.*
- 5. Approval of Draft Programming Plan for Measure J Program 12, Transportation for Livable Communities, and Program 13, Pedestrian, Bicycle and Trail Facilities, for Fiscal Years 2010-11 through 2014-15.** Measure J established four "countywide capital and maintenance programs", two of which are Program 12, Transportation for Livable Communities (CC-TLC), and Program 13, Pedestrian, Bicycle and Trail Facilities (PBTF). Authority staff has developed a draft programming plan for allocating funding through the two

May 17, 2012

Page 3

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programs through FY 2015. The draft programming plan builds on and incorporates the recommendations of the RTPCs (for the CC-TLC program) and the CBPAC (for the PBTF program). *The Authority approved the draft CC-TLC and PBTF Programming Plan and directed staff to proceed with the preparation of necessary cooperative agreements and funding resolutions.*



**EXECUTIVE DIRECTOR'S REPORT**  
**May 16, 2012**

**Cold Foam Recycling Presentation: April 6, 2012**

We have decided to put together a technical series of industry speakers. We will invite the City and County engineers to our office when we schedule industry speakers for tech transfer. The first presentation was made by Project Manager Jack Wu. He represents Fonseca McElroy Grinding Co., Inc. (FMG). Jack called and asked if he could make a presentation about their cold foam asphalt concrete recycling process. They are based out of San Jose. In addition to CCTA staff, representatives from Harris and Associates and the East Bay Regional Park District attended the presentation.

**Meeting with Brentwood Mayor and City Manager: April 10, 2012**

I met with Brentwood Mayor Bob Taylor and City Manager Paul Eldridge to review the CMIA request and how it would impact projects in the East County area. After the meeting, I was treated to a tour of the new Brentwood City Hall.

**Associated General Contractors (AGC) of California Constructor Awards Banquet: April 14, 2012**

I attended the AGC annual awards banquet in San Francisco. I was part of a panel of judges that selected the various project winners. The seven categories that I judged were: Contribution to the Community, Innovation in Construction Techniques or Materials, Excellence in Project Management for Projects under \$10 million, Excellence in Project Management for Projects over \$10 million, Meeting the Challenge of the Difficult Job – Builder, and Meeting the Challenge of the Difficult Job – Heavy Engineering. In addition to helping judge the projects, I was the recipient of this year's S.I.R. (Skill, Integrity, and Responsibility) Award.

**Strategic Highway Research Program (SHRP 2) Capacity Meeting: April 16 – 17, 2012**

I attended the SHRP 2 panel meeting in Washington, DC. We are working on setting priorities for limited funding for implementation. SR 239 is one of the projects under consideration for SHRP implementation funding to use a number of environmental databases to help streamline the environmental approval process.

**GAO ITS Implementation Report: April 18, 2012**

The GAO report titled "Intelligent Transportation Systems: Improved DOT Collaboration and Communication Could Enhance the Use of Technology to Manage Congestion", GAO-12-308 report was released on April 18, 2012. I was one of the interviewees. The link to the report is <http://www.gao.gov/assets/590/589430.pdf>

**Interview with Design Media, Inc.: April 18, 2012**

I was interviewed by Design Media, Inc. They are the consultants developing the Caldecott Tunnel documentary.



**Brentwood Rotary Club Speech: April 23, 2012**

I gave the Brentwood Rotary Club attendees an update of the Measure J projects in Contra Costa. I specifically reviewed SR 4, SR 4 Bypass, and the CMIA request. They were excited to see so much progress on SR 4.

**Federal Grants Workshop: April 25, 2012**

Peter Engel and Jack Hall attended a Federal Grants Workshop hosted by Senator Barbara Boxer in Richmond. The workshop provided an opportunity to hear from ten individual federal agencies and meet with staff regarding grant opportunities provided by the agencies. Staff members from the Senator's Fresno, Sacramento and Oakland offices were also on hand. The event was hosted by the Senator's Contra Costa Field Representative, Joshua Quigley.

**Administrative Assistants Recognition Day: April 25, 2012**

We took a few minutes to acknowledge the administrative assistants for their hard work and dedication to the Authority. We gathered for cake and took a few minutes to celebrate and acknowledge the important efforts of the administrative staff in helping us accomplish our many achievements. On the Friday of that week we also visited a local establishment for pool, shuffleboard and fun cheer.

**California Transportation Commission (CTC) Meeting: April 25 - 26, 2012**

Ross Chittenden attended the April CTC meeting in Irvine. The highlight of the meeting for Contra Costa was the \$11.043 million allocation of Corridor Mobility Improvement Account (CMIA) funds to replenish the construction contingency on the Caldecott Fourth Bore project. This is the only project in the entire CMIA program where the CTC allocated funds due to increases in construction costs. The CTC adopted an updated policy on reprogramming CMIA savings. The Authority should be able to compete well under this updated policy. The CTC also approved an allocation of \$977,000 in STIP-TE funds to the City of El Cerrito for pedestrian and bicycle improvements along Moeser Lane and Ashbury Avenue.

**Design Build Institute of America (DBIA) Conference: April 25 - 27, 2012**

I was granted a scholarship to attend the DBIA conference in Phoenix. I attended sessions such as Design-Build for Transportation Owners Training to DBIA Best Practices. I also listened to former Colorado Governor Bill Owens speak about the \$1.6 billion major reconstruction of the intersection of I-25 and I-225. The project also added 19 miles of double track light rail lines. The project finished 22 months ahead of schedule and under budget. Bob Poole of the Reason Foundation gave the attendees his thoughts on transportation. The major points were: Diminished Federal role, Funding versus Financing, Fuel Taxes versus User Fee, Expanded role for P3, and Expanded role for Design Build.

**Citigroup Global Markets: May 1, 2012**

Randy Carlton and I attended a meeting with Citigroup officials. Citigroup, a member of the Authority's investment banking pool, provided us with an update on the market and transportation financing. Ron Marino of the firm shared his experience assisting other transportation entities throughout the country on financing large projects using Federal loan sources, toll revenues and other revenue based programs.

**HP "Are You Ready for the Cloud": May 2, 2012**

Randy Carlton attended an event hosted by HP on cloud computing. Storing data "in the cloud" is becoming more of a standard and safe method for storing data. The Authority's recent server upgrade project has been completed which provides us with the onsite IT infrastructure to move into this direction going forward.

**One Bay Area Grant (OBAG) Program Meeting: May 4, 2012**

Martin Engelmann, Amy Worth, Julie Pierce, Don Tatzin, Steve Heminger and I met to discuss the OBAG Program. We shared with MTC staff several policy-level concerns regarding the OBAG grant requirements. We expressed our concern that some of the policy elements of the proposed program seemed either ineffective, or overly prescriptive. In response, MTC released a revised set of OBAG policy guidelines on May 7.

**Via Verdi Ground Filling Ceremony Celebration: May 4, 2012**

The City of Richmond invited Ex-Director Tom Maruyama of Field Operations for CALEMA and me to participate in the celebration of the reconstruction of Via Verdi. CCTA was instrumental in working with CALEMA to get State Emergency Relief dollars to pay for the reconstruction. Without help, Richmond would have had to pay for the \$12 million project out of its own funds.

**ITS World Congress Board Meeting: May 8 -10, 2012**

I attend the ITS World Congress Board Meeting in Tokyo, Japan. The board is given the final numbers for attendance, financials, media, etc., for the previous ITS World Congress held in Orlando Florida. The board is given a status of the 2012 ITS World Congress in Vienna and starts to review the venue, agenda, speakers, etc. for the upcoming World Congress in Tokyo, Japan. On Tuesday I was asked to give a selected group of University of Tokyo Professors a speech about transportation in Contra Costa and the US.




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*Planning Committee* **STAFF REPORT**

**Meeting Date:** July 5, 2012

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**SB 375/SCS Implementation Update: Approve Transmittal of Comment Letter on the Scope of the OneBayArea Plan DEIR**

**MTC Releases NOP for Draft EIR for Plan Bay Area:** Following MTC/ABAG's decision on May 23, 2012 to proceed with development of the 2013 Draft RTP EIR, MTC has released a Notice of Preparation (NOP) for the Plan Bay Area Draft EIR. The NOP is intended to seek comments on the scope and content of the environmental review that will be evaluated in the EIR. Scoping meetings were held in Oakland, San Jose, San Francisco, and San Rafael during June. The Contra Costa Council sent a comment letter regarding the selection of the alternatives to be evaluated in the Draft EIR (see June Authority packet). A full copy of the NOP is available at: [http://www.onebayarea.org/pdf/NOP\\_060812\\_final.pdf](http://www.onebayarea.org/pdf/NOP_060812_final.pdf)

At the June Authority meeting, staff was instructed to prepare a comment letter on the NOP to be reviewed by the PC in July and signed by Chair Tatzin. Authority staff has prepared a draft letter as shown in Attachment A. Staff seeks Planning Committee concurrence to transmit the letter, which is due to MTC by July 11, 2012.

**Regional Advisory Working Group (RAWG):** The RAWG met on June 5, 2012 to discuss the challenges of meeting affordable housing requirements. Jeff Levin from the City of Oakland spoke about various strategies that the City was using to promote infill affordable housing. He underscored that the elimination of Redevelopment Agencies had significantly impaired the City's progress towards meeting its affordable housing goals. ABAG staff also presented two new "place types": Rural Investment Areas, and Economic Investment Areas. The next RAWG meeting is scheduled for July 10, 2012.

**OneBayArea Grant (OBAG) Program:** In July, the Planning Committee and Authority will discuss the OBAG program, which was finalized by MTC/ABAG in May. The OBAG proposal was formally adopted through MTC Resolution No. 4035. The final resolution is available at: [http://www.mtc.ca.gov/funding/onebayarea/RES-4035\\_approved\\_unsigned.pdf](http://www.mtc.ca.gov/funding/onebayarea/RES-4035_approved_unsigned.pdf)

**CMA Director Meetings:** The CMA directors met with MTC/ABAG staff on June 20 to initiate the consultation process with MTC for amending the scope of activities identified in the OBAG PDA Investment & Growth Strategy. Additional meetings are scheduled in July.



COMMISSIONERS

July 5, 2012

**DRAFT**

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 Metropolitan Transportation Commission  
 Joseph P. Bort MetroCenter  
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Janet Abelson,  
Vice ChairGenoveva  
Calloway

David Durant

Jim Frazier

**Subject: Notice of Preparation of a Draft Environmental Impact Report for Plan  
 Bay Area**

Federal Glover

Dave Hudson

Dear Ms. Nguyen:

Karen Mitchoff

Julie Pierce

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) for Plan Bay Area, also known as the 2013 Regional Transportation Plan (RTP). The scope of this EIR is especially important since it is the first RTP that includes a Sustainable Communities Strategy (SCS) as called for in SB 375.

Karen Stepper

Robert Taylor

Randell H. Iwasaki,  
Executive Director

We have four main concerns:

1. *The EIR should not assume that the Urban Limit Line in Contra Costa and other counties is "loose"*

The NOP, on page 13, notes that Alternative 3, Lower Concentrations of PDA Growth, "assumes tighter compliance of adopted urban growth boundaries (or similar urban service or limit lines) as defined by local jurisdictions as a means to further constrain greenfield development" than Alternative 2, Jobs-Housing Connection, which is the Proposed Project. In addition, in its PowerPoint presentation on the EIR, MTC staff notes that the No Project alternative will "Assume loose compliance with urban growth boundaries -> more greenfield development."

The Authority believes that MTC and ABAG should not assume that locally adopted urban growth boundaries, such as the Urban Limit Line that is in place in Contra Costa and a key requirement of the Measure J Growth Management Program, is not "tight" in any of the alternatives.

2. *The UrbanSIM model is untried and its use is thus premature*

MTC proposes to use the UrbanSIM model to reallocate jobs and households based on the results of travel forecasts, and to use those

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Ashley Nguyen

July 5, 2012

Page 2

reallocated numbers in additional travel forecasts. While the iterative process proposed has a certain intellectual attractiveness — especially in helping understand the land use impacts of transportation investments — we are unconvinced that the resulting forecasts, of either jobs and households or travel, are reliable. The region has decades of experience with travel demand forecasting and, while that forecasting is not perfect, it does provide reasonable estimates of future conditions. The region, on the other hand, has little or no experience in linking land use and travel forecasting. While such linked forecasts may become more reliable in the future, it remains to be seen whether they are currently reliable enough to be used in such an important analysis.

If MTC insists on using this tool, it must make the assumptions and process thoroughly transparent and open to the scrutiny of its CMA partners.

3. *Alternative 4 is infeasible and should thus not be analyzed*

Alternative 4, Eliminate Inter-Regional Commuting, assumes that “all Bay Area jobs will be filled by Bay Area workers (thereby eliminating in-commuting from neighboring regions).” While building affordable homes in the Bay Region to house workers who live in the central valley is desirable, the plausibility of this occurring at the scale necessary to eliminate the in-commute is too low to justify for inclusion in the DEIR.

In addition, the Bay Area is not now, and has not been for decades, an island unto itself. People have lived outside but worked inside the Bay Area for a long time and their commute trips may or may not have a greater impact on the transportation system and environment than trips made by people who live *and* work in the Bay Area. Would, for example, a trip to work from Vacaville to Berkeley have a greater impact than a work trip from Vacaville to Davis or Sacramento, whether using a private vehicle or the Capitol Corridor?

4. *All alternatives should assume a common set of land use control totals*

Besides being infeasible, Alternative 4 would assume a significantly greater rate of growth than the other alternatives to “eliminate inter-regional commuting.” While such an analysis may be interesting, its assumptions (as noted above) are unrealistic, making the alternative, infeasible, and would not serve to achieve one of MTC’s key

Ashley Nguyen  
July 5, 2012  
Page 3

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requirements, namely to reduce per capita greenhouse gas emissions. As was shown in the Initial Vision Scenario, assuming that a significantly larger number of households would locate in the Bay Area had a negative effect on the region's ability to achieve its State-mandated objective of greenhouse gas reduction. For that reason alone, Alternative 4 should be rejected.

5. *The EIR should include an alternative that reflects more closely local plans and regional growth trends.*

This alternative would be more feasible than the Alternative 4, the Eliminate Inter-Regional Commuting or Workforce Housing Opportunities alternative, and would provide a more realistic background for the financially constrained investment strategy.

We again thank you for the opportunity to comment on the NOP for the Draft Environmental Impact Report for Plan Bay Area.

Sincerely,

DRAFT

Don Tatzin  
Chair

cc:

File:



2300 Contra Costa Blvd., Suite 360, Pleasant Hill, CA 94523  
Phone 925-969-0841 Fax 925-969-9135

TO: TRANSPAC  
CC: Barbara Neustadter  
FROM: Lynn Overcashier  
DATE: July 12, 2012  
RE: MTC Smart Parking Workshop Update

MTC held three Smart Parking workshops in the Bay Area, including one in Walnut Creek on June 13, 2012. The following is an overview of the speakers and subjects covered.

Introduction - Valerie Knepper, MTC Regional Parking Initiative

Welcome - City Manager, Ken Nordhoff, City of Walnut Creek

1. Interactive Sessions: Jeff Tumlin, Principal, Nelson/Nygaard
  - a. Introduction to Parking
  - b. Minimum Parking Requirements
  - c. Parking Structures
  - d. Parking Management from a System Perspective
2. Parking Policy Impact on Development: A Parking Utilization Survey of Transit Oriented Development Residential Properties in Santa Clara County; Speakers included Robert Swierk, Senior Transportation Planner, VTA; and Jason Meek, San Jose State University
3. Parking Policies from a City Planner's Perspective: A Real Life Story about Smart Parking Practices in Berkeley; Speaker Matt Taecker, Principal, Dyett & Bhatia (recently with the City of Berkeley, Downtown Area Plan)

The workshop materials and presentations are available at [http://www.mtc.ca.gov/planning/smart\\_growth/parking/workshop.htm](http://www.mtc.ca.gov/planning/smart_growth/parking/workshop.htm)

For more information, please contact Valerie Knepper at [vknepper@mtc.ca.gov](mailto:vknepper@mtc.ca.gov) or (510) 817-5824.

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13- b-1

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# The Board of Supervisors

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Mary N. Piepho, 3<sup>rd</sup> District  
Karen Mitehoff, 4<sup>th</sup> District  
Federal D. Glover, 5<sup>th</sup> District

# Contra Costa County



David Twa  
Clerk of the Board  
and  
County Administrator  
(925) 335-1900

13-b-5

May 8, 2012

Tom Torlakson  
State Superintendent of Public Instruction  
California Department of Education  
1430 N Street  
Sacramento, CA 95814

**Subject:** *Schools of the Future Report*

Dear Superintendent Torlakson:

On behalf of the entire Board of Supervisors I am writing to congratulate you on the release of the *Schools of the Future Report* last year. The Board of Supervisors is particularly pleased with the recommendations regarding the development of more effective of school siting practices. The *Report* echoes a number of the County's comments and concerns over the years regarding the conflict between the State's school siting policies and safe routes to school programs, SB 375 requirements, the Strategic Growth Council's *Health in All Policies* initiative, complete streets initiatives, and state and local planning policies.

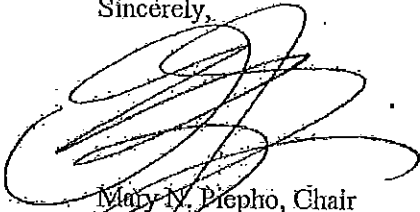
As you may be aware, Contra Costa County has experienced conflicts between local land use authorities and school districts as both entities grapple with the rapid growth in demand for school capacity, safe transportation facilities and adequate housing. The *Report* includes a number of encouraging recommendations that will hopefully mark the beginning of a change in the manner in which schools, which *potentially* act as the anchor of great communities, are developed.

The County understands that a dialog to discuss the implementation of the recommendations in the *Report* will begin this summer. Considering our experience and interest in this issue, we look forward to participating in these forums. In the interest of having a complete dialog and productive outcome we are hopeful that participation by a broad range of affected parties is fostered.

We close with an encouraging goal from the California Strategic Growth Council's *Health in All Policies* initiative, *Every California resident has the option to safely walk, bicycle, or take public transit to school, work, and essential destinations.*

Again, congratulations on your *Schools of the Future Report*, we look forward to working with you on implementation efforts in the near future.

Sincerely,



Mary IV. Prepho, Chair  
Contra Costa County Board of Supervisors  
Supervisor, District III

C: Contra Costa County State Legislative Delegation  
Hon. Alan Lowenthal, Chair, CA State Senate Education Cmte.  
Hon. Julia Brownley, Chair, CA State Assembly Cmte. on Education  
Dr. Wendel Brunner, MD, Director of Public Health, Contra Costa County  
Catherine Katsuris, Director, CC Cnty, Dept. of Conservation & Development  
Julie Bueren, Director, CC Cnty. Public Works Dept.

Don Tatzini, Chair, Contra Costa Transportation Authority  
Mark Lucas, President, Association of Bay Area Governments  
John Gibbs, Chair, Bay Area Air Quality Management District  
K. Chapman, MD, Director, CA Department of Public Health  
Heather Fargo, SGO, Health in All Policies Task Force  
DeAnn Baker, CA State Association of Counties

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**Steven Goetz**  
Deputy Director  
Transportation, Conservation and  
Redevelopment Programs

May 17, 2012

Martin Engelmann, Deputy Executive Director – Planning  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

**RE: Comments on State Route 4 (SR-4) Integrated Corridor Analysis Public Review Draft.**

Dear Mr. Engelmann:

Thank you for the opportunity to review the above document. After review, the Transportation Planning Section would like to provide the following comments:

1. Under the section "Corridor Description – Bicycle and Pedestrian Network" on page 4, the text should include the Delta De Anza Trail and Great California Trail as ways for bicyclists and pedestrians to travel parallel to SR-4 over the Willow Pass grade and the remaining segments of SR-4.
2. In Figure 4, the "3+HOV" and "4+HOV" symbols appear to be superimposed and are difficult to interpret. (See "Short-Term" projects 15, 16, 17 and 18 on the map figure.)
3. Page 15, Table 2 of the draft report indicates quantitative measures on mobility improvements include composite values for all vehicles on SR-4, in both mainline and high occupancy vehicle (HOV) lanes. Given the fact that travel times and speed generally vary between mixed flow and HOV lanes during peak travel periods, a more accurate reflection of the impacts to travels speeds may be obtained if the analysis isolated travel speeds for mixed flow and HOV lanes.
4. The "Qualitative Measures" on page 17 should be defined and explained in the analysis or an appendix so the reader knows what they mean when they are applied in the project evaluation tables. In other words, some additional explanation of the qualitative measures would provide some background for how a project was viewed as having a "more favorable," "favorable," or "less favorable" impact. (More on this in following comments.)
5. The analysis should indicate if whether HOV bypass lanes at metered ramps were considered in any of the metering alternatives, or if any other additional modifications to existing ramps or adjacent arterials were considered in order to maximize the effectiveness of the ramp meters.
6. The analysis should indicate if whether higher frequency BART and eBART service were considered in any of the alternatives for the Central and East County segments of SR-4. This may be related to the qualitative measure "transit service enhancements/improvements," and if so then the analysis should indicate such.
7. In the "Project Performance Measures" tables, qualitative evaluation measures for certain projects, such as increased capital corridor service, show as "less favorable" for reducing vehicle miles traveled (VMT), carbon dioxide (CO<sub>2</sub>) and particulate emissions. Conversely, certain projects such as freeway widening are shown as being "more favorable" for reducing VMT, CO<sub>2</sub> and particulate emissions.

Comments on State Route 4 (SR-4) Integrated Corridor Analysis Public Review Draft Letter  
May 17, 2012  
Page 2 of 2


Brief examples of these inconsistencies seem to occur in the following tables:

- Table 3 determines Intelligent Transportation Systems (ITS) improvements and ferry service will have a "less favorable" impact on reducing CO<sub>2</sub> emissions and VMT. As previously mentioned Capital Corridor service shows this as well.
- Table 4 indicates a "less favorable" impact to CO<sub>2</sub> and VMT for wBART service, yet the Willow Avenue ramp replacement project will have the opposite effect, according to the table.
- Table 5 shows a "more favorable" impact for transit service and improving transit speed with the SR-4 widening project (I-680 to Willow Pass Road). This project has also been deemed "more favorable" for reducing CO<sub>2</sub> emissions and VMT. Yet Martinez ferry service is considered "less favorable" for reducing CO<sub>2</sub> emissions and VMT.
- Table 7 determines ITS improvements would have a "favorable" impact on reducing CO<sub>2</sub> emissions and VMT, which is contrary to Table 3 for West County. There may be a justifiable reason for the disparity in evaluation based on the locations of these segments of SR-4, and if that is the case then further explanation may be warranted. Also, as with previous ferry projects, Antioch ferry service is shown as having a "less favorable" impact for reducing CO<sub>2</sub> emissions and VMT.
- In Table 8, East County parallel arterial improvements are shown to have a "less favorable" impact on enhancing transit service and improving transit speed. A majority of bus routes utilize these parallel arterials, so it would be reasonable to assume that improvements to these arterials would at least have some "favorable" impact on transit operations.

If the evaluation tables and weighting are not being misinterpreted, this seems counter intuitive to the preliminary analysis prepared by the Metropolitan Transportation Commission (MTC) for the Sustainable Communities Strategy (SCS), where transit enhancement projects would theoretically take vehicles off the freeway thereby reducing CO<sub>2</sub> and VMT. This would further justify providing additional text in the analysis to explain the measures used to evaluate these projects, and some clarity on how the "more/favorable/less" ratings should be interpreted.

The County appreciates the opportunity to comment on the draft document. If you have any questions regarding any of the preceding, please contact Jamar Stamps at (925) 674-7832, or email at [jamar.stamps@dcd.cccounty.us](mailto:jamar.stamps@dcd.cccounty.us).

Sincerely,



, for

Steven L. Goetz, Deputy Director  
Redevelopment, Transportation and Conservation Planning Programs

cc: John Cunningham, TRANSPAN  
Barbara Neustadter, TRANSPAC  
Christina Atienza, WCCTAC

## TRANSPLAN COMMITTEE

### EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County  
30 Muir Road, Martinez, CA 94553

---

July 3, 2012

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

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on June 14, 2012.

**Authorize Staff to send a letter to the Contra Costa Transportation Authority regarding Bay Area Air Quality Management District Policies Addressing Charging Stations:** TRANSPLAN staff drafted a letter detailing issues regarding the Bay Area Air Quality Management District's (BAAQMD) lack of published guidelines or criteria, as they relate to electric vehicle charging stations, under the Transportation Fund for Clean Air (TFCA) program. The Committee unanimously approved a motion to authorize staff to send the letter to the Contra Costa Transportation Authority (CCTA) addressing BAAQMD policies for electric vehicle charging stations.

**Review TRANSPLAN Administrative Procedures and Take Action As Appropriate:** The Committee unanimously approved a motion to continue the discussion on the Administrative Procedures to the next meeting to allow additional time for County Counsel to revise the procedures.

**Draft 2012/13 Work Program and Budget:** The Committee unanimously approved the Draft Work Program and Budget for 2012/2013.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, July 9, 2012 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



Jamar I. Stamps  
TRANSPLAN Staff

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

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File: Transportation > Committees > CCTA > TRANSPLAN > 2012



# WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

May 29, 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 May 25 meeting today took the following actions that may be of interest to CCTA:

San Pablo

- 1) Appointed Roy Swearingen (Pinole) to be west County's second alternate to CCTA.
- 2) Approved the proposed program of projects for west County's share of the FY 2012-13 Transportation Fund for Clean Air (TFCA) program funds administered by CCTA.
- 3) Took an 'oppose' position on AB 2200 (Ma) Vehicles: High-Occupancy Vehicle Lanes.
- 4) Received a presentation on the State Route 4 Integrated Corridor Analysis project from Matt Kelly and Tom Biggs, CCTA's consultant, and accepted the final project report.
- 5) Directed staff to agendize a detailed update on the status of west County's proposed ferry projects in Hercules and Richmond.
- 6) Adjourned in memory of Supervisor Gayle Uilkema.

Contra Costa  
County

AC Transit

Sincerely,



Christina M. Atienza  
 Executive Director

BART

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

WestCAT

# WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

June 25, 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 June 22 meeting took the following actions that may be of interest to CCTA:

San Pablo

- 1) Approved AC Transit and WestCAT's FY 12-13 claims for Measure J Program 19b, Additional Bus Service Enhancements.
- 2) Approved East Bay Paratransit Consortium, El Cerrito, Richmond Paratransit, and WestCAT's FY 12-13 claims for Measure J Program 20b, Additional Transportation for Seniors and People with Disabilities.

Contra Costa  
County

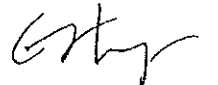
- 3) Received a presentation from Nina Rannells and Chad Mason of the Water Emergency Transportation Authority on the status of ferry expansion projects in Richmond and Hercules.
- 4) Approved the Agency's FY 12-13 work plan, dues, and budget. The work plan includes initiatives to investigate additional ways of lowering dues and expenses, and how to maintain functionality and cohesion as a subregional body when one or more members are facing severe fiscal crises.

AC Transit

- 5) Adjourned in memory of former Hercules Council member Joe Eddy McDonald and AC Transit Director of Service Development Cory LaVigne.

BART

Sincerely,



Christina M. Atienza  
 Executive Director

WestCAT

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



# SWAT

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

June 6, 2012

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

RE: SWAT Meeting Summary Report for June 2012

Dear Mr. Iwasaki:

At the **June 4, 2012** Southwest Area Transportation Committee (SWAT) meeting, the following issues were discussed that may be of interest to the Authority:

**Observed a moment of silence for Supervisor Gayle Uilkema.**

**Consider a Recommendation to Approve an Allocation of Measure J Bart Parking and Access Program Funds for the BART Orinda-Lafayette Wayfinding Project and forward to the Authority:** The Committee unanimously approved BART's request for \$100,000 in BART Parking and Access funds for the Orinda and Lafayette Station Wayfinding Project. A letter of recommendation will be forwarded under separate cover for the Authority's consideration.

**Status Update on SB 375/Sustainable Community Strategies (SCS):** CCTA staff provided the latest updates regarding SB 375/SCS as well as the OneBayArea Grant (OBAG) Program.

**Review and Consider Approval of 511 Contra Costa FY 12/13 SWAT TDM Budget:** The Committee unanimously approved the FY 12/13 SWAT TDM Budget.

The next SWAT meeting is tentatively scheduled for Monday, July 2, 2012 at the Town of Moraga, Hacienda de las Flores, 2100 Donald Drive, Moraga. Please contact me at (925) 314-3384, or [adillard@danville.ca.gov](mailto:adillard@danville.ca.gov), if you should have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Dillard".

Andy Dillard  
 Town of Danville  
 SWAT Administrative Staff

Cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; Christina Atienza, WCCTAC; Barbara Neustadter, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA

# TRANSPAC Transportation Partnership and Cooperation

15-5

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

2300 Contra Costa Boulevard, Suite 360

Pleasant Hill, CA 94523

(925) 969-0841

May 29, 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 May 10, 2012, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a report from Tom Biggs, Vice President of Atkins North America, on the SR-4 Integrated Corridor Analysis.
2. Approved a request for the advancement of Measure J Strategic Plan funds for the City of Pleasant Hill to construct sidewalk enhancements, bike lanes and overall road improvements for the Geary Road Reconstruction – Phase 3 project.
3. Approved a request from the City of Clayton for a Strategic Plan amendment request to move unexpended funds from the Marsh Creek Road (old) Overlay project to the FY13 Marsh Creek Road Upgrade project.
4. Approved the appointment of Jeremy Lochirco, City of Walnut Creek, as an alternate to the CCTA Technical Coordinating Committee.
5. Received reports on CCTA activities from TRANSPAC's CCTA representatives.
6. Received a report on SB 375/SCS from Martin Engelmann, CCTA Deputy Executive Director, Planning.
7. Received a report from Lynn Overcashier, 511 Contra Costa TDM Manager:
  - a. Bike to Work Day was May 10, 2012, and 511 Contra Costa staff from each RTPC coordinated the staffing and distribution of materials to energizer stations throughout the County. Curis Corlew, a professor at Los Medanos College in Antioch, nominated by Corinne Dutra-Roberts, was announced as the Contra Costa Bicycle Commuter of the Year.
  - b. 511 Contra Costa staff hosted the Shadelands Transportation Fair at Shadelands Business Park in celebration of Earth Day In April. Approximately 200 participants attended the event, with twenty vendors. An informal survey of attendees was taken to determine interest in a shuttle to Shadelands from the Pleasant Hill BART station. Fifty respondents indicated interest in a shuttle from BART. Staff is working with the City of Walnut Creek Economic Development Director and other staff to address access issues to Shadelands, including all transportation options.

c. After receiving environmental clearance from Caltrans for the SR2S program in February, staff met with all twelve superintendents of the school districts in Central and East County to discuss the rollout of the expanded SR2S Program over the next three years. Discussions centered on district priorities, site improvements and bicycle/pedestrian access and education issues. There was a lot of enthusiasm for the proposed programs and even in those areas where cycling and walking to school are not viable options, it was acknowledged that students need safety education skills. The Program is branded under the "Street Smarts Diablo Region" moniker to be consistent with Street Smarts programs in South and West County. Staff will be working with TRANSPAC and TRANSPLAN TAC members to obtain input on school access.

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 Engelmänn, Arielle Bourgart, Hisham Noeimi, Danice Rosenbohm, Brad Beck, CCTA  
Christina Atienza, WCCTAC  
Janet Abelson, WCCTAC Chair  
John Cunningham, TRANSPLAN  
Andy Dillard, SWAT  
June Catalano, City of Pleasant Hill

# The County Connection

Inter Office Memo

## Agenda Item 7.a

TO: O&S Committee

DATE: May 17, 2012

FROM: Anne Muzzini  
Director of Planning & Marketing

SUBJ: Fixed Route Reports

### Fixed Route Operating Reports for April 2012

#### 1. Monthly Boarding's Data

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

<u>Title</u>	<u>FY 2012</u>		<u>Annual Goal</u>
	<u>Current Month</u>	<u>YTD Avg</u>	
Total Passengers	258,198		
Average Weekday	11,210	11,448	
Pass/Rev Hour	14.7	15.5	FY11 Goal > 17.0
Missed Trips	0.03%	0.10%	FY11 Goal < 0.25%
Miles between Road Calls	66,788	31,514	FY11 Goal > 18,000

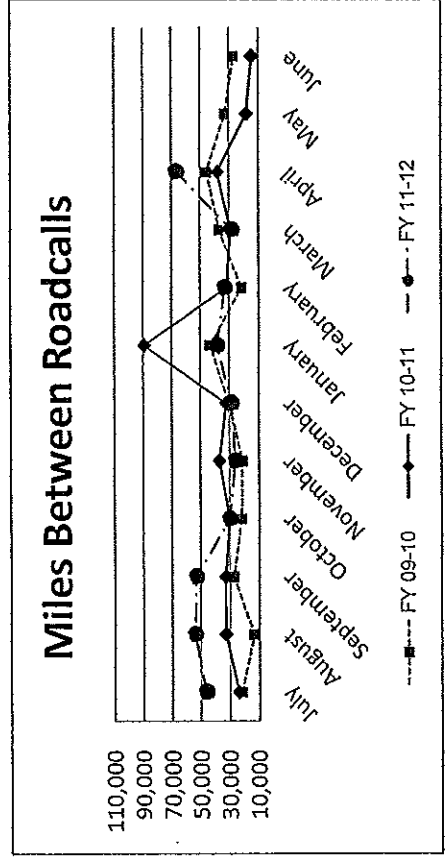
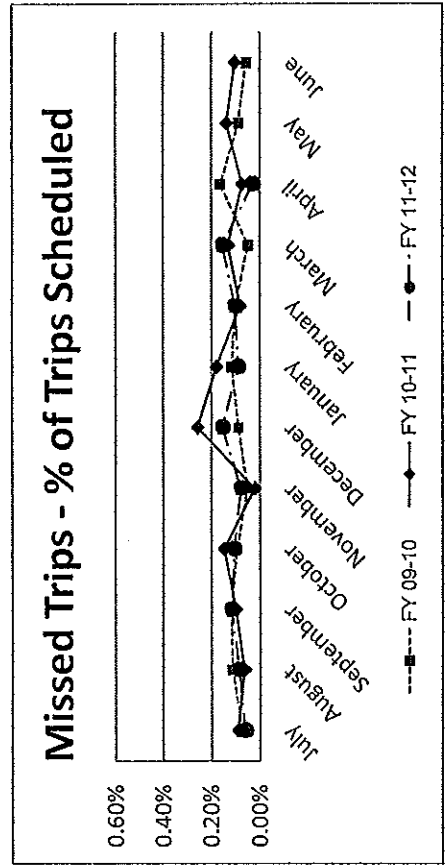
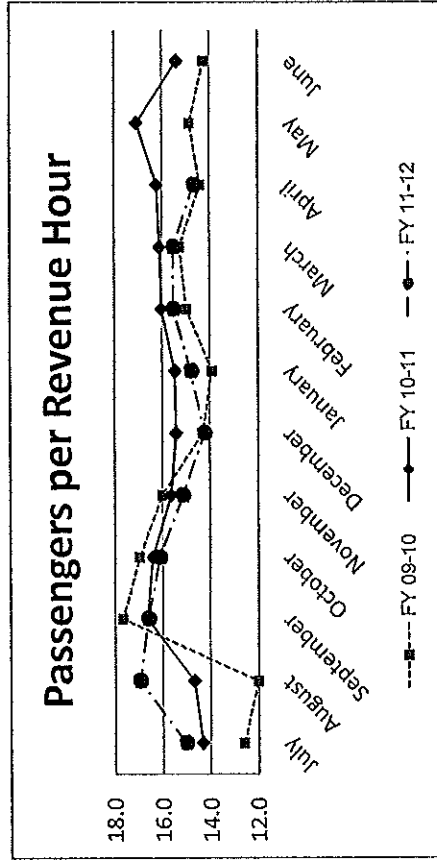
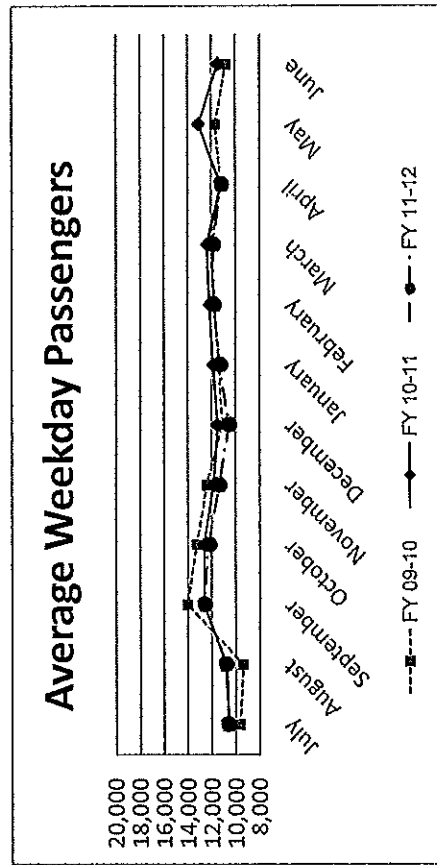
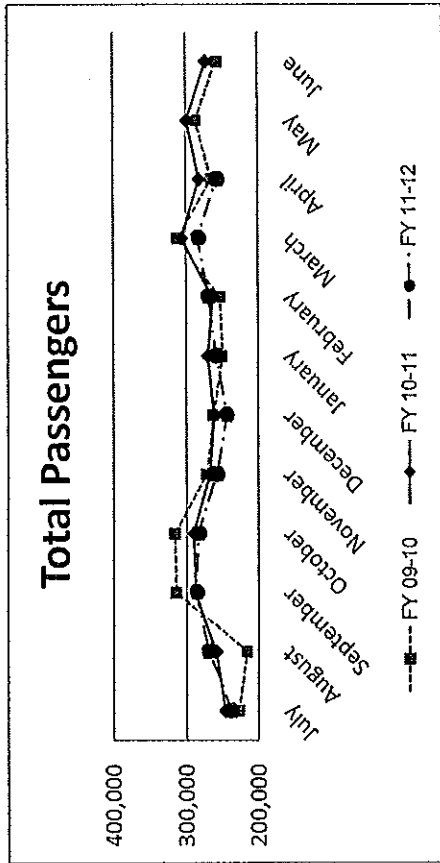
\* Based on Standards from updated SRTP

#### Analysis

Average weekday ridership is lower in April (11,210 passengers) from March (11,867 passengers). Productivity in April is slightly lower at 14.7 passengers per hour from the March's 15.5 passengers per hour.

The percentage of missed trips in April is (0.03%) as compared to the prior month (March = 0.15%). The YTD average is 0.10% missed trips.

The number of miles between roadcalls was equal to 66,788 miles in April which is higher than the prior month when we experienced 28,116 miles between roadcalls. The year to date average is 31,514 miles between roadcalls.



TRANSPORTATION and MAINTENANCE

Operation Data Summary

TRANSPORTATION	2011 April	2011 May	2011 June	2011 July	2011 August	2011 September	2011 October	2011 November	2011 December	2012 January	2012 February	2012 March	2012 April	13 Month TOTALS
Number of Buses	131	131	131	121	121	121	121	121	121	121	121	121	121	123
Totals Hub Miles	266,823	270,960	262,262	231,807	269,721	264,940	269,092	260,169	258,233	267,933	264,761	281,156	267,150	3,435,007
Work Days	30	30	30	30	31	29	31	29	30	30	29	31	30	390
Revenue Hours	17,544	17,485	17,635	15,865	18,119	17,221	17,566	17,081	17,178	17,455	17,293	18,220	17,602	226,064
Operator Pay Hours	30,644	31,483	29,272	30,544	31,047	30,692	29,729	29,324	34,775	32,316	29,839	31,195	30,306	370,660
Number of Operators	162	166	165	165	162	162	162	162	165	165	160	164	162	163
Unscheduled Absences	296	314	295	428	286	337	197	303	354	461	402	420	412	4,505
FT Protection	20	53	42	60	67	42	34	53	48	85	45	53	50	652
Worker Comp.	84	88	90	61	74	82	109	115	98	123	144	109	113	1,290
Sick leave	192	173	163	307	145	213	54	135	208	253	213	258	249	2,583
Collision Accidents	6	7	5	6	6	7	5	6	6	3	4	4	2	67
Passenger Accidents	10	13	6	15	5	9	17	12	7	9	11	13	11	138
Total Chargeable Collisions	1	1	4	2	4	3	1	4	3	1	4	1	2	31
Chargeable/100K Miles	0.37	0.36	1.52	0.86	1.48	1.13	0.37	1.53	1.16	0.37	1.51	0.35	0.74	0.90
Number of Trips Scheduled	23,455	23,455	23,503	21,500	23,878	23,255	23,739	23,256	22,740	23,581	23,581	24,600	23,581	304,124
Number of Trips Missed	17	32	24	13	20	27	25	18	35	21	24	38	7	301
Of Trips Scheduled - % Missed	0.07%	0.14%	0.10%	0.06%	0.08%	0.12%	0.11%	0.08%	0.15%	0.09%	0.10%	0.15%	0.03%	0.10%
Of Trips Missed - Mechanical	5	15	22	8	6	16	14	13	7	7	13	20	3	149
On Time Performance %	95%	93%	94%	93%	93%	91%	90%	95%	94%	94%	96%	90%	90%	93%
MAINTENANCE														
A/C Operative - Avg. %	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Lifts Operative - Ave %	100%	99%	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%	100%
Total Road Calls	10	19	26	7	8	12	9	14	15	9	13	15	6	163
Road Calls for Mechanical	7	15	18	5	5	5	6	10	9	7	8	10	4	109
Road Calls for Other	3	4	8	2	3	7	3	4	6	2	5	5	2	54

Miles Between Mechanical Road Calls

Bus Numbers	2011 April	2011 May	2011 June	2011 July	2011 August	2011 September	2011 October	2011 November	2011 December	2012 January	2012 February	2012 March	2012 April	13 Month TOTALS
100 - 199	11,024	12,606	13,156	10,504	10,451	11,933	11,714	10,034	7,925	9,375	11,781	11,930	11,249	112,494
200 - 299	27,689	29,211	17,089	30,673	32,912	33,165	11,770	28,653	31,222	34,037	30,338	33,067	32,494	324,994
300 - 399	37,475	16,592	5,601	31,636	12,167	34,484	18,219	20,226	13,142	22,031	11,844	6,224	40,903	409,903
400 - 499	33,259	35,114	12,787	25,113	31,447	8,414	31,903	30,953	17,596	15,892	30,471	36,198	31,581	315,811
500 - 519	47,902	7,117	16,015	42,248	51,277	49,334	49,376	23,634	15,928	50,808	26,619	52,607	52,074	520,774
900 - 939	43,507	45,641	87,974	77,156	90,065	87,870	90,495	23,475	90,839	86,996	45,332	48,365	8,643	864,365
2000 - 2099	13,806	11,722	3,881	14,477	17,068	14,499	13,855	8,910	5,846	10,873	12,736	13,282	11,936	119,336
9800 - 9809	8,654	7,994	9,806	46,361	53,944	52,988	29,899	26,017	28,693	38,276	33,095	28,116	66,788	315,114
Fleet Avg.	38,118	18,064	14,570	39,716	40,933	37,444	40,866	41,160	44,418	47,622	44,457	45,581	43,311	54,705
Maintenance Pay Hours	26	25	24	25	23	24	22	26	27	27	27	26	26	25
No. Maint. Employees	10	9	9	11	9	9	8	10	10	10	10	9	10	1
Maint. Emps/100K Miles	5	1	0	1	2	3	1	3	1	2	1	7	1	1
Unscheduled Absences														2

Bus add - 12/09

Out of Service July 2011

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



MONTHLY BOARDINGS  
Operations Data Summary

Fixed Route Boardings		Passengers by Revenue Hrs/Miles		Service Days		Fiscal YTD Comparison Passenger Boardings	
April 2012 - Fixed Route Boardings	258,198	Revenue Hours - April 12	17,602	Weekdays - April 12	21	Fiscal 2012 YTD	2,648,761
Bus Bridge		April 11	17,344	April 11	21	Fiscal 2011 YTD	2,734,078
Special Event		Revenue Miles - April 12	195,428	Saturdays - April 12	4		
		April 11	189,870	April 11	5		
				Sundays - April 12	5		
				April 11	4		
April 2012 Total Boardings	258,198	Passengers per Mile	1.3	Total Days - 2012	30	YTD Trend	(3.1%)
April 2011 Total Boardings	281,454	Passengers per Hour	14.67	2011	30	Monthly Trend	(8.3%)

April 2012 Fixed Route Passenger Total						April 2012	April 2012
Route	Destination Information	Weekday	Saturday	Sunday	Total	Weekday Average	Passengers per Revenue Hour
1	Rossmoor / Shadelands	7,906			7,906	376	14.6
2	Rudgear / Walnut Creek	1,239			1,239	59	6.6
4	Walnut Creek Downtown Shuttle	17,879	2,884	2,562	23,324	851	25.4
5	Creekside / Walnut Creek	1,000			1,000	48	4.8
6	Lafayette / Moraga / Orinda	8,714	485	396	9,595	415	13.3
7	Shadelands / Pleasant Hill / Walnut Creek	4,833			4,833	230	7.2
9	DVC / Walnut Creek	10,954			10,954	522	12.6
10	Concord / Clayton Rd	20,054			20,054	955	24.7
11	Treat Blvd / Oak Grove	6,101			6,101	291	16.3
14	Monument Blvd	12,599			12,599	600	15.2
15	Treat Boulevard	9,428			9,428	449	15.7
16	Alhambra Ave / Monument Blvd	14,384			14,384	685	13.2
17	Olivera/Solano / Salvio / North Concord	4,315			4,315	205	11.1
18	Amtrak / Merello / Pleasant Hill	8,627			8,627	411	13.2
19	Amtrak / Pacheco Blvd / Concord	2,789			2,789	133	9.6
20	DVC / Concord	22,639			22,639	1,078	23.2
21	Walnut Creek / San Ramon Transit Center	12,003			12,003	572	11.7
25	Lafayette / Walnut Creek	1,213			1,213	58	5.0
28	North Concord / Martinez	4,187			4,187	199	6.6
35	Dougherty Valley	6,336			6,336	302	9.3
36	San Ramon / Dublin	4,906			4,906	234	8.8
91X	Concord Commuter Express	713			713	34	9.5
92X	Ace Shuttle Express	3,120			3,120	149	17.9
93X	Kirker Pass Express	4,403			4,403	210	17.3
95X	San Ramon / Danville Express	3,817			3,817	182	18.1
96X	Bishop Ranch Express	10,105			10,105	481	15.4
97X	Bishop Ranch Express	2,087			2,087	99	10.1
98X	Martinez Express	7,097			7,097	338	12.7
250 *	Gael Rail Service	117	141	83	341	12	2.2
260 *	Cal State East Bay / Concord Bart	82			82	6	1.3
301	Rossmoor / John Muir Medical Center		284	241	524	0	6.5
310	Concord Bart / Clayton Rd / Kirker Pass		1,493	1,404	2,897	0	23.8
311	Concord / Oak Grove / Treat Blvd / WC		940	865	1,806	0	13.2
314	Clayton Rd / Monument Blvd / PH		2,607	2,231	4,838	0	19.7
315	Concord / Willow Pass / Landana		232	196	428	0	7.1
316	Alhambra / Merello / Pleasant Hill		1,296	1,037	2,333	0	14.9
320	DVC / Concord		961	701	1,661	0	14.2
321	San Ramon / Walnut Creek		962	790	1,753	0	11.1
600's	Select Service	21,758			21,758	1,036	24.4
<b>TOTALS</b>		<b>235,407</b>	<b>12,285</b>	<b>10,506</b>	<b>258,198</b>	<b>11,210</b>	<b>14.7</b>

\* Data from Link    \*\* Seasonal Route

**Operations Data Summary**  
**APRIL 2012 PRODUCTIVITY**  
*(sorted by Pass / Rev Hr - descending order)*

Route	Destination Information	Total	Wkday Avg	Passenger / Rev Hr
4	Walnut Creek Downtown Shuttle	23,324	851	25.4
10	Concord / Clayton Rd	20,054	955	24.7
600's	Select Service	21,758	1,036	24.4
310	Concord Bart / Clayton Rd / Kirker Pass	2,897		23.8
20	DVC / Concord	22,639	1,078	23.2
314	Clayton Rd / Monument Blvd / Pleasant Hill	4,838		19.7
95X	San Ramon / Danville Express	3,817	182	18.1
92X	Ace Shuttle Express	3,120	149	17.9
93X	Kirker Pass Express	4,403	210	17.3
11	Treat Blvd / Oak Grove	6,101	291	16.3
15	Treat Boulevard	9,428	449	15.7
96X	Bishop Ranch Express	10,105	481	15.4
14	Monument Blvd	12,599	600	15.2
316	Alhambra / Merello / Pleasant Hill	2,333		14.9
1	Rossmoor / Shadelands	7,906	376	14.6
320	DVC / Concord	1,661		14.2
6	Lafayette / Moraga / Orinda / Orinda Village	9,595	415	13.3
311	Concord / Oak Grove / Treat Blvd / Walnut Creek	1,806		13.2
18	Amtrak / Merello / Pleasant Hill	8,627	411	13.2
16	Alhambra Ave / Monument Blvd	14,384	685	13.2
98X	Martinez Express	7,097	338	12.7
9	DVC / Walnut Creek	10,954	522	12.6
21	Walnut Creek / San Ramon Transit Center	12,003	572	11.7
321	San Ramon / Walnut Creek	1,753		11.1
17	Olivera/Solano / Salvio / North Concord	4,315	205	11.1
97X	Bishop Ranch Express	2,087	99	10.1
19	Amtrak / Pacheco Blvd / Concord	2,789	133	9.6
91X	Concord Commuter Express	713	34	9.5
35	Dougherty Valley	6,336	302	9.3
36	San Ramon / Dublin	4,906	234	8.8
7	Shadelands / Pleasant Hill / Walnut Creek	4,833	230	7.2
315	Concord / Willow Pass / Landana	428		7.1
2	Rudgear / Walnut Creek	1,239	59	6.6
28	North Concord / Martinez	4,187	199	6.6
301	Rossmoor / John Muir Medical Center	524		6.5
25	Lafayette / Walnut Creek	1,213	58	5.0
5	Creekside / Walnut Creek	1,000	48	4.8
250 *	Gael Rail Service	341	12	2.2
260 *	Cal State East Bay / Concord Bart	82	6	1.3

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

Operations Data Summary

AVERAGE WEEKDAY BOARDINGS TREND

Route	Destination Information	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12	Apr-12
1	Rossmoor / Shadelands	422	399	395	393	365	368	361	355	330	354	359	381	376
2	Rudgetz / Walnut Creek	67	68	56	62	61	64	70	60	50	56	65	60	59
4	Walnut Creek Downtown Shuttle	920	909	945	993	949	960	905	904	919	869	895	919	851
4H**	Walnut Creek Extended Holiday Shuttle								4	32	0	0	0	0
5	Creekside / Walnut Creek	76	76	76	73	65	70	73	63	69	46	67	63	48
6	Lafayette / Moraga / Orinda	375	406	307	308	325	513	498	467	364	455	462	466	415
7	Shadelands / Pleasant Hill / Walnut Creek	220	226	231	233	224	217	210	205	193	231	218	232	230
9	DVC / Walnut Creek	591	679	658	589	610	602	602	563	490	519	554	554	522
10	Concord / Clayton Rd	1,046	1,112	1,034	948	941	1,079	1,046	978	973	928	985	984	955
11	Treat Blvd / Oak Grove	329	345	273	254	272	330	307	309	284	297	316	317	291
14	Monument Blvd	644	714	661	661	586	639	635	595	567	596	598	599	600
15	Treat Boulevard	557	589	488	462	420	519	502	471	433	466	473	471	449
16	Alhambra Ave / Monument Blvd	738	865	842	745	678	745	711	645	634	661	684	689	685
17	Olivera/Solano / Salvio / North Concord	275	285	243	248	228	247	228	203	199	197	207	210	205
18	Amtrak / Merello / Pleasant Hill	450	474	418	402	428	490	469	430	376	399	447	437	411
19	Amtrak / Pacheco Blvd / Concord	151	161	146	153	148	133	147	131	119	136	137	120	133
20	DVC / Concord	1,135	1,270	1,108	1,037	1,155	1,242	1,205	1,154	1,040	952	1,204	1,165	1,078
21	Walnut Creek / San Ramon Transit Center	629	695	656	598	571	633	626	588	556	625	588	594	572
25	Lafayette / Walnut Creek	49	52	53	54	47	54	56	56	52	57	50	58	58
28	North Concord / Martinez	287	324	302	271	294	323	287	298	274	296	312	297	199
35	Dougherty Valley	384	401	356	341	313	377	350	334	322	353	363	362	302
36	San Ramon / Dublin	262	265	249	244	227	261	274	228	224	237	251	239	254
91X	Concord Commuter Express	43	43	44	43	41	40	34	33	34	30	39	27	34
92X	Ace Shuttle Express	184	186	204	181	188	189	177	186	150	183	160	158	149
93X	Kirkner Pass Express	223	217	202	178	196	198	207	198	178	203	203	210	210
95X	San Ramon / Danville Express	182	185	177	169	163	177	176	163	163	169	182	179	182
96X	Bishop Ranch Express	495	495	514	502	462	477	483	451	436	498	495	529	481
97X	Bishop Ranch Express	102	114	95	110	103	107	98	82	83	85	87	95	99
98X	Martinez Express	352	360	338	329	322	338	340	320	316	327	360	336	338
250 *	St Mary's College Gael Rail Shuttle	8	9			3	15	14	16	9	12	14	16	12
260 *	Cal State East Bay / Concord Bart							5	4	2	7	4	2	6
600's	Select Service	1,087	1,180	400	41	443	1,194	1,161	910	684	1,075	1,049	1,108	1,036
<b>TOTALS</b>		<b>12,279</b>	<b>13,095</b>	<b>11,469</b>	<b>10,625</b>	<b>10,825</b>	<b>12,615</b>	<b>12,246</b>	<b>11,594</b>	<b>10,549</b>	<b>11,311</b>	<b>11,817</b>	<b>11,867</b>	<b>11,210</b>

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

Operations Data Summary

AVERAGE WEEKEND BOARDINGS TREND

Route	Destination Information	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12	Apr-12
		5 Days	4 Days	4 Days	5 Days	4 Days	4 Days	5 Days	4 Days	5 Days	4 Days	4 Days	5 Days	5 Days
<b>SATURDAY</b>														
4	Walnut Creek Downtown Shuttle	600	540	513	568	607	582	536	541	501	556	620	538	577
4H**	Walnut Creek Extended Holiday Shuttle								16	69				
6	Lafayette / Moraga / Orinda	145	136	101	93	60	168	149	124	115	148	122	116	97
250*	St Mary's College Gael Rail Shuttle	14	13		3	61	42	30	21	33	30	30	35	28
301	Rossmoor / John Muir Medical Center	97	79	82	112	79	79	95	72	74	80	80	67	57
310	Concord Bart / Clayton Rd / Kirker Pass				0	415	421	435	407	389	395	418	362	299
311	Concord / Oak Grove / Treat Blvd / WC	218	236	218	229	229	208	217	200	216	230	258	206	188
314	Clayton Rd / Monument Blvd / PH	1,142	1,145	1,078	1,139	601	644	659	611	636	561	648	573	521
315	Concord / Willow Pass / Landana	93	79	57	78	74	65	66	82	77	63	77	68	46
316	Alhambra / Merello / Pleasant Hill	332	349	287	331	297	334	307	300	290	259	329	316	259
320	DVC / Concord	224	237	221	277	263	239	216	193	224	209	233	196	192
321	San Ramon / Walnut Creek	278	272	238	267	270	263	282	223	228	231	249	217	192
<b>TOTALS</b>		<b>3,142</b>	<b>3,087</b>	<b>2,796</b>	<b>3,094</b>	<b>2,899</b>	<b>3,062</b>	<b>3,004</b>	<b>2,798</b>	<b>2,839</b>	<b>2,764</b>	<b>3,064</b>	<b>2,694</b>	<b>2,457</b>

Route	Destination Information	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12	Apr-12
		4 Days	5 Days	4 Days	5 Days	4 Days	4 Days	5 Days	4 Days	4 Days	4 Days	5 Days	4 Days	4 Days
<b>SUNDAY</b>														
4	Walnut Creek Downtown Shuttle	341	422	402	416	424	459	423	414	431	401	425	488	640
6	Lafayette / Moraga / Orinda	87	96	49	63	91	122	143	127	82	91	95	90	99
250*	St Mary's College Gael Rail Shuttle	8	7		2	29	22	20	20	14	21	25	26	21
301	Rossmoor / John Muir Medical Center	58	63	62	59	63	67	68	38	43	55	50	47	60
310	Concord Bart / Clayton Rd / Kirker Pass				339	329	324	298	309	309	287	312	311	351
311	Concord / Oak Grove / Treat Blvd / WC	131	169	163	181	170	188	179	156	167	149	167	193	216
314	Clayton Rd / Monument Blvd / PH	763	807	767	770	424	447	469	457	531	412	410	423	558
315	Concord / Willow Pass / Landana	67	55	44	80	54	46	48	53	58	31	57	44	49
316	Alhambra / Merello / Pleasant Hill	197	265	215	227	256	245	222	188	240	208	229	200	259
320	DVC / Concord	142	148	138	141	149	135	147	136	137	138	149	125	175
321	San Ramon / Walnut Creek	176	205	178	187	167	170	188	179	173	162	160	167	198
<b>TOTALS</b>		<b>1,971</b>	<b>2,237</b>	<b>2,017</b>	<b>2,123</b>	<b>2,139</b>	<b>2,237</b>	<b>2,235</b>	<b>2,045</b>	<b>2,183</b>	<b>1,956</b>	<b>2,078</b>	<b>2,115</b>	<b>2,627</b>

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

## Route Description Summary

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

## Route Description Summary

Route #	Description
96X	BART Walnut Creek, Highway 680, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15, 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, Alham Ave, Berrellesa St, Escobar St, Court St, Martinez Amtrak
250	St Mary's College, St Marys Rd, Moraga Rd, Mt Diablo Blvd, BART Lafayette
260	Cal State, East Bay, Concord Bart
301	Rossmoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave , BART Walnut Creek, Ygnacio Valley, Montego, John Mui Medical Center
310	Concord Bart, Clayton Rd, Kirker Pass
311	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, BAR Pleasant Hill
314	Ayers Rd, Concord Blvd, Kirker Pass Rd, Clayton Rd, BART Concord, Oak St, Laguna St, Detroit Ave, Monument Blvd, Mohr Ln, David Ave, Cresce Plaza, Cleaveland Rd, Gregory Ln, Contra Costa Blvd, DVC
315	BART Concord, Port Chicago Highway, Salvio St, Parkside Dr, Willow Pass Rd, Landana Dr, West St, Clayton Rd
316	BART Pleasant Hill, Oak Rd, Buskirk Ave, Crescent Plaza, Gregory Ln, Contra Costa Blvd, Golf Club Rd, DVC, Old Quarry Rd, Pacheco Blvd, Muir Arnold Dr, Pacheco Blvd, Morrelo Ave, Martinez Amtrak, Berrellesa St, Alhambra Ave
320	BART Concord, Grant St, Concord Blvd, Clayton Rd, Gateway Blvd, Willow Pass Rd, Diamond Blvd, Concord Ave, Chilpancinco Pkwy, Old Quarry DVC
321	BART Walnut Creek, N & S California Blvd, Newell Ave, S Main St, Danville Blvd, Railroad Ave, San Ramon Valley Blvd, Camino Ramon, 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 Mig Dr, N & S California Blvd, BART Walnut Creek
603	Camino Pablo, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
605	N Civic Dr, N Broadway, Lincoln Ave, Mt Pigsaw St, Newell Ave, Lilac Dr, S Main St, Creekside Dr
606	BART Orinda, Orinda Wy, Miner Rd, Honey Hill Rd, Via Las Cruces, Saint Stephens Dr, Orinda Woods Dr, Moraga Wy, Ivy Dr, Moraga Rd, St Mary Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
608	VA Clinic, Center Ave, Pacheco Blvd, Contra Costa Blvd, Chilpancinco Pkwy, Old Quarry Rd, DVC
609	BART Walnut Creek, Ygnacio Valley Rd, Marchbanks Dr, Walnut Ave
610	BART Concord, Clayton Rd, Ayers Rd, Concord Blvd, Kirkwood Dr, Oakhurst Dr, Center St, Marsh Creek Rd, Mountaire Pkwy, Mountaire Cir
611	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, Bancroft Rd, Minert Rd
612	BART Concord, Clayton Rd, Ayers Rd, Concord Blvd, Kirker Pass Rd, Washington Blvd, Pennsylvania Blvd, Pine Hollow Rd, El Camino Dr, Michig Blvd
613	Minert Rd, Oak Grove Rd, Monument Blvd, Detroit Ave, Laguna St, Oak St, BART Concord
614	BART Concord, Clayton Rd, Michigan Blvd, Pennsylvania Blvd, Pine Hollow Rd, El Camino Dr
615	Concord Blvd, Landana Dr., Willow Pass Rd., Parkside Dr., Salvio St., East St., clayton Rd., Oakland Ave., Mount Diablo St., BART Concord
616	Treat Blvd, Bancroft Rd, Minert Rd, Oak Grove Rd, Monument Blvd, San Miguel Rd, Galindo St, Oak St, BART Concord

## Route Description Summary

Route #	Description
619	Minert Rd, Oak Grove Rd, Monument Blvd, Mohr Ln, David Ave, Bancroft Rd, Treat Blvd, BART Pleasant Hill
622	Pine Valley Rd, Broadmoor Dr, Montevideo Dr, Alcosta Blvd, Crow Canyon Rd, Tassajara Ranch Rd, Camino Tassajara
623	Danville Blvd, Stone Valley Rd, Green Valley Rd, Diablo Rd, Hartz Ave, San Ramon Valley Blvd, Sycamore Valley Rd, Camino Tassajara, Tassajara Ranch Rd, Crow Canyon Rd, Anabel Ln
625	Rossmoor Shopping Center, Tice Valley Blvd, Olympic Blvd, Pleasant Hill Rd, Acalanes Ave, Stanley Blvd, Mt Diablo Blvd, BART Lafayette, Happy Valley Rd, Upper Happy Valley Rd, El Nido Ranch Rd, Hidden Valley Rd, Acalanes Rd
626	St Mary's College, St Marys Rd, Rohrer Dr, Moraga Rd, Mt Diablo Blvd, BART Lafayette, Happy Valley Rd, Upper Happy Valley Rd, El Nido Ranch Rd, Hidden Valley Rd, Acalanes Rd
627	BART North Concord, Port Chicago Highway, Bates Ave, Mason Cir
635	Bollinger Canyon Rd, Dougherty Rd, Crow Canyon Rd, Tassajara Ranch Rd, Camino Tassajara, Lusitano St, Charbray St
636	San Ramon Transit Center, Executive Pkwy, Crow Canyon Rd, Bollinger Canyon Rd, San Ramon Valley Blvd, Broadmoor Dr, Alcosta Blvd, Fircrest Village Pkwy, Dublin Blvd, BART Dublin

CCCTA LINK  
MONTHLY OPERATING SUMMARY  
APRIL FY11/12

SUMMARY	APRIL FY 10/11	APRIL FY 11/12	YTD FY 10/11	YTD FY 11/12
1 TOTAL CLIENTS	12,904	12,008	126,196	123,306
2 TOTAL ATTENDANTS	1,219	788	10,400	9,128
3 TOTAL COMPANIONS	78	80	718	773
4 TOTAL PASSENGERS	14,201	12,876	137,314	133,207
5 TOTAL SERVICE DAYS	30	30	301	298
6 VEHICLE REVENUE HOURS	6,401	6,111	67,674	64,703
7 VEHICLE SERVICE HOURS	7,946	7,623	82,696	79,533
8 VEHICLE NON REV HOURS	1,545	1,512	15,023	14,779
9 VEHICLE SERVICE MILES	128,077	117,874	1,296,566	1,232,979
10 VEHICLE REVENUE MILES	106,811	98,866	1,069,257	1,034,988
11 VEHICLE NON REV MILES	21,266	22,390	227,110	219,688
12 PASS. PER REVENUE HOUR	2.22	2.11	2.03	2.06
13 CLIENT PER REVENUE HOUR	2.02	1.96	1.86	1.91
14 PASS. PER SERVICE HOUR	1.79	1.69	1.66	1.67
15 PASS. PER SERVICE MILE	0.11	0.11	0.11	0.11
16 PASS. PER REVENUE MILE	0.13	0.13	0.13	0.13
17 TOTAL TRANSFER TRIPS	934	966	9,447	9,558
18 SAME DAY TRIPS	252	153	2,091	2,198
19 SUBSCRIPTION TRIPS	8,762	7,864	76,705	79,960
20 DEMAND	4,061	4,026	36,630	42,315
21 FAREBOX REVENUE	\$14,161.50	\$12,372.19	\$143,898.50	\$133,229.38
22 PREPAID CLIENTS	\$27,359.19	\$10,727.00	\$257,786.19	\$110,862.00
23 COLLECTED BILLING	\$6,672.00	\$17,330.00	\$74,988.60	\$252,510.30
24 TOTAL REVENUE COLLECTED	\$48,192.69	\$40,429.19	\$476,673.29	\$496,601.68
25 CHARGEABLE ACCIDENTS	0	0	2	4
26 SERVICE COMPLAINTS	1	0	1	3
27 SERVICE COMMENDATIONS	0	0	0	13
28 SERVICE DENIALS	0	0	0	0
29 ROAD CALLS	2	3	27	22
30 DRIVER TURNOVER	0.0	0.0	2.08	4.9
31 SCHEDULE ADHERENCE	94%	95%	95%	94%
32 WHEELCHAIR BOARDING'S	3,256	3,123	32,720	32,649
33 W/C LIFT AVAILABILITY	100%	100%	100%	100%
34 REGISTERED CLIENTS	9,304	13,772	N/A	N/A
35 UNDUPLICATED CLIENTS	1,104	1,132	N/A	N/A
36 NO-SHOWS	46	52	664	581
37 CANCELS	1,856	3,207	18,599	25,119
38 AVG. TRIP LENGTH (MILES)	9.0	9.2	9.4	9.3
39 AVG. SM BUSES IN SERVICE	5	3	5	NA
40 AVG. BUSES IN SERVICE	48	48	48	NA
41 TOTAL FUEL/GALLONS	18,163	16,021	180,279	173,120
42 FLEET M.P.G.	7.1	7.4	7.2	7.1



