

# TRANSPAC Transportation Partnership and Cooperation

10-1

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

November 14, 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 November 8, 2012 TRANSPAC received the request of the City of Concord for Measure J Line 20(a) "Additional Transportation Services for Seniors and People with Disabilities" funding to match Lifeline Transportation Program (LTP) funds and locally available in-kind services for the Monument Neighborhood Shuttle, in the amount of \$160,138. TRANSPAC unanimously supported the request of the City of Concord and recommends approval by the Authority.

Thank you for your attention to this matter.

Sincerely,

  
Barbara Neustadter  
TRANSPAC Manager

cc: TRANSPAC Representatives; TRANSPAC TAC and staff

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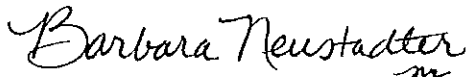
Mr. Tarek Hatata  
System Metrics Group  
244 California Street, Suite 710  
San Francisco, CA 94111

Dear Mr. ~~Hatata~~ <sup>Tarek</sup>:

Thank you for taking the time to attend the November TRANSPAC meeting. Your presentation on the I-680 Corridor System Management Plan was informative and we appreciate your insight and the comprehensive overview you provided for the Plan.

We look forward to seeing you at TRANSPAC in the future. Thank you again for your time and efforts.

Sincerely,



Barbara Neustadter  
TRANSPAC Manager

cc: Julie Pierce, TRANSPAC Chair  
TRANSPAC Representatives  
TRANSPAC TAC

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November 14, 2012

Mr. Erik Alm  
District Branch Chief, System Planning  
Caltrans District 4  
P.O. Box 23660 (MS-10C)  
Oakland, CA 94623-0660

Dear Mr. ~~Alm~~: *Erik*

Thank you so much for taking the time to attend the November TRANSPAC meeting. The presentation was very informative and provided a comprehensive overview of the progress of the I-680 Corridor System Management Plan. Your attendance was very much appreciated.

We welcome you to attend TRANSPAC meetings any time.

Sincerely,

*Barbara Neustadter*

Barbara Neustadter  
TRANSPAC Manager

cc: Julie Pierce, TRANSPAC Chair  
TRANSPAC Representatives  
TRANSPAC TAC

## New low-cost express bus service coming to California

*By George Avalos Oakland Tribune San Jose Mercury News  
Posted:*

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Megabus.com, an express bus company that offers city-to-city service with fares starting as low as \$1, is expanding into California, including service for San Jose, Oakland and San Francisco.

The company hopes to tap into angst over high gasoline prices, the West Coast proclivity toward a green lifestyle and rising interest among young people to use mass transit.

"We are providing state-of-the-art double-decker buses, with Wi-Fi on board, electric outlets, heating, air conditioning," said Mike Alvich, vice president of the New York-based company. The Wi-Fi access is a way for Megabus to cater to younger professionals who might want to travel within California yet don't want to drive and like to stay connected through their social networks.

Initial routes will connect San Jose with Los Angeles, Oakland with Los Angeles, San Francisco with Los Angeles and Sacramento with the Reno-Sparks metro area in Nevada. In addition, the company will link Los Angeles with Las Vegas.

While Megabus offers fares as low as \$1, most seats are priced from \$5 to \$9, and some are higher, depending on availability.

"The public is clamoring for lower priced options," said Joseph Schwieterman, director of the Chicago-based DePaul University's Chaddick Institute and a professor and transportation expert. "They gradually raise their fares, but they still undercut Amtrak by a large margin. They always are under the cost of rail and airline services."

Megabus launched its service in the United States on the East Coast in 2006. It now has 22 million passengers. During its fiscal year that ended in April, it generated \$160 million in revenue, up 28 percent from the prior fiscal year, Alvich said, adding that the privately held company is profitable.


The parent company of Megabus, Coach USA, now serves the New York City area, Philadelphia, Pittsburgh, Chicago, Houston and Dallas.

Potential customers can book California bus trips starting Wednesday. The first trips begin on Dec. 12, Alvich said.

As a promotion, the company will offer \$1 trips for all seats and all trips in California during its first week of service. Buses will depart and arrive at these locations: The Diridon transit station at 65 Cahill St. in San Jose, the West Oakland BART station, 1451 7th Street in Oakland, and the Caltrain station in San Francisco at 700 4th St. Schedules can be found on the company's website at [www.megabus.com](http://www.megabus.com).

"We think now is the time to expand to California," Alvich said. "But there are no guarantees here. We are not subsidized. We are rolling the dice."

Contact George Avalos at 925-977-8477. Follow him at [twitter.com/george\\_avalos](https://twitter.com/george_avalos).



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## Bay Area Pavement Conditions Fair to Middling

*More Local Governments Eye New Technologies to Stretch Budgets*

**Contact:**  
 John Goodwin, 510.817.5862  
 Randy Rentschler, 510.817.5780  
 Theresa Romell, 510.817.5772

**OAKLAND, Calif., Oct. 29, 2012** ...The pavement on the Bay Area's 42,600 lane-miles of local streets and roads remains in "fair" condition, with the typical stretch of asphalt showing serious wear and likely to require rehabilitation soon. Data released today by the Metropolitan Transportation Commission (MTC) puts the region's 2011 pavement condition index (PCI) score at 66 out of a maximum possible 100 points, as computed on a three-year moving average basis. This marks the third consecutive year the region has registered an average PCI score of 66, and is within two points of readings going back to 2006.

"One of the Commission's top priorities is to restore the Bay Area's transportation system to a state of good repair," commented MTC Chair and San Mateo County Supervisor Adrienne Tissier. "For local streets and roads, that target has been frustratingly elusive. And the main issue, not surprisingly, is money."

MTC Vice Chair and Orinda City Councilmember Amy Rein Worth echoed Tissier's view, noting, "Most cities' pavement maintenance needs have far outstripped available funds for many years. We have seen big improvements in places like El Cerrito, which passed a half-cent sales tax in 2008 to finance a citywide street improvement program. But unless local voters decide pavement conditions are an important priority, city and county governments will be doing well just to keep their streets and roads in current condition."

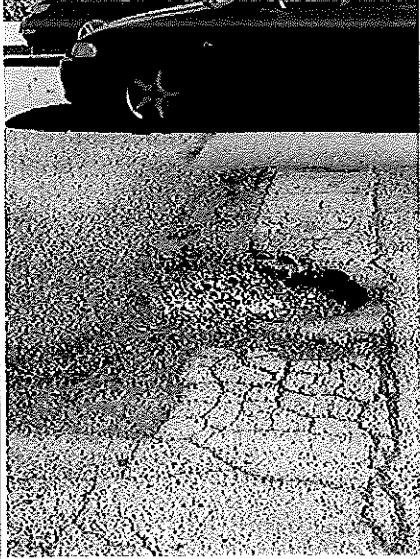
El Cerrito was honored last year by MTC's Regional Streets and Roads Program for the effectiveness of its voter-approved Street Improvement Program, which reduced the Contra Costa County city's maintenance backlog to \$500,000 in 2010 from \$21.2 million in 2006, and boosted its one-year PCI score from 48 (poor) to 85 (very good) and its three-year moving average from 53 (at-risk) to 62 (fair). El Cerrito's three-year moving average PCI score has since climbed to 73 (good). The Regional Streets and Roads Program later this year will recognize the cities of Brentwood, Dublin and Richmond for the achievements made in 2011 by their pavement maintenance programs. Brentwood and Dublin have consistently posted some of highest average PCI scores in the Bay Area. Richmond registered a 13-point jump in its one-year PCI score from 2010 to 2011, an increase that will be reflected in the city's three-year moving average score through 2013.

One of the ways in which Bay Area cities and counties are maximizing the returns on their pavement maintenance investments is by embracing new technologies. MTC in 2010 awarded a \$2 million grant through its Climate Initiatives Program to Sonoma County and the city of Napa to help finance a demonstration of

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cold-in-place recycling (CIR) a repaving process in which specialized machinery shaves existing pavement to a depth of two to eight inches, pulverizes the removed asphalt, mixes it with additives, and then replaces and smooths the mix back onto the roadway. While not appropriate for all roadways, this technique has been shown to cut asphalt rehabilitation costs by 20 percent to 40 percent, and to reduce greenhouse gas emissions by eliminating the need to produce new paving material or transport it to the worksite.

"CIR is a win-win-win for motorists, city and county budgets, and the environment," said Sui Tan of MTC's Regional Streets and Roads Program. "We expect CIR projects to become more common around the region over the next few years as more pavement contractors invest in the needed equipment."

Following the 2011 completion of the pilot project in Sonoma County and Napa, several other Bay Area jurisdictions — including the counties of Alameda, Contra Costa and Santa Clara; and the cities of San Jose, Oakland, Foster City, Mill Valley, Orinda and South San Francisco — have used CIR for asphalt replacement projects.

PCI scores of 90 or higher are considered "excellent." These are newly built or resurfaced streets that show little or no distress. Pavement with a PCI score in the 80 to 89 range is characterized as "very good," and shows only slight or moderate distress, requiring mostly preventive maintenance. The "good" category ranges from 70 to 79, while streets with PCI scores in the "fair" (60-69) range are becoming worn to the point where rehabilitation may be needed to prevent rapid deterioration. Because major repairs cost five to 10 times more than routine maintenance, these streets are at an especially critical stage. Roadways with PCI scores of 50 to 59 are deemed "at-risk," while those with PCI scores of 25 to 49 are considered "poor." These roads require major rehabilitation or reconstruction. Pavement with a PCI score below 25 is considered "failed." These roads are difficult to drive on and need reconstruction.

The lowest-ranked pavement in the Bay Area was found in the Marin County city of Larkspur and the Napa County city of St. Helena, each of which recorded a PCI score of 44 for the 2009-11 period. "There are a lot of streets and roads around the Bay Area with PCI scores below 60," noted Tissier. "That's the point when the deterioration of pavement really accelerates. MTC is working with cities and counties to make it possible for them to invest in both preventive maintenance and in rehabilitation." In addition to Larkspur and St. Helena, other jurisdictions with three-year average PCI scores below 60 include Albany, Berkeley, Napa, Oakland, Orinda, Petaluma, San Leandro, Vallejo, and unincorporated Marin and Sonoma counties.

MTC is the regional transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area.

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**Pavement Condition  
Of Bay Area Jurisdictions  
2011**

### Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2011

Jurisdiction	County	Total Lane Miles	3 Year Moving Average				
			2006	2007	2009 <sup>1</sup>	2010	2011
<b>Very Good (PCI= 80-89)</b>							
Brentwood	Contra Costa	407	85	84	85	86	86*
Belvedere	Marin	24	81	79	82	84	85**
Dublin	Alameda	247	80	80	81	82	84
Foster City	San Mateo	121	82	83	82	81	81
Los Altos	Santa Clara	226	85	84	83	82	81
<b>Good (PCI=70-79)</b>							
San Pablo	Contra Costa	102	67	72	76	80	79*
Atherton	San Mateo	106	68	69	73	77	79*
Union City	Alameda	331	76	75	76	78	79*
Livermore	Alameda	670	79	79	78	78	78
Dixon	Solano	126	81	77	76	76	78
Santa Clara	Santa Clara	592	83	82	82	80	78
Emeryville	Alameda	47	76	79	76	77	78*
Daly City	San Mateo	254	70	73	75	77	77
Los Altos Hills	Santa Clara	113	74	75	76	77	77*
Pleasanton	Alameda	498	74	75	76	77	77
Portola Valley	San Mateo	71	64	63	67	73	77**
Redwood City	San Mateo	354	74	76	77	78	77
Brisbane	San Mateo	57	70	73	76	77	77*
Morgan Hill	Santa Clara	256	71	75	76	77	77
San Ramon	Contra Costa	427	74	73	74	75	76
Sunnyvale	Santa Clara	636	80	77	74	75	76
Burlingame	San Mateo	162	68	72	75	77	76
Mountain View	Santa Clara	330	74	74	75	76	75*
Campbell	Santa Clara	218	78	76	75	75	75
Contra Costa County	Contra Costa	1,319	83	82	80	78	75
Oakley	Contra Costa	229	83	80	78	76	75*
Sonoma	Sonoma	68	80	79	79	77	74
Hercules	Contra Costa	122	75	74	73	73	74*
San Rafael	Marin	331	63	66	70	75	74



## Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2011 (continued)

Jurisdiction	County	Total Lane Miles	3-Year Moving Average				
			2006	2007	2009 <sup>1</sup>	2010	2011
Santa Clara County	Santa Clara	1,437	75	77	75	74	74
Clayton	Contra Costa	94	75	77	76	75	74*
Gilroy	Santa Clara	256	82	80	79	76	74***
Alameda County	Alameda	995	69	71	72	72	73
Fairfield	Solano	718	77	75	73	73	73*
Novato	Marin	317	65	67	71	73	73
Palo Alto	Santa Clara	383	N/A	N/A	72	73	74
Vacaville	Solano	582	78	79	77	76	73
El Cerrito	Contra Costa	145	53	50	50	62	73*
Lafayette	Contra Costa	202	64	70	71	72	73*
Piedmont	Alameda	78	67	67	69	70	73*
San Mateo	San Mateo	412	61	67	70	73	72*
Concord	Contra Costa	713	78	78	78	76	72*
Danville	Contra Costa	315	74	73	72	73	72
Hillsborough	San Mateo	164	64	66	69	71	72*
Saratoga	Santa Clara	281	70	71	72	71	72
South San Francisco	San Mateo	296	67	71	72	73	72
Windsor	Sonoma	171	74	75	74	73	71
Corte Madera	Marin	71	73	73	73	72	71
Newark	Alameda	250	75	71	69	69	71
Walnut Creek	Contra Costa	435	72	74	73	73	71
American Canyon	Napa	107	76	76	75	74	71
Yountville	Napa	17	67	65	67	69	71
Cupertino	Santa Clara	303	69	70	70	70	70*
Tiburon	Marin	67	64	67	68	70	70*
<b>Fair (PCI= 60-69)</b>							
Antioch	Contra Costa	666	70	70	70	69	69
Monte Sereno	Santa Clara	27	65	70	68	69	69*
Pinole	Contra Costa	119	71	71	70	70	69*
Ross	Marin	22	64	65	69	67	69
San Mateo County	San Mateo	625	65	67	68	69	69
Hayward	Alameda	629	68	68	69	69	69

## Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2011. (continued)

Jurisdiction	County	Total Lane Miles	3-Year Moving Average				
			2006	2007	2009 <sup>1</sup>	2010	2011
Cloverdale	Sonoma	65	69	71	72	71	68
Fairfax	Marin	55	69	70	69	69	68*
Los Gatos	Santa Clara	222	72	73	72	69	68
Milpitas	Santa Clara	291	70	70	70	69	68
Rohnert Park	Sonoma	206	68	67	67	69	68*
Solano County	Solano	940	58	61	64	67	68
Colma	San Mateo	23	67	72	67	65	68*
Menlo Park	San Mateo	200	62	62	62	63	68
Suisun City	Solano	150	53	50	55	62	68*
Alameda	Alameda	275	63	63	62	66	67*
Pleasant Hill	Contra Costa	225	62	65	65	67	66
San Carlos	San Mateo	175	68	69	70	67	65*
Santa Rosa	Sonoma	1,097	64	64	65	65	65
Pittsburg	Contra Costa	334	65	64	64	64	64
San Francisco City/County	San Francisco	2,130	64	64	64	64	64
San Jose	Santa Clara	4,264	63	63	63	64	64
Sebastopol	Sonoma	47	67	67	66	65	64
Fremont	Alameda	1,065	70	68	66	64	63
Healdsburg	Sonoma	93	66	66	67	66	63*
San Bruno	San Mateo	178	62	64	63	63	63
Sausalito	Marin	52	69	68	65	63	63***
Mill Valley	Marin	117	64	62	60	61	62*
Millbrae	San Mateo	125	60	57	57	59	62
Benicia	Solano	190	70	68	66	63	61
Cotati	Sonoma	46	66	66	64	64	61
Calistoga	Napa	31	57	57	59	60	61*
Martinez	Contra Costa	230	57	57	59	59	60
Napa County	Napa	835	54	51	55	57	60*
Pacifica	San Mateo	188	64	60	59	59	60

## Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2011. (continued)

Jurisdiction	County	Total Lane Miles	3-Year Moving Average				
			2006	2007	2009 <sup>1</sup>	2010	2011
<b>At-Risk (PCI=50-59)</b>							
Berkeley	Alameda	453	62	60	60	60	59
Half Moon Bay	San Mateo	54	55	59	61	62	59*
Napa	Napa	465	52	53	55	57	58
Albany	Alameda	59	62	63	63	60	58
Belmont	San Mateo	135	61	61	61	60	58*
Richmond	Contra Costa	568	46	50	53	55	58
Woodside	San Mateo	96	62	60	57	57	58*
Oakland	Alameda	1,964	56	57	59	56	57
San Anselmo	Marin	81	59	58	57	55	56
San Leandro	Alameda	392	62	60	58	57	56
Moraga	Contra Costa	110	61	60	59	58	56
East Palo Alto	San Mateo	80	60	56	52	53	53*
Marin County	Marin	846	48	49	50	52	52
Petaluma	Sonoma	390	60	57	55	55	52
Vallejo	Solano	706	54	54	53	53	51
<b>Poor (PCI=25-49)</b>							
Orinda	Contra Costa	192	46	47	48	49	48*
Rio Vista	Solano	45	51	48	45	42	47
Sonoma County	Sonoma	2,713	44	44	44	45	45
St. Helena	Napa	51	58	53	48	46	44
Larkspur	Marin	64	51	48	47	45	44
<b>Regional</b>		<b>42,659</b>	<b>64</b>	<b>65</b>	<b>66</b>	<b>66</b>	<b>66</b>

**Notes:**

Where "N/A" is indicated, the jurisdiction used a pavement management software that does not use PCI scale.

<sup>1</sup> Increased utilization of online reporting options by many jurisdictions in 2009 allowed MTC to collect and tabulate 2009 pavement condition data, even as 2008 data was still being compiled. To simplify reporting, MTC decided not to separately report 2008 data, electing instead to bring all PCI data up to date as of 2009. The reported 2009 three-year moving average is computed from the individual-year scores for 2006, 2007 and 2009.

\* Three-year moving average score is an estimate based on inspections done in 2010.

\*\* Three-year moving average score is an estimate based on inspections done in 2009.

\*\*\* Three-year moving average score is an estimate based on inspections done in 2008.

