

TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda
THURSDAY, MARCH 14, 2013

9:00 AM – 11:30 AM
Pleasant Hill City Hall – Community Room
100 Gregory Lane, Pleasant Hill

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

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

CONSENT AGENDA

- 3. Approve February 14, 2013 Minutes**

ACTION: Approve minutes and/or as revised/determined

Attachment: February 14, 2013 minutes

END CONSENT AGENDA

- 4. Presentation of the Mococo Overhead Bridge Rehabilitation Project at Marina Vista and Waterfront Road, City of Martinez, Hamid Fathollahi, Caltrans, Project Manager and Jaswinder Mann, Caltrans, Design**

Mr. Fathollahi will present plans to rehabilitate the Mococo Overhead Bridge and replace the southbound loop off-ramp structure to Marina Vista. This work necessitates the closure of the existing off-ramp for a period of 4 months. The scope of the southbound I-680 Overhead Rehabilitation Project at Marina Vista Road/Waterfront Road includes seismic restoration of the Mococo Overhead in the southbound direction and replacing the existing loop off-ramp to Marina Vista, as well as providing access for emergency vehicles during a major catastrophic event. The funding cost and schedule is programmed in the 2012 State Highway Operations and Protection Program (SHOPP) for delivery in Fiscal Year 2012-13. The cost of the project is approximately \$15 million and Southbound I-680 traffic will be detoured to the next exit at Pacheco Blvd./Arthur Road. Construction is targeted to start in February 2014.

The proposed off-ramp replacement has better alignment and improved sight distance geometrically. The roadwork will be done at the off-ramp terminal to Marina Vista. A median crossover for emergency access in the event of a major catastrophic event has been included. If the overhead is rendered unusable, this median is provided for emergency vehicles only from southbound I-680 and will cross over the blue strip onto the northbound lane, bypassing the existing overhead structure. This is included because I-680 is a California Lifeline route, which means, "the bridge needs to remain open to traffic after a major seismic event."

The new northbound bridge that leads to the toll plaza and eventually to the Benicia/Martinez Bridge was built several years ago, allowing for southbound traffic of I-680 be carried on the old overhead structure. There were two overhead structures: one carrying the southbound traffic and one the northbound. When the new northbound bridge was built, it allowed Caltrans to switch the southbound traffic to both old bridges, allowing for wider shoulders. There are four through-lanes coming off the Benicia Bridge in the southbound direction. One will come off at Mococo off-ramp, leaving three lanes. Approximately one mile past the Mococo off-ramp, the fourth lane will continue, in the form of an HOV lane.

Allyn Amsk, Caltrans Public Information Officer for Contra Costa, attended the TAC meeting and commented that City newsletters are a good way to get information out. Tim Tucker, Martinez staff added that the Chamber of Commerce and Main Street Martinez both have very good outreach programs.

ACTION: Receive report with thanks to Caltrans staff and/or as determined

Electronic Attachment: PowerPoint Presentation entitled, "Southbound I-680 Mococo OH Rehabilitation Project" by Hamid Fathollahi, Project Manager for Caltrans, may be downloaded at http://transpac.us/wp-content/uploads/2010/09/Mococo-OH-Presentation_2-28-2013-TRANSPAC.pdf

5. Development of a Recommendation to TRANSPAC on the allocation of Measure J Additional Bus Service Enhancements funding (Line Item 19a)

In May 2008, TRANSPAC sent a letter to CCTA to clarify its position that Measure J funding for "Additional Bus Transit Enhancements" (Line Item 19) is intended to augment bus services through annual payments over the 25-year life of Measure J, with the funds to be used by County Connection at its discretion to best address Central County's bus transit needs.

In February 2009, the CCTA approved a policy that, with respective RTPC approval, would allow eligible bus operators to use funds from the Measure J Additional Bus Transit, Line Item 19, for existing services as well as enhanced and supplemental services. TRANSPAC and WCCTAC are the two RTPCs with allocation recommendation authority over respective Measure J Line Item 19 funds.

In 2009 and 2010, TRANSPAC approved the allocation of Measure J Central County's (Line Item 19a) "Additional Bus Service Enhancements" for County Connection (CCCTA) to use in support of Routes 16 and 316. Route 16 provides a direct connection between the Monument Corridor and the County Hospital in Martinez. In the past, riders were forced to transfer at the Amtrak station. Weekend Route #316 provides service linking Martinez to the Pleasant Hill BART station via Sun Valley Mall, DVC and downtown Pleasant Hill and the Pleasant Hill BART station.

The TRANSPAC TAC previously recommended, and TRANSPAC approved, a two-year allocation of funds from Line Item 19a. CCCTA staff requested and the TAC recommends extending the

allocation period from two to four years with CCCTA reports required as requested by TRANSPAC. The CCTA Program Manager for these funds has no objection to a four-year approval action since the fund allocations are made annually. Please see the chart in the attachment which details the projected service information and the proposed Measure J allocations.

ACTION: The TRANSPAC TAC recommends that TRANSPAC approve allocation of Line Item 19a Measure J funds for Routes 16 and 316 through FY 2017, with reports required by CCCTA to TRANSPAC as requested and/or as determined.

Attachments: Letter from Laramie Bowron, CCTA Manager of Planning, Route 16 and Route 316 spreadsheet including annual passengers, total hours, total miles, cost, fares and requested Line Item 19a funds and cost per passenger, maps for Route 16 and Route 316

6. Appointment of Technical Coordinating Committee Representatives

TRANSPAC was advised by CCTA Executive Director Randell Iwaski that TRANSPAC's Technical Coordinating Committee (TCC) appointments expire on March 31, 2013. The TRANSPAC TAC considered this information at its February 28, 2013 meeting and has forwarded its recommendations to TRANSPAC for its consideration/action on three proposed TCC representatives and one alternate, which are: Representatives: Eric Hu, City of Pleasant Hill; Tim Tucker, City of Martinez; Jeremy Lochirco, City of Walnut Creek and Alternate: Ray Kuzbari, City of Concord.

ACTION: Approve the TAC recommendations on TCC appointments and/or as revised/determined

Attachments: Letter from CCTA Executive Director Randy Iwasaki, the TCC charter and current TCC roster

7. Real-Time Ridesharing Pilot Program Update-Martin Engelmann, Deputy Executive Director, Planning, CCTA (Item held over from the February 14, 2013 TRANSPAC meeting)

CCTA is one of three CMAs participating in a Real-Time Ridesharing (RTR) pilot program that will explore the application of smart-phone technologies as a catalyst for increased casual carpooling. Working in partnership with the Sonoma County Transportation Authority (SCTA), and the Transportation Authority of Marin (TAM), CCTA is the recipient of approximately one-third of the \$1.5 million grant administered by MTC through the Climate Initiatives Program.

ACTION: Receive Report and/or as determined

Attachment: January 2, 2013 CCTA Staff Report approved at January 16, 2013 CCTA Board meeting

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

ACTION: As determined

Attachments: Memo dated February 25, 2013 from Randell H. Iwasaki regarding items approved by the Authority on February 20, 2013; CCTA Executive Director's Report dated February 20 2013; CCTA Calendar of Upcoming Events dated February 20, 2013

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

ACTION: Accept report and/or as determined

Attachment: CCTA Planning Committee Staff Report dated January 2, 2013, regarding SB 375/SCS Implementation Update

10. 511 Contra Costa and TRANSPAC Staff Reports

a) 511 Contra Costa: Program Manager Report

SR2S Update: In 2010, TRANSPAC allocated Central County's Measure J 21a Safe Transportation for Children funds and authorized 511CC to implement a pilot bicycle/pedestrian safety program to middle schools located in Central Contra Costa. Based on the success of the pilot program, the Measure J 21a funds were used to develop elementary, expanded middle, and high school bicycle/pedestrian safety programs (Street Smarts Diablo Region) in anticipation of the Cycle 1 Federal SR2S grant. The 21a dollars have funded program elements which have complemented activities and provided infrastructure improvement needs that were not permissible expenditures in a Federal SR2S grant, later approved by TRANSPAC and allocated by CCTA to the 511 CC program in February 2012.

The TRANSPAC TAC reviewed this request at its February 28, 2013 meeting and recommends TRANSPAC approval of this request.

ACTION: Accept TAC recommendation and/or as determined

Attachments:

- Status Report on activities conducted and infrastructure installed to date using Central County MJ 21a funds;
- Spreadsheet on activities conducted, infrastructure completed, as well as activities scheduled and infrastructure requests by schools to date;
- Request for ongoing Central County M/J 21a funds to provide continued support for Central County Street Smarts Diablo K-12 program, conduct school site assessments in cooperation with City/County staff, address additional school pedestrian and bicycle access infrastructure needs, and to provide local matching funds for Central County jurisdictions for 2013 Federal Cycle 2 SR2S match requirements.

b) TRANSPAC Staff Report:

At the time of packet preparation the new member briefing is planned to be completed on March 11, 2013

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

12. Correspondence/Copies/Newsclips/Information

ACTION: For information and/or as determined

13. Agency and Committee reports:

SWAT – Summary Minutes of February 4, 2013 meeting; Review Draft SWAT Comments on CCTA’s Discussion Papers entitled “Launch of the 2014 Countywide Transportation Plan (CTP) Update” and “Incorporating Sustainability into the 2014 CTP”

- TRANSPAC – Status Letter for TRANSPAC meeting held on February 14, 2013
- County Connection - Fixed Route Operating Report; LINK Monthly Operating Summary
- CCTA Project Status Report may be downloaded at:
<http://transpac.us/wp-content/uploads/2008/08/CCTA-Monthly-Project-Status-Report1.pdf>

ACTION: Accept reports and/or as determined

14. For the Good of the Order

15. Adjourn/Next Meeting Date: The next meeting is scheduled for April 11, 2013 at 9:00 a.m. in the Community Room at Pleasant Hill City Hall unless otherwise determined

TRS 3 14 2013 agenda/3 2 13

TRANSPAC Meeting Summary Minutes

MEETING DATE: February 14, 2013

ELECTED OFFICIALS PRESENT: Julie Pierce, Clayton (Chair); David Durant, Pleasant Hill (Vice Chair); Loella Haskew, Walnut Creek; Karen Mitchoff, Contra Costa County; Ron Leone, Concord; Mark Ross, Martinez

PLANNING COMMISSIONERS PRESENT: Diana Vavrek, Pleasant Hill; Dan Richardson, Clayton; Bob Pickett, Walnut Creek; Kenneth Craig, Clayton

AGENCY STAFF PRESENT: Randy Iwasaki, Executive Director, CCTA; Jack Hall, CCTA; Martin Engelmann, CCTA; Ray Kuzbari, Concord; John Cunningham, Contra Costa County; Lynn Overcashier, 511 Contra Costa; Kerri Heusler, 511 Contra Costa; Barbara Neustadter, TRANSPAC Manager

GUESTS PRESENT: Raymond Odunlami, MTC; Linda Lee, MTC; Rick Dowling, Kittelson & Associates; Adrian Levy, Caltrans; Roger Matoba, recipient of the MTC Miriam Gholikely Public Service Award

MINUTES PREPARED BY: Marilyn Carter, TRANSPAC Staff

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1. Convene meeting/Pledge of Allegiance/Self-Introductions

The meeting was convened at 9:08 a.m., the pledge of allegiance was observed, and self-introductions were made.

2. Recognition of Roger Matoba and the IchiVan

Kerri Heusler introduced Roger Matoba, driver of IchiVan vanpool for 29 years from Contra Costa County to San Francisco. Mr. Matoba is the recipient of the 2012 MTC Miriam Gholikely Public Service award. Chair Pierce thanked Mr. Matoba for his contribution in lowering greenhouse gases and offering an alternative for Contra Costa commuters. A news video documenting Mr. Matoba's service was presented to the group, and a proclamation from TRANSPAC was presented to Mr. Matoba by Chair Pierce. Mr. Matoba thanked Kerri Heusler, who was instrumental in bringing the award to him, and he also thanked Bay Area Commuter staff in bringing riders to him, and in promoting vanpools.

ACTION: None required

3. Public Comment

ACTION: None required

CONSENT AGENDA

4. Approve December 13, 2012 Minutes

The minutes of the December 13, 2012 meeting were approved.

ACTION: Approved. Mitchoff/Ross/Unanimous

END CONSENT AGENDA

5. Presentation on the Contra Costa State Final Ramp Metering Feasibility and Implementation Plan Final SR-4 and SR-242 Ramp Metering Study and Implementation Plan with Appendices

Chair Pierce introduced Randy Iwasaki, Executive Director of the Contra Costa Transportation Authority, as well as Jack Hall, engineer with CCTA, who presented the item. Mr. Hall thanked TRANSPAC for the opportunity to present the Contra Costa State Final Ramp Metering Feasibility and Implementation Plan for the SR4 and SR242 Ramp Metering Study and Implementation Plan. He also thanked the TAC for its hard work over the past year, providing valuable comments to the consultants. Mr. Hall introduced Linda Lee and Raymond Odunlami from MTC, Adrian Levy from Caltrans, and Dr. Rick Dowling from Kittelson & Associates.

The goals of the study were to determine the feasibility of ramp metering, develop a staging plan, develop metering plans, and monitoring before and after conditions. The benefits of ramp metering are to improve travel conditions that normalize traffic surges from platoons on the ramps, optimize operation at ramp merge areas, shorten freeway queues and improve travel speed, and to improve travel safety.

The year 2015 was selected as the base analysis year for the study because ongoing construction east of Loveridge Road on State Route 4 is projected to be completed that year. For the purpose of this evaluation it was assumed that all on-ramps within the study limits would be activated by 2015, with the exception of freeway-to-freeway connectors at I-680, SR4, and SR4/242 interchanges. Draft metering rates were developed through an iterative process using FREQ models developed and calibrated for SR-4 and SR-242 corridors in order to optimally balance ramp delays and queues, as well as reduce mainline travel times. For on-ramp locations where optimal metering rates are suggested, the rates are set so that ramp queues would be contained within available storage at the ramps during the entire peak period. In doing so, the ramp queues would not interfere with traffic operations on adjacent arterial streets.

General improvement in travel speeds for all time periods is evidenced. Travel time savings increases in proportion with traffic demand. Metering reduces queuing significantly and delays the build-up of long queues until after the peak hour, which means the freeway can recover quickly. Travel time savings is not as significant in the westbound direction as the eastbound direction.

Mr. Hall continued that ramp metering would result in a benefit to the overall system performance measures for all roadway facilities in both Central and East Contra Costa County as indicated by a reduction in vehicle hours of delay, vehicle miles travelled, as well as increases in average system means speeds during both the am and pm peak hours. On average, traffic delays cost drivers \$1,300 per year in the San Francisco Bay Area, and the region lost \$3.3 million in economic productivity in 2012. The results showed that on SR-4 westbound travel time was reduced by 10 minutes, and eastbound travel time was reduced by 7 minutes. For SR-4/SR-242, northbound/eastbound travel time was reduced by 1 minute, and southbound/westbound travel time was reduced by 9 minutes. The vehicle hours of travel was reduced by 10%, and the average travel speed increased by 13-14%.

The next steps, assuming the plan is approved, is to execute MOUs with cities and counties, implement a public awareness campaign, activate ramp meters, field observation and refinement, and perform a before and after study.

Rick Dowling stated that before studies are done before the ramp meters are turned on (involving counts) and then a refinement of the recommended rates are coded into the computers at each of the ramps. Floating car travel time studies are also conducted to determine travel times on the freeway before metering is implemented. At the time the metering is turned on, Caltrans makes sure everything works correctly. After the metering has been on for approximately three months, an after study is conducted by another floating car travel study to determine how the travel time has changed on the freeway. He continued that a study is also conducted by working with technical staff from each city and the county to determine how the jurisdictions are affected by ramp metering. He stated that actual counts are not being done on arterial streets to document the before and after, but if the cities or county want that documentation it could be done.

Vice-Chair Durant questioned whether there are studies that determine door-to-door comparisons of time. His constituents question him on the benefits of the ramp metering to save time. Mr. Iwasaki stated that when ramp metering was implemented in San Jose, an unofficial survey was conducted which showed commuters were in fact delayed after implementation. He does not believe an official study for a door-to-door time savings has been conducted.

Mr. Dowling stated that the number of cars in a queue are observed to determine the metering rates in order for the delay to be computed. He knows of no cases where ramp metering has not resulted in a net benefit to everyone. The ramp metering rates are set to allow 1-2 minutes of delay per person, and to ensure that the delay in the ramps is less than the gains that are realized on the freeway.

A brief discussion was held regarding the operations of how ramp metering works.

Member Ross questioned why there were no studies conducted with actual drivers who experience the commute. Mr. Iwasaki stated that the perception of most commuters is that ramp metering slows their commutes, however, ramp metering has been proven to work, and costs much less than widening the freeways.

Chair Pierce stated that she believes more studies on the effect of ramp metering on arterial streets should be conducted. She added that she is in favor of ramp metering and thinks it is a good idea; however, some documentation should be built into the study before ramp metering is turned on, to show the public that there is evidence that traffic will not be worse on arterial streets.

Ray Kuzbari stated that ramp metering is a good project but the benefits will be somewhat marginal because of the bottlenecks on Highway 4. He added that it is his belief that the project will not do away with bottlenecks on Highway 4. Ramp metering and widening the freeway will work hand-in-hand to eliminate those bottlenecks.

Member Leone stated that he is in favor of ramp metering. His concern is timing: if Highway 4 is widened, the ramp metering will be affected. Member Ross added that it will be important to show the benefits of ramp metering to the public.

Vice Chair Durant stated that when cars are stalled at intersections it will be difficult to sell the concept to the public. A study has not been conducted that takes 100 commuters in a particular area and times door-to-door travel before ramp metering is implemented, and then do the same study after ramp metering is implemented. The commuter must understand the concept and must be educated because public perception is much different than hard data presented by an engineer.

John Cunningham stated that the MOU being developed is addressing all of the local concerns. If there are concerns on certain arterials, it can be added to the MOU.

Adrian Levy commented that ramp metering is not being sold as a solution to congestion. It is not a major investment but in terms of benefit/cost ratio, it provides a good return.

Vice-Chair Durant added that unless the outcomes have been tested and the assumptions have been verified, scientifically it does not work. If the concept cannot be proven to the commuter, it is not valid.

Mr. Dowling stated that the study was not done as comprehensively as suggested, however, the before and after study will be beefed up to include the data requested.

Member Ross moved for approval of the item, seconded by Vice-Chair Durant.

ACTION: Approved. Ross/Durant/Unanimous

6. Launch of the 2014 Countywide Transportation Plan (CTP) includes updating the CTP and the TRANSPAC Action Plan and the incorporation of Sustainability into the 2014 CTP presented by Martin Engelmann, CCTA Deputy Executive Director, Planning

Martin Engelmann gave a presentation on "Updating the Action Plans for Routes of Regional Significance." The presentation is divided into two parts: the 2014 CTP, and the sustainability aspect of the plan, and whether the Authority should take some initiative to make sustainability more visible in its daily business.

The 2014 Countywide Transportation Plan will look out to the year 2040. The plan has a vision, goal and strategies, and helps visualize what will happen over the next 30 years. TRANSPAC and the RTPCs will be involved in providing input to the CTP vision, goals and strategies. The Action Plans for Routes of Regional Significance drive the CTP. The Action Plans examine the arterials and freeway system and develop performance standards for those routes. The performance standards are called Multi-Modal Transportation Service Objectives (MTSOs). The 2009 Action Plans have MTSOs and in the next year the MTSOs will be examined to remove the old, update those that are still good, and add in new projects, programs and measures that will help achieve the objectives on those routes.

Deborah Degang with CH2M HILL will be the project manager for this process. An administrative draft is expected in June 2013. The Countywide Plan is due in December 2013, and the Action Plan and Countywide Plan are expected to be adopted in the spring of 2014.

AB 32 and SB 375 will be incorporated into the Plan, as well as Complete Streets, AB 1350A which requires consideration of bicyclists, pedestrians, children, and people with disabilities, and the Plan Bay Area is coming out with the Sustainable Community Strategy.

The Countywide Plan includes a Comprehensive Transportation Project List (CTPL) which is a financially unconstrained list of projects. A missing piece of Safe Routes to School will be added after determining the total need.

The 2013 Congestion Management Program must be updated; there will be a draft in June 2013 and possibly a final document in the fall of 2013.

The funding cycles include \$45.2 million in OneBayArea Grant funding. The Call for Projects will be issued in March 2013, and the projects must be forwarded to MTC in June 2013. This includes projects for local streets and roads, projects that provide transportation for local communities, and pedestrian and bicycle projects. It is also available for Safe Routes to School and planning studies to help develop the Priority Development Areas (PDAs) identified in MTC's Sustainable Community Strategy. \$3.3 million is available in Safe Routes to School programs, which will be divided by sub-area. There will be a release for that in March 2013, with recommendations to be provided to MTC in June 2013.

On the project side, Ross Chittenden will be updating the Strategic Plan for Measure J. There was a bond release which yielded an interest rate in the low two's, resulting in less debt service

and more funds available than in the previous Strategic Plan for 2009. As a result, the additional funds will be allocated to the Measure J projects and programs. There will be some STIP funds available as well.

The public outreach team will do a more thorough job of reaching out to the public through workshops and obtaining input with more modern techniques such as interviews, webinars and social media. Gray-Bowen has been retained to assist in that endeavor.

The CCTA is dealing with sustainability, which is a sensitive subject. The definition of sustainability is to act in a way that will achieve both current and future needs. A common mechanism of sustainability is ensuring that project proponents mitigate or bear the impacts of their actions and ensure the impacts on others are not significant. As a result, sustainability requires some investment.

The Authority's mission is to deliver a comprehensive transportation system that enhances mobility and accessibility while promoting a healthy environment and a strong economy. It has already been done for some time through the Growth Management Program, so the question is whether to take it up a notch. This is done by leading a collaborative decision-making process by establishing partnerships, facilitating countywide dialogs and taking into account the diverse character of Contra Costa communities. The Authority is requesting input for policy guidance from TRANSPAC. While consistent with the Authority's overall mission and goals, the pursuit of sustainability may conflict with other Authority policies and practices. The Authority also needs guidance on the trade-offs between equity and environmental protection, mobility and energy, and conflicts between different types of sustainability. Sustainability concepts and incorporating sustainability helps accomplish goals and is part of best practices. State legislation SB 375 and Plan Bay Area are pushing sustainability.

The pros of incorporating sustainability into the Authority's planning policies and to the CTP are: 1) an explicit policy would establish a framework for improved integration of sustainability; 2) the Authority's leadership position should be utilized to engage local and regional partners; and 3) it could demonstrate the Authority's commitment to sustainability and elevate the Authority's profile on the issue of sustainability.

The cons of incorporating sustainability into the Authority's planning policies and to the CTP are: 1) it can detract from the Authority's core mission and require choosing between competing definitions of sustainability and 2) the Countywide approach may not work locally.

Some options include: sustainability could be added to the vision and goals, it could be added to certain functions, it could be pursued through the general Measure J mission, and/or it could be adopted through new programs, provide tools, or incorporate performance measures.

To pursue it through the Measure J mission, there are three related strategies: operational sustainability, fiscal sustainability, and social health and political sustainability. Overarching programs can be adopted such as green modes, resource conservation, healthy communities, and healthy eco-systems. Tools could be offered to analyze opportunities for sustainable design, which would include a checklist. Incorporating performance measures is very popular

and is happening at the USDOT level with the Sustainable Transportation Analysis and Rating System (STAR System). Caltrans has Smart Mobility and MTC uses performance measures. The existing MTSO framework could also be used as a performance measure for sustainability. The issues of flexibility, the Authority's role, and countywide vs. local scale, need to be resolved.

The real question is should a sustainability policy be incorporated into the countywide plan, and if yes, how. This issue does not need to be resolved right away; this paper does not have a deadline.

Member Ross commented that sustainability has connotations of government planning and central government, and it is one person's idea of what should be done ethically, morally and economically. He believes that a better word for "sustainable" is "resourceful" in planning.

Member Leone is concerned about issues dealing with projects where local control is lost. There will be additional costs and project delays. Mr. Engelmann responded that his concerns are real, and it is unusual where the new requirements end up in more local control, lower costs and fewer delays, and that is one of the cons. In reality, it is saying that these are the things that must be done so that the next generation does not have to pay the costs of our actions.

Chair Pierce commented that she attended the Planning Committee at CCTA, and the words, "mission creep" came up during those discussions. Most sustainability elements are already required by other agencies, so what is being proposed is to package what is already there with another checklist that must be satisfied. Her feedback to those on the Planning Committee is to keep it simple and smart and recognize that other agencies already impose those requirements. She proposed that a referral be made to all the other requirements already imposed, and to insert the word "sustainability" once in the existing language.

Vice-Chair Durant commented that one of the challenges is that when people hear the word "sustainability" they put it in a context that is different from the definition. CCTA's mission already covers everything that SB 375 intended. When the word is defined in a way that nobody understands, it makes things worse by instilling more fear and more bad behavior. The Transportation Authority and the Transportation Plan is concerned with moving people and goods, having it work for today and tomorrow, and having systems and structures in place so that there is always a system that is working and functioning for the people who live here and who pass by here.

Chair Pierce proposed that the word "resource-conscious" replace the underlined word, "sustainable," in the first paragraph of the draft "Sustainability Concepts and the 2014 Countywide Transportation Plan" dated January 16, 2013 (page 6-17 of the TRANSPAC packet).

Member Mitchoff stated that the concept of sustainability is a good one, but a challenge she faces is explaining simple, common, human-decency types of concepts. She supports the suggestion because if it lowers the threshold of fear and concern, it creates a more positive environment.

Bob Pickett commented that he is in favor of Chair Pierce's initial statement about the change in wording. He feels it should be kept simple. Member Leone agreed.

Dan Richardson stated that the challenge is perception, but not the perception of sustainability. It is the perception of whether the public is getting the best return for its transportation tax dollars, and what kind of difference is made in their travel experience. Engineers can provide studies that portray a gain of a minute in commute times. But the reality of the person in the field is that if a car is moving, it is better than if a car is stopped. This gives the perception that all of the money provided to the transportation agencies is not being used efficiently. The focus should be the perception that agencies are being responsible about the use of taxpayers' funds. He suggests that other good projects are coming down the road and that is where the focus should be, instead of shining a light on the word, "sustainable" which gives the perception that the funds are not being used efficiently.

Member Ross proposed that the word to be used in the vision and goals is "resourceful" instead of "resource-conscious." Loella Haskew stated that she likes the words, "resourceful" and "responsible". The combination of the two words means that the Authority is paying attention to the difficult issues.

John Cunningham stated that during the SWAT discussion the commentary was centered around the need to incorporate sustainability because of MTC and/or ABAG, to receive more favorable consideration by those agencies. He would like more clarification on this perception. The County has a mature transportation system and sustainability and efficiency need to be the focus in order to sell a new sales tax measure. There is a palpable cost to not maintaining roads and bridges, and that is the real sustainability issue at hand.

Ms. Neustadter commented that there isn't enough time over the course of the schedule that has been laid out to actually have a reasonable discussion about what it means and how it should be done. Land banking is another possible solution because years could be cut off of project completion, which supports sustainability.

Member Durant stated that there is nothing missing from the concept of sustainability in the first paragraph of the "Sustainability Concepts and the 2014 Countywide Transportation Plan" draft document, even if the proposed word, "sustainable" is not inserted. He proposed that section (1) of the paragraph be left alone, however he is agreeable to adding the word, "resourceful" under identifier (2), "~~cooperative and resourceful planning~~" because it does not hurt anything to add it.

Chair Pierce, Member Ross and Member Mitchoff agreed to this proposal. Member Leone stated that he does not have a problem with the proposal; however, he does not want to lose the local control. Chair Pierce responded that the word "resourceful" is being added to the existing vision statement which is already sustainable by its nature and nothing else is being added to the processes.

Mr. Engelmann stated that this will go to Planning Commission in a few months. He clarified: the four goals are listed on page 4 of the report and the last bulleted goal is proposing to add to the goal, and TRANSPAC is saying no to that proposal.

ACTION: None required

7. Real-Time Ridesharing Pilot Program Update-Martin Engelmann, Deputy Executive Director, Planning, CCTA.

It was decided that this item be put over to the March 14, 2013 TRANSPAC meeting because of time constraints of the members.

ACTION: Item moved to the March 14, 2013 TRANSPAC meeting

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

Chair Pierce advised that the reports are contained in the agenda packet.

ACTION: Reports received

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

Mr. Engelmann reported that the OBAG Call for Projects is coming up and MTC is scheduled to release its draft RTP at the end of March, with presentation to the Authority in April, a public workshop in April, and adoption in June or July.

ACTION: Report received

ITEM TAKEN OUT OF ORDER:

14. Election of TRANSPAC Chair and Vice-Chair for the 2013 term.

Current Chair Pierce advised that planning commissioners do vote on the TRANSPAC Chair and Vice-Chair for the 2013 term. The current Vice-Chair is David Durant. Member Ross nominated David Durant as Chair for the 2013 term, seconded by Member Mitchoff.

ACTION: David Durant elected as Chair of TRANSPAC for the 2013 term.
Ross/Mitchoff/Unanimous

Current Vice-Chair Durant nominated Member Ross as new Vice-Chair for the 2013 term, seconded by Member Haskew.

ACTION: Mark Ross elected as Vice-Chair of TRANSPAC for the 2013 term.
Durant/Haskew/Unanimous

Barbara Neustadter stated that outgoing Chair Pierce, in addition to being Chair of TRANSPAC in 2012, is also one of TRANSPAC's representatives to the Contra Costa Transportation Authority. She is also the Chair of the Administrative and Projects Committee at the Authority, and Vice-President of ABAG. Ms. Neustadter presented several items of recognition to outgoing Chair Pierce in appreciation of her efforts.

Chair Durant presented outgoing Chair Pierce with a gavel plaque and thanked her for a fantastic year.

10. 511 Contra Costa and TRANSPAC Staff Reports

Lynn Overcashier reported that historically the TDM program funding has been based on percent of population and employment. The calculation has not been done since the year 2000, and SWAT requested an updated calculation be conducted, which was done. Central County lost the most combined population and employment – 2.8% less. However, because the TDM program is combined with TRANSPLAN which increased by 2.9%, Central County is getting .1% more. West County is 1.6% lower, so it will lose funding, which will go to SWAT.

ACTION: Report received

11. TAC Oral Reports by Jurisdiction.

Ms. Neustadter stated that briefings for new members will be scheduled in the near future.

ACTION: Information received

12. Correspondence/Copies/Newslips/Information

Chair Pierce advised that these items are contained in the agenda packet.

ACTION: Information received

13. Agency and Committee reports

Chair Pierce advised that these items are contained in the agenda packet.

ACTION: Reports received

Meeting adjourned at 11:30 a.m.

Southbound I-680 Mococo OH Rehabilitation Project

(At Marina Vista/Waterfront Road)

Hamid Fathollahi
Project Manager

February 28, 2013



Project Scope

Seismic restoration of Mococo Overhead

Replacing Mococo off-ramp

Providing one-lane emergency access route



Funding/Cost/Schedule

- **Funding**

Project is programmed in the 2012 State Highway Operations and Protection Program (SHOPP) for delivery in Fiscal Year 2012/2013

- **Cost**

Total Construction Cost Estimate is about \$15 M

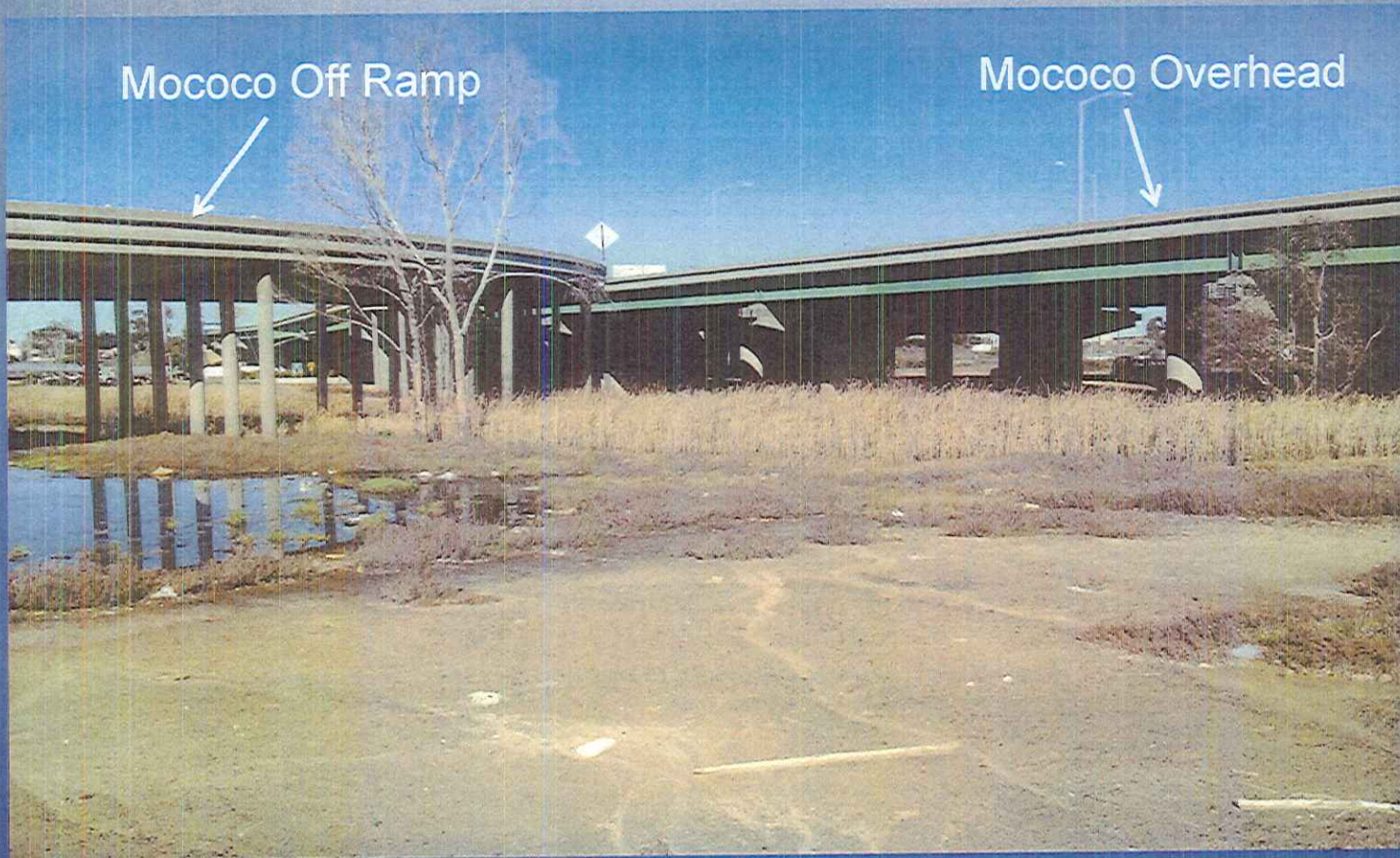
- **Schedule**

Start Const: Spring of 2014

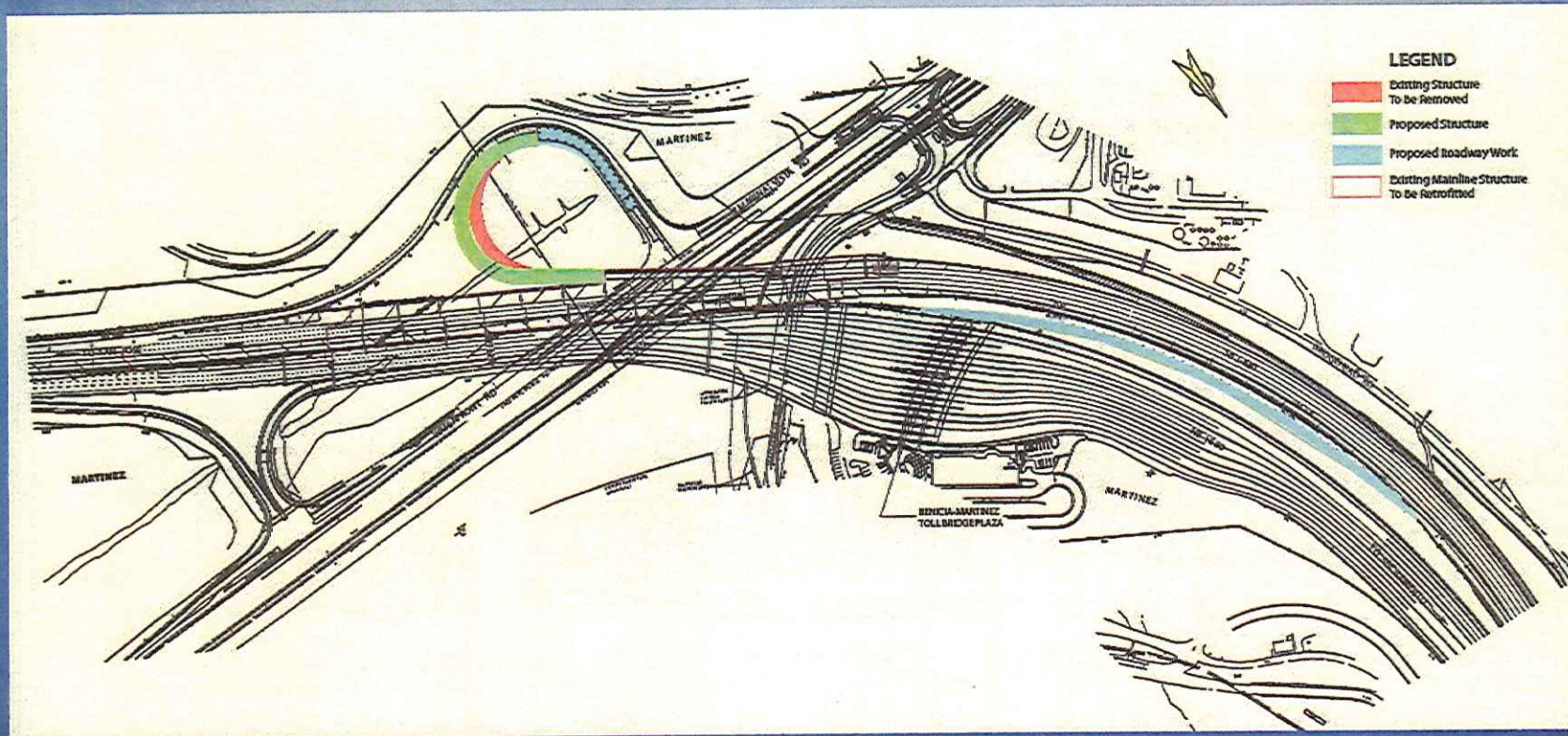
End Const: Winter of 2014/15



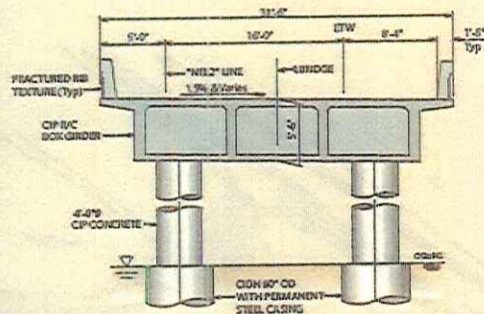
Existing Condition



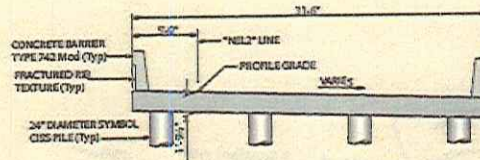
Proposed Improvements



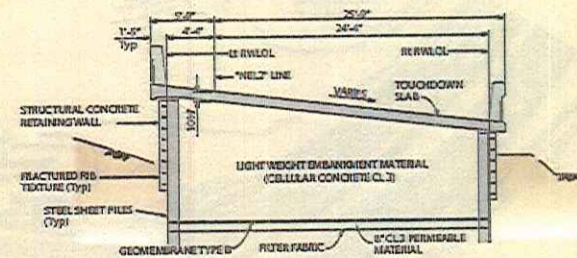
Typical Cross Sections



TYPICAL SECTION

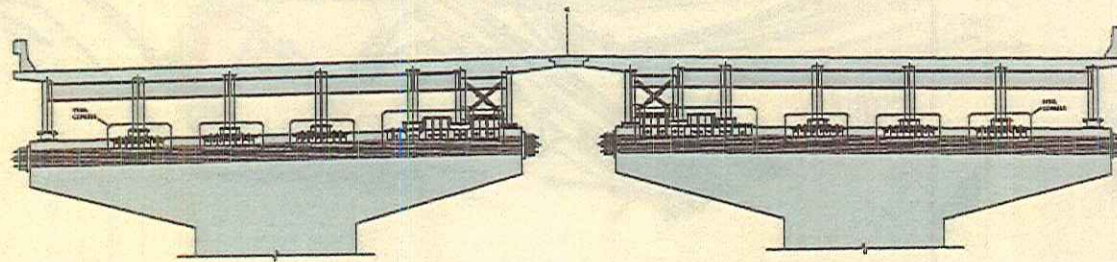


REINFORCED SLAB SECTION



RETAINING WALL SECTION

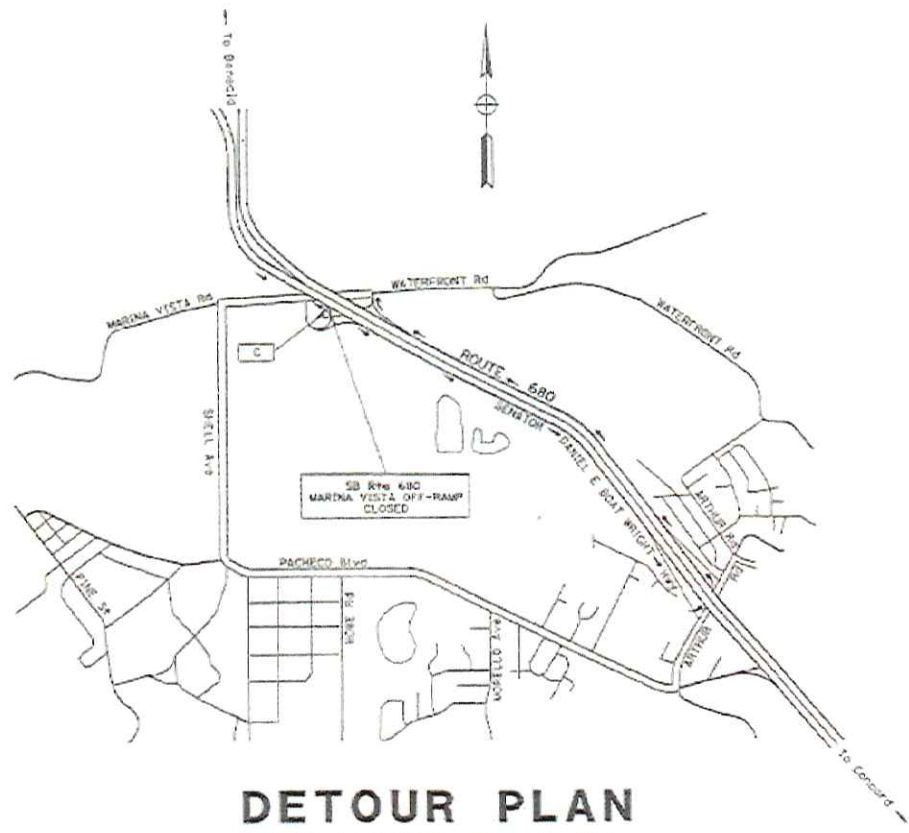
NEW SOUTHBOUND OFF-RAMP STRUCTURE



EXISTING MOCOCO OVERHEAD (OH) TYPICAL SECTION



Detour Plan



DETOUR PLAN

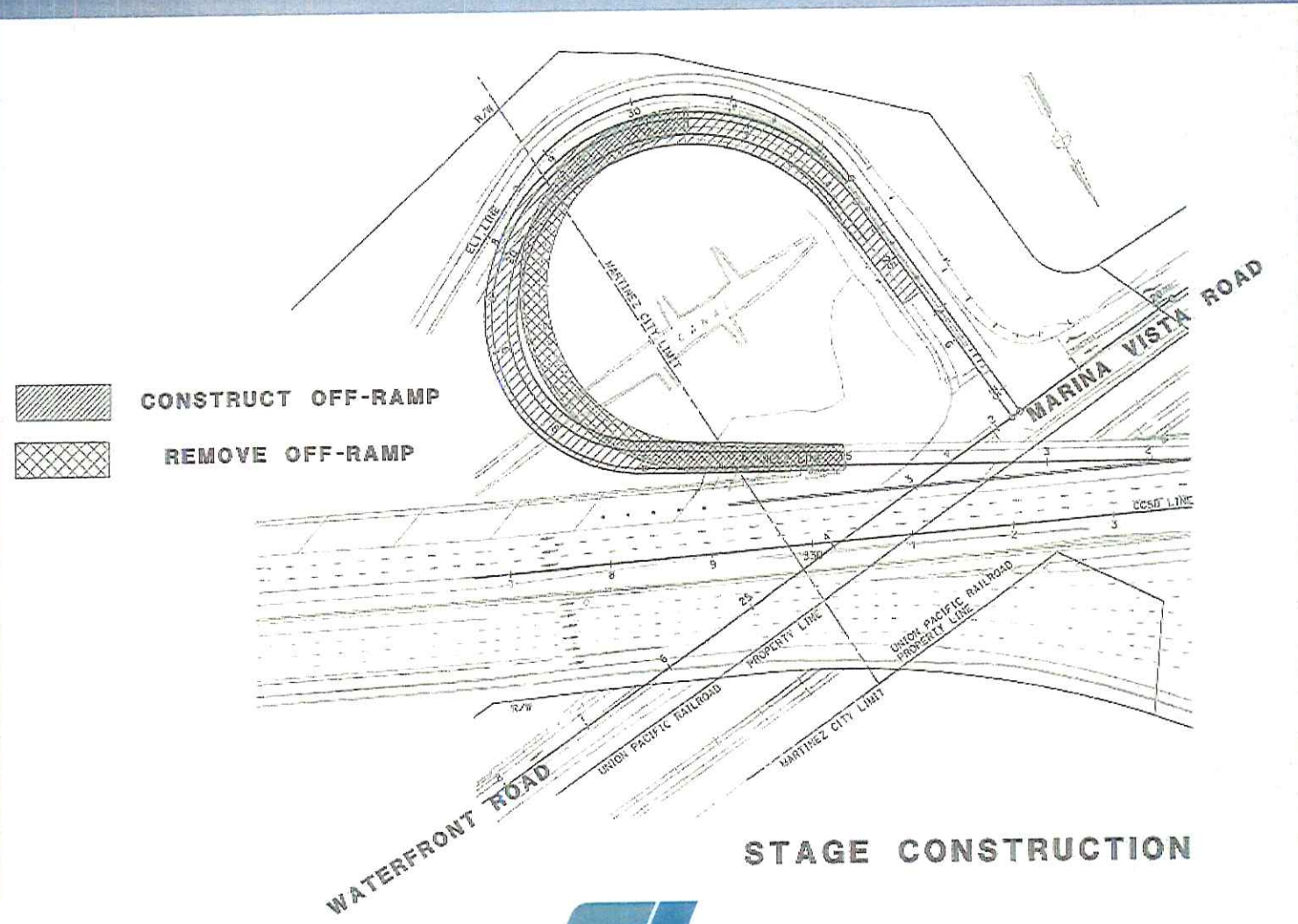
FOR MARINA VISTA Rd
SB OFF-RAMP CLOSURE

VIA

SOUTHBOUND ROUTE 680 OFF-RAMP TO ARTHUR Rd
TURN LEFT ONTO ARTHUR Rd ON-RAMP TO NB ROUTE 680
OFF-RAMP TO MARINA VISTA Rd/WATERFRONT Rd



Stage Construction Plan



STAGE CONSTRUCTION



Public Outreach:

- *Held meetings with Rhodia, Shell Oil Company, Union Pacific Railroad, City of Martinez Public Works, and Contra Costa County Public Works*
- *Presentation to City of Martinez Council Members on March 6, 2013*
- *Public will be notified through flyers and project website*



The County Connection

5-1

2477 Arnold Industrial Way Concord, CA 94520-5326 (925) 676-7500 www.cccta.org

RE: Measure J Additional Bus Enhancements Allocation

TRANSPAC TAC,

CCCTA is requesting the TRANSPAC TAC recommend allocating Central County's Measure J line 19a "Additional Bus Service Enhancements" funds to CCCTA to continue supporting Routes #16 and #316. These funds have been used to support service since 2009. CCCTA is also requesting that TRANSPAC allocate 4 years of funding. A four-year allocation would help remove uncertainty and show continued support for these important routes. Last year the Route #16 carried over 175,000 passengers while Route #316, a weekend-only route, carried nearly 30,000 riders. As with prior years, CCCTA is proposing to allocate 90% of the Measure J funds to support Route #16 and 10% to support the Route #316.

Thank you for your consideration,



Laramie Bowron
Manager of Planning
County Connection
2477 Arnold Industrial Way
Concord, CA 94520

Hayton • Concord • Contra Costa County • Danville • Lafayette • Martinez
Moraga • Orinda • Pleasant Hill • San Ramon • Walnut Creek

CENTRAL CONTRA COSTA TRANSIT AUTHORITY

FY14 Additional Bus - Transpac

Route	Annual Passengers	Total Hours	Total Miles	Cost (\$51.88/Total Hr + \$2.62/Total Mi)	Fares (\$1.99/Pass)	Subsidy Required	Cost/ Passenger
16	176,189	13,991	142,665	\$1,099,634	\$350,616	\$749,018	\$6.24
316	27,747	2,154	23,915	\$174,407	\$55,217	\$119,190	\$6.29
Total	203,936	16,145	166,580	\$1,274,041	\$405,833	\$868,208	\$6.25

FY15 Additional Bus - Transpac

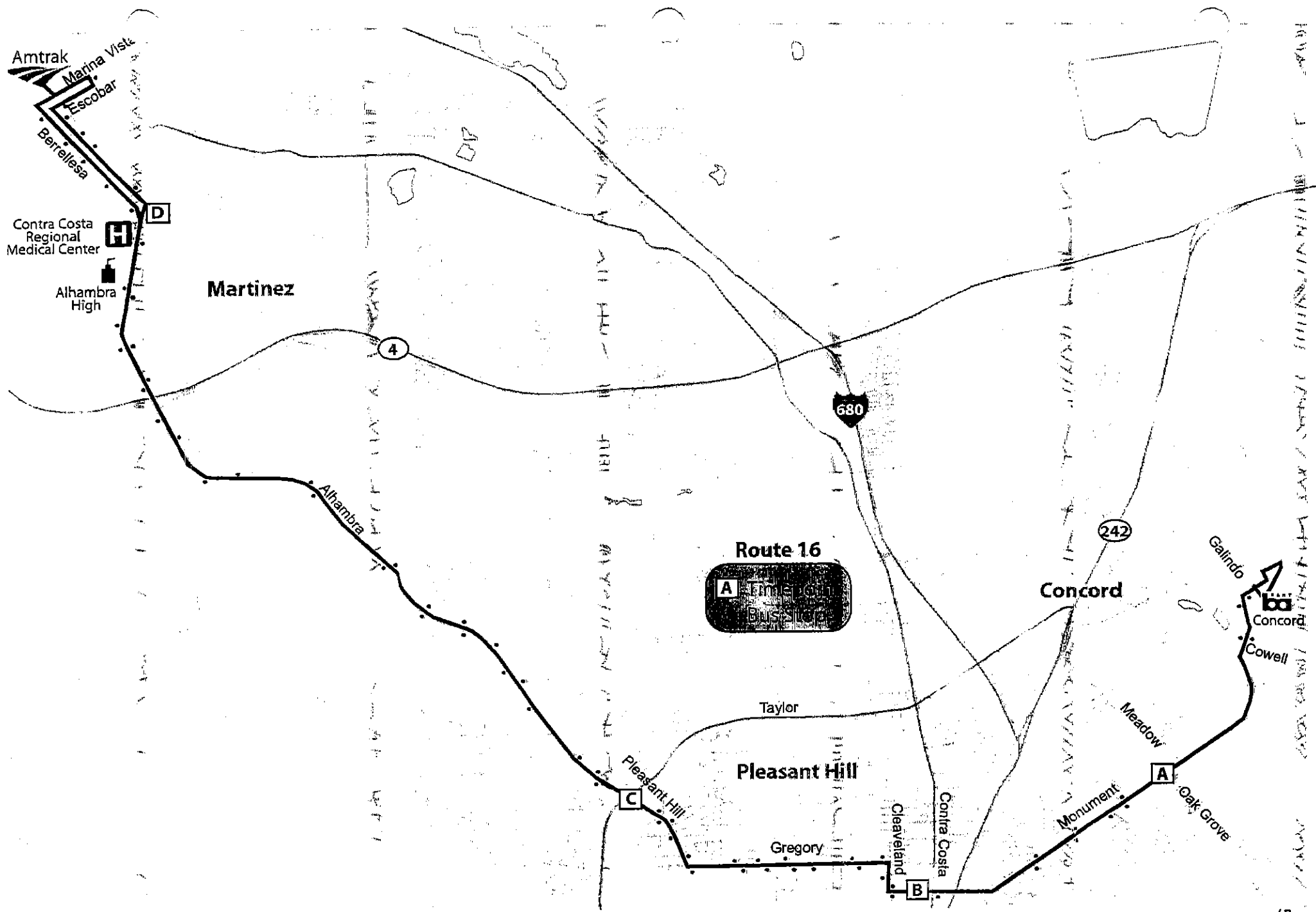
Route	Annual Passengers	Total Hours	Total Miles	Cost (\$52.68/Total Hr + \$2.86/Total Mi)	Fares (\$1.99/Pass)	Subsidy Required	Cost/ Passenger
16	176,189	13,991	142,665	\$1,145,066	\$350,616	\$794,450	\$6.50
316	27,747	2,154	23,915	\$181,870	\$55,217	\$126,653	\$6.55
Total	203,936	16,145	166,580	\$1,326,936	\$405,833	\$921,103	\$6.51

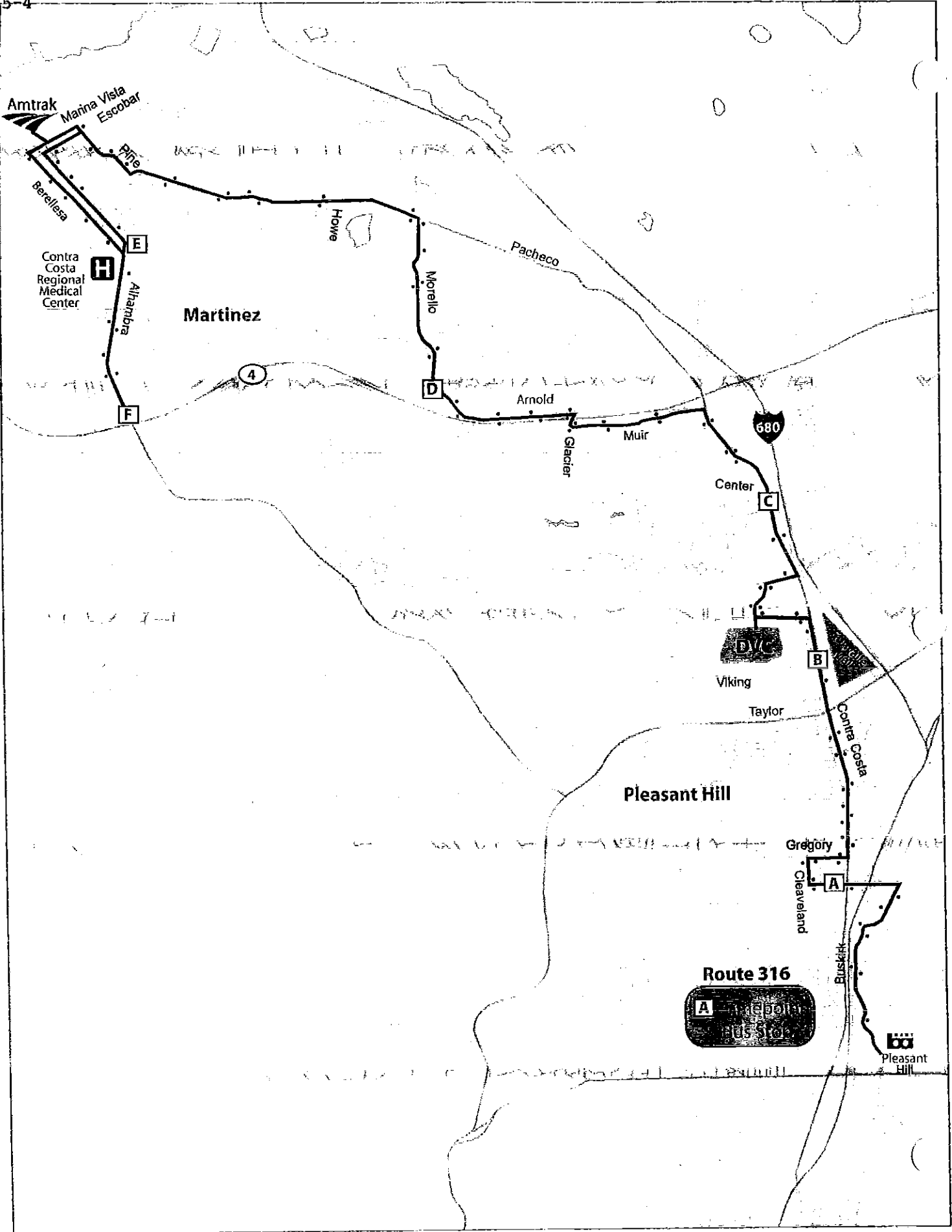
FY16 Additional Bus - Transpac

Route	Annual Passengers	Total Hours	Total Miles	Cost (\$53.49/Total Hr + \$3.13/Total Mi)	Fares (\$1.99/Pass)	Subsidy Required	Cost/ Passenger
16	176,189	13,991	142,665	\$1,194,919	\$350,616	\$844,303	\$6.78
316	27,747	2,154	23,915	\$190,071	\$55,217	\$134,855	\$6.85
Total	203,936	16,145	166,580	\$1,384,990	\$405,833	\$979,157	\$6.81

FY17 Additional Bus - Transpac

Route	Annual Passengers	Total Hours	Total Miles	Cost (\$54.22/Total Hr + \$3.30/Total Mi)	Fares (\$1.99/Pass)	Subsidy Required	Cost/ Passenger
16	176,189	13,991	146,085	\$1,240,673	\$350,616	\$890,056	\$7.04
316	27,747	2,154	24,792	\$198,603	\$55,217	\$143,387	\$7.16
Total	203,936	16,145	170,877	\$1,439,276	\$405,833	\$1,033,443	\$7.06







CONTRA COSTA
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 authority**

COMMISSIONERS:

Don Tatzin, Chair

*Janet Abelson,
 Vice Chair*

Newell Americh

Tom Butt

David Durant

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Kevin Jack

Robert Taylor

*Randell H. Iwasaki,
 Executive Director*

2999 Oak Road,
 Suite 100

Walnut Creek, CA
 94597

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 925/ 256-4700

FAX:
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<http://www.ccta.net>

February 15, 2013

David Durant
 TRANSPAC
 c/o Barbara Neustadter
 296 Jayne Avenue
 Oakland, CA 94610

Dear Chair Durant:

Presently your agency appoints three representatives and three alternates to the Authority's Technical Coordinating Committee (TCC). Your current appointees are Eric Hu, Tim Tucker and Ray Kuzbari as members and John Greitzer as alternate. Under the provisions of the TCC Charter, the current two-year term will expire on March 31, 2013. According to our records, we have not received notification of your appointees for the upcoming term. Accordingly, I am requesting that your agency either re-appoint or name three staff representative and alternates for the next two-year term ending March 31, 2015.

For your convenience, a copy of the TCC Charter as well as the current TCC membership roster is enclosed.

Sincerely,

Randell H. Iwasaki
 Executive Director

cc: Eric Hu, Tim Tucker and Ray Kuzbari

John Greitzer
 Amin AbuAmara, CCTA
 Ellen Wilson, CCTA

Enclosures

TECHNICAL COORDINATING COMMITTEE CHARTER

June 19, 1991

MISSION OF THE COMMITTEE

The Technical Coordinating Committee (TCC) provides advice on technical matters that may come before the Authority. The Committee members also act as the primary technical liaison between the Authority and the Regional Committees.

RESPONSIBILITIES OF THE COMMITTEE

The TCC provides advice on the following issues:

- review and comment on project design, scope and schedules
- development of priority transportation improvement lists for submittal to the Metropolitan Transportation Commission (MTC)
- review and comment on the Strategic Plan
- review and comment on the Congestion Management Program
- review of the regional Action Plans and the proposed merging of the Action Plans to form the Countywide Transportation Plan
- review and comment on the Growth Management Plan Implementation documents

COMMITTEE MEMBERSHIP

The Committee shall be composed of twenty four (24) technical staff members as follows:

1. Each Regional Committee to appoint three members representing the planning, engineering and transportation disciplines. (twelve members)
2. The Board of Supervisors to appoint three members representing the planning and engineering disciplines. (three members)
3. Each transit operator to appoint one representative: Bart, CCCTA, AC Transit, Tri Delta and WestCat. (five members)
4. The City County Engineering Advisory Committee shall appoint one member.
5. Caltrans, MTC, and the Bay Area Air Quality Management District (BAAQMD) each to have one ex-officio non voting member. (three members)

Appointments to the Committee shall be for a renewable two year term. The first term shall expire March 31 1993.

Notwithstanding the above formal membership roster, all interested technical staff will be welcome to attend and participate in the committee deliberations.

Members

Chair

Ahmed Abu-aly

Vice Chair

TCC Appointees

TRANSPAC:

Tim Tucker, Martinez
Ray Kuzbari, Concord
Eric Hu, Pleasant Hill

Alternates

John Greitzer, County

Staff Designee*

Barbara Neustadter (consultant)

SWAT:

Leah Greenblat, Lafayette
Janice Carey, Orinda
Tai Williams, Danville

Lisa Bobadilla, San Ramon
Tony Coe, Lafayette
Andy Dillard, Danville

Andy Dillard, Danville

TRANSPLAN:

Tina Wehrmeister, Antioch
Steve Kersevan, Brentwood
Paul Reinders, Pittsburg

Gina Haynes, Pittsburg
Jason Vogan, Oakley

John Cunningham, County

WESTTAC:

Yvonne Ortiz, El Cerrito
Adèle Ho, San Pablo

Steven Tam, Richmond

COUNTY:

Planning: Pat Roche
Trans. Plng: Steve Goetz
Engineering: Jerry Fahy

Aruna Bhat
John Greitzer
Chris Lau

MTC:

Grace Cho

Ashley Nguyen

CCEAC:

Heather Ballenger, Walnut Creek

Adèle Ho, San Pablo

TRANSIT:

Laramie Bowron, CCCTA
Nathan Landau, AC Transit
Deidre Heitman, BART
Tom Harais, Tri Delta Transit
Rob Thompson, WestCat

Anne Muzzini, CCCTA
Michael Tanner, BART
Steve Ponte, Tri Delta Transit

CALTRANS:

Hamid Fathollahi

Laurie Lau

BAAQMD

Geraldina Greenbaum

Joe Steinberger

* Staff person assigned to Regional Transportation Planning Committee



Planning Committee STAFF REPORT

Meeting Date: January 2, 2013

Subject	Update on Real-Time Ridesharing Pilot Program
Summary of Issues	The Authority is one of three Congestion Management Agencies (CMAs) participating in a Real-Time Ridesharing (RTR) pilot program that will explore the application of smart-phone technologies as a catalyst for increased casual carpooling. Working in partnership with the Sonoma County Transportation Authority (SCTA), and the Transportation Authority of Marin (TAM), CCTA is the recipient of approximately one third of the \$1.5 million grant administered by MTC's through the Climate Initiatives Program. Staff will provide a brief update on the status of the pilot.
Recommendations	n/a
Financial Implications	n/a
Options	Provide comments on the program status update
Attachments	<ul style="list-style-type: none"> A. Draft Deployment Schedule B. RTR Task Force Roster of Participants
Changes from Committee	

Background

The Contra Costa Transportation Authority (CCTA) is one of three agencies to participate in a pilot Real Time Rideshare program, along with the Sonoma County Transportation Authority (SCTA) and the Transportation Authority of Marin (TAM).

The Metropolitan Transportation Commission (MTC) has provided grant funding for the pilot programs – with the ultimate objective of reducing Greenhouse gases generated by cars and other vehicles. The total grant amount for the three counties is approximately \$1.5 million, of which Contra Costa receives about one-third (\$550,000).

Real Time Rideshare takes casual carpooling to the next level, by using Smartphone technology to connect drivers and potential riders.

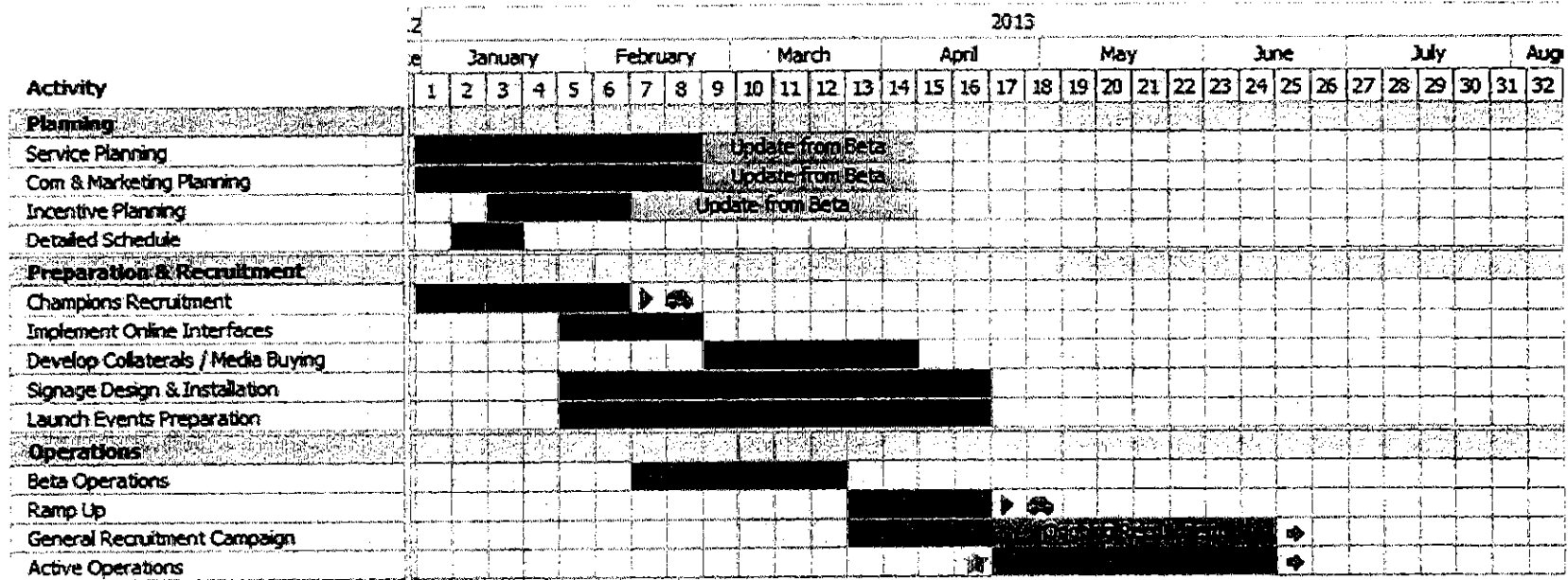
The technology vendor for this program is Avego Corporation, which has successfully launched the "app" for this program in other parts of the United States and Europe. A consultant team led by Novavia Solutions is preparing and will be implementing the pilot programs for Contra Costa.

To guide the effort, Authority staff has created an RTR Task Force comprised of RTPC and TDM managers, plus key stakeholders throughout the four subareas of Contra Costa. Attachment B shows the roster of participants.

The consultant team has reviewed a small number of potential routes for piloting the new technology, based on the following criteria: traveling population characteristics, outreach opportunities, existing transportation conditions and travel density.

In consultation with the RTR Task Force, the consultant team has identified the Contra Costa Centre and the Pleasant Hill BART station as the most favorable locations for the pilot project. Approximately 5,000 people commute to the Contra Costa Centre every day, 70% of which drive alone. Technology will provide more flexible options for those people to share rides when it is convenient without having to make long-term commitments. Another 6,000 people take BART at the Pleasant Hill station, where the parking lot has 3,000 spaces but fills up every morning. Incentives for program participants, such as guaranteed parking at the BART station, are under consideration.

We will be keeping the media and the general public apprised as we launch the pilot projects, and collect and analyze data, with the long-term objective of launching a full program later in the year.



project: CCTA RTR Pilot
 client: Contra Costa Transportation Authority
 date: 11/28/2012

- █ Planning
- █ Preparation & Recruitment
- █ Operations
- ▶ Service Launch
- ▶ Ramp Up Launch
- ★ Launch Event

Figure 4 - Planning, Preparation and Recruitments Tasks and Schedule

Attachment B

Real-time Ridesharing Task Force

Revised July 2012

7-4

FIRST NAME	LAST NAME	JURISDICTION/ ORGANIZATION	PHONE	Email
Bob	Franklin	BART	510-287-4796	bfrankl@bart.gov
Lynn	Overcashier	511 Contra Costa	925-969-0841 x 202	lynn@511contracosta.org
Corinne	Dutra-Roberts	511 Contra Costa	925-969-1193	corinne@511contracosta.org
Rick	Ramacier	CCCTA	925-676-1976	ramacier@cccta.org
Anne	Muzzini	CCCTA	925-680-2043	muzzini@cccta.org
Lisa	Bobadilla	City of San Ramon	925-973-2651	lbobadilla@sanramon.ca.gov
Darlene	Amaral	City of San Ramon	925-973-2655	damaral@sanramon.ca.gov
Shawna	Brekke-Read	Town of Moraga	925-888-7043	sread@moraga.ca.us
Christina	Atienza	WCCTAC	925-215-3044	christinaa@ci.san-pablo.ca.us
Linda	Young	WCCTAC	510-215-3008	linday@ci.san-pablo.ca.us
Lynette	Tanner-Busby	Contra Costa Centre	925-935-6337	ltannerbusby@contracostacentre.com
CONSULTANTS				
J.D.	Margulici	Novavia Solutions	(510) 978-1150	jdm@novavia.us
Teresa	Gaynor	Avego	408-465-4844	teresa.gaynor@avego.com
Colin	Mooney	Avego		colin.mooney@avego.com
Ivy	Morrison	Circlepoint	510-333-4742	i.morrison@circlepoint.com
Rae	Quigley	Circlepoint		r.quigley@circlepoint.com
Megan	Daniels	Circlepoint	510-285-6726	m.daniels@circlepoint.com
Andrew	Casteel	Ave Solutions LLC		andrewca@avesolns.com
Stella	So	Ave Solutions LLC	510-463-1221	stellaso@avesolns.com
Amy	Steinberg	Avego	408-465-4844	amy.steinberg@avego.com
Paul	Steinberg	Avego	408-465-4844	paul.steinberg@avego.com
Derek	Toups	Kimley-Horn	619-744-0107	derek.toups@kimley-horn.com
Jeremy	Shaw	Eisic/Letunic		jeremy@eisenletunic.com
Niko	Letunic	Eisic/Letunic		niko@eisenletunic.com
CCTA STAFF				
Martin	Engelmann	CCTA	925-256-4729	mre@ccta.net
Peter	Engel	CCTA	925-256-4741	pengel@ccta.net



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 Vice Chair

Newell Americh

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Mike Metcalf

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Julie Pierce

Robert Taylor

MEMORANDUM

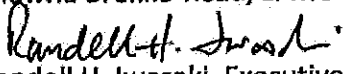
To: Barbara Neustadter, TRANSPAC

Andy Dillard, SWAT, TVTC

Jamar Stamps, TRANSPLAN

Jerry Bradshaw, WCCTAC

Shawna Brekke-Read, LPMC

From: 
 Randell H. Iwasaki, Executive Director

Date: February 25, 2013

Re: Items approved by the Authority on February 20, 2013, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

At its February 20, 2013 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

Randell H. Iwasaki,
 Executive Director

1. **CTPL Call for Projects.** The Authority's Comprehensive Transportation Project List (CTPL) is Contra Costa's financially-unconstrained, universal list of projects that is used to identify and track all types of projects to support a variety of key functions. At present, staff wishes to update the CTPL. The most immediate purposes for the update are to formulate the seven-year Capital Improvement Program for the upcoming 2013 Congestion Management Program (CMP) Update, to jump-start the OneBayArea Grant (OBAG) Program "call for projects" scheduled for this March, and to update the CTPL itself for inclusion in the 2014 Countywide Transportation Plan (CTP) Update. *To initiate the process, Authority staff was authorized to release the CTPL Call for Projects, and contact all project lead agencies – local jurisdictions, transit agencies, RTPCs and other potential sponsors – announcing the Authority's intent to update the CTPL, and provide instructions on how to access the Authority's web-based CTPL portal.*

2. **SB 375/SCS Implementation Update.** *Authority staff provided an update on the schedule for the draft 2013 Regional Transportation Plan (RTP). The most*

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February 25, 2013

Page 2

recent information is that MTC will release its Draft RTP on March 22, 2013. MTC staff will present the plan at the April 17th Authority meeting. Regarding the OneBayArea Grant (OBAG) program, Authority staff reported that a unified "Call for Projects" for Cycle 2 Federal funding would be brought to the Planning Committee on March 6th, for release on March 8th.



EXECUTIVE DIRECTOR'S REPORT
February 20, 2013

Senator DeSaulnier: January 11, 2013

Chair Don Tatzin, Commissioner Amy Worth asked Ross Chittenden, Ivan Ramirez and me to attend a meeting with the Senator to provide an update on the progress of the Caldecott Tunnel construction project and review outstanding issues.

Caldecott Executive Steering Committee: January 11, 2013

Ross Chittenden, Ivan Ramirez and I met with ACTC and Caltrans staff to review the various budget assumptions and risk register, review and approve contract change orders and discussion of various issues with external agencies. We are getting closer to the opening date, but need to resolve the final funding issues.

Transportation Research Board Annual Meeting: January 13 - 17, 2013

Ross Chittenden and I attended the 92nd annual Transportation Research Board (TRB) meeting. The meeting offers an unparalleled opportunity to share our knowledge and perspectives with others and to learn about the latest developments in transportation research, policy and practice. The meeting, normally held on the fourth week of January, was moved to the third week due to the President's inauguration. I was supposed to participate on the "Imagining a New Future for Information Management" panel, but had to return for the Authority meeting. Ross Chittenden has joined the Managed Lanes Subcommittee. Tri Delta General Manager Jeanne Krieg and I met with representatives from PATH (Partners for Advanced Transit and Highway) based at UC Berkeley. PATH partnered with Cambridge Systematics to respond to an exciting RFP published by the US DOT to develop a prototype and perform a demonstration for Integrated Transit Operations. It includes three applications: Dynamic Dispatch, Connection Protection, and Dynamic Ridesharing. They were looking for a transit agency to include in the proposal. I thought Tri Delta Transit would be a good match so we met with the partners. If PATH's proposal is successful, the demonstration program will allow us to take full advantage of the electronic advances we have been installing on our system while providing a higher level of customer service to our passengers.

California Public Utilities Commission (CPUC) Meeting: January 17, 2013

Paul Steinberg of Avego, Martin Engelmann, Peter Engel and I met with investigators from the CPUC to provide an overview of our real time ridesharing project. We discussed the vision, funding sources, software selection, and anticipated outcomes for the innovative project. We promised to provide them with a copy and description of our real time ridesharing project application, our response to their request for rule making, how the trip is paid for, and how Avego fits into the project. Their concern is that we are may be creating a commercial ridesharing service.

Denis Cuff Tunnel Tour and Interview: January 18, 2013

Don Tatzin, Ivan Ramirez, Ivy Morrison, and I toured the Caldecott Tunnel project with Denis Cuff and Photographer Karl Mondon. We provided both Denis and Karl with a bounty of information and photo opportunities. The goal was to write an article regarding the tremendous progress on the project and print the story on the third anniversary of the ground breaking ceremony that occurred on January 22, 2010. The article was printed and they did a great job of depicting the progress of the project.

KCBS Radio Interview with Michael Bower: January 22, 2013

I gave KCBS an interview regarding the progress on construction of the Caldecott Fourth Bore project and also the benefits upon the project's completion. This day is the third anniversary of the groundbreaking ceremony for the project.

Express Lanes Executive Steering Committee: January 22, 2013

Caltrans, Alameda, Contra Costa, Santa Clara, and Solano CMA Executive Directors and Deputy Executive Directors attended the monthly MTC Express Lanes Steering Committee meeting to discuss updates on current express lanes performance, governance issues, and plans to move the development and implementation of the approved 290 mile express lane Bay Area system forward. CCTA staff and Amy Worth will provide an update at the March Authority meeting.

KRON 4 TV interview with Scott Rates: January 22, 2013

We did a taped television interview in the lobby of our offices regarding the progress of the Caldecott Fourth Bore construction project. We also discussed the benefits of the project once it is completed. The interview aired at 8 pm.

Branding and Website Meeting: January 23, 2013

Representatives from lowercase productions, Circlepoint, and Barbary Coast provided us with an update on their progress to update CCTA's website and ensure we have a consistent brand. The updated website will provide better opportunities for the public to access needed information. The branding effort will ensure we use consistent formats such as typeface for our factsheets, colors for our logo, and pictures to illustrate our messages and market our projects and programs.

State Fire Marshall Meeting: January 24, 2013

Ross Chittenden, Ivan Ramirez and I met with staff from the State Fire Marshall's (SFM) office to discuss progress on issues associated with the Caldecott Fourth Bore project. We were given a status of plan sheet reviews. They said that all plans have been returned with comments to the field. We also received the telephone numbers of their executive team and the escalation path to help resolve any disputes that may arise. We also heard numerous times that the SFM team has a commitment to process information very quickly with projects in construction taking priority. We agreed to give SFM staff a heads up if there are plans that need review or issues that need to be dealt with quickly.

Caltrans Headquarters Meeting: January 24, 2013

Ross Chittenden, Ivan Ramirez and I met with Caltrans Director Malcolm Dougherty, CFO Norma Ortega, and District 4 District Director Bijan Sartipi to discuss state funds to complete the Caldecott Fourth Bore project. The remaining funds in the program contingency are Measure J. A recent risk register update indicated that the high range of risk could deplete the contingency balance. If so, CCTA would be responsible for the final costs even if they are not specifically related to building the 4th bore. We reviewed the risk register and started discussion regarding Caltrans' participation in providing additional funds.

CMA Directors' Meeting: January 25, 2013

Arielle Bourgart and I attended the monthly CMA Directors' meeting. Staff from BAAQMD presented their proposal for implementing SB 1339. I volunteered Peter Engel to work with BAAQMD on the workplan. SB 1339 is the Employer Rideshare Requirement. We provided an update on the progress of OBAG implementation. We were hosting a PDA strategy development meeting the same day as the CMA meeting so that was a recent update. We also approved the CMA legislative platform that Arielle play a strategic role in developing. It practically mirrors our proposal so adoption was easy.

Mark Jones Interview: January 26, 2013

Mark Jones interviewed me regarding the various projects on SR 4 including the Sand Creek project. After the interview, we drove the job with a camera on the dash and on the front bumper of his car. He asked more questions about the various projects along SR 4.

CTF Transportation Forum: January 29, 2013

Commissioner Janet Abelson, Ross Chittenden, Arielle Bourgart, Martin Engelmann, Randy Carlton and I attended the California Transportation Foundation's Transportation Forum. Senator DeSaulnier and Assembly Member Lowenthal gave the audience their views on the future of transportation in California. The acting Secretary Brian Kelly gave an update on the history of transportation in California and discussed his view of the future. There was a panel regarding finding more funding for transportation with panelists Jim Earp, Senator Perata, and Mark Watts. There was also a panel regarding SANDAG's recent court ruling of why their RTP doesn't meet GHG reduction goals. Gary Gallegos, Steve Heminger and Hasan Ikhata participated on the panel.

Public Financial Management (PFM): January 30, 2013

We met with our financial advisor, Peter Shellenberger of PFM to review the final results of the 2012 bonds issued on December 18, 2012. As we've discussed, there were two series of bonds: series A bonds which refinanced \$200 million of our existing debt and series B bonds of \$225 million to generate funding for ongoing and future Measure J projects. The bond sale went very well for CCTA due to many positive factors working together at the right time in the market. A key milestone was reached prior the sale when Authority staff demonstrated its case to have a stronger credit rating. The credit upgrade to AA+, coupled with the investor outreach meetings and presentations, positioned CCTA to sell the bonds at levels comparable to AAA rated bonds. The refinancing also saved CCTA \$2.28 million in interest cost over the next 3 years.

Chow Time Luncheon: January 31, 2013

CCTA gathered during the lunch hour for a potluck, which we do periodically to promote teamwork.

Real Time Rideshare (RTR) Focus Group Kickoff: February 4-8, 2013

The RTR program kicked off the first week of February with a focus group at Contra Costa Centre testing the Avego software. The focus group is comprised of people who already have a carpool, but are unfamiliar with the software tool. The program allows us to have people use the software in a controlled environment without the anxiety of finding a stranger to ride with. During the first week we had 40 successful rides.

Sherry McCoy: February 4, 2013

I met with Hercules City Council Member Sherry McCoy to welcome her to the Authority. She is the Alternate to Commissioners Abelson and Butt. We reviewed the latest strategic plan and the annual report, and I provided an update on CCTA activities.

Bank of America/Merrill Lynch (BAML): February 4, 2013

Randy Carlton, Ross Chittenden, and I met with the BAML investment banking team as a follow-up to the closing of the 2012 bond transaction. BAML was a co-manager on 2012 "B" bonds, used to raise \$225 million to finance Measure J projects. We also discussed the status of transportation funding opportunities at the federal and state level.

Contra Costa Council Transportation Subcommittee: February 5, 2013

Susan Miller gave the members an update regarding the projects along the I-680 corridor. Ross Chittenden followed up with an express lane update regarding the projects and schedules for implementation.

BIA Meeting: February 6, 2013

Vin Rover, Linda Best and Bob Glover met with Chair Don Tatzin, Martin Engelmann and me to discuss OBAG and concerns from local developers.

Citi Group: February 6, 2013

I met with the Citi Group investment banking team and CFO Randy Carlton to discuss the final results of the \$225 million 2012 "B" bonds we issued in December. Citi was the senior manager for the transaction. As I've reported previously, the bond sale went extremely well. During the order period we received more than \$1.3 billion of orders, enabling us to renegotiate the rates and reduce our interest costs. The all in rate on the bonds is a fixed rate of 2.07%. The eventual rate will likely be 1.35% if the bonds are called in 7 years. Interest rates at the time CCTA was in the market were at 20+ historical low levels.

Contra Costa County Mayors Conference: February 7, 2013

Executive Director Gary Pokorny asked me if we could provide the Mayors with an update on the Caldecott Tunnel and San Francisco-Oakland Bay Bridge east span replacement project. Ivy Morrison gave the attendees an update on the Caldecott Tunnel project and I provided an update on the replacement of the east span of the San Francisco-Oakland Bay Bridge.

Cole Management: February 7, 2013

We hosted a meeting with Rick Cole of Cole Management and Engineering to discuss and demonstrate an application of using e-tablets for construction inspections. The presentation showed many activities completed by a construction inspector in real time enabling project managers to see what is going on in the field while at the office. Ross Chittenden, Ivan Ramirez and Randy Carlton attended.

FMG Co. Inc: February 8, 2013

I met with Steve Egger and Mike McElroy of FMG Co. Inc to hear about their recent successes with using road recycling technologies in the Bay area. Ross Chittenden, Ivan Ramirez and Randy Carlton joined me in the meeting.

SR 4 Contract 3B Groundbreaking Ceremony and Media Tour: February 11, 2013

I served as the Master of Ceremonies for a press conference and bus tour, organized by Susan Miller. Approximately 60 elected officials and members of the Bay Area media corps attended. Chair Tatzin, BART Board Vice President Joel Keller, Caltrans Director Malcolm Dougherty, and Antioch Mayor Wade Harper highlighted project benefits, funding and several key segments of work along the corridor, including Loveridge Road, the Pittsburg/Bay Point Transfer Platform, and Hillcrest Ave, where work is now beginning. The event was covered by KTVU, KRON-4, KGO-TV, KCBS Radio, KGO-Radio and the Bay Area News Group. For highlights of the media coverage, as well as a new Mark Jones video, please visit the media resources page of the new project website: <http://4eastcounty.org/media/>

Contra Costa County Public Managers Association: February 14, 2013

Ross Chittenden attended the PMA meeting on my behalf and provided an update on projects and upcoming initiatives for 2013. The discussion included the groundbreakings and ribbon cuttings expected for 2013, initiative to consider bundling projects for efficiency, and upcoming tech series for engineering and public works staff.



Winter 2013, 2013	Location	Event
February 2013 (Date TBD)	Richmond	Ribbon Cutting - Richmond Transit Village BART Parking Structure
March 5, 2013	San Francisco	California Transportation Commission (CTC) Meeting
Spring 2013	Location	Event
March/April 2013	Pleasant Hill Bart/ Contra Costa Centre	Realtime Ridesharing Demonstration Pilot Program
April 2013	MTC - Oakland	MTC to Release Draft 2013 RTP/EIR
Spring TBD	Danville	Groundbreaking - I-680 Auxiliary Lanes - Sycamore Valley to Crow Canyon
May 7, 2013	Central Valley	California Transportation Commission (CTC) Meeting
May 23, 2013	Sacramento	24th Annual CTF Transportation Awards
June 11, 2013	San Diego	California Transportation Commission (CTC) Meeting
Summer 2013	Location	Event
July, 2013 (TBD)	MTC - Oakland	MTC to Adopt the 2013 RTP
August 6, 2013	Sacramento Area	California Transportation Commission (CTC) Meeting
Fall 2013	Location	Event
October 8, 2013	Los Angeles	California Transportation Commission (CTC) Meeting
Date TBD	Orinda	Open to Traffic - Caldecott Fourth Bore Project
Fall TBD	San Diego	Self Help Counties Coalition - Focus on the Future Conference
December 10, 2013	Riverside	California Transportation Commission (CTC) Meeting
Winter 2013	Location	Event
Winter 2013	Richmond	Groundbreaking - Officer Bradley A. Moody Memorial Underpass (CCTA Measure J Project: Marina Bay Parkway Grade Separation)
Spring 2014	Location	Event
Spring 2014 - Date TBD	Brentwood	Ribbon Cutting - SR4 Widening and Sand Creek Interchange
Spring 2014 - Date TBD	Antioch/Oakley	Groundbreaking - SR4/160 Connector Ramps



Planning Committee **STAFF REPORT**

Meeting Date: February 6, 2013

SB 375/SCS Implementation Update

MTC Scheduled to Release Draft Plan Bay Area in March 2013: MTC staff has indicated that the Draft 2013 Regional Transportation Plan (RTP) will be released in March 2013, with adoption of the final RTP in June or July 2013. MTC staff has requested that the Authority receive a presentation from MTC staff on the 2013 RTP at its meeting on April 17, 2013. Authority staff is making the arrangement for that presentation.

OneBayArea Grant (OBAG) Program: The PDA/OBAG Working Group established in November 2012 had its first meet on January 25. The group is scheduled to meet again on February 11, 2013. The Working Group is helping with the development of the OBAG "call for projects", including project screening and evaluation criteria, as well as outlining the PDA Investment and Growth Strategy. The draft OBAG "call for projects" will be reviewed by the TCC on February 21, and issued following review by the Planning Committee on March 6th.

The Authority is scheduled to approve the PDA Strategy at its April meeting (concurrent with MTC's presentation on the 2013 RTP), and the Authority would approve the OBAG funding recommendations at its June meeting. A detailed schedule is found in Attachment A.

Planning Directors Meetings: The Planning Directors of Contra Costa met on Friday, January 11, 2013 to discuss the One Bay Area Grant (OBAG) funding program, and development of the PDA Investment & Growth Strategy.

The OneBayArea Grant Program

Overview and Options

In May, 2012, the Metropolitan Transportation Commission (MTC) adopted Resolution 4035. This resolution outlines which improvements will be funded with federal transportation funds expected through 2016.

The OneBayArea Grant, or OBAG, is one of those programs. Resolution 4035 gives the responsibility for carrying out the OBAG program to the congestion management agencies (CMAs) in the Bay Area. As one of the Bay Area CMAs, the Contra Costa Transportation Authority will be responsible for programming \$45.2 million in federal funds available through OBAG for Contra Costa. Of that, about \$20 million is from the Surface Transportation Program (STP), about \$22 million from the Congestion Mitigation-Air Quality (CMAQ) program and the remainder from the new Transportation Alternatives Program (TAP).

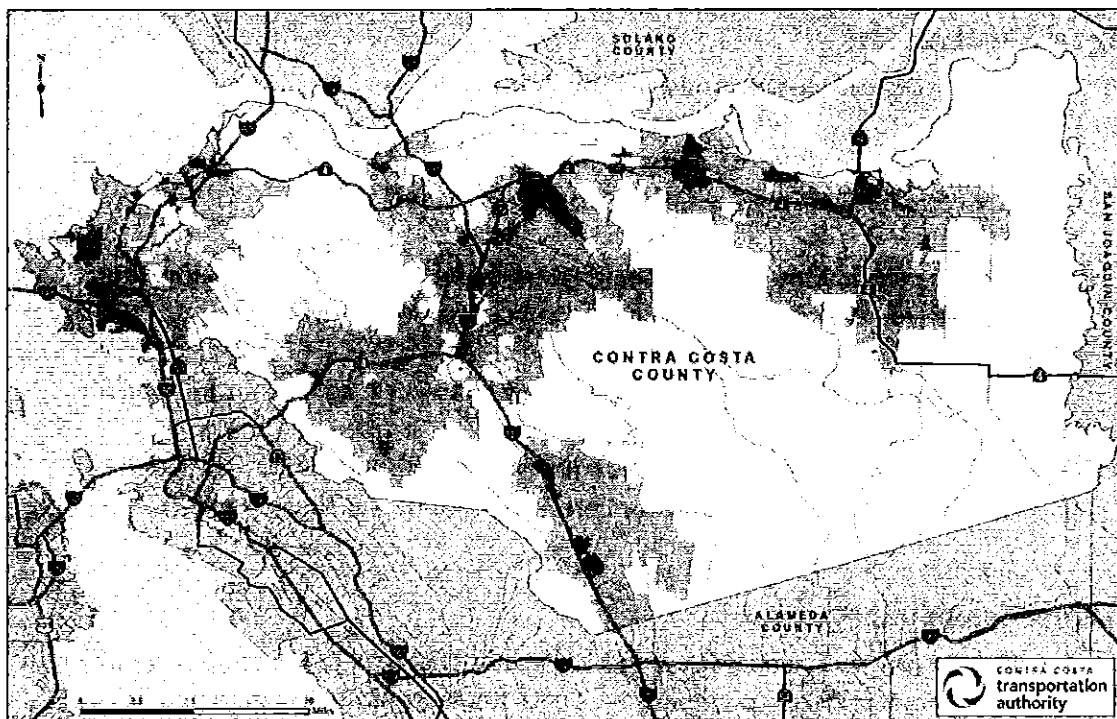
Eligible OBAG Improvements

A CMA may program the OBAG funds to any of the following six types of improvements:

- **Local Streets and Roads Preservation:** pavement rehabilitation, preventive maintenance and some non-pavement improvements
- **Bicycle and Pedestrian Improvements:** Class I, II and III bicycle facilities, bicycle education, outreach, sharing and parking, sidewalks, ramps, pathways and pedestrian bridges, user safety and supporting facilities, and traffic signal actuation.
- **Transportation for Livable Communities:** improvements and facilities that promote alternative transportation modes in downtown areas, commercial cores, high-density neighborhoods, and transit corridors
- **Safe Routes to School:** increased funding for the \$3.2 million available through the separate Safe Routes to School program

- **Priority Conservation Area:** augments the regional Priority Conservation Area program
- **Planning and Outreach Activities:** CMA's activities that support regional planning, programming and outreach

How the available funds are allocated among these programs is left up to the CMA's as long as the other requirements of the OBAG program and federal funding are met.



Priority Development Areas

One of the key OBAG requirements is that 70 percent of the funds in Contra Costa must be spent in or near — the formal term is “in proximate access to” — designated priority development areas, or PDAs. The Association of Bay Area Governments (ABAG), which approves their designation, defines PDAs as infill development opportunity areas where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit.

Most jurisdictions in Contra Costa have at least one PDA. The Contra Costa PDAs are found mostly in downtowns (Concord, Danville and Pittsburg, for example), around major transit stations (Martinez, Richmond and Walnut Creek, for example) and along major

arterials such as San Pablo Area in West County and Main Street in Oakley. The preceding map shows the location of those PDAs.

The Authority is required to prepare a PDA Investment and Growth Strategy to identify priorities that will ensure that the funds available through OBAG are used to *support and encourage development in the region's PDAs*. To develop the strategy, the Authority will review local housing policies and identified needs for infrastructure in the PDAs. Building on this review and the factors listed in Resolution 4035, the strategy will set criteria for selecting among projects applying for funding.

Local Requirements

To be eligible for these federal funds, jurisdictions must:

- Adopt a resolution establishing a complete streets policy or have a general plan that complies with the Complete Streets Act of 2008
- Receive certification from the State Housing and Community Development Department that its housing element complies with State law
- Submit a complete streets checklist for each project it applies for funding for
- The deadline for the first two is January 31, 2013 although MTC and ABAG can approve a one-year extension for certification of the housing element.

Earlier Commitments

In the previous round of federal funding, the Authority agreed to set aside \$9.5 million in OBAG funds for local streets preservation. These funds would be given to 14 of the jurisdictions in Contra Costa by formula. In addition, the Authority has agreed to increase the amount of OBAG funds set aside for CMA planning and outreach activities. These additional funds would be used to cover the increased CMA responsibilities under Resolution 4035.

Allocating the Remaining Funds

About \$31.4 million would be left to give out after subtracting these two earlier commitments. Of the remaining funds, about \$7 million would be from the STP program, which can be used on any of the six types of improvements eligible for the OBAG program, including more local street preservation. The remaining \$22 million in CMAQ funds and \$2.4 million in TAP funds can be used only for the TLC and bicycle-pedestrian improvements and some Safe Routes to School projects. In addition at least \$24.8 million of the remaining \$31.4 million must be spent in or near PDAs.

Several jurisdictions have asked that more OBAG funds be used for local street preservation, beyond the \$9.5 million specifically set aside for that purpose. One way of doing that is to allow sponsors to apply for any eligible purpose — street preservation, TLC, bicycle or pedestrian improvements, or Safe Routes to School — and use the criteria for selecting projects to select among all the applications for funds submitted. This could make deciding among the projects more difficult but could give projects that serve many purposes priority.

A simpler way would be to set aside a specific amount for street preservation and allocate it by formula to the 20 jurisdictions in Contra Costa. While simple, it may make it harder to meet the 70 percent PDA requirement and thus make it harder to fund bicycle or pedestrian improvements that aren't near PDAs.

OBAG Schedule

Activity	Date
PDA Working Group reviews criteria for OBAG Program	January 25
Citizen Advisory Committee reviews OBAG Program	January 23
Countywide Bicycle and Pedestrian Committee discusses the approach to the OBAG Program	January 28
PDA Working Group reviews draft Call for Projects and PDA Investment and Growth Strategy	TBD
Technical Coordinating Committee reviews call for projects and draft PDA Strategy	February 21
Planning Committee releases call for projects	March 6
Release of call for projects	March 8
Planning Committee	April 3
Authority adopts PDA Strategy	April 17
Applications for OBAG funding due	April 19
Technical Coordinating Committee	May 23
Planning Committee approves OBAG project list	June 5
Authority approves OBAG project list	June 19
Approved OBAG project list due to MTC	June 30

Comments and Input

We want to hear your thoughts on the OBAG program and what projects — or kinds of projects — the Authority should recommend for funding. The Authority will review your comments as it puts together its list of projects for OBAG funding. We'll also pass along your suggested projects to the jurisdictions where those potential projects are located.

Here are some of the questions we'd like your thoughts on:

- What transportation improvements are needed to encourage the development of walkable, transit-supportive districts, especially in the PDAs in Contra Costa?
- Where are bicycle or pedestrian or transit improvements needed?
- What streets or roads need maintenance?
- What factors should we use when deciding which projects to fund?
- What things should the Authority do to help Contra Costans get around, both those who drive and those who walk, bicycle or use transit?

Send your comments and questions to Brad Beck, Senior Transportation Planner, by email at bbeck@ccta.net or by mail at:

2999 Oak Road, Suite 100
Walnut Creek CA 94597

511 Contra Costa School Programs

Central County Measure J 21a Safe Transportation for Children Funds Status Update and Summary of Activities

Background

In Fall 2010, TRANSPAC authorized the allocation of FY 2009, 2010 and 2011 Central County Measure J Safe Transportation for Children 21a funds totaling \$758,000 to the Central County 511 Contra Costa Program. This allocation included: \$50,000 to the Mount Diablo Unified School District for transportation mitigation in response to a Concord school closure; \$32,000 in local matching funds to the City of Pleasant Hill for MTC Cycle 1 SR2S Climate Initiative Grant; and \$50,000 in local matching funds to 511 Contra Costa for MTC Cycle 1 SR2S Climate Initiative Grant.

As the oversight agency of the SR2S grant, Caltrans reimburses expenditures, and it was necessary to request a \$200,000 advance from the 21a allocation of funds to 511 Contra Costa in order for the City of Pleasant Hill, as 511 Contra Costa's fiscal agent, to avoid having to front-end the federal program expenditures. The original workplan for the remaining 21a funds included: a pilot middle school bike/pedestrian safety program, development of an elementary school bike/pedestrian safety program, development of a follow-up middle school program, school site assessments and coordination services to identify and fund school access bicycle and pedestrian infrastructure projects.

Pilot Middle School Program Development - *Peace on the Streets: Ride On!*

Description: 511 Contra Costa staff developed a week-long pilot bike/pedestrian safety education program named *Peace on the Streets: Ride On!* The program targeted middle school communities to educate students with life-saving road skills, while also reinforcing safe driving messages to the parents. The program's principal goals included:

- Educating and encouraging middle school students to bike and walk safely to school
- Identifying physical barriers to biking and walking at each school site
- Conducting comprehensive site assessments to further identify access safety improvements and bicycle infrastructure needs
- Collecting data and reporting on the trip reduction achieved at each school site through programmatic elements/ outreach efforts

The program was preceded by a comprehensive site assessment at each school, student travel surveys, and the distribution and analysis of Parent Surveys for community feedback regarding site access. The program included: Road Simulations/Bike Rodeos in Physical Education classes; a Parent Education meeting with local police, health professionals, and city staff; a Commute Alternative Challenge Day; and finally a stunt and safety assembly as a reward to the school for participation.

Timeline: Fall 2010 (Project development) – Spring and Fall 2011 (Project implementation)

Participating Schools: Walnut Creek Intermediate (Walnut Creek), Pleasant Hill Middle School (Pleasant Hill), Diablo View Middle School (Clayton), and Martinez Junior High School (Martinez). Oak Grove Middle School (Concord) was selected as a fifth school; however the program was delayed due to a change in administration and a previously planned-for MDUSD Solar Panel project in the school's front parking lot.

PILOT PROGRAM COSTS	
Program Element	Cost
Staffing	\$40,100
Road Simulation/ Bike Rodeo Trainers	\$14,470
Stunt and Safety Assemblies	\$7,100
Program incentives and supplies	\$6,880
TOTAL Pilot Program Costs	\$68,550

Program Results:

- 3,403 Central Contra Costa County middle school students received bicycle/pedestrian safety training
- Reduced 713 measurable single-occupant-vehicle trips (as compared to pre-program student travel surveys)
- Engaged and coordinated multiple stakeholders, including: school administrators, local police departments and School Resource Officers, City staff, Contra Costa County Health Services staff, local health professionals, local retailers, local bicycle advocacy groups, East Bay Regional Park District volunteer members
- Conducted and reported comprehensive site assessments at each school
- Coordinated and installed bicycle infrastructure, paving, signage, striping and other access and infrastructure improvements (see Site Improvement Projects list below)
- Determined that the reward element of the stunt assembly would be cost-prohibitive in an expanded program to all Central Contra Costa County schools; however it was the highlight for many students and stakeholders
- Contacted local retailers and received approximately \$1,500 of in-kind donations

Street Smarts Diablo Region- Expanded Bicycle/Pedestrian Safety Program

Upon review of the pilot program's successes, 511 Contra Costa staff modified the pilot program, which led to the award of MTC SR2S Climate Initiative funds for an expanded bicycle/pedestrian safety program for all schools (K-12) in Central Contra Costa County.

To utilize an already established *Street Smarts* (SR2S) brand employed in San Ramon Valley and West Contra Costa County, 511 Contra Costa rebranded the school program as *Street Smarts Diablo Region* to maintain cohesion but also distinguish it from programs deployed in the SWAT and WCCTAC regions. *Street Smarts Diablo Region* includes separate elementary, middle and high school programs in Central and East County.

MTC SR2S funds prohibit expenditures for infrastructure and various support activities essential to the success of 511 Contra Costa school programs. Measure J 21a funds support these activities in Central County as well as elements necessary for the deployment of International Walk to School Day and Bike to School Week.

Street Smarts II: Follow-up Outreach and Infrastructure Program Development

Fall 2012, 511 Contra Costa staff developed a parallel program to provide support activities for the *Street Smarts Diablo Region* program. These included program elements prohibited by the MTC grant specifications, as well as a follow-up program to maintain momentum in schools that participated in the *Peace on the Streets: Ride On!* pilot program. To communicate with the newly branded *Street Smarts Diablo Region* program, this effort was named *Street Smarts II: Follow Up-Outreach and Infrastructure Program*. The program's goals include:

- Integrating support activities for the *Street Smarts Diablo Region* program
- Supporting International Walk to School Day and Bike to School Week activities in Central County
- Providing biannual Commute Alternative Challenge events for all interested schools
- Providing additional site assessment services
- Identifying small access improvements to support biking and walking to school as well as for the improvement of safety in drop-off/pick-up zones and expanded bicycle facilities
- Coordinating school districts, school principals, and City and County staff for access improvement projects

Description: The *Street Smarts II* Program provides each school campus with a sustainable, biannual Commute Alternative Challenge event organized and supported by 511 Contra Costa and facilitated by the school administration. 511 Contra Costa provides each school with an incentive prize of \$500 to market and facilitate a Commute Alternative Challenge Day that encourages every student to bike, walk, bus, or carpool to school. The school must also administer two days of pre-program student travel surveys and perform a day-of-event survey. 511 Contra Costa supplies each school with planning materials, marketing materials (i.e. fliers and banners), and raffle prizes for participating students. In some schools, the Leadership student group is involved in promoting and facilitating the event. In addition to sustaining momentum from the pilot program, the *Street Smarts II* Program continues supporting the schools' campus through comprehensive site assessments using school district/administration feedback, Parent Surveys, and coordination with City/County staff to identify small infrastructure projects which aid access points for all modes. This program also provides site assessment and infrastructure support services for all Central County schools participating in the *Street Smarts Diablo Region* (SR2S) program, International Walk to School Day, and Bike to School Week activities.

Timeline: Fall 2012 - present

Participating School - Fall 2012: Walnut Creek Intermediate

Participating Schools - Spring 2013: Walnut Creek Intermediate (Walnut Creek), Pleasant Hill Middle School (Pleasant Hill), Diablo View Middle School (Clayton), Martinez Junior High School (Martinez)

STREET SMARTS II: FOLLOW-UP OUTREACH AND INFRASTRUCTURE PROGRAM COSTS TO DATE	
Program Element	Cost
Staffing	\$28,000
Program incentives and supplies	\$889
TOTAL Program Costs to Date	\$28,889

Street Smarts II Support Activities

As the Street Smarts Diablo Region program rolls out, the Street Smarts II program supports it with additional services. These include:

- Site assessments are conducted at participating elementary and middle schools
- Infrastructure needs/requests are cataloged
- Staff works with schools, districts and city/county staff to coordinate infrastructure installation and access improvements at school sites
- Support is provided to Central County schools to promote International Walk to School Day and Bike to School Week each fall and spring

Central County Measure J 21a Safe Transportation for Children Funds Site Improvement Projects

1. Diablo View Middle School Front Drop-Off/Pick-Up Lot Improvement (DVMS)

Stakeholders: Diablo View Middle School Administration, Mount Diablo Unified School District, City of Clayton

Background: Diablo View Middle School was the first school to participate in the *Peace on the Streets: Ride On!* Pilot Middle School Program. Pre-program Parent Surveys and site reviews demonstrated a lack of directional striping and signage in the front lot that created confusion and pedestrian-vehicle conflict. 511 Contra Costa staff observed existing drop-off and pick-up procedures with the school administration and worked with MDUSD Maintenance and Operations staff to determine appropriate improvements to the front lot. The project delayed to Summer 2012 due to a conflict with a planned project between the City of Clayton and MDUSD.

Timeline: March 2011 - August 2012

DIABLO VIEW MIDDLE SCHOOL WORK COMPLETED	
Improvement	Cost
Painting and restriping existing parking lot and curbs	\$4,000
New stenciling in student drop-off and pick-up area	

Work In-Progress:

- Performed Gym Court pick-up/drop-off lot access review in September 2012 after completion of Clayton Community Park punch-through project (MDUSD, City of Clayton)
- 511 Contra Costa will meet with City of Clayton staff and Diablo View Middle School administrators to address safety issues in the new punch-through access as well as on Marsh Creek Road

2. Walnut Creek Intermediate Bike Cage Extension (WCI)

Stakeholders: Walnut Creek Intermediate Administration, Walnut Creek School District, City of Walnut Creek

Background: Walnut Creek Intermediate was the second school to participate in the *Peace on the Streets: Ride On!* Pilot Middle School Program. Student travel surveys and on-site observations revealed the need for both additional capacity and space for safety measures in the existing bike cage to support the bicycling population. 511 Contra Costa staff reached out to the WCSD Director of Facilities and Maintenance to redesign the existing bicycle cage and agreed to fund a paved extension with additional purchased racks while the District agreed to coordinate installation.

Timeline: May - June 2011

WALNUT CREEK INTERMEDIATE WORK COMPLETED	
Improvement	Cost
Paved 20' extension to existing bicycle cage to increase total capacity by 40 bicycles and improve safety conditions for bicyclists	\$6,000
Installed fencing for paved extension	\$980
Purchased (2) galvanized single face and (1) galvanized double face vertical series bike racks	\$2,434

3. Pleasant Hill Middle School Secondary Bike Cage (PHMS)

Stakeholders: Pleasant Hill Middle School Administration, Mount Diablo Unified School District, City of Pleasant Hill

Background: Pleasant Hill Middle School was the third school to participate in the *Peace on the Streets: Ride On!* Pilot Middle School Program. During an initial site review, staff observed a broken fence on the secondary bike cage on campus that prevented locked storage and thus overflow in the primary bike cage. Staff met with the MDUSD Maintenance and Operations Director and found that repair and not replacement was necessary.

Timeline: June - August 2011

PLEASANT HILL MIDDLE SCHOOL WORK COMPLETED	
Improvement	Cost
Facilitated repair of broken door on secondary bike cage with MDUSD at no cost for the school site and provided capacity to secure an additional 30 bicycles	\$0

4. Martinez Junior High School Drop-Off /Pick- Up Lot (MJHS)

Stakeholders: Martinez Junior High School Administration, Martinez Unified School District, City of Martinez

Background: Martinez Junior High School was the fourth school to participate in the *Peace on the Streets: Ride On!* Pilot Middle School Program. The school campus has a single access point for all modes, and both Parent Surveys and on-site observations revealed major vehicle-pedestrian conflict in the shared space. Staff worked with the MJHS administration to repaint signage and striping as well as to install traffic barricades to ease this conflict.

Timeline: November - December 2011

MARTINEZ JUNIOR HIGH MIDDLE SCHOOL WORK COMPLETED

Improvement	Cost
Installed (3) A-frame traffic barricades to prohibit traffic in drop-off zone	\$287
Repainted parking lot striping to increase visibility and safety	\$3,875
Painted new directional arrows to decrease confusion and increase safety	

5. Oak Grove Middle School Front Drop-Off/ Pick-Up Lot (OGMS)

Stakeholders: Oak Grove Middle School Administration, Mount Diablo Unified School District, City of Concord

Background: Oak Grove Middle School was previously scheduled to participate in the pilot middle school program but rescheduled due to a change in administration and a scheduled MDUSD solar panel project. 511 Contra Costa staff performed a site review with the school administration in March 2012 which revealed the need for traffic-blocking measures during drop-off and pick-up hours for the safety of bicyclists and pedestrians.

Timeline: March 2012

OAK GROVE MIDDLE SCHOOL WORK COMPLETED

Improvement	Cost
Purchased (4) large safety cones to prohibit vehicle traffic in front parking lot during drop-off and pick-up	\$100

6. Westwood Elementary School Skateboard and Scooter Racks (WES)

Stakeholders: Westwood Elementary School Administration, Mount Diablo Unified School District, City of Concord

Background: In Fall 2011, Westwood Elementary School participated in International Walk to School activities. The Principal informed 511 Contra Costa staff that the campus shared bicycle/scooter facilities with the neighboring El Dorado Middle School and expressed a need for racks on their own campus to support the student population.

Timeline: May 2012

WESTWOOD ELEMENTARY WORK COMPLETED

Improvement	Cost
Purchased and delivered (2) skateboard and scooter racks	\$2,080

7. Walnut Creek School District-Wide Site Reviews (IN-PROGRESS)

Stakeholders: Walnut Creek School District, City of Walnut Creek, Contra Costa County, Bike Walnut Creek

Background: Building upon the partnership formed by the bike cage extension project at Walnut Creek Intermediate in June 2011, 511 Contra Costa staff met with the WCSD Director of Facilities and Maintenance in October 2012 to discuss performing comprehensive site reviews of all six schools in the district. This project has received support from the WCSD Superintendent and principals at all six schools as well as City of Walnut Creek/ Contra Costa County staff. In addition, WCSD agreed to schedule Mr. Beeps traffic safety assemblies (SR2S Program) district-wide in order to provide their community with education and encouragement alongside supporting the built environment.

Timeline: October 2012 - present

Work Completed:

- Met with WCSD Director of Facilities and Maintenance to perform initial review of 6 school campuses
- Met with Principals of 6 schools and performed comprehensive site reviews
- Met with City of Walnut Creek staff to receive information on planned site support projects at each site and identified Bike Walnut Creek Volunteer group as additional stakeholder and resource for bicycle/pedestrian counts
- Met with Contra Costa County District 4 Supervisor Mitchoff's staff to receive information on Area of Benefit (AOB) project in-progress at Walnut Heights Elementary School

Work In-Progress:

- District-wide electronic Parent Survey for community feedback to be performed in Spring 2013
- District-wide bike/pedestrian counts to be performed through a partnership with Bike Walnut Creek in Spring 2013
- Based on site reviews and coordination of access improvements with City/County/WCSD staff, small site improvement projects will be identified and implemented at each of the 6 schools

511 Contra Costa School Programs
 Central County Measure J 21a Safe Transportation for Children Fund
 Central Contra Costa County Participating Schools

School Name	City	District	Program (M/J 21a and SR2S grant)	Minor School Access Requests (M/J 21a funds)
Diablo View Middle School	Clayton	MDUSD	Spring 2011: Pilot Program Fall 2011: Intl. Walk to School Day Fall 2012: Intl. Walk to School Day Spring 2013: Street Smarts II	<ul style="list-style-type: none"> Completed Project: Lane striping and directional signage in front lot Directional signage, curbside painting and striping in Gym Court lot
El Monte Elementary School	Concord	MDUSD	Spring 2013: Street Smarts: Diablo Region	<ul style="list-style-type: none"> Directional signage and lane striping
Meadow Homes Elementary School	Concord	MDUSD	Spring 2013: Street Smarts: Diablo Region	<ul style="list-style-type: none"> Directional signage and lane striping
Cambridge Elementary School	Concord	MDUSD	Fall 2012: Street Smarts: Diablo Region	<ul style="list-style-type: none"> Signage and/ or repainting of school-front crosswalk due to sun glare
Monte Gardens Elementary School	Concord	MDUSD	Spring 2013: Street Smarts: Diablo Region	TBD
Wren Avenue Elementary School	Concord	MDUSD	Fall 2012: Street Smarts: Diablo Region	<ul style="list-style-type: none"> Traffic safety signage for speed control
El Dorado Middle School	Concord	MDUSD	Spring 2013: Street Smarts: Diablo Region	<ul style="list-style-type: none"> Repainting of crosswalks for increased visibility Directional signage in bus loop
Oak Grove Middle School	Concord	MDUSD		<ul style="list-style-type: none"> Completed Project: Purchased traffic barricades
Westwood Elementary School	Concord	MDUSD	Fall 2011: Intl. Walk to School Day Fall 2012: Intl. Walk to School Day	<ul style="list-style-type: none"> Completed Project: Purchased skateboard/scooter racks

511 Contra Costa School Programs
 Central County Measure J 21a Safe Transportation for Children Fund
 Central Contra Costa County Participating Schools



School Name	City	District	Program (M/J 21a and SR2S grant)	Minor School Access Requests (M/J 21a funds)
Martinez Junior High School	Martinez	MUSD	Fall 2012: Pilot Program Spring 2013: Street Smarts	Completed Project: Directional striping and signage; purchased traffic barricades
John Muir Elementary School	Martinez	MUSD	Fall 2012: Street Smarts: Diablo Region	<ul style="list-style-type: none"> Directional signage Ceramic raised pavement markers for lane differentiation
Las Juntas Elementary School	Martinez	MUSD	Fall 2012: Street Smarts: Diablo Region	<ul style="list-style-type: none"> Curbside painting in drop-off area
Morello Park Elementary School	Martinez	MUSD	Fall 2012: Street Smarts: Diablo Region	<ul style="list-style-type: none"> Repainting of crosswalks for increased visibility Directional signage
Gregory Gardens Elementary School	Pleasant Hill	MDUSD	Fall 2011: Intl. Walk to School Day Fall 2012: Intl. Walk to School Day	TBD
Pleasant Hill Middle School	Pleasant Hill	MDUSD	Spring 2011: Pilot Program Fall 2011: Intl. Walk to School Day Spring 2013: Street Smarts II	<ul style="list-style-type: none"> Completed Project: Secondary bike cage Directional signage and striping on Monticello Avenue (MDUSD/County property) Painting crosswalk on Santa Barbara Rd
Sequoia Middle School	Pleasant Hill	MDUSD	Spring 2013: Street Smarts: Diablo Region	<ul style="list-style-type: none"> Directional signage and striping for vehicular and pedestrian traffic Repainting of crosswalk for increased visibility of pedestrian traffic
Pleasant Hill Elementary School	Pleasant Hill	MDUSD	Spring 2013: Street Smarts: Diablo Region	TBD

511 Contra Costa School Programs
 Central County Measure J 21a Safe Transportation for Children Fund
 Central Contra Costa County Participating Schools

Strandwood Elementary School	Pleasant Hill	MDUSD	Fall 2011: Intl. Walk to School Day Spring 2013: Street Smarts: Diablo Region	TBD
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School Name	City	District	Program (M/J 21a and SR2S grant)	Minor School Access Requests (M/J 21a funds)
Valhalla Elementary School	Pleasant Hill	MDUSD	Spring 2013: Street Smarts: Diablo Region	TBD
Bancroft Elementary School	Walnut Creek	MDUSD	Spring 2013: Street Smarts: Diablo Region Fall 2011: Intl. Walk to School Day Fall 2012: Intl. Walk to School Day	TBD
Buena Vista Elementary School	Walnut Creek	WCSD	Fall 2012: Street Smarts: Diablo Region	<ul style="list-style-type: none"> Directional signage and ground striping for School Lane drop-off area Bicycle racks for additional capacity Repaving of Alvarado lot
Indian Valley Elementary School	Walnut Creek	WCSD	Spring 2013: Street Smarts: Diablo Region	<ul style="list-style-type: none"> Modify the channelizing island in the roundabout to better direct traffic Widen driveway for additional entry lane Directional signage and striping
Munwood Elementary School	Walnut Creek	WCSD	Fall 2012: Street Smarts: Diablo Region Fall 2012: Intl. Walk to School Day	<ul style="list-style-type: none"> Pave existing pedestrian pathway from Ward Drive onto school campus Redesign drop-off area to remove staff parking and create additional lane for vehicular traffic
Parkmead Elementary School	Walnut Creek	WCSD	Fall 2011: Intl. Walk to School Day Fall 2012: Intl. Walk to School Day	<ul style="list-style-type: none"> Repainting of lane markers in front lot Bicycle racks for additional capacity
Walnut Heights Elementary School	Walnut Creek	WCSD	Spring 2013: Street Smarts: Diablo Region	<ul style="list-style-type: none"> Directional signage and lane striping

511 Contra Costa School Programs
 Central County Measure J 21a Safe Transportation for Children Fund
 Central Contra Costa County Participating Schools



Walnut Creek Intermediate	Walnut Creek	WCSD	Spring 2011: Pilot Program Fall 2011: Intl. Walk to School Day Fall 2012: Intl. Walk to School Day Fall 2012: Street Smarts II Spring 2013: Street Smarts II	<ul style="list-style-type: none"> Completed Project: created bike cage extension and purchased additional racks Directional signage in front drop-off area
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Current Participation Status of Central County Schools in 511CC Programs

	Total Central County Schools	Total Central County Schools Participating in Programs	Percentage of Central County Schools Participating in Programs	Number of Times Contacted by 511CC
Elementary	34	19	56%	X 3
Middle	10	7	70%	X 2
High	8	N/A	N/A	Program under development for Fall 2013
Total	52	26	50%	



2300 Contra Costa Blvd., Suite 110, Pleasant Hill, CA 94523
Phone 925-969-0841 Fax 925-969-9135

TO: TRANSPAC

FROM: Lynn Overcashier, TDM Program Manager

DATE: March 14, 2013

RE: Request for additional Central County MJ 21a funds to support on-going bicycle/pedestrian safety program elements; school access/bicycle infrastructure improvements; and estimated local matching fund requirements for Central County jurisdictions when applying for the upcoming 2013 Cycle 2 SR2S funds

511 Contra Costa staff is requesting additional Central County Measure J 21a Safe Transportation Funds for Children. Funding requested is for on-going annual support of the Central County Street Smarts Diablo Region Program, with an expectation that biennially funds would be programmed to meet local matching fund requirements for future Federal Cycles of SR2S funding.

Funding requested would cover costs associated with the following:

- Coordination and installation of pedestrian and bicycle access infrastructure improvements at school sites;
- Expansion of the Street Smarts Diablo Region Street Smarts II Program;
- Local matching funds necessary for Central County jurisdictions to apply for 2013 Cycle 2 SR2S funds.

TRANSPAC/TRANSPAN TDM PROGRAMS



COMMUNITY
PROGRAMS

EMPLOYER
PROGRAMS

In cooperation with: Antioch • Brentwood • Clayton • Concord • Martinez • Oakley
Pittsburg • Pleasant Hill • Walnut Creek • unincorporated areas of Central and East Contra Costa County

www.511contracosta.org



SWAT

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SUMMARY MINUTES
February 4, 2013 – 3:00 p.m.
City of San Ramon
2222 Camino Ramon
San Ramon, California

Committee Members Present: David Hudson (Chair), City of San Ramon; Candace Andersen (Vice Chair), Contra Costa County; Karen Stepper, Town of Danville; Michael Metcalf, Town of Moraga; Victoria Smith (for Amy Worth), City of Orinda; Don Tatzin, City of Lafayette;

Staff members present: Chuck Swanson, City of Orinda; John Cunningham, Contra Costa County; Shawna Brekke-Read, Town of Moraga; Leah Greenblat, City of Lafayette; Andy Dillard, Town of Danville.

Others present: Martin Engelmann, CCTA; Gayle Israel, Contra Costa County; Smitty Schmidt.

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Hudson at 3:05 p.m.
2. **PUBLIC COMMENT:** None
3. **BOARD MEMBER COMMENT:** None
4. **ADMINISTRATIVE ITEMS:** Andy Dillard recorded the minutes. Extra agenda packets were made available.
5. **CONSENT CALENDAR:**

5.A Approval of Minutes: SWAT Minutes of January 7, 2013 (*Attachment - Action*)

ACTION: Stepper/Andersen/Unanimous

End of Consent Calendar

6. **REGULAR AGENDA ITEMS:**

- 6.A **Review and Comment on Launch of 2014 Countywide Comprehensive Transportation Plan (CTP) Launch and Sustainability Discussion White Papers:** Martin Engelmann, CCTA staff presented the Authority's discussion papers on Launching the 2014 CTP and incorporation of sustainability. The following comments were provided:

"Launching the 2014 CTP Update"

Michael Metcalf inquired about a possible extension of Measure J, and if there would be a potential shift in focus on much larger, marquis projects? Don Tatzin added that the environmental community may want to pursue more focus on Growth Management elements as part of a new measure, or extension of. Martin Engelmann expressed that health and social equity could also potentially be components.

Karen Stepper expressed that references to "Plan Bay Area" be removed until such time that it has been approved and further, that it may ultimately be a policy that is not desirable by certain members of the public. Additionally, concerns were expressed that references to land use in lieu of transportation gets away from the mission, does not support the intent of Measure J, and may affect funding for road projects as part of any future extensions or new measures.

John Cunningham asked how the CTP and SCS would align. Martin Engelmann replied that the two are happening in parallel and that MTC is expected to present its "Plan Bay Area" at the April Authority meeting. It was further explained that the new land use forecasts (SCS) are expected to be incorporated in the 2014 CTP, but will need to be tested and looked at closely in how it aligns with current forecasts. SCS forecasts out to 2040.

"Incorporating Sustainability into the 2014 CTP"

Appreciation and acknowledgement was given to Don Tatzin for his work in helping edit the sustainability paper's language and content. Mike Metcalf and Dave Hudson commented that the definition of "sustainability" (as defined on pg.2) was more easily understood and in appropriate context than past definitions of sustainability that have been seen and discussed.

Karen Stepper was opposed to the use of the footnote (pg. 2) referencing the American Planning Associations definition of sustainability.

Don Tatzin commented that sustainability should be in direct reference to transportation investments. He referenced the attachments included with the paper outlining examples of how other agencies have approached the definition and incorporation of sustainability within transportation.

Several Committee members inquired about what exactly needs to be done to satisfy and incorporate a sustainability policy. There was concurrence that the

Authority's current objectives (as outlined on pg. 4) is sufficient and in line with the spirit and intent of a sustainability policy. Martin Engelmann stated that the decision is on the table if there is a desire to incorporate such a policy, and posed the question to consider whether it is the CCTA's role to become more of a champion for sustainability, or, does including new sustainability components just a counterproductive exercise and waste of resources.

Victoria Smith inquired about potential implications, if any, of not incorporating a sustainability policy.

Michael Metcalf expressed further appreciation for the work that was done in shaping the context and definition of "sustainability" in the paper, and how it was reflective of policies and practices that are already in place. There were concerns in how the definition, as provided in the paper, would be received, and/or accepted by, advocacy groups, MTC, etc.

There were overarching concerns expressed that by incorporating sustainability, its definition and policies may be construed differently from region to region, and even sub region to sub region, yet it may still have universal connotations. The actual sustainability definitions and policies defined in Contra Costa may differ from other counties, however, Contra Costa may be subject to, and conceding to, a broader definition.

The Committee concurred that, when considering the incorporation of sustainability, the Authority needs to be careful to avoid "mission creep", particularly in the context of developing sales tax measures extensions.

The paper contains three proposed strategies for "pursuing sustainability while maintaining the general Measure J mission" (pd. 9). It was requested that the proposed strategy entitled "Social Health/Political Sustainability" either be removed or revised (both in title and definition) as it does not speak directly to transportation.

David Hudson expressed support for the concept of incentivizing sustainability practices rather than penalizing.

The Committee provided direction to staff to summarize comments and develop a draft comment letter on the discussion papers, and to bring back for further review and discussion at the March SWAT meeting.

ACTION: None.

7. **WRITTEN COMMUNICATIONS:** The following written communication items were made available:

- CCTA summary of actions from Board meetings of 12/19/12 and 1/17/13
- WCCTAC summary of actions from Committee meetings of 12/7/12 and 1/25/13
- TRANSPAC summary of actions from Committee meeting of 12/13/12
- Contra Costa County – Notice of Availability and Public Review for proposed Adoption of Negative Declaration for Draft Contra Costa County Climate Action Plan

ACTION: None

8. **DISCUSSION: Next Agenda**

The Committee directed SWAT TAC to summarize comments provided on the 2014 CTP and Sustainability discussion papers, and to prepare a draft summary of comments for review and further discussion at the March SWAT meeting.

ACTION: None

9. **ADJOURNMENT:** The next meeting is scheduled for Monday, March 4th, 2013 at City of San Ramon, 2222 Camino Ramon, San Ramon.

ACTION: Meeting adjourned by Chair Hudson at 4:20 p.m.

Staff Contact:

Andy Dillard
Town of Danville
(925) 314-3384 PH
(925) 838-0797 FX
adillard@danville.ca.gov

Agendas, minutes and other information regarding this committee can be found at: www.cccounty.us/SWAT



SWAT

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

DATE: March 4, 2013

TO: SWAT Committee

FROM: SWAT TAC

SUBJECT: Review Draft SWAT Comments on CCTA's Discussion Papers entitled "*Launch of the 2014 Countywide Transportation Plan (CTP) Update*" and "*Incorporating Sustainability into the 2014 CTP*"

BACKGROUND

The Contra Costa Transportation Authority ("Authority") has begun the process of preparing the 2014 Update of the Countywide Transportation Plan (CTP). The incorporation of a systematic approach to sustainability and its corresponding performance measures are new components that the Authority is proposing be integrated into the 2014 CTP, and that are in efforts to address preliminary questions contained in the 2009 CTP regarding sustainability, greenhouse gas emissions (GHG) reductions, and smart growth, and further, that attempts to align with State legislation (SB 375) and related efforts by the Metropolitan Transportation Commission (MTC).

At its meeting of January 2, 2013, the Authority approved the circulation of discussion papers introducing the launch of the 2014 CTP and proposed incorporation of sustainability, or sustainable transportation. Subsequently, at its meeting of February 4, 2013, SWAT received a presentation from Authority staff on the discussion papers, and provided succinct comments in response.

DISCUSSION

At its meeting of November 20, 2014, the CTP Task Force (comprised of staff from local agencies), provided comments on a first draft release of the Sustainability Incorporation discussion paper. Among several questions and overarching concerns that were raised, the group provided the following explicit comments:

- Acknowledge the successes that the Authority has made in promoting sustainability and how sustainability is already an implicit part of both Measure C and Measure J;
- Expressed caution regarding “mission creep”, with subsequent concerns expressed that the use of future local transportation measures and funding may perhaps be tied to any new sustainability definitions and its associated performance measures.

While the Task Force’s comments were in direct response to the first draft of the Sustainability Incorporation discussion paper, SWAT’s review of the final discussion paper released by the Authority generated similar comments, in addition to several other overarching concerns on the subject. As directed by SWAT at its meeting of February 4, 2013, staff convened to discuss and organize SWAT’s preliminary comments at its February SWAT TAC meeting, and has drafted a comment letter to the Authority for SWAT’s review.

RECOMMENDATION

Review and comment on draft SWAT comments to the Authority pertaining to the the discussion papers. Additional comments and revisions provided by SWAT will be incorporated and brought back for final review and approval at the April 1st, 2013 SWAT meeting.

Attachments: Draft SWAT Comments to the Authority on Launch of the 2014 CTP and Sustainability Incorporation Discussion Papers

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Suite 110
Pleasant Hill, CA 94523
(925) 969-0841

February 26, 2013

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

Re: Status Letter for TRANSPAC Meeting – February 14, 2013

Dear Mr. Iwasaki:

At its meeting on February 14, 2013, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Recognized and presented a TRANSPAC proclamation to Roger Matoba, recipient of the MTC Miriam Gholikely Public Service Award, for his service to the community in providing vanpool services for 29 years from Contra Costa County to San Francisco.
2. Approved the Contra Costa State Final Ramp Metering Feasibility and Implementation Plan Final SR 4 and SR 242 Ramp Metering Study and Implementation Plan, presented by Jack Hall, CCTA Associate Transportation Engineer.
3. Received a report regarding the launch of the 2014 Countywide Transportation Plan, including updating the CTP and the TRANSPAC Action Plan, as well as the incorporation of Sustainability into the 2014 CTP, presented by Martin Engelmann, CCTA Deputy Executive Director, Planning.
4. Received reports on CCTA activities from TRANSPAC's CCTA representatives Pierce and Durant.
5. Received a report on SB 375/SCS from Martin Engelmann, CCTA Deputy Director, Planning.
6. Received a report from Lynn Overcashier, 511 Contra Costa Program Manager, regarding the updated CCTA calculation of population and employment for TDM funding, which determined that Central Contra Costa County will be receiving 0.1% in additional TDM funding.
7. Elected David Durant as TRANSPAC Chair for the 2013 term; elected Mark Ross as TRANSPAC Vice-Chair for the 2013 term.

Mr. Randall H. Iwasaki
February 26, 2013
Page 2

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
Kevin Romick - TRANSPLAN
Martin Engelmann, Arielle Bourgart, Hisham Noeimi, Danice Rosenbohm, Brad Beck (CCTA)
Jerry Bradshaw - WCCTAC
Janet Abelson - WCCTAC Chair
Jamar I. Stamps - TRANSPLAN
Andy Dillard - SWAT
June Catalano, Diana Vavrek, Diane Bentley - City of Pleasant Hill

The County Connection

Inter Office Memo

Agenda Item 7.a

TO: O&S Committee

DATE: February 14, 2013

FROM: Anne Muzzini
Director of Planning & Marketing

SUBJ: Fixed Route Reports

Fixed Route Operating Reports for January 2013

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 2013</u>		<u>Annual Goal</u>
	<u>Current Month</u>	<u>YTD Avg</u>	
Total Passengers	275,450		
Average Weekday	11,660	11,661	
Pass/Rev Hour	15.0	15.2	Standard Goal > 17.0*
Missed Trips	0.10%	0.11%	Standard Goal < 0.25%*
Miles between Road Calls	28,338	27,787	Standard Goal > 18,000*

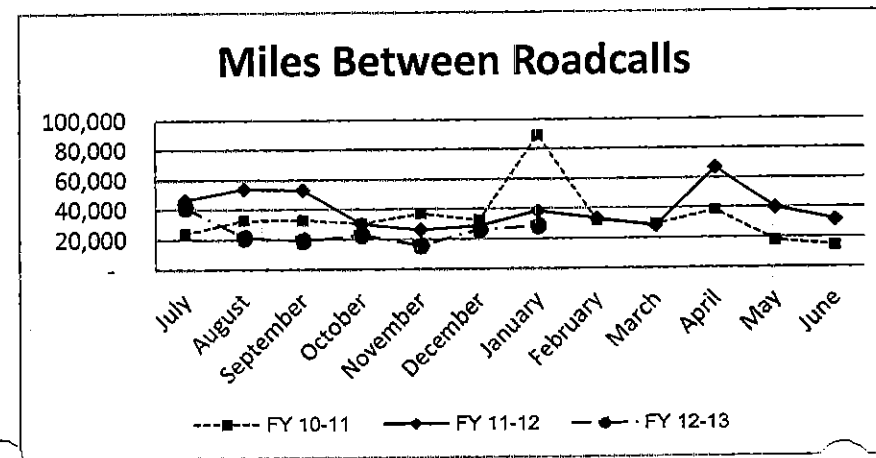
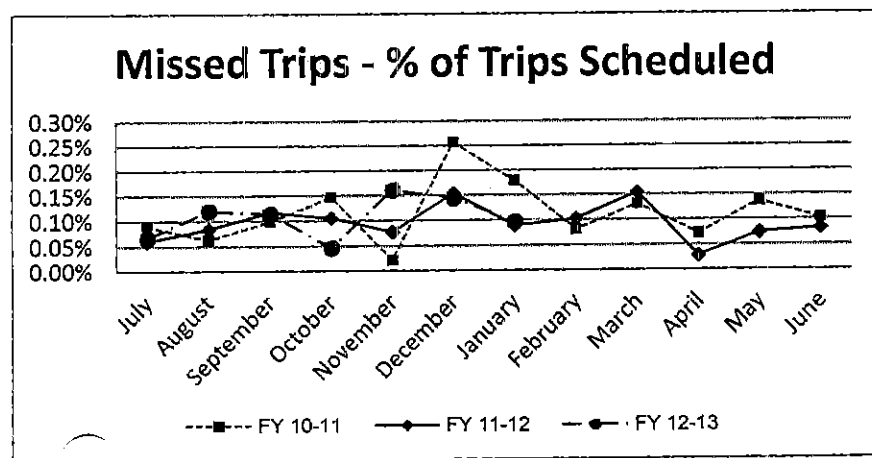
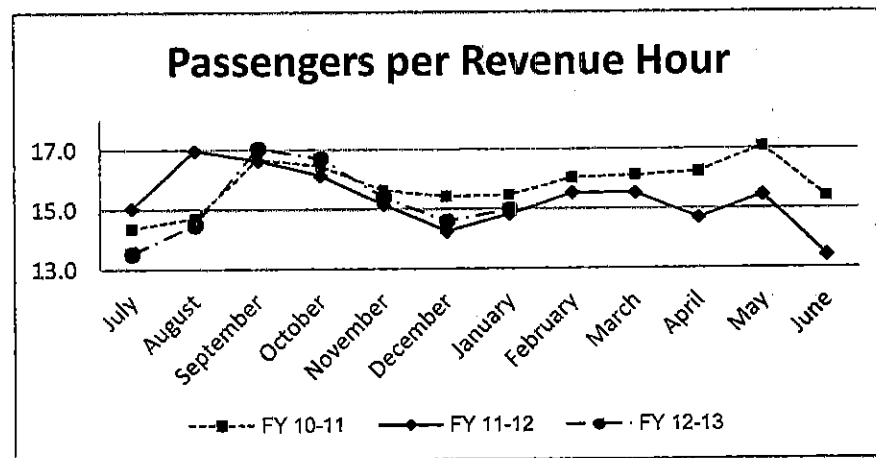
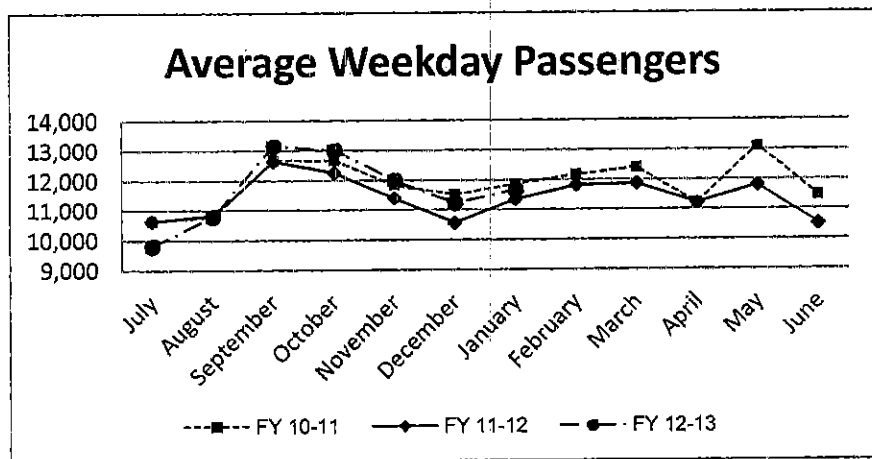
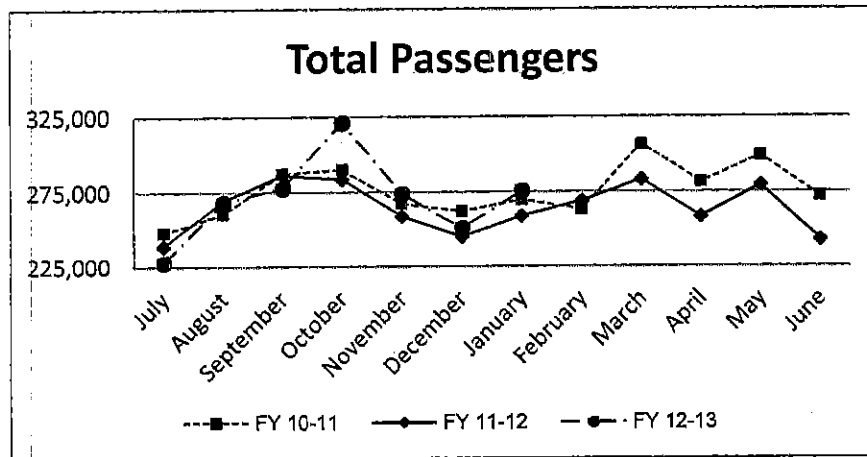
* Based on current standards from updated S RTP

Analysis

Average weekday ridership is higher in January (11,660 passengers) than December (11,229 passengers) and higher compared to January of last year (11,334 passengers). Productivity in January is also higher (15.0 passengers per hour) than the December level of 14.6 passengers per hour.

The percentage of missed trips in January (0.10%) is lower compared to the prior month (0.14%). The YTD average is 0.11% missed trips.

The number of miles between roadcalls was 28,338 miles in January which is higher than the prior month when we experienced 25,999 miles between roadcalls. The 12 month average is 27,787 miles between roadcalls.



**TRANSPORTATION and MAINTANCE
Operator Summary**

TRANSPORTATION	2012	2012	2012	2012	2012	2012	2012	2012	2012	2012	2012	2012	2013	12 Month TOTALS
	January	February	March	April	May	June	July	August	September	October	November	December	January	
Number of Buses	121	121	121	121	121	121	121	121	121	121	121	121	121	121
Totals Hub Miles	267,933	264,761	281,156	267,150	278,303	253,651	247,826	278,449	250,982	298,277	269,325	259,994	283,381	3,501,188
Work Days	30	29	31	30	30	30	30	31	29	31	29	30	30	390
Revenue Hours	17,455	17,293	18,220	17,602	18,067	17,046	16,832	18,496	16,305	19,242	17,777	17,194	18,390	229,920
Operator Pay Hours	32,316	29,839	31,195	30,306	31,155	30,023	29,970	31,358	31,780	38,149	32,217	30,111	33,540	411,957
Number of Operators	165	160	164	162	161	161	165	165	169	168	168	172	172	166
Unscheduled Absences	461	402	420	412	307	365	337	369	308	357	289	266	343	4,636
FT Protection	85	45	53	50	45	59	29	68	88	35	41	30	61	689
Worker Comp.	123	144	109	113	87	96	112	94	40	69	48	54	53	1,142
Sick leave	253	213	258	249	175	210	196	207	180	253	200	182	229	2,805
Collision Accidents	3	4	4	2	10	6	5	6	2	3	2	5	4	56
Passenger Accidents	9	11	13	11	10	12	8	12	11	11	12	8	8	136
Total Chargeable Collisions	1	4	1	2	2	1	2	5	1	2	2	2	1	26
Chargeable/100K Miles	0.37	1.51	0.35	0.74	0.71	0.39	0.80	1.79	0.39	0.67	0.74	0.76	0.35	0.74
Number of Trips Scheduled	23,581	23,581	24,600	23,581	24,359	23,124	22,782	25,003	22,040	25,666	23,606	22,831	20,706	305,460
Number of Trips Missed	21	24	38	7	18	19	15	30	25	12	38	33	20	300
Of Trips Scheduled - % Missed	0.09%	0.10%	0.15%	0.03%	0.07%	0.08%	0.07%	0.12%	0.11%	0.05%	0.16%	0.14%	0.10%	0.10%
Of Trips Missed - Mechanical	7	13	20	3	7	15	10	14	16	7	26	26	14	178
On Time Performance %	94%	96%	90%	90%	88%	88%	90%	89%	86%	86%	87%	86%	91%	89%
MAINTENANCE														
A/C Operative - Avg. %	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Lifts Operative - Ave %	100%	100%	100%	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	9	13	15	6	8	12	6	16	14	14	19	11	11	154
Road Calls for Mechanical	7	8	10	4	7	8	6	13	13	13	17	10	10	126
Road Calls for Other	2	5	5	2	1	4	0	3	1	1	2	1	1	28
Miles Between Mechanical Road Calls														
Bus Numbers														
100 - 199	9,375	11,781	11,930	11,249	12,214	9,647	12,445	8,999	9,238	13,330	9,447	9,200	10,698	
200 - 299	34,037	30,338	33,067	32,494	16,426	35,164	27,631	34,306	16,941	39,167	15,017	34,419	37,985	
300 - 399	22,031	11,844	6,224	40,903	39,175	35,450	34,557	20,859	9,144	8,639	5,298	41,218	19,091	
400 - 499	15,892	30,471	36,198	31,581	34,388	23,555	29,747	15,132	28,970	32,330	17,607	14,648	19,015	
500 - 519	50,808	26,619	52,607	52,074	27,108	48,677	44,991	27,014	45,353	12,182	53,070	8,355	26,561	
900 - 939	86,996	45,332	48,365	8,643	93,324	29,483	41,234	31,128	28,642	105,079	18,513	31,039	31,214	
2000 - 2099	10,873	12,736	13,282	11,936	12,134	12,708	15,987	7,876	5,519	16,448	11,914	10,969	11,723	
Fleet Avg.	38,276	33,095	28,116	66,788	39,758	31,706	41,304	21,419	19,306	22,944	15,843	25,999	28,338	27,787
Maintenance Pay Hours	4,762	4,457	4,581	4,311	4,437	4,093	4,395	4,522	4,520	4,656	4,162	4,523	4,705	58,123
No. Maint. Employees	27	27	26	26	25	27	26	27	27	27	26	27	27	27
Maint. Emps/100K Miles	10	10	9	10	9	11	10	10	11	9	10	10	10	1
Unscheduled Absences	2	1	7	1	2	4	3	0	3	2	4	1	3	3

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

**MONTHLY BOARDINGS
Operations Data Summary**

Fixed Route Boardings		Passengers by Revenue Hrs/Miles		Service Days		Fiscal YTD Comparison Passenger Boardings	
January 2013 - Fixed Route Boardings	275,450	Revenue Hours - January 2013	18,390	Weekdays - January 13	22	Fiscal 2013 YTD	1,894,111
		January 2012	17,455	January 12	21		
Bus Bridge		Revenue Miles - January 2013	206,632	Saturdays - January 13	4	Fiscal 2012 YTD	1,838,847
Special Event		January 2012	194,499	January 12	4		
				Sundays - January 13	4		
				January 12	5		
January 2013 Total Boardings	275,450	Passengers per Mile	1.3	Total Days - 2012	30	YTD Trend	3.0%
January 2012 Total Boardings	258,371	Passengers per Hour	15.0	2011	30	Monthly Trend	6.6%

January 2012 Fixed Route Passenger Total						January 2013	January 2013
Route	Destination Information	Weekday	Saturday	Sunday	Total	Weekday Average	Passengers per Revenue Hour
1	Rossmoor / Shadelands	7,520			7,520	342	12.9
2	Rudgear / Walnut Creek	1,428			1,428	65	7.3
4	Walnut Creek Downtown Shuttle	18,901	2,138	1,524	22,563	859	24.1
5	Creekside / Walnut Creek	1,714			1,714	78	7.8
6	Lafayette / Moraga / Orinda	9,286	379	304	9,968	422	13.4
7	Shadelands / Pleasant Hill / Walnut Creek	4,746			4,746	216	6.8
9	DVC / Walnut Creek	12,127			12,127	551	13.3
10	Concord / Clayton Rd	22,349			22,349	1,016	21.2
11	Treat Blvd / Oak Grove	6,341			6,341	288	15.5
14	Monument Blvd	13,801			13,801	627	15.8
15	Treat Boulevard	10,959			10,959	498	16.3
16	Alhambra Ave / Monument Blvd	14,192			14,192	645	12.4
17	Olivera/Solano / Salvio / North Concord	5,133			5,133	233	12.5
18	Amtrak / Merello / Pleasant Hill	9,823			9,823	447	14.2
19	Amtrak / Pacheco Blvd / Concord	3,072			3,072	140	
20	DVC / Concord	25,895			25,895	1,177	25.1
21	Walnut Creek / San Ramon Transit Center	12,604			12,604	573	11.8
25	Lafayette / Walnut Creek	1,260			1,260	57	5.0
28	North Concord / Martinez	6,497			6,497	295	9.8
35	Dougherty Valley	8,235			8,235	374	11.5
36	San Ramon / Dublin	5,487			5,487	249	9.4
91X	Concord Commuter Express	852			852	39	10.8
92X	Ace Shuttle Express	4,201			4,201	191	16.1
93X	Kirker Pass Express	4,695			4,695	213	15.0
95X	San Ramon / Danville Express	3,800			3,800	173	17.2
96X	Bishop Ranch Express	10,847			10,847	493	15.7
97X	Bishop Ranch Express	2,415			2,415	110	11.4
98X	Martinez Express	7,654			7,654	348	13.1
250 *	Gael Rail Service	71	104	86	261	8	2.9
260 *	Cal State East Bay / Concord Bart	289			289	19	5.3
301	Rossmoor / John Muir Medical Center		288	203	491	0	7.1
310	Concord Bart / Clayton Rd / Kirker Pass		1,444	1,220	2,664	0	23.8
311	Concord / Oak Grove / Treat Blvd / WC		846	673	1,518	0	12.5
314	Clayton Rd / Monument Blvd / PH		2,380	1,703	4,083	0	18.7
315	Concord / Willow Pass / Landana		218	154	372	0	6.9
316	Alhambra / Merello / Pleasant Hill		1,380	838	2,218	0	13.7
320	DVC / Concord		820	502	1,323	0	13.4
321	San Ramon / Walnut Creek		1,051	686	1,737	0	
600's	Select Service	20,316			20,316	923	
TOTALS		256,510	11,048	7,892	275,450	11,660	15.0

* Data from Link

Operations Data Summary

JANUARY 2013 PRODUCTIVITY

(sorted by Pass / Rev Hr - decending order)

Route	Destination Information	Total	Wkday Avg	Passenger / Rev Hr
600's	Select Service	20,316	923	28.3
20	DVC / Concord	25,895	1,177	25.1
4	Walnut Creek Downtown Shuttle	22,563	859	24.1
310	Concord Bart / Clayton Rd / Kirker Pass	2,664	0	23.8
10	Concord / Clayton Rd	22,349	1,016	21.2
314	Clayton Rd / Monument Blvd / Pleasant Hill	4,083	0	18.7
95X	San Ramon / Danville Express	3,800	173	17.2
15	Treat Boulevard	10,959	498	16.3
92X	Ace Shuttle Express	4,201	191	16.1
14	Monument Blvd	13,801	627	15.8
96X	Bishop Ranch Express	10,847	493	15.7
11	Treat Blvd / Oak Grove	6,341	288	15.5
93X	Kirker Pass Express	4,695	213	15.0
18	Amtrak / Merello / Pleasant Hill	9,823	447	14.2
316	Alhambra / Merello / Pleasant Hill	2,218	0	13.7
6	Lafayette / Moraga / Orinda / Orinda Village	9,968	422	13.4
320	DVC / Concord	1,323	0	13.4
9	DVC / Walnut Creek	12,127	551	13.3
98X	Martinez Express	7,654	348	13.1
1	Rossmoor / Shadelands	7,520	342	12.9
311	Concord / Oak Grove / Treat Blvd / Walnut Creek	1,518	0	12.5
17	Olivera/Solano / Salvio / North Concord	5,133	233	12.5
16	Alhambra Ave / Monument Blvd	14,192	645	12.4
21	Walnut Creek / San Ramon Transit Center	12,604	573	11.8
35	Dougherty Valley	8,235	374	11.5
97X	Bishop Ranch Express	2,415	110	11.4
321	San Ramon / Walnut Creek	1,737	0	10.9
91X	Concord Commuter Express	852	39	10.8
19	Amtrak / Pacheco Blvd / Concord	3,072	140	10.1
28	North Concord / Martinez	6,497	295	9.8
36	San Ramon / Dublin	5,487	249	9.4
5	Creekside / Walnut Creek	1,714	78	7.8
2	Rudgear / Walnut Creek	1,428	65	7.3
301	Rossmoor / John Muir Medical Center	491	0	7.1
315	Concord / Willow Pass / Landana	372	0	6.9
7	Shadelands / Pleasant Hill / Walnut Creek	4,746	216	6.8
260 *	Cal State East Bay / Concord Bart	289	19	5.3
25	Lafayette / Walnut Creek	1,260	57	5.0
250 *	Gael Rail Service	261	8	2.9

NOTE: * Data comes from Link Operators

Operations Data Summary

AVERAGE WEEKDAY BOARDINGS TREND

Route	Destination Information	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13
1	Rossmoor / Shadelands	354	359	381	376	365	349	357	336	356	380	326	325	342
2	Rudgear / Walnut Creek	56	65	60	59	60	50	50	58	76	64	62	60	65
4	Walnut Creek Downtown Shuttle	869	895	919	851	851	848	836	880	951	874	878	918	859
4H **	Walnut Creek Extended Holiday Shuttle											25	28	
5	Creekside / Walnut Creek	46	67	63	48	51	53	65	64	84	74	71	66	78
6	Lafayette / Moraga / Orinda	455	462	466	415	416	319	284	318	540	510	467	359	422
7	Shadelands / Pleasant Hill / Walnut Creek	231	218	232	230	251	234	231	234	239	228	213	195	216
9	DVC / Walnut Creek	519	554	554	522	550	531	558	563	642	605	576	523	551
10	Concord / Clayton Rd	928	985	984	955	1,016	927	894	979	1,151	1,133	1,038	979	1,016
11	Treat Blvd / Oak Grove	297	316	317	291	303	265	271	284	352	349	304	263	288
14	Monument Blvd	596	598	599	600	619	591	581	609	670	664	634	596	627
15	Treat Boulevard	466	473	471	449	492	456	404	427	542	548	513	487	498
16	Alhambra Ave / Monument Blvd	661	684	689	685	728	691	660	652	720	715	674	658	645
17	Olivera/Solano / Salvio / North Concord	197	207	210	205	234	208	215	203	239	251	215	205	233
18	Amtrak / Merello / Pleasant Hill	399	447	437	411	454	408	387	438	505	506	463	432	447
19	Amtrak / Pacheco Blvd / Concord	136	137	120	133	137	145	141	150	154	149	144	121	140
20	DVC / Concord	952	1,204	1,165	1,078	1,096	955	972	1,117	1,358	1,346	1,224	1,075	1,177
21	Walnut Creek / San Ramon Transit Center	625	588	594	572	613	576	584	570	638	659	610	561	573
25	Lafayette / Walnut Creek	57	50	58	58	65	61	64	60	71	63	57	56	57
28	North Concord / Martinez	296	312	297	199	250	244	265	291	332	329	316	286	295
35	Dougherty Valley	353	363	362	302	362	317	312	334	410	431	390	360	374
36	San Ramon / Dublin	237	251	239	234	245	213	224	230	257	251	245	233	249
91X	Concord Commuter Express	30	39	27	34	41	30	36	55	85	90	54	35	39
92X	Ace Shuttle Express	183	160	158	149	142	138	149	158	179	203	197	154	191
93X	Kirker Pass Express	203	203	210	210	222	221	206	214	227	227	192	149	213
95X	San Ramon / Danville Express	169	182	179	182	190	174	163	164	173	181	170	135	173
96X	Bishop Ranch Express	498	495	529	481	480	465	457	464	528	524	505	467	493
97X	Bishop Ranch Express	85	87	95	99	93	81	76	103	84	108	108	84	110
98X	Martinez Express	327	360	336	338	347	322	324	351	380	372	361	336	348
250 *	St Mary's College Gael Rail Shuttle	12	14	16	12	10			7	12	12	19	4	8
260 *	Cal State East Bay / Concord Bart	7	4	2	6	9	4			8	6	7	3	19
600's	Select Service	1,075	1,049	1,108	1,036	1,129	622	43	469	1,202	1,169	961	1,446	923
TOTALS		11,311	11,817	11,867	11,210	11,812	10,494	9,809	10,776	13,151	13,015	11,988	11,229	11,660

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

Operations Data Summary

AVERAGE WEEKEND BOARDINGS TREND

Route	Destination Information	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13
SATURDAY		4 Days	4 Days	5 Days	5 Days	4 Days	5 Days	5 Days	4 Days	5 Days	4 Days	4 Days	5 Days	4 Days
4	Walnut Creek Downtown Shuttle	556	620	538	577	343	465	397	524	656	569	641	788	534
4H **	Walnut Creek Extended Holiday Shuttle											23	145	
6	Lafayette / Moraga / Orinda	148	122	116	97	98	76	59	85	179	143	141	116	95
250 *	St Mary's College Gael Rail Shuttle	33	30	35	28	18			4	33	30	31	14	26
301	Rossmoor / John Muir Medical Center	80	80	67	57	55	78	51	66	76	72	67	73	72
310	Concord Bart / Clayton Rd / Kirker Pass	395	418	362	299	330	403	319	416	399	418	415	474	361
311	Concord / Oak Grove / Treat Blvd / WC	230	258	206	188	190	217	166	213	241	246	256	269	211
314	Clayton Rd / Monument Blvd / PH	561	648	573	521	508	721	427	642	680	691	645	797	595
315	Concord / Willow Pass / Landana	63	77	68	46	62	66	47	64	65	73	75	79	55
316	Alhambra / Merello / Pleasant Hill	259	329	316	259	281	290	272	353	353	367	379	451	345
320	DVC / Concord	209	233	196	192	170	259	181	247	232	250	233	249	205
321	San Ramon / Walnut Creek	231	249	217	192	197	239	209	290	290	299	274	314	263
TOTALS		2,764	3,064	2,694	2,457	2,251	2,814	2,131	2,903	3,203	3,159	3,181	3,769	2,762

Route	Destination Information	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13
SUNDAY		5 Days	4 Days	4 Days	4 Days	4 Days	4 Days	4 Days	4 Days	5 Days	4 Days	4 Days	5 Days	4 Days
4	Walnut Creek Downtown Shuttle	401	425	488	640	313	359	447	406	573	421	439	619	381
6	Lafayette / Moraga / Orinda	91	95	90	99	98	55	72	87	115	118	96	70	76
250 *	St Mary's College Gael Rail Shuttle	21	25	26	21	12			3	23	20	13	10	22
301	Rossmoor / John Muir Medical Center	55	50	47	60	55	63	59	66	63	57	49	71	51
310	Concord Bart / Clayton Rd / Kirker Pass	287	312	311	351	327	340	469	316	298	303	332	352	305
311	Concord / Oak Grove / Treat Blvd / WC	149	167	193	216	165	165	232	176	204	221	217	230	168
314	Clayton Rd / Monument Blvd / PH	412	410	423	558	435	480	682	443	477	497	523	553	426
315	Concord / Willow Pass / Landana	31	57	44	49	45	40	54	35	38	48	41	45	38
316	Alhambra / Merello / Pleasant Hill	208	229	200	259	199	188	296	241	252	242	240	308	210
320	DVC / Concord	138	149	125	175	152	137	213	161	148	143	177	177	126
321	San Ramon / Walnut Creek	162	160	167	198	199	194	239	191	198	196	180	234	171
TOTALS		1,956	2,078	2,115	2,627	2,000	2,021	2,763	2,124	2,389	2,267	2,307	2,670	1,973

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

Route Description Summary

13-17

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

**CCCTA LINK
MONTHLY OPERATING SUMMARY
DECEMBER FY12/13**

SUMMARY	DECEMBER FY 11/12	DECEMBER FY 12/13	YTD FY 11/12	YTD FY 12/13
1 TOTAL CLIENTS	11,487	10,219	75,080	71,369
2 TOTAL ATTENDANTS	845	716	5,967	5,036
3 TOTAL COMPANIONS	60	71	461	430
4 TOTAL PASSENGERS	12,392	11,006	81,508	76,835
5 TOTAL SERVICE DAYS	30	30	179	180
6 VEHICLE REVENUE HOURS	6,332	5,324	39,682	37,258
7 VEHICLE SERVICE HOURS	7,907	6,841	48,586	46,483
8 VEHICLE NON REV HOURS	1,575	1,365	8,854	8,921
9 VEHICLE SERVICE MILES	118,740	108,540	755,201	724,964
10 VEHICLE REVENUE MILES	99,423	89,446	635,379	597,560
11 VEHICLE NON REV MILES	22,414	19,094	131,062	127,404
12 PASS. PER REVENUE HOUR	1.96	2.07	2.05	2.06
13 CLIENT PER REVENUE HOUR	1.81	1.92	1.89	1.92
14 PASS. PER SERVICE HOUR	1.57	1.61	1.68	1.65
15 PASS. PER SERVICE MILE	0.10	0.10	0.11	0.11
16 PASS. PER REVENUE MILE	0.12	0.12	0.13	0.13
17 TOTAL TRANSFER TRIPS	851	864	5,639	5,648
18 SAME DAY TRIPS	224	223	1,435	1,022
19 SUBSCRIPTION TRIPS	7,430	8,282	48,279	43,999
20 DEMAND	3,946	6,220	26,215	34,040
21 FAREBOX REVENUE	\$12,945.50	\$10,867.70	\$82,879.50	\$75,590.91
22 PREPAID CLIENTS	\$10,653.00	\$9,416.00	\$71,227.00	\$62,321.00
23 COLLECTED BILLING	\$46,114.30	\$40,268.00	\$179,692.30	\$177,212.00
24 TOTAL REVENUE COLLECTED	\$69,712.80	\$60,551.70	\$333,798.80	\$315,123.91
25 CHARGEABLE ACCIDENTS	1	0	3	0
26 SERVICE COMPLAINTS	0	0	3	0
27 SERVICE COMMENDATIONS	1	1	8	4
28 SERVICE DENIALS	0	0	0	0
29 ROAD CALLS	2	1	15	12
30 DRIVER TURNOVER	0.0	0.0	4.9%	6.0
31 SCHEDULE ADHERENCE	92%	76%	100%	92%
32 WHEELCHAIR BOARDING'S	3,034	2,917	20,092	19,125
33 W/C LIFT AVAILABILITY	100%	100%	100%	100%
34 REGISTERED CLIENTS	10,785	5,486	N/A	NA
35 UNDUPLICATED CLIENTS	1,142	1,053	N/A	NA
36 NO-SHOWS	49	67	373	344
37 CANCELS	3,195	1,352	12,918	11,094
38 AVG. TRIP LENGTH (MILES)	9.6	9.9	9.3	9.4
39 AVG. SM BUSES IN SERVICE	3	8	3	8
40 AVG. BUSES IN SERVICE	48	55	48	55
41 TOTAL FUEL/GALLONS	17,616	14,628	108,884	102,231
42 FLEET M.P.G.	6.7	7.4	6.9	7.1