

# TRANSPAC Transportation Partnership and Cooperation

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

April 21, 2009

The Honorable Maria Viramontes, Chair  
Contra Costa Transportation Authority  
3478 Buskirk Avenue, Suite 100  
Pleasant Hill, California 94523

Dear Chair Viramontes:

At its meeting on April 16, 2009, TRANSPAC took the following actions that may be of interest to the Transportation Authority.

1. Received a presentation by Michael Wright, Re-Use Project Director, on the Clustered Villages Preferred Alternative for the Concord Naval Weapons Station.
2. Approved the proposed Measure J Expenditure Plan language amendments to the Central County subregional description of Programs 19a and 20a. The proposed language would be inserted as second paragraphs after the current language.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Mark Ross  
TRANSPAC Chair

cc: TRANSPAC Representatives  
TRANSPAC TAC and staff  
Don Tatzin, Chair, SWAT  
Federal Glover, Chair, TRANSPLAN  
Maria Viramontes, Chair, WCCTAC  
Robert McCleary, Paul Maxwell, Martin Engelmann, Arielle Bourgart,  
Hisham Noeimi, Danice Rosenbohm, CCTA  
Christina Atienza, WCCTAC  
John Cunningham, TRANSPLAN  
Andy Dillard, SWAT  
Steve Wallace, City of Pleasant Hill

**Peninsula cities want high-speed rail tunnel**

Michael Cabanatuan, Chronicle Staff Writer

Monday, May 4, 2009



When Caltrans planned to build a bypass around unstable Devil's Slide in the 1990s, residents of the San Mateo County coast urged officials to dig a tunnel instead. Their "Think Tunnel" campaign prevailed and the tunnel is under construction.

Now, on the bay side of the Peninsula, some residents and officials are imploring transportation officials to contemplate a tunnel when they build the high-speed rail line between San Francisco and San Jose along the Caltrain route.

Peninsula voters backed the high-speed rail bond measure with about 60 percent support. But some cities and residents are objecting to the use of the Caltrain route - unless the authority puts the trains underground.

"Below-ground is quiet," said Steve Emslie, deputy city manager for Palo Alto, which is supporting a lawsuit against the rail authority and joining a coalition of cities fighting for a tunnel. "It's not as visually intrusive. And it would allow the city to connect over the right of way."

The push for a tunnel emerged during a recent series of public hearings to start environmental studies for the Peninsula stretch of the high-speed rail system. Larry Klein, a Palo Alto city councilman, said that residents and city officials understood the fast trains, expected to travel at speeds up to 125 mph between San Francisco and San Jose, would use the Caltrain route.

But it became clear during community meetings, he said, that the authority was considering building an elevated concrete platform wide enough to hold at least four tracks. The 18- to 20-foot tall platform, he said, would become an ugly wall separating the community, and would spew noise from the trains into surrounding neighborhoods. The issue, he said, has created concerns, especially for those living near the railroad tracks.

"I think most people in our community support high-speed rail," he said. "But they want it done the right way."

Palo Alto's City Council voted to file a friend of the court brief supporting a suit by neighbors Menlo Park and Atherton challenging the authority's choice of a route between the Bay Area and the Central Valley. The authority, in 2007, chose to send the trains over Pacheco Pass instead of the Altamont Pass. The Altamont route would have used a rail bridge alongside the Dumbarton Bridge to connect with the Peninsula. The suit, which accuses the authority of not following environmental laws in making its decision, is scheduled for trial in Sacramento County at the end of the month.

The Caltrain board, which owns the right of way and runs the commuter rail line, is working with the High Speed Rail Authority to determine how both the commuter line and high-speed trains will use the route. But Menlo Park, Atherton and Palo Alto are also attempting to enlist other cities in a coalition to make sure tunneling is seriously considered.

Rosanne Foust, Redwood City mayor, said her city chose not to join the coalition, preferring to see how the rail authority plans to bring speedy trains through town before staking out a position.

"We don't have all the information yet," she said. "How could we possibly make that kind of decision? I think we have to be open to all options."

Rod Diridon, High Speed Rail Authority board member, said all possible options for running fast trains down the Peninsula will be studied. But he said that tunneling is extremely costly, that it could affect underground water in some locations, and that it could also interfere with plans to electrify and otherwise modernize Caltrain.

"All of the alternatives have to be carefully considered," he said.

High-speed rail officials say it's too early in the planning process to say whether the tracks - which must be separated from automobile traffic and protected from trespassers - will travel at ground level, underground or on an elevated structure, or in some combination.

Now that Peninsula cities have made their concerns - and desire for a tunnel - known, the authority will discuss options over the next few months but no decisions about how the fast trains will travel down the Peninsula are expected for at least another year, authority officials said.

"We're at the beginning of that process - the very, very beginning," said Tony Daniels, project manager for the High Speed Rail Authority. "Nothing has been ruled out."

E-mail Michael Cabanatuan at [mcabanatuan@sfgate.com](mailto:mcabanatuan@sfgate.com).

<http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2009/05/04/BAUL17CVOV.DTL>

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# State fines, cites BART for worker's death

■ Employee was hit by train in October as he inspected tracks near Pleasant Hill station

By Denis Cuff  
STAFF WRITER

California safety regulators have fined BART \$28,685 for allowing unsafe work conditions that played a role in the accidental death of an employee hit by a train last October as he inspected tracks north of the Pleasant Hill station.

The California Division of Occupational Health and Safety issued four serious violation notices against the rapid transit system for the death of James Strickland, 44, of Concord.

"BART did not have adequate safeguards to protect its workers," Erika Montarozza, a Cal/OSHA spokeswoman said Tuesday. "We consider these serious violations."

The transit system is appealing the violation notices. BART, however, has committed to make several changes to boost worker safety, said Jim Allison, a spokesman for the agency.

"We are serious about worker safety," Allison said, "but we don't think the Cal/OSHA violations address the situation in a relevant way."

Cal/OSHA concluded that BART has a flawed maintenance procedure that permits employees to work on or along the railroad right-of-way, although train operators are not told about people working along the tracks, and track inspectors know little about train movements.

On Oct. 14, Strickland, a BART employee for eight years, was walking by himself along tracks in hopes of meeting up with another track inspector traveling from the opposite direction.

In keeping with a maintenance procedure called "simple approval," BART's central control headquarters did not notify Strickland that trains near him were

working along the tracks.

"We don't think this was a good practice," Montarozza said.

BART spokesman Linton Johnson said the "simple approval" procedure was designed to ensure that BART employees working on or near tracks remain vigilant in looking out for trains. If inspectors know they are their own, they won't let down their guard, he said.

Cal/OSHA also issued BART a violation notice because shrubs or trees planted along the tracks as a sound buffer obscured views from and of the track.

Since the accident, the transit system has stepped up vegetation trimming along the tracks, Allison said.

In a report released by BART in response to a public records request, BART's safety department concluded that the likeliest cause of the accident was Strickland's failure to look both ways for trains.

Allison, the BART management spokesman, said the transit system has committed to carry out its safety department recommendations to overhaul its procedures so train operators and inspectors get notice of each other's movements. Also, an employee working along the tracks will get an escort to act as a lookout, he said.

Representatives for two BART employee unions said they complained for years that the simple approval procedure put workers at risk.

Harry Gordon, vice president the BART unit of Service Employees International Union Local 1021, said that in dealing with work hazards, "It's always better to have more information, than no information."

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## Antioch approves eBART plans

By Hilary Costa  
 East County Times

Posted: 04/15/2009 06:43:56 AM PDT

Updated: 04/15/2009 06:47:22 AM PDT

The eBART extension into Antioch will move forward with the city's blessing.

The City Council voted unanimously Tuesday night to adopt the project's environmental documents and to approve a plan for a future transit village near the Hillcrest eBART station.

But the vote came after lengthy discussion and subsequent assurances by BART Director Joel Keller, a former Antioch mayor, that the agency would keep trying to find additional money to build the station where city officials want it. Without more money, BART will build the station at a less expensive location just east of Hillcrest Avenue; the city wants the station moved 900 feet east of that spot.

All parties, including BART, agree that the eastern location best suits a walkable transit village.

The BART board of directors will vote on the project's environmental documents on April 23. eBART is slated to be operational in 2015.

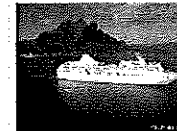
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**All-electric cars about to be resurrected**

Michael Taylor, Chronicle Staff Writer

Monday, April 27, 2009



The all-electric car, which had a brief heyday less than a decade ago and then went the way of the dodo, killed off by the car companies, is about to make a comeback.

Charged up with lighter, more sophisticated and efficient batteries, and competitively priced with gasoline-driven and hybrid vehicles, the new offers will be marketed and sold primarily as second cars - for running errands, taking kids to school and the like. These silent electric autos will be plugged into home outlets at night and during the day will be able to travel 100 miles or more without stopping for a charge.

Nissan said recently it has developed a mass-market electric car, due out by the end of next year, that will seat five and can have its battery charged to 80 percent of capacity in 26 minutes. It will have all the amenities car buyers want, Nissan says, such as navigation, super stereo and heated seats, and will cost between \$20,000 and \$30,000.

The company is not alone in pushing the resurgence of all-electric cars. On the drawing boards are cars and trucks scheduled to be introduced over the next year or so by Ford, Mitsubishi, Chrysler and Subaru, among others, according to the Electric Drive Transportation Association, a trade group.

"The electric car is clearly on its way back," said Ron Cogan, editor and publisher of the magazine Green Car Journal, which covers the alternative energy auto industry. "Every automaker and battery company has been making incremental breakthroughs" in technology.

**Who killed the ev1?**

For a few years, into the beginning of this decade, several major automakers produced electric models to satisfy a California law mandating that a small percentage of new cars sold in the state be pollution-free. Perhaps the best-known was General Motors' EV1, which was sleek and fast and attracted a cultlike base of fans.

The GM cars, along with other electrics made by Honda, Ford, Nissan, Chrysler and Toyota, were for the most part available only on leases of about \$500 a month. These vehicles were powered by heavy, inefficient batteries that cost as much as \$30,000 apiece.

When the law requiring automakers to sell these cars was changed, the manufacturers essentially closed up their electric-car shops, recalled the cars, crushed many of them, and offered a smattering of gasoline-electric hybrids instead.

Electric car aficionados were outraged - they were given voice in the popular 2006 documentary "Who Killed the Electric Car?" - but that was the end of it.

Until now.

**Field testing cars**

The car companies, allied with battery manufacturers, say they have figured out how to mass produce an electric car that will fit into most people's lives in the same way as ordinary cars - you can buy them, charge them at home, use them for commuting and they will be modestly priced. But one thing the automakers have learned is that it helps to have widespread field testing of unfamiliar cars by fleet operators before trying to sell them to the public.

To that end, they have joined up with public agencies around the nation to provide electric vehicles for government fleets. Selling to the government allows automakers to monitor the performance of their new cars closely. It also gives them a built-in market.

In the Bay Area, for example, Nissan will provide 1,000 all-electric cars to Sonoma County within the next year.

**Sonoma signs on**

Cordell Stillman, Sonoma County's point man for the project and a devotee of electric cars - he's converting his 1958 Volkswagen to all-electric - says the partnership with Nissan started with a letter in August from the car company, asking if the county wanted to come to a talk about electric cars. Stillman didn't have to be asked twice.

He said staffers will use the Nissan electric cars to travel around the county, attend meetings, conduct field inspections and carry out other day-to-day business. The cars' batteries will be charged up at stations installed in fleet parking lots at night, "when the rates are cheaper," Stillman said.

"Nissan will get a lot of data on use patterns (of the cars)," Stillman said. "It's a little research laboratory for them."

For its part, Nissan has already done enough research to say it's at the point where it can sell electric cars to the public by the end of 2010.

"We believe the market exists for these cars," said Mark Perry, Nissan North America's director of product planning, "and we'll be making about 100,000 cars."

**Better batteries**

Perry said the secret to making the cars efficient and affordable lies in the batteries, developed jointly by Nissan and battery maker NEC.

"Batteries now are getting twice the power for half the weight and half the size," Perry said. The new batteries will be made of laminated lithium ion, an improvement, Perry said, over the nickel metal hydride and lead acid batteries of old.

Batteries still need to be charged, however. That is the ultimate tether, compared with the relative freedom of a gasoline-driven car.

That problem could be eased by a 2-year-old state law providing as much as \$120 million a year over seven years to set up charging stations around California. The idea is that if these stations were at, say, every rest stop on Interstate 5, drivers could pull in, take a half hour break while the car is being recharged, then continue along for another hundred miles.

Ultimately, however, all-electric cars will probably be used mostly for short jaunts within a few miles of home, which is what most people do with their cars anyway.

In fact, according to Ken Kurani, a research engineer for the Institute of Transportation Studies at UC Davis, studies conducted over a 10-year period showed that some users of

electric cars "figured out the car could actually be used for most of their trips, and it became unclear what the term 'second car' meant."

#### **Coming soon**

All-electric cars coming from automakers for the global market; some of the models will be introduced overseas before coming to the United States:

**2009:** Subaru, Smart forTwo.

**2010:** Chevy Volt, Chrysler, Miles (China), Mitsubishi iMiEV, Nissan, Ford Battery Electric Van, Tesla Roadster Sport.

**2011:** BYD (China), Ford Battery Electric Small Car.

Source: Electric Drive Transportation Association ( [www.electricdrive.org](http://www.electricdrive.org))

E-mail Michael Taylor at [mtaylor@sfgchronicle.com](mailto:mtaylor@sfgchronicle.com).

<http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2009/04/27/MN0B174G40.DTL>

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TO: O&S Committee

DATE: April 21, 2009

FROM: Anne Muzzini *AM*  
 Director of Planning & Technical Services

SUBJ: Fixed Route Reports

Attached are the County Connection Fixed Route Operating Statistical Reports for March 2009

1. Monthly Boarding's Data

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

Title	FY 2009		Annual Goal
	Current Month	YTD Avg	
Total Passengers	316,246	3,210,865	* This is a YTD Total
Average Weekday	13,604	15,636	FY09 Goal 15,600
Pass/Rev Hour	14.5	15.6	FY09 Goal 17.0
Missed Trips	0.11%	0.16%	FY09 Goal 0.25%
Miles between Road Calls	29,166	26,850	FY09 Goal 18,000

\* Based on FY08 Standards from updated SRTP

Analysis

March 22nd was the first day for the Spring service changes. For this reason there are two sheets for each report showing ridership; one for the first period of the month (March 1 - 21) and one for the second period of the month (March 22 - 31). The following observations should be tempered with the fact that there is only one week's worth of data for the new service. From this information we see that the average weekday ridership dropped from 14,290 passengers per weekday to 12,134 passengers per weekday. This represents a 15% drop which isn't bad considering we cut 23% of the service and raised fares.

The total ridership in March 2009 fell to 316,246 passengers from the prior year level of 358,489 passengers.

In comparing the productivity by route before and after the service change, the differences can clearly be seen. Prior to the service change there were 11 routes performing over 14 passenger per revenue hour. After the service change there are 16 routes performing over 14 passengers per revenue hour.

The number of missed trips was equal to 0.11% of the service which compares favorably to the three prior months. The miles between roadcalls for mechanical failure was equal to 29,166 miles which is slightly higher than the annual average of 25,681 miles.





**TOTAL BOARDINGS SUMMARY DATA for MARCH 2009**

<b>Fixed Route Boardings</b>	<b>Passengers by revenue Hrs/Miles</b>	<b>Service Days</b>	<b>Fiscal YTD Comparison</b>
March 1-21, 2009 Fixed Route Boardings	Revenue Hours - March 2009 22,541	Weekdays 22 March 2009	Fiscal 2009 YTD 3,218,077
March 22-31, 2009 Fixed Route Boardings	Revenue Hours - March 2008 23,757	21 March 2008	
Pavilion	Revenue Miles - March 2009 270,653	4 Saturdays	
Bus bridge	Revenue Miles - March 2008 290,752	5 March 2008	Fiscal 2008 YTD 3,228,492
Special		5 Sundays	
March 2009 Total Boardings	Passengers per Mile - March 2009 1.17	Total Days 31 March 2009	YTD Trend 99.7%
March 2008 Total Boardings	Passengers per Hour - March 2009 14.49	31 March 2008	Monthly Trend 88.2%

MONTHLY BOARDINGS  
Operations Data Summary

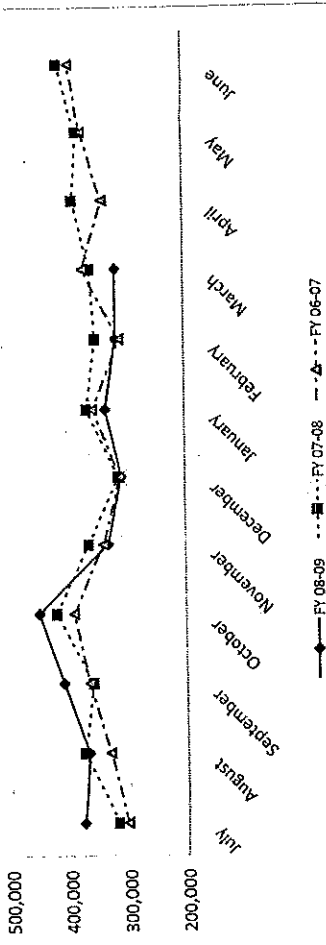
Fixed Route Boardings		Passengers by revenue Hrs/Miles		Service Days		Fiscal YTD Comparison				
Route	Destination Information	Weekday	Saturday	Sunday	Total	March 2008 Weekday Average	March 1-21, 2009 Weekday Average	March 2008 Passengers per Revenue hour	March 1-21, 2009 Passengers per Revenue hour	Route
8	Monument Shuttle	1,366			1,366	59	91	22	39	8
101	Rossmoor / Ygnacio Valley	10,605	407		11,012	822	707	15.7	12.7	101
102	Pleasant Hill Rd. / Livorno	8,872			8,872	579	591	17.4	12.6	102
104	Walnut Creek Downtown Shuttle	11,390	863	729	12,982	777	759	21.2	20.1	104
105	Broadway / Creekside	2,653			2,653	174	176	20.0	20.1	105
106	Lafayette / Moraga / Orinda	13,433	268		13,701	966	896	18.1	16.6	106
107	Shadlands / John Muir	4,716			4,716	266	314	9.5	11.2	107
108	Martinez / North Concord	3,969			3,969	437	265	15.9	9.6	108
109	Contra Costa Boulevard	5,091	338		5,429	511	339	17.9	11.8	109
110	Clayton Rd. / D.V.C.	41,906	1,841		43,747	2,825	2,794	19.0	18.0	110
111	Oak Grove Rd. / Geary Rd.	8,263	405	270	8,938	484	551	13.0	14.2	111
114	Monument Boulevard	16,816	1,631		18,447	1,562	1,121	24.6	18.0	114
115	Treat Boulevard	14,045	506		14,551	920	986	31.7	55.5	115
115B	Bart Concord	1,075			1,075	70	72	2.5	2.1	115B
116	Martinez / Walnut Creek	6,334	722		7,056	596	428	11.9	7.9	116
117	Olivera/Solano/Salvino/N. Concord Bart	4,685	177		4,862	424	312	14.3	10.4	117
118	Moralejo / Amtrak	8,646	585		9,231	565	576	14.0	14.0	118
119	Amtrak / Sunset Loop	955			955	74	64	10.3	8.9	119
121	Walnut Creek Bart / Dublin Bart	15,774	1,220	486	17,480	1,200	1,052	13.5	11.8	121
124	Cowell Road	799			799	51	53	10.2	10.5	124
126	Orinda Bart / Community Cr. / Miner	2,429			2,429	186	162	15.3	12.3	126
127	Bart Concord / D.V.C.	1,980			1,980	170	132	11.4	5.8	127
135	Dougherty Valley	5,100			5,100	330	340	9.6	10.0	135
206A	Rossmoor / St. Mary's / Happy Valley	1,918			1,918	108	128	22.5	26.7	206A
206L	Happy Valley / Limited Service	523			523	21	35	4.7	7.1	206L
221	Stonevalley / Danville Bishop Ranch	1,513			1,513	94	101	14.3	15.4	221
250	St. Mary's College Gael/Rail Shuttle	65	71	88	224	0	4	3	2.7	250
308	Martinez / North Concord Sunday			448	448	N/A	0	8.9	8.6	308
314	Clayton Road / Monument Blvd.	2,776		1,088	3,864	N/A	0	15.1	11.1	314
920	Ace Shuttle	2,776			2,776	175	185	19.6	20.6	920
950	Kuriers-Express	2,250			2,250	176	150	15.4	11.8	950
960B	Bishop Ranch Express	4,833			4,833	379	322	13.8	11.7	960B
960C	Bishop Ranch Express	2,709			2,709	256	181	13.5	9.7	960C
970B	Dublin Bart / San Ramon	1,071			1,071	103	71	9.8	6.8	970B
970C	Dublin Bart / San Ramon	833			833	66	56	6.5	5.5	970C
980	Martinez Express	4,475			4,475	305	298	9.6	9.4	980
991	Concord/Commuter/Express	498			498	53	33	14.9	8.7	991
<b>TOTALS</b>		214,346	9,034	3,109	226,489	15,799	14,290	15.1	13.5	

MONTHLY BOARDINGS  
Operations Data Summary

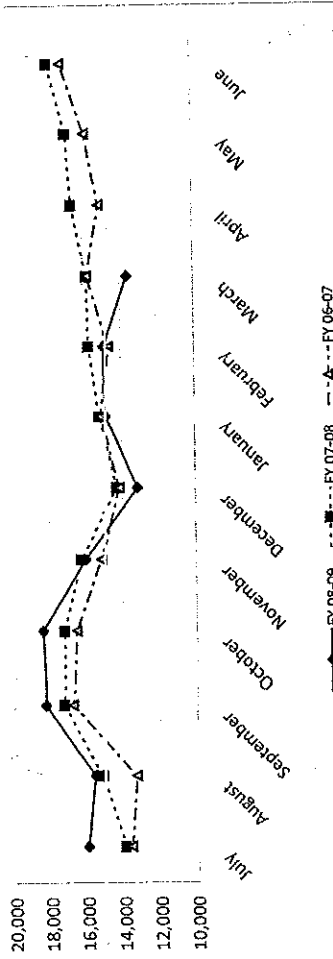
Fixed Route Boardings		Passengers by revenue Hrs/Miles				Service Days		Fiscal YTD Comparison	
Route	Destination Information	Weekday	Saturday	Sunday	Total	March 22-31, 2009 Weekday Average	March 22-31, 2009 Passengers per Revenue hour	Route	
SEE "BOARDING SUMMARY_MAR09" FOR GRAND TOTAL #'s									
March 22-31, 2009 Fixed Route Passenger Total									
1	Rossmoor / Shadelands	2,772			2,772	396	15.4	1	
2	Rudgear / Walnut Creek	420			420	60	7.2	2	
4	Walnut Creek Downtown Shuttle	5,904	537	595	7,036	843	23.1	4	
5	Creekside / Walnut Creek	476			476	68	7.2	5	
6	Lafayette / Moraga / Orinda	3,148		26	3,174	450	14.9	6	
6L	Orinda / Orinda Village	47			47	7	10.9	6L	
7	Shadelands / Pleasant Hill / Walnut Creek	1,418			1,418	203	6.8	7	
8	Monument Shuttle	738			738	105	4.5	8	
9	DVC / Walnut Creek	4,305			4,305	615	14.8	9	
10	Concord / Clayton Rd	6,612			6,612	945	38.8	10	
11	Treat Blvd / Oaks Grove	2,432			2,432	347	19.1	11	
14	Monument Blvd	6,439			6,439	920	23.7	14	
15	Treat Boulevard	5,046			5,046	721	28.9	15	
16	Alhambra Ave / Monument Blvd	3,247			3,247	464	8.8	16	
17	Olivera/Solano / Salvio / North Concord	2,341			2,341	334	17.4	17	
18	Amtrak / Merello / Pleasant Hill	2,962			2,962	423	14.3	18	
19	Amtrak / Pacheco Blvd / Concord	895			895	128	9.3	19	
20	DVC / Concord	8,432			8,432	1,205	38.0	20	
21	Walnut Creek / San Ramon Transit Center	4,380			4,380	626	14.3	21	
25	Lafayette / Walnut Creek	152			152	22	1.9	25	
28	North Concord / Martinez	2,327			2,327	332	11.7	28	
35	Dougherty Valley	2,255			2,255	322	9.9	35	
36	San Ramon / Dublin	1,786			1,786	255	9.0	36	
91X	Concord Commuter Express	365			365	52	14.2	91X	
92X	Ace Shuttle Express	1,026			1,026	149	16.5	92X	
93X	Kirker Pass Express	1,091			1,091	156	12.8	93X	
95X	San Ramon / Danville Express	666			666	95	9.4	95X	
96X	Bishop Ranch Express	2,427			2,427	347	11.2	96X	
97X	Bishop Ranch Express	635			635	91	9.1	97X	
98X	Martinez Express	2,279			2,279	326	10.2	98X	
250	St Mary's College Gael/Rail Shuttle	27	16	50	93	4	2.3	250	
301	Rossmoor / John Muir Medical Center	82		75	157	0	5.9	301	
310	Concord / Oak Grove / Treat Blvd / Walnut Creek	173		157	330	0	7.5	310	
314	Clayton Rd / Monument Blvd / Pleasant Hill	629			1,836	0	14.5	314	
315	Concord / Willow Pass / Landant	66		46	112	0	5.6	315	
316	Alhambra / Merello / Pleasant Hill	224		223	447	0	9.0	316	
320	DVC / Concord	99		119	218	0	5.8	320	
321	San Ramon / Walnut Creek	114		253	367	0	7.0	321	
600's	Select Service	7,888			7,888	1,127	23.5	600's	
<b>TOTALS</b>		<b>84,938</b>	<b>1,940</b>	<b>2,751</b>	<b>89,629</b>	<b>12,134</b>	<b>15.4</b>		

# FIXED ROUTE GRAPHS

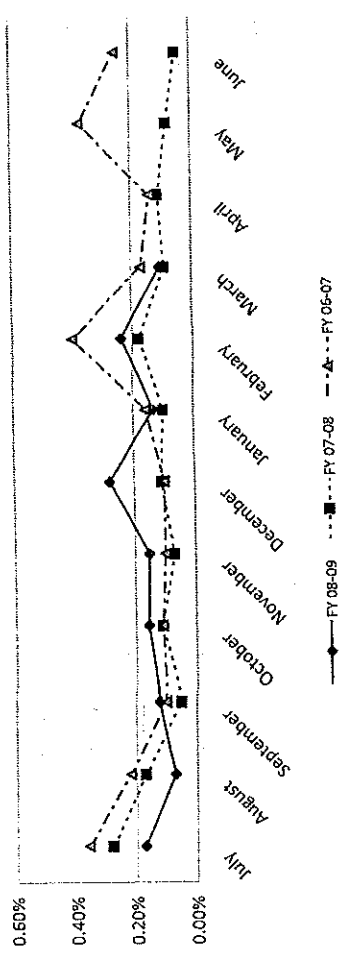
## Total Passengers



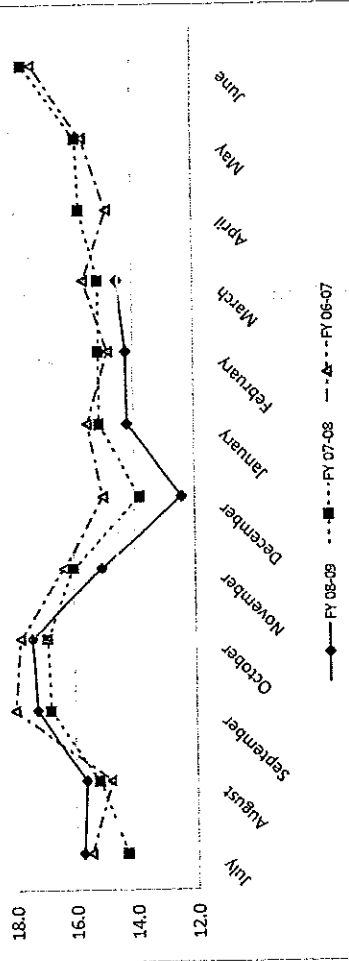
## Average Weekday Passengers



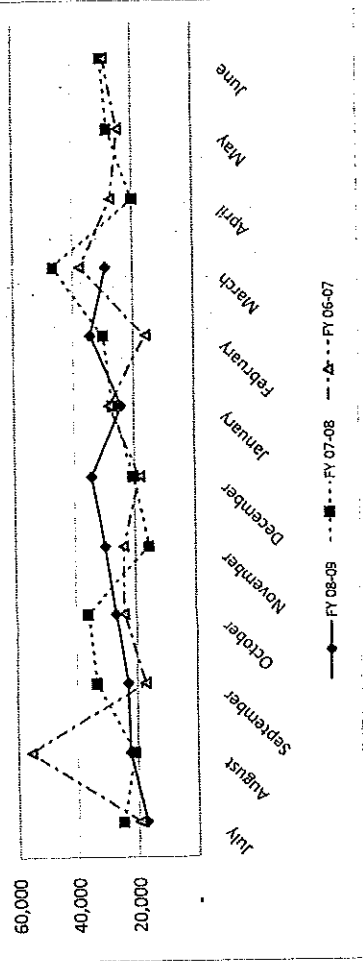
## Missed Trips - % of Trips Scheduled



## Passengers per Revenue Hour



## Miles Between Roadcalls



MARCH 1-21, 2009 PRODUCTIVITY

Route	Destination Information	Total	Wkday Avg	Pass / Rev Hr	Route
206A	Rossmoor / St. Mary's / Happy Valley	1,918	128	26.7	206A
920	Ace Shuttle	2,776	185	20.6	920
105	Broadway / Creekside	2,633	176	20.1	105
104	Walnut Creek Downtown Shuttle	12,982	759	20.1	104
110	Clayton Rd. / D.V.C.	43,747	2,794	18.0	110
114	Monument Boulevard	18,447	1,121	18.0	114
106	Lafayette / Moraga / Orinda	13,701	896	16.6	106
221	Stonevalley / Danville Bishop Ranch	1,513	101	15.4	221
115	Treat Boulevard	14,551	936	15.0	115
111	Oak Grove Rd / Geary Rd	8,938	551	14.2	111
118	Morello / Amtrak	9,231	576	14.0	118
126	Orinda Bart / Community Ctr / Miner	2,429	162	13.3	126
101	Rossmoor / Ygnacio Valley	11,012	707	12.7	101
102	Pleasant Hill Rd. / Livorna	8,872	591	12.6	102
930	Kirker Pass Express	2,250	150	11.8	930
109	Contra Costa Boulevard	5,429	339	11.8	109
121	Walnut Creek Bart / Dublin Bart	17,480	1,052	11.8	121
960B	Bishop Ranch Express	4,833	322	11.7	960B
116	Martinez / Walnut Creek	7,056	422	11.7	116
107	Shadelands / John Muir	4,716	314	11.2	107
314	Clayton Road / Monument Blvd.	1,088	0	11.1	314
115B	Bart Concord	1,075	72	10.8	115B
124	Cowell Road	799	53	10.5	124
117	Olivera/Solano/Salvio/N. Concord Bart	4,862	312	10.4	117
135	Dougherty Valley	5,100	340	10.0	135
960C	Bishop Ranch Express	2,709	181	9.7	960C
108	Martinez / North Concord	3,969	265	9.6	108
980	Martinez Express	4,475	298	9.4	980
119	Amtrak / Sunset Loop	955	64	8.9	119
991	Concord Commuter/Express	498	33	8.7	991
308	Martinez / North Concord Sunday	448	0	8.6	308
206L	Happy Valley Limited Service	523	35	7.1	206L
970B	Dublin Bart / San Ramon	1,071	71	6.8	970B
127	Bart Concord / D.V.C.	1,980	132	5.8	127
970C	Dublin Bart / San Ramon	833	56	5.5	970C
8	Monument Shuttle	1,366	91	3.9	8
250	St Mary's College Gael Rail Shuttle	224	4	2.7	250
104H	Walnut Creek Extended Holiday Shuttle	0	0	0.0	104H
110W	Waterworld	0	0	0.0	110W

NOTE: Rts 8 & 250 data comes from Link Operators

Rts 104H & 110W are seasonal routes

MARCH 22-31, 2009 PRODUCTIVITY

Route	Destination Information	Total	Wkday Pass / Rev		Route
			Avg	Hr	
10	Concord / Clayton Rd	6,612	945	38.8	10
20	DVC / Concord	8,432	1,205	38.0	20
15	Treat Boulevard	5,046	721	23.9	15
14	Monument Blvd	6,439	920	23.7	14
600's	Select Service	7,888	1,127	23.5	600's
4	Walnut Creek Downtown Shuttle	7,036	843	23.1	4
11	Treat Blvd / Oak Grove	2,432	347	19.05	11
17	Olivera/Solano / Salvio / North Concord	2,341	334	17.4	17
92X	Ace Shuttle Express	1,026	147	16.5	92X
1	Rossmoor / Shadelands	2,772	396	15.4	1
6	Lafayette / Moraga / Orinda	3,174	450	14.9	6
9	DVC / Walnut Creek	4,305	615	14.8	9
314	Clayton Rd / Monument Blvd / Pleasant Hill	1,836	0	14.5	314
21	Walnut Creek / San Ramon Transit Center	4,380	626	14.3	21
18	Amtrak / Merello / Pleasant Hill	2,962	423	14.3	18
91X	Concord Commuter Express	365	52	14.2	91X
93X	Kirker Pass Express	1,091	156	12.8	93X
28	North Concord / Martinez	2,327	332	11.7	23
96X	Bishop Ranch Express	2,427	347	11.2	96X
6L	Orinda / Orinda Village	47	7	10.9	6L
98X	Martinez Express	2,279	326	10.2	98X
35	Dougherty Valley	2,255	322	9.9	24
95X	San Ramon / Danville Express	666	95	9.4	95X
19	Amtrak / Pacheco Blvd / Concord	895	128	9.3	19
97X	Bishop Ranch Express	635	91	9.1	97X
36	San Ramon / Dublin	1,786	255	9.0	36
316	Alhambra / Merello / Pleasant Hill	447	0	9.0	316
16	Alhambra Ave / Monument Blvd	3,247	464	8.8	16
311	Concord / Oak Grove / Treat Blvd / Walnut Creek	330	0	7.3	311
5	Creekside / Walnut Creek	476	68	7.2	5
2	Rudgear / Walnut Creek	420	60	7.2	2
321	San Ramon / Walnut Creek	367	0	7.0	321
7	Shadelands / Pleasant Hill / Walnut Creek	1,418	203	6.8	7
301	Rossmoor / John Muir Medical Center	157	0	5.9	301
320	DVC / Concord	218	0	5.8	320
315	Concord / Willow Pass / Landana	112	0	5.6	315
8	Monument Shuttle	738	105	4.5	8
250	St Mary's College Gael Rail Shuttle	93	4	2.3	250
25	Lafayette / Walnut Creek	152	22	1.9	22
4H	Walnut Creek Extended Holiday Shuttle	0	0	0.0	4H
20W	Waterworld	0	0	0.0	20W

NOTE: Rts 8 & 250 data comes from Link Operators

Rts 4H & 20W are seasonal routes





**Table of Contents**

I. ACTIVE PROJECTS.....2

SOUTHWEST COUNTY .....2

    a. Caldecott Tunnel Improvement Project (1001/1698).....2

    b. I-680 /Norris Canyon Carpool/Bus Ramps (8003).....2

CENTRAL COUNTY .....3

    c. Alhambra Avenue Widening (1203) - *No changes from last month.* .....3

    d. Commerce Avenue Extension (1214) - *No changes from last month.* .....3

    e. Pacheco Boulevard Widening (1216) - *No changes from last month.* .....3

    f. Iron Horse Trail Crossing at Treat Boulevard (1219).....4

    g. Contra Costa Boulevard Signal Coordination (1221) .....4

    h. Martinez Intermodal Station – Phase 3 (2208A/4002) - *No changes from last month.*.....4

    i. Pacheco Transit Hub (2210) - *No changes from last month.* .....5

    j. Ygnacio Valley Road Permanent Restoration – Phase 2 (New Project 24027) .....5

WEST COUNTY .....6

    k. Richmond Transit Village BART Parking Structure (2302) - *No changes from last month.* .....6

    l. Hercules Transit Center (2303).....6

    m. I-80/San Pablo Dam Road Interchange (7002) .....7

    n. I-80/Central Avenue Interchange (7003).....7

EAST COUNTY.....8

    o. Railroad Avenue to Loveridge Road (1405) .....8

    p. Loveridge Road to Somersville Road (1406) .....8

    q. Somersville Road to SR 160 (3001/1407) .....9

    r. SR4 Bypass: Widen Bypass to 4 Lanes – Laurel Road to Sand Creek Road (5002) .....10

    s. SR4 Bypass: Sand Creek Road Interchange – Phase 1 (5003) .....10

    t. SR4 Bypass: Segments 1 and 3 (5010) - *No changes from last month.* .....11

    u. East County Rail Extension (eBART) (2104/2001) - *No changes from last month.*.....11

    v. Big Break Regional Trail (3112) - *No changes from last month.* .....12

II. COMPLETED PROJECTS: .....12

SOUTHWEST COUNTY .....12

CENTRAL COUNTY .....13

WEST COUNTY .....13

EAST COUNTY.....13



I. **ACTIVE PROJECTS**

*SOUTHWEST COUNTY*

a. **Caldecott Tunnel Improvement Project (1001/1698)**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

**Project Description:** Construction of a fourth bore between Contra Costa and Alameda Counties.

**Current Project Phases:** Final Design (PS&E) for the preferred 2-lane tunnel alternative & Right of Way Acquisition.

**Project Status:** The final design was completed in early February 2009 and the project is ready for advertisement. The California Transportation Commission (CTC) is expected to vote funds May 14<sup>th</sup>.

**Issues/Concerns:** Due to the State budget crisis, the CTC has deferred voting construction funds. Caltrans, MTC and Authority staff have developed an alternate financing plan which uses federal stimulus funding in lieu of Prop 1B CMIA funds.

b. **I-680 /Norris Canyon Carpool/Bus Ramps (8003)**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

**Project Description:** To provide direct HOV connector ramps from/to I-680 at Norris Canyon Road.

**Current Project Phase:** Project Study Report (PSR).

**Project Status:** CH2M Hill has been retained by the Authority to prepare the project PSR. Monthly project team meetings with Caltrans and the City of San Ramon staff are on-going. Conceptual plans for the proposed HOV connector ramps have been prepared and reviewed, in concept, by Caltrans, FHWA and City of San Ramon staff. The traffic forecasting and operations study has been completed and final comments have been received from Caltrans.

CH2M Hill is currently preparing the initial draft PSR and all remaining technical studies, scheduled to be submitted to Caltrans by early May.

**Issues/Areas of Concern:** None.

CENTRAL COUNTY

c. **Alhambra Avenue Widening (1203) - No changes from last month.**

**CCTA Fund Source:** Measure C

**Lead Agency:** City of Martinez

**Project Description:** The second phase of the project will install additional lanes, traffic signals and soundwalls at major intersections on Alhambra Avenue from MacAlvey to SR 4.

**Current Project Phase:** Construction.

**Project Status:** In 2006, the Authority approved an appropriation of \$5,456,499 for construction, which started in June 2007. The Project is rescheduled for completion by mid 2009.

**Issues/Areas of Concern:** None.

d. **Commerce Avenue Extension (1214) - No changes from last month.**

**CCTA Fund Source:** Measure C

**Lead Agency:** Concord

**Project Description:** The project will extend Commerce Avenue between Pine Creek and Waterworld Parkway and will rehabilitate the pavement section between Concord Avenue and its end near the cul de sac.

**Current Project Phase:** Design.

**Project Status:** The City completed the 90% design plans and specifications in December 2006. The City expects environmental clearance in spring 2009, however, right of way phase will follow and it is expected to take six months. Accordingly Construction is rescheduled to late 2009.

**Issues/Areas of Concern:** Concord staff is still working with Caltrans to obtain the environmental clearance, which is taking much longer than had been anticipated but is still expected in spring 2009.

e. **Pacheco Boulevard Widening (1216) - No changes from last month.**

**CCTA Fund Source:** Measure C

**Lead Agency:** Contra Costa County

**Project Description:** This project consists of widening of Pacheco Boulevard from Blum Road to Arthur Road in the Martinez area. Environmental clearance and preliminary design plans for the new project need to be completed.

**Current Project Phase:** Environmental clearance (started but now on hold).

**Project Status:** The County is planning to environmentally clear the entire project using County funds.

**Issues/Areas of Concern:** Project has a funding shortfall and requires coordination with the State to replace the railroad overcrossing. \$4.9 million is programmed for the project from Measure J.

**f. Iron Horse Trail Crossing at Treat Boulevard (1219)**

**CCTA Fund Source:** Measure C

**Lead Agency:** Contra Costa County

**Project Description:** This project will construct a bicycle/pedestrian bridge along the Iron Horse Trail alignment crossing Treat Boulevard in the vicinity of Jones Road.

**Current Project Phase:** Final Design/Construction.

**Project Status:** CTC fund allocation was obtained in December 2008. The County advertised the project on March 10 and opened bids on April 21. The County plans to award the bid in May. Construction is scheduled to start this summer.

**Issues/Areas of Concern:** None at this point.

**g. Contra Costa Boulevard Signal Coordination (1221)**

**CCTA Fund Source:** Measure C

**Lead Agency:** City of Pleasant Hill

**Project Description:** The project will synchronize the traffic signals along Contra Costa Boulevard between the I-680 off-ramp (near Pleasant Hill/Martinez city limits) and Oak Park Boulevard.

**Current Project Phase:** Complete.

**Project Status:** The system is fully operational and the project is complete.

**Issues/Areas of Concern:** None.

**h. Martinez Intermodal Station – Phase 3 (2208A/4002) - *No changes from last month.***

**CCTA Fund Source:** Measure C and J

**Lead Agency:** City of Martinez

**Project Description:** Project will acquire land north of the railroad tracks, construct new road access to the north parking lot, add 425 parking spaces, and build a pedestrian bridge over the tracks.

**Current Project Phase:** Construction of first stage (interim parking lot).

**Project Status:** Authority allocated funds to start demolition of some existing structures and eventually build an interim surface parking lot. Demolition work is scheduled to start in spring 2009.

**Issues/Areas of Concern:** None.

i. **Pacheco Transit Hub (2210) - No changes from last month.**

**CCTA Fund Source:** Measure C

**Lead Agency:** CCCTA

**Project Description:** Construct a transit hub at Pacheco Blvd. and Blum Road. The project will relocate and expand the existing Park & Ride lot to provide 116 parking spaces and provide six bus bays for express and local bus service.

**Current Project Phase:** Design.

**Project Status:** A revised PSR/PR was submitted to Caltrans in January, 2008. The Authority appropriated \$823,820 for construction in January 2009. Construction is targeted to begin in summer 2009.

**Issues/Areas of Concern:** The freezing of Proposition 1B money could delay construction.

j. **Ygnacio Valley Road Permanent Restoration – Phase 2 (New Project 24027)**

**CCTA Fund Source:** Measure C

**Lead Agency:** City of Concord

**Project Description:** Currently, about 1,000 feet of hillside along Ygnacio Valley Road, located just west of Cowell Road is marginally stable. It is likely that a wet or extremely wet season could trigger a landslide, potentially causing lane closures along this route of regional significance. Due to restrictions on the use of Federal emergency relief funds, only 420 feet of restoration work was completed as part of phase 1. Phase 2 will complete the restoration project and consists primarily of constructing a pier wall with tie back system (protective feature), and repair of the damaged roadway. There will also be some grading of the slope in the slide area above the roadway to remove depressions and to repair the damaged Ohlone Trail.

**Current Phase:** Tie-back Wall - Final Design; Ohlone Trail - Environmental/Preliminary Engineering.

**Project Status:** The Authority appropriated \$500,000 for environmental clearance work and preliminary engineering on June 18, 2008, and appropriated \$200,000 for final design on February 18, 2009. A decision to divide the project into two parts was made in order to expedite the wall construction. On February 26, 2009, a Phase I CCEAC peer review meeting for the 65% design plans was held. The peer review committee recommended approval of the plans and that a Phase II peer review was not needed. The plans are using the same tie-back wall design that was successfully constructed in Phase 1. The Authority approved the peer review committee's recommendation on April 15, 2009, and allocated \$2,691,000 for construction activities.

**Issues/Areas of Concern:** None.

WEST COUNTY

k. **Richmond Transit Village BART Parking Structure (2302) - No changes from last month.**

**CCTA Fund Source:** Measure C

**Lead Agency:** Richmond Redevelopment Agency

**Project Description:** The project will construct a 785-space parking structure at the Richmond BART station. The project will replace surface parking and free up land for building residential units on the east side of the station. Approximately 150 parking spaces will be added at the station when this project is complete.

**Current Project Phase:** Design.

**Project Status:** Design is underway using TCRP and Measure C funds and is 95% complete. Because the project needs to be built to BART standards, and BART is reviewing the plans, a peer review will not be held for this project. Construction is rescheduled for FY2009-10 due to CTC reprogramming of the STIP funds.

**Issues/Areas of Concern:** Traffic Congestion Relief Program (TCRP) funds may be at risk. \$2.82 million in TCRP funds is currently unallocated. The City has their STIP funds programmed in FY 09-10 and intends to request STIP allocation and TCRP allocation in July 2009 (first CTC meeting of the FY 09-10 year). The CTC may defer funding of STIP funds as well as decline funding of the TCRP (because the project is in a Tier 2 Status).

l. **Hercules Transit Center (2303)**

**CCTA Fund Source:** Measure C

**Lead Agency:** City of Hercules/BART

**Project Description:** This project will relocate the existing park-and-ride facility in order to increase the supply of auto parking and bus loading capacity while improving the environment for passengers and the public. The new facility will have 420 parking stalls, which is 162 more stalls than existed at the previous location.

**Current Project Phase:** Construction.

**Project Status:** The Authority appropriated \$1,106,000 for construction on September 17, 2008. Paving is complete and 95% of the concrete work has been completed. The passenger shelters are 60% complete and the prefabricated restroom is scheduled for delivery in April. Rain days have pushed the construction completion date from March to late May or early June, 2009.

**Issues/Areas of Concern:** None.

**m. I-80/San Pablo Dam Road Interchange (7002)**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA/City of San Pablo

**Project Description:** Reconstruct existing interchange to provide improved pedestrian and bicycle access.

**Current Project Phase:** Project is in Preliminary Engineering and Environmental Documentation stage.

**Project Status:** Environmental clearance work started in October 2006. Preliminary design work is being coordinated with an adjacent city improvement project (El Portal Gateway) to minimize any "throw away" work. At its November 2008 meeting, the Authority approved acquisition of a vacant property impacted by the project that was approved for development. The project technical studies have been completed and approved. A public hearing on the draft environmental document is targeted for May/June 2009 after the release of the draft Environmental Document. Caltrans is currently reviewing the Draft Environmental Document prior to its release.

**Issues/Areas of Concern:** The scope of the project, and hence the cost, has increased significantly since the development of the Project Study Report. Significant funding shortfall exists.

**n. I-80/Central Avenue Interchange (7003)**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

**Project Description:** To study possible improvements of overall traffic operations at the I-80/Central Avenue Interchange and along Central Avenue between Jacuzzi Street and San Pablo Avenue.

**Current Project Phase:** Project Study Report (PSR)/Feasibility Study.

**Project Status:** After performing a technical analysis to evaluate possible next steps, two projects have been identified: a traffic management element that would provide near-term benefit, especially during the weekend peak periods; and a local road realignment that would provide longer-term benefit during all peak periods. The first project is moving forward as part of the ongoing I-80/Integrated Corridor Management Project, which could expedite its construction. The second project will be pursued by the local jurisdictions.

**Issues/Areas of Concern:** None.

## EAST COUNTY

## o. Railroad Avenue to Loveridge Road (1405)

**CCTA Fund Source:** Measure C

**Lead Agency:** CCTA

**Project Description:** The project widened the existing highway from two to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately ¾ mile west of Loveridge Road and provided a median for future transit.

**Current Project Phase:** Landscaping.

**Project Status:** All highway and local road construction is complete. The City of Pittsburg's portion of the landscaping was completed in October 2007. Final design plans for the freeway mainline landscaping were submitted to Caltrans for review and additional changes were requested. The revised plans and specifications have been resubmitted to Caltrans and staff anticipates issuance of the encroachment permit in May 2009. Advertisement for bids is anticipated to start in June with construction beginning in fall 2009.

**Issues/Areas of Concern:** None.

## p. Loveridge Road to Somersville Road (1406)

**CCTA Fund Source:** Measure C

**Lead Agency:** CCTA

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

**Current Project Phase:** Construction of Team Track, Utility Relocation and 95% Design.

**Project Status:** Comments have now been received from Caltrans Headquarters on the PS&E package. The consultant is addressing these comments and will resubmit the PS&E package by early May.

The relocation of the PG&E gas line has started and is going well. The construction is expected to take from three to four months depending on weather. The electrical transmission line relocation will follow the gas line work.

Monthly meetings are ongoing for all right of way activities. The Construction and Maintenance (C&M) and property disposition agreement with UPRR has been executed. The team track construction contract was awarded in April and construction is anticipated to start in May.

**Issues/Areas of Concern:** The funding allocation request is being prepared to submit to the CTC for an allocation vote of STIP construction funds in June. Because of the State's difficulty in selling bonds, it is

not clear whether funds will be available and there is a possibility that funding may need to be shifted from the Somersville to SR-160 portion of SR-4 widening to keep the project on schedule. RM-2 funds for construction also need to be approved by MTC.

q. **Somersville Road to SR 160 (3001/1407)**

**CCTA Fund Source:** Measure C and J

**Lead Agency:** CCTA

**Project Description:** This project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) from Somersville Road to Hillcrest Avenue and then six lanes to SR 160, including a wide median for transit. The project also includes the reconstruction of the Somersville Road Interchange, Contra Loma/L Street Interchange, G Street Overcrossing, Lone Tree Way/A Street Interchange, Cavallo Undercrossing and the Hillcrest Avenue Interchange.

**Current Project Phase:** Right of Way Acquisition & Final Design.

**Project Status:** The final design (PS&E) for this project is divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3A) A Street Interchange and Cavallo Undercrossing and 3B) Hillcrest Avenue to Route 160. Monthly design coordination meetings are on-going with Caltrans, City of Antioch and PG&E.

Segment 1 is furthest along in design, with 95% PS&E documents are being prepared. Right of way acquisition is on-going for Segment 1 and PG&E is working on design of their utilities in this segment, which will need to be relocated prior to construction.

Segment 3A 65% PS&E documents were submitted to Caltrans for review in January and similar to Segment 1, 95% PS&E documents are being prepared. Right of way acquisition is on-going and PG&E is working on design of utility relocations for this segment.

Segment 2 right of way sufficiency plans were submitted to Caltrans in January. 65% PS&E documents are scheduled for submission to Caltrans by the end of April. This segment continues to pose the most challenges, particularly given the significant utility relocations required and construction work near West Antioch Creek.

Segment 3B, the Hillcrest Interchange area, was delayed pending resolution of issues related to the future transit station. Most of those issues have been resolved and the design team has begun working on the 35% PS&E documents.

Public information meetings were held in December to inform adjacent residents of the planned noise walls. Final decisions on the location of all noise walls were completed this month. Additional notification to residents at the east end of the project on Larkspur Drive and Bluebell Circle who commented on the noise wall study is anticipated to occur next month.

Enhanced visual design guidelines which include the use of artist-generated custom designs on cast in place concrete retaining walls and bridge features have been submitted to Caltrans for approval.



**Issues/Areas of Concern:** Based on the latest project construction cost estimate, it is estimated that there will be a funding shortfall of approximately \$37 M that may require phasing some of the interchange improvements. Furthermore, if receipt of the \$80 M in ECCRFFA funds earmarked for this project is delayed, further phasing of the project will be required which may jeopardize construction of the freeway widening and transit median to SR 160 by the current goal of 2015.

r. **SR4 Bypass: Widen Bypass to 4 Lanes – Laurel Road to Sand Creek Road (5002)**

**CCTA Fund Source:** Measure J

**Lead Agency:** State Route 4 Bypass Authority

**Project Description:** Widen the State Route 4 Bypass from 2 to 4 lanes (2 in each direction) from Laurel Road to Sand Creek Road.

**Current Phase:** Design and Right-of-Way Acquisition.

**Project Status:** Final design is nearing completion, and the project could be advertised at anytime, subject to available funding. The Authority appropriated \$2,983,000 for design and \$1,000,000 for right-of-way activities on May 16, 2007.

**Issues/Areas of Concern:** Construction schedule is subject to available funding.

s. **SR4 Bypass: Sand Creek Road Interchange – Phase 1 (5003)**

**CCTA Fund Source:** Measure J

**Lead Agency:** State Route 4 Bypass Authority

**Project Description:** The project is currently planned to be constructed in two phases: Phase 1 consists of constructing the crossover for Sand Creek Road via a single bridge with loop for Westbound Sand Creek Road to access the Eastbound Bypass segment. The interchange will have diamond ramps in all quadrants with the exception of the southwest quadrant. Phase 1 will be further divided into two stages. Stage 1 will lower the existing Sand Creek Intersection by approximately 5 feet. Stage 2 will complete all movements except at the southwest quadrant. Phase 2 of the project will construct the southwest quadrant of the interchange.

**Current Phase:** Phase 1/ Stage 2 – Design and Right-of-Way Acquisition.

**Project Status:** Phase 1/ Stage 1 – Construction is complete, and the project has been closed out. Phase 1/ Stage 2 – Final design is nearing completion and the project could be advertised at anytime, subject to available funding.

**Issues/Areas of Concern:** Construction schedule is subject to available funding.

t. **SR4 Bypass: Segments 1 and 3 (5010) - No changes from last month.**

**CCTA Fund Source:** Measure J

**Lead Agency:** State Route 4 Bypass Authority

**Project Description:** Complete the remaining two of three segments planned for the State Route 4 Bypass. Segment 1 – Construct a partial interchange at the SR4/SR4 Bypass (SR4BP) junction (no connection from the SR4BP to SR160) with six lanes of freeway to Laurel Road and four lanes of freeway to Lone Tree Way. Segment 3 – Construct a two-lane expressway which begins at Balfour road and extends south approximately 2.6 miles to Marsh Creek Road. Connect back to existing State Route 4 via an improved Marsh Creek Road (conventional highway standards), approximately 4 miles. Segment 3 also includes a direct connection to Vasco Road.

**Current Phase:** Construction – Substantially complete - Final asphalt lift for Segment 3 pending.

**Project Status:** Segment 3 is open for automobile traffic only. It will be open to all traffic (including trucks) after applying the final asphalt lift in summer of 2009.

**Issues/Areas of Concern:** None.

u. **East County Rail Extension (eBART) (2104/2001)**

**CCTA Fund Source:** Measure C and J

**Lead Agency:** BART/CCTA

**Project Description:** Implement transit improvements in the State Route 4 corridor from the Pittsburg Bay Point station in the west to a station in Antioch in the vicinity of Hillcrest in the east. Options such as a BART extension, e-BART, Bus Rapid Transit and express bus service are being evaluated.

**Current Project Phase:** Environmental Document/Preliminary Engineering. BART is the lead agency for this phase.

**Project Status:** BART Board certified the EIR on April 23, 2009.

Coordination is ongoing between BART and CCTA consultants working on the design of the SR4 Widening Project. Meetings have occurred with all parties including Caltrans and MTC to define schedule, costs and cash flows by funding source.

The City of Pittsburg is continuing to work on the environmental document for the Railroad Avenue Specific Plan and recently released the Draft EIR. The Final EIR is slated for City Council approval in May.

The City of Antioch took action on April 14<sup>th</sup> to certify the Final Environmental Impact Report (FEIR) for the Hillcrest Station Area Specific Plan along with related amendments to the City's General Plan and Zoning Designations. The City expressed their desire to pursue funding for the City's preferred location further east in the median, BART agreed to work with them to try to identify the funding.

**Issues/Areas of Concern:** A downturn in sales tax revenue has prompted an update to the Measure J sales tax projections. Lower projections and differing bond conditions are now being evaluated as to their impact on the eBART and other projects.

v. **Big Break Regional Trail (3112) - No changes from last month.**

**CCTA Fund Source:** Measure C

**Lead Agency:** East Bay Regional Park District

**Project Description:** The Big Break Regional Trail connects the shoreline from the Antioch Bridge to downtown Oakley and the delta in eastern Contra Costa County. The trail is part of the newly designated Great California Delta Trail. Measure C funds will be used to construct a bridge over the Vintage Parkway Creek Channel and make trail improvements along 1/2 mile of shoreline from Piper Land to the existing trail at Fetzer Lane within the Vintage Parkway housing development in Oakley. The project will construct the bridge first, then the trail improvements.

**Current Project Phase:** Bridge portion is complete; trail portion is in Final Design/Construction.

**Project Status:** Construction of the bridge part of the project is complete and the project is open to the public.

**Issues/Areas of Concern:** The trail part of the project went to bid on April 19th. This part of the project is scheduled to start this summer and be done by fall of 2009.

## II. COMPLETED PROJECTS:

### SOUTHWEST COUNTY

Measure C:

1104: I-680/Stone Valley Road I/C, 1998  
 1105: I-680/El Cerro Blvd. I/C Ramp Signalization, 1994  
 1106: I-680 Auxiliary Lanes: Segments 1 & 3, 2008  
 1107: I-680/Fosteria Wy Overcrossing, 1994  
 1600: Moraga Rd. Safety Improvements, 2005  
 1602: Camino Pablo Carpool Lots, 1996  
 1607: Moraga Wy. at Glorietta Blvd. & Camino Encinas, 2001  
 1608: Moraga Wy. Safety Improvements, 2002  
 1609: Moraga Wy./Ivy Dr. Roadway Improvements, 2004  
 1611: Mt. Diablo Corridor Improvements, 2001  
 1612: Moraga Rd. Corridor Improvements, 2005  
 1621: St. Mary's Rd. – Phase 2, 1999  
 1622: Moraga Rd. Structural & Safety Imp., 2005

1624: Bryant Way/Moraga Way Improvements, 2005  
 1711: St. Mary's Rd. Improvements, 1995  
 1715: San Ramon Valley Blvd. Imp. – Phase 1, 1996  
 1716: Stone Valley Rd. Circulation Improvements, 2006  
 1717: Camino Tassajara Circulation Improvements, 2004  
 1718: Crow Canyon Rd. Improvements, 2001  
 1719: Sycamore Valley Rd. Improvements, 2008  
 1720: San Ramon Valley Blvd. Widening – Phase 1, 1997  
 1801: Camino Pablo (San Pablo Dam Corridor), 1996  
 3101: Iron Horse Trail – Monument to Alameda County Line, 1994

## CENTRAL COUNTY

Measure C:

1101: I-680/Burnett Ave. Ramps, 1995	1210: Monument Blvd./Contra Costa Blvd./Buskirk Ave. Imp., 1996
1103: I-680/North Main Street Bypass, 1996	1215: Geary Rd. Improvements, 2002
1108: Route 242/Concord Ave. Interchange, 1997	1217: Bancroft/Hookston Intersection, 2004
1113: Route 242 Widening, 2001	1218: Buskirk Ave. Improvements, 2005
1116: I-680 HOV Lanes, 2005	1220: Ygnacio Valley Rd. Slide Repair, 2008
1117: I-680/SR 4 Interchange, 2008	3102: Walnut Creek Channel to CC Shoreline Trail, 2002
1205: Taylor Blvd./Pleasant Hill Rd./Alhambra Rd. Intersection Imp., 2000	
1209: South Broadway Extension, 1996	

## WEST COUNTY

Measure C:

1300: Richmond Parkway, 1996	2208: Martinez Intermodal Facility – Phase 1, 2001
1501: SR 4 (W) Gap Closure – Phase 1, 2004	2208: Martinez Intermodal Facility - Phase 2, 2006
1503: SR 4 (W) Willow Ave. Overcrossing, 1996	2296: Martinez Bay Trail, 2007

Measure J:

9001: Richmond Parkway Upgrade Study, 2008

## EAST COUNTY

Measure C:

1401: SR 4 (E) Willow Pass Grade Lowering, 1995	2101: BART Extension to Pittsburg/Bay Point, 1996
1402: SR 4 (E) Bailey Rd. Interchange, 1996	3108: Delta De Anza Trail, 2006
1403: SR 4 (E) Bailey Rd. to Railroad Ave., 2006	3110: Marsh Creek Trail Overcrossing at SR 4, 1997

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