

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

June 1, 2009

Hercules

Mr. Robert McCleary, Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Pinole

RE: WCCTAC Meeting Summary for May 29, 2009

Dear Mr. McCleary: *Bob*

Richmond

At its May 29, 2009 meeting, the WCCTAC Board took the following actions that may be of interest to the Authority:

San Pablo

- 1) Approved, as part of the consent calendar:
 - a. To add a new area-wide action to the 2009 Update of the West County Action Plan, namely to update the baseline vision for the routes of regional significance and the associated multi-modal transportation service objectives as appropriate to be consistent with local planning efforts initiated between January 2007 and August 2009; and
 - b. To change the scope of work for EPS, the consultant originally retained to update revenue forecasts from the Subregional Transportation Mitigation Fee Program (STMP), from completing the remainder of the revenue forecasts to auditing the fee collection process at each agency and identifying opportunities for improvement of the program.

Contra Costa
County

AC Transit

- 2) In response to MTC's refusal to include WCCTAC's requested amendments to AB 744 in the version of the bill that was heard by the State Assembly Transportation and Appropriations Committees, approved pursuit of the amendments through the Senate Committees; and if unsuccessful, approved pursuit of specific exclusion of I-80 in Contra Costa for express lane consideration. (WCCTAC's requested amendments are: greater specificity as to the scope of the project study report; allowance of a gap in the network for corridors for which HOT lanes are not expected to result in net benefits; and dedication to transit of 50 percent of any net revenues available for reinvestment.)

BART

WestCAT

- 3) In connection with the Low-Income Student Bus Pass Program:
 - a. Approved student eligibility criteria (alternative and high school with no limitation on distance from home to school), and two options for receiving WestCAT tickets (a \$15 discount on the \$40 monthly pass or a 15-ride pass per month); and
 - b. Authorized staff to request from CCTA the FY 10-1st quarter program allocation, subject to the Board's approval of detailed program guidelines and execution of the necessary cooperative agreements; and

Mr. Robert McCleary
June 1, 2009
Page 2

- c. Authorized staff to request CCTA to approve the use a portion of FY 09-4th quarter program allocation to recover WCCTAC's unreimbursed costs of up to \$25,000 associated with the administration of the Lifeline pilot program; and
 - d. Directed staff to continue to work with WestCAT to obtain a higher youth pass discount.
- 4) In connection with the FY 10 work plan and budget, directed staff to request from all the member agencies the same dues for FY 10 as those in FY 09, and to develop and present at the June meeting a balanced budget that would not require any transfers from the fund balance.

Sincerely,



Christina Atienza
Executive Director

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

WCCTAC

West Contra Costa Transportation Advisory Committee

May 11, 2009

El Cerrito

Mr. Robert McCleary, Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Hercules

RE: WCCTAC Meeting Summary for April 24, 2009

Pinole

Dear Mr. McCleary:

At its April 24, 2009 meeting, the WCCTAC Board took the following actions that may be of interest to the Authority:

Richmond

- 1) Approved, as part of the consent calendar:
 - a. In connection with the 2009 update of the Measure J Strategic Plan, recommended programming principles for CCTA's consideration in deferring funding for projects and programs, and a list of candidate projects and programs in West County amounting to \$13 million that may be deferred for programming beyond 2015; and
 - b. In connection with the Low-Income Student Bus Pass Program, use of remaining Lifeline funds to conduct a demonstration program for West Contra Costa Unified School District (WCCUSD) summer students whereby WCCUSD would administer the program, and an allocation request for Measure J funds for the last quarter of FY 2009 to reimburse WCCUSD for associated administration costs.
- 2) Deferred action on the FY 2010 work plan and budget until after the Board retreat, but authorized staff to request dues from all members at the same levels as FY 2008-09.
- 3) Received a presentation on MTC's proposed Regional HOT Lanes Network from Andrew Fremier, Bay Area Toll Authority Deputy Executive Director.
- 4) Agreed to seek friendly amendments to AB 744 (Torrico), the enabling legislation for the Regional HOT Lanes Network, including: additional definition on the scope of the project study report; allowance for corridors to be excluded from the network if it is determined that HOT lanes would not result in net benefits to the corridor; and dedication to transit of 50 percent of any net revenues available for reinvestment. If the requested amendments are not included in the bill, agreed to request exclusion of I-80. And if the requested exclusion is not granted, agreed to withdraw support for the I-80 Integrated Corridor Mobility project due to unknown impacts of its combination with HOT lanes.

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

Sincerely,



Christina Atienza
Executive Director

cc: WCCTAC Board; Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; John Cunningham, TRANSPAN; Andy Dillard, SWAT



CONTRA COSTA
transportation
authority

COMMISSIONERS: May 26, 2009

VIA EMAIL

*Maria Vramontes,
Chair*

Hon. Mark Ross, Chair
TRANSPAC

*Robert Taylor,
Vice Chair*

2300 Contra Costa Blvd, Ste. 360
Pleasant Hill, CA 94523

Janet Abelson

Newell Americh

Dear Mr. Ross:

Ed Balico

Thank you for your letter dated March 23, 2009 commenting on the Draft 2009 Countywide Transportation Plan. We appreciate your acknowledgement of the level of effort required to develop the CTP, and we value TRANSPAC's input on the Draft document.

Susan Bonilla

David Durant

Federal Glover

Michael Kee

Your comment letter was brought before the Authority's TCC and Planning Committee in May, and the proposed responses reflect those discussions.

Mike Metcalf

Julie Pierce

Your letter includes a number of comments regarding goals and strategies, MTSOs, school traffic, and TDM. Below are our responses to your specific comments:

*Robert K. McCleary
Executive Director*

1. TRANSPAC requested, in its first comment, that Table 1 on Goals and Strategies include an acknowledgement of trips related to "commerce" as distinct from people and goods. Goal 1 reads as follows: "Enhance the movement of people and goods on highways and arterial roads." We would suggest that trips made for commercial purposes involve the movement of people and goods. We also note that strategy 1.5 that supports this goal, includes "strategies to improve freight movement on freeways and rail lines to improve air quality and the efficiency of shipping."

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*Pleasant Hill
CA 94523*

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<http://www.ccta.net>

2. The new action that was added to Chapter 4 of TRANSPAC's Action Plan for State Route 4, regarding partnering with TRANSPLAN and WCCTAC to develop a Corridor Management Plan for SR 4 from East County through Central County and West County, has been included by reference to the TRANSPAC Action Plan in Chapter 7, and also specifically noted in the revised text of the Final CTP.

3. While we acknowledge TRANSPAC's concern that impending school closings could increase VMT, the intent of the section of the plan that discusses "Finding the Right Balance" (page 27 of the Draft) is to give some broad examples of the

competing needs that the Authority must balance in developing the CTP. While traffic generated by schools is clearly an issue, the Authority's role in balancing competing needs with regard to school traffic and school closings is very limited. While the Authority supports and funds school bus programs through Measures C and J, the issue of school closings and the potential VMT is generated could probably be better addressed at the local level.

4. TRANSPAC asked that the Authority "continue to explore the relationship between high-density development at transit stations and transit ridership to determine its efficacy as a strategy for reducing VMT. This proposed action was initially added by Authority staff to Chapter 8, Implementation. Upon further review by the Authority's TCC, which discussed this comment on May 21st, a slightly modified response was developed. Noting that the relationship between high-density development and VMT has been extensively researched and well documented, the TCC proposed to focus more on updating the Authority's tools and procedures to better reflect that body of work. Accordingly the task in Chapter 8 has been reworded to "Update Authority tools and procedures to evaluate TOD, smart growth, and GHG emissions."
5. TRANSPAC also suggested that the CTP not overlook the potential for increased carpooling (including casual carpooling) to reduce VMT and emissions of greenhouse gases. This discussion has been added to the CTP in Chapter 4, the Transportation System. In light of the MTC proposal for converting HOV lanes to high occupancy toll (HOT) lanes, and building new HOT lanes, how such conversions, and 24 hour tolling, would impact carpool and vanpool usage may also need to be studied.

The Authority's Planning Committee (PC) will review the "Proposal for Adoption" CTP at 5:00 p.m. on June 3rd. Should you have any further comments or concerns, please let me know prior to June 3, so that they can be made available at the PC meeting. Final adoption of the 2009 CTP is tentatively scheduled for the Authority meeting on June 17, at 6:00 p.m.

Sincerely,



Martin R. Engelmann, P.E.
Deputy Executive Director, Planning

cc: Barbara Neustadter, TRANSPAC

File: 13.14.12.05

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

May 26, 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 May 14, 2009, TRANSPAC took the following actions that may be of interest to the Transportation Authority.

1. Received a presentation by URS consultants Scott Kelsey and Ramesh Sathiamurthy on the "sooner, cheaper" version of improvement to the I-680/SR 4 Interchange Lane.
2. Approved the TAC's recommendation for proposed Measure J Strategic Plan adjustments and proposed priority funding order. Adjustments will be reviewed when more information is available later in the year.
3. Adopted TRANSPAC's FY2009-10 budget and authorized the TRANSPAC Manager to consult with the Chair to look at the possibility of adding any available funds to decrease the FY2009-10 budget bottom line and to recalculate jurisdiction formula costs prior to the issuance of invoices.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Mark Ross cp
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

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

May 18, 2009

Mr. Robert McCleary, Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Dear Mr. McCleary:

This correspondence reports on the actions and discussions at the TRANSPLAN Committee during their meeting on May 14, 2009.

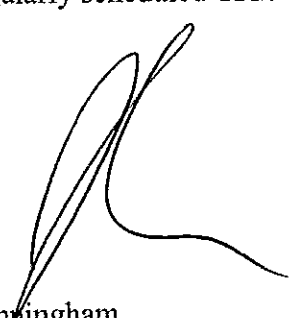
Technical Coordinating Committee Appointment: The Committee moved to appoint Gina Haynes (Pittsburg) to replace Joe Sbranti (Pittsburg) as the TRANSPLAN alternate appointment to the Technical Coordinating Committee.

Strategic Plan Update Report: Noting the Contra Costa Transportation Authority's change in schedule, the TRANSPLAN Committee received the report and asked that the Technical Advisory Committee (TAC) report back with a recommendation at the appropriate time.

Update on the East County Action Plan: Vasco Road: The Committee received a report from staff and TRANSPLAN Chair Federal Glover describing the position of the Tri-Valley Transportation Council and Alameda County regarding Vasco Road and how it is addressed in the East County Action Plan. The TAC will return with a recommendation consistent with that position at the June TRANSPLAN meeting.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, June 11, 2009 at 6:30 p.m.

Sincerely,



John W. Cunningham
TRANSPLAN staff

c: TRANSPLAN Committee
 TRANSPLAN Technical Advisory Committee
 A. Dillard, SWAT
 B. Neustadter, TRANSPAC
 C. Aienza, WCCTAC
 L. Bobadilla, TVTC
 D. Rosenbaum CCTA

G:\Transportation\Committees\Transplan\2009\letters\summary_letter_CCTA_may_2009.doc

Officials eye weekend carpool lanes on I-80
Michael Cabanatuan, Chronicle Staff Writer
Saturday, May 16, 2009



Westbound Interstate 80 has earned its place in the commuter hall of shame. Year after year it ranks as the Bay Area's worst commute, and it's placed high on national lousy commute lists as well.

But anyone who's ever braved I-80 on a Saturday or Sunday to drive across the Bay Bridge and into San Francisco knows that the backup is as bad on weekends as it is weekdays. From Golden Gate Fields in Albany to the Bay Bridge toll plaza, traffic crawls for much of the weekend, especially through Emeryville.

At least two Bay Area transportation officials think it's become so bad that it's time to reconsider when the carpool lanes operate. That could ease congestion, they say, or at least allow cars carrying three or more people to break through the gridlock.

"There is so much traffic on the I-80 corridor, even Saturdays and Sundays," said Bill Dodd, a Napa County supervisor and member of the Metropolitan Transportation Commission, "but we are not rewarding people for doing the right thing."

Dodd, speaking at a recent meeting of the commission, suggested all-day, every-day carpool lanes, or at least having carpool hours seven days a week. Berkeley Mayor Tom Bates, who also sits on the commission, agreed.

Lawsuit settlement

When Caltrans added a lane to I-80 in the 1990s, Bates said, it agreed to make it a carpool lane and keep it open 24 hours to settle a lawsuit by environmentalists and Berkeley. "Caltrans violated that agreement," he said at Wednesday's commission meeting.

The agreement, struck in 1992, actually called for Caltrans to restrict the 17-mile carpool lanes to cars carrying three or more occupants for 14 hours a day - from 5 a.m. to 7 p.m. - on weekdays. The lanes run in each direction between Highway 4 in Hercules and the toll plaza.

And for the first six months it did. But the transportation commission, under pressure from solo drivers, studied use of the new carpool lanes and found them heavily used during commute hours but lightly traveled during the middle of the day. The commission voted to change the hours to 5 to 10 a.m. and 3 to 7 p.m. - hours that still apply.

Since then, traffic on I-80 has increased - particularly on weekends - but the commission has not reconsidered the carpool lane hours. Now that commissioners have raised the issue, said Randy Rentschler, a commission spokesman, "We're going to take a good look at it."

Lengthen the hours

Drivers interviewed in Emeryville, as the backup began to build in the midafternoon Thursday, said it makes sense to lengthen the carpool lane hours.

"It's necessary," said Nadeem Mubarak, 44, of Berkeley, who drives a taxi. "In busy hours, the carpool lane could really save a lot of time."

Steven Mok, 35, lives in Pinole, works at an Emeryville hotel and drives into San Francisco with his wife and child at least twice a week.

"There's too much congestion," he said. "On Saturday there's way too much traffic. I always have three people, so I'd like to see the carpool lanes open later and on weekends."

But carpool lanes have their critics, who complain that because tax revenue is used to build the freeways, all lanes should be open to all drivers - not just those carrying a certain number of passengers or driving a hybrid.

Bijan Sartipi, Caltrans' district director for the Bay Area, agreed that I-80 and its carpool lanes are heavily used and said they already have longer hours than many such lanes and are the only place in the region requiring three occupants instead of two.

Other cities have extended their carpool lane hours outside of the commute. In Los Angeles and Orange County, as well as in Seattle, carpool lanes operate 24 hours a day, seven days a week.

"We are doing that in other places," Sartipi said.

Counting cars

The average daily traffic count on I-80 at Ashby Avenue is 279,000 in both directions. Use of carpool and mixed-flow lanes between Richmond and Emeryville:

Peak hour

I-80 westbound morning at Ashby:

-- Carpool lane: 1,604 vehicles

-- Mixed-flow lanes: 6,851

I-80 eastbound evening:

-- Carpool lane: 1,439 vehicles

-- Mixed-flow lanes: 6,457

Peak period

I-80 westbound 6 to 10 a.m.:

-- Carpool lane: 5,351 vehicles



-- Mixed-flow lanes: 26,459

I-80 eastbound 3 to 7 p.m.:

-- Carpool lane: 4,809 vehicles

-- Mixed-flow lanes: 25,565

Source: Caltrans

E-mail Michael Cabanatuan at mcabauatuan@sfehronicle.com.

<http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2009/05/16/BAM417LFQB.DTL>

This article appeared on page **A - 1** of the San Francisco Chronicle

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Poky carpool drivers and bumps in the onramp

BAY AREA NEWS GROUP

Posted: 05/26/2009 05:09:36 PM PDT

Queen: From time to time, the Queen enjoys sharing readers' pet peeves. By far the most common complaints are about drivers who talk on handheld cell phones, as well as drivers who use empty exit lanes to circumvent backed-up traffic. Here's a new one:

Commuter: There is no excuse for the phone-talking, carpool-cheating driver mentioned in a previous column, but complaining about tailgating at 65 mph brings up my pet peeve: Legit carpool-lane drivers who feel that they can drive any speed they darn well please, backing up drivers behind them. Why not ease out of the carpool lane, let faster drivers go by, and then return to the carpool lane?

Patrick Alexander, Pleasant Hill

Queen: Patrick, you are not the only reader who has pointed out this problem. Carpool-lane drivers, take note: If you're slowing down traffic, move to the right. According to the California Vehicle Code, "any vehicle proceeding upon a highway at a speed less than the normal speed of traffic moving in the same direction at such time shall be driven in the right-hand lane for traffic or as close as practicable to the right-hand edge or curb," unless you're passing or preparing for a left turn.

Commuter: On the onramp from Sycamore Valley Road to northbound Interstate 680 in Danville there is a horrible hump in the road where the lane that was recently added meets up with the overpass that goes over the Iron Horse Trail. In most,

cars, it isn't too bad of a hump, but when in a commercial vehicle or a heavily loaded pickup it feels like I am going to pancake my head against my roof when I hit it.

It is in just such a spot that you can't slow down since it is an onramp and you can't go around it to avoid it. Is there anything that can be done about it?

Pat, Curious Commuter

— Queen: This is going to be fixed, according to

Caltrans; the Queen just wishes it could be done sooner. Repair for this location is expected to be included in the I-680 roadway rehabilitation project scheduled to begin in spring 2010 and end in 2012. The project will extend from the Contra Costa County/Alameda County line to Rudgear Road at Walnut Creek.

Queen: The subject of bicycle commuters keeping to the right has arisen in earlier columns. While it is true that the Vehicle Code says cyclists should ride close to the right-hand curb, reader and cyclist Ted Fisher wrote in to point out that exceptions to Section 21202. The exceptions include when a cyclist is passing another bicycle or vehicle, preparing for a left turn, trying to avoid unsafe conditions, and approaching a right turn. To read this in greater detail, check out this page on the Vehicle Code Web site: dmv.ca.gov/pubs/vctop/d11/vc21202.htm.

Got questions about your commute? Whether you drive, ride, bike or walk, write the Queen at The Commuter Page, c/o The Times, P.O. Box 8099, Walnut Creek, CA 94598, or ccncommuter@bayareanewsgroup.com.

Benicia Bridge renovation to finish early

By Denis Cuff
Contra Costa Times

Posted: 05/26/2009 01:17:31 PM PDT

Updated: 05/26/2009 05:41:26 PM PDT
A \$43.5 million renovation of the Benicia Bridge is on target to be finished in August — four months ahead of schedule — to provide less congestion and smoother travel on Interstate 680 across the Carquinez Strait, Caltrans says.

The upgrade of the 1.2-mile bridge connecting Contra Costa and Solano counties includes a fourth lane for southbound car and truck traffic, a new

bike/pedestrian lane, and wide new shoulders as a safety buffer.

A second merging lane will be added for drivers entering the bridge from I-780. Traffic backs up there during the morning commute.

"There won't be any backup (from I-780) with our new four-lane configuration for the bridge," said Mo Pazooki, Caltrans project manager. "We're coming in ahead of schedule and within budget on a project that will help traffic flows."

He said good weather and a speedy contractor is making for early completion.

The renovation began in January 2008 and was scheduled for completion in December 2009. Now it appears the project will

flood in winter.

Cellular concrete, which is light but strong, is being used to replace the road there, which developed the dips over years as heavy asphalt used to resurface the lanes made the freeway sink into mud, said Caltrans spokesman Allyn Amsk.

During a tour of the bridge work last week, Caltrans engineers showed the partially complete bike lane, where rails were being installed.

"When you're out here, you have nice views of the of the water, the (Navy ghost fleet) ships, and the hills along the Carquinez Strait," said Cassandra Lograsso, Caltrans' resident engineer, as she stood on the bridge.

Also in view were the smokestacks, metal piping and towers at the Shell oil refinery and other waterfront industries.

The softer side of the Carquinez Strait — the bluffs, the water, the marshes — have long been a favorite subject for oil and water color painters. It is because of these views walkers and riders may be attracted to the new bike lane across the 1.2-mile bridge.

"Opening the bike and pedestrian lane is a big deal for regional trails," said Bern Smith, the East Bay trails coordinator for the Bay Area Ridge Council.

He said the bridge renovation will close one of the remaining gaps in a 50-mile regional trail route through the Carquinez Strait hills, over the Carquinez Bridge and along the shoreline of

Solano County.

Smith said there used to be a land connection between Martinez and Benicia some half a million years ago when the Central Valley was a huge inland lake before the giant rivers of California had an outlet to the sea through the Carquinez Strait.

"The way I look at it," he said, "This will be the first time in half a million years that you can walk from Martinez to Benicia."

Reach Denis Cuff at 925-943-8267 or dcuff@bayareanewsgroup.com. Read the Capricious Commuter at www.ibabuzz.com/transportation.

Benicia Bridge renovation
Cost: \$43.5 million
Expected completion: August
Major elements: fourth lane for southbound traffic, new bicycling/walking lane across the bridge, second merging lane from I-780 onto bridge, elimination of large flood-prone dips

be done sometime in August, with the fourth traffic lane opening first and the bike lane soon after, Caltrans officials said. No official opening date has been set.

The Benicia Bridge used to carry traffic in both northbound and southbound directions when it was built in 1962 to replace the last major ferry for autos in the Bay Area. The old bridge was converted to southbound-only traffic in August 2007, when a \$1.2 billion span was opened with five lanes for northbound traffic.

To enable contractors to renovate the old bridge while it still carries traffic, half of the bridge width was shut down and renovated while the other half carried three lanes of traffic.

In August, the entire bridge width will open with four southbound traffic lanes, plus two merging lanes from both I-680 and I-780.

The morning backup occurs as I-780 motorists squeeze onto the bridge in one lane close to a concrete barrier. "Some people tell us they're scared to drive there merge there," Pazooki said.

The new 8-foot-wide shoulders on the bridge will ease safety concerns, and provide space to access cars that break down or get in accidents. The bridge has no shoulder now.

In another improvement just south of the bridge, contractors are rebuilding a freeway section above a marsh to eliminate big roadway dips. Those road depressions fill with runoff and

Transactions

APRIL/MAY 2009

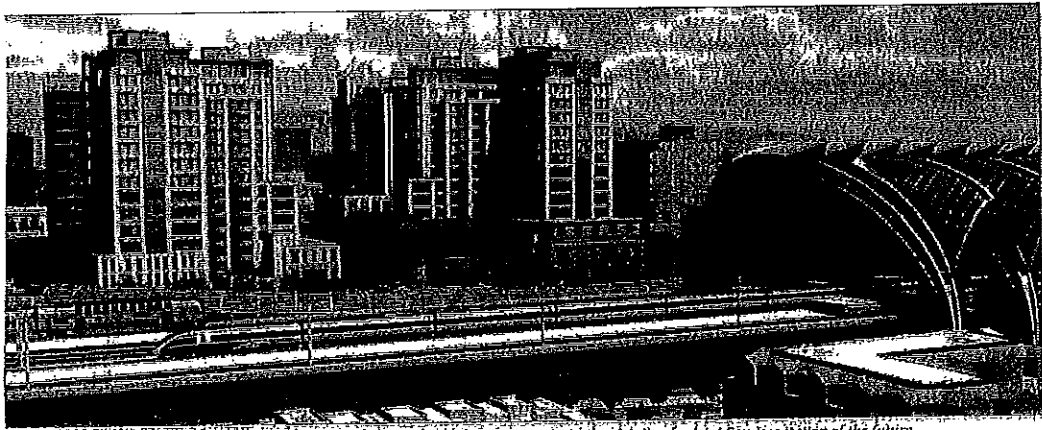
TRANSPORTATION NEWS
FOR THE NINE-COUNTY
SAN FRANCISCO BAY AREA



California High-Speed Rail on Fast Track to Construction

STATE BOND FUNDS AND FEDERAL STIMULUS BILL GIVE PROJECT A BOOST

After more than a decade of hopes, dreams and planning, California's high-speed train system is on a roll, propelled by a \$9.9 billion bond measure approved by the state's voters in November 2008 and most recently by President Barack Obama's plan to jump-start high-speed rail in America with \$8 billion in federal stimulus package dollars — plus \$1 billion a year for at least five years in other federal funds. If the funding momentum continues, fast trains operating at speeds of up to 220 miles per hour could be whisking passengers nonstop from downtown San Francisco to downtown Los Angeles in under two hours, 40 minutes by the year 2020.



In this conceptual illustration, a high-speed train parallels a Caltrain commuter train in the vicinity of a future San Jose station of the future.

Tracking California's High-Speed Rail Route



The "backbone" of California's planned 800-mile high-speed rail system extends from Anaheim and Los Angeles to Palmdale, and through the Central Valley to Fresno. Just south of Merced, the route splits. The trunk line veers west, crossing through the Pacheco Pass to the Bay and traveling up the Peninsula to San Jose and San Francisco along the Caltrain right of way; another branch would extend from Merced north to Sacramento. At Los Angeles, an extension would bring tracks to the Inland Empire (Riverside and San Bernardino counties) and then south to San Diego.

Both MITC's *Regional Rail Plan* adopted in 2007 and the California High-Speed Rail Authority's plan call for the high-speed trains to extend their reach by connecting with and complementing the Bay Area's regional rail network. The high-speed trains would intersect with Caltrain's Baby Bullet trains in San Jose, San Francisco and select Peninsula cities. High-speed rail passengers could access the East Bay via new joint-use infrastructure (regional rail and high-speed trains) in the ACE rail corridor that traverses the Alameda Pass and a potential BART connection in Livermore (which would involve an extension from the Dublin/Pleasanton BART station).

The federal commitment solidified further in mid-April when Obama unveiled a strategic high-speed rail plan calling for a world-class passenger rail system. "My high-speed rail proposal will lead to innovations that change the way we travel in America," he said.

MITC Executive Director Steve Heminger said he is "very encouraged by the thrust and direction of this effort," adding, "The fact that the president himself released the plan indicates he intends to make high-speed rail a signature issue of his Administration."

California must compete for the federal dollars with nine other regions planning high-speed rail lines, including the Pacific Northwest, the Gulf Coast, Chicago/Midwest, Florida and Northern New England. But, Heminger noted, California is the only corridor building truly high-speed service. "Plus," he said, "we have \$9.9 billion in state funds, while other corridors have little, if any, local funds."

"Shovel-Ready" Projects

Also giving the state an edge are years of planning by the California High-Speed Rail Authority (HSRA). The authority has identified at least \$3.5 billion worth of "shovel-ready" projects that could begin construction by the 2012 federal deadline for obligating stimulus money. Of all the regions in the country planning fast train systems, "California high-speed rail is the only genuine pending project," HSRA Chair Quentin Kopp said.

One Bay Area candidate is the electrification of the Peninsula's Caltrain system, which would share right of way with the high-speed rail line. The project would be eligible for federal funds as well as for a portion of the \$950 million in state high-speed rail bond money set aside for regional rail upgrades.

With a current price tag of \$45 billion, the California high-speed train system ranks as the largest and most expensive project in California history. "There's no question it is a costly undertaking," Heminger said, "but high-speed rail has tre-

mendous benefits for the environment and for mobility."

The HSRA believes that by 2030, the high-speed train system will carry more than 90 million passengers per year, with fares approximately half that of air travel. According to the HSRA, the system would cut 12 billion pounds of CO₂ emissions per year by 2030 (equivalent to the annual emissions of 2 million cars) while eliminating the need to build 3,000 miles of freeway lanes and five airport runways.

Hurdles Still Ahead

Despite the prospect of receiving state and federal funds and "expressions of interest" from more than two dozen potential private funders, California's high-speed rail system still faces hurdles. Several Peninsula cities have raised concerns about the train route through their jurisdictions. Meanwhile, in San Francisco, the plan to bring high-speed trains and extend Caltrain to a new "Grand Central" Transbay Transit Center at First and Mission streets hit a roadblock when HSRA consultant engineers suggested that the underground "train box" planned beneath the new terminal could be inadequate for the number of high-speed trains coming into the city. MITC's Heminger is working to resolve the issue with officials from Caltrain, the HSRA and the Transbay Joint Powers Authority, which is overseeing construction of the new terminal.



East Span Construction Almanac

With Skyway Complete, Region's Attention Shifts to the Marquee Span and Tower

This will be a banner year for the new East Span of the San Francisco-Oakland Bay Bridge, as the structure's marquee element starts to rise from the Bay waters: the daring and dazzling self-anchored suspension span, referred to as the SAS. MTC's Bay Area Toll Authority (BATA) is one of three partner agencies overseeing the seismic safety project under the umbrella of the Toll Bridge Program Oversight Committee, which also consists of Caltrans and the California Transportation Commission. BATA also is financing the \$5.7 billion project with bridge toll funds. Here's an update of what's happening, and how you can view the action.

It Takes a Massive Crane to Build a Monumental Bridge

They don't call it the "Left Coast Lifter" for nothing. The immense, barge-mounted crane that slipped under the Golden Gate in March will be used to help lift into place monstrous tower and deck sections for the self-anchored suspension span, referred to as the SAS.

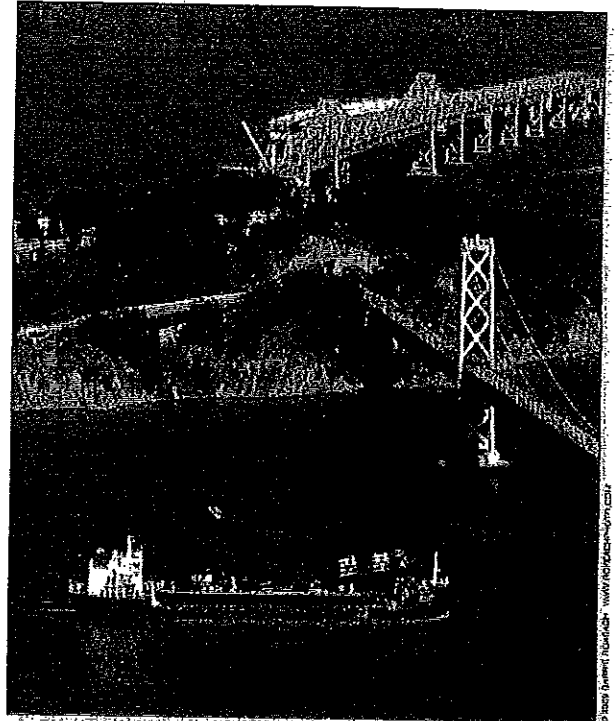
The barge-crane combo is an engineering attraction in its own right, weighing in at a whopping 6,650 tons, reaching 328 feet into the sky when its apparatus is fully

extended and capable of hoisting 1,873 tons.

And like the bridge it is helping to build, the "Left Coast Lifter" is international in its heritage, with the barge built in Portland, Ore., then shipped to China for fitting with the crane, which was custom built at Zhenhua Port Machinery Co. Ltd. (ZPMC) in Shanghai. In February the barge-mounted crane was placed on a ship for the month-long return trip to the "left coast" of the U.S. and its final destination at the East Span construction site.

The crane was put to work shortly after arriving at the Port of Oakland, unloading steel from China for the temporary support structures for the new signature span. This is just a warm-up for the heavy lifting it will do out in the Bay near Yerba Buena Island starting in mid-May, first hoisting temporary trusses, and eventually raising all 28 deck units of the new span's permanent roadway as well as the lower sections of the steel tower.

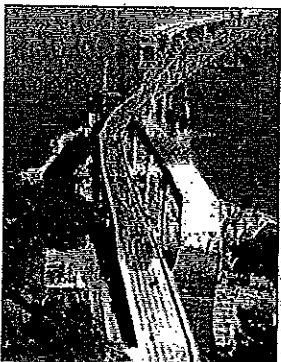
— Brenda Kahn & Karin Belts



The Left Coast Lifter steams past Yerba Buena Island on its way to the job site, visible just beyond the Island: the gap between the already completed East Span Skyway and the Yerba Buena Island tunnel.

Tricky Traffic Shift To Close Bay Bridge Over Labor Day Weekend

The San Francisco-Oakland Bay Bridge will be closed in both directions over the Labor Day weekend in September 2009 to accommodate an operation critical to the construction of the bridge's new



Crews are working round-the-clock to finish the traffic bypass, shown just to the right of the existing bridge.

East Span. Crews will use the opportunity to slice out a double-deck chunk of the existing East Span that is the length of a football field, and slide in a new double-deck piece that will shift traffic to a temporary bypass.

The maneuver echoes a similar deck removal and roll-in that took place over Labor Day weekend 2007.

"This is a massive operation," said Caltrans spokesperson Bart Ney. "We're talking about moving nearly 7,000 tons of steel, 150 feet in the air." The traffic shift will clear the way for crews to eventually hook up the new East Span with the Yerba Buena Island tunnel.

Crews are currently at work seven days a week, 20 hours a day finishing the detour viaduct and building the temporary support structures that will be used

to roll the old bridge truss out and the new one in over the holiday weekend. Over the months to come, the new tie-in truss section and a movable support system will take shape south of the existing bridge at deck level, 150 feet in the air. Most of the half-mile-long, double-deck viaduct detour is already observable to motorists on the bridge.

MTC is working with Caltrans and local public transit agencies to ensure mobility options for transbay travelers. BART will run all-night service to select stations over Labor Day weekend, and extra vessels will be deployed to expand ferry service on select routes.

— Karin Belts

As Labor Day weekend nears, MTC's 511 phone service and 511.org Web site will be the official source for transit information and traffic conditions. Construction updates also will be posted on www.baybridgeinfo.org.

Bridge Views Galore

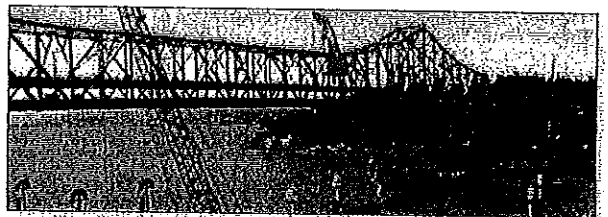
If you've crossed the existing East Span of the Bay Bridge lately, you've probably caught tantalizing but frustratingly fleeting glimpses of cranes and construction activity on the new self-anchored suspension span (SAS). Now there's a way to savor the experience, up close and virtually. A trio of stationary cameras are taking shots at regular intervals and beaming images to MTC's Web site.

Not only can you view the construction live and in real-time, you

can go back in time to view construction progress as of any day since early October 2008. A virtual joystick allows you to zoom in on the work and workers, and to pan across the image. You can toggle to a panoramic option that provides a nearly 360-degree view of the construction zone and the impressive sweep of the already completed East Span Skyway that stands expectantly, ready for the day when it will link to the SAS.

— Brenda Kahn

View at bata.mtc.ca.gov.



Now you can check progress on the new East Span tower section without leaving your desk and share the image with friends via e-mail or a text message.

Agenda Item 7.a

TO: O&S Committee

DATE: May 27, 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 April 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	314,857		
Average Weekday	13,292	15,402	FY09 Goal 15,600
Pass/Rev Hour	17.5	15.6	FY09 Goal 17.0
Missed Trips	0.16%	0.16%	FY09 Goal 0.25%
Miles between Road Calls	21,798	26,345	FY09 Goal 18,000

* Based on FY08 Standards from updated SRTP

Analysis

This report reflects the first full month of service under the new route structure. Average weekday ridership was equal to 13,292 passengers as compared to the FY 07-08 average of 16,000 passengers. This represents a 17% drop in the average weekday ridership.

Productivity in April was equal to an average of 17.5 passengers per revenue hour. This compares to last year's average of 15.7 passengers per hour. The attached graph of the productivity trend shows the spike we see in April's performance.

The Average Weekday Boardings Trend table attached compares the first week and a half of service (March 22nd thru 31st) with the month of April. The average ridership per weekday on Route #1 during the first week was 396 passengers compared to the April average of 484 passengers. In most all cases ridership per weekday is growing as passengers adapt to the changes made. New routes reflect this trend: Route #25 grew from 22 to 67 passengers a day. Route #95X grew from 95 to 116 passengers a day. Route #14 ridership has fallen, however it is interlined with the #16 that duplicates service on Monument and ridership on Route #16 is growing.

The percentage of missed trips was equal to 0.16% in April is consistent with the YTD average of 0.15%. The miles between mechanical roadcalls in April was equal to 21,798 miles as compared to the YTD average of 25,323 miles.

MONTHLY BOARDINGS
Operations Data Summary

IV. Staff Reports

Fixed Route Boardings		Passengers by revenue Hrs/Miles		Service Days		Fiscal YTD Comparison	
April 2009 Fixed Route Boardings	314,857	Revenue Hours - April 2009	18,020	Weekdays	22 April 2009	Fiscal 2009 YTD	3,532,934
Pavilion	0	April 2008	24,703		22 April 2008		
Bus bridge	0	Revenue Miles - April 2009	213,807	Saturdays	4 April 2009	Fiscal 2008 YTD	3,615,687
Special	0	April 2008	300,919		4 April 2008		
				Sundays	4 April 2009		
					4 April 2008		
April 2009 Total Boardings	314,857	Passengers per Mile	1.47	Total Days	30 April 2009	YTD Trend	97.7%
April 2008 Total Boardings	387,195	Passengers per Hour	17.47		30 April 2008	Monthly Trend	81.3%

April 2009 Fixed Route Passenger Total						April 2009	April 2009	
Route	Destination Information	Weekday	Saturday	Sunday	Total	Weekday Average	Passengers per Revenue hour	Route
1	Rossmoor / Shadelands	10,657			10,657	484	18.8	1
2	Rudgear / Walnut Creek	1,871			1,871	85	10.1	2
4	Walnut Creek Downtown Shuttle	22,921	2,821	2,233	27,975	1,042	30.1	4
5	Creekside / Walnut Creek	2,139			2,139	97	10.2	5
6	Lafayette / Moraga / Orinda	10,723	470	196	11,389	487	17.3	6
6L	Orinda / Orinda Village	436			436	20	32.1	6L
7	Shadelands / Pleasant Hill / Walnut Creek	5,526			5,526	251	8.4	7
8*	Monument Shuttle	1,974			1,974	90	3.9	8
9*	DVC / Walnut Creek	14,768			14,768	671	16.1	9
10	Concord / Clayton Rd	21,988			21,988	999	41.0	10
11	Treat Blvd / Oak Grove	8,434			8,434	383	21.0	11
14	Monument Blvd	17,671			17,671	803	20.7	14
15	Treat Boulevard	14,484			14,484	658	21.8	15
16	Alhambra Ave / Monument Blvd	11,355			11,355	516	9.7	16
17	Olivera/Solano / Salvio / North Concord	7,340			7,340	334	17.3	17
18	Amtrak / Merello / Pleasant Hill	8,807			8,807	400	13.5	18
19	Amtrak / Pacheco Blvd / Concord	3,154			3,154	143	10.4	19
20	DVC / Concord	26,760			26,760	1,216	38.3	20
21	Walnut Creek / San Ramon Transit Center	15,293			15,293	695	18.9	21
25	Lafayette / Walnut Creek	1,476			1,476	67	5.8	25
28	North Concord / Martinez	9,120			9,120	415	14.6	28
35	Dougherty Valley	8,145			8,145	370	11.4	35
36	San Ramon / Dublin	6,456			6,456	293	10.4	36
91X	Concord Commuter Express	1,355			1,355	62	16.7	91X
92X	Ace Shuttle Express	2,589			2,589	118	11.2	92X
93X	Kirker Pass Express	4,033			4,033	183	15.0	93X
95X	San Ramon / Danville Express	2,542			2,542	116	11.4	95X
96X	Bishop Ranch Express	9,309			9,309	423	13.6	96X
97X	Bishop Ranch Express	2,669			2,669	121	12.2	97X
98X	Martinez Express	9,276			9,276	422	13.2	98X
250*	St Mary's College Gael Rail Shuttle	69	78	66	213	3	1.8	250
301	Rossmoor / John Muir Medical Center		557	306	863	0	12.1	301
311	Concord / Oak Grove / Treat Blvd / WC		952	584	1,536	0	12.7	311
314	Clayton Rd / Monument Blvd / PH		4,611	2,746	7,357	0	21.8	314
315	Concord / Willow Pass / Laidana		496	337	833	0	15.6	315
316	Alhambra / Merello / Pleasant Hill		1,585	814	2,399	0	18.1	316
320	DVC / Concord		883	530	1,413	0	14.1	320
321	San Ramon / Walnut Creek		1,301	862	2,163	0	15.4	321
600's	Select Service	29,083			29,083	1,322	26.9	600's
TOTALS		292,429	13,754	8,674	314,857	13,292	17.5	

APRIL 2009 PRODUCTIVITY

Route	Destination Information	Total	Wkday Avg	Pass/ Rev Hr	Route
10	Concord / Clayton Rd	21,988	999	41.0	10
20	DVC / Concord	26,760	1,216	38.3	20
6L	Orinda / Orinda Village	436	20	32.1	6L
4	Walnut Creek Downtown Shuttle	27,975	1,042	30.1	4
600's	Select Service	29,083	1,322	26.9	600's
15	Treat Boulevard	14,484	658	21.8	15
314	Clayton Rd / Monument Blvd / Pleasant Hill	7,357	0	21.8	314
11	Treat Blvd / Oak Grove	8,434	383	21.0	11
14	Monument Blvd	17,671	803	20.7	14
1	Rossmoor / Shadelands	10,657	484	18.8	1
316	Alhambra / Merello / Pleasant Hill	2,399	0	18.1	316
6	Lafayette / Moraga / Orinda	11,389	487	17.3	6
17	Olivera/Solano / Salvio / North Concord	7,340	334	17.3	17
91X	Concord Commuter Express	1,355	62	16.7	91X
9	DVC / Walnut Creek	14,768	671	16.1	9
21	Walnut Creek / San Ramon Transit Center	15,293	695	15.9	21
315	Concord / Willow Pass / Landana	833	0	15.6	315
321	San Ramon / Walnut Creek	2,163	0	15.4	321
93X	Kirker Pass Express	4,033	183	15.0	93X
28	North Concord / Martinez	9,120	415	14.6	23
320	DVC / Concord	1,413	0	14.1	320
96X	Bishop Ranch Express	9,309	423	13.6	96X
18	Amtrak / Merello / Pleasant Hill	8,807	400	13.5	18
98X	Martinez Express	9,276	422	13.2	98X
92X	Ace Shuttle Express	2,589	118	13.2	92X
311	Concord / Oak Grove / Treat Blvd / Walnut Creek	1,536	0	12.7	311
97X	Bishop Ranch Express	2,669	121	12.2	97X
301	Rossmoor / John Muir Medical Center	863	0	12.1	301
35	Dougherty Valley	8,145	370	11.4	24
95X	San Ramon / Danville Express	2,549	116	11.4	95X
19	Amtrak / Pacheco Blvd / Concord	3,154	143	10.4	19
36	San Ramon / Dublin	6,456	293	10.4	36
5	Creekside / Walnut Creek	2,139	97	10.2	5
2	Rudgear / Walnut Creek	1,871	85	10.1	2
16	Alhambra Ave / Monument Blvd	11,355	516	9.7	16
7	Shadelands / Pleasant Hill / Walnut Creek	5,526	251	8.4	7
25	Lafayette / Walnut Creek	1,476	67	5.8	22
8	Monument Shuttle	0	0	0.0	8
250	St Mary's College Gael Rail Shuttle	0	0	0.0	250
20W	Waterworld	0	0	0.0	20W
4H	Walnut Creek Extended Holiday Shuttle	0	0	0.0	4H

NOTE: Rts 8 & 250 data comes from Link Operators

Rts 4H & 20W are seasonal routes

AVERAGE WEEKDAY BOARDINGS TREND

Route	Destination Information	Mar-09 (Period: 22 - 31)	Apr-09	May-09	Jun-09
1	Rossmoor / Shadelands	396	484		
2	Rudgear / Walnut Creek	60	85		
4	Walnut Creek Downtown Shuttle	843	1,042		
** 4H	Walnut Creek Extended Holiday Shuttle	0	0		
5	Creekside / Walnut Creek	68	97		
6	Lafayette / Moraga / Orinda	450	487		
6L	Orinda / Orinda Village	7	20		
7	Shadelands / Pleasant Hill / Walnut Cre	203	251		
8	Monument Shuttle	105	90		
9	DVC / Walnut Creek	615	671		
10	Concord / Clayton Rd	945	999		
11	Treat Blvd / Oak Grove	347	383		
14	Monument Blvd	920	803		
15	Treat Boulevard	721	658		
16	Alhambra Ave / Monument Blvd	464	516		
17	Olivera/Solano / Salvio / North Concord	334	334		
18	Amtrak / Merello / Pleasant Hill	423	400		
19	Amtrak / Pacheco Blvd / Concord	128	143		
20	DVC / Concord	1,205	1,216		
** 20W	Waterworld	0	0		
21	Walnut Creek / San Ramon Transit Cen	626	695		
25	Lafayette / Walnut Creek	22	67		
28	North Concord / Martinez	332	415		
35	Dougherty Valley	322	370		
36	San Ramon / Dublin	255	293		
91X	Concord Commuter Express	52	62		
92X	Acc Shuttle Express	147	118		
93X	Kirker Pass Express	156	183		
95X	San Ramon / Danville Express	95	116		
96X	Bishop Ranch Express	347	423		
97X	Bishop Ranch Express	91	121		
98X	Martinez Express	326	422		
* 250	St Mary's College Gael Rail Shuttle	4	3		
600's	Select Service	1,127	1,322		
TOTALS		12,134	13,292	0	0

NOTE: * Data comes from Link Operators

** These are seasonal routes

AVERAGE WEEKEND BOARDINGS TREND

Route	Destination Information	Mar-09		
		(3/22-3/31)	Apr-09	May-09
SATURDAY		1 Day	4 Day	
4	Walnut Creek Downtown Shuttle	537	705	
** 4H	Walnut Creek Extended Holiday Shuttle		0	
6	Lafayette / Moraga / Orinda		118	
** 20W	Waterworld		0	
* 250	St Mary's College Gael Rail Shuttle	16	20	
301	Rossmoor / John Muir Medical Center	82	139	
311	Concord / Oak Grove / Treat Blvd / WC	173	238	
314	Clayton Rd / Monument Blvd / PH	629	1,153	
315	Concord / Willow Pass / Landana	66	124	
316	Alhambra / Merello / Pleasant Hill	224	396	
320	DVC / Concord	99	221	
321	San Ramon / Walnut Creek	114	325	
TOTALS		1,940	3,439	0

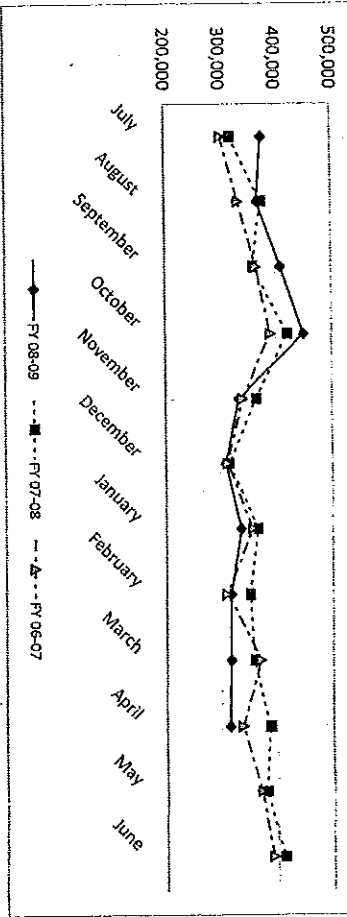
Route	Destination Information	Mar-09		
		(3/22-3/31)	Apr-09	May-09
SUNDAY		2 Days	4 Day	
4	Walnut Creek Downtown Shuttle	298	558	
** 4H	Walnut Creek Extended Holiday Shuttle		0	
6	Lafayette / Moraga / Orinda	13	49	
** 20W	Waterworld		0	
* 250	St Mary's College Gael Rail Shuttle	25	17	
301	Rossmoor / John Muir Medical Center	38	77	
311	Concord / Oak Grove / Treat Blvd / WC	79	146	
314	Clayton Rd / Monument Blvd / PH	604	687	
315	Concord / Willow Pass / Landana	23	84	
316	Alhambra / Merello / Pleasant Hill	112	204	
320	DVC / Concord	60	133	
321	San Ramon / Walnut Creek	127	216	
TOTALS		1,376	2,169	0

NOTE: * Data comes from Link Operators

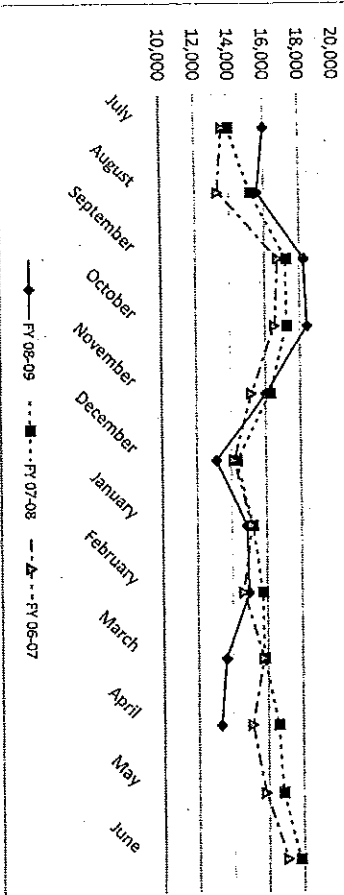
** These are seasonal routes

FIXED ROUTE GRAPHS

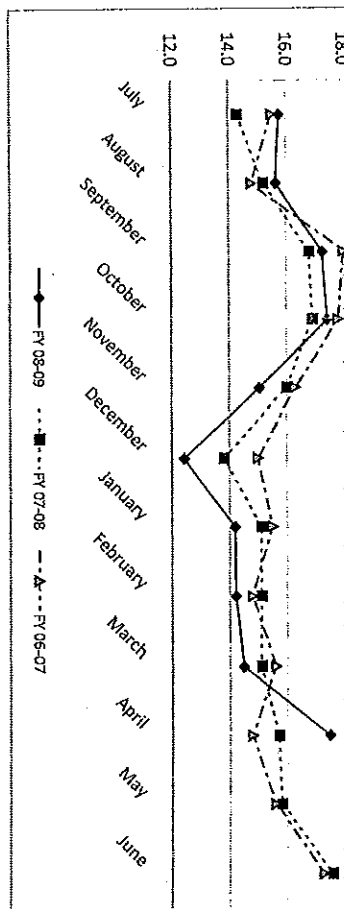
Total Passengers



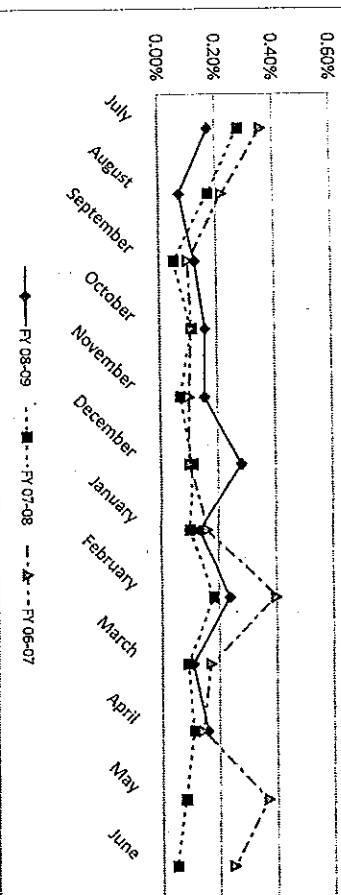
Average Weekday Passengers



Passengers per Revenue Hour



Missed Trips - % of Trips Scheduled



Miles Between Roadcalls

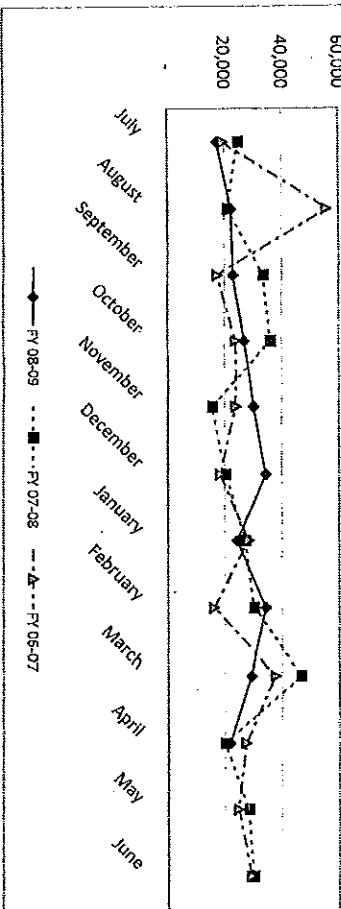


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I. ACTIVE PROJECTS

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 14th.

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 14th 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	1624: Bryant Way/Moraga Way Improvements, 2005
1105: I-680/El Cerro Blvd. I/C Ramp Signalization, 1994	1711: St. Mary's Rd. Improvements, 1995
1106: I-680 Auxiliary Lanes: Segments 1 & 3, 2008	1715: San Ramon Valley Blvd. Imp. – Phase 1, 1996
1107: I-680/Fosteria Wy Overcrossing, 1994	1716: Stone Valley Rd. Circulation Improvements, 2006
1600: Moraga Rd. Safety Improvements, 2005	1717: Camino Tassajara Circulation Improvements, 2004
1602: Camino Pablo Carpool Lots, 1996	1718: Crow Canyon Rd. Improvements, 2001
1607: Moraga Wy. at Glorietta Blvd. & Camino Encinas, 2001	1719: Sycamore Valley Rd. Improvements, 2008
1608: Moraga Wy. Safety Improvements, 2002	1720: San Ramon Valley Blvd. Widening – Phase 1, 1997
1609: Moraga Wy./Ivy Dr. Roadway Improvements, 2004	1801: Camino Pablo (San Pablo Dam Corridor), 1996
1611: Mt. Diablo Corridor Improvements, 2001	3101: Iron Horse Trail – Monument to Alameda County Line, 1994
1612: Moraga Rd. Corridor Improvements, 2005	
1621: St. Mary's Rd. – Phase 2, 1999	
1622: Moraga Rd. Structural & Safety Imp., 2005	

*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