



CONTRA COSTA
transportation
authority

OPTIMISM IN A CHALLENGING ECONOMIC ENVIRONMENT

COMPLETING TRANSPORTATION PROJECTS WITH RENEWED AGILITY AND FOCUS

CCTA 2010 Annual Report

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EXECUTIVE
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 Executive Director

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 Projects

EX-OFFICIO MEMBERS (2010)

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Nancy Parent
 Public Transit Bus
 Operators

FORMER BOARD MEMBERS (2010)

Newell Arnerich
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Ed Balico
 Conference of Mayors

Susan Bonilla
 Board of Supervisors

Mike Metcalf
 SWAT

Maria Viramontes
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FORMER EX-OFFICIO REPRESENTATIVE (2010)

Bob Simmons
 Public Transit Bus Operators

FORMER CCTA STAFF

Paul Maxwell
 Interim Executive Director,
 December 2009 – April 2010

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LETTER FROM EXECUTIVE DIRECTOR

After more than three years of bad news on the economic front, a slight upswing in 2010 was cause for cautious optimism going forward. And, although the impacts of the recent recession have been felt as profoundly in Contra Costa as anywhere, the Authority is proud to have been able to proceed with the delivery of key transportation projects in our county, and to contribute to the creation of more than ten thousand jobs.

Achieving these outcomes in this challenging economic environment required a new approach, a renewed focus and the agility to respond to changing circumstances and new opportunities. Using the full leveraging power of the Measure J transportation sales tax funds, the Authority directed its attention towards getting projects 'shovel-ready' sooner rather than later, so they'd be ideal candidates for funding from all available sources. For instance, when State funding wasn't available for the State Route 4 widening project, we were able to secure a \$44.5 million investment of federal money. When federal stimulus dollars became available, the Caldecott Tunnel was the recipient of the second-largest ARRA grant in the nation.



During the past year, the Authority has also re-emphasized the importance of partnership with our local, regional and State agencies. On the local level, we have engaged with city and county staff with the goal of understanding the needs and priorities of each in terms of meeting their transportation objectives. We've also taken the leadership role in Contra Costa in developing principles and a strategy for the implementation of SB 375, state legislation aimed at reducing greenhouse gas emissions. In this effort, we are working closely with the Metropolitan Transportation Commission and the Association of Bay Area Governments, as well as other local agencies in the region, to accomplish the goals set forth in the legislation in a way consistent with local priorities.

Contra Costa's transit agencies received a boost from the Authority in the form of funds to support the introduction of new technology that improves the commute experience for riders. Transit passes can now be used on multiple systems and trip planning has gone high-tech. Some buses even offer complimentary WiFi service. The 511 Contra Costa program

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launched its new Bike Mapper system, allowing bicyclists to plan their routes using up-to-the-minute maps, which they'll soon be able to access from their smart phones.

The Authority also experienced an internal transition in 2010, with my selection as the agency's Executive Director, as of April 2010. I continue to be impressed at the level of commitment the Authority has to delivering the Measure J program to Contra Costa voters and to working on all levels to ensure an efficient, reliable, workable transportation system for the county and the region.

I look forward to beginning my second year at the Authority and to working with our partners towards an even more productive year in 2011.

Randell H. Iwasaki
Executive Director

PROJECTS

As a result of careful planning, tight fiscal management and fortuitous timing, Measure J capital projects are being advanced to construction at an accelerated pace. Moreover, extremely competitive construction bids (20–30 percent lower than engineers' estimates), due in part to the economic downturn, means that the buying power of Measure J dollars has

remained constant, despite reduced sales tax revenues. Moving projects forward means—in the short term—the creation of thousands of jobs. According to the Federal Highway Administration, every billion dollars of investment in highways supports 35,000 jobs, and in the long term, the early completion of transportation projects that will improve the quality of life in Contra Costa and in the region.



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PROJECTS EAST COUNTY

State Route 4 East—Reducing Congestion and Extending BART into East County

Traffic congestion along State Route 4 in eastern Contra Costa County continues to rise, necessitating both an increase in mixed flow and HOV lane capacity, as well as a facility designed to accommodate an extension of the BART system. Approximately \$282 million in Measure J funding is being used to leverage over \$783 million in federal, State and regional funds to widen SR 4 to eight lanes, including an HOV lane in each direction, and to extend BART to Antioch in the wide median of SR 4. The highway widening, to be constructed in five segments, will be completed by 2014, but several milestone events took place in 2010 including:

■ LOVERIDGE TO SOMERSVILLE

At the beginning of the 2010, the Authority broke ground on the \$154 million Loveridge to Somersville section of SR 4.

■ SOMERSVILLE TO CONTRA LOMA

The \$40 million contract was awarded in December to widen this section of SR 4. The retaining walls on this segment, will feature a special architectural treatment to better integrate them within the surrounding landscape. The walls help meet height requirements, accommodate special foundations necessary on soft ground, and also serve as a sound barrier to mitigate construction and traffic noise in the surrounding areas.

■ eBART TRANSFER STATION GROUNDBREAKING

Elected officials, staff and other Stakeholders celebrated the eBART groundbreaking in November 2010. The 10-mile eBART project will take approximately five years to build, at a total cost of \$462 million, and is an important step toward improved economic development and job creation in East Contra Costa County.



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PROJECTS EAST COUNTY

Vasco Road Safety Improvements Project—Phase 1—Improving Safety in East County

This \$8.6 million dollar project, funded in part through Measure J, is helping the scenic Vasco Road become safer and less congested—

particularly during commute hours in east Contra Costa County. The first of the five phases of construction, which began in May 2010 and is scheduled for completion in 2011, will add a passing lane in the Brushy Creek area on Vasco Road, as well as a median barrier.

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PROJECTS WEST COUNTY

I-80 San Pablo Dam Road Interchange—Increasing Safety for Pedestrians, Bicyclists and Drivers

The San Pablo Dam Road Interchange has long been identified as an area in need of improvement. During peak periods, traffic entering and exiting the I-80 freeway spills onto San Pablo streets, impacting local traffic in this retail area. In addition to constructing a new interchange to improve safety, this project will also accommodate pedestrians and bicyclists. With environmental clearance and preliminary engineering complete, this long-awaited project will enter the final design phase.

I-80 Integrated Corridor Mobility Project—Improving Safety and Managing Traffic

Working in conjunction with the Alameda County Transportation Commission and Caltrans, the Authority has secured \$21.4 million for the first two phases of this \$88 million Intelligent Transportation System (ITS) project. The project will incorporate adaptive ramp metering, incident detection and traveler information in order to improve safety and reduce travel time on one of the Bay Area's most congested corridors. Construction will commence in 2011.

Richmond BART Station Parking Structure—More BART Parking in Richmond

Contractors broke ground in August 2010 on the new five-level Richmond BART Station Parking Structure. The new structure will have a smaller footprint and accommodate more than 700 cars—increasing the current parking by more than 400 percent. At the same time, the project frees up land that will be used to accommodate 99 new residential units in the Richmond Transit Village. The parking structure is scheduled to open in 2012.



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PROJECTS WEST COUNTY

Electronic Bicycle Facilities—More Secure Bike Parking at BART

Construction has begun on 48 electronic bicycling facilities at El Cerrito del Norte, El Cerrito Plaza and Richmond BART stations. These facilities provide for an on-demand parking system for bicycles or scooters, making it easier

to use transit and driving alternatives. Riders simply purchase a 'smart card' online or at a convenient vendor location. When they want to use the bicycle facility, they can simply follow on-screen directions to put time into the meter. It also enables automated vehicle rental. These are expected to be in operation by 2012.

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PROJECTS SOUTHWEST COUNTY

Caldecott Fourth Bore— Measure J and The American Reinvestment and Recovery Act (ARRA) at Work in Contra Costa

This eagerly-anticipated project—which will ultimately ease traffic congestion between Contra Costa and Alameda Counties in both directions—was almost delayed in 2010 due to a loss of State funding. With both east- and westbound traffic expected to increase by at least 26 percent over

the next several decades, a significant delay in constructing the Fourth Bore would have meant many more hours of traffic delay for travelers through the tunnel. The Authority saw an opportunity in the form of ARRA funds and was able to secure \$179.6 million from this program, enabling the project to move ahead as planned. Tunneling started from the Contra Costa side of the tunnel in 2010 and the Fourth Bore is expected to be open to traffic in fall 2013 with the overall project completed in spring 2014.



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Moraga Way Rehabilitation & Improvements—Improving Driver, Pedestrian and Bicyclist Experience

These improvements in downtown Orinda commenced in March 2010, with the Authority allocating \$959,280 of Measure C funding toward the project, and were completed by year-end. In addition to pavement improvements, new storm drains were installed to reduce flooding, the roads and bicycle paths were restriped, and pedestrian walkways were widened at downtown intersections. In addition, sidewalk ramps were constructed in compliance with American with Disabilities Act (ADA) accessibility standards.

PROJECTS SOUTHWEST COUNTY

I-680/Norris Canyon HOV/Bus Ramps—Improving Carpool and Vanpool Access

In March 2010, a project study report was approved to create a lane enabling carpools and vanpools to enter and exit I-680 quickly and safely at Norris Canyon Road. The Authority received consultant proposals for final scoping and environmental clearance in October 2010 and will make a selection in early 2011. Once completed, the ramps will connect to the San Ramon Transit Center and the Park and Ride lot near Bishop Ranch Business Park in San Ramon, which positions it as the backbone for an enhanced express bus service along the I-680 corridor in the future.

I-680 Pavement Rehab (from Rudgear to Alcosta)

One hundred seventy thousand vehicles travel along this 13 mile section of I-680 that cuts through San Ramon, Danville, Alamo and Walnut Creek. Originally built in the 1960's, its age is evident to motorists. The repair and refinishing work scheduled for completion in 2012 is not only much-needed, it reflects the Authority's and Caltrans' efforts to reduce waste, protect the environment and reduce the impact on travelers. Construction techniques include using rubberized asphalt made from recycled tires—keeping 200,000 discarded tires out of the



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landfill. New pavement will be made from pre-cast concrete slabs, which can be installed at night and require no time to dry, enabling immediate access to drivers. The old concrete will be recycled for use on other projects. Protective 'diapers' cover freeway storm drains to keep pollutants out of local creeks and waterways, including the San Francisco Bay. Measure J funding for the project will be used to extend the southbound HOV lane by one mile between Rudgear and Livorna.

I-680 Auxiliary Lane

For the increasingly jam-packed I-680 corridor, the Authority is now moving into the final design phase of the 2.2 miles of auxiliary lanes in both directions from Crow Canyon Road in San Ramon to Sycamore Valley Road in Danville. These improvements provide for an additional lane as well as a large shoulder between interchanges for northbound and southbound motorists, making it safer and easier for motorists to enter and exit the freeway.

PROJECTS CENTRAL COUNTY

Old Marsh Creek Road Overlay

In 2010, the Authority completed the Measure J funded project in the City of Clayton to help differentiate and improve the deteriorating two-lane portion of Marsh Creek Road (referred to as “Old Marsh Creek Road”) from the more recently constructed four-lane portion of Marsh Creek Road. The overlay was completed in 2010 and included restriping from downtown Clayton to Diablo View Middle School.

Robert I Schroder Overcrossing— Safe Pedestrian and Bicycling Access In Walnut Creek

In October 2010, at a grand opening ceremony, the community celebrated the long-awaited completion of an \$12 million pedestrian/ bicycle bridge spanning Treat Boulevard near the Pleasant Hill BART station. The Robert I Schroder Overcrossing links two sections of the popular 24-mile Iron Horse Trail, used by more than one million bicyclists and pedestrians each year. With the overcrossing completed, they can now safely cross Treat Boulevard to get to BART and the shopping areas nearby.

Electronic Bicycle Facilities in Central County— More Secure Bike Parking at BART

Construction has begun on 190 electronic bicycling facilities at Walnut Creek, Pleasant Hill, Concord and North Concord BART stations. These facilities provide for an on-demand parking system for bicycles or scooters, making it easier to use transit and driving alternatives. It also enables automated vehicle rental. These are expected to be in operation by 2012.



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With cutbacks in funding for many vital transportation programs a continuing challenge, the Authority has been able to help keep a number of critical transportation programs running and help people get where they need to go, whether it's getting kids to school, providing rides to seniors, or helping commuters connect with each other for carpooling and biking.

Helping Seniors Stay Active

Transportation services provide a social lifeline for our active and growing senior population. Through Measure J funding dedicated specifically to transportation programs for seniors and people with disabilities, cities and transit operators are able to provide services that take seniors to community centers, shopping areas, meal programs, medical appointments and special group outings.

Getting Kids to School Safely

Launched at the start of the 2009-2010 school year, TRAFFIX is the bus service for San Ramon Valley students that is rapidly gaining in popularity. Now in its second year, TRAFFIX provides transportation to seven schools in San Ramon and Danville, helping to reduce traffic levels in congested areas. TRAFFIX has seen an impressive 24 percent increase in bus pass sales just in the last school year. The Lamorinda School Bus program provides daily service to

ten schools in Lafayette, Moraga and Orinda, providing congestion relief on key city streets. Combined, the two bus services provide safe rides daily for nearly 2,500 students.

In West County, students using the special AC Transit youth passes experienced a smooth transition to the Clipper™ Card, an electronic card that allows the holder to make safe, private fare payments and is accepted on several Bay Area transit systems.

Getting Connected Through 511 Contra Costa

511ContraCosta.org is the county's go-to website for transportation and air quality information. With so many high-profile projects and opportunities to inform and engage the public, 511 Contra Costa ramped up its social media activity this year via Facebook, Twitter and blogs detailing progress on the Caldecott Tunnel project. 511 Contra Costa also launched the new **Bike Mapper**, an origin-to-destination bike mapping tool that provides real-time maps of streets and trails, including hill tolerance levels. Bike Mapper is unique in that it allows riders to update and edit the streets and trails based on their experience. A big success with bicyclists, Bike Mapper is currently being developed into a smart phone application.

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Bus Service in the Digital Age

The Authority helps fund the efforts of bus and transit operators throughout the county to increase the use of technology that will further enhance the rider experience and attract new riders. The Clipper™ Card has now been adopted by several transit agencies, including AC Transit and BART, making it easy for riders to pay for passes and transfer between systems. County Connection is offering riders an easy way to plan trips through Google Transit and improvements on its own website, and also opened a new transit center at Diablo Valley College. Tri Delta

Transit has installed a new real-time passenger information system which allows passengers to see arrival times of buses at specific stops using their smart phones or computers. WestCAT now offers complimentary WiFi service on its transbay commuter service, Lynx, which operates from Hercules to San Francisco. The Lynx service also earned a California Transit Association Excellence Award. In addition, through an innovative partnership with the Contra Costa Library, WestCAT passengers with smart phones can now download audio books while riding the bus and enjoy listening to their favorite novels as they travel.

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Turning Concepts into Reality

Before any dirt is shoveled or concrete poured on a transportation project in Contra Costa, a determination must be made that the project will contribute positively towards the countywide and region-wide transportation system. In its role as Contra Costa's transportation planning agency, the Authority develops the Countywide Transportation Plan, which establishes the priorities and parameters of the county's transportation program for the upcoming 25 years. From defining a large-scale vision to zeroing in on a particular highway, intersection, path or roadway, this process involves meticulous research, analysis and coordination with other agencies and programs.

A More Sustainable Bay Area

In 2010, the Authority took the lead in developing Contra Costa's implementation strategy for SB 375, the new State law requiring greater focus on creating sustainable and more livable communities and reducing the impact of transportation on climate. Working with local transportation agencies, the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments, Caltrans and planning staff from towns and cities in Contra Costa, the Authority is working to link transportation investments with land use approaches that achieve State, regional and local goals.

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As a first step, the Authority, in concert with the local agencies, has established [14 principles](#) that will support collaborative decision-making and serve as the basis of a feasible strategy for meeting greenhouse gas reduction targets while supporting the Authority's mission, vision, and core values.

Congestion Management Agency Block Grant

In addition to serving as the managing agency for Contra Costa's Measure J sales tax, the Authority also wears the "hat" of Congestion Management Agency (CMA) for Contra Costa. During the last year, part of that responsibility included recommending projects for funding through MTC's 2010 CMA Block Grant process. As a result, \$12 million in federal funds will be directed to projects within the county that reduce driving by encouraging other forms of travel, such as bicycling, walking and transit; programs to create and support more walkable communities; and improvements to aging streets and roads. Some projects approved for funding include:

■ BICYCLING AND PEDESTRIAN ACCESS

With the goal of linking Contra Costa's bicycle systems together into a continuous regional system, the Authority received grants for much-needed bicycle lanes on Barrett Avenue in Richmond, bicycle and pedestrian improvements on North Parkside Drive in Pittsburg, and the creation of the Monument shared-use trail in Concord.

■ TRANSPORTATION FOR LIVABLE COMMUNITIES

Increasing the livability of our communities means creating opportunities to walk and bicycle safely, linking transit to development, and encouraging the development of thriving retail areas and livable neighborhoods. This year, the Authority recommended funding for streetscape improvements in El Cerrito and Lafayette and improving pedestrian and bike access on Nevin Avenue in Richmond.

■ LOCAL STREETS AND ROADS

The Authority received more than \$10.5 million in federal funds for repairing and maintaining streets throughout the county. These 'use it or lose it' funds were allocated to local jurisdictions that had 'shovel-ready' projects which could meet tight federal deadlines for expenditure of the funds.

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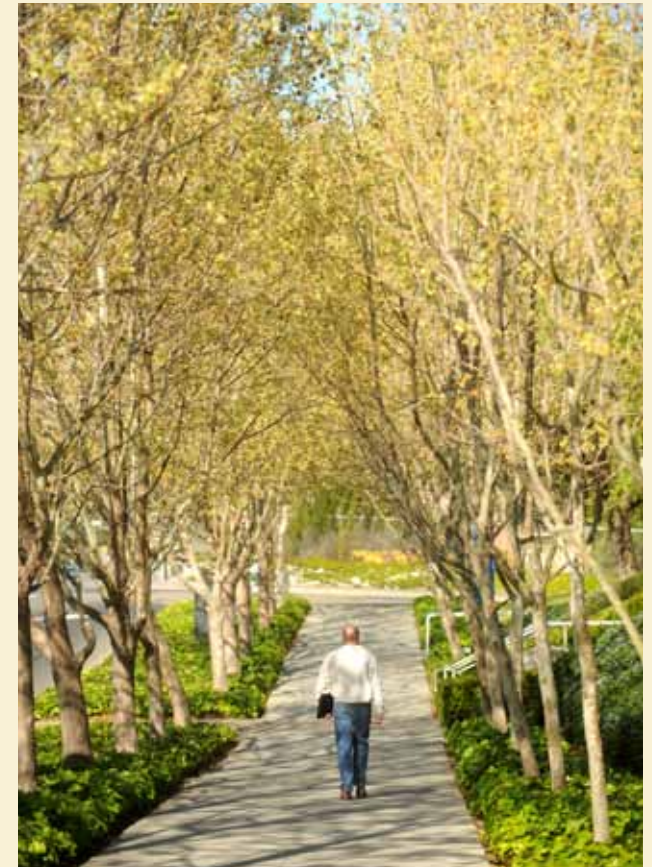
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Safe Routes to School

Communities throughout Contra Costa and the region have embraced the “safe routes to school” approach as a way to encourage parents and kids to walk, bike or carpool to school. This benefits the county and the region by reducing traffic congestion, improving air quality, creating a safer area around schools and improving the physical well being of students and their parents. Recognizing the program’s value on all these levels, MTC has allocated funding to expand program activities in Contra Costa. The Authority is working together with local cities, towns and school districts to identify best practices and develop a vision and implementation approach for the county.

Managing Contra Costa’s Growth

As required under voter-approved Measure J, and in anticipation of future population growth in the county, the Authority adopted an *Implementation Guide* for its Growth Management Plan. The guide outlines how Contra Costa’s local jurisdictions will work together to try to ensure that the county’s transportation system adequately serves the needs of a growing population and an expanding job market. It includes, among other things, a requirement that the jurisdictions observe an urban growth boundary and follow a uniform process for review of general plan amendments.

In addition, each jurisdiction’s Capital Improvement Program (CIP) must outline the projects needed to implement General Plan goals and policies over at least a five-year period, including approved projects, project costs, and a financial plan for securing the necessary funding. And each jurisdiction is required to demonstrate progress in providing housing opportunities for all income levels.

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Implementing the Countywide Transportation Plan

The Countywide Transportation Plan, adopted in July 2009, outlines the projects and programs intended to sustain the county's transportation system through the year 2035. A major focus of the plan is the development of four subregional *Action Plans for Routes of Regional Significance*. These Action Plans, which address access and mobility on important routes within the county, are key to reducing congestion and improving roadways for use by residents. Examples of potential actions include:

- Adding HOV lanes on I-680 and improving the I-680/SR 4 interchange;
- Maintaining levels of service for key roads through spot improvements to intersections; and
- Working with neighboring Solano and Alameda counties to support funding for and implementation of projects to reduce delays and improve commute times along the I-80 and I-680 corridors

Getting From Here to There... Corridor Planning

During 2010, the Authority worked with representatives from jurisdictions throughout Contra Costa to develop Corridor System Management Plans (CSMP) for I-80 and State Routes 24 and 4. The plans provide detailed information regarding travel conditions on specific corridors and incorporate recommended strategies for improving the travel experience on those corridors over the short- and long-term. Adoption of these plans by the Authority and Caltrans was a prerequisite for the receipt of Corridor Mobility and Improvement Account funds.

Regional Dynamic Ridesharing Pilot Program

The Authority is working with Sonoma and Marin Counties to test a 'spontaneous rideshare' pilot program that would allow commuters to set up their own carpools in real time. By applying newly available smart phone applications (apps), someone in need of a ride could locate drivers willing to give them a ride. Approved for funding in 2010, the program spans the three counties and is predicated on research that shows people are willing to carpool if the other participants are either from their community or are work colleagues. If successful, this pilot could be expanded into other counties in the Bay Area and beyond.

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Contra Costa's Urban Limit Line (ULL)

The urban limit line serves to protect Contra Costa's open space and prime agricultural land from development through the life of Measure J (until 2034). Local jurisdictions in the county entitled to a share of Measure J funds for local street projects are required to honor the ULL as a condition of receiving the funds. The ULL was approved by Contra Costa voters in November 2006. Subsequently, the Authority adopted a ULL policy whereby the voters in each jurisdiction had the option of either accepting the countywide ULL or, alternatively, approving their own ULL through a separate local election. Currently, three cities have a local ULL, while the remaining 16 cities and towns use the countywide ULL. The Authority's adopted policy allows for minor, nonconsecutive adjustments amounting to less than 30 acres without voter approval.

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Since 1988, when Contra Costa voters passed Measure C, a half-cent sales tax for transportation, the county has had a dedicated revenue stream to fund a specific list of transportation programs and projects. By 2009, the measure had raised more than one billion dollars. Measure J, which passed in 2004 and extended the tax for another 25 years starting in 2009, is projected to raise an additional \$2.6 billion. As the agency tasked with managing the delivery of the Measure J programs and projects, the Authority is required to maintain

a high level of accountability to the voters. At the end of each year the Authority prepares statements to report on its financial status. These are prepared in conformance with generally accepted accounting standards and audited by an independent accounting firm. The Authority's annual statements, reports, budget, expenditure plans and strategic plan are available on the Authority's website and from the Authority's Finance Department. Following are key statements reporting on financial status and trends.

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Statement of Net Assets

This statement is designed to provide information about the financial position of the Authority as a whole, including all its capital assets and long-term liabilities, on a full accrual basis of accounting. Liabilities include debt of \$200 million of sales tax revenue bonds issued by

the Authority in 2010. The bonds enable the Authority to accelerate construction of transportation projects, and will be repaid over time with Measure J funds. The negative net asset amount of more than \$9.5 million in 2010 is due to the bond issuance, as the Authority does not hold or retain title to the projects it constructs.

STATEMENT OF NET ASSETS

(In Thousands)

	Governmental Activities For the Year Ended		
	30-Jun-10	30-Jun-09	30-Jun-08
ASSETS			
Restricted cash and investments	\$ 229,876	\$ 115,123	\$ 104,712
Receivables	15,658	10,342	17,718
Net OPEB asset	873	912	1,102
Capital assets	556	408	76
Total assets	\$ 246,963	\$ 126,785	\$ 123,608
LIABILITIES			
Long-term debt	200,000		32,480
Other liabilities	56,546	91,501	73,515
Total liabilities	256,546	91,501	105,995
NET ASSETS			
Invested in capital assets, net of related debt	556	408	76
Total restricted net assets	142,031	81,566	84,679
Unrestricted net assets (deficit)	(152,170)	(46,710)	(67,142)
Total net assets (deficit)	\$ (9,583)	\$ 35,264	\$ 17,613

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Statement of Activities

The Statement of Activities presents information showing how the Authority's net assets changed

during the fiscal year by reporting on revenues and expenses by functions, such as program projection and regional planning. These activities are supported primarily by measure sales tax revenues.

STATEMENT OF ACTIVITIES

(In Thousands)

	Governmental Activities For the Year Ended:		
	30-Jun-10	30-Jun-09	30-Jun-08
REVENUES			
General revenues			
Sales taxes	\$ 61,527	\$ 64,322	\$ 74,680
Other general revenues	1,564	2,380	5,567
Program revenues			
Operating grants and contributions	4,315	14,946	10,382
Capital grants	10,051	2,300	4,869
Total revenues	77,457	83,948	95,498
EXPENSES			
Administration	1,560	1,597	1,720
Project management	697	859	795
Programs	25,975	18,579	21,238
Transportation projects	36,321	41,009	51,344
Regional planning	1,131	883	1,199
Congestion management	1,278	986	960
Transportation demand management	1,935	1,285	1,081
Transportation planning land use solutions	133	191	251
Debt service interest and related fees	24,243	888	2,821
Total expenses	93,273	66,277	81,409
CHANGE IN NET ASSETS	(15,816)	17,671	14,089
NET ASSET - (DEFICIT) BEGINNING	6,233	17,613	3,524
	*		
NET ASSET - (DEFICIT) ENDING	\$ (9,583)	\$ 35,284	\$ 17,613

* as restated

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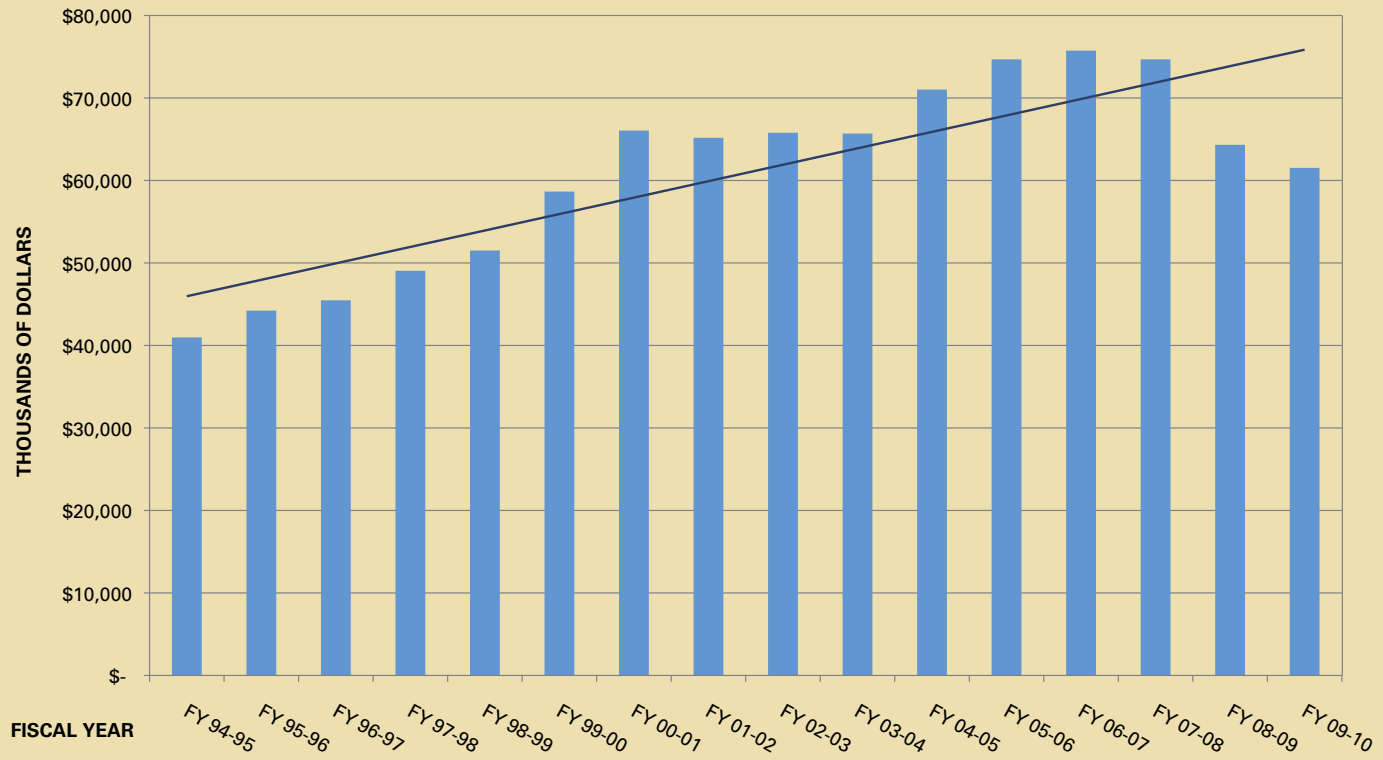
Sales Tax Revenues

Authority sales tax revenues are derived from a half-cent on the dollar tax on retail receipts from the sale or use of tangible property sold in Contra Costa. At the end of fiscal year 2010, Measure J sales tax revenues totaled \$61.5 million, down 4.34 percent from the prior fiscal year due largely to the ongoing recession. Contra Costa

continues to experience high unemployment (see *Contra Costa Working* chart below), reduced home construction and foreclosures, all factors contributing to lower retail sales. However, there were some encouraging signs of economic recovery in 2010 in some major sales tax categories, including department stores, restaurants, new auto sales, and service stations.

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**SALES TAX REVENUES
FISCAL YEAR 1994-95 TO 2009-10**



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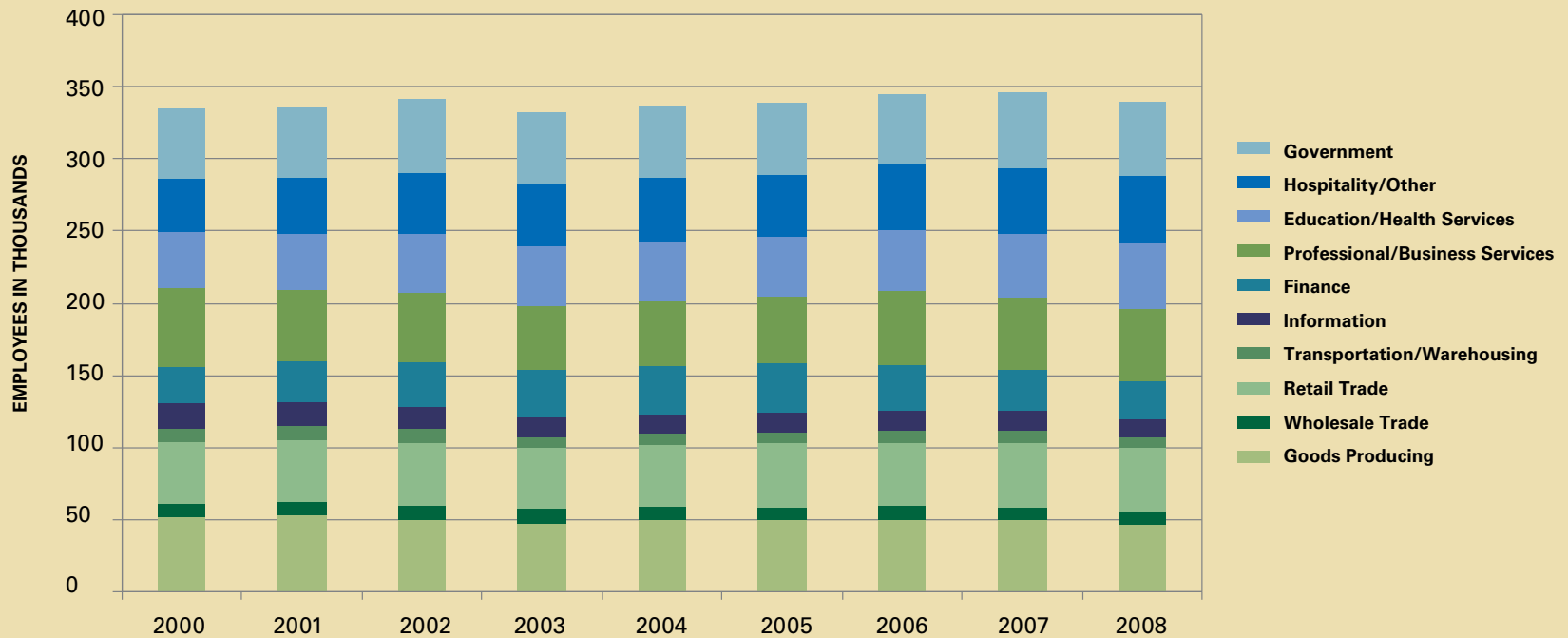
Contra Costa Working

The following chart illustrates the diverse employment base in Contra Costa through December 2008 (the most recent information available from the Department of Labor). As

of June 2010, unemployment in the county had increased to 11.3 percent, as compared to 10.6 percent in 2009. The sectors most adversely impacted by the recession are construction and finance-related jobs, a result of the housing market collapse.

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CONTRA COSTA EMPLOYEES CLASSIFIED BY JOB SECTOR 2000 TO 2008



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Authority's Outlook

We entered 2010 in one of the deepest recessions in our history, and the Authority navigated it by focusing on efficiency and tight spending controls across all our operations, while moving ahead with high priority transportation projects and programs. In addition to generating more than a billion dollars for transportation improvements, Measure C resulted in the creation of thousands of jobs, either directly or indirectly.

Measure J is expected to result in the creation of even more jobs in a number of sectors, including the materials and supplies industries. Given that many of these jobs will be filled by workers who live in or near Contra Costa, we can anticipate that at least some portion of their earnings will be reinvested locally.

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