
Administration and Projects Committee Meeting *STAFF REPORT*

Meeting Date: September 6, 2012

Subject	Monthly Project Status Report
Summary of Issues	This report outlines the status of current Measure projects. It also lists all completed projects.
Recommendations	None – for information only.
Financial Implications	None
Options	
Attachments	A. Monthly Project Status Report
Changes from Committee	

Background

The Project Managers for all Measure C and Measure J projects update the status of those projects for the Board’s information on a monthly basis.

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1. Active Projects

SOUTHWEST COUNTY

a. Caldecott Fourth Bore 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 Construction.

Project Status

Mining of the bench (the lower half of the tunnel) was completed in August 2012. Installation of the final lining continues. A third (375 meters) of the final lining has been poured. Mining is also complete on all seven cross passages between existing bore three and the new bore four. The cross passages are for emergency evacuations, once the fourth bore is in operation. Finish work on the cross passages continues. Work on the Operations and Maintenance Center (OMC) building continues.

Issues/Areas of Concern

Several outstanding concerns could affect the completion date and final cost of the project.

- Caltrans is working with the State Fire Marshal's office to address any concerns it may have with the emergency response measures of the new tunnel. The Fire Marshal's approval has been rescinded. Caltrans is currently working to obtain a commitment on scope and response times from the State Fire Marshal.
- An additional 370 meters is being mined for the tunnel invert support. This additional work will result in an additional cost via an item quantity adjustment.

b. I-680 Auxiliary Lanes, Segment 2 (1106S2)

CCTA Fund Source	Measure C, STIP
Lead Agency	CCTA
Project Description	Construction of northbound and southbound auxiliary lanes on I-680 between Crow Canyon Road in San Ramon and Sycamore Valley Road in Danville.
Current Project Phase	Design.

Project Status

The Final Plans, Specifications and Estimate were approved by Caltrans and the project was considered "Ready to List" for construction advertisement by Caltrans on August 2, 2012. The STIP funds will be allocated by the CTC in August, with construction advertisement in fall 2012 and anticipated construction contract award by the end of 2012.

The project funding includes State Transportation Improvement Program (STIP) funds, \$3.245 million from a federal Interstate Maintenance Discretionary (IMD) grant, and \$1 million from the competitive portion of Prop 1B State and Local Partnership Program, as well as local developer fees and CCTA Measure funds. The Caltrans Construction Cooperative Agreement was approved at the April 2012 Authority Board meeting.

Issues/Areas of Concern

Caltrans biologists are requiring additional consultation with U.S. Fish and Wildlife regarding potential endangered species that could migrate to the project right-of-way from an adjacent land-use development project.

c. Santa Maria Intersection Improvements (1623/1623 W)

CCTA Fund Source	Measure C
Lead Agency	City of Orinda
Project Description	The project will improve traffic lane signing and striping, improve traffic signal hardware and improve overhead signage.
Current Project Phases	Design and Environmental Clearance.

Project Status

The Authority appropriated \$75,000 for design and environmental clearance in November 2010. The Design Consultant, Kimley-Horn and Associates, Inc. (KHA), has completed the 95% plans, specifications, and engineer's estimate. These plans will be submitted to the City Council on August 21, 2012 for comments. A CCTA peer review is scheduled for September.

Issues/Areas of Concern None.

d. I-680 HOV Direct Access Ramps Project (8003)

CCTA Fund Source	Measure J
Lead Agency	CCTA
Project Description	Provide direct HOV connector ramps from/to I-680 at or near Norris Canyon Road.
Current Project Phase	Project Approval/Environmental Document (PA/ED).

Project Status

In June 2011, CCTA retained CH2M Hill to begin work on the environmental clearance phase of the project. Authority staff, Caltrans and CH2M Hill held several community outreach events to guide project development. A Public Scoping Meeting was held on Tuesday, November 29, 2011. Based on the Scoping meeting input, Caltrans determined that an Environmental Impact Report (EIR)/Environmental Assessment (EA) was the appropriate level of document for this project. A contract amendment to the CH2M Hill contract was approved by the Authority to reflect additional scope and fee because of this decision. The project study scope was also expanded to include another direct ramp alternative at Executive Parkway. A Community Workshop meeting was held on March 22, 2012 at the San Ramon Community Center and well-attended. The project team is reviewing comments received at the meeting. The project team is developing preliminary geometrics for a direct ramp access alternative at Executive Parkway. The environmental clearance phase is expected to be completed by the mid-2014.

Issues/Areas of Concern

High community interest was expressed with a number of local residents voicing strong concerns to the proposed project. The public outreach efforts were increased to provide

multiple opportunities for community involvement. The project scope will include addressing local traffic circulation concerns and community impacts. In addition to direct ramps at Norris Canyon, another ramp alternative will be developed at Executive Parkway. The development of the EIR/EA will be coordinated with the Metropolitan Transportation Commission (MTC) environmental document for Express Lanes.

CENTRAL COUNTY

e. Commerce Avenue Extension (1214)

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 on Commerce Avenue between Concord Avenue and the end of Commerce Avenue near the cul-de-sac.

Current Project Phase Design & Right-of-Way (ROW).

Project Status

The City's ROW agent met with all property owners, completed appraisals, and prepared offers. Acquisition contracts have recently been approved by the City's legal department and the City is having the contracts executed by property owners. The City Council approved ROW contracts for three property owners in December 2011. An offer has been made to the fourth owner. The City expects a response by the end of the month. Negotiations are underway with the last property owner.

Because of the economic climate, property assumed to be dedicated to the City must now be purchased. This unforeseen condition has resulted in increased right-of-way acquisition expenditures. The City is planning to request an additional appropriation for ROW funds. Although the plans are 90% complete, construction is rescheduled to spring of 2013 and may be delayed again depending on the length of the ROW process.

Issues/Areas of Concern

The City is experiencing challenges related to Right-of-Way Acquisition that have delayed the project and may increase overall costs.

f. Pacheco Boulevard Widening (1216/24003) – No changes from last month**CCTA Fund Source** Measure C/Measure J**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 to provide a two-way center left-turn lane and bicycle lanes.**Current Project Phase** Environmental clearance (started but currently on hold).**Project Status**

Measure C funds were used to environmentally clear a portion of the project near the Railroad overcrossing and acquire part of the right-of-way. Environmental clearance is expected to start in mid-2012 for the segments between Blum Road and Martinez City limit.

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 in the 2011 Measure J Strategic Plan.

g. Martinez Intermodal Station – Phase 3 (2208A/4002)**CCTA Fund Source** Measure C and J**Lead Agency** City of Martinez**Project Description** Project will acquire land north of the railroad tracks (already acquired), construct new road access to the north parking lot, add 425 parking spaces, build a pedestrian bridge over the tracks and construct a vehicle bridge over the Alhambra Creek to provide a second connection to the parking facility near Berrellesa Street.**Current Project Phase** Design and Right-of-Way.

Project Status

The Authority appropriated \$1,035,000 for final design and \$150,000 for additional right-of-way activities in September 2011. The City has selected a consultant to do the final parking lot design. Design is underway and scheduled for completion in spring 2013. Two existing warehouses will be incorporated into the design at this time. The City acquired the necessary right-of-way parcel for the construction of the vehicle bridge over Alhambra Creek.

Issues/Areas of Concern None.

h. Pacheco Transit Hub (2210)

CCTA Fund Source Measure C

Lead Agency CCCTA/City of Martinez

Project Description Construction of a transit hub at Pacheco Boulevard 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

The City of Martinez has agreed to advertise, award and administer construction of the project. There are \$857,878 in Measure C funds appropriated for construction and right-of-way for this project. The City plans to advertise the project in September and award the contract in October 2012.

Issues/Areas of Concern

Caltrans is requiring a revalidation of the project's environmental document (Categorical Exemption) and has tentatively agreed to perform the work. This work must be complete by the end of August to meet the City's September advertising date.

i. SR 242/Clayton Road Ramps (6002/6004)

CCTA Fund Source Measure J

Lead Agency CCTA

Project Description The project will provide operational improvements in the vicinity of Clayton Road and SR 242 to improve circulation within the Concord Central Business Area. Improvements may include constructing an on-ramp and associated acceleration/weaving lane to northbound SR 242 near the intersection of Clayton Road and Market Street in Concord, and an off-ramp and associated deceleration lane from southbound SR 242 near Clayton Road.

Current Phase Project Initiation Document (PID) – Project Study Report (PSR)
Project Development Support (PDS).

Project Status

The CCTA Board approved the consultant contract with WMH Corporation in June 2011. The first order of work is to gather existing technical information and develop alternatives for study. The draft alternatives for study in the PSR will be presented to Caltrans and the technical studies for the PSR will be initiated. A meeting was held in early March 2012 to discuss the project scope with Caltrans management and another meeting was held in April 2012 to discuss study alternatives with the Caltrans geometrician. Project Development Team meetings have begun and the PSR is expected to be complete in spring 2013.

Issues/Areas of Concern

Project has a funding shortfall.

j. I-680 Southbound HOV Gap Closure (8001) – No changes from last month

CCTA Fund Source Regional Measure 2, Measure J

Lead Agency CCTA

Project Description The project will add an HOV lane on southbound I-680 between North Main Street in Walnut Creek and Livorna Road in Alamo, a total of more than five miles. When completed, I-680 will have a

continuous HOV lane in the southbound direction of I-680 from Martinez to the Alameda County line.

Current Phase Project Approval/Environmental Document (PA/ED).

Project Status

A Contract with Parsons Transportation Group was approved by the Authority in May 2011. The consultant is proceeding with the environmental study work and team meetings are ongoing. Numerous draft reports have been submitted to Caltrans for review by the consultant team. Identification of existing utilities is ongoing, as well as early development of the geometrics by Caltrans. A community meeting was held on May 31, 2012, at Parkmead Elementary in Walnut Creek. In addition to the Parkmead community, residents in Saranap, other areas of Walnut Creek near the project area and Alamo were notified of the meeting. The purpose was to provide a project update for the community and for participants to ask questions. The meeting was well attended. Comments and concerns will be assessed by the project team and where applicable, incorporated into the technical studies for the environmental document.

Issues/Areas of Concern

The project has a funding shortfall. The project scope must be confirmed or amended for the potential High Occupancy Toll (HOT) option, now that the Metropolitan Transportation Commission (MTC) Express Lane application has been approved by the California Transportation Commission (CTC). Adding HOT lanes to the scope adds costs, but may also bring in revenue to address the funding shortfall.

k. Comprehensive Wayfinding System – Central County BART Stations (10001-03) – No changes from last month

CCTA Fund Source Measure J

Lead Agency Bay Area Rapid Transit District (BART)

Project Description Create and implement a cohesive, integrated wayfinding system for Central County BART stations. This project will provide overhead and wall signage, transit information displays and real-time transit information at each of the four Central County BART stations.

Current Phase Design/Construction.

Project Status

The Authority appropriated \$2,600,000 for design and construction of improvements on January 20, 2010. Request for Proposal (RFP) for signage at Walnut Creek, North Concord, and Concord will be released in July with bid award in fall 2012. Additional signage for Pleasant Hill is also included in this RFP.

Issues/Areas of Concern None.

I. Electronic Bicycle Facility at Central County BART Stations (10001-04) – No changes from last month

CCTA Fund Source Measure J

Lead Agency Bay Area Rapid Transit District (BART)

Project Description This project will provide bicycle storage facilities (electronic lockers, cages, racks, etc.) at the four Central County BART stations (Concord, N. Concord, Walnut Creek and Pleasant Hill) to meet projected 2015 demand.

Current Phase Construction.

Project Status

The Authority appropriated \$905,000 for design and construction of improvements on January 20, 2010. An electronic locker contract was awarded to eLock Technologies, LLC of Berkeley in the amount of \$2,334,384 to supply BART with approximately 1,008 lockers throughout the next five years. Initial deployment plans call for central county stations to receive the following locker allocations: Concord - 44; North Concord - 16; Walnut Creek - 50; and Pleasant Hill - 80. Lockers have been delivered to North Concord (eight spaces) and Concord (eight spaces). The following electronic lockers are scheduled to be installed by summer 2012: Pleasant Hill – 68 (17 quads); Concord – 16 (four quads). A Notice-to-Proceed was issued to the contractor in April 2012.

Issues/Areas of Concern None.

m. Marsh Creek Road Upgrade (24001) – No changes from last month

CCTA Fund Source	Measure J
Lead Agency	City of Clayton
Project Description	Widen existing two-lane roadway between Regency Drive and Clayton city limits to provide two (2) full-width travel lanes, bike lanes, shoulders and pedestrian paths.
Current Project Phase	Design and Environmental Clearance.

Project Status

The Authority appropriated \$100,000 for design and environmental clearance activities that include preliminary engineering, engineering design and environmental studies on September 21, 2011. Aerial topography mapping is complete. Staff is presently putting together typical cross-sections and evaluating. Ten or more years ago, the City approved a Specific Plan for the entire area along Marsh Creek Road and staff is trying to implement the plan.

Issues/Areas of Concern None.

n. Court Street Overcrossing – Phase 1 (24005)

CCTA Fund Source	Measure J
Lead Agency	City of Martinez
Project Description	The project will construct a 19-foot wide bicycle, pedestrian, and emergency vehicle overcrossing to span Joe DiMaggio Drive, the four tracks of the Union Pacific Railroad and Marina Vista to connect North Court Street (within the Martinez Waterfront Park) with Court Street at Escobar Street. The construction of this overcrossing provides a grade-separated crossing of the Union Pacific Railroad, improving safety and reducing congestion for pedestrian and bicycle traffic accessing the Martinez Waterfront.

This project is considered the first phase of a two-phase project. The second phase includes a parallel 28-foot wide two-lane

overcrossing that would carry vehicular traffic over Marina Vista, the Union Pacific Railroad and Joe DiMaggio Drive.

Current Phase Conceptual Engineering.

Project Status

The Authority appropriated \$200,000 for Preliminary Studies in October 2010. The City selected a consultant through an RFQ process to complete a scoping document for this project. Work on the scoping document began in fall 2011 and is expected to be completed in fall 2012.

Issues/Areas of Concern None.

o. Buskirk Avenue Widening – Phase 2 (24006)

CCTA Fund Source Measure J

Lead Agency City of Pleasant Hill

Project Description This is the final phase of a two-phase corridor improvement project to increase capacity and improve operations, circulation and pedestrian/bike access by constructing additional travel lanes, improving signalization, alignment and pedestrian facilities. The project limits are from 500' south of Lamkin Drive to Hookston Road.

Current Phase Design and Right-of-Way.

Project Status

The Authority appropriated \$700,000 for design in May 2010 and appropriated \$2.9 million for right-of-way in November 2010. The Design Consultant, Kimley-Horn and Associates, Inc. (KHA), has completed a 95% design level plans, specifications and engineers estimate. City staff and consultant are providing internal final quality constructability review. The project is tentatively scheduled to go to bid in November 2012.

Project plans and specifications, as required by Measure J funding guidelines, were reviewed by a CCTA peer review committee on April 26, 2012, and approved with minor comments. CCTA has processed formal approval to allow the project to be advertised and authorize future construction funding.

The City and its consultant have conducted several meetings with the various utilities to coordinate the relocation and alignment of facilities. City has requested and anticipates relocation of utilities that conflict with new roadway improvements to be completed by October 2012.

The City continues to work with its acquisition consultants to reach an agreement/settlement with adjacent property owners for needed right of way and construction easements for the project. The City has filed the necessary eminent domain complaints to have the necessary possession rights prior to bidding of the project.

Issues/Areas of Concern None.

p. Geary Road Improvements – Phase 3 (24007)

CCTA Fund Source Measure J

Lead Agency City of Pleasant Hill

Project Description The Geary Road Improvements, Phase 3 project will complete the third and last phase of a corridor improvements project along Geary Road. The purpose of this three-phase improvement project is to increase operations and pedestrian/bicycle safety through the construction of continuous dual left-turn lanes, exclusive bike lanes and pedestrian sidewalks. Other necessary improvements, such as drainage and street lighting, will also be included. This is a cooperative project between the City of Pleasant Hill and the City of Walnut Creek because of the location of the city limit line that runs down the middle of Geary Road in the project limits.

Current Phase Environmental Clearance and Design.

Project Status

The Authority appropriated \$186,000 for environmental studies and \$868,000 for design in April 2011. Environmental work is 65% complete. Staff met with the project proponents to check the project status as the project's 30% design was completed. Environmental clearance will be completed when the design is at 60%, so that the impact of the roadway improvements on the trees may be evaluated. Design is currently scheduled to be 60% complete by the end of 2012. Construction is currently scheduled to start late 2013. The City was sent a request to clarify project scope and to start construction of geometric improvement required at the intersection of Geary Road and Pleasant Hill Road. A Peer

Review was held in July for this geometric improvement work and was scheduled for approval by the TCC at their August meeting. The City of Pleasant Hill requested appropriation of \$470,000 Measure J funds for this work. The City also requested a Peer Review of their 60% design of the larger project to be conducted in September. Staff will work with the Peer Review committee to schedule this Peer Review.

Issues/Areas of Concern None.

q. Clayton Road/Treat Blvd/Denkinger Road Intersection Capacity Improvements (24028)

CCTA Fund Source Measure J

Lead Agency City of Concord

Project Description The Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements will upgrade traffic signal phasing at the intersection and widen the eastbound Treat Boulevard approach to include two exclusive left-turn lanes, two through-lanes and one right-turn lane. The proposed project will improve the system-wide signal coordination along Clayton Road during peak periods.

Current Phase Design and Right-of-Way.

Project Status

The Authority approved a request for appropriation at their July 18, 2012 meeting in the amount of \$432,600 to cover Environmental Clearance, Design Services, Right of Way Services, and proportional Administrative costs for the project. City staff met with various Consultant firms and discussed scope of work and obtained fee proposals for their respective services such as Environmental, Civil Design, Right of Way, and Traffic Signal design. Review of fee proposals is underway and Task Orders will be issued in August. Design work can begin shortly thereafter.

Issues/Areas of Concern None.

WEST COUNTY**r. Richmond Transit Village BART Parking Structures (2302)**

CCTA Fund Source Measure C

Lead Agency Richmond Community Redevelopment Agency

Project Description The project will construct a 769-space, six-level parking structure at the Richmond BART station. The project will replace most of the surface parking (leaving a small area of 44 parking spaces) and free up land for building 99 residential units on the east side of the station. 193 parking spaces will be added at the station when this project is complete.

Current Project Phase Construction.

Project Status

Construction is substantially complete and the project is scheduled to be opened to the public in fall 2012.

Issues/Areas of Concern None.

s. Hercules Rail Station (4001)

CCTA Fund Source Measure J

Lead Agency City of Hercules

Project Description Construct the Hercules passenger rail station (including interim parking, station platform, signage, plazas, etc.) along with track related improvements, including retaining walls and signal equipment relocation. The City of Hercules now commonly refers to this project as the "Hercules Intermodal Transit Center Project" to scope the project for both rail and ferry transit service. This multi-modal center would bring together Amtrak intercity rail (Capitol Corridor), WestCAT local and regional busses and the Water Emergency Transportation Authority (WETA) transbay ferry service with additional access for cars, pedestrians and bicyclists.

Current Project Phase Right of Way and Construction.

Project Status

Hercules has developed a phasing plan that considers current economic realities and presently available funding sources. The project will be implemented in four sequential phases. Phase 1A and Phase 1B (Path to Transit) involves right-of-way acquisition for the Intermodal Transit Center, construction of John Muir Parkway / Bayfront Boulevard / North Channel and extension of the San Francisco Bay Trail. Proposed Phase 1A work includes utility relocation, construction of retaining walls and portions of the Bay Trail. Phase 1A is fully funded. Phase 1B would construct the Bayfront Bridge and the Refugio Greenway and Creekside Trail and is now fully funded because the project will receive funding from the Measure J programs for Transportation for Livable Communities (TLC), and for Pedestrian, Bicycle and Trail Facilities (PBTF). These two phases may be combined together as Phase 1.

Phase 1C includes the rail station anticipated to begin construction in 2016.

To advance the state of readiness for the Project and based on Hercules request in March 2012, the Authority appropriated \$4,518,000 in programmed Measure J funds for Phase 1A of the project. (1) \$2,162,000 of the funding was used for the capital cost of right-of-way acquisition for the rail station and necessary increases to the railroad right-of-way to accommodate the dedicated rail station track and rail station platform; and (2) \$2,356,000 is to be used for the capital costs of the critical roadway access as the initial element of the "Path to Transit." The balance of Measure J funds, \$1,023,000, will be addressed in a future appropriation request. The estimated cost of Phase 1A is \$21,220,000. Hercules plans to construct Phase 1A with multiple construction contracts. The first bid package is rescheduled for August/September 2012 with completion of all Phase 1A construction contracts by fall 2013.

Issues/Areas of Concern

The California Transportation Commission allocated the \$8 million in STIP and \$1.097 million in STIP-TE funds in June 2012. The project received its NEPA Record of Decision in June and is still on the CTC June meeting for allocation. The project proponent also submitted a federal authorization request for TIGER 2 funds for the trail segment of the project.

t. 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	Design.

Project Status

The Final Environmental Document was signed by Caltrans on February 25, 2010. The Final Project Report was signed on May 24, 2010. A Notice-to-Proceed was issued to URS on April 21, 2011 to begin work on the design phase of the project. The 35% design plans are now complete. The City has approved a contribution of \$3 million to complete the 65% design plans for the entire project and 100% final plans for Phase 1 components (Riverside Avenue Pedestrian Overcrossing and El Portal WB On-ramp relocation). Subsequently, the Authority approved Amendment No. 1 to the design contract with URS on June 20, 2012. On September 12, 2012, an informational public meeting will be held at the Riverside Elementary School in San Pablo at 6:00 pm. A second public meeting will be scheduled at a date to be determined. Project presentations will also be provided to the San Pablo City Council on September 4, 2012 and the Richmond Heights Neighborhood Council on September 17, 2012.

Issues/Areas of Concern

A significant funding shortfall exists to complete the entire project, however, \$15 million was programmed in the 2012 STIP for the first phase of the project. The Authority is also working with Metropolitan Transportation Commission (MTC) to secure \$8 million in RM2 savings for the project. Discussions are also underway to determine who should be responsible for the maintenance of a new connector road that will be constructed along the west side of I-80 between San Pablo Dam Road and McBryde Avenue. Amended Freeway Agreements between Caltrans and the cities of Richmond and San Pablo must be approved by the end of the year.

u. I-80/Central Avenue Interchange (7003)

CCTA Fund Source Measure J

Lead Agency CCTA

Project Description Improve overall traffic operations at the I-80/ Central Avenue Interchange and along Central Avenue between Jacuzzi Street and San Pablo Avenue.

Current Project Phase Environmental Document for the Operational Improvement Project.

Project Status

The Feasibility Study was completed in July 2009. Two projects have been identified from the study. The first project is operational improvements to close the Central Avenue westbound traffic movement onto the I-80 southbound on-ramp during weekend peak hours and reroute traffic to the adjacent I-580 eastbound on-ramp. All technical studies required for the environmental clearance for this project are complete and the project obtained CEQA and NEPA clearance in July 2012. Staff presented this project to the Richmond City Council in April 2012. The Richmond City Council requested staff to do more outreach work with the project's adjacent neighborhood councils. Staff met with neighborhoods and businesses in May, June and July to get project support and to answer any questions about the project. Staff intends to get back to the City Council once all the outreach efforts have been completed to update the Council on those efforts and to request the Council's agreement to proceed with the project. Design is scheduled to follow in fall 2012 and construction will be scheduled for spring 2013.

The second project identified in the feasibility study is a road realignment project that will connect Pierce Street and San Mateo Street south of Central Avenue to enable some traffic enhancements, including adjusting the spacing of traffic lights on Central Avenue. The project will be led by one or both of the cities of El Cerrito and Richmond.

Issues/Areas of Concern

Some concerns have been raised about environmental and traffic issues for both projects. These issues have been addressed in the environmental document studies for the Operational Improvement project and will be considered in the environmental document for the second project.

v. Interstate 80 Integrated Corridor Mobility (7005)

CCTA Fund Source Measure J

Lead Agency Alameda County Transportation Commission (Alameda CTC)/ CCTA

Project Description Utilize state-of-the-practice Intelligent Transportation System (ITS) technologies to enhance the effectiveness of the existing transportation along I-80, San Pablo Avenue and crossing arterials in Alameda and Contra Costa County between the Carquinez Bridge and the Bay Bridge. The project funding plan includes proposition 1B Corridor Mobility improvement Account (CMIA) funds and Traffic Light Synchronization Program (TLSP) funds.

Current Project Phase Construction and Final Design.

Project Status

In January 2011, the California Transportation Commission (CTC) approved the amendment to divide the project into six construction and procurement contracts:

- Sub-project #1 - Software & Systems: Integration (SI); work is underway.
- Sub-project #2 - Specialty Materials Procurement; contract advertised June 2012; work to begin fall 2012.
- Sub-project #3 - Traffic Operations Systems (TOS); contract awarded May 2011; construction began June 2011.
- Sub-project #4 - Adaptive Ramp Metering (ARM); contract advertised June 2012; construction to begin fall 2012.
- Sub-project #5 - Active Traffic Management (ATM); contract advertised June 2012; construction to begin fall 2012.
- Sub-project #6 - San Pablo Corridor and Arterial Improvements; contract awarded June 2011; construction began September 2011.

All jurisdictions along the corridor have approved the project Operation and Maintenance MOU. On May 23, 2012, the CTC approved allocation of remaining CMIA funds for project.

Project partners are currently working on project documents that will govern the implementation of the project, such as operations and maintenance plan, incident response plan, system integration plan, configuration management plan, outreach plans, and signal flush plan.

Issues/Areas of Concern None.

w. Marina Bay Parkway Grade Separation (9003)

CCTA Fund Source Measure J

Lead Agency Richmond Redevelopment Agency

Project Description The project will construct a roadway undercrossing at the intersection of Marina Bay Parkway and BNSF/UP railroad tracks between Regatta Boulevard and Meeker Avenue in the City of Richmond. The undercrossing will replace an existing at-grade crossing.

Current Project Phase Design.

Project Status

Bids were opened for the construction contract on April 24, 2012. The City received one bid from Ghilotti Brothers/RM Harris Joint Venture for \$30,248,888 that is substantially higher than the engineer's estimate. The City Council has rejected the sole bid and is planning to re-advertise the project when a full funding plan is re-established.

The City of Richmond has changed the project title to "Officer Bradley A. Moody Memorial Underpass" in honor of Officer Moody. Richmond Police Officer Bradley Moody, 29 years of age and an 8-year employee with the Richmond Police Department was involved in a single patrol-car accident on October 4, 2008, shortly before 8 a.m. on Marina Bay Parkway, just north of Regatta Boulevard in the City of Richmond. Officer Moody's vehicle struck a utility pole in the median while responding to a call that involved a felony assault with injuries.

This project has \$18,975,000 in Proposition 1B Trade Corridors Improvement Funds, \$9,100,000 in Measure J funds, \$6,270,000 in Redevelopment Agency funds, \$1,700,000 railroad contribution, and \$2,750,000 in local developer fees for construction and construction services. The City has applied for \$4,000,000 in Highway-Railroad Crossing Safety Account (HRCSA) funds from the California Transportation Commission.

Issues/Areas of Concern

Additional funding will be necessary to construct the project if bids that are more competitive are not received during the re-bidding process. The design engineer, BKF, is reviewing the plans and specifications and reaching out to the contracting community to determine the reason more firms did not bid on the project. The City will not re-advertise the project until their dispute with the State Department of Finance as to whether the project is an “enforceable obligation” concerning redevelopment funds is settled. A loss of redevelopment funds could also trigger a loss of Proposition 1B funds.

x. Electric Bicycle Facility at West County BART Stations (10002-03) – No changes from last month

CCTA Fund Source Measure J

Lead Agency Bay Area Rapid Transit District (BART)

Project Description This project will provide bicycle storage facilities (electronic lockers, cages, racks, etc.) at the three West County BART stations (El Cerrito Plaza, El Cerrito del Norte and Richmond) to meet projected 2015 demand.

Current Project Phase Construction.

Project Status

The Authority appropriated \$402,000 for design and construction of improvements on January 20, 2010. An electronic locker contract was awarded to eLock Technologies, LLC of Berkeley in the amount of \$2,334,384 to supply BART with approximately 1,008 lockers throughout the next five years. Initial deployment plans call for west county stations to receive the following locker allocations: El Cerrito Del Norte - 24; El Cerrito Plaza – 8 and Richmond - 16. The following electronic lockers are scheduled to be installed by summer 2012: El Cerrito Plaza – 24 (6 quads). A Notice-to-Proceed was issued to the Contractor in April 2012.

Issues/Areas of Concern None.

**y. Comprehensive Wayfinding System for West Contra Costa BART Stations (10002-05) –
No changes from last month**

CCTA Fund Source Measure J

Lead Agency Bay Area Rapid Transit District (BART)

Project Description Create and implement a cohesive, integrated wayfinding system for West County BART stations. This project will provide overhead and wall signage, transit information displays and real time transit information at each of the three West County BART stations.

Current Project Phase Design.

Project Status

The Authority appropriated \$1,600,000 for design and construction of improvements on January 20, 2010. A Request for Proposal (RFP) for signage at El Cerrito Plaza is to be released in July with bid award in fall 2012. Additional signage for El Cerrito Del Norte and Richmond are also included in this RFP.

Issues/Areas of Concern None.

EAST COUNTY

z. SR4 Widening Railroad Avenue to Loveridge Road (1405) - No changes from last month

CCTA Fund Source Measure C

Lead Agency CCTA

Project Description State Route 4 was widened to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately $\frac{3}{4}$ mile west of Loveridge Road. The project also provided a median for future mass transit.

Current Project Phase Highway Landscaping – Plant Establishment Period.

Project Status

Landscaping of the freeway mainline started in December 2009 and was completed in June 2010. A three-year plant establishment and maintenance period is currently in progress as required by the Cooperative Agreement with Caltrans.

Issues/Areas of Concern None.

aa. SR4 Widening: Loveridge Road to Somersville Road (1406/3003)

CCTA Fund Source Measure C and J

Lead Agency CCTA

Project Description SR4 will be widened 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 SR160.

Current Project Phase SR4 mainline construction.

Project Status

Construction of the SR4 mainline and Loveridge Road widening began in June 2010. The anticipated completion date is late 2013 or early 2014.

Bridge demolition activities for the old inactive Loveridge Road and railroad bridges over SR4 are finished. Construction of the eastern half of the new Loveridge Road Bridge over SR4 is now underway. Construction of the new freeway median and eBART bridges over Century Boulevard is continuing.

The current critical path items of work are the new bridges at Loveridge Road and Century Boulevard. Now that all Loveridge Road traffic has been temporarily switched to the western half of the new bridge, the roadway approaches to the eastern half of the new Loveridge Road Bridge will eventually be raised to match the elevation of the new Loveridge Road Bridge. During this construction phase, access to the North Park Shopping Center will continue via the temporary road that was constructed behind the shopping center and connected to California Avenue.

While new bridge construction activities are in progress, construction of the new freeway inside lanes and median area will continue, including construction of the eBART concrete barriers along the median area of SR4.

The project construction is approximately 52% complete.

Issues/Areas of Concern None.

bb. SR4 Widening: Somersville Road to SR 160 (1407/3001)

CCTA Fund Source Measure C and J

Lead Agency CCTA

Project Description State Route 4 will be widened from two to four lanes in each direction (including HOV Lanes) from Somersville Road to Hillcrest Avenue and six lanes to SR 160, including a wide median for transit. The project 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 Hillcrest Avenue Interchange.

Current Project Phase **Segments 1, 2 & 3A** – Construction Phase.
Segment 3B – Right-of-Way Acquisition, Utility Relocation & Construction Contract Advertisement.

Project Status

The 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 SR 160.

Segment 1

Construction of the Segment 1 widening started on March 16, 2011. The anticipated completion date is August 2013.

Construction is continuing along both the north and south sides of the freeway on all remaining details of sound wall work and finishing work on retaining walls that have the Delta Region Native Landscape Architectural Treatment. A significant milestone was achieved in Segment 1 with the completion of the new westbound SR 4 mainline bridge over Somersville

Road. At the time of preparation of this work, the westbound traffic lanes were anticipated to be switched over to the new westbound bridge in late August or early September in preparation for the next stage of construction. Work on various drainage systems and electrical systems also continued.

Segment 1 construction is approximately 58% complete.

Segment 2

Construction of the Segment 2 widening began in March 2012 and is anticipated to be complete in summer 2015.

The G Street on and off ramps have been permanently closed since March. With the closure of these ramps, construction is proceeding with the western half of the new G Street Bridge over SR 4. Concrete pours on this bridge began in August. The contractor has continued with construction of retaining walls and sound walls north and south of the freeway, east and west of G Street, and along the Contra Loma eastbound off ramp and westbound on ramp. Drainage and sewer systems, along with other miscellaneous utility work, are also under construction at this time.

Segment 2 construction is approximately 15% complete.

Segment 3A

The California Transportation Commission (CTC) allocated State Proposition 1B Bond funds in January 2012. This segment of SR 4 was advertised for construction bids on February 27, 2012. Bids were opened on April 18, 2012. Bay Cities/Myers JV is the low bidder with a bid of \$52.3 million, 12% below the engineers estimate. Caltrans awarded the construction contract to Bay Cities/Myers JV on May 25, 2012. Construction began in August on a critical drainage element just west of Hillcrest Avenue. A joint groundbreaking ceremony for Segment 3A and the eBART 120 contract is being planned tentatively for Friday, October 5th.

Segment 3B

The Ready-To-List (RTL) date for this segment, the Hillcrest Avenue Interchange area, was achieved on June 15, 2012. The Authority is currently advertising for construction bids and will administer the construction contract for this segment. Bids are scheduled to be opened on Tuesday October 2, 2012 at 11:00 AM. Construction is expected to begin in late 2012 or early 2013. Currently, it is anticipated that Segment 3B will be constructed using local funds, along with \$5.868 million of State-Local Partnership Program (SLPP) funds.

Issues/Areas of Concern

Caltrans and the Segment 1 contractor are currently engaged in discussions about potential claims by the contractor. Caltrans provided a written response to a letter submitted by the contractor and Caltrans acknowledged that some portions of the issues raised by the contractor may have some merit, albeit with very minor impacts and costs to the project. All other issues have no merit according to Caltrans' position and opinion. Caltrans and the contractor have been meeting regularly and have resolved some of the claims made to date without major or significant impacts to the project cost or schedule.

Ongoing coordination between all segments and the eBART project present a significant, however manageable risk.

cc. East County Rail Extension (eBART) (2104/2001)

CCTA Fund Source Measure C and J

Lead Agency BART/CCTA

Project Description Implement rail 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.

Current Project Phase

Final Design and Construction. BART is the lead agency for this phase. Construction of the Transfer Platform and eBART Facilities in the median to Railroad Avenue is underway.

Project Status

BART opened bids for the next construction contract (Contract 120) for the maintenance shop shell, the Hillcrest Parking Lot and Slatten Ranch Road on May 8, 2012. The apparent low bidder is Lathrop Construction Associates, Inc., with a bid of \$23,606,745. The Engineer's estimate was \$31,215,412. A joint groundbreaking ceremony is being planned for this contract and the SR4 Widening project Segment 3A, tentatively on Friday, October 5, 2012.

Work continues on the transfer plan platform in the median and is approximately 90% complete. Underground ductbanks, pullboxes and underdrain continue to be installed within the guideway. Excavation, form-work, installation of reinforcing steel and placement of concrete for Stage 2 of the encasement protection of the EBMUD Mokelumne Aueduct is

continuing. Civil improvements are anticipated to be completed by the end of the year, although the train control equipment is the long lead item for this contract.

Coordination between BART and CCTA consultants is now shifting to the construction management teams with a large focus on the Hillcrest segment (3B) because the construction of CT 120 is directly north and adjacent to the Segment 3B construction area. A master integrated schedule has been developed for the eBART and SR4 Construction Contracts.

Issues/Areas of Concern

Coordination of SR4 highway construction contracts and eBART contracts.

dd. SR4 Bypass: SR4/SR160 Connector Ramps (5001) – No change from last month

Project Fund Source	Bridge Toll Funds
Lead Agency	State Route 4 Bypass Authority/CCTA
Project Description	Complete the two missing movements between SR4 Bypass and State Route 160, specifically the westbound SR4 Bypass to northbound SR160 ramp and the southbound SR160 to eastbound SR4 Bypass ramp.
Current Phase	Final Design.

Project Status

Mark Thomas and Company (consultant to the SR4 Bypass Authority) is responding to Caltrans comments to finalize the Project Report. Completion of the Project Report was delayed because of the discussion on the responsibility to pay potential additional costs to accommodate eBART in the median of SR4. In April 2012, the SR4 Bypass Authority approached the TRANSPLAN committee with two design options and the direction was to proceed with a design that accommodates the existing SR4 geometry and some of the future SR4 geometry with eBART in the median. Although it will add to the current project cost, it will minimize future throwaway costs.

Project design has begun by Rajappan and Meyer Consulting Engineers with Caltrans oversight. A preliminary design has been identified that would include ramp metering on the Southbound SR 160 to Eastbound SR4 connector and construction costs are being evaluated. Ramp metering will not be included on the Westbound SR4 to Northbound SR160 connector. Design is scheduled to be completed in July 2013.

The Authority has finalized a MOU with the SR4 Bypass Authority to transfer Lead Agency status to the Authority, and a MOU with TRANSPLAN and ECCRFFA to address cost issues should the \$50 million in Bridge Toll funds be insufficient to complete the project.

Issues/Areas of Concern None.

ee. SR4 Bypass: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1 (5002 & 5003)

CCTA Fund Source Measure J

Lead Agency State Route 4 Bypass Authority/CCTA

Project Description Widen the State Route 4 Bypass from 2 to 4 lanes (2 in each direction) from Laurel Road to Sand Creek Road, and construct the Sand Creek Interchange. The interchange will have diamond ramps in all quadrants with the exception of the southwest quadrant.

Current Phase Construction.

Project Status

Significant earthmoving activities have been taking place since the start of construction on June 6, 2012 and the groundbreaking ceremony on June 22, 2012. Traffic handling devices (K-rail and crash cushions) for the first stage of construction have been put in place. The embankments for Lone Tree Way, the Sand Creek Bridge, the Sand Creek Road undercrossing and the San Jose Ave undercrossing are in place. Pile driving for the Lone Tree Way undercrossing began in late August.

Issues/Areas of Concern None.

ff. SR4 Bypass: Balfour Road Interchange – Phase 1 (5005)

CCTA Fund Source	East Contra Costa Regional Fee and Finance Authority (ECCRFFA)
Lead Agency	CCTA
Project Description	Construct a single bridge with loop to cross over Balfour Road and connect the Westbound Bypass and ramps in all quadrants.
Current Phase	Design.

Project Status

The SR4 Bypass Authority and ECCRFFA requested that the CCTA initiate design work. The Authority approved a Memorandum of Understanding with ECCRFFA at its July 18th meeting that defined the terms and conditions under which the project is to be managed, engineered, and financed. Also, at its July meeting, the Authority approved a contract with Quincy Engineering, Inc. to perform final design services for the project in an amount not-to-exceed \$3,349,000. A project kickoff meeting is tentatively scheduled in early September.

Issues/Areas of Concern

Because of the slowdown in building in East County, ECCRFFA construction funding for the project is delayed, and an alternative construction funding source has not yet been identified.

2. Completed Projects

SOUTHWEST COUNTY

Measure C

- 1104** I-680/Stone Valley Road I/C, 1998
- 1105** I-680/El Cerro Blvd. I/C Ramp Signalization, 1994
- 1106** I-680 Auxiliary Lanes Segments 1 & 3, 2007
- 1107** I-680/Fostoria Way Overcrossing, 1994
- 1600** Moraga Rd. Safety Improvements, 2005
- 1602** Camino Pablo Carpool Lots, 1996
- 1607** Moraga Way at Glorietta Blvd. & Camino Encinas, 2001
- 1608** Moraga Way Safety Improvements, 2002
- 1609** Moraga Way /Ivy Dr. Roadway Improvements, 2004
- 1611** Mt. Diablo Corridor Improvements, 2001
- 1612** Moraga Rd. Corridor Improvements, 2005
- 1621** St. Mary's Rd. – Phase 2, 1999
- 1622** Moraga Rd. Structural & Safety Imp., 2005
- 1624** Bryant Way/Moraga Way Improvements, 2005
- 1625/1625SW** Moraga Way Rehabilitation & Improvements, 2011
- 1711** St. Mary's Rd. Improvements, 1995
- 1715** San Ramon Valley Blvd. Imp. – Phase 1, 1996
- 1716** Stone Valley Rd. Circulation Improvements, 2003
- 1717** Camino Tassajara Circulation Improvements, 2004
- 1718** Crow Canyon Rd. Improvements, 2001
- 1719** Sycamore Valley Rd. Improvements, 2008
- 1720** San Ramon Valley Blvd. Widening – Phase 1, 1997
- 1801** Camino Pablo (San Pablo Dam Corridor), 1996
- 2206** I-680/Sycamore Valley Road Park & Ride, 1998
- 2209** San Ramon Intermodal Transit Facility, 1996

3101 Iron Horse Trail – Monument to Alameda County Line, 1994

3103 Reliez Valley Road Trail – Phase 2, 2003

3106 St. Stephens/Bryant Way Trail, 1998

CENTRAL COUNTY

Measure C

1101 I-680/Burnett Ave. Ramps, 1995

1103 I-680/North Main Street Bypass, 1996

1108 Route 242/Concord Ave. Interchange, 1997

1113 Route 242 Widening, 2001

1116 I-680 HOV Lanes, 2005

1117 I-680/SR4 Interchange, 2009

1203 Alhambra Avenue Widening, 2011

1205 Taylor Blvd. /Pleasant Hill Rd./Alhambra Rd. Intersection Imp., 2000

1209 South Broadway Extension, 1996

1210 Monument Blvd./Contra Costa Blvd./ Buskirk Ave. Imp., 1996

1215 Geary Rd. Improvements, 2002

1217 Bancroft/Hookston Intersection, 2004

1218 Buskirk Ave. Improvements, 2005

1219 Iron Horse Trail Crossing at Treat Boulevard, 2010

1220 Ygnacio Valley Rd. Slide Repair, 2008

1221 Contra Costa Blvd Signal Coordination 2009

2208 Martinez Intermodal Facility – Phase 1, 2001

2208 Martinez Intermodal Facility - Phase 2, 2006

2296 Martinez Bay Trail, 2007

3102 Walnut Creek Channel to CC Shoreline Trail, 2001

Measure J

- 8002** I-680 Southbound Carpool Lane Extension (restripe), Nov 2011
- 24027** Ygnacio Valley Road Permanent Restoration – Phase 2
- 24029** Old Marsh Creek Road Overlay, 2010

WEST COUNTY

Measure C

- 1300** Richmond Parkway, 1996
- 1501** SR4 (W) Gap Closure – Phase 1, 2002
- 1503** SR4 (W) Willow Ave. Overcrossing, 1996
- 2303** Hercules Transit Center, 2009

Measure J

- 9001** Richmond Parkway Upgrade Study, 2008

EAST COUNTY

Measure C

- 1401** SR4 (E) Willow Pass Grade Lowering, 1995
- 1402** SR4 (E) Bailey Rd. Interchange, 1996
- 1403** SR4 (E) Bailey Rd. to Railroad Ave., 2001
- 2101** BART Extension to Pittsburg/Bay Point, 1996
- 3110** Marsh Creek Trail Overcrossing at SR4, 1997
- 3112** Big Break Regional Trail, 2010

Measure J

- 5006** Vasco Road Safety Improvements Project – Phase 1, 2011
- 5010** SR4 Bypass: Segments 1 and 3, 2008