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## *Administration and Projects Committee* **STAFF REPORT**

**Meeting Date:** February 7, 2013

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

### **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

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### 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**

Sandblasting of the main tunnel final lining continues ahead of staining operation. Tunnel sidewalk, vaults and utility installation is continuing. Final lining shotcrete for the seven cross passages has been completed. Electrical-mechanical systems are now being installed in the cross-passages as well as the tunnel finishes. 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 continuing to work with the State Fire Marshal's (SFM) office to address any concerns it may have with the emergency response measures and the life-safety systems of the new tunnel. The SFM approval for the OMC has been rescinded and work continues in an effort to regain approval.
- The mining of additional tunnel invert support, changes introduced by SFM and other design changes will result in additional costs.

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

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

**Project Status**

The construction contract was awarded by Caltrans on December 24, 2012 to Bay Cities/Myers, Joint Venture. The contract approval process is proceeding and construction is anticipated to start in spring 2013.

CCTA awarded an advance tree removal contract (Contract No.360) at its November 14, 2012 meeting. Work under this contract began in late December 2012 and the removal of trees began on January 2, 2013. A public outreach effort is proceeding to inform the public of the need for tree removal and planned mitigation measures. The project hotline number is 925-262-1158.

The project area will be landscaped after the construction of the auxiliary lanes is complete. The landscape design is underway and is expected to be complete in late 2013.

**Issues/Areas of Concern** None.

**c. Santa Maria Intersection Improvements (1623/1623 W) - No changes from last month**

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

### Project Status

The Authority appropriated \$75,000 for design and environmental clearance in November 2010. A presentation of the latest version of the signal, signage, and striping plans (with sharrow) was made to the Orinda City Council on August 21, 2012, with no significant changes. The City staff and design consultant, Kimley-Horn and Associates, Inc., then attended a City/County Engineering Advisory Committee (CCEAC) Phase II peer review of the 90% design on September 5, 2012. The plans were recommended for approval with minor modifications. The City has reviewed the final design plans and submitted them to Caltrans as part of an encroachment permit application. The City's intent is to have the project ready to bid and construct in spring 2013.

**Issues/Areas of Concern** None.

#### d. I-680 HOV Direct Access Ramps Project (8003) - No changes from last month

**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

The project team is developing preliminary geometrics for an additional alternative to be studied that would include a direct ramp access alternative at Executive Parkway. Caltrans and the project team determined that an Environmental Impact Report (EIR)/Environmental Assessment (EA) was the appropriate level of document for this project. Because of the addition of the new alternative and the time required to develop the appropriate studies for the new alternative, the environmental clearance phase is expected to extend until mid-2014. A public scoping meeting, which will include the new alternative, will be held in the spring of 2013.

### Issues/Areas of Concern

High community interest was expressed with a number of local residents voicing strong concerns about 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** City of 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 project's environmental clearance was obtained on November 10, 2009. The ROW phase is well underway. 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, accepted and signed by the fourth owner. City staff is preparing to request approval from the City Council in February 2013. Negotiations continue 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 summer 2013 and may be delayed again, depending on the length of the ROW process with the last property owner.

**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 2013 for the segments between Blum Road and the 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) - No changes from last month**

**CCTA Fund Source** Measure C/Measure J

**Lead Agency** City of Martinez

**Project Description** Project acquired land north of the railroad tracks to 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 Alhambra Creek to provide a second connection to the parking facility near Berrellesa Street.



**Current Project Phase** Design and Right-of-Way.

**Project Status**

Design is underway and scheduled for completion in spring 2013. Two existing warehouses will be incorporated into the design at this time. The City has 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 six bus bays for express and local bus service.

**Current Project Phase** Construction.

**Project Status**

The City of Martinez has agreed to advertise, award and administer construction of the project. There is \$857,878 in Measure C funds appropriated for construction and right-of-way for this project. The City and Caltrans have entered into a Cooperative Agreement for the project and Caltrans has issued an encroachment permit for the work. An existing Caltrans tenant is relocating its business to the south side of the Caltrans property to make room for the new park and ride facility. The City plans to advertise the project on February 1, 2013, with Award on March 20, 2013. Construction is expected to be complete in November 2013.

**Issues/Areas of Concern** None

**i. SR242/Clayton Road Ramps (6002/6004) – No changes from last month****CCTA Fund Source** Measure J**Lead Agency** CCTA**Project Description** The project will provide operational improvements near Clayton Road and SR242 to improve circulation within the Concord Central Business Area. Improvements may include constructing an on-ramp and associated acceleration/weaving lane to northbound SR242 near the intersection of Clayton Road and Market Street in Concord and an off-ramp and associated deceleration lane from southbound SR242 near Clayton Road.**Current Phase** Project Initiation Document (PID) – Project Study Report (PSR)  
Project Development Support (PDS).**Project Status**

Project Development Team meetings have begun and the PSR/PDS are expected to be complete in spring 2013. The draft PSR/PDS was submitted to Caltrans for review and comments were received in late November. The comments are being evaluated and responses are being drafted.

**Issues/Areas of Concern**

Project has a funding shortfall.

**j. I-680 Southbound HOV Gap Closure (8001)****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

The consultant, Parsons Transportation Group, continues the environmental study work. The Administrative Draft Environmental Document was submitted to Caltrans in January. Once comments are received and resolved, the Draft Environmental Document will circulate for public comment in April 2013. Caltrans is concluding its review of the draft Traffic Operations Report, right-of-way data sheets, utility verification information, draft noise study, and the draft visual assessment. The team is working with Caltrans to address questions about the capital cost estimate. In addition, focused meetings are to be held on utilities and biology in January.

## Issues/Areas of Concern

The project has a funding shortfall. The capital cost estimate from Caltrans indicates a possible reduction in cost, but not enough to complete the project with available funds. The preliminary geometric design accounts for the potential High Occupancy Toll (HOT) option that the Metropolitan Transportation Commission (MTC) is authorized to operate and has begun to implement. Adding HOT lanes to the scope would add cost, but may also bring in revenue to address the funding shortfall. The Team is exploring options with Caltrans and MTC to deliver both the Gap Closure and the conversion of the I-680 HOV Lanes to Express Lanes with the available funds.

### 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. BART staff is preparing an RFP for release in February 2013 for design, construction and installation of wayfinding signage at Walnut Creek, Concord and North

Concord stations. It is anticipated that contract award will be in May 2013 with work to begin in June 2013.

**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. New bicycle lockers were delivered, set in place and made operational at Pleasant Hill - 68 spaces and Concord - 16 spaces.

**Issues/Areas of Concern** None.

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

<b>CCTA Fund Source</b>	Measure J
<b>Lead Agency</b>	City of Clayton
<b>Project Description</b>	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.
<b>Current Project Phase</b>	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 and evaluating typical cross-sections. Ten or more years ago, the City approved a Specific Plan for the entire area along Marsh Creek Road and staff is attempting to implement the plan.

**Issues/Areas of Concern** None.

**n. Court Street Overcrossing – Phase 1 (24005) – No changes from last month**

<b>CCTA Fund Source</b>	Measure J
<b>Lead Agency</b>	City of Martinez
<b>Project Description</b>	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 by early 2013.

**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** Construction.

**Project Status**

The project is out to bid with a bid-opening date of January 31, 2013.

The demolition of the Fair Oaks Gas Station and removal of underground storage tanks is complete. This property was acquired and demolished to make way for the new roadway alignment. The City requested that the various utilities relocate their facilities in anticipation of the new public improvements and identified utility conflicts. This work is underway and it is anticipated to be complete in January 2013.

The City is finalizing agreement/settlements with adjacent property owners for needed rights-of-way and construction easements for the project. The City has also filed the

necessary eminent domain complaints to have the necessary rights-of-way prior to award of the project.

The Authority appropriated \$7,532,950 of Measure J funds for construction at their November 2012 Board meeting.

**Issues/Areas of Concern** None.

**p. Contra Costa Blvd Improvements (24006)**

**CCTA Fund Source** Measure J

**Lead Agency** City of Pleasant Hill

**Project Description** Contra Costa Blvd Improvements project consists of intersection geometry modifications, traffic signal upgrades, sidewalk repair or installation, ADA curb ramp installation, pavement rehabilitation, bike lane striping, median island modification, street light replacement and landscaping modification along Contra Costa Boulevard between Chilpancingo Parkway and Viking Drive.

**Current Phase** Environmental Clearance and Design.

**Project Status**

Environmental work is complete and final design is complete and has utilized Measure J funds programmed for the project. City is requesting Measure J construction appropriation in February to start construction in spring 2013. Construction completion is scheduled for end of 2013.

**Issues/Areas of Concern** None.

**q. Geary Road Improvements – Phase 3 (24007) - No changes from last month**

**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.

**Current Phase** Environmental Clearance and Design.

**Project Status**

Environmental work is 70% complete and is scheduled to be completed by spring 2013, concurrent with completion of final design. Construction is currently scheduled to begin in the summer 2013. A Peer Review was held in October for the 65% plans, specifications and estimates and is scheduled for approval by the TCC at their January 2013 meeting. A public meeting was held on October 25, 2012 in Pleasant Hill to provide interested parties with an overview of the project and solicit their input on the project's proposed improvements.

**Issues/Areas of Concern** None.

**r. 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. Utility locating, drilling, and surveying are complete. The design consultant has submitted 65% plans and cost estimates to the City for review. The City's environmental consultant has completed the environmental sampling and geotechnical investigation in support of the planned intersection improvements. Additionally, the consultant has submitted a draft Mitigated Negative Declaration to the City's planning division for review and processing. Construction is scheduled to start in late summer 2013.

**Issues/Areas of Concern** None.

**WEST COUNTY****s. Richmond Transit Village BART Parking Structures (2302) – No changes from last month**

**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. One hundred ninety-three parking spaces will be added at the station when this project is complete.

**Current Project Phase** Construction.

**Project Status**

The project site work is substantially complete and the contractor is working on City punch list items and waiting for BART's punch list. Anticipated completion is now early 2013.

**Issues/Areas of Concern** None.

**t. 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** Construction.

**Project Status**

The project will be implemented in four sequential phases. Phase 1A and Phase 1B (Path to Transit) involve 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.

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.

On July 11, 2012, the City and East Bay Regional Park District met with FHWA and Caltrans to reaffirm FHWA's commitment to TIGER 2 funds designated for the San Francisco Bay Trail Gap Closure Project as an element of the Hercules ITC Project. Albeit an aggressive timeline, the Request for Authorization (RFA) for the TIGER 2 funds was completed and funds were obligated on September 19, 2012, ahead of schedule.

On July 27, 2012, the City closed escrow completing 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.

### **Issues/Areas of Concern**

In June 2012, the City envisioned issuing the design in three bid packages. This included a single bid package for the construction of the rail related improvements and the San Francisco Bay Trail. The Federal Transit Administration (FTA) is the lead agency for the ITC Project, while the Federal Highway Administration (FHWA) is the lead for the SF Bay Trail Project. During subsequent discussions with FHWA and Caltrans, it was determined that the City should split this bid package into two separate bid packages. Constructing this as two separate bid packages has added some complexity to the design delivery. The City is also finalizing easements necessary for the contemplated work to occur. Additionally, the design package for John Muir Parkway / Bayfront Boulevard Bridge / Refugio Creek work will be finalized with resolution of the agency permits.

As a result, drawings are being finalized into four bid packages:

1. Promenade Lift Station Removal and Sanitary Sewer Line Replacement
2. Path to Transit (John Muir Parkway / Bayfront Boulevard Bridge / Refugio Creek)
3. San Francisco Bay Trail
4. Track Preparation (Track Preparation / Retaining Walls / Utility Lines)

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

<b>CCTA Fund Source</b>	Measure J
<b>Lead Agency</b>	CCTA/City of San Pablo
<b>Project Description</b>	Reconstruct existing interchange to provide improved pedestrian and bicycle access.
<b>Current Project Phase</b>	Design and right-of-way.

**Project Status**

On September 12, 2012 and September 25, 2012, two informational public meetings were held at the Riverside Elementary School in San Pablo. Presentations to Richmond Heights Neighborhood Council and the San Pablo City Council, North East Neighborhood Council, and El Sobrante Municipal Advisory Committee were held on September 17 and October 2, October 24 and December 12, 2012, respectively. A presentation to the Richmond City Council was scheduled on December 18, 2012, however the meeting was adjourned prior to the presentation.

**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. Amended Freeway Agreements between Caltrans and the cities of Richmond and San Pablo are necessary prior to the start of right-of-way acquisition. Caltrans has agreed to maintain a new connector road between San Pablo Dam Road and McBryde Avenue that will be constructed on the west side of I-80.

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

<b>CCTA Fund Source</b>	Measure J
<b>Lead Agency</b>	CCTA
<b>Project Description</b>	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**

Two projects have been identified from a feasibility study completed in July 2009. 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. 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 continues to address comments and questions from neighborhood groups working with City of Richmond and City of El Cerrito staff. 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 spring 2013 and construction will be scheduled for summer 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.

**w. Interstate 80 Integrated Corridor Mobility (7005) - No Changes from Last Month**

**CCTA Fund Source** Measure J

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

**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 counties 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**

The project consists of 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 in fall 2012.
- Sub-project #3 - Traffic Operations Systems (TOS); contract awarded in May 2011; construction began in June 2011.
- Sub-project #4 - Adaptive Ramp Metering (ARM); bids opened in August 2012; construction to begin in fall 2012. Groundbreaking planned on October 19, 2012.
- Sub-project #5 - Active Traffic Management (ATM); bids opened on September 21, 2012; construction to begin in fall 2012. Groundbreaking took place on October 19, 2012. Lowest bid is \$13,490,449.45 compared to the engineer estimate of \$20,431,099.90.
- Sub-project #6 - San Pablo Corridor and Arterial Improvements; contract awarded in June 2011; construction began in 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 timing flush plan.

**Issues/Areas of Concern** None.

**x. Marina Bay Parkway Grade Separation (9003)**

**CCTA Fund Source** Measure J

**Lead Agency** City of Richmond

**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** Construction

**Project Status**

Bids were opened for the construction contract on April 24, 2012. The City received one bid for \$30,248,888. The bid amount was substantially higher than the engineer's estimate; subsequently, the City Council rejected the sole bid. The California Transportation Commission (CTC) amended the project's Proposition 1B Trade Corridors Improvement Funds (TCIF) Baseline Agreement at their October meeting to account for recently allocated Highway Railroad Crossing Safety Account (HRCSA) funds and revised schedule. A HRCSA Baseline Agreement was approved at the December CTC meeting, and the City is asking for a HRCSA allocation at the March CTC meeting. The City is planning on advertising the project in February 2013, with an Award date in May 2013. Construction is planned to start in summer 2013.

**Issues/Areas of Concern** None.

**y. 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 – 24 and Richmond - 16. Twenty-four new bicycle lockers were delivered, set in place and made operational at the El Cerrito Plaza station.

**Issues/Areas of Concern** None.

**z. 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. BART staff is preparing an RFP for release in February 2013 for design, construction and installation of wayfinding signage at Richmond, El Cerrito del Norte and El Cerrito Plaza stations. It is anticipated that contract award will be in May 2013 with work to begin in June 2013.

**Issues/Areas of Concern** None.

**EAST COUNTY****aa. 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 ¾ 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.

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

**CCTA Fund Source** Measure C/Measure 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 early 2014.

Construction of the eastern half of the new Loveridge Road Bridge over SR4 is continuing. The new bridge abutments and columns have been constructed. The installation of the temporary support system to construct the eastern half of the new bridge box girders and deck is now complete. All lanes of traffic along Loveridge Road are currently using the western half of the new Loveridge Road bridge. Construction of the new freeway median and eBART bridges over Century Boulevard is also continuing.

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 63% complete.

**Issues/Areas of Concern** None.

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

**CCTA Fund Source** Measure C/Measure 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** – Construction Contract Execution.

### **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. Other work in January has included continued construction on the new mainline eastbound and eBART bridges. Work along Somersville Road included joint trench utilities improvements, various drainage and sewer systems, barrier rails and miscellaneous electrical systems.

Segment 1 construction is approximately 75% 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 2012. With the closure of these ramps, construction at the G Street area has been the main focus of recent project work. The old G Street bridge is now completely demolished, and traffic has been switched over to the recently completed western half of the new G Street bridge. Construction of the eastern half of the new G Street bridge over SR4 is well underway. Retaining wall and sound wall work, north and south of the freeway, east and west of G Street, has continued.. The SR4 mainline traffic switchover in the transition area between the

Somersville and Contra Loma projects has been completed. Construction improvements around Fitzuren/G Street area and along Contra Loma Boulevard also continuing during January 2013.

Segment 2 construction is approximately 25% complete.

### **Segment 3A**

Construction of Segment 3A started on August 28, 2012 and has an anticipated completion date of summer 2015.

During the month of January, project work has continued with installation of major drainage and utility systems, construction of retaining walls and soundwalls, and the Drake Street re-alignment. Construction has also commenced on the Cavallo Road undercrossing.

Segment 3A construction is approximately 13% complete.

### **Segment 3B**

The Authority provided approval for the Executive Director to award the construction contract at its November 14, 2012 meeting. The notice of contract award was provided on November 15, 2012, to Bay Cities/Myers, JV, the lowest responsible and responsive bidder who submitted a bid of \$48.66 million. This is approximately 12.7 percent under the Engineer's Estimate.

Construction is expected to begin in January 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 and the contractor have resolved some of the claims made to date without major or significant impacts to the project cost or schedule. However, there are still several items not yet resolved.

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

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

<b>CCTA Fund Source</b>	Measure C/Measure J
<b>Lead Agency</b>	BART/CCTA
<b>Project Description</b>	Implement rail transit improvements in the State Route 4 corridor from the Pittsburg Bay Point station in the west to a station in Antioch near 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 continuing. Construction of the parking lot and maintenance facilities for the Antioch Station (Contract 120) has begun.

**Project Status**

Work continues on the transfer platform in the median. The access tunnel, the ancillary building and duct banks are complete. Drainage work is about 80% complete. Median grading, train control and track work to realign the tall tracks continues. Civil improvements are anticipated to be substantially complete by spring, although procurement of the train control equipment is the long lead item for this contract.

BART opened bids for the next construction contract (Contract 120) for the maintenance shop shell, the parking lot and Slatten Ranch Road on May 8, 2012. Fieldwork started on September 24, 2012. A joint groundbreaking ceremony with the SR4 Widening project Segment 3A was held on Friday, October 5, 2012.

Demolition and clearing and grubbing have been completed on Contract 120. Grading and utility work are ongoing.

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 continues. BART, MTC and CCTA are developing strategies to fund the design of the Pittsburg Railroad eBART station for possible inclusion in the Contract 130.

**ee. SR4/SR160 Connector Ramps (5001)**

**Project Fund Source** Bridge Toll Funds

**Lead Agency** CCTA

**Project Description** Complete the two missing movements between State Route 4 and State Route 160, specifically the westbound SR4 to northbound SR160 ramp and the southbound SR160 to eastbound SR4 ramp.

**Current Phase** Final Design.

**Project Status**

Project design has begun and is scheduled to be complete in July 2013. The 65% design and the revised structural type selection were submitted to Caltrans for review in early January 2013. The plans were also sent to Union Pacific Railroad to initiate the railroad review.

**Issues/Areas of Concern** None.

**ff. SR4 Mokelumne Trail Bike/Pedestrian Overcrossing (portion of Project 5002)**

**CCTA Fund Source** Measure J

**Lead Agency** CCTA

**Project Description** Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at SR4. The overcrossing will include a multi-span bridge with columns in the SR4 median. Bridge approaches will be constructed on earthen embankments. The path width is assumed to be 12 feet wide.

**Current Phase** Design.

**Project Status**

The SR4 Bypass Authority requested that the Authority initiate design work. A local agency project kickoff meeting was held on October 18, 2012, that included the Authority, the City of Brentwood and the East Bay Regional Park District. Agency partners on the project include Caltrans, East Bay Regional Park District, City of Brentwood and BART.

CCTA staff and the design engineer have met with the adjoining landowner and the City of Brentwood to look at bridge design alternatives. After selection of the preferred alternative, design will begin.

**Issues/Areas of Concern**

Construction funding for the project has not yet been identified.

**gg. SR4 Widen to 4 Lanes – Laurel Road to Sand Creek Road & Sand Creek Road Interchange – Phase 1 (5002 & 5003)**

**CCTA Fund Source** Measure J and East Contra Costa Regional Fee and Finance Authority (ECCRFFA)

**Lead Agency** CCTA

**Project Description** Widen State Route 4 from 2 to 4 lanes (2 lanes 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**

Construction of the Lone Tree Way Undercrossing, the Sand Creek Bridge, the Sand Creek Road Undercrossing, and the San Jose Avenue Undercrossing continued, electrical system installation, and drainage system installation also continues.

**Issues/Areas of Concern** None.

**hh. SR4 Balfour Road Interchange – Phase 1 (5005)**

**CCTA Fund Source** East Contra Costa Regional Fee and Finance Authority (ECCRFFA)

**Lead Agency** CCTA

**Project Description** The Phase 1 project will include a new SR4 bridge crossing over Balfour Road, providing one southbound and one northbound lane for SR4; northbound and southbound SR4 loop on-ramps, servicing both westbound and eastbound Balfour Road traffic; and northbound and southbound SR4 diagonal off-ramps.

**Current Phase** Design.

### **Project Status**

The SR4 Bypass Authority and ECCRFFA requested that CCTA initiate the design work. The Authority approved a Memorandum of Understanding with ECCRFFA at the July 18, 2012 meeting that defined the terms and conditions under which the project is to be managed, engineered and financed. Also at the July 2012 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. The Contra Costa Water District is in the process of designing an alignment to relocate a large water line from within the project limits. Project Development Team (PDT) meetings with Caltrans are occurring on a monthly basis. The Authority approved a \$75,000 engineering review agreement with Kinder Morgan L.P. (KM) at its January meeting. This agreement pays for KM's engineering services associated with the possible relocation of an existing petroleum booster pump station located in the area.

The designer is currently working on the mapping and geometric approval drawings. Design is anticipated to be complete in late 2014.

### **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

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### 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

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