



Quarterly Progress Report

2024

JANUARY-MARCH



CONTRA COSTA
transportation
authority

ON-GOING PROJECTS

A. PROJECTS MANAGED BY AUTHORITY

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● Indicates delay in schedule, increase in cost and/or increase in funding shortfall since last update

ON-GOING PROJECTS

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COMPLETED PROJECTS

SOUTHWEST COUNTY

Measure C

1104	CCTA	I-680/Stone Valley Road Interchange, 1998
1105	Danville	I-680/El Cerro Boulevard Interchange Ramp Signalization, 1994
1106	CCTA	I-680 Auxiliary Lanes Segments 1 and 3, 2007
1107	San Ramon	I-680/Fostoria Way Overcrossing, 1994
1214	Concord	Commerce Avenue Extension, 2015
1600	Lafayette	Moraga Road Safety Improvements, 2005
1602	Orinda	Camino Pablo Carpool Lots, 1996
1607	Moraga	Moraga Way at Glorietta Boulevard and Camino Encinas, 2001
1608	Orinda	Moraga Way Safety Improvements, 2002
1609	Orinda	Moraga Way /Ivy Drive Roadway Improvements, 2004
1611	Lafayette	Mt. Diablo Corridor Improvements, 2001
1612	Lafayette	Moraga Road Corridor Improvements, 2005
1621	Moraga	St. Mary's Road – Phase 2, 1999
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1623/1623W	Orinda	Santa Maria Intersection Improvements, 2016
1624	Orinda	Bryant Way/Moraga Way Improvements, 2005
1625/ 1625SW	Orinda	Moraga Way Rehabilitation and Improvements, 2011
1711	Lafayette	St. Mary's Road Improvements, 1995
1715	San Ramon	San Ramon Valley Boulevard Improvements – Phase 1, 1996
1716	Danville	Stone Valley Road Circulation Improvements, 2003
1717	CC County	Camino Tassajara Circulation Improvements, 2004
1718	San Ramon	Crow Canyon Road Improvements, 2001
1719	Danville	Sycamore Valley Road Improvements, 2008
1720	Danville	San Ramon Valley Boulevard Widening – Phase 1, 1997
1722		Santa Maria Park and Ride Lot Slide Repair, 2017
1723	Danville	Danville Road and Street Preservation, 2019
1801	Orinda	Camino Pablo (San Pablo Dam Corridor), 1996
2206	Danville	I-680/Sycamore Valley Road Park & Ride, 1998
2209	San Ramon	San Ramon Intermodal Transit Facility, 1996
3101	EBRPD	Iron Horse Trail – Monument to Alameda County Line, 1994
3103	Lafayette	Reliez Valley Road Trail – Phase 2, 2003
3106	Orinda	St. Stephens/Bryant Way Trail, 1998

Measure J

1001/1698	CCTA/Caltrans	Caldecott Tunnel Fourth Bore, 2019
1106S2	CCTA	Interstate 680 Auxiliary Lanes, Segment 2, 2022
24010	Lafayette	Olympic Boulevard/Reliez Station Road, 2017
24011	Lafayette	Downtown Corridors Traffic Improvements, 2019
24015	Moraga	Rheem Boulevard Landslide Repair and Repaving, 2017

COMPLETED PROJECTS

SOUTHWEST COUNTY

Measure J (continued)

24016	Moraga	Canyon Road Bridge Replacement, 2021
24017	Orinda	Camino Pablo Pavement Rehabilitation, 2016
24018	Orinda	Ivy Drive Pavement Rehabilitation – Phase 2, 2017
24020	CC County	Camino Tassajara Bike Lane Completion, 2019
24021	San Ramon	Alcosta Boulevard Pavement Rehabilitation, 2016
24022	San Ramon	Crow Canyon Road Pavement Rehabilitation, 2020
10003-02	BART	Electronic Bicycle Facilities - Southwest County BART Stations, 2016
10003-06	Orinda	Orinda BART Downtown Access Ramp and Lighting, 2018
10003-07	Lafayette	Lafayette Station Site Improvements, 2019
10003-08	Orinda	Downtown Orinda Streetscape Master Plan, 2019

Measure J TLC/PBTF

120023	San Ramon	Iron Horse Trail Corridor Improvements
120024	Lafayette	East End Ped/Bike & Streetscape Improvements, Phase 1
120026	Danville	Downtown Danville Multimodal Access Improvements
120027	CC County	Stone Valley Road Bike Lane Gap Closure
120029	San Ramon	San Ramon Citywide Bicycle Masterplan
120037	Orinda	Glorietta Elementary Safe Routes to School Project, 2020
120039	Moraga	Strategic Bicycle, Pedestrian and Safe Routes to School Imp., 2021
120041	Danville	Danville Townwide Bike Master Plan, 2021
120042	Orinda	Downtown Orinda Streetscape Master Plan, 2020
120044	CC County	Iron Horse Active Transportation Corridor Study, 2020
120060/130025	Orinda	Camino Pablo Bicycle Route Corridor Improvements, 2023
130007	BART	Orinda-Lafayette BART Wayfinding & Lighting
130014	Orinda	Orinda Crossroads Area and BART Wayfinding Signage Improvements, 2020
130016	EBRPD	2015 Iron Horse Trail Rehabilitation Project

CENTRAL COUNTY

Measure C

1101	Concord	I-680/Burnett Avenue Ramps, 1995
1103	Walnut Creek	I-680/North Main Street Bypass, 1996
1108	CCTA/Concord	Route 242/Concord Avenue Interchange, 1997
1113	CCTA	Route 242 Widening, 2001
1116	Caltrans	I-680 HOV Lanes, 2005
1117	CCTA	I-680/SR4 Interchange, 2009
1203	Martinez	Alhambra Avenue Widening, 2011
1205	Pleasant Hill	Taylor Blvd/Pleasant Hill Road/Alhambra Road Intersection Improvements, 2000
1209	Walnut Creek	South Broadway Extension, 1996
1210	Pleasant Hill	Monument Blvd/Contra Costa Boulevard/Buskirk Avenue Improvements, 1996
1215	Walnut Creek	Geary Road Improvements, 2002
1217	Concord	Bancroft/Hookston Intersection, 2004
1218	Pleasant Hill	Buskirk Avenue Improvements, 2005

COMPLETED PROJECTS

CENTRAL COUNTY

Measure C (continued)

1219	CC County	Iron Horse Trail Crossing at Treat Boulevard, 2010
1220	Concord	Ygnacio Valley Road Slide Repair, 2008
1221	Pleasant Hill	Contra Costa Boulevard Signal Coordination 2009
1222		Operational Improvements on Parallel Arterials, 2019
2208	Martinez	Martinez Intermodal Facility – Phase 1, 2001
2208	Martinez	Martinez Intermodal Facility - Phase 2, 2006
2210	CCTA/Martinez	Pacheco Transit Hub, 2014
2296	Martinez	Martinez Bay Trail, 2007
3102	EBRPD	Walnut Creek Channel to CC Shoreline Trail, 2001

Measure J

4002/2208A/27001	Martinez	Martinez Intermodal Station - Phase 3, 2023
8001	CCTA/MTC/Caltrans	Interstate 680 HOV Completion and Express Lanes, 2024 (new)
8002	CCTA	I-680 Southbound Carpool Lane Extension (restripe), 2011
24004	CC County	Kirker Pass Road Truck Lanes, 2021
24005	Martinez	Court Street Overcrossing – Phase 1, 2014
24006	Pleasant Hill	Buskirk Avenue Widening – Phase 2, 2014
24007	PH/WC	Geary Road Reconstruction – Phase 3
24012	Concord	Farm Bureau Road Safe Route to Schools, 2019
24013	Concord	Salvio Street Complete Streets – Sidewalk, 2017
24026	Concord	Contra Costa Boulevard Improvements, 2014
24027	Concord	Ygnacio Valley Road Permanent Restoration – Phase 2, 2015
24028	Concord	Clayton Road/Treat Blvd/Denkinger Road Intersection Capacity Improvements, 2018
24029	Clayton	Old Marsh Creek Road Overlay, 2010
24031	Martinez	Alhambra Creek Bridge and Ferry Street Enhancements, 2020
24036	Pleasant Hill	Pleasant Hill Road Improvement Project (Taylor Blvd. to Gregory Lane), 2021
10001-03	BART	Comprehensive Wayfinding System for Central Contra Costa BART Stations, 2020
10001-05	BART	Concord BART Plaza Redesign, 2019
10001-06	CCTA	Shared Autonomous Vehicle Pilot Program, 2020
10001-07	BART	Pleasant Hill Parking Structure Elevator Renovation, 2019

Measure J TLC/PBTF

120003	Pleasant Hill	Oak Park Boulevard/Patterson Boulevard Intersection Improvement
120004	Martinez	Shell Avenue Bicycle / Pedestrian Improvement Project
120005	Martinez	Alhambra Valley Road Sidewalk Gap Closure Project
120014	CCCTA	Adaptive Service Analysis Plan
120015	Concord	Central Concord Pedestrian Improvements & Streetscape Project
120016	Walnut Creek	Walnut Creek Pedestrian Master Plan
120017	CC County	Contra Costa Centre Treat Blvd/I680 Bicycle and Pedestrian Plan
120018	Walnut Creek	Northwest Walnut Creek Pedestrian and Bicycle Access
120019	CC County	Olympic Corridor Trail Connector Study
120020	CC County	Pacheco Blvd Bike and Pedestrian Project

COMPLETED PROJECTS

CENTRAL COUNTY

Measure J TLC/PBTF (continued)

120021	Pleasant Hill	Golf Club Road Bridge Widening/Replacement Project
120031	Walnut Creek	Shadelands Multi-Modal Improvement Plan, 2020
120035	Walnut Creek	Walnut Creek Transportation Demand Management Strategy, 2021
120038	Martinez	Reliez Valley Road Trail Spur
120043	Pleasant Hill	Gregory Lane/Elinora Drive Signal Installation, 2021
120048	Concord	Cambridge Elementary Safe Routes to School Improvements, 2020
120058	Pleasant Hill	Pleasant Hill Road Improvements (Gregory Lane/Taylor Boulevard), 2021
130001	EBRPD	Reconstruct Contra Costa Canal Trail, Via Montanas to Treat
130002	EBRPD	Reconstruct Contra Costa Canal Trail, Citrus Avenue to Oak Grove Road
130003	EBRPD	Repair Iron Horse Trail at Lincoln Avenue in Walnut Creek
130008	EBRPD	Martinez to Crockett Segment: SF Bay Trail
130009	Walnut Creek	Downtown Pedestrian Connections & Bicycle Storage
130012	Concord	Franquette Pedestrian & Bicycle Trail Connection Project
130017	EBRPD	Contra Costa County Trails – Rudgear Road to Marsh Drive

WEST COUNTY

Measure C

1300	Richmond	Richmond Parkway, 1996
1501	CCTA	SR4 (W) Gap Closure – Phase 1, 2002
1503	Hercules	SR4 (W) Willow Avenue Overcrossing, 1996
2302	Richmond	Richmond Transit Village BART Parking Structures, 2015
2303	BART/Hercules	Hercules Transit Center, 2009
3111	EBRPD	Atlas Road Bridge, 2017

Measure J

7005	ACTC/CCTA	Interstate 80 Integrated Corridor Mobility, 2016
9001	Richmond	Richmond Parkway Upgrade Study, 2008
9002	Richmond	Richmond Parkway Lighting, 2017
9003	Richmond	Marina Bay Parkway Grade Separation, 2016
10002-01	El Cerrito	BART –TOD and Access Imp at El Cerrito Plaza & del Norte BART Stations, 2014
10002-03	BART	Electronic Bicycle Facilities at West Contra Costa BART Stations, 2021
10002-05	BART	Comprehensive Wayfinding System at West Contra Costa BART Stations, 2020
10002-07	BART	El Cerrito del Norte BART Station Modernization, 2021

Measure J TLC/PBTF

120002	El Cerrito	Central Avenue and Liberty Street Streetscape Improvements
120006	Richmond	Richmond Transit Village (Phase II): Nevin Avenue, BART to 19 th St.
120007	Hercules	Bay Trail Gap Closure: Hercules ITC
120009	El Cerrito	San Pablo Corridor Complete Streets Plan
120010	CC County	San Pablo Dam Road Pedestrian Improvements
120012	San Pablo	San Pablo Wayfinding Signage
120013	El Cerrito	Ohlone Greenway Wayfinding, 2023

COMPLETED PROJECTS

WEST COUNTY

Measure J TLC/PBTF (continued)

120032/26001	BART	El Cerrito del Norte Station Access Improvements Project, 2021
120045	CC County	Rodeo Downtown Infrastructure Project, 2021
120053	San Pablo	Citywide Safe Routes to School (SRTS) Master Plan, 2022
120055	CC County	Fred Jackson Way First Mile/Last Mile Connection Project, 2023
120057/130023	San Pablo	Plaza San Pablo Greenway Trail, 2021
130006	Richmond	Richmond Transit Village East Side Improvements
130010	Hercules	Creekside Trail Gap Closure Project
130015	EBPRD	West Contra Costa Trail Rehabilitation Projects, 2021
130019	EBPRD	SF Bay Trail – Pinole Shores to Bayfront Park
130020	Richmond	North Shore Bay Trail Gap Closure, 2021
130024	EBPRD	SF Bay Trail - Lone Tree Point (Rodeo to Hercules), 2021
130029	EBRPD	San Francisco Bay Trail Rehabilitation – Locations in Western CC County, 2021
130030	EBRPD	Iron Horse Trail Repaving Project, 2021
130031	EBRPD	Lafayette-Moraga Trail Repaving Project, 2021

EAST COUNTY

Measure C

1401	CCTA	SR4 (E) Willow Pass Grade Lowering, 1995
1402	CCTA	SR4 (E) Bailey Road Interchange, 1996
1403	CCTA	SR4 (E) Bailey Road to Railroad Avenue, 2001
2101	BART	BART Extension to Pittsburg/Bay Point, 1996
3003	CCTA/Caltrans	State Route 4 East Widening: Loveridge Road to Somersville Road, 2014
3110	EBRPD	Marsh Creek Trail Overcrossing at SR4, 1997
3112	EBRPD	Big Break Regional Trail, 2010

Measure J

2001/2101	CCTA/BART	East County Rail Extension (eBART), 2021
2002	BART	Pittsburg Civic Center Station, 2018
3001/1407	CCTA/Caltrans	State Route 4 East Widening: Somersville Road to State Route 160, 2023
5001	CCTA	State Route 4/State Route 160 Connector Ramps, 2016
5005	CCTA/SR4BA	State Route 4: Balfour Road Interchange – Phase 1, 2022
5006	CCTA	Vasco Road Safety Improvements Project – Phase 1, 2011
5010	CCTA	SR4 Bypass: Segments 1 and 3, 2008
5002/5003	CCTA	SR4: Widen to 4 Lanes – Laurel Road to Sand Creek Road Interchange, 2015
28003	CCTA	Main Street Downtown Improvements – Vintage Parkway to O'hara Ave, 2019

Measure J TLC/PBTF

120001	CC County	Pittsburg/Bay Point BART Bicycle and Pedestrian Plan
130004	EBRPD	Repair and Rehabilitate Delta-de Anza and Marsh Creek Trails in East County
130011	Pittsburg	Frontage Road Class I Bike Path
130013	CC County	Bailey Road/SR 4 Interchange Pedestrian & Bicycle Improvement Project
130028	EBRPD	Big Break and Marsh Creek Regional Trail Rehabilitation Project, 2019

ACRONYMS AND ABBREVIATIONS

AB 1171	Assembly Bill 1171
ABAG	Association of Bay Area Governments
ARRA	American Recovery and Reinvestment Act of 2009
ATP	Active Transportation Program
BAIFA	Bay Area Infrastructure Financing Authority
CCWD	Contra Costa Water District
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMIA	Corridor Mobility Improvement Account
ECCRFFA	East Contra Costa Regional Fee and Financing Authority
EEMP	Environmental Enhancement and Mitigation
IIP	Interregional Improvement Program
IMD	Interstate Maintenance Discretionary Funds
HBP	Highway Bridge Program
HM7	Maintenance program for radio communications
LWCF	Land and Water Conservation Fund
LPP	Local Partnership Program in SB1
PPM	Planning, Programming, and Monitoring
RIP	Regional Improvement Program
RM 1	Regional Measure 1
RM 2	Regional Measure 2
PBTF	Pedestrian, Bicycle, and Trail Facilities (Measure J program)
RTIP	Regional Transportation Improvement Plan
SCCR	South Contra Costa Regional Fee
SHOPP	State Highway Operation and Protection Program
SLPP	State Local Partnership Program
STA	State Transit Assistance
STIP	State Transportation Improvement Program
TBD	To be determined (funding not currently identified)
TDA	Transportation Development Act
TE	Transportation Enhancement
TCRP	Traffic Congestion Relief Program
TIGER II	Transportation Investment Generating Economic Recovery II
TLC	Transportation for Livable Communities (Measure J program)
TVTDF	Tri-Valley Transportation Development Fee
WCCTAC	West Contra Costa Transportation Advisory Committee – Subregional Transportation Mitigation Program

Project State Route 4 Mokelumne Bike Trail/Pedestrian Overcrossing (portion of # 5002)
Sponsor Contra Costa Transportation Authority
Subregion East County

Scope

Construct a pedestrian and bicycle overcrossing (POC) near the Mokelumne Trail at State Route 4 (SR4). The overcrossing will include a multi-span bridge with columns in the SR4 median. The bridge approaches will be constructed on earthen embankments.

Status

- A Joint Exercise Powers Agreement (JEPA) between SR4 Bypass Authority (SR4BA), ECCRFFA, City of Brentwood and CCTA to define and establish the roles and responsibilities for the project was approved by the Authority Board in July 2020.
- The Authority awarded the construction contract to Joseph J. Albanese in September 2021.
- Groundbreaking ceremony was held on March 18, 2022.

Issues/Areas of Concern

- Weather during the rainy season has the potential to affect the completion date.

Update from Previous Quarterly Report

- Construction was completed in March 2024.
- All structural work has been completed.
- The only remaining field work is related to asphalt and erosion control establishment.
- Ribbon cutting was held on March 20, 2024.
- Project received an additional \$1 million from RM3 funds.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right-of-Way and Utilities	Complete
Construction	Complete
Post Construction	—

Estimated Cost by Project Phase (\$ 000s)

	<i>Amount</i>
Project Management	\$52
Planning	—
Environmental Clearance	—
Design	1,079
Right-of-Way and Utilities	1,334
Construction	10,934
Construction Management	2,591
Total	\$15,990

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$679
Measure J – BART	150
BART	200
ECCRFFA	1,270
RM3	13,691
Total	\$15,990

Project State Route 4 Mokelumne Bike Trail/Pedestrian Overcrossing (portion of # 5002) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (1/31/2024)	Estimate at Completion	Percent Billed	Percent Physically Complete
358 ⁽¹⁾	8	09/30/2024	Mark Thomas & Company, Inc.	PS&E and DSDC	\$1,079,204	\$1,046,636	\$1,079,204	96.98%	95%
511	—	10/17/2021 / Closed	East Contra Costa Irrigation District (ECCID)	ROW and Project Approval	\$3,000	\$3,000	\$3,000	100%	100%
521	4	06/30/2024	Cole Mgmt & Engineering	Construction Svcs	\$2,300,342	\$1,971,525	\$2,300,342	85%	92%
553	—	09/16/2023	East Contra Costa County Habitat Conservancy	Mitigation Plan	\$59,877	\$54,877	\$59,877	91%	100%
561	—	09/15/2024	Joseph J. Albanese, Inc.	Construction	\$10,202,270	\$9,417,041	\$10,202,270	92%	98%

(1) An amendment to the agreement for date extension was approved by the Authority Board on February 21, 2024.

Project State Route 239 (# 5007)
Sponsor Contra Costa Transportation Authority/Contra Costa County
Subregion East County

Scope

State Route 239 (SR239) was first legislated in 1959 as a possible roadway linking SR4 in Brentwood to Interstate 205 (I-205) or I-580 west of Tracy. A Feasibility Study and a Project Initiation Document were completed in 2015. The current scope is to complete the preliminary engineering and environmental document (PAED) for SR239 to determine its alignment, complete the State Route Adoption process, and to identify and obtain environmental approval for an initial segment to proceed with design and construction.

Status

- Feasibility study and project initiation document have been completed.
- The PAED work is ongoing.

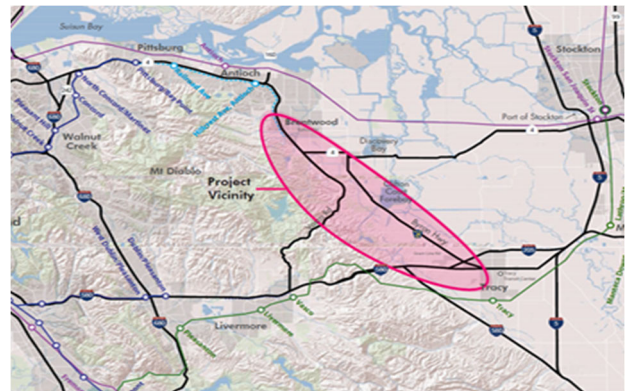
Issues/Areas of Concern

- Significant funding is needed to complete project and a two-tiered process is consistent with project phasing.
- The proposed hybrid programmatic and project level PAED is new to Caltrans District 4. Staff is working with Caltrans to develop and address new mandates and policies on Vehicle Miles Traveled (VMT) and Climate Change. This includes evaluating transit, active and other transportation modes.
- Coordination with other projects, including the Transfer-Bethany Pipeline and Delta Conveyance projects, will minimize potential major conflicts.
- COVID-19 has significantly impacted traffic movement and the project team is developing an alternative approach to conduct traffic study for the project.
- Project has to adapt to changing environmental protocols.

Update from Previous Quarterly Report

- Consultant has completed the majority of the field reviews and surveys and is focusing on preparing various environmental technical studies. There is ongoing coordination with Caltrans to prepare for discussions with resource agencies.
- Project alternatives are being updated, refined, and evaluated based on coordination with other projects, public input and to minimize environmental impacts, utilizing information from the latest field surveys.
- A draft bike plan is being updated with other planned public access and trail improvements. Project includes multi-modal project elements which may include accommodation for future micro-transit.
- The project team is preparing studies and plan to meet SB 743 requirements to address induced VMT.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	2020-2026
Design	TBD
Right-of-Way and Utilities	TBD
Construction	TBD
Post Construction	—

Estimated Cost by Project Phase (\$ 000s)

	<i>Amount</i>
Project Management	\$641
Planning	4,940
Environmental Clearance	10,361
Design	TBD
Right-of-Way and Utilities	TBD
Construction	TBD
Construction Management	TBD
Total	\$15,942

Funding by Source (\$ 000s)

	<i>Amount</i>
Federal Earmarks	\$12,306
Contra Costa County	3,635
Total	\$15,942

Project State Route 239 (# 5007) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (1/31/2024)	Estimate at Completion	Percent Billed	Percent Physically Complete
541	—	12/31/2025	WSP USA Inc.	Project Approval & Environmental Document (PAED)	\$10,360,589	\$4,817,782	\$10,360,589	46.5%	48%

Project Interstate 680/State Route 4 Interchange Improvement, Phase 3 (# 6001a)
Sponsor Contra Costa Transportation Authority
Subregion Central County

Scope

Construct three-level interchange, as follows:

- Phase 1 – Northbound (NB) Interstate 680 (I-680) to Westbound (WB) State Route 4 (SR4) connector.
- Phase 2 – Eastbound (EB) SR4 to Southbound (SB) I-680 connector.
- Phase 3 – SR4 widening: Morello Avenue to State Route 242 (SR242) and replacement of the Grayson Creek bridge.
- Phase 4 – SB I-680 to EB SR4 connector.
- Phase 5 – WB SR4 to NB I-680 connector.

The project is delivered based on available funding. Phase 3 is being constructed first. Phases 1, 2A and 4 will be constructed next. The remaining phases will be constructed as funding becomes available.

Status

- Phase 3 construction contract was awarded on October 17, 2018.
- California Transportation Commission (CTC) approved extension to accept construction contract to June 30, 2023.
- Phase 3 construction contract is complete.

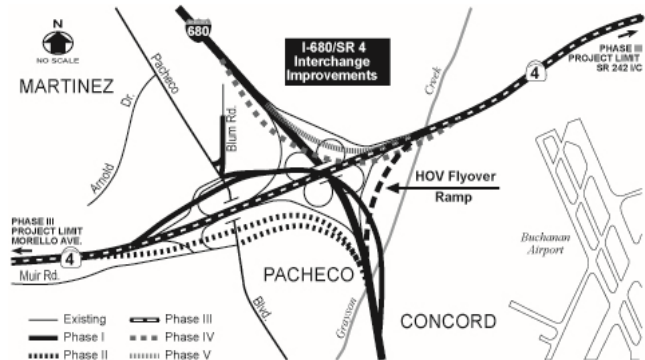
Issues/Areas of Concern

- Contractor has submitted multi-million-dollar request for payment alleging damages due to the number of contract change orders on the project.

Update from Previous Quarterly Report

- Closeout of the construction contract is in process.
- Contractor is proceeding with the claim process via mediated settlement.

Location



Schedule

	<i>Phase 3</i>
Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right-of-Way and Utilities	Complete
Construction	Complete
Post Construction	2021-2023

Estimated Cost by Project Phase (\$ 000s)

	<i>Phase 3</i>
Project Management	\$1,700
Planning	583
Environmental Clearance	2,757
Design	10,111
Right-of-Way and Utilities	12,921
Construction	99,522
Construction Management	11,728
Total	\$139,322

Funding by Source (\$ 000s)

	<i>Phase 3</i>
Measure J	\$38,127
Measure C	17,300
STIP-RIP	23,900
SHOPP	21,596
LPP (formula)	4,799
LPP (competitive)	33,600
Total	\$139,322

Project Interstate 680/State Route 4 Interchange Improvements, Phase 3 (# 6001a) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (1/31/2024)	Estimate at Completion	Percent Billed	Percent Physically Complete
372	6	12/31/2018 / Closed	WMH Corporation	Design	\$10,015,789	\$10,011,865	\$10,011,865	99.9%	100%
398	3	12/31/2024	Contra Costa Flood Control	Hydraulic Evaluation and Permitting	\$144,013	\$127,158	\$144,013	88%	88%
473 ⁽¹⁾	5	12/31/2024	NV5 (The Hanna Group)	Construction Management	\$9,724,978	\$9,638,128	\$9,724,978	99%	99.6%
493	—	12/31/2018 / Closed	Elsie Gridley Mitigation Bank	Sale of Vernal Pool Establishment Credits	\$606,150	\$606,150	\$606,150	100%	100%
494	—	12/31/2022	Elsie Gridley Mitigation Bank	Reservation of Vernal Pool Establishment Credits	\$171,000	\$171,000	\$171,000	100%	100%
495	5	06/30/2024	WMH Corporation	Design Services during Construction	\$1,541,849	\$1,541,846	\$1,541,849	100%	100%
496	—	06/30/2021 / Closed	Contra Costa Flood Control	Design on Lower Walnut Creek Restoration	\$190,000	\$190,000	\$190,000	100%	100%
505	—	12/31/2024	Brosamer & Wall	Construction Services	\$99,775,223	\$99,132,862	\$99,775,223	99%	100%
579	1	06/30/2024	Theodora Oringer	Legal Services	\$800,000	\$644,250	\$800,000	80.5 %	78%

(1) An amendment to the agreement for date extension was approved by the Authority Board on February 21, 2024.

Project	Interstate 680/State Route 4 Interchange Improvements, Phases 1, 2A, and 4 (# 6001b)
Sponsor	Contra Costa Transportation Authority
Subregion	Central County

Scope

Construct three-level interchange, as follows:

- Phase 1 – Northbound (NB) Interstate 680 (I-680) to Westbound (WB) State Route 4 SR4 connector.
- Phase 2 – Eastbound (EB) (SR4) to Southbound (SB) I-680 connector.
- Phase 2A – Extension of the SB I-680 collector/distributor.
- Phase 2B – EB SR4 connector.
- Phase 3 – SR4 Widening: Morello Avenue to State Route 242 (SR242) and replacement of Grayson Creek bridge.
- Phase 4 – SB I-680 to EB SR4 connector.
- Phase 5 – WB SR4 to NB I-680 connector.

The project is delivered based on available funding. Phase 3 is being constructed. Phases 1, 2A, and 4 will be constructed next. The remaining phases will be constructed as funding becomes available.

Status

- Project (Phases 1, 2A, and 4) is currently in the design phase which includes environmental revalidation.
- Caltrans approved Traffic Operations Analysis Report.

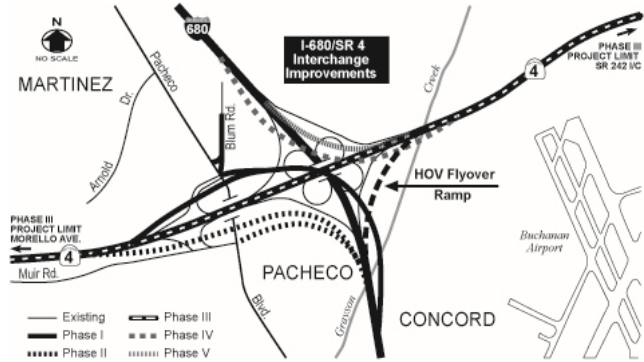
Issues/Areas of Concern

- The project has substantial funding shortfall.

Update from Previous Quarterly Report

- 100% roadway PS&E package is being reviewed by CCTA quality assurance consultant prior to submitting to Caltrans in April.
- 95% Southeast and Northwest Connectors structures PS&E packages are being reviewed by Caltrans. Structures consultant is ready to submit the 100% PS&E for the other structures.
- Structures consultant is completing the Structures Design Criteria required by Caltrans for major structures.
- Design consultant is addressing Caltrans comments on the regulatory permit applications.
- Central Sanitary District design consultant has provided the initial alignment along with several design alternatives. There will be an impact on Grayson Creek that will require mitigation to the fish passage.
- Right-of-Way consultant has prepared the appraisal maps and the letters to be sent to the property owners impacted by the project.
- RAISE Grant Application requesting \$25 million for Phase 4 construction was submitted in March 2024.
- Cost and funding have been updated based on the latest information.

Location



Schedule

	<i>Phases 1, 2A, & 4</i>	<i>Other Phases (2B & 5)</i>
Planning	Complete	Complete
Environmental Clearance	Complete	Complete
Design	2021-2024	TBD
Right-of-Way and Utilities	2021-2024	TBD
Construction	2025-2027	TBD
Post Construction	2027-2028	TBD

Estimated Cost by Project Phase (\$ 000s)

	<i>Phases 1, 2A, & 4</i>	<i>Other Phases (2B & 5)**</i>
Project Management	\$2,500	\$1,000
Planning	—	—
Environmental Clearance	—	1,000
Design	23,500	10,000
Right-of-Way and Utilities	50,000	10,000
Construction	335,000	217,000
Construction Management	56,000	39,000
Total	\$467,000	\$278,000

**Cost is escalated to 2036

Funding by Source (\$ 000s)

	<i>Phases 1, 2A, & 4</i>	<i>Other Phases (2B & 5)</i>
Regional Measure 3	\$209,500	—
SB1 – TCEP	18,000	—
LPP (formulaic)	8,000	—
TBD	231,500	\$278,000
Total	\$467,000	\$278,000

Project Interstate 680/State Route 4 Interchange Improvements, Phases 1, 2A, and 4 (# 6001b) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (1/31/2024)	Estimate at Completion	Percent Billed	Percent Physically Complete
503	4	12/31/2024	WMH Corporation	Environmental Services	\$26,155,044	\$18,126,331	\$26,155,044	69%	70%
504	3	12/31/2024	Conсор (Quincy)	Design and QA Review	\$350,000	\$276,565	\$350,000	79%	78%
521	4	06/30/2024	Cole Management	Constructability, Biddability, and Final Review of PS&E	\$144,484	\$44,605	\$144,484	30%	29%
633	—	05/17/2026	Central Contra Costa Sanitary District	Design and PS&E	\$1,907,382	\$69,507	\$1,907,382	3%	4%
662	—	9/13/2026	Crimson Pipeline	Relocation of Oil Pipeline	\$275,000	\$0	\$275,000	\$0	0%
670	—	12/31/2024	Contra Costa County Flood Control & Water Conservation District	Processing and Approval of Project	\$136,308	\$0	\$136,308	0%	0%

Project State Route 242/Clayton Road Ramps (# 6002/6004)
Sponsor City of Concord/Contra Costa Transportation Authority
Subregion Central County

Scope

Construct an interchange and local road improvements on State Route 242 (SR242) between Interstate 680 (I-680) and Concord Avenue to improve circulation within the Concord central business area. Improvements may include constructing an on-ramp and associated acceleration/weaving lane to Northbound (NB) SR242 near the intersection of Clayton Road and Market Street in Concord and an off-ramp and associated deceleration lane from Southbound (SB) SR242 near Clayton Road.

Status

- The Environmental Document (ED) was certified in December 2016 and the Project Report (PR) was approved in June 2017.

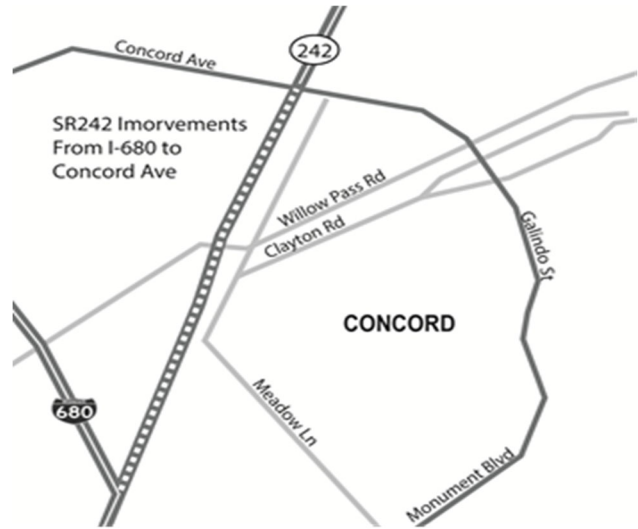
Issues/Areas of Concern

- The project has a significant funding shortfall.
- Conflicts between current project plan and recommendations from bicycle advocacy group will need to be addressed during final design.

Update from Previous Quarterly Report

- The project is on hold while funding for future phases is being identified.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	Complete
Design	TBD
Right-of-Way and Utilities	TBD
Construction	TBD
Post Construction	—

Estimated Cost by Project Phase (\$ 000s)

	<i>Amount</i>
Project Management	\$730
Planning	670
Environmental Clearance	2,400
Design	5,700
Right-of-Way and Utilities	16,200
Construction	40,200
Construction Management	6,800
Total	\$72,700

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$2,790
TBD	69,910
Total	\$72,700

Project State Route 242/Clayton Road Ramps (# 6002/6004) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (1/31/2024)	Estimate at Completion	Percent Billed	Percent Physically Complete
321	4	09/29/2017 /Closed	WMH Corporation	Project Study Report/Project Development Support (PSR/PDS) and Project Approval/ Environmental Document (PA/ED)	\$2,442,582	\$2,442,499	\$2,442,499	100%	PSR/PDS 100% PA/ED 100%

Project	State Route 4 Operational Improvements: Interstate 680 to Bailey Road (# 6006)
Sponsor	Contra Costa Transportation Authority/City of Concord
Subregion	Central County

Scope

Initial Phase (Eastbound):

- 1) Replace the existing acceleration lanes at Port Chicago Highway (PCH) on-ramp with an auxiliary lane from PCH on-ramp to Willow Pass Road off-ramp.
- 2) Extend this auxiliary lane from Willow Pass Road off-ramp to Willow Pass Road on-ramp.
- 3) Add second exit lane at the San Marco Boulevard off-ramp.

Future Phases (as funding becomes available):

Eastbound

Between (B/w) PCH Interchange (I/C) and Willow Pass Road I/C

- 1) Add auxiliary lane b/w PCH on-ramp and Willow Pass Road off-ramp.
- B/w Willow Pass Road I/C and San Marco Boulevard I/C*
- 2) Add auxiliary lane b/w Willow Pass Road on-ramp and San Marco Boulevard off-ramp.

At San Marco Boulevard I/C

- 3) Add new mixed flow lane from San Marco Boulevard off and on-ramps.
- B/w San Marco Boulevard I/C and Bailey Road I/C*
- 4) Add auxiliary lane from San Marco Boulevard loop on-ramp to existing deceleration lane at Bailey Road off-ramp.

From SR242 off-ramp to PCH off-ramp

- 5) Extend existing mixed flow lane from I-680 on-ramp to PCH off-ramp.

Westbound

At State Route 242 (SR242)/State Route 4 (SR4) I/C

- 6) Modify one of the existing mandatory exit lanes to SR242 to an optional exit lane, allowing 3 lanes to both SR242 exit and westbound (WB) SR4.

From PCH I/C to Willow Pass Road I/C

- 7) Add mixed flow lane from Willow Pass Road on-ramp to existing mainline lane just east of PCH off-ramp.
- 8) Add second exit lane at PCH off-ramp.
- 9) Add auxiliary lane from Willow Pass Road on-ramp to second exit to PCH.

At Willow Pass Road I/C

- 10) Add mixed flow lane b/w Willow Pass Road off and on-ramps.

B/w Willow Pass Road I/C and San Marco Boulevard I/C

- 11) Add auxiliary lane b/w San Marco Boulevard on-ramp and Willow Pass Road off-ramp.

At San Marco Boulevard I/C and b/w San Marco Boulevard I/C & Bailey Road I/C

- 12) Extend existing acceleration lane at Bailey Road on-ramp to existing auxiliary lane b/w San Marco Boulevard on-ramp and Willow Pass Road off-ramp.

Status

- Project Study Report/Project Development Support was approved in May 2017. The Initial Phase of the project is in the Project Approval/Environmental Document Phase.

Issues/Areas of Concern

- The project has significant funding shortfall.

Update from Previous Quarterly Report

- Project work is currently on hold until next steps to address southbound (SB) 743 are determined.

Location



Schedule

	<i>Initial Phase</i>	<i>Remaining Phases</i>
Planning	Complete	Complete
Environmental Clearance	2018-2023	TBD
Design	2023-2025	TBD
Right-of-Way and Utilities	2024-2025	TBD
Construction	2025-2027	TBD
Post Construction	—	TBD

Estimated Cost by Project Phase (\$ 000s)

	<i>Initial Phase</i>	<i>Remaining Phases</i>
Project Management	\$314	—
Planning	834	—
Environmental Clearance	1,800	\$7,300
Design	7,500	22,900
Right-of-Way and Utilities	300	850
Construction	49,600	183,000
Construction Management	8,500	31,300
Total	\$68,848	\$245,350

Funding by Source (\$ 000s)

	<i>Initial Phase</i>	<i>Remaining Phases</i>
Measure J	\$2,949	—
STIP	7,500	\$3,000
STP	1,100	—
TBD (shortfall)	57,299	242,350
Total	\$68,848	\$245,350

Project State Route 4 Operational Improvements: Interstate 680 to Bailey Road (# 6006) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (1/31/2024)	Estimate at Completion	Percent Billed	Percent Physically Complete
391	4	12/31/2018 / Closed	Mark Thomas & Co.	Project Study Report/Project Development Support (PSR/PDS)	\$640,000	\$640,000	\$640,000	100%	100%
499 (Task Order 1)	1	09/19/2022	Mark Thomas & Co.	Project Approval/ Environmental Document (PAED)	\$1,603,529	\$1,126,729	\$1,603,529	70%	55%

Project	Interstate 80/San Pablo Dam Road Interchange Improvements (# 7002)
Sponsor	City of San Pablo/Contra Costa Transportation Authority
Subregion	West County

Scope

Reconstruct the existing Interstate 80 (I-80)/San Pablo Dam Road (SPDR) interchange (including modifications to the El Portal Drive and McBryde Avenue ramps) and provide improved pedestrian and bicycle facilities.

To match available funding, the project will be completed in two phases. The first phase will relocate the El Portal Drive on-ramp to Westbound (WB) I-80 to the north, extend the auxiliary lane along WB I-80 between SPDR off-ramp and El Portal Drive on-ramp, and reconstruct the Riverside Avenue pedestrian overcrossing. Remaining improvements including the construction of a new connector road on the west side of I-80 to connect SPDR to McBryde Avenue with a new bridge over Wildcat Creek, reconstructing the on and off-ramps to SPDR, replacing the existing SPDR overcrossing with a 6-lane structure, and realigning Amador Street will be completed as part of the second phase when funding becomes available.

Status

- Construction of Phase 1 is complete.
- Right-of-Way (ROW) close out of Phase 1 is complete.
- The new pedestrian overcrossing opened to the public on October 25, 2016.
- The new El Portal Drive on-ramp opened to traffic on February 20, 2017.
- Phase 2 design and ROW activities are underway.
- Phase 2 was awarded \$19.7 million in SB1 – Trade Corridor Enhancement Program (TCEP) funds in June 2023.

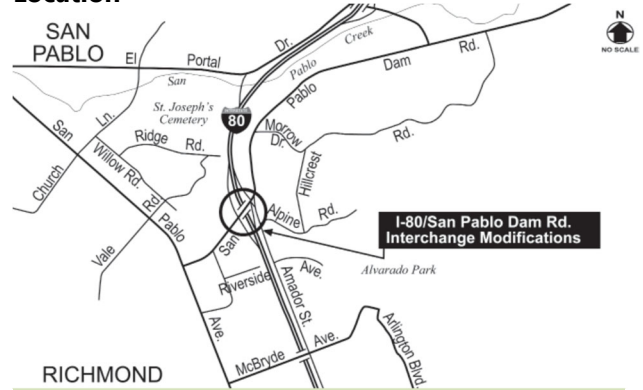
Issues/Areas of Concern

- Phase 2 has a significant funding shortfall.

Update from Previous Quarterly Report

- Amendment No. 10 to Agreement No. 316 with AECOM was approved on December 20, 2023, to start the design for Phase 2.
- Agreement 691 with Contra Costa County is scheduled for approval at the March 2024 Authority Board meeting,
- The City of San Pablo approved the Cooperative Agreement for the project in February 2024.
- Legal action against EBMUD for Phase 2 continues. The Authority will be asking the court for declaratory relief for Phase 2.
- The project development team kick off meeting was held on February 22, 2024.

Location



Schedule

	Dates	
	Phase 1	Phase 2
Planning	Complete	Complete
Environmental Clearance	Complete	Complete
Design	Complete	2023-2025
Right-of-Way and Utilities	Complete	2023-2025
Construction	Complete	2026-2028
Post Construction	—	—

Estimated Cost by Project Phase (\$ 000s)

	Amount	
	Phase 1	Phase 2
Project Management	\$399	\$200
Environmental Clearance	2,239	—
Design	6,691	5,000
Right-of-Way and Utilities	7,983	19,000
Construction	22,200	55,500
Construction Management	3,006	8,050
Total	\$42,518	\$87,750

Funding by Source (\$ 000s)

	Amount	
	Phase 1	Phase 2
Measure J*	\$13,110	—
Local City	3,009	—
STIP-PPM	9	—
STIP	15,000	\$3,800
RM2	8,000	—
ATP	2,000	—
WCCTAC	1,136	500
EBMUD	242	—
SB1 - TCEP	—	19,700
TBD	—	63,750
Total	\$42,506	\$87,750

*\$1.1 million in Measure J was exchanged with STP funds from MTC.

Project Interstate 80/San Pablo Dam Road Interchange Improvements (# 7002) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/Consultant	Description	Appropriated Amount	Billed to Date (1/31/2024)	Estimate at Completion	Percent Billed	Percent Physically Complete
212	3	12/31/2010/ Closed	URS (now AECOM)	PA/ED	\$2,238,684	\$2,238,684	\$2,238,684	100%	100%
316 ⁽¹⁾	10	12/31/2026	URS (now AECOM)	Design	\$11,543,013	\$6,710,205	\$11,543,013	58.1%	58.1%
330	11	12/31/2019/ Closed	MNS Engineers	CM/Utilities	\$65,300	\$64,421	\$64,421	98%	100%
362	3	12/31/2025	Contra Costa County	Right-of-Way	\$802,900	\$802,891	\$802,891	99.9%	99.9%
370	1	12/31/2025/ Closed	EBMUD	Design/Utilities	\$499,590	\$499,590	\$499,590	100%	100%
381	1	03/31/2034	PG&E	Utilities/Electrical	\$550,167	\$529,469	\$529,469	96%	100%
382	—	03/31/2034	AT&T	Utilities	\$31,049	\$176	\$31,049	1%	100%
384	—	03/31/2034	PG&E	Utilities/Gas	\$362,503	\$35,327	\$362,503	9%	100%
385	1	03/31/2034	EBMUD	Construct/Utilities	\$2,647,750	\$2,470,260	\$2,470,260	96%	100%
386	—	3/31/2034	WCWD	Utilities	\$6,250	\$5,845	\$6,250	91%	100%
415	2	12/31/2018/ Closed	The Hanna Group	Construction Services	\$2,869,102	\$2,869,098	\$2,869,098	100%	100%
416	1	12/31/2018/ Closed	Brosamer & Wall	Construction	\$22,200,000	\$21,929,657	\$21,929,657	100%	100%
432	—	12/31/2017/ Closed	CA Conservation Corps	Construction	\$28,530	\$0	\$0	0%	0%
528	7	06/13/2024	Fennemore Wendel	Legal Services	\$372,000	\$350,702	\$372,000	94%	94%

(1) Design Support During Construction (DSDC) task was added to contract and funded from savings on completed tasks. 3

(2) Agreement 691 with Contra Costa County for \$250,000 is scheduled for approval at the March board meeting.

Project Interstate 80/Central Avenue Interchange Improvements (# 7003)
Sponsor City of Richmond/Contra Costa Transportation Authority
Subregion West County

Scope

Improve overall traffic operations at the Interstate 80 (I-80)/ Central Avenue interchange and along Central Avenue between Rydin Road and San Pablo Avenue. The project will be completed in two phases.

The first phase will redirect left turns from Westbound (WB) Central Avenue onto WB I-80 to the adjacent Interstate 580 (I-580) eastbound on-ramp at Rydin Road during weekend peak hours; and will install traffic signals at the I-580 ramps.

The second phase will increase the spacing between the signalized intersections east of I-80 by connecting Pierce Street and San Mateo Street, converting Pierce Street access at Central Avenue to “right-in, right-out,” and relocating the traffic signal at Pierce Street/Central Avenue to the San Mateo Street/Central Avenue intersection.

Status

- Phase 1 construction was completed in 2018.
- Phase 2 (Local Roads Realignment project) is managed by the City of Richmond. Environmental Clearance phase was completed in January 2023. Right-of-Way (ROW) and design phase started in March 2023 with completion expected in 2025. Issues/Areas of Concern
- Contra Costa County Public Works Department recent loss of Real Property staff has left the City without a qualified partner to provide ROW services.

Update from Previous Quarterly Report

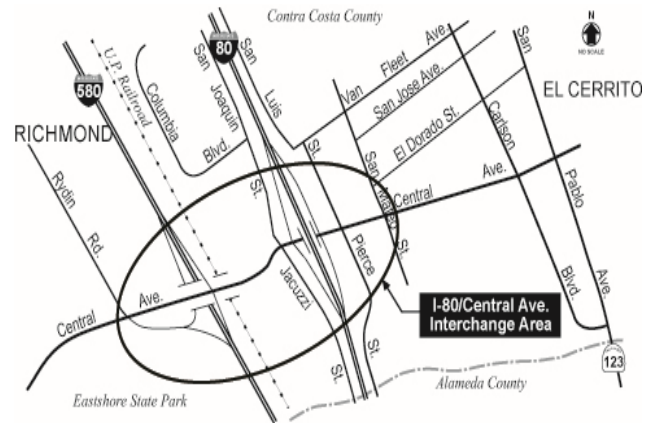
Phase 1:

- Project Phase 1 is complete.

Phase 2:

- City is soliciting for a ROW consultant to assist the City with ROW activities.
- City of Richmond staff & design team, PG&E and other stakeholders attended utility site walk to scope the project limits for design and estimate.
- City of Richmond and PG&E in discussion to underground in City of El Cerrito Jurisdiction with the expense of City of Richmond PG&E’s work credit.
- Cost and funding have been updated based on the latest information.

Location



Schedule

	Phase 1	Phase 2
Planning	Complete	Complete
Environmental Clearance	Complete	Complete
Design	Complete	2021-2025
Right-of-Way and Utilities	—	2023-2025
Construction	Complete	2025-2027
Post Construction	—	2027-2028

Estimated Cost by Project Phase (\$ 000s)

	Amount	
	Phase 1	Phase 2
Project Management	\$805	—
Planning	—	—
Environmental Clearance	1,253	\$500
Design	1,122	2,000
Right-of-Way and Utilities	25	5,611
Construction	4,370	5,843
Construction Management	681	—
Total	\$8,256	\$13,954

Funding by Source (\$ 000s)

	Amount	
	Phase 1	Phase 2
Measure J	\$7,556	\$2,970
Federal Earmark	—	—
WCCTAC	—	1,811
STIP	—	6,373
Future MTC Commitment	—	2,800
City of Richmond	700	—
Total	\$8,256	\$13,954

Project Interstate 80/Central Avenue Interchange Improvements (# 7003) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Expiration Date	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (1/31/2024)	Estimate at Completion	Percent Billed	Percent Physically Complete
214	—	12/31/2013 / Closed	PB Americas, Inc.	Project Study Report (PSR) and Project Approval/ Environmental Document (PA/ED)	\$1,571,815	\$1,224,251	\$1,224,251	78%	100%
406	6	12/31/2020 / Closed	WSP USA Inc. (formerly PB Americas, Inc.)	Plans, Specifications, and Estimates (PS&E)	\$1,130,207	\$1,130,207	\$1,130,207	100%	100%
445	—	12/31/2017 / Closed	UPRR	Right-of-Entry	\$20,000	\$2,699	\$2,699	14%	100%
453	5	12/31/2020 / Closed	Ghirardelli Associates	Construction Management Services	\$714,799	\$713,773	\$713,773	99.8%	100%
463	—	12/31/2019 / Closed	Ghilotti Brothers	Construction	\$4,326,948	\$4,216,658	\$4,216,658	97.4%	100%

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Expiration Date	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
16-50-P	10/19/2016	2	10/18/2025	City of Richmond	PA/ED, Design, and ROW	\$2,970,000	\$1,989,179	07/06/2023

Project *Innovate 680 - Strategic Development (# 8009.01)*
Sponsor Contra Costa Transportation Authority
Subregion Central and Southwest County

Scope

Implement the following strategies:

Strategy No. 1: Cool Corridor “Hot Spots”

Improve congestion “hot spots” caused by high-volume weaving areas around North Main Street, Lawrence Way, Treat Boulevard, and other locations south of SR24 (Livorna Road, etc.). This will be completed with Strategy No. 2 since they are interdependent.

Strategy No. 2: Complete HOV/Express Lanes

Eliminate the gap in existing carpool lanes in the Northbound (NB) direction and convert to an express lane to increase efficiency.

Strategy No. 3: Increase Efficiency of Bus Service

Increase bus service efficiency by improving express bus service, implementing bus operations on shoulder (aka Part Time Transit Lane (PTTL)), and increasing technology-based intermodal transit centers/ managed park and ride lots.

Strategy No. 4: Innovative Operational Strategies

Deploy a suite of technology-based solutions to maximize the efficiency of the roadway system integrating adaptive ramp metering, integrated corridor management, incident management, and decision support systems.

Strategy No. 5: Prepare Corridor for the Future

Prepare corridor to accommodate the evolution of connected vehicle applications and autonomous vehicle technologies for improved traffic flow by building new and upgraded vehicle-to-infrastructure and vehicle-to-vehicle communications.

Strategy No. 6: Provide First Mile/Last Mile Connections

Implement shared autonomous vehicles to improve transit connectivity and to shift travelers from single occupancy vehicles.

Strategy No. 7: Enhance TDM Strategies

Provide enhanced 511 mobile application providing options to make informed decisions about mode choice, travel time, and cost per trip.

Multiple projects will implement the above strategies, as follows:

	Express Lane Comp 8009.02	Part-Time Transit 8009.03	Shared Mobility Hub 8009.04	Mobility On Demand 8009.05	Adv Tech 8009.06	Automated Driving Systems 8009.07
Strategy 1	X					
Strategy 2	X					
Strategy 3		X	X			
Strategy 4				X	X	
Strategy 5					X	X
Strategy 6					X	X
Strategy 7				X	X	

Status

- Projects are in planning and project development phases.
- Express Lanes Completion VMT Pre-DED Risk Assessment approved by Caltrans District 4 and Headquarters February 2023.
- Completed Program Implementation Plan (PIP).

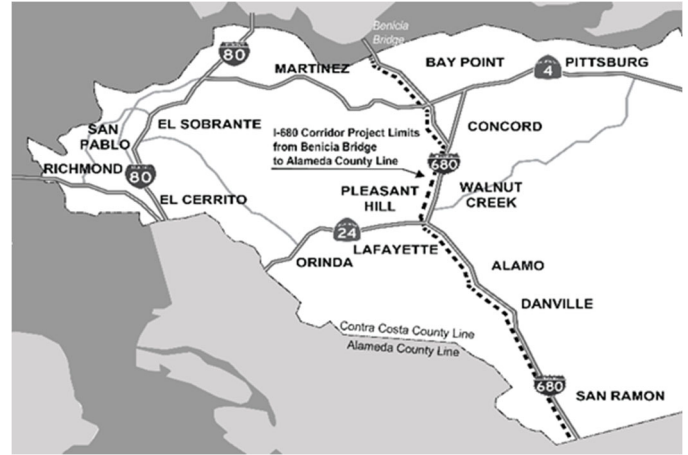
Issues/Areas of Concern

- Limited funding available to address Program needs; a Program Funding Strategy Plan will be developed over the next year.

Updates from Previous Quarterly Report

- Program team is coordinating with Digital Motions and CARM teams on System Eng. aspects and scope of work development for Countywide Data Management Plan. Initiated updated funding strategy plan.
- Environmental phase for the TIRCP funded PTTL/TBOS testing at GoMentum to begin 2024. GoMentum Station Operations scheduled to begin by mid-2026.
- Express Lane Comp project schedule updated with PA/ED milestone June 2025; public circulation of DED scheduled for May/June 2024.
- CCTA & Caltrans continue coordinating following integrated team approach to delivery of CARM Segment 1 project. Updated draft SEMP & ConOps to address CHP & FHWA comments submitted January 2024. Updated QMP has been approved by Caltrans.
- CATS ConOps is progressing, including completion of stakeholder outreach workshops and submittal of Final ConOps. Responded to all comments from TAC ConOps Working Group Member Agencies. Initiated Phase 1 Demonstration Corridor Definition.
- Cost and funding have been updated based on the latest information.

Location



Schedule

	Dates
Planning	2017-2024
Environmental Clearance	2019-2025
Design	2021-2026
Right of Way and Utilities	2021-2026
Construction	2021-2030
Post Construction/Demonstration	2023-2030

Estimated Cost by Phase (\$ 000s)

	Strat Dev 8009.01	Innovate 680 Total**
Project Management	\$11,472	\$21,920
Planning	1,226	5,243
Environmental Clearance	—	34,424
Design	—	77,205
Right of Way and Utilities	—	5,000
Construction Mgmt.	—	91,874
Construction	—	678,654
Total	\$12,698	\$914,320

** Annual Operations and Maintenance costs not included

Funding by Source (\$ 000s)

	Strat Dev 8009.01	Innovate 680 Total**
Measure J	\$12,154	\$28,000
Measure J FER (ADS)	—	1,224
MTC (STP)	—	14,195
MTC (SMH)	—	3,000
STIP (future)	—	40,000
SB1-LPP Formulaic	—	8,940
Regional Measure 3	—	85,000
Federal Grants	—	16,600
TIRCP	—	13,460
TIRCP Match (Express Bus)	—	1,708
Zero Emission (Express Bus)	—	21,483
In-Kind Contributions	—	22,152
TVTD	—	5,721
TBD (shortfall)	544	652,837
Total	\$12,698	\$914,320

Project Innovate 680 - Strategic Development (# 8009.01) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (1/31/2024)	Estimate at Completion	Percent Billed	Percent Physically Complete
435	4	06/30/2019 / Closed	Stantec	Program Management	\$494,601	\$494,601	\$494,601	100%	100%
524	—	06/30/2021 / Closed	KEI	Funding & Financial Svcs	\$24,525	\$24,143	\$24,143	98%	100%
526	1	06/30/2024	AMG	Program Management (IDEA)	\$223,321	\$206,532	\$223,321	75%	92.5%
527 – TO201	—	06/30/2023 / Closed	DKS Associates	TDM & Traffic Operations – Strategic Development	\$479,034	\$479,034	\$479,034	100%	100%
527 – TO202	—	12/31/2022 / Closed	DKS Associates	Program Metrics	\$101,920	\$101,920	\$101,920	100%	100%
527 – TO203	—	06/30/2023	DKS Associates	Traffic Operations Analysis	\$80,300	\$58,369	\$80,300	72%	75%
527 – TO204	—	06/30/2024	DKS Associates	TDM & Traffic Operations – Strategic Development	\$35,000	\$5,731	\$35,000	16.4%	16%
527 – TO302	—	12/31/2022 / Closed	DKS Associates	TDM & Traffic Operations – Data Strategy	\$44,208	\$44,208	\$44,208	100%	100%
529 – FY20-24	1	06/30/2024	Convey Inc.	Public Engagement	\$1,081,028	\$984,010	\$1,081,028	91%	91%
530 – FY20-24	3	06/30/2024	WSP USA	Corridor/System Mgmt.	\$5,368,007	\$4,315,730	\$5,368,007	80.4%	81%
535 – FY20-24	1	06/30/2024	AMG	Corridor Support	\$577,536	\$507,361	\$577,536	87.9%	83%
536 – TO1, 3.1	—	06/30/2024	GPA	Corridor Environmental Svcs	\$163,282	\$134,332	\$163,282	82%	85%

Project *Innovate 680 - Interstate 680 Express Lane Completion (# 8009.02)*
Sponsor Contra Costa Transportation Authority
Subregion Central and Southwest County

Scope

The Interstate 680 (I-680) Express Lane Completion project is Strategy No. 2 of the *Innovate 680* Program to complete the HOV/Express Lanes. The project proposes to construct a Northbound (NB) express lane to close or reduce the existing gap from Livorna Road to just north of I-680/State Route 242 (SR242) and convert the existing HOV lane between SR242 and Marina Vista Avenue to an express lane.

To match potential available funding, the project can be delivered in two separate phases. Phase 1 is to construct improvements north of the SR24/I-680 interchange including the express lane from Treat Boulevard to the Benicia/Martinez bridge, and braided ramp system between North Main Street and Treat Boulevard. Phase 2 includes closing the express lane gap from North Main Street to Livorna Road, and auxiliary lane construction south of SR24.

Status

- The Project Study Report/Project Development Study for the I-680 NB Express Lane project (Strategies 1 & 2) was approved in January 2019. Environmental clearance work started in July 2019.
- Project team prepared a Modeling and Analysis of VMT Mitigation Effectiveness Memorandum and met with Caltrans HQ in Oct 2022 to discuss. Caltrans HQ concurred with VMT mitigation approach for project. Pre-Draft Environmental Document (DED) Risk Assessment for VMT approved by Caltrans in February 2023.

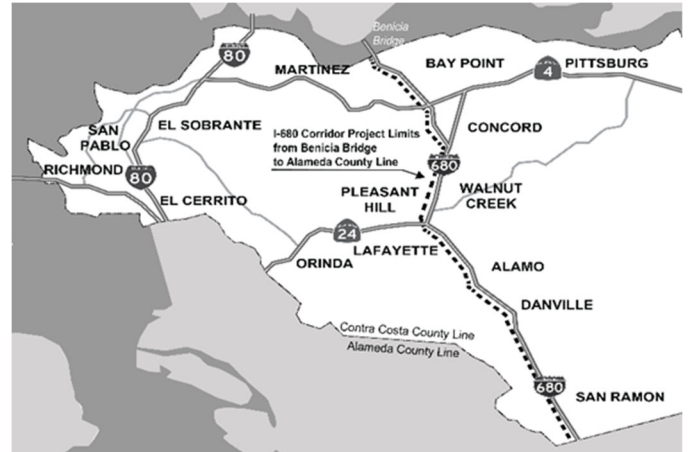
Issues/Areas of Concern

- Significant funding is needed to complete the project.
- Identification of vehicle miles traveled (VMT) mitigation for the project will increase costs and impact the delivery schedule.
- Caltrans and CCTA ramp metering work on the corridor may impact the project schedule.

Update from Previous Quarterly Report

- The project team continues to work with Caltrans on potential VMT migration measures.
- Project team coordinating with Caltrans on SB1 Solutions for Congested Corridors Program.
- Public circulation of DED scheduled for May/June 2024. Project team is developing and initiating public outreach plan.
- Caltrans is reviewing the DED. Project Approval/Environmental Document (PA/ED) completion milestone schedule for June 2025.

Location



Schedule

	Phase 1	Phase 2
Planning	Complete	Complete
Environmental Clearance	2019-2025	2019-2025
Design	2025-2026	TBD
Right-of-Way and Utilities	2025-2026	TBD
Construction	2027-2030	TBD
Post Construction	—	—

Estimated Cost by Phase (\$ 000s)

	Phase 1	Phase 2
Project Management	—	—
Planning	\$410	—
Environmental Clearance	16,461	—
Design	17,280	\$22,000
Right-of-Way and Utilities	3,000	2,000
Construction Mgmt.	20,155	30,000
Construction	150,000	218,000
Total	\$207,306	\$272,000

Funding by Source (\$ 000s)

	Phase 1	Phase 2
Measure J ¹	\$7,815	—
MTC (STP)	9,205	\$4,990
SB1-LPP Formulaic	2,286	—
Regional Measure 3	40,000	35,000
STIP	15,000	—
TBD	133,000	232,010
Total	\$207,306	\$272,000

¹\$4 million in Measure J funds was exchanged for STP funds.

Project *Innovate 680 - Interstate 680 Express Lane Completion (# 8009.02) – continued*

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (1/31/2024)	Estimate at Completion	Percent Billed	Percent Physically Complete
500-TO2	1	10/17/2022 / Closed	HDR Engineering	Environmental On-Call Srvs	\$20,056	\$20,056	\$20,056	100%	100%
520	1	06/30/2025	HDR Engineering	Environmental & Engineering	\$9,000,000	\$8,057,814	\$10,000,000	89.5%	90%
527-TO301	—	12/31/2022 / Closed	DKS Associates	Traffic Data Collection	\$283,000	\$282,994	\$282,994	100%	100%
527-TO401	—	06/30/2023	DKS Associates	Travel Forecasting	\$435,660	\$425,333	\$435,660	97.6%	98%
527-TO501	—	06/30/2024	DKS Associates	Traffic Operations	\$900,419	\$881,955	\$900,419	97.9%	98%
529 – TO1.03, 2.3, 3.3, 4.3, 5.3	1	06/30/2024	Convey Inc.	Public Engagement	\$130,621	\$101,731	\$130,621	78%	78%
530 – TO1.02, 2.02, 3.2, 4.2, 5.2	3	06/30/2024	WSP USA	Corridor/System Mgmt.	\$977,968	\$796,982	\$977,968	81%	81%
535-5c-TO1, 5c-TO3.2	1	06/30/2024	AMG	Encroachment Permits / ROW	\$48,319	\$24,270	\$48,319	50.2%	50%
535-5a-TO2, 5a-TO3.2,5a-TO4.2	1	06/30/2024	AMG	Engineering Manager	\$115,578	\$71,601	\$115,578	62%	62%
536-TO2	—	06/30/2021 / Closed	GPA	Corridor Environmental Srvs	\$16,131	\$16,131	\$16,131	100%	100%

Project *Innovate 680 - Interstate 680 Part-Time Transit Lane (# 8009.03)*
Sponsor Contra Costa Transportation Authority
Subregion Central and Southwest County

Scope

Strategy No. 3 of the *Innovate 680* Program is to increase efficiency of bus service to encourage mode shift in the corridor and improve transit travel time reliability. Part-time transit lanes are a key component of this strategy. The intent of the Interstate 680 (I-680) Part-Time Transit Lane pilot project is to gauge the usage of, and impacts from, allowing bus on shoulder operations on I-680 northbound between Bollinger Canyon Road in San Ramon to Ygnacio Valley Road in Walnut Creek. The origin-destination is from Bishop Ranch Business Park to the Walnut Creek Bay Area Rapid Transit Station.

Status

- The Project Study Report (PSR-PDS) was approved by Caltrans on March 23, 2023.
- The preliminary traffic analysis has determined that the southbound direction of the project limits does not meet the criteria set by Caltrans for pilot implementation due to lack of reoccurring congestion and travel time savings.

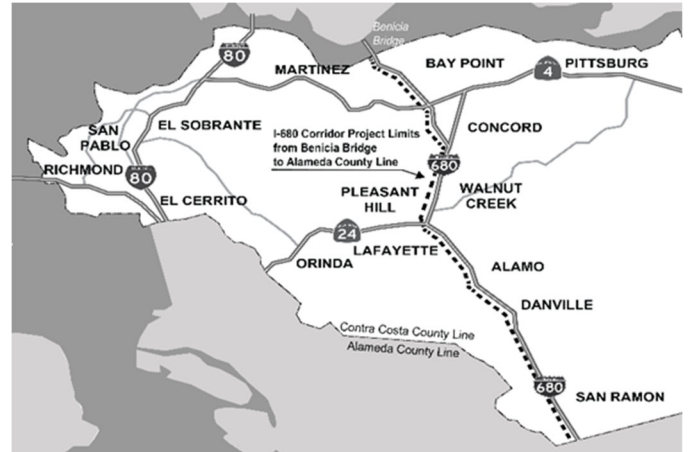
Issues/Areas of Concern

- A part-time transit only lane on the shoulder may require special legislation to restrict use to public transit agencies and allow California Highway Patrol enforcement. At this time, the vehicle code does not differentiate between public transit and other buses.
- Caltrans is in the process of developing statewide guidelines for transit lanes which will shape the operations in the corridor. Caltrans released the Draft Guidance in January of 2022 for comments, but the final adoption date is unknown. The delay in finalizing the guidelines could impact the project schedule.

Update from Previous Quarterly Report

- Initiation of the PA&ED phase will be coordinated with the GoMentum testing and training timeline.
- Environmental phase for the technology testing and training for PTTL/TBOS at GoMentum Station to begin in February 2024.
- GoMentum Operations is scheduled to begin by mid-2026.
- Agreement No. 683 with Kimley-Horn was approved by the Authority Board on February 21, 2024, for environmental and engineering services for GoMentum Testing and Training.

Location



Schedule

	PTTL/TBOS	GoMentum Testing
Planning	2021-2023	2023
Environmental Clearance	2025-2026	2024
Design	2026-2027	2024
Right-of-Way and Utilities	2026-2027	2024
Construction	2027-2028	2025
Post Construction / Demonstration	2028-2029	2026

Estimated Cost by Phase (\$ 000s)

	PTTL/TBOS*	GoMentum Testing
Project Management	\$236	—
Planning	671	—
Environmental Clearance	1,829	\$200
Design & Testing	1,820	2,000
Right-of-Way and Utilities	—	—
Construction Mgmt.	2,500	—
Construction	15,100	—
Total	\$22,156	\$2,200

*O&M cost of \$2 million not included in table above

Funding by Source (\$ 000s)

	PTTL/TBOS	GoMentum Testing
Measure J	\$1,166	\$200
Regional Measure 3	6,800	—
TIRCP	—	2,000
TBD	14,190	—
Total	\$22,156	\$2,200

Project *Innovate 680 - Interstate 680 Part-Time Transit Lane (# 8009.03) – continued*

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (1/31/2024)	Estimate at Completion	Percent Billed	Percent Physically Complete
517	2	12/31/2024	Kimley-Horn (KHA)	PSR-PDS and Environmental Services for I-680 PTTL/TBOS	\$2,300,000	\$649,730	\$671,475	28%	28%
529-TO1.02, 2.2, 3.2, 4.2, 5.2	1	06/30/2024	Convey Inc.	Public Engagement	\$60,605	\$43,010	\$60,605	71%	71%
530-1.03, 2.3, 3.3, 4.3, 5.3	3	06/30/2024	WSP USA	Corridor/System Mgmt.	\$150,331	\$104,455	\$150,331	69.4%	69%
90.80.02	—	Closed	Caltrans	PID (PSR-PR) Oversight	\$38,209	\$38,209	\$38,209	100%	100%
90.80.08		12/15/2024	Caltrans	PSR-PDS	\$240,000	\$134,427	\$240,000	56%	95%
683	—	01/17/2026	Kimley-Horn	Environmental & Eng. Services for GoMentum Testing and Training	\$637,000	\$0	\$637,000	0%	0%

*\$90,000 deposit moved from 90.80.02 to 90.80.08

Project *Innovate 680 - Interstate 680 Shared Mobility Hubs (# 8009.04)*
Sponsor Contra Costa Transportation Authority
Subregion Central and Southwest County

Scope

Strategy No. 3 of the *Innovate 680* Program is to increase efficiency of bus service to encourage mode shift in the corridor and improve transit travel time reliability. Located at strategic places such as the Park-and-Ride facilities along the Interstate 680 (I-680) corridor, the Shared Mobility Hubs (SMH) will provide commuters with access to multimodal transportation options. Features of the SMH may include enhanced waiting areas with landscaping and lighting; complimentary Wi-Fi; real-time travel information; pedestrian amenities; designated bike lanes and parking; dedicated bus lanes and supporting signal improvements; service facilities for shared cars, scooters, and electric vehicles; smart parking technology; curbside management for Transportation Network Companies; transfer platforms from micro-transit to express bus; and connection protection.

Status

- Feasibility Study/Final Report completed.
- Final Report completed January 2023.
- Transit and Intercity Rail Capital Program (TIRCP) Cycle 5 funding awarded to Bollinger Canyon Road Park & Ride in San Ramon.
- CCTA was successful in receiving \$3M from MTC’s Mobility Hub Grant for first phase of Martinez Amtrak Station SMH.

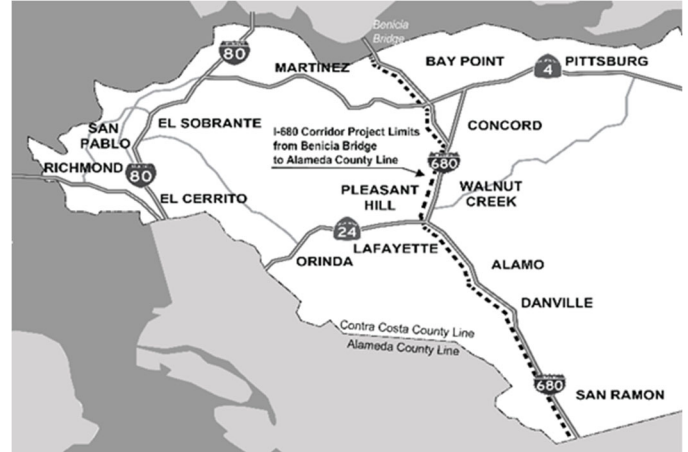
Issues/Areas of Concern

- Significant infrastructure funding is needed to implement mobility hubs beyond the planning stage.

Update from Previous Quarterly Report

- Staff continues to work with Caltrans for relocation of SMH from Bollinger Canyon Road Park & Ride to Bishop Ranch in San Ramon as it relates to TIRCP funding.
- The Authority released a Request-for-Proposals in January to procure a design consultant for the SMHs at Martinez Amtrak Station and Bollinger Canyon Road. Contract execution is expected in May 2024.

Location



Schedule

	<i>Bollinger & Martinez PH1</i>	<i>Phase 2</i>
Planning	2021–2023	TBD
Environmental Clearance	2023–2025	TBD
Design	2025–2026	TBD
Right-of-Way and Utilities	2025–2026	TBD
Construction	2026–2027	TBD
Post Construction	—	—

Estimated Cost by Phase (\$ 000s)

	<i>Bollinger & Martinez PH1</i>	<i>Phase 2</i>
Project Management	\$293	—
Planning	578	—
Environmental Clearance	644	\$386
Design	3,126	2,734
Right-of-Way and Utilities	—	—
Construction Mgmt.	1,500	4,000
Construction	10,742	28,398
Total	\$16,883	\$35,518

Funding by Source (\$ 000s)

	<i>Bollinger & Martinez PH1</i>	<i>Phase 2</i>
Measure J	\$1,261	\$386
Regional Measure 3	1,762	1,438
TIRCP	10,860	—
Federal	3,000	—
TBD (shortfall)	—	33,694
Total	\$16,883	\$35,518

Project *Innovate 680* - Interstate 680 Shared Mobility Hubs (# 8009.04) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (1/31/2024)	Estimate at Completion	Percent Billed	Percent Physically Complete
529 – TO2.5 & 3.5, 4.5, 5.5	1	06/30/2024	Convey Inc.	Public Engagement	\$98,890	\$63,767	\$98,890	64%	64%
530 – TO1.04, 2.4 & 3.4	3	06/30/2023 / Closed	WSP USA	Corridor/System Mgmt.	\$37,638	\$37,638	\$37,638	100%	100%
532	—	12/31/2024	Kimley-Horn (KHA)	Study	\$540,000	\$500,968	\$540,000	92%	100%

Project	Innovate 680 - Bay Area Mobility-on-Demand/Mobility-as-a-Service (# 8009.05)
Sponsor	Contra Costa Transportation Authority
Subregion	Central and Southwest County

Scope

Strategy No. 7 of the *Innovate 680* Program is to provide enhanced 511 mobile application providing options to make informed decisions about mode choice, travel time, and cost per trip.

Status

- The Cooperative Agreement with Federal Highway Administration (FHWA) was executed on February 11, 2020. Since then, the Authority approved several contracts with major partners and consultants initiating the System Engineering Planning and Design.
- FHWA reviewed and approved the Systems Engineering Review Form (SERF).
- Comments on the draft System Engineering Management Plan (SEMP) and Concept of Operations (ConOps) were received from FHWA and addressed.
- The Project Evaluation Plan (PEP) was reviewed and approved by FHWA.
- FHWA extended the performance period to September 2025 to accommodate resolving the carshare vendor issue.
- Launched SAV at Bishop Ranch in advance of the MOD application. Beep provided the GTFS-RT for the integration with MOD platform.

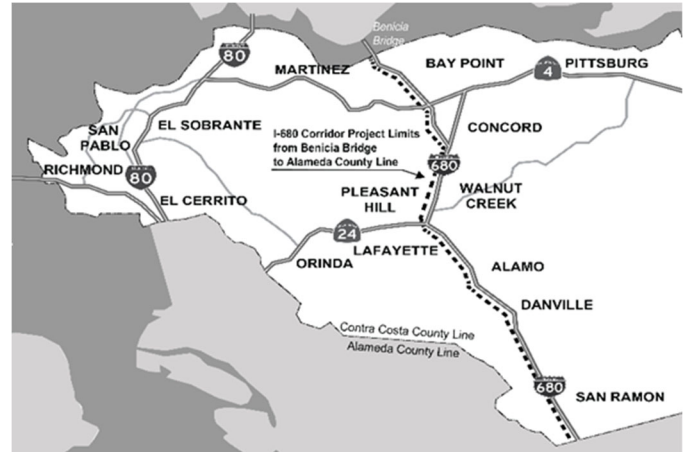
Issues/Areas of Concern

- Due to COVID-19, partners experienced financial constraints that may impact the in-kind contribution to the project. Additionally, project schedule is impacted by the slower feedback from partners and vendors due to shift in priorities.
- BART has not yet agreed to provide the design documents and the codes per FHWA agreement.

Update from Previous Quarterly Report

- The project is still at a soft pause pending the resolution of the issues related to carshare and trip planner.
- Staff are working with AAA, carshare provider, on getting the cars ready for beta testing. AAA is experiencing delay in implementing the telematics of the car-share platform on its vehicles.
- Staff and BART agreed on a resolution to the delays caused by the unavailability of the vendors.

Location



Schedule

	<i>Dates</i>
Planning	—
Environmental Clearance	Complete
Design	2020-2024
Right-of-Way and Utilities	—
Construction	2022-2024
Post Construction	2024-2025

Estimated Cost by Phase (\$ 000s)

	<i>Amount</i>
Project Management	\$3,484
Planning	—
Environmental Clearance	390
Design	1,595
Right-of-Way and Utilities	—
Construction Mgmt.	473
Construction	12,075
Total	\$18,017

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$1,089
ATCMTD	8,000
In-Kind Contributions	8,928
TBD (shortfall)	—
Total	\$18,017

Project *Innovate 680 - Bay Area Mobility-on-Demand/Mobility-as-a-Service (# 8009.05) – continued*

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (1/31/2024)	Estimate at Completion	Percent Billed	Percent Physically Complete
529 – TO2.6, 3.6, 4.6, 5.6	1	06/30/2024	Convey	Public Outreach	\$119,998	\$92,502	\$119,998	77%	77%
530 – TO2.5, TO3.5, TO4.5	3	06/30/2023 / Closed	WSP	Corridor/System Management	\$45,619	\$45,619	\$45,619	100%	100%
539	1	06/30/2024	AMG	Project Management, Systems Documents & Design, Deployment, and Reporting	\$3,920,036	\$3,008,698	\$3,920,036	76%	77%
547	—	02/11/2023	BART	Systems Design, Integration, Application Implementation, Deployment and Testing	\$7,023,062	\$2,840,845	\$7,023,062	40%	70%
548	2	05/30/2024	AAA	Provide SAV, Gig cars including platform, Testing of Application,	\$2,318,892	\$962,873	\$2,318,892	41%	51%
549	—	06/30/2023	UC Berkeley TSRC	Develop and Implement the Project Evaluation Plan, Reporting	\$250,000	\$59,110	\$250,000	23.6%	25%
566	1	09/30/2024	Telegra, Inc.	Traffic Data Integration	\$740,000	\$623,524	\$740,000	84%	25%
591	2	12/31/2024	Beep, Inc.	Autonomous Shuttles	\$1,513,420	\$756,500	\$1,513,420	50%	50%

Project *Innovate 680 - Advanced Technology/Coordinated Adaptive Ramp Metering (CARM) (# 8009.06)*
Sponsor Contra Costa Transportation Authority
Subregion Central and Southwest County

Scope

Strategy No. 4 of the *Innovate 680* Program is to deploy a suite of technology-based solutions to maximize the efficiency of the roadway system integrating adaptive ramp metering, integrated corridor management, incident management, and decision support systems. The *Innovate 680 - Advanced Technology* project will implement technology-based solutions to maximize efficiency of Interstate 680 (I-680) from Alcosta Boulevard interchange to Marina Vista interchange. To match potential available funding, the Northbound (NB) I-680 segment from Alcosta Boulevard to Olympic Boulevard will be constructed first.

Status

- The project is in the preliminary engineering and environmental document phase.
- Program Concept of Operations (ConOps) was approved in August 2021. The Program Implementation Plan will build from the ConOps.
- The PA/ED phase of the CARM project is ongoing. The Team continues to coordinate with Caltrans on integrating CARM and the Caltrans Ramp Metering project. CARM scope and PDT meetings are coordinated with SHOPP scope and PDT meeting.
- Draft ConOps and System Engineering Management Plan (SEMP) for CARM are being updated to address Caltrans and FHWA comments.
- Value Analysis for Integrated CARM + SHOPP project was completed in early March 2023.
- TVTC funds were allocated for PS&E in April 2023.

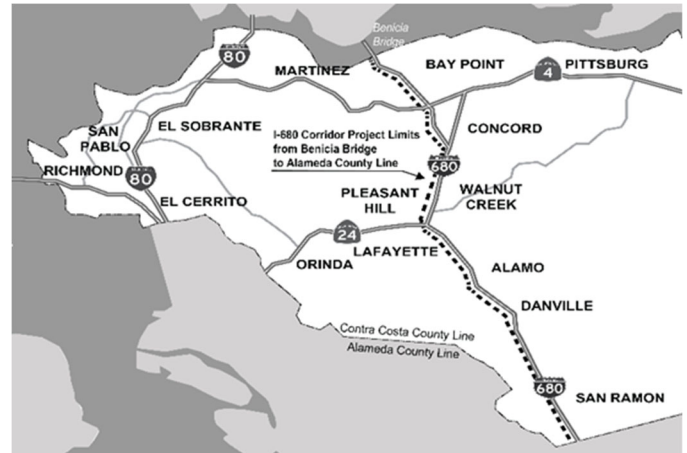
Issues/Areas of Concern

- Significant funding is needed to support future project operations and maintenance. CCTA is seeking other funding.
- Significant stakeholder buy-in is necessary for several project components, including regional and local agency support for the highway and supporting arterial road network improvements.
- Agreements to support operations and maintenance will need to be discussed and eventually executed. These discussions began as ConOps were developed and will continue to progress as coordination to support the Implementation Plan begins.
- CCTA is proactively addressing potential differences in between CARM and District 4 ramp metering operations by developing a policy exception request.
- PA/ED for CARM requires extensive coordination with the Caltrans team designing the SHOPP Ramp Metering project.

Update from Previous Quarterly Report

- CARM project team has reconciled scope and estimate with SHOPP project. Design responsibility and design scope matrix has been updated to reflect two construction packages.
- Updated ConOps and SEMP addressing Caltrans, CHP and FHWA comments submitted January 18th.
- Environmental technical studies are substantially complete; responding to comments on NES.
- Ramp Metering Policy Exception Memo is being finalized.
- Public Interest Finding request initiated.
- Soil boring and testing proceeding.
- CARM project team is coordinating on plan for deployment of ramp metering on the I-680 corridor and examining feasibility of utilizing STREAMS for Caltrans SHOPP Phase 1 ramp metering.
- Initiated Phase 1 Demonstration Corridor Definition for CATS.
- Cost and funding have been updated based on the latest information.

Location



Schedule

	Phase 1	Remaining Phases
Planning	Complete	TBD
Environmental Clearance	2021-2024	TBD
Design	2024-2026	TBD
Right-of-Way and Utilities	2024-2026	TBD
Construction	2026-2028	TBD
Post Construction	—	TBD

Estimated Cost by Phase (\$ 000s)*

	Phase 1	Remaining Phases
Project Management	\$1,073	—
Planning	680	\$1,678
Environmental Clearance	1,564	12,750
Design	2,650	17,000
Right-of-Way and Utilities	—	—
Construction Mgmt.	3,215	25,500
Construction	37,321	170,000
Total	\$46,503	\$226,928

* CARM PH1 is initial phase of project that covers northbound I-680 ramps from Alcosta Boulevard to Olympic Boulevard; O&M cot of \$22M not included

Funding by Source (\$ 000s)

	Phase 1	Remaining Phases
Measure J	\$2,632	\$678
STIP (2022)	25,000	—
TVTD	5,721	—
TBD (shortfall)	13,150	226,250
Total	\$46,503	\$226,928

Project *Innovate 680 - Advanced Technology/Coordinated Adaptive Ramp Metering (CARM) (# 8009.06) – continued*

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (1/31/2024)	Estimate at Completion	Percent Billed	Percent Physically Complete
90.80.03	—	12/31/2023 / Closed	Caltrans	PID Oversight	\$263,000	\$137,352	\$137,352	52%	100%
527 – TO901	—	12/31/2022	DKS	CARM - Performance Analysis	\$14,988	\$12,458	\$14,988	83%	100%
529 - TO1.04, 2.4, 3.4, 4.4, 5.4	1	06/30/2024	Convey Inc.	Public Engagement	\$63,818	\$43,742	\$63,818	69%	69%
530 - TO1.06, 2.06, 3.6, 4.6, 5.6	3	06/30/2024	WSP USA	Corridor/System Mgmt.	\$107,476	\$83,609	\$124,516	77.8%	78%
530 - TO3.8, 4.8	3	06/30/2024	WSP USA	CARM (PAED)	\$1,306,183	\$837,173	\$1,376,183	64%	65%
530 – TO3.9	3	06/30/2023 / Closed	WSP USA	CARM (PID)	\$264,115	\$264,115	\$264,115	100%	100%
530 – TO3.11	3	06/30/2024	WSP USA	CATS	\$277,776	\$255,955	\$277,776	92%	93%
535 – 5C TO3.8	1	06/30/2024	AMG	CARM ROW Support	\$10,000	\$703	\$10,000	1%	1%
535–5A TO4.6, 5.6	1	06/30/2024	AMG	Engineering Mgmt	\$299,638	\$223,407	\$299,638	74.6%	76%
536 – TO3.8	—	06/30/2022	GPA Consulting	CARM (PEAR)	\$80,115	\$75,705	\$80,115	94%	100%
536 – TO3.9	—	09/30/2023	GPA Consulting	CARM (PAED)	\$187,233	\$148,949	\$187,233	79.6%	82%

Project *Innovate 680 - Automated Driving System (ADS) (# 8009.07)*
Sponsor Contra Costa Transportation Authority
Subregion Central and Southwest County

Scope

Strategies No. 5 and 6 of the *Innovate 680* Program are to provide First Mile/Last Mile connections and to prepare the corridor for the future. The Automated Driving System (ADS) will deliver mobility choices to transportation-challenged, underserved communities, while advancing ADS and expanding shared mobility options to residents.

Status

- Approval of the Award Agreement with FTA was provided on March 8, 2021.
- The Project Management Plan (PMP) was submitted and approved by FTA.
- The draft Data Management Plan (DMP) was submitted to FTA. DMP is continually updated as partners join the program.
- Project Evaluation Plan was submitted and approved by FTA.

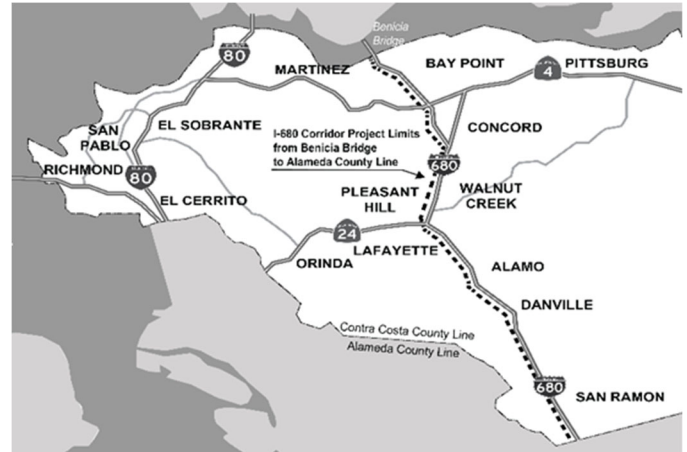
Issues/Areas of Concern

- A new Shared Autonomous Vehicle (SAV) vendor is on board.
- Contracts/Agreements with other major partners for project 2 are delayed due to unavailability of resources.
- Verizon SMART City team was dismantled by the corporation. Verizon’s system was also removed from Verizon’s equipment. Verizon’s proposed system was evaluated by system engineers, the city and Nissan. The system will require additional power source and may delay the schedule.

Update from Previous Quarterly Report

- An agreement with City of San Ramon to procure and install equipment on city’s street was approved by the Authority.
- Civil design for the infrastructure at City of San Ramon is completed. Design plans and certification were submitted to Caltrans Local Assistance Division for approval.
- Staff, May Mobility, and County Connection are working on a plan to staff the shuttles with the proper operators. A three-way agreement memorializing the scope, use cases, hours of service, and operation is underway.
- SAV vehicles are being tested for compliance with NHTSA and Safety requirements at Beep’s test bed and local streets in Florida. Staff have visited the sites and rode on the vehicles. SAVs are expected to be delivered to the site in mid-April 2024.
- Nissan and UC Berkeley are developing the simulation of the Cooperative Congestion Management on I-680 corridor. Nissan and UC Berkeley plan to showcase the outcome of the study in July 2024.

Location



Schedule

	Dates
Planning	—
Environmental Clearance	Complete
Design	2021-2024
Right-of-Way and Utilities	—
Construction	2022-2024
Post Construction	2024-2025

Estimated Cost by Phase (\$ 000s)

	Amount
Project Management	\$3,898
Planning	—
Environmental Clearance	200
Design	8,700
Right-of-Way and Utilities	—
Construction Management	4,531
Construction	11,527
Total	\$28,856

Funding by Source (\$ 000s)

	Amount
Measure J	\$254
Measure J FER	1,224
ADS	7,500
SB1 -LPP	6,654
In-Kind Contribution	13,224
TBD (shortfall)	—
Total	\$28,856

Project *Innovate 680 - Automated Driving System (ADS) (# 8009.07) – continued*

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (1/31/2024)	Estimate at Completion	Percent Billed	Percent Physically Complete
526	—	06/30/2022	AMG	PM, Systems Docs & Design, Deployment, and Reporting	\$765,000	\$750,875	\$765,000	98%	100%
529 – TO2.7, 3.7, 4.7, 5.7	1	06/30/2024	Convey	Public Outreach	\$168,372	\$63,992	\$168,372	38%	38%
530 – TO2.7, 3.7, 4.7	3	06/30/2023 / Closed	WSP USA	Corridor/System Mgmt.	\$71,426	\$71,426	\$71,426	100%	100%
560	2	02/17/2025	AMG	PM, Systems Docs & Design, Deployment, & Reporting	\$4,844,536	\$2,885,885	\$4,844,536	59%	60%
562	—	05/31/2025	Verizon	Communication and Data Gathering and Storage	\$1,921,163	\$832,138	\$1,116,000	43%	44%
563	—	06/30/2025	Nissan	Autonomous Vehicle Tech	\$7,467,000	\$3,974,000	\$7,467,000	53%	50%
567	—	06/30/2025	UC Berkeley - TSRC	Project Evaluation Plan	\$75,000	\$6,556	\$75,000	9%	20%
568	—	06/30/2025	UC Berkeley – PATH	Experimental Plan	\$1,700,000	\$808,298	\$1,700,000	47%	45%
574	—	10/31/2025	Telegra, Inc.	Data Management	\$1,990,000	\$979,792	\$1,614,613	49%	49%
589	1	02/28/2025	Beep, Inc.	Autonomous Shuttles	\$3,166,591	\$618,766	\$3,166,591	19.5%	20%
632	—	3/15/2025	Heex Technologies	Data Management Services	\$220,000	\$40,000	\$220,000	18%	2%
591	—	5/19/2025	May Mobility	Autonomous Shuttles	\$2,258,149	\$139,217	\$2,258,149	6%	6%

Project	State Route 4 Integrated Corridor Management (# 28002)
Sponsor	Contra Costa Transportation Authority
Subregion	East County

Scope

Use state-of-the-practice Intelligent Transportation System (ITS) technologies to enhance the effectiveness of the existing transportation system along State Route 4 (SR4) and parallel/crossing arterials between State Route 160 (SR160) and Interstate 80 (I-80). Project elements include the following:

- Operational strategies based on real-time traffic conditions along the corridor (a.k.a. Decision Support System).
- Adaptive ramp metering.
- Incident management with speed harmonization.
- Traffic and transit Information System.
- Arterial and transit improvements
- Connected Vehicle (CV) applications/technologies.
- Integration with the I-80 Integrated Corridor Management (ICM).

The SR4 ICM may be combined with one or more packages of the SR4 Operational Improvements (Project 6006).

Status

- Project was awarded a Federal Highway Administration (FHWA) ICM Planning Grant.
- Completed Systems Engineering Management Plan (SEMP) 2 System Requirements Concept of Operations (ConOps) report.

Issues/Areas of Concern

- Must compete for additional grants:
 - a) \$6 million for Phase 2 implementation
 - b) \$4.75 million CV Pilot Deployment

Update from Previous Quarterly Report

- Project is on hold pending future funding.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	TBD
Design	TBD
Right-of-Way and Utilities	TBD
Construction	TBD
Post Construction	—

Estimated Cost by Project Phase (\$ 000s)

	<i>Amount</i>
Project Management	\$2,250
Planning	340
Environmental Clearance	530
Design	2,175
Right-of-Way and Utilities	555
Construction	8,550
Construction Management	950
Total	\$15,350

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$200
FHWA	200
Measure J (Planning Funds)	200
TBD	14,750
Total	\$15,350

Project State Route 4 Integrated Corridor Management (# 28002) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (1/31/2024)	Estimate at Completion	Percent Billed	Percent Physically Complete
435	—	06/30/2019 / Closed	Stantec	Project Management	\$315,000	\$315,000	\$315,000	100%	100%

Project Hercules Rail Station (# 4001)
Sponsor City of Hercules
Subregion West County

Scope

Construct a passenger rail station (including interim parking, station building, signage, bus plaza, etc.) and track-related improvements (including retaining walls and signal equipment in Hercules). The City of Hercules now commonly refers to this project as the “Hercules Hub Project” to scope the project for bus, rail, and ferry transit service. This multi-modal center would unite the Amtrak intercity rail (Capitol Corridor and San Joaquin Corridor), Western Contra Costa Transit Authority (WestCAT) local and regional buses, and the Water Emergency Transportation Authority trans-bay ferry service with additional access for cars, pedestrians, and bicyclists.

Due to the high cost and limited funding, the project will be completed in several stages as follows:

- Bay Trail (East): Construct Bay Trail from Refugio Creek to Victoria by The Bay (\$10.9M).
- Path to Transit: Construct sewer improvements, Refugio Greenway/Creekside Trail, John Muir Parkway (Phase II), and Bayfront Boulevard (\$17.6M).
- Bay Trail (West): Construct Bay Trail from Santa Fe to Bayfront (\$1.9M)
- Utility Relocation: Relocate oil pipelines and fiber optic lines (\$32.3M).
- Track and Signal Work: Construct railroad bridge, track, signal work, and retaining wall for rail station, (\$65.1M).
- Initial Rail Station: Construct rail station building and Transit Plaza (\$14.7M).
- Parking, Trails and Plazas: Remaining Bay Trail/Civic Plaza (\$10.3M).

Status

- Construction of Bay Trail (East) is complete.
- Construction of “Path to Transit” is complete.
- Construction of Bay Trail (West) is complete.
- Construction of the interim bus station is complete.
- The Capitol Corridor Joint Powers Authority (CCJPA) approved designating Hercules as a “Candidate Station” on February 12, 2020.
- City was successful in securing \$2.4 million in SB1 - Transit and Intercity Rail Capital Program (TIRCP) grant through a joint application with Capitol Corridor Joint Powers Authority (JPA) to partially fund the design phase.

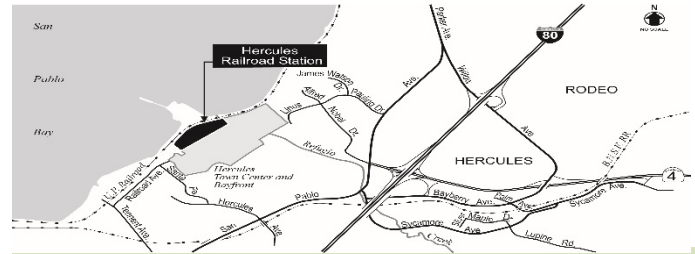
Issues/Areas of Concern

- Project has significant funding shortfall.

Update from Previous Quarterly Report

- Design of the remaining project phases continues. Union Pacific has provided comments on the revised 10% design and the City is working with Capitol Corridor to prepare comment responses.
- The City was unsuccessful in securing FRA Federal-State Partnership for Intercity Rail grant funds and is investigating funding strategies to address the funding gap.

Location



Schedule

	Bay Trail (East)	Path to Transit	Bike Trail (West)	Remaining Phases
Planning	—	—	—	—
Env. Clearance	Complete	Complete	Complete	Complete
Design	Complete	Complete	Complete	TBD
Right-of-Way and Utilities	Complete	Complete	Complete	TBD
Construction	Complete	Complete	Complete	TBD
Post Construction	Complete	Complete	Complete	—

Estimated Cost by Phase (\$ 000s)

	Bay Trail (East)	Path to Transit	Bike Trail (West)	Remaining Phases
Project Management	—	—	—	\$400
Planning	—	—	—	—
Env. Clearance	—	—	—	—
Design*	\$2,800	\$3,100	\$175	14,510
Right-of-Way and Utilities	—	—	—	29,317
Construction	8,061	14,502	1,750	78,145
Total	\$10,861	\$17,602	\$1,925	\$122,372

*Includes environmental clearance and project management

Funding by Source (\$ 000s)

	Bay Trail (East)	Path to Transit	Bike Trail (West)	Remaining Phases
Measure J	\$508	\$3,568	—	\$2,572*
Measure – TLC	—	1,240	—	500
Measure J – PBTF	—	600	—	—
OBAG	—	—	\$1,705	—
Local	1,000	4,959	—	590
STIP	3,882	4,118	—	—
STIP – TE	1,959	—	—	—
TIGER II	1,465	—	—	—
Bay Trail	198	—	—	—
East Bay Reg. Park	564	570	220	—
TCRP	—	700	—	—
STMP	—	1,000	—	1,050
Other	1,285	847	—	—
TIRCP	—	—	—	2,400
TBD (shortfall)	—	—	—	115,260
Total	\$10,861	\$17,602	\$1,925	\$122,372

*2.162 million has been used to acquire ROW and \$400,000 is appropriated for public outreach.

Project Hercules Rail Station (# 4001) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (1/31/2024)	Estimate at Completion	Percent Billed	Percent Physically Complete
383	1	12/31/2016 / Closed	Ghirardelli Associates, Inc.	Construction Management	\$1,262,000	\$1,262,000	\$1,262,000	100%	100%

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
12-08-P	03/12/2012	4	06/30/2024	Hercules	Construction—Path to Transit and Bay Trail (East)	\$4,076,000	\$3,908,838	07/18/2023
12-06-P*	07/20/2012	4	03/21/2015 / Closed	Hercules	Right-of-Way	\$2,162,000	\$2,162,000	07/20/2012
15-42-G	07/15/2015	—	07/01/2024 / Closed	Hercules	Construction—Bay Trail (Part of Path to Transit)	\$1,240,000	\$1,240,000	12/30/2017
15-43-G	07/15/2015	—	07/01/2024 / Closed	Hercules	Construction—Creekside Trail Gap Closure (Part of Path to Transit)	\$600,000	\$600,000	12/08/2017
16-34-P	07/20/2016	—	07/20/2019 / Closed	Hercules	Public Outreach and Agency Coordination	\$400,000	\$400,000	01/19/2018
19-45-G	09/18/2019	2	9/18/2025	Hercules	Design- Remaining phases including Station Building	\$500,000	\$369,473	07/11/2023

*City must repay Authority no later than July 1, 2029 if Station Building construction does not start by July 1, 2027.

Project	Bollinger Canyon Road - Iron Horse Trail Bicycle and Pedestrian Overcrossing (# 120025)
Sponsor	Contra Costa Transportation Authority/City of San Ramon
Subregion	Southwest County

Scope

The Bollinger Canyon Road – Iron Horse Trail (IHT) Bicycle Pedestrian Overcrossing project proposes the construction of a unique cable stayed bridge over Bollinger Canyon Road in the City of San Ramon. It will enhance safety for pedestrians and bicyclists using the IHT, improve traffic flow on Bollinger Canyon Road, facilitate alternative transportation, and enhance recreation. The project construction will be procured using the Construction Manager/General Contractor (CM/GC) alternative delivery method. The completed project will become part of the IHT.

Status

- Project design phase began in June 2020.
- CEQA environmental clearance has been obtained and the NEPA clearance was obtained in April 2020.
- Construction contract was executed in March 2023 and the ground-breaking ceremony was held on May 18, 2023.

Issues/Areas of Concern

- Construction for a cable-stayed bridge requires complex staging. The CM/GC procurement method was adopted to optimize design based on contractor’s expertise, and to better manage project risks.
- A project oversight agreement with Caltrans, Federal Highway Administration (FHWA) and the City of San Ramon had been approved for the use of the CM/GC delivery method, which is relatively new for federally funded local projects.
- Extensive potholing was implemented, and design was revised to minimize the risk of construction conflicts.

Update from Previous Quarterly Report

- The preparation of complex shop drawings for the complex construction is almost complete.
- Site clearance and preparation and piled foundation, a high-risk item, have been substantially completed without any significant issue.
- Work is ongoing for the bridge abutments and the bridge approaches.
- The next major work items are the median foundation pedestal and bridge pylons.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right-of-Way and Utilities	Complete
Construction	2023-2025
Post Construction	—

Estimated Cost by Project Phase (\$ 000s)

	<i>Amount</i>
Project Management	\$520
Planning	108
Environmental Clearance	120
Design	3,476
Right-of-Way and Utilities	140
Construction	22,077
Construction Management	2,706
Total	\$29,147

Funding by Source (\$ 000s)

	<i>Amount</i>
Federal (OBAG)	\$4,840
STIP	9,200
TFCA	390
Measure J (TLC Cycles 1 & 2)	3,030
Measure J (Programs 11 & 23)	4,000
TVTC	2,288
San Ramon (General Funds)	5,399
Total	\$29,147

Project Bollinger Canyon Road - Iron Horse Trail Bicycle Pedestrian Overcrossing (# 120025) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (1/31/2024)	Estimate at Completion	Percent Billed	Percent Physically Complete
526	1	06/30/2024	Advanced Mobility Group	Project Management	\$454,551	\$415,798	\$454,551	91.5%	93%
544	2	03/24/2023 / Closed	Myers-Shimmick	Pre-Construction Services	\$410,000	\$372,941	\$372,941	90%	100%
545	4	12/31/2025	COWI North America, Inc.	Design and Engineering Services	\$2,926,082	\$2,750,299	\$2,926,082	93%	93%
546	1	12/31/2026	Tricertus LLC	Independent Cost Estimate	\$210,000	\$174,405	\$210,000	82%	99%
580	—	06/30/2024	MNS Engineers Inc.	Construction Management Services	\$2,332,297	\$626,420	\$2,332,297	26%	25%
581	—	12/31/2026	Myers-Shimmick	Construction Services	\$21,617,973	\$6,988,984	\$21,817,973	32%	32%

Project Pacheco Boulevard Widening (# 1216/24003)
Sponsor Contra Costa County/City of Martinez
Subregion Central County

Scope

Widen Pacheco Boulevard from Blum Road to Morello Avenue, construct a railroad overcrossing, and allow for bicycle lanes, sidewalks, a median, two-way center turn lanes, and landscaping, where appropriate. The project may be completed in phases to match the funding as follows.

Phase 1 (County)

Blum Road to South Martinez city limits: Widen to two through lanes in each direction and a two-way left-turn lane.

Phase 2 (City)

South Martinez city limits to North Martinez city limits: Widen to two through lanes in each direction.

Phase 3 (County)

Realign the roadway in the vicinity of the Burlington Northern Santa Fe (BNSF) railroad tracks, including the new overcrossing.

Phase 4 (County)

North Martinez city limits to Arthur Road: Widen to two through lanes in each direction and a two-way left-turn lane.

Status

- An alignment study was completed in June 2017.
- A constructability study at the BNSF tracks to evaluate the feasibility and costs associated with a temporary and permanent shoe-fly was completed in July 2020.
- A sub-project to widen Pacheco Boulevard at Vine Hill Creek to add sidewalks and bike lanes was completed in November 2018.
- A sub-project to improve Pacheco Boulevard at Arnold Drive and install a traffic signal is in the project development phase. This project also includes street widening and utility relocation and undergrounding from Arnold Drive to Sunrise Drive.
- 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.
- In April 2022, City of Martinez Council approved a Deferred Improvement Agreement with a developer on Sunrise Drive to pay a non-refundable in-lieu fee, in the amount of one million dollars (\$1,000,000), to the City's future project fund to improve Pacheco Boulevard at Arnold Drive.

Issues/Areas of Concern

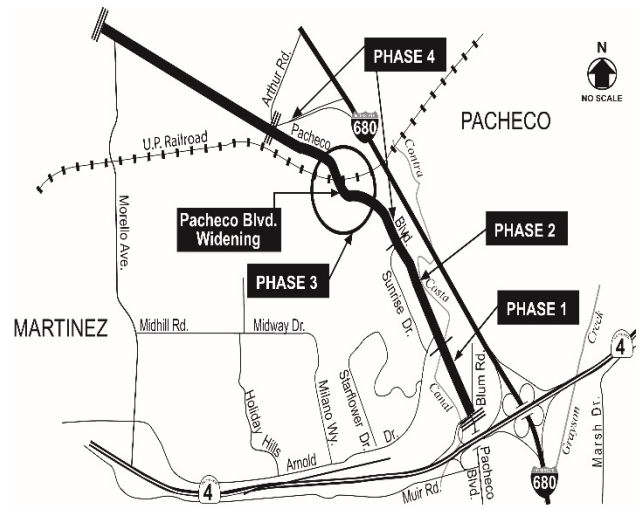
- A significant funding shortfall exists to complete the widening at Arnold Drive and other remaining phases.
- Coordination with the State and BNSF is required to replace the railroad overcrossing.

Update from Previous Quarterly Report

Widening at Arnold Drive

- The final design for extending the widening and paving improvements of Pacheco Boulevard to Sunrise is on-going and City staff initiated locating/relocation of underground and overhead utilities, and Right-of-Way to accommodate widening.
- Schedule has been updated based on the latest information.

Location



Schedule

	Widening at Vine Hill Creek	Widening at Arnold Drive	Remaining Phases
Planning	Complete	Complete	TBD
Environmental Clearance	Complete	2018-2024	TBD
Design	Complete	2018-2024	TBD
Right-of-Way and Utilities	Complete	2022-2024	TBD
Construction	Complete	2025-2026	TBD
Post Construction	—	—	TBD

Funding by Source (\$ 000s)

	Widening at Vine Hill Creek	Widening at Arnold Drive	Remaining Phases
Measure J	—	\$1,400	\$8,041
Martinez Area of Benefit	—	—	1,200
Measure C*	\$173	113	—
Tosco/Solano Fund	—	—	5,200
ATP	619	—	—
Other Local	87	15	—
Developer Fees	—	1,000	—
TBD (shortfall)	—	972	19,459
Total	\$879	\$3,500	\$33,900

*In addition to amounts shown, \$1,794,000 in Measure C was appropriated and spent to environmentally clear and acquire right-of-way near the railroad track. In addition, \$410,663 in Measure C was appropriated to complete an alignment study and \$73,884 for traffic and constructability study.

Project Pacheco Boulevard Widening (# 1216/24003) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
01-12-P	07/18/2001	1	Closed	Contra Costa County	Design Services	\$493,675	\$493,675	Prior to 2009
02-17-P	07/17/2002	—	Closed	Contra Costa County	Project Management	\$429,522	\$429,522	Prior to 2009
02-18-P	07/17/2002	—	Closed	Contra Costa County	Right-of-Way Acquisitions	\$871,071	\$871,071	05/19/2010
15-13-P	04/15/2015	1	04/15/2018 / Closed	City of Martinez	Study	\$410,663	\$410,663	07/03/2017
17-17-P	05/17/2017	2	05/17/2020 / Closed	Contra Costa County	Environmental Clearance, Design, and ROW services	\$172,818	\$172,818	03/25/2019
17-41-P	09/20/2017	1	09/20/2020 / Closed	City of Martinez	Environmental Clearance, Design, and ROW Services	\$112,996	\$112,996	05/31/2018
18-14-P	04/18/2018	1	04/17/2022 / Closed	Contra Costa County	Constructability and Traffic Study	\$73,884	\$73,884	03/05/2020
18-36-P	06/20/2018	—	06/20/2021 / Closed	Contra Costa County	Construction Phase	\$0	\$0	—

Project	Electronic Bicycle Facilities at Central Contra Costa Bay Area Rapid Transit Stations (# 10001-04)
Sponsor	Bay Area Rapid Transit (BART)
Subregion	Central County

Scope

Install secure bicycle parking spaces and bicycle access improvements at Concord, North Concord, Walnut Creek, and Pleasant Hill BART stations. The bicycle parking area design will include signage and other enhancements to create an inviting and functional bicycle parking area.

Status

- Pleasant Hill bike parking improvements are complete.
- The Concord BART Station’s secure bike parking improvements are complete and include: 88 BikeLink lockers, 18 Bikekeep smart racks and 30 bike rack spaces in the paid area of the station. Stairway channels at the Walnut Creek BART Station will be constructed using BART labor in 2024.

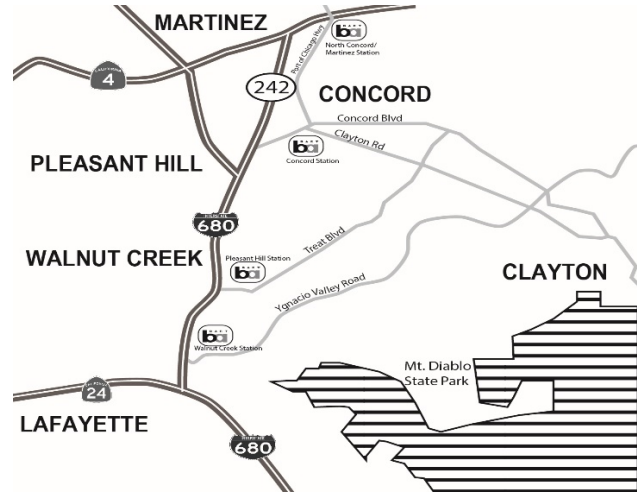
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- The requisition process for fabricating stairway channels for Walnut Creek is underway. Delivery and installation is expected in second quarter 2024.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	—
Construction	2010-2024
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$1,805
BART	650
Total	\$2,455

Project Electronic Bicycle Facilities at Central Contra Costa Bay Area Rapid Transit Stations (# 10001-04) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
10-03-P	01/20/2010	5	06/30/2024	BART	Design and Construction	\$1,805,000	\$1,358,734	08/16/2023

Project	Walnut Creek Bay Area Rapid Transit/Transit Oriented Development Public Access Improvements (# 10001-08)
Sponsor	Bay Area Rapid Transit (BART)
Subregion	Central County

Scope

The scope of the project is to design and construct public access improvements at the Walnut Creek BART Station connecting to the transit-oriented development (TOD), Transit Village, and to help create a sense of “place” in the station area. Improvements to the area immediately outside the existing fare gates and beneath the elevated guideway will be aimed at enhancing sightlines, passenger safety, a sense of place and station accessibility, while reducing fare evasion. Improvements will create a more welcoming, convenient, accessible, and iconic BART station. These improvements may include public access paths and plazas, upgraded station and platform lighting, dynamic parking signage, bicycle facilities, additional vertical circulation, security features, landscaping, and other public improvements to accommodate and promote growing ridership and the new TOD.

Status

- The Plans, Specifications and Estimates (PS&E) for Phase 1 of the project to expand vertical circulation and increase emergency egress capacity, have been completed and coordinated with the Transit Village plans. Phase 1 consists of widened platforms and new general-purpose stairs for each platform at the north end of the station. Phase 1 will also relocate the Americans with Disabilities Act (ADA) sidewalk from the east side to the west side of the emergency vehicle access paseo due to platform widening support columns on the east side and to better connect the pick-up/ drop-off area to the station faregates.
- 100% PS&E is complete.

Issues/Areas of Concern

- State Transportation Improvement Program (STIP) funds for the project have lapsed and will be returned to the Contra Costa Transportation Authority for reprogramming in future years (FY2026 and FY2027).
- Construction costs have increased at least 35% since 2011, leading to PS&E challenges for Phase 1.
- Funding shortfall for future phases.

Update from Previous Quarterly Report

- The project has a funding shortfall due to cost escalation and lapse of STIP funds. BART staff has been exploring funding opportunities to bridge funding gap.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right-of-Way and Utilities	—
Construction	TBD
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure RR	\$1,170
Measure J	350
Prop 1B – PTMISEA	729
Shortfall	4,501
Total	\$6,750

Project Walnut Creek Bay Area Rapid Transit/Transit Oriented Development Public Access Improvements (# 10001-08) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date	
17-10-P	03/15/2017	1	03/31/2023 / Closed	BART	Design	\$1,850,000	\$350,000	04/20/2020	

Project Hercules Transit Center Improvements (# 10002-06)
Sponsor Bay Area Rapid Transit (BART)/City of Hercules
Subregion West County

Scope

This project will provide safety improvements and customer amenities at the Hercules Transit Center. Specifically, the project will provide improvements to the pedestrian crosswalk along Willow Avenue, upgrade the electrical system, upgrade lighting, and add emergency telephones and windscreens for the comfort of the passengers. The facility is owned by BART.

Status

- Project activities are in progress.

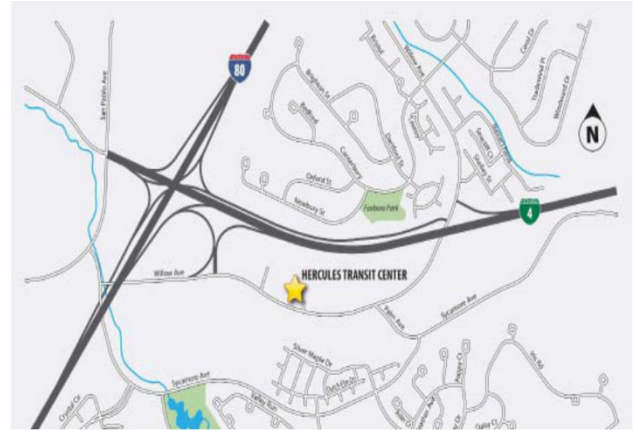
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- Electrical improvement installation is continuing.
- Project is anticipated to be complete by the third quarter of 2024.

Location



Schedule

	<i>Dates</i>
Planning	—
Environmental Clearance	Complete
Conceptual & Final Design	Complete
Right-of-Way and Utilities	Complete
Construction	2022-2024
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$275
Total	\$275

Project Hercules Transit Center Improvements (# 10002-06) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
19-58-P	11/20/2019	3	12/31/2023	BART	Design	\$75,000	\$74,772	07/05/2023
22-01-P	01/19/2022	—	01/19/2025	BART	Construction	\$200,000	\$169,255	06/22/2023

Project	Lafayette Bay Area Rapid Transit Bike Station (#10003-03)
Sponsor	Bay Area Rapid Transit (BART)
Subregion	Southwest County

Scope

This project will design and construct a Bike Station, providing secure bicycle parking for up to 125 bicycles, at the Lafayette BART Station. A Bike Station is an enclosed, sheltered space with bicycle racks and a controlled access system.

Status

- 100% design drawings and specifications are under revision.

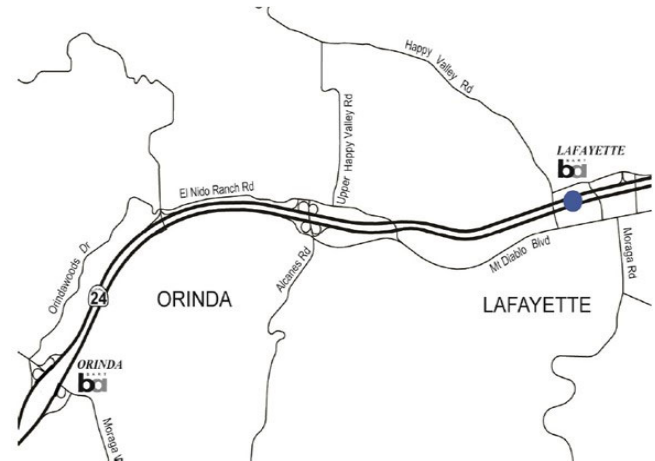
Issues/Areas of Concern

- Construction costs are likely to be higher than estimated due to design delays.

Update from Previous Quarterly Report

- Final revisions to the Bike Station construction drawings and specifications are complete and will be submitted to Caltrans for an updated encroachment permit.

Location



Schedule

	<i>Dates</i>
Planning	—
Environmental Clearance	—
Design	Complete
Right-of-Way and Utilities	—
Construction	2023-2024
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
BART Measure RR	\$575
Measure J	25
BART	100
Total	\$700

Project Lafayette BART Bike Station (# 10003-03) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
18-02-P	01/17/2018	1	01/17/2021 / Closed	BART	Design	\$25,000	\$25,000	06/30/2020

Project	St. Mary’s Road Multimodal Safety Improvement Project (# 24014) (formally Rheem Boulevard and Bollinger Canyon Road Roundabouts)
Sponsor	Town of Moraga
Subregion	Southwest County

Scope

Based on the analysis of sight distance, level of service and queuing under existing and cumulative conditions, the Town of Moraga will construct a three-way signal-controlled intersection at the St. Mary’s Road / Rheem Boulevard intersection, and a designated left-turn pocket with optional traffic signal at the St. Mary’s Road / Bollinger Canyon Road intersection. The Town will also alter the geometry of the road between these intersections to address the current sight distance deficiencies. This would provide operational improvements over existing and cumulative traffic volumes, and reduce hazards caused by the existing inadequate sight distance. The traffic signals will provide additional benefits of reducing vehicle queuing and reducing driver delay and safety, primarily on Rheem Boulevard and Bollinger Canyon Road. Potential conflicts with pedestrians and bicycles will be reduced with the traffic signals by providing pedestrian-actuated crossing signals to allow safe passage across the roadway. The widening of Rheem Boulevard will provide enough space to construct a Class II bike lane alongside the travel lane, and the Class I shared-use path along St. Mary’s Road will allow slower bicyclists and pedestrians to travel away from the vehicles in the roadway. The project also improves pedestrian and bicycle connectivity with the addition of the new sidewalk and crossings.

Status

- Project design will proceed in 2027 after allocation of STIP funds.

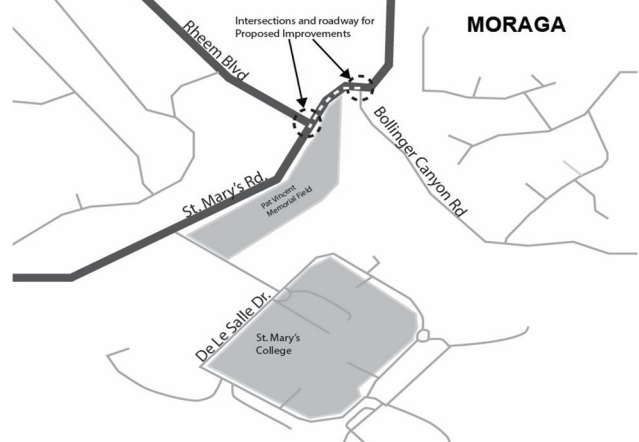
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- In March 2024, CTC approved the programming of \$10.529 million in STIP funds for the project.
- Project design will start in 2027.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	2025-2026
Design	2027-2028
Right-of-Way and Utilities	2026-2027
Construction	2029-2030
Post Construction	2030-2031

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J (Program 24)	\$464
Lamorinda Fee and Finance Authority	70
Other Local	225
2024 STIP	10,529
Total	\$11,288

Project St. Mary’s Road Multimodal Safety Improvement Project (# 24014) (formally Rheem Boulevard and Bollinger Canyon Road Roundabouts) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
17-08-P	03/15/2017	2	03/15/2023 / Closed	Town of Moraga	Environmental Services and Preliminary Design	\$464,000	\$464,000	08/18/2020

Project	Norris Canyon Road Safety Barrier (# 24023)
Sponsor	Contra Costa County
Subregion	Southwest County

Scope

Installation of a guard rail is warranted on Norris Canyon Road west of Ashbourne Drive where the roadway is immediately adjacent to San Catanio Creek. To minimize environmental impact and avoid filling the creek bank to construct road shoulders, the proposed safety project includes construction of a retaining wall to allow for widened shoulders and to support a safety rail to keep motorists from leaving the roadway. The project includes installation of a safety rail / guard rail just west of Ashbourne Drive on Norris Canyon Road to the Contra Costa County limits.

Status

- Preliminary engineering and environmental studies are underway. California Environmental Quality Act (CEQA) approval is expected in June 2024.

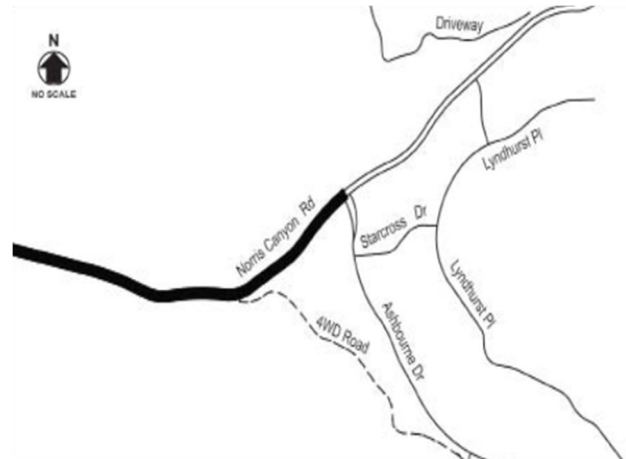
Issues/Areas of Concern

- The project is adjacent to San Catanio Creek which requires mitigation and permitting activities.
- The project has a funding shortfall. The amount of the shortfall is dependent on the identification of a preferred alternative.

Update from Previous Quarterly Report

- Preliminary engineering and environmental studies are continuing.
- County is continuing to pursue Emergency Relief funds through Federal Highway Administration (FHWA) to supplement local funds due to the 2023 storm damage event.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	2020-2024
Design	2021-2025
Right-of-Way and Utilities	2022-2025
Construction	2024-2026
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$1,584
Local Road Funds	5,221
Total	\$6,805

Project Norris Canyon Road Safety Barrier (# 24023) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
19-46-P	09/18/2019	1	04/20/2025	Contra Costa County	Environmental Clearance, Design and Right-of-Way	\$1,430,000	\$100,552	12/31/2023

Project	Danville Boulevard/Orchard Court Complete Streets Improvements (# 24024)
Sponsor	Contra Costa County
Subregion	Southwest County

Scope

The project will enhance safety and mobility of non-motorized travel along Danville Boulevard and Stone Valley Road throughout the business district. The project will construct a roundabout at the Danville Boulevard / Orchard Court intersection. The roundabout will include curb extensions, curb ramps, and entry medians at the roundabout to reduce vehicle speeds and improve pedestrian crossings.

Sidewalks will be reconstructed through the corridor along with curb extensions and curb ramps in order to meet Americans with Disabilities Act (ADA) requirements and accommodate existing mature trees in the sidewalk.

The project also includes a slurry seal and restriping of the roadway to reduce it to one travel lane in each direction through the roundabout. Other project features include storm drain modifications, potential stormwater treatment areas, signage, utility adjustments, and relocation of existing roadside features.

Status

- Construction of phases 1A, 1B, and 2 are complete and the roundabout is open to traffic. Construction of phase 3, the final phase, is scheduled to be finished early 2024.

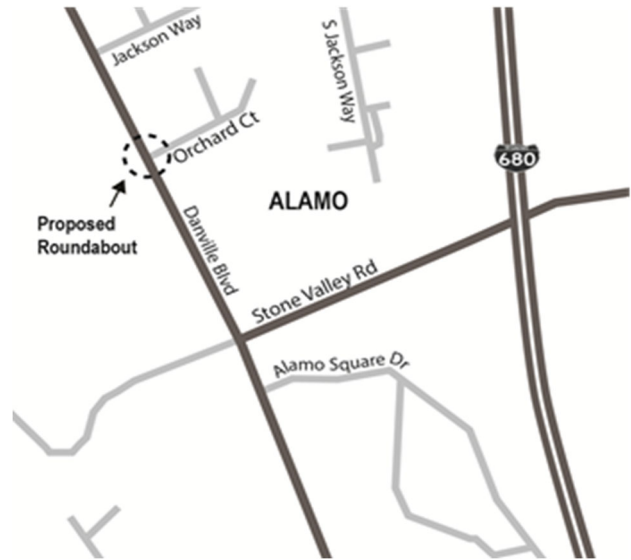
Issues/Areas of Concern

- The project funding plan includes federal Highway Safety Improvement Program (HSIP) funding which requires compliance with Local Assistance delivery requirements.

Update from Previous Quarterly Report

- All storm drain, utility underground, and concrete flatwork has been completed.
- Installation of irrigation systems has begun, which will be followed by planting.
- Funding has been updated based on the latest information.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right-of-Way and Utilities	Complete
Construction	2023-2024
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$1,479
Highway Safety Improvement Program (HSIP)	2,718
Local Funds	3,896
Total	\$8,093

Project Danville Boulevard/Orchard Court Complete Streets Improvements (# 24024) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
17-02-P	02/17/2017	2	04/20/2025	Contra Costa County Public Works	Environmental Clearance and Design	\$913,000	\$645,571	01/31/2024
22-06-P	04/20/2022	—	04/20/2025	Contra Costa County Public Works	Construction	\$457,000	\$457,000	01/31/2024

Project Clayton Major Streets Improvements (# 24032)
Sponsor City of Clayton
Subregion Central County

Scope

The project is proposing repairs at various locations along Clayton Road, Marsh Creek Road, and Oakhurst Drive, Phase 1; and Pine Hollow Road between Atchinson Stage Road and the western City Limit, Phase 2. These may include base failure repairs, median curb replacements, overlays, possibly Cold-in-Place Recycling and other treatments.

Phase 2 scope is being revised to coordinate a joint project with the City of Concord in the lead.

Status

- Phase 1 construction was completed in 2017.
- With the savings from Phase 1, Phase 2 was added to the project per Amendment No. 3 of the 2016 Measure J Strategic Plan.
- Phase 2 is on hold while funding is identified for future phases.
- Federal Surface Transportation Program (STP) funds programmed for the construction of Phase 3 of the project were moved from Fiscal Year 2022/23 to Fiscal Year 2023/24 (TIP Revision 2023-09).

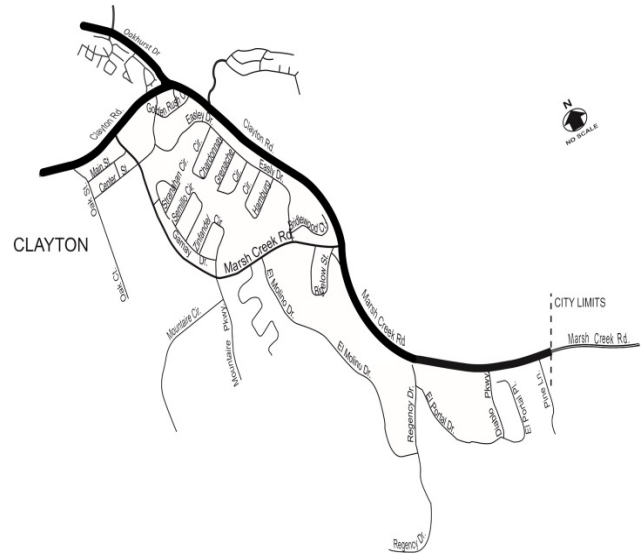
Issues/Areas of Concern

- No significant issues or areas of concern.

Update from Previous Quarterly Report

- Phase 2: The City of Clayton continued coordination with the City of Concord for a joint project that crosses the city limit.
- Phase 3: Design activities are continuing. The City received the Construction phase federal funding obligation (E-76) on February 5, 2024. The City completed the CCTA peer review, and the result will be presented to CCTA TCC at their March 2024 meeting for their approval. The City requested Measure J funding appropriation and is tentatively scheduled for the APC approval at their April 2024 meeting.

Location



Schedule

	Phase 1	Phase 2	Phase 3
Planning	—	—	—
Environmental Clearance	Complete	TBD	Complete
Design	Complete	TBD	2022-2024
Right-of-Way & Utilities	—	—	—
Construction	Complete	TBD	2024-2025
Post Construction	—	—	—

Funding by Source (\$ 000s)

	Phase 1	Phase 2	Phase 3
Measure J	\$849	\$29	\$409
STP	—	—	308
Other Local	—	—	290
Total	\$849	\$29	\$1,007

Project Clayton Major Streets Improvements (# 24032) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
16-51-P	11/16/2016	1	11/16/2019 / Closed	City of Clayton	Construction and Construction Management - Phase 1	\$849,327	\$849,327	07/31/2017
17-51-P	10/18/2017	—	10/18/2020 / Closed	City of Clayton	Initial design of Phase 2	\$28,500	\$28,500	07/26/2018

Project	San Pablo Avenue Bicycle and Pedestrian Improvements over BNSF Project (# 120011)
Sponsor	City of Pinole
Subregion	West County

Scope

The project will replace the existing "structurally deficient" bridge that carries San Pablo Avenue over the Burlington Northern and Santa Fe (BNSF) railroad. The new structure will include two 8-foot-wide Class II bicycle lanes, and a 10-foot-wide sidewalk.

Status

- Federal Highway Bridge Program (HBP) Grant administered through Caltrans Local Assistance.
- Federally funded work on the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental review is underway.
- The Federal HBP funding for the right-of-way phase is in FFY 25-26.
- Federal HBP funding for the construction phase is currently shown after FFY 27-28 (i.e., beyond the current programming horizon in MTC's adopted Transportation Improvement Program (TIP)).

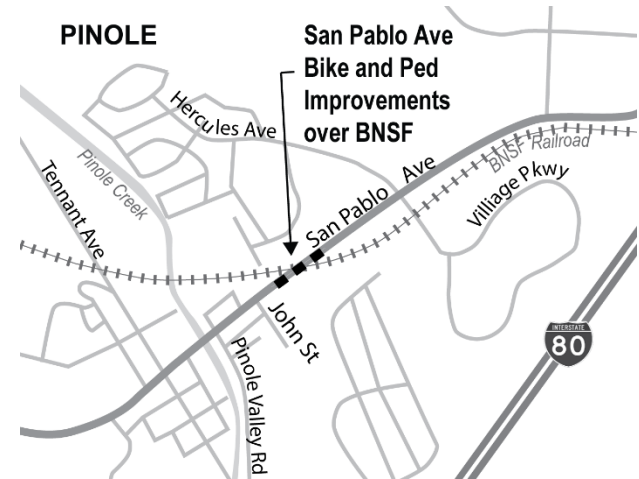
Issues/Areas of Concern

- Sponsor is pursuing full funding for all phases, has not yet secured HBP construction funding beyond the current programming horizon.

Update from Previous Quarterly Report

- Preliminary engineering work continues, including railroad coordination, traffic analysis, geotechnical investigations, utility coordination, and public outreach.
- Caltrans issued a Type Selection Concurrence Memorandum on December 19, 2023.
- Environmental studies continue to be modified reflecting the preferred project alternative, and a draft Initial Study/Mitigated Negative Declaration (IS/MND) was anticipated to be submitted by the City to Caltrans in February 2024.
- At the direction of Caltrans Local Assistance, the City has submitted a revised form 6A in January 2024, reflecting previous requests for additional HBP funds, to Caltrans and has not received a response yet.

Location



Schedule	
	<i>Dates (CY)</i>
Preliminary Studies/Planning	Complete
Environmental Clearance	2017-2024
Design	2023-2025
Right-of-Way and Utilities	2024-2025
Construction	2025-2027
Landscaping	—

Funding by Source (\$ 000s)	
	<i>Amount</i>
Measure J – TLC	\$387
Federal HBP	14,844
Other	1,732
Total	\$16,963

Project San Pablo Avenue Bicycle and Pedestrian Improvements over BNSF Project (# 120011) – continued

Measure J TLC/PBTF Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
17-47-G	09/20/2017	2	12/31/2024	City of Pinole	Environmental, Design, ROW & PM	\$387,000	\$270,515	06/30/2023

Project **Livable Moraga Road (#120022)**
Sponsor Town of Moraga
Subregion Southwest County

Scope

Develop conceptual plans to identify priority improvements along the Moraga Road corridor from St. Mary’s Road to Campolindo Drive. Include a specific focus on improving pedestrian connections and safety near Moraga High School by reducing traffic congestion and speeds near the high school and in the Rheem Park Planning Area. Perform community outreach; traffic analysis; coordination with major stakeholders; and environmental clearance for California Environmental Quality Act (CEQA) compliance.

Status

- The project is in the preliminary engineering and environmental studies phase.
- Staff has determined project qualifies for an exemption from CEQA.

Issues/Areas of Concern

- Town has had funds since 2012 but study is still not yet completed.
- Invoicing to CCTA is required locally quarterly.

Update from Previous Quarterly Report

- In November 2023, Town Staff and its consultant, now back under contract, met and walked the Livable Moraga Road (LMR) corridor to assess the existing conditions and discuss preparation of the conceptual design drawings.
- After the November meeting, in light of time passed and additional work on transportation-oriented projects that have been completed since 2016 when LMR work stalled, including the Moraga Walk | Bike Plan, Local Roadway and Street Safety Plan, the Town and CCTA efforts in adopting Vision Zero initiatives and other work, Staff requested its consultant provide a proposal for additional services to review and incorporate those plans into the LMR conceptual design plans.

Location



Schedule

	<i>Dates (CY)</i>
Preliminary Studies/Planning	2013-2024
Environmental Clearance	2023-2024
Design	—
Right-of-Way and Utilities	—
Construction	—
Landscaping	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J - TLC	\$335
Town of Moraga	140
Total	\$475

Project Livable Moraga Road (#120022) – continued

Measure J TLC/PBTF Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
12-43-G	10/17/2012	8	12/31/2025	Town of Moraga	Environmental, Design, ROW & Project Management	\$335,000	\$269,429	8/31/2017

Project	Diablo Road Circulation Improvements (# 120030/# 24035)
Sponsor	Town of Danville
Subregion	Southwest County

Scope

This project includes the design and construction of an approximate 0.9-mile asphalt, multimodal path along the Diablo Road corridor from the vicinity of the Fairway Drive intersection to 1,200 feet west of Mt. Diablo Scenic Boulevard. The path will run parallel along the south side Diablo Road and include a pedestrian/bicycle crossing system treatment (HAWK signal) on Diablo Road at Fairway Drive.

The project, initially identified in the Town’s 1989 Townwide Trails Master Plan, supports policies contained in the Town of Danville 2030 General Plan, 2021 Townwide Bicycle Plan, and the 2017 Parks, Arts and Recreation Strategic Plan. The project will complete a gap in the existing 0.5-mile Diablo Road Trail network providing a contiguous, non-motorized alternative through the corridor.

Status

- A feasibility study was completed in 2018.
- The Town will request to use remaining CC-TLC, Cycle II funding from 16-02-G project design phase and from Measure J Program 24 for construction of Diablo Road Trail (#24035) project.
- Additional funding has been requested of CCTA to approve a programming action that reallocates from Measure J CC-TLC, Cycle II and Major Streets, Program 24c to complete the construction & project delivery funding plan.
- Preliminary Engineering/Design and Environmental phases began in 2021.
- Final design is in progress. Completion of 65% design was delayed due to storm damage in Winter 2022/23 requiring culvert replacement and due to Environmental clearance delays.

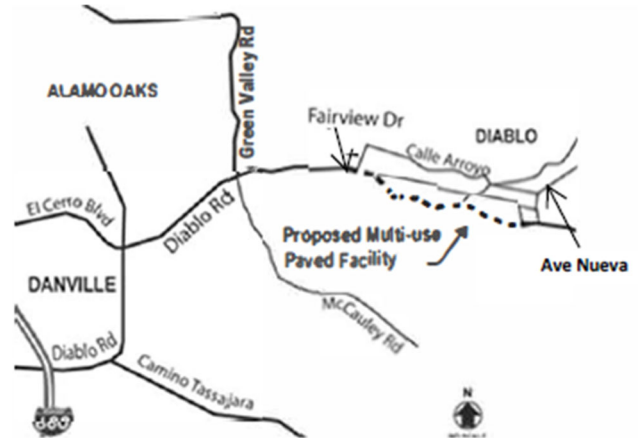
Issues/Areas of Concern

- Project subject to design peer review requirements.
- Invoicing to CCTA is required locally quarterly.

Update from Previous Quarterly Report

- 65% Design completed.
- A mandatory 65% design peer review meeting was requested, committee members determined. Meeting schedule is anticipated in April/May, with TCC meeting afterward in May/June 2024.

Location



Schedule

	<i>Dates (CY)</i>
Preliminary Studies/Planning	Complete
Environmental Clearance	2024
Design	2023-2024
Right-of-Way and Utilities	2024
Construction	2024
Landscaping	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J - TLC	\$1,575
Measure J – Prog. 24c	3,059
Local	915
TDA	150
Total	\$5,699

Project Diablo Road Circulation Improvements (# 120030/# 24035) – continued

Measure J TLC/PBTF Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
16-02-G	01/20/2016	4	12/20/2026	Town of Danville	Environmental, Design, ROW, PM and Design	\$75,000	\$39,868	03/02/2018
16-02-G	01/20/2016	4	12/20/2026	Town of Danville	Construction	\$1,500,000	\$0	—

Project	Clayton Town Center Pedestrian Safety Improvements (#120040)
Sponsor	City of Clayton
Subregion	Central County

Scope

Pedestrian safety improvements in the Town Center area of Clayton, including a raised and lighted crosswalk system to be located on Oak Street in the east/west direction at Center Street, a tabletop or raised intersection at old Marsh Creek Road and Main Street, and a raised and lighted crosswalk system to be added on Center Street in the north/south direction at Oak Street.

Status

- Project is in 35% design stage.

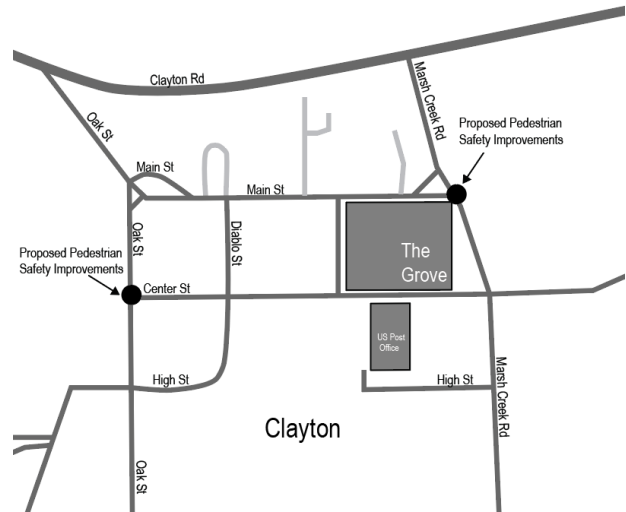
Issues/Areas of Concern

- Invoicing to CCTA is required locally quarterly.
- No other significant issues or areas of concern.

Update from Previous Quarterly Report

- Design activities are continuing.
- The Clayton City Council approved expanding the Project scope to include additional pedestrian facility improvements in the Town Center area. With the expanding Project scope, the City Council also approved allocating an additional \$100,000 to fund the additional scope of work.
- Funding has been updated.

Location



Schedule

	<i>Dates (CY)</i>
Preliminary Studies/Planning	Complete
Environmental Clearance	Complete
Design	2023-2024
Right-of-Way and Utilities	—
Construction	2024-2025

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J – TLC (Program 12)	\$252
TDA 3 FY2023-2024	20
Other Local	243
Total	\$515

Project Clayton Town Center Pedestrian Safety Improvements (#120040) – continued

Measure J TLC/PBTF Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
23-03-G	01/18/2023	—	01/18/2026	City of Clayton	Design	\$60,000	\$0	—

Project Willow Pass Road Repaving (# 120047)

Sponsor City of Concord

Subregion Central County

Scope

Rehabilitate the pavement and repair damaged sidewalk, curb and gutter on Willow Pass Road between Galindo Street and San Vicente Drive. Existing non-Americans with Disabilities Act (ADA) compliant curb ramps will be replaced to meet current ADA standards. The Safe Route to School component will provide safe pedestrian and bicycle access to Wren Avenue Elementary School.

Status

- Project subject to Caltrans Local Assistance requirements due to Federal funding.
- The project is being implemented with TLC grant No. 120050: Willow Pass Road Safe Routes to Transit Improvements, as part of a bundled project with Federal funds.
- Federal funds are programmed for the construction phase in Federal Fiscal Year (FFY) 22-23.
- Peer review was completed in August 2022.
- Caltrans Local Assistance revalidated National Environmental Policy Act (NEPA) February 2023.
- Advance Construction E-76 was approved by Caltrans Local Assistance in September 2023.

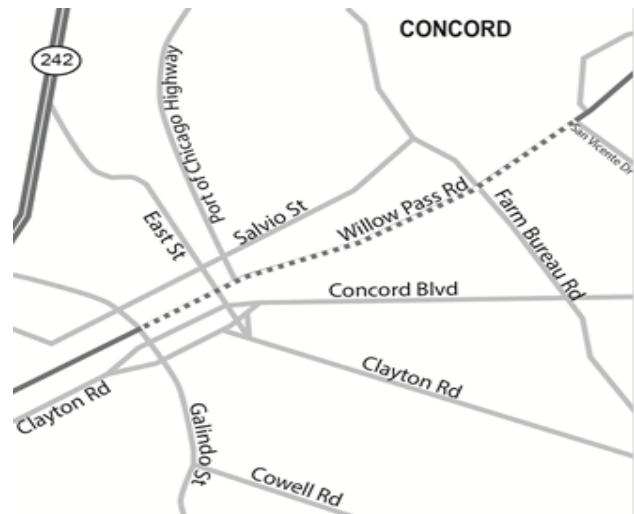
Issues/Areas of Concern

- Invoicing to CCTA is required locally quarterly.

Update from Previous Quarterly Report

- Design activities completed.
- In November 2023, the City requested Measure J TLC funds for construction.
- Advertise project anticipated February 2024 with Construction June 2024.
- Revision No. 2 to Resolution 19-37-G was approved by the Authority Board on January 17, 2024, to reallocate \$20,072 from the design phase to construction phase.

Location



Schedule

	<i>Dates (CY)</i>
Preliminary Studies/Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right-of-Way and Utilities	Complete
Construction	2024-2025

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J – TLC (#120047)	\$120
Measure J – TLC (#120050)	883
Federal (STP & CMAQ)	5,410
Other	4,895
Total	\$11,308

Project Willow Pass Road Repaving (# 120047) – continued

Measure J TLC/PBTF Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
19-37-G	06/19/2019	2	06/19/2024	City of Concord	Design	\$ 99,928	\$91,819	01/30/2023
19-37-G	06/19/2019	2	06/19/2024	City of Concord	Construction	\$20,072	\$0	—

Project	East Downtown Concord PDA Access and Safe Routes to Transit (# 120049)
Sponsor	City of Concord
Subregion	Central County

Scope

Construct new sidewalks and Class 3 bicycle routes on The Alameda and 6th Street (from The Alameda to Willow Pass Road). The City may opt to include the construction of a new sidewalk at Cordova Way and The Alameda intersection (1 location), on Parkside Drive (2 different locations) and Bonifacio Street (1 location) depending on bids received. These locations will be made Additive Bid items. The project aims to provide access to the BART station, PDA, bus stops, schools, and parks around the Downtown Concord area.

Status

- City received E-76 CON RFA Approval from Caltrans on 9/6/23.
- City advertised project for construction on October 17, 2023.

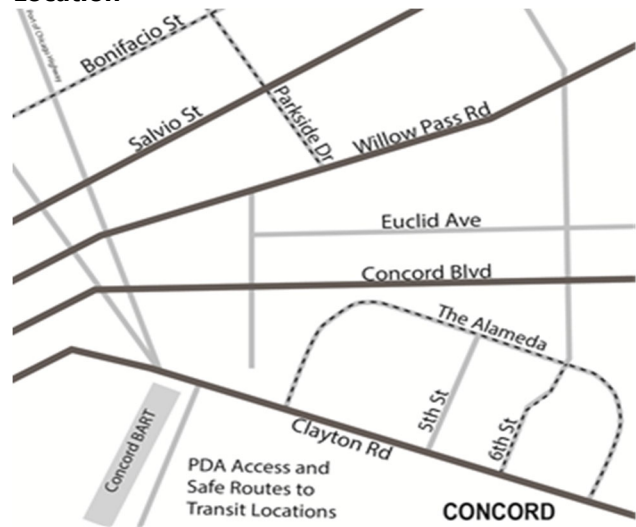
Issues/Areas of Concern

- Potential shortfall in budget. Engineer’s updated construction estimate is ~\$3.2 million. Construction budget with \$2,164,000 OBAG2 Quickstrike funds and local match is ~\$2.4 million. Taking into account design and estimated construction management / inspection costs. City will pursue funding opportunities and find excess funds from other projects to cover the shortfall.
- Project had shortfall of over \$900,000. Could not obtain additional federal funding or from other projects to cover all locations. CCTA & MTC recommended down scoping project to stay within budget. TIP Amendment made on project description to have only Location 2 (The Alameda) and Location 5 (6th Street) be part of the base bid. Other locations will remain as Additive Bids in case bids come in lower or additional funding becomes available. As of now plan is to at minimum construct the new base bid scope (Locations 2 & 5).

Update from Previous Quarterly Report

- City rejected all bids at February 13, 2024 Council Meeting due to budget shortfall.
- City re-advertised project on February 16, 2024, with reduced base bid scope.

Location



Schedule

	<i>Dates (CY)</i>
Preliminary Studies/Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right-of-Way and Utilities	Complete
Construction	2024

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J – TLC	\$485
Federal – STP (SSM)	2,164
Other	486
Total	\$3,135

Project East Downtown Concord PDA Access and Safe Routes to Transit (# 120049) – continued

Measure J TLC/PBTF Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
19-19-G	05/15/2019	2	05/15/2025	City of Concord	Design / ROW / Construction	\$485,000	\$330,031	01/12/2024

Project Willow Pass Road Safe Routes to Transit Improvements (# 120050)

Sponsor City of Concord

Subregion Central County

Scope

Close sidewalk gaps and enhance uncontrolled multi-lane pedestrian crossing on Willow Pass Road in eastern Concord. The sidewalk gap closures will provide Americans with Disabilities Act (ADA)-compliant access to multi-family housing, bus stops, markets, Wren Elementary School, and other amenities. The replacement and relocation of an outdated pedestrian warning system with a pedestrian hybrid beacon across Willow Pass Road at San Vicente Drive to connect residences to these amenities.

Status

- Project subject to Caltrans Local Assistance requirements due to federal funding.
- The project is being implemented with another TLC grant project, No. 120047: Willow Pass Road Repaving, as part of a larger project with federal funds.
- Federal funds are currently programmed for the construction phase in Federal Fiscal Year (FFY) 22/23.
- Peer review was completed in August 2022.
- Caltrans revalidated the National Environmental Policy Act (NEPA) in February 2023.
- Advance Construction E-76 was approved by Caltrans Local Assistance in September 2023.

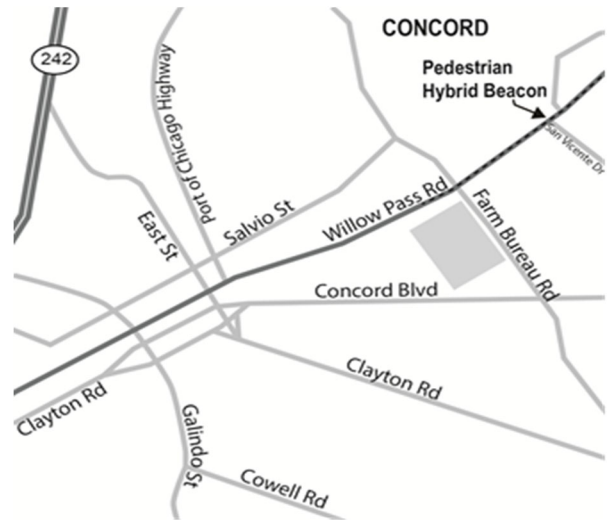
Issues/Areas of Concern

- Invoicing to CCTA is required locally quarterly.

Update from Previous Quarterly Report

- Design activities completed.
- In November 2023, the City requested Measure J TLC funds for construction anticipated March 2024.
- Advertise project anticipated in February 2024 with Construction anticipated in June 2024.
- Revision No. 2 to Resolution 19-36-G was approved by the Authority Board on January 17, 2024, to appropriate an additional \$715,000 to construction and to reallocate \$21,836 from the design phase to construction phase.

Location



Schedule

	<i>Dates (CY)</i>
Preliminary Studies/Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right-of-Way and Utilities	Complete
Construction	2024-2025

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J – TLC (#120050)	\$883
Measure J – TLC (#120047)	120
Federal (STP & CMAQ)	5,410
Other	4,895
Total	\$11,308

Project Willow Pass Road Safe Routes to Transit Improvements (# 120050) – continued

Measure J TLC/PBTF Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
19-36-G	06/19/2019	2	06/19/2024	City of Concord	Design and ROW	\$146,164	\$146,164	06/30/2023
19-36-G	06/19/2019	2	06/19/2024	City of Concord	Construction	\$736,836	\$21,835	01/31/2024

Project	Contra Costa College Transit Village Master Plan (# 120051)
Sponsor	City of San Pablo
Subregion	West County

Scope

The Contra Costa College (CCC) Village Transit Master Plan project will develop conceptual plans for infrastructure improvements for the broader area surrounding CCC (“project area”) in support of creating a mobility hub with transit-oriented development (TOD). The Plan will build upon the housing opportunity site(s) identified in the Housing Element (ongoing), the Contra Costa Electric Vehicle Readiness Blueprint and the bus rapid transit analysis in the West Contra Costa Transportation Advisory Committee (WCCTAC) San Pablo Avenue Multimodal Corridor Study (ongoing), which includes CCC as a focus area.

Stakeholder outreach will inform the development of the Open Space/Streets/Transportation Improvement Plan with a mobility hub and TOD focus. The Master Plan aims to enhance transit access and amenities within the project area, as well as bicyclist and pedestrian network connectivity and safety.

Status

- Final Plan was Adopted by the San Pablo City Council on November 20, 2023.

Issues/Areas of Concern

- No significant issues or areas of concern.

Update from Previous Quarterly Report

- City applied for, and was awarded, \$2.9 million from MTC’s Regional Mobility Hub Program for construction funds to implement some of the plan recommendations.
- Project and reimbursement are now complete.
- Project will be moved to the completed list on the next update.

Location



Schedule

	<i>Dates</i>
Preliminary Studies/Planning	Complete
Environmental Clearance	—
Design	—
Right-of-Way and Utilities	—
Construction	—
Landscaping	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J – TLC	\$200
Other	25
Total	\$225

Project **Contra Costa College Transit Village Master Plan (# 120051) – continued**

Measure J TLC/PBTF Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
19-35-G	06/19/2019	1	12/31/2023	City of San Pablo	Preliminary Studies/Planning	\$200,000	\$200,000	12/20/2023

Project	Contra Costa Boulevard Improvement Project (Viking Drive to Harriett Drive) (#120054/#130026)
Sponsor	City of Pleasant Hill
Subregion	Central County

Scope

Construct "Complete Street" enhancements along Contra Costa Boulevard between Harriet Drive and Viking Drive. Planned enhancements include buffered sidewalks, Class II buffered bike lanes, ADA curb ramps, traffic signal replacement at Contra Costa Boulevard/Taylor Boulevard intersection, a new traffic signal at Contra Costa Boulevard/Alan Drive, LED street level lighting, and landscaping.

Status

- 65% design peer review approved by Authority Board on April 19, 2023.

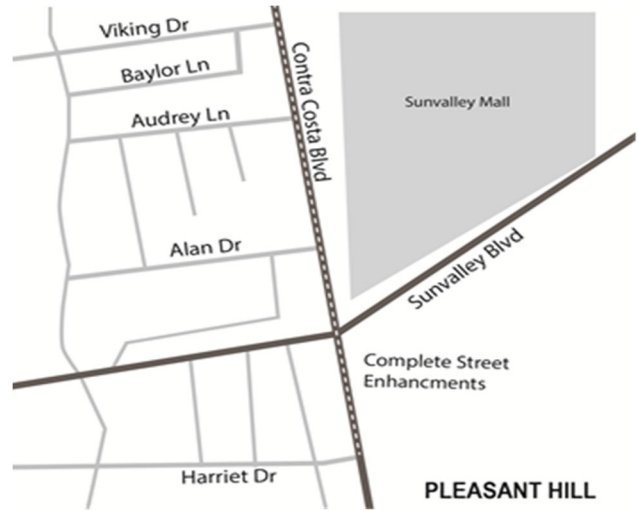
Issues/Areas of Concern

- Potential funding shortfall or revised scope.

Update from Previous Quarterly Report

- City Council rejected all bids in June 2023 due to bids significantly exceeding cost estimate. City is revising scope to reduce cost and re-bid project in December 2023.
- December 7, 2023 CCTA Planning Committee approved the revised scope.
- December 20, 2023 CCTA Board approved the revised scope.
- Construction is scheduled to begin in April 2024.

Location



Schedule

	<i>Dates</i>
Preliminary Studies/Planning	Complete
Environmental Clearance	Complete
Design	2020-2023
Right-of-Way and Utilities	2022-2023
Construction	2024

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J - TLC	\$3,792
Measure J - PBTF	1,000
Other	1,928
Total	\$6,720

Project **Contra Costa Boulevard Improvement Project (Viking Drive to Harriett Drive) (#120054/#130026) – continued**

Measure J TLC/PBTF Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
23-09-G	05/17/2023	—	05/17/2026	City of Pleasant Hill	Construction (TLC)	\$3,792,000	\$0	—
23-09-G	05/17/2023	—	05/17/2026	City of Pleasant Hill	Construction (PBTF)	\$1,000,000	\$0	—

Project	Lafayette Town Center Pathway and BART Bike Station (# 120056/# 130022)
Sponsor	City of Lafayette and BART
Subregion	Southwest County

Scope

The project consists of three primary components.

- An Americans with Disabilities Act (ADA)-compliant shared-use bicycle and pedestrian pathway segment connecting the Lafayette BART station to a recently improved pathway segment that reaches Mt. Diablo Boulevard and the Downtown core.
- A new public plaza serving as a community gathering place and safe pedestrian-oriented transition across the East Bay Municipal Utility District right-of-way to the BART station.
- A new Bike Station at the Lafayette BART station south entrance.

Status

- BART Measure RR funds have been programmed in exchange for MTC’s Federal Quick-Strike Program funds.

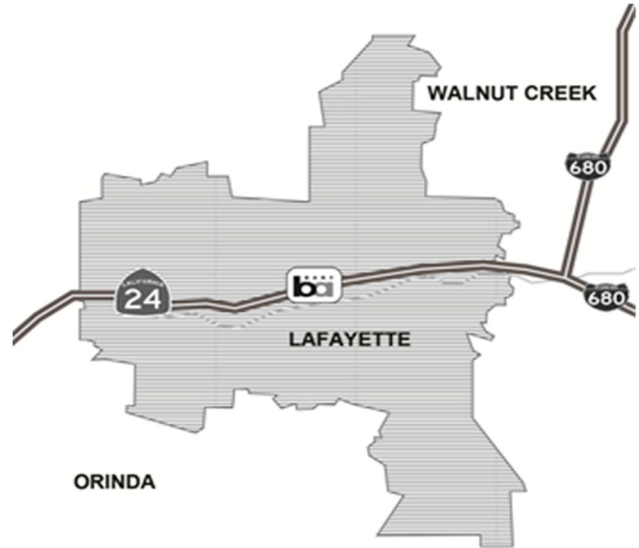
Issues/Areas of Concern

- Invoicing to CCTA is required locally quarterly.
- BART review of final design documents may be time-consuming, adding continued delay and cost to the project.
- No other significant issues or areas of concern.

Update from Previous Quarterly Report

- BART has completed their re-design of the Bike Station portion of the project and has returned the amended design plans to the City of Lafayette.
- BART has provided Lafayette with additional notes on the previously finalized civil plans for the project.
- The civil plans need to be updated to reflect the new Bike Station design and to address civil plan notes. Lafayette will complete final design documents.

Location



Schedule

	<i>Dates (CY)</i>
Preliminary Studies/Planning	Complete
Environmental Clearance	Complete
Design	2021-2024
Right-of-Way and Utilities	2019-2024
Construction	2025-2026

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J – TLC	\$980
Measure J-BART Program 10	25
BART Measure RR	1,825
Local	325
Total	\$3,155

Project Lafayette Town Center Pathway and BART Bike Station (# 120056/# 130022) – continued

Measure J TLC/PBTF Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
20-05-G	02/19/2020	1	02/19/2025	City of Lafayette	Construction	\$980,000	\$0	—

Project 13th Street Complete Streets (# 120059/# 250002)
Sponsor City of Richmond
Subregion West County

Scope

Transformation of a 4-lane arterial street from Harbour Way to Costa Avenue into multi-modal complete streets. Eliminating one vehicular travel lane in each direction and using the space to create continuous directional cycle tracks along the length of the corridor will be a key element of the Complete Streets transformation. Sidewalks will be widened in some areas, and bus stop and crosswalk improvements will be made throughout the corridor. The project will close a gap between the Active Transportation Program (ATP) funded Rumrill Boulevard Complete Streets project in the City of San Pablo and the ATP funded Yellow Brick Road project in the City of Richmond.

Status

- Due to comments from BART and Caltrans received during the Right-of-Way (ROW) review phase, the comments have to be addressed and the design is back to 90% level.
- Project subject to Caltrans Local Assistance requirements due to Federal funding.
- Federal Surface Transportation Program (STP) funds programming changed to Federal Fiscal Year (FFY) 23-24 by MTC and Caltrans Local Assistance, and they are onboard with the BART ROW easement needed.
- National Environmental Policy Act (NEPA) clearance complete.

Issues/Areas of Concern

- To obtain Caltrans ROW Certification, a BART Easement is required that may take 4-6 months.
- Quarterly billing is required.

Update from Previous Quarterly Report

- February 2024, City issued Notice to Proceed for the next phase (Right of Way Phase, E-76, 100% Final Plan, Specifications, and Estimates).
- Mid-Feb to mid-April (2 months): legal plat and description, create offer package for BART.
- Mid-April to mid-July (3 months): BART work on approval of easement.
- Mid-July to end-Sept (2.5 months): get R/W Cert and E-76 for construction from Caltrans. Final design completed for E-76 submittal.
- City staff anticipates bidding the construction in October 2024.
- City staff anticipates construction to begin in January 2025 and be completed by September 2025.
- Community engagement and outreach will resume prior to construction.

Location



Schedule

	<i>Dates (CY)</i>
Preliminary Studies/Planning	Complete
Environmental Clearance	Complete
Design	2021-2024
Right-of-Way and Utilities	2021-2024
Construction	2024-2025

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J - TLC	\$848
Federal STP (CSCC)	2,821
Other	1,462
Total	\$5,131

Project 13th Street Complete Streets (# 120059/# 250002) – continued

Measure J TLC/PBTF Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
19-41-G	7/17/2019	2	7/17/2024	City of Richmond	Environmental, Design, and Construction	\$848,000	\$0	—

Project	El Cerrito del Norte TOD Complete Streets Improvement (# 120061/# 250004)
Sponsor	City of El Cerrito
Subregion	West County

Scope

Implement multimodal transportation improvements to catalyze and support transit-oriented development (TOD) in the San Pablo Ave del Norte Area, a Priority Development Area (PDA). Improvements include new and enhanced bicycle and pedestrian facilities to regional transit at El Cerrito del Norte BART Station and TOD, bus and vehicle circulation improvements, and streetscape elements. The improvements are located on several streets including San Pablo Avenue, Eastshore Boulevard, Hill Street, Cutting Boulevard, and Knott Avenue in El Cerrito.

Status

- Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funding is programmed for construction in Federal Fiscal Year (FFY) 2023.

Issues/Areas of Concern

- Coordination with Caltrans on funding and scheduling of planned Caltrans pavement rehabilitation within project limits. Due to Caltrans funding programming constraints, Caltrans decided to keep Caltrans pavement rehabilitation project separate.
- Quarterly billing is required.

Update from Previous Quarterly Report

- The design has been completed and approved by Caltrans Local Assistance.
- Caltrans Local Assistance has approved the Right-of-Way Certification.
- City and Caltrans entered into a maintenance agreement.
- Caltrans issued encroachment permit.
- The Advanced Construction E-76 from Caltrans/Federal Highway Administration (FHWA) approving the City to advertise the Project was amended to a regular E-76 on November 27, 2023. This amendment will allow the City to seek funding reimbursement from Caltrans.
- The City awarded the construction contract in December 2023. Construction is expected to start within the first quarter of 2024 and be completed in the first half of 2025.

Location



Schedule

	<i>Dates (CY)</i>
Preliminary Studies/Planning	Complete
Environmental Clearance	Complete
Design	Completed
Right-of-Way and Utilities	2022-2024
Construction	2023-2025

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J - TLC	\$2,312
Federal (CMAQ)	4,960
Other	6,392
Total	\$13,664

Project El Cerrito del Norte TOD Complete Streets Improvement (# 120061/# 250004) – continued

Measure J TLC/PBTF Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
21-39-G	09/15/2021	—	09/15/2024	El Cerrito	Design Phase	\$850,000	\$769,396	12/07/2023
23-01-G	01/18/2023	—	01/18/2026	El Cerrito	Construction Phase	\$1,462,000	\$0	—

Project	Lincoln Elementary Safe Routes to School Pedestrian Enhancements (#120062)
Sponsor	City of Richmond
Subregion	West County

Scope

Pedestrian enhancements along Chanslor Avenue from 4th Street to 6th Street near Lincoln Elementary School to improve the safety for school children by adding median islands, curb extensions, and raised intersection, installing raised pedestrian crosswalks with pedestrian-actuated flashing beacons/signs along the Richmond Greenway (Class I bicycle and pedestrian trail) crossings at 2nd Street, 4th Street, 6th Street, and 8th Street.

Status

- E-76 Construction Caltrans-approved May 15, 2023.

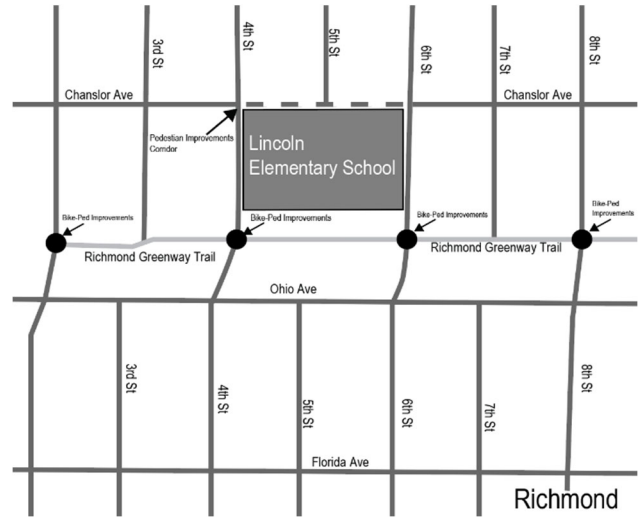
Issues/Areas of Concern

- Project subject to Caltrans Local Assistance requirements due to Federal funding; City must invoice Caltrans within 6 months from construction funds being obligated.

Update from Previous Quarterly Report

- City re-solicited on January 22, 2024, due to DBE calculation conflict in the specifications. City held a non-mandatory on-site meeting on January 26, 2024 and there were two attendees. City’s schedule is to open bids on February 20, 2024.
- City is anticipated to select the contractor and award contract through City Council on March 19, 2024.
- City is anticipated to start construction April/May 2024 if weather permits.

Location



Schedule

	<i>Dates (CY)</i>
Preliminary Studies/Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right-of-Way and Utilities	Complete
Construction	2023-2024

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J – TLC (Program 12)	\$63
OBAG 2 – SRTS (Federal)	497
Local Funds	50
Total	\$610

Project Lincoln Elementary Safe Routes to School Pedestrian Enhancements (#120062) – continued

Measure J TLC/PBTF Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
23-07-G	05/17/2023	—	05/17/2026	City of Richmond	Construction	\$63,000	\$0	—

Project **BART Pedestrian Bicycle Connectivity Project (#130021)**
Sponsor City of Pittsburg
Subregion East County

Scope

The project centers around the planned Pittsburg Center BART station and will design and construct multiuse Class I bikeways and buffered bikeways (PBTF eligible) within existing public right-of-way, additional parallel parking, trail lighting, street lighting, intersection corner treatments, crosswalk treatments, modified driveways, benches, wayfinding and service info signage, walls/fencing, as well as landscaping and irrigation improvements and will coordinate with a multimodal transfer facility.

Status

- City has advertised for bids in January 2024.
- City is expected to award for construction in March 2024.
- City has performed analysis on intersection operations and design.
- Class IV Cycle Track segment of Railroad Avenue portion from California Avenue to E. 17th street is now a Class II bikeway path.

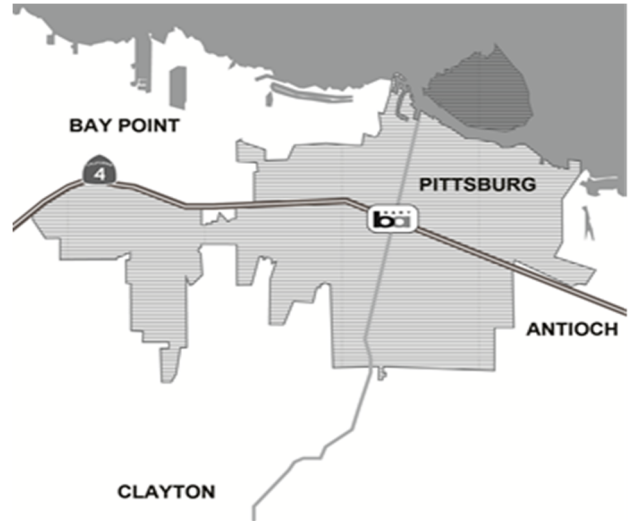
Issues/Areas of Concern

- No significant issues or areas of concern.

Update from Previous Quarterly Report

- Federal Funds for Construction phase was obligated in September 2023.
- Project funding includes federal CMAQ funding and must satisfy Caltrans Local Assistance requirements.
- City obtained Measure J funds appropriation for the construction phase in October 2023.

Location



Schedule

	<i>Dates (CY)</i>
Preliminary Studies/Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right-of-Way and Utilities	Complete
Construction	2024

Schedule Note: Schedule to be tracked for Measure J purposes will be established at the time of the first appropriation of Measure J funding.

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J – PBTF	\$600
Measure J – Local Roads	515
Federal - CMAQ/SRTS (OBAG2)	3,870
Safe Routes to BART Grant	700
Transportation Dev. Act (TDA)	58
Other Local	300
Total	\$6,043

Project BART Pedestrian Bicycle Connectivity Project (#130021) – continued

Measure J TLC/PBTF Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
23-41-G	10/18/2023	—	10/18/2026	City of Pittsburg	Construction	\$600,000	\$0	—

Project Rumrill Boulevard Complete Streets, Phase II (# 130027)
Sponsor City of San Pablo
Subregion West County

Scope

Rumrill Blvd from San Pablo Ave to Costa Avenue: Improve sidewalks and pedestrian crossings (i.e., striping, rectangular rapid flashing beacons (RRFBs), signs, etc.), and install “bulbouts”. Calm traffic and improve safety and the appeal of walking and bicycling. Enhance the appearance of the corridor for businesses, residents, and roadway users.

Status

- Construction phase, including sidewalks and paving, is completed.
- Landscaping work is completed.
- Street striping and pavement markings including bike lanes and delineators is substantially complete.
- Traffic signal activation scheduled late February

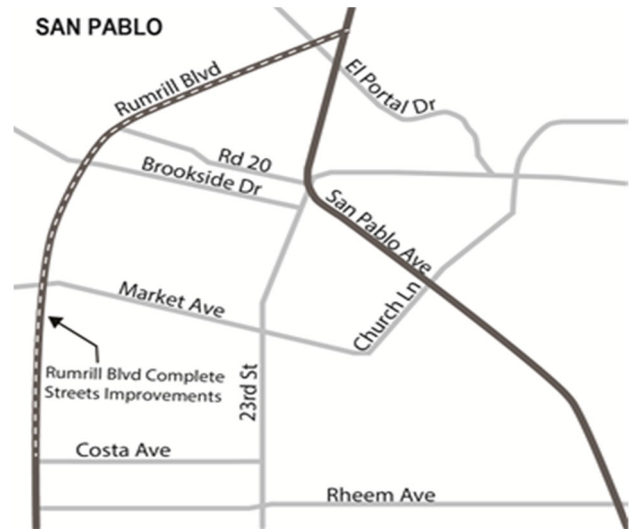
Issues/Areas of Concern

- Informing residents and businesses of new parking space locations.
- Enforcement of vehicles blocking bicycle lanes.

Update from Previous Quarterly Report

- PG&E utility relocation work at the intersection of Market and Rumrill is still pending PG&E timeline. All other utility relocation work is substantially completed.
- Street striping still needs to be installed in the Market Street area.
- Public outreach continues to residents and businesses.

Location



Schedule

	<i>Dates (CY)</i>
Preliminary Studies/Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right-of-Way and Utilities	Complete
Construction	2021-2024

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J - PBTF	\$1,000
Federal – ATP	4,310
State – SB1	3,200
State – CNRA	3,999
Other (Includes Local, Other Federal and State funds)	7,566
Total	\$20,075

Project Rumrill Boulevard Complete Streets, Phase II (# 130027) – continued

Measure J TLC/PBTF Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
21-13-G	03/17/2021	—	03/17/2024	City of San Pablo	Construction	\$1,000,000	\$1,000,000	06/30/2023

Project Hercules Rail Station (# 250003)
Sponsor City of Hercules
Subregion West County

Scope

The current funding is going towards completion of final design for the remaining phases of the rail improvement elements, including station building, of the Hercules Hub project. The Hercules Hub project is being implemented in stages using a variety of grants from various fund sources. See CCTA Project No. 4001 for more details about the status and funding for the overall multi-grant, multi-phase Hercules Hub project delivery.

Status

- 10% design phase.
- City developing a funding plan to fully fund completion of the multimodal train station.

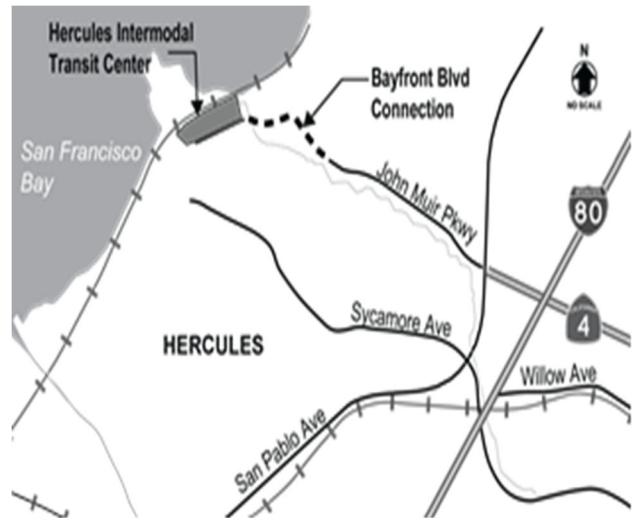
Issues/Areas of Concern

- Project design phase has a significant funding shortfall.

Update from Previous Quarterly Report

- City is coordinating with Union Pacific RR & Capitol Corridor JPA on review of revised 10% design for Track Realignment. When track alignment is approved by each, City can continue coordinating with Kinder Morgan to relocate its oil pipeline.
- City secured SB1 - Transit and Intercity Rail Capital Program (TIRCP) grant through joint application with Capitol Corridor JPA to partially fund design phase. City recently passed a resolution to enter into a TIRCP Master Agreement with Caltrans.
- City was unsuccessful in securing FRA Federal-State Partnership for Intercity Rail funds for final design and is investigating funding strategies to address the funding gap.

Location



Schedule

	<i>Dates (CY)</i>
Plans or Studies	Complete
Environmental Clearance	Complete
Design	2019-2025
Right-of-Way and Utilities*	(See Note)
Construction*	(See Note)

*Schedule Note: See Project No. 4001 for overall project schedule.

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J – TLC (Program 25)	\$500
STMP	750
Hercules	590
TIRCP	2,400
TBD (shortfall)	10,270
Total**	(See Note)

**Funding Note: See Project No. 4001 for overall project funding, including other Measure J funds.

Project Hercules Rail Station (# 250003) – continued

Measure J TLC/PBTF Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (1/31/2024)	Last Billed Date
19-45-G	9/18/2019	2	9/18/2025	City of Hercules	Construction	\$500,000	\$369,473	7/11/2023

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