
TRI-VALLEY TRANSPORTATION COUNCIL

Kathy Narum
TVTC Chair
Councilmember
 Pleasanton
 (925) 931-5001

Monday, February 11, 2019
4:00pm

City of Pleasanton – Remillard Room
3333 Busch Road, Pleasanton, CA 94566

Scott Perkins
TVTC Vice-Chair
Councilmember
 San Ramon
 (925) 973-2530

*****SPECIAL MEETING*****
AGENDA

Patricia Munro
Councilmember
 Livermore
 (925) 960-4016

Jean Josey
Councilmember
 Dublin
 (925) 833-6650

Karen Stepper
Councilmember
 Danville
 (925) 275-2412

Scott Haggerty
Supervisor District 1
 Alameda County
 (510) 272-6691

Candace Andersen
Supervisor District 2
 Contra Costa County
 (925) 957-8860

1. Call to Order, Roll Call, and Self Introductions
2. Public Comment
3. Consent Calendar
 - a. APPROVE Meeting Minutes from October 15, 2018*
 - b. ACCEPT FY 2017/18 Annual Financial Report*
 - c. ACCEPT FY 2017/18 Audit*
 - d. REVIEW FY 2017/18 AB1600 Mitigation Fee Act Report*
4. Old Business
 - a. None
5. New Business
 - a. DISCUSSION on Secondary Dwelling Unit/Accessory Dwelling Unit Fee*
6. Other Business
 - a. Correspondence– Receive Regional Transportation Planning Committees Memo from the Contra Costa Transportation Authority –January 16, 2019*
 - b. Reminder – Form 700
7. Adjournment

* *Attachment(s)*

The Tri-Valley Transportation Council meetings are wheelchair accessible. If you have any questions related to the Tri-Valley Transportation Council meeting agenda, please contact Cedric Novenario, TVTC Administrative staff at (925) 931-5667 or email at cnovenario@cityofpleasanton.ca.gov

Upcoming Meetings:

TVTC TAC: Wednesday, March 6, 2019, 10am, Pleasanton – 200 Old Bernal City Council Conference Room

FINANCE: March 25, 2019, Time TBD, 157 Main Street, Conference Room 3

TVTC: April 15, 2019, 4:00pm, Remillard Room – 3333 Busch Road, Pleasanton, CA 94566

Item 3a

MINUTES

TRI-VALLEY TRANSPORTATION COUNCIL

City of Pleasanton – Operations Services Department, Remillard Room
3333 Busch Road, Pleasanton, CA 94566

Monday, October 15, 2018, at 4:00pm

1) **CALL TO ORDER, ROLL CALL, AND SELF-INTRODUCTIONS**

The Tri-Valley Transportation Council (TVTC) was called to order at 4:00 p.m. by the Chair, Vice Mayor Arne Olson, City of Pleasanton.

TVTC Members in Attendance:

Arne Olson, Chair, Vice Mayor, Pleasanton
Scott Perkins, Vice-Chair, Councilmember, San Ramon
Steven Spedowski, Councilmember, Livermore
Candace Andersen, Supervisor District 2, Contra Costa County
Scott Haggerty, Supervisor, District 1, Alameda County

TVTC Staff in Attendance:

Cedric Novenario, City of Pleasanton
Bob Vinn, City of Livermore
Obaid Khan, City of Dublin
Sai Midididdi, City of Dublin
Andy Dillard, Town of Danville
Lisa Bobadilla, City of San Ramon

Others in Attendance:

Tony McCaulay, Livermore Amador Valley Transportation Authority
Steve Mattas, Meyers Nave, TVTC General Counsel

2) **PUBLIC COMMENT**

None

3) **APPROVE MEETING MINUTES FROM JANUARY 22, 2018**

Councilmember Perkins asked about the status of obtaining two additional insurance quotes as requested at the April 26, 2018 TVTC Board Meeting. The TVTC carries Crime and Special Liability Insurance Policies. Both insurance premiums were due shortly after the City of Pleasanton assumed the TVTC Administrator role. To prevent a lapse in insurance coverage, both premiums were paid. The TVTC Administrator informed Councilmember Perkins and the Board that new quotes will be obtained in March/April 2019 before both insurance policies expire.

Motion to Approve by Supervisor Haggerty; Second by Councilmember Perkins
Approved (Ayes 5; Noes 0; Abstain 0; Absent:2)

4) CONSENT CALENDAR

None

5) NEW BUSINESS

a. APPROVE 2019 TVTC Board Meeting Schedule

Motion to Approve by Supervisor Andersen; Second by Supervisor Haggerty Perkins
Approved (Ayes 5; Noes 0; Abstain 0; Absent:2)

b. ADDITION OF URGENCY ITEM TO AGENDA. – APPROVE addition of urgency item related to appointment to TVTC Finance Subcommittee. This agenda item was added to address a vacancy at the Finance Subcommittee that was necessary to fill prior to the next TVTC meeting.

Motion to Approve addition of urgency item to agenda by Councilmember Perkins;
Second by Supervisor Andersen Approved (Ayes 5; Noes 0; Abstain 0; Absent: 2)

c. Approve appointment of Supervisor Haggerty to the TVTC Finance Subcommittee

Motion to Approve by Councilmember Perkins; Second by Supervisor Andersen
Approved (Ayes 5; Noes 0; Abstain 0; Absent: 2)

6) OTHER BUSINESS/ANNOUNCEMENTS

a. Informational Item – Update regarding development of TVTC Nexus Study Request for Proposals

The TVTC Administrator provided a summary of the status and approach for the TVTC Nexus Study Request for Proposals. Councilmember Perkins requested that uncompleted projects from List A and List B from the Strategic Expenditure Plan be updated with new project cost estimates as part of the Nexus Study. Councilmember Perkins also requested a discussion and confirmation of the criteria to be used on the Needs Assessment portion of the Nexus Study.

b. Informational Item – Receive Regional Transportation Planning Committees Memo from the Contra Costa Transportation Authority – September 26, 2018

The TVTC Administrator provided a brief summary of the memo. No comments or questions from the TVTC Board.

7) **ADJOURNMENT**

The meeting was adjourned by Chair Olson at 4:22 p.m.

DRAFT

Item 3b

TRI-VALLEY TRANSPORTATION COUNCIL

Kathy Narum
TVTC Chair
Councilmember
 Pleasanton
 (925) 931-5001

To: Tri-Valley Transportation Council (TVTC)
From: TVTC Finance Subcommittee (Finance Subcommittee)
 TVTC Technical Advisory Committee (TAC)

Date: February 11, 2019

Scott Perkins
TVTC Vice-Chair
Councilmember
 San Ramon
 (925) 973-2530

Subject: Financial Report for the Period Ending June 30, 2018

BACKGROUND

Patricia Munro
Councilmember
 Livermore
 (925) 960-4016

The Treasurer is required to present a financial status report to the TVTC annually. The City of San Ramon has served as the TVTC Treasurer since 2001. At the April 12, 2010 TVTC meeting, the City of San Ramon requested to relinquish the administrative Treasurer duties.

Jean Josey
Councilmember
 Dublin
 (925) 833-6650

On September 22, 2010, the TVTC approved Resolution 2010-05 that a) authorized the establishment of an account with a private banking institution and to transfer the Tri-Valley Transportation Development Fee (TVTDF) fund balance from the City of San Ramon; b) authorized the TVTC to establish an account at the State of California's Local Agency Investment Fund (LAIF) to serve as a joint account; and c) approved funding to retain outside contractors for the accounting and auditing services duties. The City of San Ramon staff continues to serve as the TVTC Treasurer in name and as signature authority for TVTDF disbursements per the TVTC's Joint Exercise of Powers Agreement (JEPA).

Karen Stepper
Councilmember
 Danville
 (925) 275-2412

Scott Haggerty
Supervisor District
 1 Alameda County
 (510) 272-6691

Beginning with the quarterly period of July 1, 2011 – September 30, 2011, TVTC agencies began forwarding all quarterly remittances to the TVTC account at Mechanics Bank and the TVTC's contract accounting firm, Franklin Management Systems, Inc., in Pleasanton began managing these funds. On April 26, 2012, the TVTC transferred all remaining TVTDF funds held with the City of San Ramon to Mechanics bank. In February 2016 the TVTC began transferring TVTDF funds from Mechanics Bank into a Local Agency Investment Fund (LAIF) account.

Candace Andersen
Supervisor District
 2 Contra Costa
 County (925)
 957-8860

DISCUSSION

This report is prepared to provide cumulative information on TVTD fees received and remitted by member TVTC agencies and their approved disbursements. In FY 2017/18, the TVTDF fund earned approximately \$7 million in fee remittances (approximately \$5 million less than in FY 2017/18) and disbursed approximately \$13.2 million. An annual summary report and a cumulative resources report are provided as attachments (Attachments A, B, and C).

RECOMMENDATION

The TVTC Finance Subcommittee recommends the TVTC ACCEPT the FY 2017/18 TVTC Financial Report.

ATTACHMENTS

- A – Cumulative Disbursements
- B – FY 2017/18 TVTDF Summary Balance
- C – TVTDF Cumulative Resources/Uses

September 1998 – August 17, 2001 (Prior Treasurers):**I580/680 Flyover**

ACTA match requirement	\$4,194,094.00
To City of Dublin for their contributions	\$995,127.00
To City of Pleasanton for their contributions	\$462,078.00

Total: \$5,651,299.00

Highway 84

Advance to Livermore	\$1,164,144.00
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Total: \$1,164,144.00

Refund of 20% Local Accounts

City of Pleasanton	\$689,499.00
Alameda County	\$6.00
City of Dublin	\$55,471.00

Total: \$744,976.00

Administration

City of Pleasanton	\$25,258.00
Contra Costa County	\$8,000.00

Total: \$33,258.00

August 17, 2001 – June 30, 2012 (Prior Treasurer Duties - City of San Ramon):**Refund of 20% Local Accounts**

City of Livermore (4/5/02)	\$1,191,189.00
City of Livermore (1/15/03)	\$68,217.00

Total: \$1,259,406.00

I-680 Interchange Project #8

City of San Ramon (6/30/03)	\$1,600,000.00
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Total: \$1,600,000.00

I-680 Aux Lane Project #3

Town of Danville (1/7/05)	\$2,200,000.00
Contra Costa Transportation Authority (2/3/06)	\$2,500,000.00
Contra Costa Transportation Authority (10/6/06)	\$2,500,000.00
Contra Costa Transportation Authority (1/25/08)	\$2,500,000.00
Contra Costa Transportation Authority (4/17/09)	\$2,300,000.00

Total: \$12,000,000.00

I-580/Foothill Road Project #7

City of Dublin (8/29/03)	\$800,000.00
City of Pleasanton (6/19/09)	\$46,959.00
City of Pleasanton (4/19/10)	\$753,041.00

Total: \$1,600,000.00

West Dublin Bart Project #4

City of Dublin (11/25/03)	\$4,000,000.00
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Total: \$4,000,000.00

State Route 84 (Project #2)

City of Livermore (Returned balance from Route 84 Corridor project)	\$ (105,428.00)
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City of Livermore (3/2/07)	\$4,800,000.00
City of Livermore (4/17/09)	\$2,600,000.00
City of Livermore (12/22/09)	\$2,600,000.00

Total: \$9,894,572.00

Nexus Study 2005

City of Livermore (12/2/05)	\$100,000.00
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Total: \$100,000.00

I-580 HOV Lanes Project #5

City of Pleasanton (2/26/08)	\$4,000,000.00
City of Pleasanton (12/5/08)	\$2,900,000.00
City of Pleasanton (10/22/10)	\$1,100,000.00

Total: \$8,000,000.00

TVTC Strategic Expenditure Plan

City of Dublin (7/10/09)	\$24,770.00
City of Dublin (4/23/10)	\$34,660.00

Total: \$59,430.00

Refund CA Splash

City of Pleasanton (4/23/10)	\$15,290.00
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Total: \$15,290.00

Administration

City of San Ramon	\$376,378.29
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Total: \$376,378.29

June 30, 2012 – December 31, 2013 (City of San Ramon/Franklin Management):
State Route 84 Improvements (I-580 to I-680) (Project 2A)

City of Livermore (July 31, 2013)	\$2,940,000.00
City of Livermore (October 17, 2013)	\$5,000,000.00

Total: \$7,940,000.00

Refund KT Properties

City of Pleasanton	\$3,427.85
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Total: \$3,427.85

Mechanics Bank Fees

Mechanics Bank	\$392.00
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Total: \$392.00

December 31, 2013 – June 30, 2014 (City of San Ramon/Franklin Management):
Mechanics Bank Fees

Mechanics Bank	\$80.00
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Total: \$80.00

Contract Accountant Fees

Franklin Management	\$7,170.00
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Total: \$7,170.00

July 1, 2014 – June 30, 2015 (City of San Ramon/Franklin Management):
State Route 84 Improvements (I-580 to I-680) (Project 2A)

City of Livermore (January 26, 2015)	\$4,500,000.00
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City of Livermore (April 20, 2015)	\$500,000.00
Total:	\$5,000,000.00
TVTC Strategic Expenditure Plan Update	
Kimley-Horn	\$1,367.65
Total:	\$1,367.65
Mechanics Bank Fees	
Mechanics Bank	\$24.00
Total:	\$24.00
Contract Accountant Fees	
Franklin Management	\$6,605.00
Total:	\$6,605.00
Legal Fees	
Meyers Nave	\$8,020.50
Total:	\$8,020.50
Website Development	
Planeteria Media	\$9,170.00
Total:	\$9,170.00
Treasurer Oversight	
City of San Ramon	\$1,200.00
Total:	\$1,200.00
July 1, 2015 – June 30, 2016 (City of San Ramon/Livermore/Franklin Management):	
TVTC Strategic Expenditure Plan Update	
Kimley-Horn	\$33,301.82
Total:	\$33,301.82
TVTC Resolution No.2016.03 - Refund to Hanna Yoon	
City of Pleasanton (5/16/16)	\$7,785.56
Total:	\$7,785.56
Administrative Staff Support	
Contra Costa County	\$40,000.00
Total:	\$40,000.00
Mechanics Bank Fees	
Mechanics Bank	\$22.00
Total:	\$22.00
Contract Accountant Fees	
Franklin Management	\$1,770.00
Total:	\$1,770.00
Insurance Liability, D&O	
Alliant Insurance service, Inc	\$4,223.03
Total:	\$4,223.03
Legal Fees	
Meyers Nave	\$9,232.68
Total:	\$9,232.68
Tri-Valley Transportation Council	February 11, 2019
Total:	\$9,232.68

Operating Exp/Board Meetings

All Board Members	\$1,500.00
Postages reimbursement to FMS	\$5.55

Total: \$1,505.55

Website Development

Planeteria Media	\$1,670.00
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Total: \$1,670.00

Treasurer Oversight

City of San Ramon	\$1,200.00
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Total: \$1,200.00

July 1, 2016 – June 30, 2017 (City of Livermore/Franklin Management):**TVTC Strategic Expenditure Plan Update**

Kimley-Horn & Associates, Inc.	\$23,995.26
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Total: \$23,995.26

I-680 Auxiliary Lanes, Segment 2 Project

Contra Costa Transportation Authority (Town of Danville & CCTA) (8/17/16)	\$5,880,000.00
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Total: \$5,880,000.00

Administrative Staff Support

City of Livermore	\$20,000.00
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Total: \$20,000.00

Mechanics Bank Fees

Mechanics Bank	\$214.80
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Total: \$214.80

Contract Accountant Fees

Cooper Accountancy Corp	\$7,000.00
Franklin Management	\$4,410.00

Total: \$11,410.00

Insurance Liability, D&O

Alliant Insurance service, Inc	\$3,001.26
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Total: \$3,001.26

Legal Fees

Meyers Nave	\$8,502.67
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Total: \$8,502.67

Operating Exp/Board Meetings

Board Member Stipends	\$2,900.00
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Total: \$2,900.00

Website Development

Planeteria Media	\$1,549.00
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Total: \$1,549.00

Treasurer Oversight Services

City of San Ramon Treasurer	\$1,200.00
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Total: \$1,200.00

Basecamp Fees	\$312.00
Total:	\$312.00
<u>July 1, 2017 – June 30, 2018 (City of Livermore/Franklin Management):</u>	
Express Bus/Brt - Project#11 Phase 2	
City of Dublin	\$1,140,000.00
Total:	\$1,140,000.00
SR 84 Expressway - Project#A-2a	
TVTDF Fund City of Pleasanton	\$12,000,000.00
Total:	\$12,000,000.00
Administrative Staff Support	
City of Livermore	\$20,000.00
Total:	\$20,000.00
Mechanics Bank Fees	
Mechanics Bank	\$0.00
Total:	\$0.00
Contract Accountant Fees	
Cooper Accountancy Corp	\$4,000.00
Franklin Management	\$4,245.00
Total:	\$8,245.00
Insurance Liability, D&O	
Alliant Insurance service, Inc	\$2,505.16
Total:	\$2,505.16
Legal Fees	
Meyers Nave	\$10,357.39
Total:	\$10,357.39
Operating Exp/Board Meetings	
Board Member Stipends	\$2,500.00
Total:	\$2,500.00
Website Development	
Planeteria Media	\$1,549.00
Total:	\$1,549.00
Project Management Software	
Basecamp Fees	\$264.00
Total:	\$264.00
TOTAL DISBURSEMENTS:	\$78,715,426.47

**Tri-Valley Transportation Development Fees
Cumulative Resources/Uses Update
Held with Mechanics Bank and LAIF
For the Period Ended July 2017 - June-2018**

7/01/17 Beginning Balance	\$ 17,530,328.36
Agency Receipts/Interest Earnings:	\$ 7,023,814.05
Disbursements:	\$ (13,185,420.55)
6/30/18 Ending Fund Balance	<u>\$ 11,368,721.86</u>

Respectfully submitted,

**Jack Harrington
Franklin Management**

**Tri-Valley Transportation Development Fees
Cumulative Resources/Uses of Funds**

Resources:

	Prior Cumulative Fees/Interest	7/1/17-6/18 Fees/Interest	Total Fees/Interest Remitted
Alameda Co	\$ 475,365.08	\$ 5,307.89	\$ 480,672.97
Dublin	\$ 25,324,250.85	\$ 2,975,149.61	\$ 28,299,400.46
Livermore	\$ 20,766,999.07	\$ 2,459,696.34	\$ 23,226,695.41
Pleasanton	\$ 13,826,609.19	\$ 209,626.02	\$ 14,036,235.21
CC County	\$ 16,494,005.54	\$ 962,863.85	\$ 17,456,869.39
Danville	\$ 1,800,167.69	\$ 57,088.21	\$ 1,857,255.90
San Ramon	\$ 1,215,678.06	\$ 167,106.05	\$ 1,382,784.11
Trust Interest	\$ 3,127,299.20	\$ -	\$ 3,127,299.20
LAIF Interest	\$ 29,957.04	\$ 186,976.08	\$ 216,933.12
	\$ 83,060,331.72	\$ 7,023,814.05	\$ 90,084,145.77

Uses:

	Total Disbursements	7/1/17-6/18 Disbursements	Total Disbursements
I580/680 Flyover	\$ (5,651,298.90)		\$ (5,651,298.90)
Refund of 20% accounts	\$ (2,004,382.09)		\$ (2,004,382.09)
Administration - Pleasanton	\$ (25,258.00)		\$ (25,258.00)
Administration - City of San Ramon	\$ (376,378.29)		\$ (376,378.29)
Administration - Contra Costa Co.	\$ (48,000.00)		\$ (48,000.00)
Administration - City of Livermore	\$ (20,000.00)	\$ (20,000.00)	\$ (40,000.00)
SR 84 Expressway - Project#A-2a	\$ -	\$ (12,000,000.00)	\$ (12,000,000.00)
Express Bus/Brт - Project#11 Phase 2	\$ -	\$ (1,140,000.00)	\$ (1,140,000.00)
Highway 84 Project#2	\$ (23,998,716.45)		\$ (23,998,716.45)
I680/Alcosta Interchange Project#8	\$ (1,600,000.00)		\$ (1,600,000.00)
I680 Aux Lane Project #3	\$ (12,000,000.00)		\$ (12,000,000.00)
I680 Aux Lane Project #2	\$ (5,880,000.00)		\$ (5,880,000.00)
I580/Foothill Rd Proj#7	\$ (1,600,000.00)		\$ (1,600,000.00)
West Dublin Bart Proj#4	\$ (4,000,000.00)		\$ (4,000,000.00)
Nexus Study 2005	\$ (100,000.00)		\$ (100,000.00)
I580 HOV Lanes Proj#5	\$ (8,000,000.00)		\$ (8,000,000.00)
TVTC Strategic Expenditure Plan	\$ (118,094.73)		\$ (118,094.73)
TVTDF Refund KT Properties - Pleasanton	\$ (3,427.85)		\$ (3,427.85)
TVTDF Refund Hana Yoon - Pleasanton	\$ (7,785.56)		\$ (7,785.56)
TVTDF Refund CA Splash- Pleasanton	\$ (15,290.00)		\$ (15,290.00)
Accounting Fees	\$ (26,955.00)	\$ (8,245.00)	\$ (35,200.00)
Insurance Liability D&O	\$ (7,224.29)	\$ (2,505.16)	\$ (9,729.45)
Legal fees	\$ (25,755.85)	\$ (10,357.39)	\$ (36,113.24)
Operating Expenditures	\$ (4,405.55)	\$ (2,500.00)	\$ (6,905.55)
Website Development & Maintenance	\$ (12,389.00)	\$ (1,549.00)	\$ (13,938.00)
Treasure Oversight Services	\$ (3,912.00)	\$ (264.00)	\$ (4,176.00)
Bank Fees	\$ (732.36)	\$ -	\$ (732.36)
	\$ (65,530,005.92)	\$ (13,185,420.55)	\$ (78,715,426.47)

Total Resources (Uses)	\$ 17,530,325.80	\$ (6,161,606.50)	\$ 11,368,719.30
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Item 3c

TRI-VALLEY TRANSPORTATION COUNCIL

Kathy Narum
TVTC Chair
Councilmember
 Pleasanton
 (925) 931-5001

To: Tri-Valley Transportation Council (TVTC)
From: TVTC Finance Subcommittee (Finance Subcommittee)
 TVTC Technical Advisory Committee (TAC)

Scott Perkins
TVTC Vice-Chair
Councilmember
 San Ramon
 (925) 973-2530

Date: February 11, 2019
Subject: Audit for Fiscal Year 2017/18

Patricia Munro
Councilmember
 Livermore
 (925) 960-4016

BACKGROUND

The TVTC Joint Exercise of Powers Agreement requires a designated, independent certified accountant perform an annual audit of accounts and records of the TVTC. The TVTC acquired the services of Cropper Accountancy to review the TVTC's financial statements and prepare a Fiscal Year (FY) 2017/18 Audit Report.

Jean Josey
Councilmember
 Dublin
 (925) 833-6650

DISCUSSION

The TVTC Finance Subcommittee received a presentation from Cropper Accountancy for the FY 2017/18 Audit Report on January 15, 2019. Overall, the report was deemed satisfactory by the Subcommittee

Karen Stepper
Councilmember
 Danville
 (925) 275-2412

RECOMMENDATION

ACCEPT FY 2017/18 Audit Report as recommended by the TVTC Finance Subcommittee.

Scott Haggerty
Supervisor District
 1 Alameda County
 (510) 272-6691

ATTACHMENT

Candace Andersen
Supervisor District
 2 Contra Costa
 County (925)
 957-8860

1. Fiscal Year 2017/18 Annual Financial Report and Independent Auditor's Report

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
ANNUAL FINANCIAL REPORT
AS OF JUNE 30, 2018 and 2017
WITH
INDEPENDENT AUDITORS' REPORTS THEREON

Updated draft 12-10-18

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
ANNUAL FINANCIAL REPORT
JUNE 30, 2018 and 2017

TABLE OF CONTENTS

<u>Financial Section</u>	<u>Page</u>
Independent Auditors' Report	1 – 2
Management's Discussion and Analysis	3 – 5
Financial Statements:	
Combined Government-wide and Fund Financial Statements:	
Statement of Net Position and Governmental Funds Balance Sheet, June 30, 2018	6
Statement of Net Position and Governmental Funds Balance Sheet, June 30, 2017	7
Statement of Activities and Governmental Fund Statement of Revenues, Expenditures, and Changes in Fund Balance for the Year Ended June 30, 2018	8
Statement of Activities and Governmental Fund Statement of Revenues, Expenditures, and Changes in Fund Balance for the Year Ended June 30, 2017	9
Notes to the Financial Statements	10 – 18
<u>Other Report</u>	
Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	19 – 20

INDEPENDENT AUDITORS' REPORT

Board Members
Tri-Valley Transportation Council
Pleasanton, California

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities of the Tri-Valley Transportation Council (TVTC), as of and for the years ended June 30, 2018 and 2017, and the related notes to the financial statements, which collectively comprise the TVTC's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

TVTC's management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express opinions on these financial statements based on our audits. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities of the TVTC, as of June 30, 2018 and 2017, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that management's discussion and analysis on pages 3-4 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

CROPPER ACCOUNTANCY CORPORATION
Walnut Creek, CA
November 30, 2018

TRI-VALLEY TRANSPORTATION COUNCIL
 (A JOINT POWERS AUTHORITY)
 Management's Discussion and Analysis
 June 30, 2018

THE PURPOSE OF THE TRI-VALLEY TRANSPORTATION COUNCIL:

In 1991, the seven jurisdictions of Alameda County, Contra Costa County, Dublin, Pleasanton, Livermore, Danville, and San Ramon signed a Joint Powers Agreement (JPA) that established the Tri-Valley Transportation Council (TVTC). The purpose of the JPA was the joint preparation of a Tri-Valley Transportation Plan/Action Plan (TVTC Action Plan) for Routes of Regional Significance (RRS) and cost sharing of recommended improvements.

The TVTC adopted the TVTC Action plan in 1995. The TVTP/AP was later updated in 2000, 2009, and 2014. The Plan is a mutual understanding and agreement on Tri-Valley transportation concerns and recommendations for improvements. The Plan also identifies specific regional transportation improvements for funding and implementation.

In 1998, through a Joint Exercise Powers Agreement (JEPA), the seven member agencies that comprise the TVTC approved the Tri-Valley Transportation Development Fee (TVTDF) program. The TVTDF is intended to allocate fair share costs for the regional improvement projects identified in the TVTP/AP.

In 1999, the TVTC adopted a Strategic Expenditure Plan (SEP) which identified priorities, project sponsors, and funding plan for 11 regional transportation projects (List A). The TVTC then expanded this list to add 11 new projects (List B).

In 2008, the TVTC adopted a TVTC Fee Nexus Study (Nexus Study). The TVTC completed a Validation Review of the Nexus Study in 2017. The Nexus Study summarizes the status of the 22 projects, estimates revenues from the TVTDF over a 10-year horizon, and provides a funding plan for the remaining projects.

THE BASIC FINANCIAL STATEMENTS

The Basic Financial Statements comprise the *Statement of Net Position* and *Statement of Activities* for the Combined Government-wide and Fund Financial Statements. These statements present the TVTC financial activities as a whole. The *Statement of Net Position* and *Statement of Activities* include all assets and liabilities using the full accrual basis of accounting similar to the accounting model used by private sector firms.

Statement of Net Position

The *Statement of Net Position* (Basic Financial Statements, page 5) is a snapshot of TVTC's financial position at the end of the Fiscal Year (FY) 2018. TVTC's assets are all current assets, i.e. cash and receivables. TVTC has no capital assets. For the year ended June 30, 2018, net position totaled \$11,394,359.

TRI-VALLEY TRANSPORTATION COUNCIL
 (A JOINT POWERS AUTHORITY)
 Management's Discussion and Analysis
 June 30, 2018

Table 1. Statement of Net Position as of June 30:

	<u>2018</u>	<u>2017</u>	<u>\$ Change</u>	<u>% Change</u>
Assets				
Cash and equivalents	\$ 10,220,764	\$ 12,508,699	\$ (2,287,935)	-18.3%
Interest receivable	43,163	22,141	21,022	94.9%
Prepaid expenses	502	-	502	100.0%
Developer fee receivables	1,129,931	5,216,751	(4,086,820)	-78.3%
	<u>\$ 11,394,360</u>	<u>\$ 17,747,591</u>	<u>\$ (6,353,231)</u>	<u>-35.8%</u>
Net Position				
Liabilities	\$ 1,294	\$ 200,073	\$ (198,779)	-99.4%
Unrestricted Net Position	11,393,066	17,547,518	(6,154,453)	-35.1%
	<u>\$ 11,394,360</u>	<u>\$ 17,747,591</u>	<u>\$ (6,353,231)</u>	<u>-35.8%</u>

Statement of Activities

The Statement of Activities (Basic Financial Statements, page 7) presents TVTC's revenue and incurred expenses for the year ended June 30, 2018. All financial activities incurred for TVTC are recorded here, including operational expenses, capital project costs, depreciation and accrued liabilities, when applicable. Since revenues are dependent on new construction, the Council's financial position is generally subject to the same fluctuations as the economy.

Table 2. Statement of Activities for the Fiscal Years Ended June 30:

	<u>2018</u>	<u>2017</u>	<u>\$ Change</u>	<u>% Change</u>
General Expenses				
Transportation improvements	\$ 13,140,000	\$ 5,880,000	\$ 7,260,000	123.5%
Accounting fees	8,245	11,410	(3,165)	-27.7%
Legal fees	10,357	8,503	1,854	21.8%
Development fee refunds	6,976	-	6,976	100.0%
Administrative	26,818	53,172	(26,354)	-49.6%
Total General Expenses	<u>13,192,396</u>	<u>5,953,085</u>	<u>7,239,311</u>	<u>121.6%</u>
General Revenues				
Interest income	195,322	49,502	145,820	294.6%
Development fees				
Alameda County	12,440	33,438	(20,998)	-62.8%
Town of Danville	64,051	49,141	14,910	30.3%
City of Dublin	2,972,721	5,265,914	(2,293,193)	-43.5%
City of Livermore	2,456,640	1,116,513	1,340,127	120.0%
City of Pleasanton	208,905	2,723,487	(2,514,582)	-92.3%
City of San Ramon	166,764	66,542	100,222	150.6%
Contra Costa County	961,101	1,343,659	(382,558)	-28.5%
Total General Revenues	<u>7,037,944</u>	<u>10,648,196</u>	<u>(3,610,252)</u>	<u>-33.9%</u>
Change in Net Position	(6,154,452)	4,695,111	(10,849,563)	-231.1%
Beginning Net Position	17,547,518	12,852,407	4,695,111	36.5%
Ending Net Position	<u>\$11,393,066</u>	<u>\$17,547,518</u>	<u>\$ (6,154,452)</u>	<u>-35.1%</u>

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
Management's Discussion and Analysis
June 30, 2018

CONTACTING THE COUNCIL'S FINANCIAL MANAGEMENT

This Management's Discussion and Analysis is intended to provide the reader with a narrative overview of TVTC's financial statements for the year ended June 30, 2018. Questions concerning any information provided in this report or requests for additional financial information should be directed to:

Tri-Valley Transportation Council
Cedric Novenario TVTC Administrator
c/o City of Pleasanton
P.O. Box 520
Pleasanton, CA 94566

Updated draft 12-10-18

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
 Combined Government-Wide and Fund Financial Statements
 Statement of Net Position and Governmental Funds Balance Sheet
 June 30, 2018

	<u>ASSETS</u>		Statement of Net Position
	<u>General Fund</u>	Adjustments (Note 2)	
Cash and cash equivalents (Note 3)	\$ 10,220,764	\$ -	\$ 10,220,764
Interest receivable	41,767	1,396	43,163
Prepaid expenses	502	-	502
Development fees receivable (Note 1E)	<u>991,772</u>	<u>138,159</u>	<u>1,129,931</u>
Total Assets	<u>\$ 11,254,805</u>	<u>\$ 139,555</u>	<u>\$ 11,394,360</u>
 <u>LIABILITIES AND NET POSITION</u> 			
Accounts payable	<u>\$ 1,294</u>	<u>\$ -</u>	<u>\$ 1,294</u>
Total Liabilities	<u>1,294</u>	<u>-</u>	<u>1,294</u>
Fund Balance/Net Position (Note 4)			
Assigned/Unrestricted	<u>11,253,511</u>	<u>139,555</u>	<u>11,393,066</u>
Total Liabilities and Fund Balance/Net Positio	<u>\$ 11,254,805</u>	<u>\$ 139,555</u>	<u>\$ 11,394,360</u>

The accompanying notes are an integral part of these financial statements.

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
 Combined Government-Wide and Fund Financial Statements
 Statement of Net Position and Governmental Funds Balance Sheet
 June 30, 2017

	<u>ASSETS</u>		<u>Statement of Net Position</u>
	<u>General Fund</u>	<u>Adjustments (Note 2)</u>	
Cash and cash equivalents (Note 3)	\$ 12,508,699	\$ -	\$ 12,508,699
Interest receivable	22,055	86	22,141
Development fees receivable (Note 1E)	<u>3,842,439</u>	<u>1,374,312</u>	<u>5,216,751</u>
 Total Assets	 <u>\$ 16,373,193</u>	 <u>\$ 1,374,398</u>	 <u>\$ 17,747,591</u>
 <u>LIABILITIES AND NET POSITION</u>			
Accounts payable	<u>\$ 1,766</u>	<u>\$ 198,307</u>	<u>\$ 200,073</u>
 Total Liabilities	 <u>1,766</u>	 <u>198,307</u>	 <u>200,073</u>
Fund Balance/Net Position (Note 4)			
Assigned/Unrestricted	<u>16,371,427</u>	<u>1,176,091</u>	<u>17,547,518</u>
 Total Liabilities and Fund Balance/Net Position	 <u>\$ 16,373,193</u>	 <u>\$ 1,374,398</u>	 <u>\$ 17,747,591</u>

The accompanying notes are an integral part of these financial statements.

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
 Combined Government-Wide and Fund Financial Statements
 Statement of Activities and
 Governmental Fund Statement of Revenues, Expenditures, and Changes in Fund Balance
 For the Year Ended June 30, 2018

	<u>General Fund</u>	<u>Adjustments (Note 2)</u>	<u>Statement of Activities</u>
General Expenditures/Expenses			
Transportation improvements (Note 5)	\$13,140,000	\$ -	\$13,140,000
Accounting fees	8,245	-	8,245
Legal fees	10,357	-	10,357
Refunds of development fees	205,283	(198,307)	6,976
Administrative	26,818	-	26,818
	<u>13,390,703</u>	<u>(198,307)</u>	<u>13,192,396</u>
General Revenues:			
Interest income from:			
LAIF	186,976	-	186,976
Member agencies	7,036	1,310	8,346
	<u>194,012</u>	<u>1,310</u>	<u>195,322</u>
Development fees:			
Alameda County	21,697	(9,257)	12,440
Town of Danville	78,315	(14,264)	64,051
City of Dublin	2,972,721	-	2,972,721
City of Livermore	2,456,640	-	2,456,640
City of Pleasanton	208,905	-	208,905
City of San Ramon	166,764	-	166,764
Contra Costa County	2,173,733	(1,212,632)	961,101
Total development fees	<u>8,078,775</u>	<u>(1,236,153)</u>	<u>6,842,622</u>
Total General Revenues	<u>8,272,787</u>	<u>(1,234,843)</u>	<u>7,037,944</u>
Change in fund balance/net position	(5,117,916)	(1,036,536)	(6,154,452)
Fund Balance/Net Position July 1, 2017	<u>16,371,427</u>	<u>1,176,091</u>	<u>17,547,518</u>
Fund Balance/Net Position June 30, 2018	<u>\$11,253,511</u>	<u>\$ 139,555</u>	<u>\$11,393,066</u>

The accompanying notes are an integral part of these financial statements.

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
 Combined Government-Wide and Fund Financial Statements
 Statement of Activities and
 Governmental Fund Statement of Revenues, Expenditures, and Changes in Fund Balance
 For the Year Ended June 30, 2017

	<u>General Fund</u>	<u>Adjustments (Note 2)</u>	<u>Statement of Activities</u>
General Expenditures/Expenses			
Transportation improvements	\$ 5,880,000	\$ -	\$ 5,880,000
Accounting fees	11,410	-	11,410
Legal fees	8,503	-	8,503
Administrative	<u>53,172</u>	<u>-</u>	<u>53,172</u>
Total General Expenditures/Expenses	<u>5,953,085</u>	<u>-</u>	<u>5,953,085</u>
General Revenues:			
Interest income from:			
LAIF	41,580	-	41,580
Member agencies	<u>7,836</u>	<u>86</u>	<u>7,922</u>
	<u>49,416</u>	<u>86</u>	<u>49,502</u>
Development fees:			
Alameda County	17,049	16,389	33,438
Town of Danville	34,877	14,264	49,141
City of Dublin	5,464,221	(198,307)	5,265,914
City of Livermore	1,116,513	-	1,116,513
City of Pleasanton	2,723,487	-	2,723,487
City of San Ramon	66,542	-	66,542
Contra Costa County	<u>177,729</u>	<u>1,165,930</u>	<u>1,343,659</u>
Total development fees	<u>9,600,418</u>	<u>998,276</u>	<u>10,598,694</u>
Total General Revenues	<u>9,649,834</u>	<u>998,362</u>	<u>10,648,196</u>
Change in fund balance/net position	3,696,749	998,362	4,695,111
Fund Balance/Net Position July 1, 2016	<u>12,674,678</u>	<u>177,729</u>	<u>12,852,407</u>
Fund Balance/Net Position June 30, 2017	<u>\$16,371,427</u>	<u>\$1,176,091</u>	<u>\$ 17,547,518</u>

The accompanying notes are an integral part of these financial statements.

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
 Notes to the Financial Statements
 June 30, 2018 and 2017

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. Reporting Entity

The Tri-Valley Transportation Council (TVTC; Council) is a joint powers authority (JPA) organized by the Counties of Alameda and Contra Costa, the Town of Danville, and the Cities of Dublin, Livermore, Pleasanton, and San Ramon. The TVTC accounting records are currently administered by the City of Livermore. The Council was created to administer development fees for the planning and implementation of sub-regional transportation facilities. This fee was adopted by the seven jurisdictions pursuant to Government Code 6502, and is paid to each of the member agencies by project developers. There are no separate legal entities that are a part of the Council's reporting entity.

The Council applies all applicable GASB pronouncements for certain accounting and financial reporting guidance. In December of 2010, GASB issued GASBS No. 62, Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements. This statement incorporates pronouncements issued on or before November 30, 1989 into GASB authoritative literature. This includes pronouncements by the Financial Accounting Standards Board (FASB), Accounting Principles Board Opinions (APB), and the Accounting Research Bulletins of the American Institute of Certified Public Accountants' (AICPA) Committee on Accounting Procedure, unless those pronouncements conflict with or contradict with GASB pronouncements.

B. Basis of Presentation

Government-wide Financial Statements:

The Statement of Net Position and Statement of Activities display information about the reporting government as a whole. They include all funds of the reporting entity except for fiduciary funds. Governmental activities generally are financed through taxes, intergovernmental revenues, and other nonexchange revenues. The Council has one governmental activity as described below:

Governmental Funds

General Fund – The General Fund is the general operating fund of the Council and is always classified as a major fund. It is used to account for all activities except those legally or administratively required to be accounted for in other funds.

TRI-VALLEY TRANSPORTATION COUNCIL
 (A JOINT POWERS AUTHORITY)
 Notes to the Financial Statements
 June 30, 2018 and 2017

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Fund Financial Statements:

Fund financial statements of the reporting entity are organized into funds, each of which is considered to be separate accounting entities. Each fund is accounted for by providing a separate set of self-balancing accounts that constitute its assets, liabilities, fund equity, revenues, and expenditures/expenses. Funds are organized into three major categories: governmental, proprietary, and fiduciary. An emphasis is placed on major funds within the governmental and proprietary categories. A fund is considered major if it is the primary operating fund of the Council or meets the following criteria:

1. Total assets, liabilities, revenues or expenditures/expenses of that individual governmental or enterprise fund are at least 10 percent of the corresponding total for all funds of that *category or type*; and
2. Total assets, liabilities, revenues, or expenditures/expenses of the individual governmental fund or enterprise fund are at least 5 percent of the corresponding total for all governmental and enterprise funds combined.

C. Measurement Focus and Basis of Accounting

Measurement focus is a term used to describe “which” transactions are recorded within the various financial statements. Basis of accounting refers to “when” revenues and expenditures or expenses are recognized in the accounts and reported in the financial statements regardless of the measurement focus applied.

Measurement Focus

On the government-wide Statement of Net Position and the Statement of Activities, governmental activities are presented using the economic resources measurement focus. The accounting objective of this measurement focus is the determination of operating income, changes in net position (or cost recovery) and financial position. All assets and all liabilities (whether current or noncurrent) associated with the operation of these funds are reported.

In the fund financial statements, the "current financial resources" measurement focus is used for all Governmental Funds; with this measurement focus, only current assets and current liabilities generally are included on their balance sheets. Their operating statements present sources and uses of available spendable financial resources during a given period. These funds use fund balance as their measure of available spendable financial resources at the end of the period.

TRI-VALLEY TRANSPORTATION COUNCIL
 (A JOINT POWERS AUTHORITY)
 Notes to the Financial Statements
 June 30, 2018 and 2017

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Basis of Accounting

In the government-wide Statement of Net Position and Statement of Activities, governmental activities are presented using the accrual basis of accounting. Under the accrual basis of accounting, revenues are recognized when earned and expenses are recorded when the liability is incurred, or economic asset used. Revenues, expenses, gains, losses, assets and liabilities resulting from exchange and exchange-like transactions are recognized when the exchange takes place.

In the fund financial statements, governmental funds are presented on the modified accrual basis of accounting. Under this modified accrual basis of accounting, revenues are recognized when "measurable and available". Measurable means knowing or being able to reasonably estimate the amount. Available means collectible within the current period or soon enough thereafter to pay current liabilities. The Council defines available to be within 60 days of year-end.

D. Cash and Investments

The Council does not commingle its cash and investments with the City or County JPA members. The funds are invested in accordance with the State Investment Policy established pursuant to the State Law. All monies not required for immediate expenditure are invested or deposited to earn maximum yield consistent with safety and liquidity.

Investments are carried at fair value, which is based on quoted market price if applicable. Otherwise, the fair value hierarchy is as follows:

Level 1 – Values are unadjusted quoted prices on active markets for identical assets or liabilities at the measurement date.

Level 2 – Inputs, other than quoted prices, included within Level 1 that are observable for the asset or liabilities at the measurement date.

Level 3 – Certain inputs are unobservable inputs (supported by little or no market activity, such as the Council's best estimate of what hypothetical market participants would use to determine a transaction price for the asset or liability at the reporting date).

The Council invests in the California Local Agency Investment Fund (LAIF), which is part of the Pooled Money Investment Account operated by the California State Treasurer. LAIF funds are invested in high quality money market securities and are managed to insure the safety of the portfolio. A portion of LAIF's investments are in structured notes and asset-backed securities.

LAIF determines fair value on its investment portfolio based on market quotations for these securities where market quotations are readily available, and on amortized cost or best estimate for those securities where market value is not readily available.

TRI-VALLEY TRANSPORTATION COUNCIL
 (A JOINT POWERS AUTHORITY)
 Notes to the Financial Statements
 June 30, 2018 and 2017

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

E. Receivables

Receivables recorded in the financial statements are net of any allowance for doubtful accounts. Any doubtful accounts at June 30, 2018 and 2017 were not considered material.

F. Revenue Recognition - Development Fees

Development fees are assessed according to a set fee schedule for new construction. The fees collected under the Council from new construction will be used to mitigate the increased traffic congestion.

G. Budget Comparison

Under GASB No. 34, budgetary comparison information is required to be presented for the general fund and each major special revenue fund with a legally adopted budget. The Council is not legally required to adopt a budget for the general fund. Therefore, budget comparison information is not included in the Council's financial statements.

H. Equity Classifications

Government-wide Statements

Net position is the excess of all the Council's assets over all its liabilities, regardless of fund. Net position is divided into three categories under GASB Statement 34. These categories apply only to net position, which is determined at the Government-wide level, and are described below:

1. Invested in capital assets, net of related debt - Consists of capital assets including restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances of any bonds, mortgages, notes or other borrowings that are attributable to the acquisition, construction, or improvement of those assets.
2. Restricted net position - Consists of net position with constraints place on the use either by (1) external groups such as creditors, grantors, contributors, or laws or regulations of other governments; or (2) law through constitutional provisions or enabling legislation.
3. Unrestricted net position - All other components of net position that do not meet the definition of "restricted" or "invested in capital assets, net of related debt."

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
Notes to the Financial Statements
June 30, 2018 and 2017

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Fund Statements

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which the Council is bound to honor constraints on the specific purposes for which amounts in the respective governmental funds can be spent. The classifications used in the governmental fund financial statements are as follows:

1. Nonspendable- Amounts that cannot be spent because they are either (a) not in spendable form or (b) legally or contractually required to be maintained intact.
2. Restricted - Amounts that are restricted for specific purposes when constraints placed on the use of resources are either (a) externally imposed by creditors, grantors, contributors, laws, or regulations of other governments or (b) imposed by law through constitutional provisions or enabling legislation.
3. Committed - Amounts that can only be used for specific purposes pursuant to constraints imposed by formal action of the government's highest level of decision-making authority.
4. Assigned - Amounts that are constrained by the government's intent to be used for specific purposes, but are neither restricted or committed.
5. Unassigned - Amounts that do not meet classifications 1 – 4 above.

Further detail about the Council's fund balance classification is described in Note 4.

NOTE 2. ADJUSTMENTS FROM FUND BASIS TO GOVERNMENT-WIDE BASIS

The following is a summary of adjustments to the financial statements to comply with GASB 34.

	<u>2018</u>	<u>2017</u>
Development fees receivable		
Fund basis	\$ 992,234	\$ 3,842,439
Adjustment	138,159	1,374,312
Government-wide basis	<u>\$ 1,130,393</u>	<u>\$ 5,216,751</u>
Interest receivable		
Fund basis	\$ 41,304	\$ 22,055
Adjustment	1,396	86
Government-wide basis	<u>\$ 42,700</u>	<u>\$ 22,141</u>

TRI-VALLEY TRANSPORTATION COUNCIL
 (A JOINT POWERS AUTHORITY)
 Notes to the Financial Statements
 June 30, 2018 and 2017

NOTE 2. ADJUSTMENTS FROM FUND BASIS TO GOVERNMENT-WIDE BASIS (continued)

Accounts payable		
Fund basis	\$ 1,294	\$ 1,766
Adjustment	-	198,307
Government-wide basis	<u>\$ 1,294</u>	<u>\$ 200,073</u>
Refund of development fees		
Fund basis	\$ 205,283	\$ -
Adjustment	(198,307)	-
Government-wide basis	<u>\$ 6,976</u>	<u>\$ -</u>
Development fee revenue		
Fund basis	\$ 8,078,775	\$ 9,600,418
Adjustment	(1,236,153)	998,276
Government-wide basis	<u>\$ 6,842,622</u>	<u>\$ 10,598,694</u>
Interest income		
Fund basis	\$ 194,012	\$ 49,416
Adjustment	1,310	86
Government-wide basis	<u>\$ 195,322</u>	<u>\$ 49,502</u>

NOTE 3. CASH AND INVESTMENTS

The cash and investments of the Council are maintained separately from with the funds of the City or County JPA members. The Council considers cash and investment amounts with original maturities of three months or less to be cash equivalents.

Cash and Investments consisted of the following at June 30:

	<u>2018</u>	<u>2017</u>
Cash in banks	\$ 715,659	\$ 1,386,742
Local Agency Investment Fund	9,505,105	11,121,957
Total cash and investments	<u>\$ 10,220,764</u>	<u>\$ 12,508,699</u>

Investments Authorized by the Council's Investment Policy

The Council is authorized to invest in obligations of the U.S. Treasury, agencies, commercial paper with certain minimum ratings, certificates of deposit, bankers' acceptances, repurchase agreements and the State Treasurer's Investment pool ("LAIF").

TRI-VALLEY TRANSPORTATION COUNCIL
 (A JOINT POWERS AUTHORITY)
 Notes to the Financial Statements
 June 30, 2018 and 2017

NOTE 3. CASH AND INVESTMENTS (continued)

Deposits/Credit Risk

The California Government Code requires California banks and savings and loan associations to secure Public Agencies' deposits by pledging government securities as collateral. The market value of pledged securities must equal at least 110% of deposits. California law also allows financial institutions to secure such deposits by pledging first trust deed mortgage notes having a value of 150% of the total deposits. The first \$250,000 of each institution's deposits are covered by FDIC insurance.

Disclosures Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization.

Custodial Credit Risk

Custodial credit risk for *deposits* is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The California Government Code and the Council's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits, other than the following provision for deposits: The California Government Code requires that a financial institution secure deposits made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies.

Custodial credit risk for *investments* is the risk that, in the event of the failure of the counterparty (e.g., broker-dealer) to a transaction, a government will not be able to recover its deposits or will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The California Government Code and the Council's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for investments. With respect to investments, custodial credit risk generally applies only to direct investments in marketable securities. Custodial credit risk does not apply to a local government's indirect investment in securities through the use of mutual funds or government investment pools.

Investment Fair Value

The Council is a voluntary participant in the Local Agency Investment Fund (LAIF) that is regulated by California Government Code under the oversight of the Treasurer of the State of California. The fair value of the Council's investment in this pool is reported in the accompanying financial statements at amounts based upon the Council's pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis.

TRI-VALLEY TRANSPORTATION COUNCIL
 (A JOINT POWERS AUTHORITY)
 Notes to the Financial Statements
 June 30, 2018 and 2017

NOTE 4: FUND BALANCE

The Council has implemented GASB Statement No. 54, *Fund Balance Reporting and Governmental Fund Type Definitions*. This Statement provides more clearly defined fund balance categories to make the nature and extent of the constraints placed on a government's fund balances more transparent.

The Tri-Valley Transportation Council have established the following fund balance policies:

- Assigned Fund Balance: The Council exists to fund Tri-Valley transportation projects, therefore, all amounts not committed in the fund balance at year-end are assigned for this purpose.
- Committed Fund Balance: Amounts that have been designated for payment by the Council prior to year-end. At June 30, 2018 and 2017 there were no commitments.

The accounting policies of the Council consider restricted fund balance to have been spent first when an expenditure is incurred for purposes for which both restricted and unrestricted fund balance is available. Similarly, when an expenditure is incurred for purposes for which amounts in any of the unrestricted classifications of fund balance could be used, the Council considers committed amounts to be reduced first, followed by assigned amounts, and finally, unassigned amounts.

NOTE 5: TRANSPORTATION IMPROVEMENT PROJECTS

During the fiscal year ended June 30, 2018, \$12,000,000 was disbursed to the City of Pleasanton for State Route 84 Corridor Improvements I-580 to I-680 (Project 2A, Segment 5). Pleasanton, in turn, passed these funds through to the Alameda County Transportation Commission, which is the agency responsible for the design and construction of this project.

Additionally, during 2018, \$1,140,000 was disbursed to the City of Dublin for the purposes of funding Advanced Technology Express Bus (Project A-11). Dublin then passed these funds through to the Livermore Amador Valley Transit Authority, which is the agency responsible for construction and management of this project.

During the fiscal year ended June 30, 2017, \$5,880,000 was disbursed to the Town of Danville for the construction of Interstate 680 Auxiliary lanes, segment 2, who will pass these funds through to the Contra Costa Transportation Authority.

These monies were disbursed after it was determined that sufficient funds were available in the joint Tri-Valley Transportation Development Fund bank account.

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
Notes to the Financial Statements
June 30, 2018 and 2017

NOTE 6: SUBSEQUENT EVENTS

Management has evaluated subsequent events through the date of the audit opinion, which is the date on which the financial statements were available to be issued. No events that would require additional adjustment or disclosure came to the attention of management.

Updated draft 12-10-18

**REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON
COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL
STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING
STANDARDS***

The Board Members
Tri-Valley Transportation Council
Pleasanton, California

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities of the Tri-Valley Transportation Council (TVTC) as of and for the years ended June 30, 2018 and 2017, and the related notes to the financial statements, which collectively comprise TVTC's basic financial statements, and have issued our report thereon dated November 30, 2018.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered TVTC's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of TVTC's internal control. Accordingly, we do not express an opinion on the effectiveness of TVTC's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over financial reporting was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control over financial reporting that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether TVTC's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

CROPPER ACCOUNTANCY CORPORATION
Walnut Creek, CA
November 30, 2018

Updated draft 12-10-18

Item 3d

TRI-VALLEY TRANSPORTATION COUNCIL

Kathy Narum
TVTC Chair
Councilmember
 Pleasanton
 (925) 931-5001

To: Tri-Valley Transportation Council (TVTC)
From: TVTC Finance Subcommittee (Finance Subcommittee)
 Technical Advisory Committee (TAC)
Date: February 11, 2019
Subject: AB1600 Mitigation Fee Act Annual Impact Fee Reports

Scott Perkins TVTC
Vice-Chair
Councilmember
 San Ramon
 (925) 973-2530

Patricia Munro
Councilmember
 Livermore
 (925) 960-4016

Jean Josey
Councilmember
 Dublin
 (925) 833-6650

Karen Stepper
Councilmember
 Danville
 (925) 275-2412

Scott Haggerty
Supervisor District
 1 Alameda County
 (510) 272-6691

Candace Andersen
Supervisor District
 2 Contra Costa
 County (925)
 957-8860

BACKGROUND

Pursuant to AB 1600 (the Mitigation Act), codified as California Government Code §66000-66013, the TVTC is required to make available to the public information about development impact fees collected and expended. Additionally, the TVTC is also required to make five-year statutory findings, which the TVTC adopted per Resolution 2017-01 on January 23, 2017.

The TVTC JEP A Section 7c states that the TVTC shall comply with the requirements of the Mitigation Fee Act and shall provide each Party with all information necessary for each Party to comply with its separate Mitigation Fee Act requirements.

DISCUSSION

By statute, TVTC must make available to the public an annual AB1600 report no later than 180 days (6 months) after the last day of each fiscal year. The TVTC shall review the AB1600 report at the next regularly scheduled public meeting not less than 15 days after this information is made available to the public. The report must include a description of the fee type, the amount of the fee, beginning and ending balances, fee and interest income, expenditures by improvement showing the amount funded by the fee, date of construction and percentage funded by the fee, description of loans or transfers, and any refunds.

The TVTC provided the attached AB1600 reports for Fiscal Year 2017/18 on the TVTC website on December 19, 2018. The TVTC will review these reports at the publically noticed meeting on TBD 2019, more than 15 days after making the reports available to the public.

RECOMMENDATION

This report is informational only. No resolution, motion, or approval is necessary.

ATTACHMENTS

1. AB1600 Reports for Fiscal Year 17/18

		The fee provides for the construction of transportation improvement projects necessary to accommodate new development within the Tri-Valley Development area.	
1A	Description of the Type of Fee:	Projects are identified in the Strategic Expenditure Plan.	
1B	Amount of Fee:	Single Family Dwelling	\$ 4,614 per unit
		MultiFamily Dwelling	\$ 3,178 per unit
		Secondary Units	\$ 1,845 per unit
		Retail	\$ 3,410 per KSF
		Office	\$ 7,840 per KSF
		Industrial	\$ 4,570 per KSF
			average am/pm
		Other	\$ 5,126 peak hour trip
1C	Beginning and End Balance of Account		
		Beginning Balance:	\$ 17,547,518
		End Balance:	\$ 11,393,067
1D	Amount collected and interest earned:	\$	7,037,944 (see details below)
1E	Public Improvement(s) funded		
		Project Name:	See below
		Amount:	See below
		% of the cost funded by TVTDF:	See below
1F		Construction start date:	See below
1G	Interfund Transfer or loan from account:	None	
1H	Refunds: City of Danville	\$	6,975.30

1D	Amount Collected and Interest Earned	7/17-6/18
	Revenue and other Sources	Fees/Interest
	Alameda Co	\$ 12,440
	Dublin	\$ 2,972,721
	Livermore	\$ 2,456,640
	Pleasanton	\$ 208,905
	CC County	\$ 961,101
	Danville	\$ 64,051
	San Ramon	\$ 166,764
	Interest Income	\$ 195,322
		\$ 7,037,944

	7/17-6/18	funded by	1F. Construction
1E, 1F	Disbursements	TVTDF	Start Date
Project A-2a: SR 84 Expressway	\$ (12,000,000)	5%	Apr-19
Project 11 Phase 2: Express Bus/Bart	\$ (1,140,000)	6%	Feb-19
Administrative Staff Support	\$ (20,000)	100%	N/A
Accounting Fees	\$ (8,245)	100%	N/A
Insurance	\$ (2,505)	100%	N/A
Legal fees	\$ (10,357)	100%	N/A
Development fee refunds	\$ (6,976)	100%	N/A
Operating Expenditures	\$ (2,500)	100%	N/A
Website Development & Maintenance	\$ (1,549)	100%	N/A
Treasure Oversight Services	\$ -	100%	N/A
Project Management Software	\$ (264)	100%	N/A
			N/A
Tri-Valley Transportation Council		February 11, 2019	
Total Resources (Uses)	\$ (13,192,397)		

Item 5a

TRI-VALLEY TRANSPORTATION COUNCIL

Kathy Narum
TVTC Chair
Councilmember
 Pleasanton
 (925) 931-5001

To: Tri-Valley Transportation Council (TVTC)
From: TVTC Technical Advisory Committee (TAC)
Date: February 11, 2019

Scott Perkins
TVTC Vice-Chair
Councilmember
 San Ramon
 (925) 973-2530

Subject: DISCUSSION on Accessory Dwelling Units/Secondary Dwelling Unit Fee

Patricia Munro
Councilmember
 Livermore
 (925) 960-4016

BACKGROUND

The general definition of an Accessory Dwelling Unit (ADU) or a Secondary Dwelling Unit (SDU) is an attached or detached residential dwelling unit that provides independent living facilities for one or more persons. A unit includes facilities for living, sleeping, eating, cooking and sanitation on the same lot as the single-family dwelling is situated. ADU/SDU's can be occupied by members of the same family. With the impact of housing in the Bay Area, ADU/SDU's are increasingly being used as rental property.

Jean Josey
Councilmember
 Dublin
 (925) 833-6650

In January 2019, CASA – The Committee to House the Bay Area released several recommendations in an effort to reduce barriers to housing. One of these recommendations is the “CASA Compact Element #4: Remove Regulatory Barriers to Accessory Dwelling Units.” This recommendation is to remove regulatory barriers to ADUs for the intent of creating additional housing within their neighborhoods. Two legislative bills were created to support this recommendation. These two bills are AB 69 (Ting) and SB 13 (Wieckowski). The bills have been referred to the Commission on Housing and Community Development and the Commission on Rules in January 2019, respectively.

Karen Stepper
Councilmember
 Danville
 (925) 275-2412

The Finance Subcommittee requested a discussion on ADU/SDUs and potential impacts if those fees were not collected.

Scott Haggerty
Supervisor District 1
 Alameda County
 (510) 272-6691

DISCUSSION

While the CASA Compact and the supporting bills AB 69 (Ting) and SB 13 (Wieckowski) aim to meet the Bay Area's housing needs, it is unclear what the direct impact on ADU housing and their associated impacts to the transportation system would be to the Tri-Valley should these bills become law.

The fund and revenue projection timeline of the recent Strategic Expenditure Plan (SEP) did not forecast projections for ADUs; therefore potential revenue impacts from not collecting TVTDF ADU fees could not be determined. However, the Technical Advisory Committee (TAC) has started collecting data on TVTDF ADU fees collected the past two fiscal years to better understand revenue

impacts and eventually impacts on project funding. It is anticipated that these projections will be available for discussion at the Finance Subcommittee meeting in March and at the next TVTC Board meeting in April 2019.

It is our understanding that Tri-Valley Partners, consisting of jurisdictions from Pleasanton, Livermore, Dublin, San Ramon and Danville are preparing a response to the CASA Compact, which will include specific comments to the Element #4: Remove Regulatory Barriers to Accessory Dwelling Units. This response by the Tri-Valley Partners will be presented to the Tri-Valley Mayor's group later this month. The TAC suggests that agency staff stay abreast of the progression of the CASA Compact through the California legislature, as well as, the Tri-Valley Partner's response to the CASA Compact and its potential impacts to TVTDF ADU revenues.

RECOMMENDATION

TVTC Administrator requests direction from the TVTC Board

ATTACHMENTS

- A – CASA Compact Element #4
- B – AB 69 (Ting)
- C – SB 13 (Wieckowski)

Compact Element #4 — Remove Regulatory Barriers to ADUs

Brief Summary Extend current Bay Area best practices regarding Accessory Dwelling Units (ADUs) to every jurisdiction in the region. Amend existing state ADU law to remove regulatory barriers including ministerial approval for ADUs and Junior ADUs in residential zones, allowance for multiple ADUs in multi-family homes, and creation of a small homes building code (AB 2890 Ting).

Desired Effect Existing single-family homes make up a significant portion of the region's land base. Local best practices in the region today allow both an ADU and Junior ADU on single family lots and multiple ADUs in existing multi-family buildings with ministerial approval. See Figure 4 for a prototypical ADU. Expanding these best practices regionwide would allow for a rapid increase in more affordable homes, and would help stabilize cost-burdened homeowners by creating a new source of income. If 20% of the region's 1.5 million single-family homeowners choose to build an ADU, this policy could create 300,000 new homes distributed throughout existing neighborhoods. This includes about 50,000 new units in Priority Development Areas alone.

References and Models Action Plans 10.3, 10.4; UCB Chapple 2014; UCB Turner Center 2017; Legislative history SB 1069, AB 2890; Arlington VA, Portland OR, Seattle WA, Vancouver BC, State of Oregon Tiny Homes Code.

DETAILED PROPOSAL

Local Standards for ADUs (see AB 2890 Ting) New state law should require local jurisdictions in the Bay Area to encourage the creation of ADUs as follows:

- Require ministerial approval for both an ADU and a Junior ADU (JADU) in all residential zones including in rear yards or by division of existing homes into two units;
- ADUs receiving ministerial permits should not be used for short-term rentals;
- Encourage forgiveness of code violations (except health and safety) in grandfathered ADUs;
- Apply the Housing Accountability Act's provisions for determining project consistency.

Sprinklers should be required for ADUs if required under the building code for comparable home construction. Use of unlicensed contractors under "owner builder" permits shall be discouraged by requiring that a statement of owner liability be provided when the building permit is issued.

Impact Fees Require impact fees for ADUs and tiny homes to be charged (1) on a per-square-foot basis and (2) only on net new living area over 500 sq. ft. per accessory unit.

Small and Tiny Homes Building Code State law should create a building code for small homes and wheeled homes to reduce non-safety code requirements that disproportionately make small homes and tiny homes infeasible including energy standards, appliance and room sizes, and similar requirements. Life-safety standards must be upheld.

Owner Occupancy Local jurisdictions should be encouraged to adopt owner occupancy requirements for properties containing ADUs. If owner occupancy is required, reasonable annual monitoring programs that rely on existing published documents should be established.



AB-69 Land use: accessory dwelling units. (2019-2020)

SHARE THIS:



Date Published: 12/03/2018 09:00 PM

CALIFORNIA LEGISLATURE— 2019–2020 REGULAR SESSION

ASSEMBLY BILL

No. 69

**Introduced by Assembly Member Ting
(Coauthor: Assembly Member Gloria)
(Coauthors: Senators Skinner and Wiener)**

December 03, 2018

An act to amend Section 65852.2 of the Government Code, and to add Section 17921.2 to the Health and Safety Code, relating to land use.

LEGISLATIVE COUNSEL'S DIGEST

AB 69, as introduced, Ting. Land use: accessory dwelling units.

The Planning and Zoning Law authorizes a local agency to provide, by ordinance, for the creation of accessory dwelling units in single-family and multifamily residential zones and sets forth required ordinance standards, including, among others, maximum unit size, parking, and height standards. Existing law requires a local agency to submit the accessory dwelling unit ordinance to the Department of Housing and Community Development within 60 days after adoption and authorizes the department to review and comment on the ordinance.

This bill would authorize the department to submit written findings to a local agency as to whether the local ordinance complies with state law, and to notify the Attorney General if the ordinance violates state law. The bill would require a local agency to consider the department's findings and would authorize the local agency to amend its ordinance to comply with state law or adopt a resolution with findings explaining why the ordinance complies with state law, and addressing the department's findings.

Existing law requires the Department of Housing and Community Development to propose building standards to the California Building Standards Commission, and to adopt, amend, or repeal rules and regulations governing, among other things, apartment houses and dwellings, as specified.

This bill would require the department to propose small home building standards governing accessory dwelling units and homes smaller than 800 square feet. The bill would require the small home building standards to be submitted to the California Building Standards Commission for adoption on or before January 1, 2021.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

- (2) The ordinance shall not be considered in the application of any local ordinance, policy, or program to limit residential growth.
- (3) ~~When a local agency receives its first application on or after July 1, 2003, for a permit pursuant to this subdivision, the~~ A permit application shall be considered ministerially without discretionary review or a hearing, notwithstanding Section 65901 or 65906 or any local ordinance regulating the issuance of variances or special use permits, within 120 days after receiving the application. A local agency may charge a fee to reimburse it for costs that it incurs as a result of amendments to this paragraph enacted during the 2001-02 Regular Session of the Legislature, including the costs of adopting or amending any ordinance that provides for the creation of an accessory dwelling unit.
- (4) An existing ordinance governing the creation of an accessory dwelling unit by a local agency or an accessory dwelling ordinance adopted by a local agency subsequent to ~~the effective date of the act adding this paragraph~~ January 1, 2017, shall provide an approval process that includes only ministerial provisions for the approval of accessory dwelling units and shall not include any discretionary processes, provisions, or requirements for those units, except as otherwise provided in this subdivision. ~~In the event that~~ If a local agency has an existing accessory dwelling unit ordinance that fails to meet the requirements of this subdivision, that ordinance shall be null and void ~~upon the effective date of the act adding this paragraph~~ on January 1, 2017, and that agency shall thereafter apply the standards established in this subdivision for the approval of accessory dwelling units, unless and until the agency adopts an ordinance that complies with this section.
- (5) No other local ordinance, policy, or regulation shall be the basis for the denial of a building permit or a use permit under this subdivision.
- (6) This subdivision establishes the maximum standards that local agencies shall use to evaluate a proposed accessory dwelling unit on a lot zoned for residential use that includes a proposed or existing single-family dwelling. No additional standards, other than those provided in this subdivision, shall be ~~utilized~~ used or imposed, except that a local agency may require an applicant for a permit issued pursuant to this subdivision to be an owner-occupant or that the property be used for rentals of terms longer than 30 days.
- (7) A local agency may amend its zoning ordinance or general plan to incorporate the policies, procedures, or other provisions applicable to the creation of an accessory dwelling unit if these provisions are consistent with the limitations of this subdivision.
- (8) An accessory dwelling unit that conforms to this subdivision shall be deemed to be an accessory use or an accessory building and shall not be considered to exceed the allowable density for the lot upon which it is located, and shall be deemed to be a residential use that is consistent with the existing general plan and zoning designations for the lot. The accessory dwelling unit shall not be considered in the application of any local ordinance, policy, or program to limit residential growth.
- (b) When a local agency that has not adopted an ordinance governing accessory dwelling units in accordance with subdivision (a) receives an application for a permit to create an accessory dwelling unit pursuant to this subdivision, the local agency shall approve or disapprove the application ministerially without discretionary review pursuant to subdivision (a) within 120 days after receiving the application.
- (c) A local agency may establish minimum and maximum unit size requirements for both attached and detached accessory dwelling units. No minimum or maximum size for an accessory dwelling unit, or size based upon a percentage of the proposed or existing primary dwelling, shall be established by ordinance for either attached or detached dwellings that does not permit at least an efficiency unit to be constructed in compliance with local development standards. Accessory dwelling units shall not be required to provide fire sprinklers if they are not required for the primary residence.
- (d) Notwithstanding any other law, a local agency, whether or not it has adopted an ordinance governing accessory dwelling units in accordance with subdivision (a), shall not impose parking standards for an accessory dwelling unit in any of the following instances:
- (1) The accessory dwelling unit is located within one-half mile of public transit.
 - (2) The accessory dwelling unit is located within an architecturally and historically significant historic district.
 - (3) The accessory dwelling unit is part of the proposed or existing primary residence or an accessory structure.
 - (4) When on-street parking permits are required but not offered to the occupant of the accessory dwelling unit.
 - (5) When there is a car share vehicle located within one block of the accessory dwelling unit.

(4) "Passageway" means a pathway that is unobstructed clear to the sky and extends from a street to one entrance of the accessory dwelling unit.

(6)

(5) "Tandem parking" means that two or more automobiles are parked on a driveway or in any other location on a lot, lined up behind one another.

(j)

(k) Nothing in this section shall be construed to supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code), except that the local government shall not be required to hold public hearings for coastal development permit applications for accessory dwelling units.

SEC. 2. Section 17921.2 is added to the Health and Safety Code, to read:

17921.2. (a) Except as provided in subdivision (b) of Section 17921, the department shall propose for adoption small home building standards to apply to accessory dwelling units and homes smaller than 800 square feet, which shall include allowances for small kitchens and bathrooms with small appliances.

(b) The small home building standards shall be drafted to achieve the most cost-effective construction standards possible, and shall be similar or more cost effective than standards in the 2007 edition of the California Building Standards Code.

(c) The small home building standards shall be submitted to the California Building Standards Commission for adoption on or before January 1, 2021.

SEC. 3. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.



SB-13 Accessory dwelling units. (2019-2020)

SHARE THIS:  

Date Published: 12/03/2018 09:00 PM

CALIFORNIA LEGISLATURE— 2019–2020 REGULAR SESSION

SENATE BILL

No. 13

**Introduced by Senator Wieckowski
(Principal coauthor: Senator Beall)
(Principal coauthor: Assembly Member Gloria)
(Coauthor: Senator Skinner)
(Coauthor: Assembly Member Levine)**

December 03, 2018

An act relating to land use.

LEGISLATIVE COUNSEL'S DIGEST

SB 13, as introduced, Wieckowski. Accessory dwelling units.

The Planning and Zoning Law provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Existing law prohibits an accessory dwelling unit from being considered a new residential use for purposes of calculating certain fees, including local agency connection fees or capacity charges for utilities.

This bill would express the intent of the Legislature to enact legislation that would reduce impact fees and other existing barriers for homeowners seeking to create accessory dwelling units for the purpose of creating additional residential housing within their neighborhoods.

Vote: majority Appropriation: no Fiscal Committee: no Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. It is the intent of the Legislature to enact legislation that would reduce impact fees and other existing barriers for homeowners seeking to create accessory dwelling units for the purpose of creating additional residential housing within their neighborhoods.

Item 6a



CONTRA COSTA
**transportation
 authority**

COMMISSIONERS

Federal Glover,
 Chair

Robert Taylor,
 Vice Chair

Janet Abelson

Newell Americh

Tom Butt

Loella Haskew

David Hudson

Karen Mitchoff

Julie Pierce

Kevin Romick

Renata Sos

Randell H. Iwasaki,
 Executive Director

MEMORANDUM

To: Matt Todd, TRANSPAC
 Lisa Bobadilla, SWAT
 Jamar Stamps, TRANSPLAN
 Cedric Novenario, TVTC
 John Nemeth, WCCTAC
 Derek Farmer, LPMC

From: *MR for:*
 Randell H. Iwasaki, Executive Director

Date: January 22, 2019

Re: Items of interest for circulation to the Regional Transportation Planning
 Committees (RTPCs)

At its January 16, 2019 meeting, the Authority discussed the following item, which may be of interests to the Regional Transportation Planning Committees:

- Quarterly Project Status Report (QPSR).** This report outlines the status of current Measure projects. It also lists all completed projects. *The Authority Board approved the attached QPSR for October–December 2018.*

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 Suite 100
 Walnut Creek
 CA 94597
 PHONE: 925.256.4700
 FAX: 925.256.4701
 www.ccta.net

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QUARTERLY PROJECT STATUS REPORTS

October - December 2018



CONTRA COSTA
transportation
authority



ON-GOING PROJECTS

A. PROJECTS MANAGED BY AUTHORITY

1106S2	I-680 Auxiliary Lanes – Segment 2	1
● 5002	State Route 4: Mokelumne Bike Trail/Pedestrian Crossing	3
5005	State Route 4: Balfour Road Interchange – Phase 1	5
6001	Interstate 680/State Route 4 Interchange Improvements: State Route 4 Widening – Phase 3	7
6002/6004	State Route 242/Clayton Road Ramps	9
● 6006	State Route 4 Operational Improvements: Interstate 680 to Bailey Road	11
● 7002	Interstate 80/San Pablo Dam Road Interchange Improvements	13
7003	Interstate 80/Central Avenue Interchange Improvements	15
8001	Interstate 680 Carpool Lane Completion/Express Lanes	17
● 8009	Innovate 680	19
● 10001-06	Shared Autonomous Vehicle Pilot Program	21
28002	State Route 4 (SR4) Integrated Corridor Management (ICM).....	23

B. PROJECTS MANAGED BY BOTH AUTHORITY AND OTHER AGENCIES

1001/1698	Caldecott Tunnel Fourth Bore	25
3001/1407	State Route 4 East Widening: Somersville Road to State Route 160	27
4001	Hercules Rail Station	29

C. PROJECTS MANAGED BY OTHER AGENCIES

1216/24003	Pacheco Boulevard Improvements	31
● 1222	Operational Improvements on Parallel Arterials	33
1723	Danville Road and Street Preservation	35
2001/2101	East County Rail Extension (eBART) (new)	37
4002/27001	Martinez Intermodal Station – Phase 3	39
10001-03	Comprehensive Wayfinding System for Central Contra Costa BART Stations	41
● 10001-04	Electronic Bicycle Facilities at Central Contra Costa BART Stations	43
10001-05	Concord BART Plaza Redesign.....	45
10001-07	Pleasant Hill Parking Structure Elevator Renovation	47
10001-08	Walnut Creek BART TOD Public Access Improvements.....	49
10002-01	Transit Oriented Development and Access Improvements at West Contra Costa BART Stations	51
10002-03	Electronic Bicycle Facilities at West Contra Costa BART Stations	53
● 10002-05	Comprehensive Wayfinding System for West Contra Costa BART Stations	55
10002-07	El Cerrito del Norte BART Station	57
10003-03	Lafayette BART Bike Station.....	59
10003-07	Lafayette Station Site Improvements.....	61
10003-08	Downtown Orinda Streetscape Master Plan	63
24004	Kirker Pass Road Truck Lanes (Northbound)	65
24011	Downtown Corridors Traffic Improvements	67
24012	Farm Bureau Road Safe Route to Schools	69
24014	St. Mary’s Road - Rheem Boulevard and Bollinger Canyon Road Roundabouts	71
24016	Canyon Road Bridge Replacement	73

ON-GOING PROJECTS

C. PROJECTS MANAGED BY OTHER AGENCIES (continued)

24022	Crow Canyon Road Pavement Rehabilitation	75
24024	Danville Boulevard/Orchard Court Complete Streets Improvements	77
24031	Alhambra Creek Bridge and Ferry Street Enhancements	79
24032	Clayton Major Streets Improvements	81
28003	Main Street Downtown Improvements – Norcross Lane to 2nd Street	83

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

COMPLETED PROJECTS

SOUTHWEST COUNTY

Measure C

1104	I-680/Stone Valley Road Interchange, 1998
1105	I-680/El Cerro Boulevard Interchange Ramp Signalization, 1994
1106	I-680 Auxiliary Lanes Segments 1 and 3, 2007
1107	I-680/Fostoria Way Overcrossing, 1994
1214	Commerce Avenue Extension, 2015
1600	Moraga Road Safety Improvements, 2005
1602	Camino Pablo Carpool Lots, 1996
1607	Moraga Way at Glorietta Boulevard and Camino Encinas, 2001
1608	Moraga Way Safety Improvements, 2002
1609	Moraga Way /Ivy Drive Roadway Improvements, 2004
1611	Mt. Diablo Corridor Improvements, 2001
1612	Moraga Road Corridor Improvements, 2005
1621	St. Mary's Road – Phase 2, 1999
1622	Moraga Road Structural and Safety Improvements, 2005
1623/1623W	Santa Maria Intersection Improvements, 2016
1624	Bryant Way/Moraga Way Improvements, 2005
1625/ 1625SW	Moraga Way Rehabilitation and Improvements, 2011
1711	St. Mary's Road Improvements, 1995
1715	San Ramon Valley Boulevard Improvements – Phase 1, 1996
1716	Stone Valley Road Circulation Improvements, 2003
1717	Camino Tassajara Circulation Improvements, 2004
1718	Crow Canyon Road Improvements, 2001
1719	Sycamore Valley Road Improvements, 2008
1720	San Ramon Valley Boulevard Widening – Phase 1, 1997
1722	Santa Maria Park and Ride Lot Slide Repair, 2017
1801	Camino Pablo (San Pablo Dam Corridor), 1996
2206	I-680/Sycamore Valley Road Park & Ride, 1998
2209	San Ramon Intermodal Transit Facility, 1996
3101	Iron Horse Trail – Monument to Alameda County Line, 1994
3103	Reliez Valley Road Trail – Phase 2, 2003
3106	St. Stephens/Bryant Way Trail, 1998

Measure J

10003-02	Electronic Bicycle Facilities - Southwest County BART Stations, 2016
10003-06	Orinda BART Downtown Access Ramp and Lighting, 2018
24010	Olympic Boulevard/Reliez Station Road, 2017
24015	Rheem Boulevard Landslide Repair and Repaving, 2017
24017	Camino Pablo Pavement Rehabilitation, 2016
24018	Ivy Drive Pavement Rehabilitation – Phase 2, 2017
24021	Alcosta Boulevard Pavement Rehabilitation, 2016

CENTRAL COUNTY

Measure C

1101	I-680/Burnett Avenue Ramps, 1995
1103	I-680/North Main Street Bypass, 1996

COMPLETED PROJECTS

CENTRAL COUNTY Measure C (continued)

1108	Route 242/Concord Avenue Interchange, 1997
1113	Route 242 Widening, 2001
1116	I-680 HOV Lanes, 2005
1117	I-680/SR4 Interchange, 2009
1203	Alhambra Avenue Widening, 2011
1205	Taylor Boulevard/Pleasant Hill Road/Alhambra Road Intersection Improvements, 2000
1209	South Broadway Extension, 1996
1210	Monument Boulevard/Contra Costa Boulevard/Buskirk Avenue Improvements, 1996
1215	Geary Road Improvements, 2002
1217	Bancroft/Hookston Intersection, 2004
1218	Buskirk Avenue Improvements, 2005
1219	Iron Horse Trail Crossing at Treat Boulevard, 2010
1220	Ygnacio Valley Road Slide Repair, 2008
1221	Contra Costa Boulevard Signal Coordination 2009
2208	Martinez Intermodal Facility – Phase 1, 2001
2208	Martinez Intermodal Facility - Phase 2, 2006
2210	Pacheco Transit Hub, 2014
2296	Martinez Bay Trail, 2007
3102	Walnut Creek Channel to CC Shoreline Trail, 2001

Measure J

8002	I-680 Southbound Carpool Lane Extension (restripe), Nov 2011
24005	Court Street Overcrossing – Phase 1, 2014
24006	Buskirk Avenue Widening – Phase 2, 2014
24007	Geary Road Reconstruction – Phase 3
24013	Salvio Street Complete Streets – Sidewalk, 2017
24026	Contra Costa Boulevard Improvements, December 2014
24027	Ygnacio Valley Road Permanent Restoration – Phase 2, 2015
24028	Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements, 2018
24029	Old Marsh Creek Road Overlay, 2010

WEST COUNTY

Measure C

1300	Richmond Parkway, 1996
1501	SR4 (W) Gap Closure – Phase 1, 2002
1503	SR4 (W) Willow Avenue Overcrossing, 1996
2302	Richmond Transit Village BART Parking Structures, 2015
2303	Hercules Transit Center, 2009
3111	Atlas Road Bridge, 2017
9002	Richmond Parkway Lighting, 2017
10002-01	BART – Transit Oriented Development (TOD) and Access Improvements at El Cerrito Plaza and del Norte BART Stations, 2014

Measure J

7005	Interstate 80 Integrated Corridor Mobility, 2016
9001	Richmond Parkway Upgrade Study, 2008
9003	Marina Bay Parkway Grade Separation, 2016

COMPLETED PROJECTS

EAST COUNTY

Measure C

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

Measure J

2002	Pittsburg Civic Center Station, 2018
5001	State Route 4/State Route 160 Connector Ramps, 2016
5006	Vasco Road Safety Improvements Project – Phase 1, 2011
5010	SR4 Bypass: Segments 1 and 3, 2008
5002/5003	State Route 4: Widen to 4 Lanes – Laurel Road to Sand Creek Road & Sand Creek Road Interchange, 2015

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
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	Interstate 680 Auxiliary Lanes, Segment 2 (# 1106S2)
Sponsor	Contra Costa Transportation Authority
Subregion	Southwest County

Scope

Construct auxiliary lanes between Crow Canyon Road in San Ramon and Sycamore Valley Road in Danville along I-680 in both directions. The project is the last segment of auxiliary lanes in both directions of I-680 between Bollinger Canyon Road in San Ramon and Diablo Road in Danville.

Status

- The auxiliary lanes were opened to traffic in July 2014.
- The field work for the landscaping and first year of plant establishment was accepted by Caltrans at the end of April 2018.
- The Authority awarded a 4-year plant establishment and maintenance contract CT478 to Bortolussi & Watkin (B&W) on March 21, 2018. Work under this contract started on April 25, 2018.

Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- Four-year plant establishment period is underway. The plants and trees are doing well and have noticeably grown.
- A final report on the use of SLPP funds was submitted to Caltrans.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	Complete
Construction	Complete
Post Construction	2015-2022

Estimated Cost by Project Phase (\$ 000s)

	<i>Amount</i>
Project Management	\$983
Planning	—
Environmental Clearance	—
Design	3,834
Right of Way and Utilities	10
Construction	27,664
Construction Management	4,336
Total	\$36,827

Funding by Source (\$ 000s)

	<i>Amount</i>
SCCR	\$7,100
TVTDF	7,800
IMD	3,200
STIP	18,000
SLPP	1,000
Total	\$37,100

Project Interstate 680 Auxiliary Lanes, Segment 2 (# 1106S2) – continued

Major Project Contracts Managed by Authority

Contract/ Resolution No.	Amend No.	Expiration Date	Agency Consultant	Description	Appropriated Amount	Billed to Date (10/31/2018)	Estimate at Completion	Percent Billed	Percent Physically Complete
317	1	12/31/2019	Mark Thomas & Co.	Design Services for I-680 Auxiliary Lane –Segment 2	\$3,705,000	\$3,221,243	\$3,515,000	86.9%	100%
336	8	12/31/2018	S&C Engineers, Inc.	Construction Management Services for I-680	\$2,048,670	\$2,030,220	\$2,048,670	99%	99.5%
407	1	6/30/2018	Bortolussi & Watkin, Inc.	Landscaping Contract	\$1,807,586	\$1,678,594	\$1,762,586	92%	100%
478	—	5/25/2022	Bortolussi & Watkin, Inc.	Plant Establishment and Maintenance	\$611,000	\$132,935	\$611,000	21.7%	15%

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 SR 4. The overcrossing will include a multi-span bridge with columns in the SR 4 median. The bridge approaches will be constructed on earthen embankments.

Status

- The CEQA clearance is complete.
- The current focus is to obtain approval of Caltrans Permit Engineering Evaluation Report (PEER).
- 100% design is currently being developed.
- Right of Way appraisals are underway.

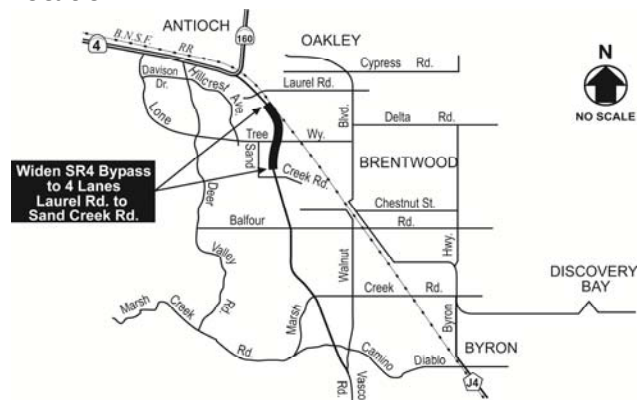
Issues/Areas of Concern

- Construction funding for the project has not been secured.
- Project costs may escalate as schedule is impacted by funding shortfall.
- The NEPA clearance, if needed, may be problematic.
- BART's eBART Next Segment Study identifies a potential future station in the vicinity of the Mokelumne Trail POC.

Update from Previous Quarterly Report

- The project team is working with Caltrans on the approval of the Permit Engineering Evaluation Report (PEER) and Encroachment Permit.
- Staff is assisting with facilitation of the maintenance agreement between Caltrans and the City of Brentwood.
- Addendum #14 to the environmental document for the SR4 Bypass Project was approved by the SR4 Bypass Authority to reflect the latest POC design.
- Agreement No. 511 with East Contra Costa Irrigation District (ECCID) was approved on October 17, 2018 for Fee-for-Services related to Right-of-Way and approval of project.
- Cost has been updated based on latest information.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	Complete
Design	2014-2019
Right of Way and Utilities	2018-2019
Construction	2019-2020
Post Construction	—

Estimated Cost by Project Phase (\$ 000s)

	<i>Amount</i>
Project Management	\$45
Planning	—
Environmental Clearance	—
Design	872
Right of Way and Utilities	1,380
Construction	8,845
Construction Management	1,025
Total	\$12,167

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$522
Measure J – BART	150
BART	200
ECCRFA	1,270
TBD	10,025
Total	\$12,167

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 (10/31/2018)	Estimate at Completion	Percent Billed	Percent Physically Complete
358	1	6/30/2019	Mark Thomas & Company, Inc.	PS&E	\$872,000	\$603,738	\$872,000	69%	85%
511	—	10/17/2021	East Contra Costa Irrigation District (ECCID)	ROW and Project Approval	\$3,000	\$0	\$3,000	0%	0%

Project	State Route 4 Balfour Road Interchange – Phase 1 (# 5005)
Sponsor	Contra Costa Transportation Authority/SR 4 Bypass Authority
Subregion	East County

Scope

Construct a new SR 4 bridge crossing over Balfour Road in Brentwood providing one southbound and one northbound lane for SR 4; northbound and southbound SR 4 loop on-ramps, servicing both westbound and eastbound Balfour Road traffic; and northbound and southbound SR 4 diagonal off-ramps.

Status

- Project is in the construction phase.
- The notice-to-proceed (NTP) for the construction contract was issued on February 6, 2017.
- PG&E, Kinder Morgan, and AT&T utility relocation activities are complete.
- Ribbon cutting was held on December 10, 2018.

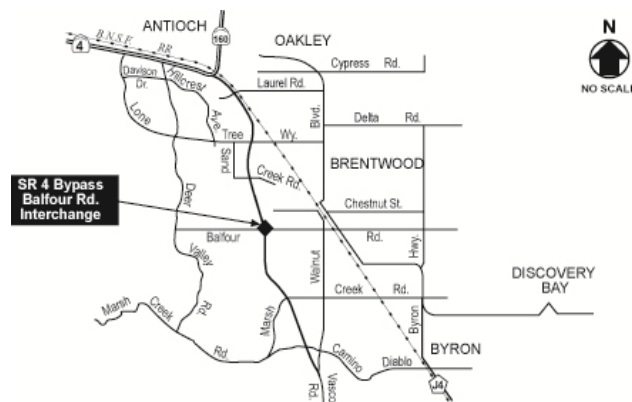
Issues/Areas of Concern

- There were concerns over night-time pile driving and noise impacts to residents. Construction phasing was changed for work to be performed during the day and be completed before school starts.

Update from Previous Quarterly Report

- The project was scheduled for completion in December 2018. However, due to temperature-sensitive paving operations, the completion of the project, which may include additional paving on local streets, is now expected to be Spring of 2019.
- Ribbon cutting held on December 10, 2018.
- Construction activities are concluding.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	Complete
Construction	2017-2019
Post Construction	—

Estimated Cost by Project Phase (\$ 000s)

	<i>Amount</i>
Project Management	\$1,651
Planning	—
Environmental Clearance	628
Design	4,939
Right of Way and Utilities	14,684
Construction	42,745
Construction Management	8,018
Total	\$72,665

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$46,000
ECCRFFA	26,000
CCWD	1,580
Total	\$73,580

Project SR 4 Balfour Road Interchange – Phase 1 (# 5005) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (10/31/2018)	Estimate at Completion	Percent Billed	Percent Physically Complete
354	4	6/30/2016 / Closed	Quincy Engineering, Inc.	Design Services	\$4,938,891	\$4,938,823	\$4,938,891	100%	100%
369	2	6/30/2018 / Closed	Kinder Morgan	Design and Long Lead Procurement	\$3,530,000	\$3,400,761	\$3,400,761	96.3%	100%
404	2	12/31/2019	PSOMAS	Construction Mgmt. Services	\$6,710,400	\$6,057,730	\$6,710,400	90.2%	80%
410	2	6/30/2019	PG&E	Joint Trench	\$2,155,279	\$2,004,701	\$2,155,279	95.7%	99%
411	—	12/31/2017 / Closed	PG&E	Transmission Towers	\$1,895,280	\$1,007,946	\$1,007,946	53%	100%
419	1	12/31/2018	East Contra Costa Co. Habitat Conservancy	Habitat Conservation Plan	\$467,303	\$465,185	\$467,303	99.5%	100%
420	1	3/16/2021 / Closed	Kinder Morgan	Pipeline/Facility Relocation	\$7,237,500	\$6,972,227	\$6,972,227	96.3%	100%
427	—	6/30/2019	Brosamer & Wall/Bay Cities Joint Venture	Construction Services	\$37,973,146	\$34,564,197	\$40,811,317	91%	86%
430	2	12/31/2019	Quincy Engineering, Inc.	Design Services during Construction	\$1,307,395	\$1,048,379	\$1,327,964	80%	76%
436	—	12/31/2018	AT&T	Utility Relocation	\$400,410	\$400,410	\$400,410	100%	100%
441	1	3/16/2021	Kinder Morgan	Pipeline Inspection/Monitoring	\$390,000	\$219,473	\$390,000	56%	72%

Project Interstate 680/State Route 4 Interchange Improvement: State Route 4 Widening, Phase 3 (# 6001)

Sponsor Contra Costa Transportation Authority
Subregion Central County

Scope

Construct three-level interchange, as follows:

- Phase 1 – NB I-680 to WB SR 4 connector.
- Phase 2 – EB SR 4 to SB I-680 connector.
- Phase 3 – SR 4 widening: Morello Avenue to SR 242 and replacement of Grayson Bridge.
- Phase 4 – SB I-680 to EB SR 4 connector.
- Phase 5 – WB SR 4 to NB I-680 connector.

Due to a funding shortfall, Phase 3 will be constructed first. The remaining phases will be constructed as funding becomes available.

Status

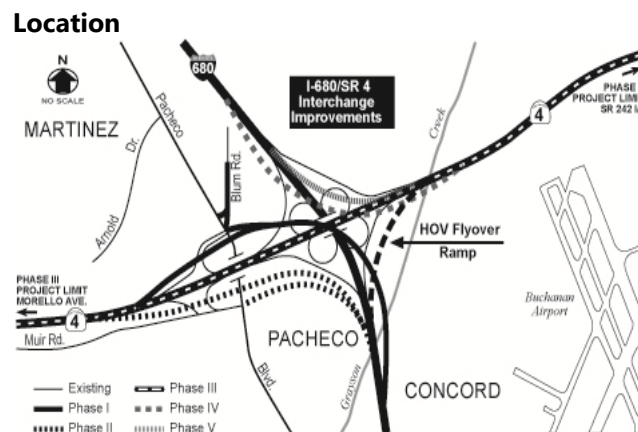
- Phase 3 construction contract was awarded on October 17, 2018.

Issues/Areas of Concern

- Funding has not yet been secured for future phases.

Update from Previous Quarterly Report

- Construction contract 505 was awarded to Brosamer & Wall by the Authority Board on October 17, 2018.
- Contractor obtained all necessary encroachment permits to mobilize to the site.
- Contractor is in process of submitting all documents needed to proceed with the work. All regulatory permits were received along with the mitigation requirements. Agreements with mitigation bank were executed.
- Utility relocation work was completed in November 2018.
- A need for temporary construction easement and permanent footing easement at Solano Creek requires an eminent domain process. Process was initiated; however, a work around right of way (ROW) certification was issued by Caltrans in March 2018. The full ROW was issued by Caltrans with an effective date to enter the easement on December 26, 2018.


Schedule

	Phase 3	Other Phases
Planning	Complete	Complete
Environmental Clearance	Complete	Complete
Design	Complete	TBD
Right of Way and Utilities	Complete	TBD
Construction	2018-2021	TBD
Post Construction	2020-2021	TBD

Estimated Cost by Project Phase (\$ 000s)

	Amount	
	Phase 3	Other Phases
Project Management	\$1,700	—
Planning	583	—
Environmental Clearance	2,757	\$900
Design	10,111	32,400
Right of Way and Utilities	12,921	10,900
Construction	97,449	270,400
Construction Management	10,674	32,400
Total	\$136,195	\$347,000

Funding by Source (\$ 000s)

	Amount	
	Phase 3	Other Phases
Measure J	\$35,000	—
Measure C	17,300	—
STIP-RIP	23,900	—
SHOPP	21,596	—
LPP (formula)	4,799	—
LPP (competitive)	33,600	\$347,000
Total	\$136,195	\$347,000

Project Interstate 680/State Route 4 Interchange Improvement: State Route 4 Widening, Phase 3 (# 6001) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (10/31/2018)	Estimate at Completion	Percent Billed	Percent Physically Complete
372	6	12/31/2018	WMH Corporation	Design	\$10,015,789	\$10,011,865	\$10,015,789	99.9%	100%
398	2	6/30/2020	Contra Costa Flood Control	Hydraulic Evaluation and Permitting	\$125,148	\$77,578	\$125,148	70%	75%
473	—	12/31/2021	The Hanna Group	Construction Management	\$9,414,978	\$329,437	\$9,414,978	3%	2%
493	—	12/31/2018	Elsie Gridley Mitigation Bank	Sale of Vernal Pool Establishment Credits	\$606,150	\$606,150	\$606,150	100%	100%
494	—	12/31/2018	Elsie Gridley Mitigation Bank	Reservation of Vernal Pool Establishment Credits	\$450,000	\$171,000	\$450,000	38%	50%
495	—	3/31/2021	WMH Corporation	Design Services during Construction	\$999,937	\$109,694	\$999,937	10%	0%
496	—	6/30/2021	Contra Costa Flood Control	Design on Lower Walnut Creek Restoration	\$190,000	\$190,000	\$190,000	100%	0%
505	—	12/31/2022	Brosamer & Wall	Construction Services	86,305,703	\$0	\$86,305,703	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 SR 242 between 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 SR 242 near the intersection of Clayton Road and Market Street in Concord and an off-ramp and associated deceleration lane from southbound SR 242 near Clayton Road.

Status

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

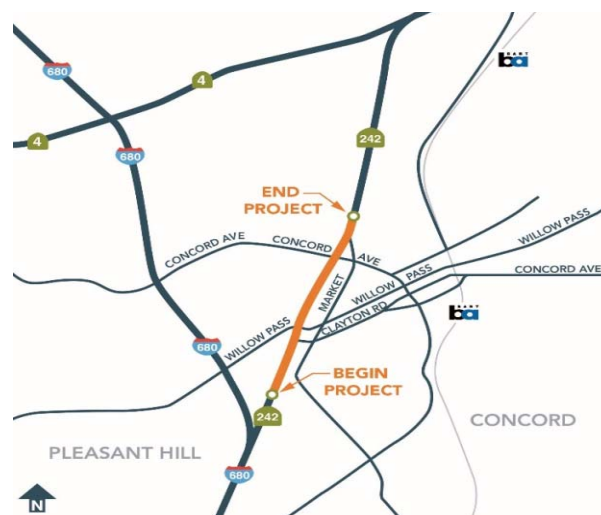
Issues/Areas of Concern

- 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	\$4,990
TBD	67,710
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 (10/31/2018)	Estimate at Completion	Percent Billed	Percent Physically Complete
321	4	9/29/2017 /Closed	WMH Corporation	Project Study Report/Project Development Support (PSR/PDS) and Project Approval/ Environmental Document (PA/ED)	\$2,442,582	\$2,442,499	\$2,442,582	100%	PSR/PDS 100% PA/ED 100%

Project State Route 4 Operational Improvements: Interstate 680 to Bailey Road – Initial Phase (# 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 (Aux) lane from PCH on ramp to Willow Pass Road off ramp. 2) Extend this Aux lane from Willow Pass Road off ramp to Willow Pass Road on ramp. 3) Add second exit lane San Marco Blvd off ramp.

Future Phases (as funding becomes available):

Eastbound

B/w Port Chicago Hwy Interchange (I/C) and Willow Pass Rd I/C

1) Add Aux lane b/w PCH on ramp & Willow Pass Rd off ramp.

B/w Willow Pass Rd I/C and San Marco Blvd I/C

2) Add Aux lane b/w Willow Pass Rd on ramp & San Marco Blvd off ramp.

At San Marco I/C

3) Add new mixed flow lane from San Marco Blvd off ramp to San Marco Blvd on ramp.

B/w San Marco Blvd I/C and Bailey Rd I/C

4) Add Aux lane from San Marco Blvd loop on ramp to existing deceleration lane at Bailey Rd off ramp.

From SR 242 off ramp to Port Chicago Highway off ramp

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

Westbound

At SR242/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 WB SR4.

From Port Chicago Hwy I/C to Willow Pass Rd I/C

7) Add mixed flow lane from Willow Pass Rd on ramp to existing mainline lane just east of Port Chicago Hwy (PCH) off ramp.

8) Add second exit lane at Port Chicago Highway off ramp.

9) Add Aux lane from Willow Pass Road on ramp to second exit to PCH.

At Willow Pass Rd I/C

10) Add mixed flow lane b/w Willow Pass off ramp & Willow Pass on ramp.

B/w Willow Pass Rd I/C and San Marco Blvd I/C

11) Add Aux lane b/w San Marco Blvd on ramp and Willow Pass off ramp.

At San Marco Blvd I/C & b/w San Marco Blvd I/C and Bailey Rd I/C

12) Extend existing acceleration lane at Bailey Rd on ramp to existing Aux lane b/w San Marco on ramp & Willow Pass off ramp.

Status

- PSR-PDS was approved in May 2017.
- The Initial Phase of the project is in the Project Approval/Environmental Document (PA/ED) Phase.

Issues/Areas of Concern

- The Overall Project has significant funding shortfall.

Update from Previous Quarterly Report

- Consultant team has begun the Data Collection task and has submitted Traffic Analysis Approach Memo to Caltrans for review
- Staff and consultant team is working with Caltrans to strategize on the type of ED for CEQA/NEPA clearance.
- Cost has been updated based on latest information.

Location



Schedule

	Initial Phase	Remaining Phases
Planning	Complete	Complete
Environmental Clearance	2018-2021	TBD
Design	2021-2022	TBD
Right of Way and Utilities	2021-2022	TBD
Construction	2023-2025	TBD
Post Construction	—	TBD

Estimated Cost by Project Phase (\$ 000s)

	Initial Phase	Remaining Phases
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)

	Initial Phase	Remaining Phases
Measure J	\$4,515	—
STIP	7,500	—
STP	1,100	—
TBD (shortfall)	55,733	\$245,350
Total	\$68,848	\$245,350

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

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (10/31/2018)	Estimate at Completion	Percent Billed	Percent Physically Complete
391	4	12/31/2018	Mark Thomas & Co.	Project Study Report/Project Development Support (PSR/PDS)	\$640,000	\$640,000	\$640,000	100%	100%
499 (Task Order 1)	—	9/19/2018	Mark Thomas & Co	Project Approval/ Environmental Document (PA/ED)	\$1,603,529	\$2,668	\$1,603,529	1%	0%

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 I-80/San Pablo Dam Road 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 San Pablo Dam Road off-ramp and El Portal Drive on-ramp, and reconstruct the Riverside Avenue pedestrian overcrossing. Remaining improvements including the construction 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.
- The new pedestrian overcrossing opened to the public on October 25, 2016.
- The new El Portal Drive on-ramp opened to traffic on Monday, February 20, 2017.
- The bridge has been accepted by Caltrans.

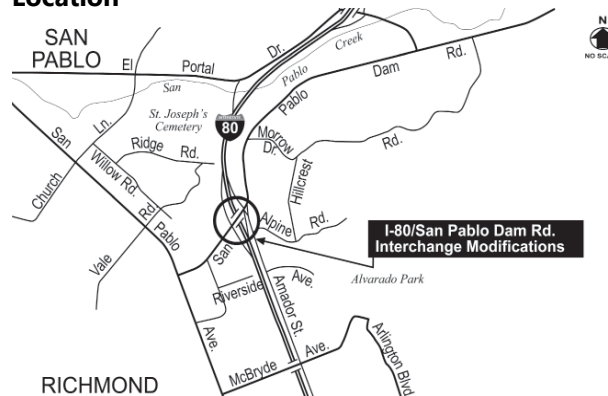
Issues/Areas of Concern

- Staff is coordinating with the City of San Pablo to determine EBMUD's responsibility for the relocation cost of a water main along El Portal Drive.
- Phase 2 has a significant funding shortfall.

Update from Previous Quarterly Report

- The as-builts are currently being reviewed by Caltrans.
- WCCTAC approved allocation of \$436,000 in Subregional Transportation Mitigation Fees for Phase 1 at its meeting on December 14, 2018.

Location



Schedule

	Dates	
	Phase 1	Phase 2
Planning	Complete	Complete
Environmental Clearance	Complete	Complete
Design	Complete	2019-2020
Right of Way and Utilities	Complete	2020-2022
Construction	Complete	2022-2024
Post Construction	—	2024-2025

Estimated Cost by Project Phase (\$ 000s)

	Amount	
	Phase 1	Phase 2
Project Management	\$399	\$200
Environmental Clearance	2,239	—
Design	6,691	2,015
Right of Way and Utilities	7,971	14,000
Construction	22,200	56,500
Construction Management	3,006	8,035
Total	\$42,506	\$80,750

Funding by Source (\$ 000s)

	Amount	
	Phase 1	Phase 2
Measure J*	\$13,110	—
Local City	3,009	—
STIP-PPM	9	—
STIP	15,000	\$9,200
RM2	8,000	—
ATP	2,000	—
WCCTAC	1,136	5,964
EBMUD	242	—
TBD	—	65,586
Total	\$42,506	\$80,750

*\$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 (10/31/2018)	Estimate at Completion	Percent Billed	Percent Physically Complete
212	3	12/31/2010 / Closed	URS	PA/ED	\$2,238,684	\$2,238,684	\$2,238,684	100%	100%
316 ⁽¹⁾	4	12/31/2018	URS	Design	\$6,691,000	\$6,670,441	\$6,691,000	99.7%	99.8%
330	9	12/31/2018	S&C Engineers, Inc.	CM/Utilities	\$65,300	\$64,421	\$64,421	98%	100%
362	3	3/31/2025	Contra Costa County	Right of Way	\$802,900	\$765,701	\$802,900	95.5%	99%
370	1	12/31/2018	EBMUD	Design/Utilities	\$499,590	\$499,590	\$499,590	100%	100%
381	1	3/31/2025	PG&E	Utilities/Electrical	\$550,167	\$529,469	\$529,469	96%	100%
382	—	3/31/2025	AT&T	Utilities	\$31,049	\$0	\$31,049	0%	100%
384	—	3/31/2025	PG&E	Utilities/Gas	\$362,503	\$35,327	\$362,503	9%	0%
385	1	3/31/2025	EBMUD	Construction/Utilities	\$2,647,750	\$2,470,260	\$2,470,260	96%	100%
386	—	3/31/2025	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	\$2,869,102	100%	100%
416	1	12/31/2018	Brosamer & Wall	Construction	\$22,200,000	\$21,929,657	\$21,929,657	100%	100%
432	—	12/31/2017 / Closed	California Conservation Corps	Construction	\$28,530	\$0	\$28,530	0%	0%

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

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 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 Central Avenue onto westbound I-80 to the adjacent 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 activities are complete.
- Phase 2 (Local Roads Realignment project) is managed by the City of Richmond. Environmental Clearance phase is currently underway with completion expected in 2019.

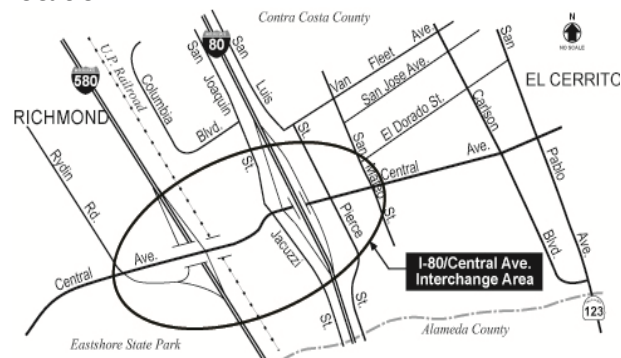
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- Phase 1: Contractor is performing punch list activities. Post traffic analysis is underway.
- An action to decrease the construction allotment by \$34,166 was approved by the Authority Board on September 19, 2018.
- An action to decrease the construction allotment by \$8,394 was approved by the Authority Board on December 19, 2018.
- Amendment No. 2 to Contract 453 with Ghirardelli was approved by the Authority Board on September 19, 2018 for additional construction management services.
- Amendment No. 4 to Contract 406 with WSP was approved by the Authority Board on December 19, 2018 to provide additional DSDC and extend the term of the agreement.
- WCCTAC, at its meeting on December 14, 2018, approved programming \$485,000 in STMP funds for I-80/Central-Phase 2.
- At the January 2019 Authority Board meeting, approximately \$436,000 in Measure J funds will be proposed to be reprogrammed back to I-80/Central-Phase 2 in lieu of future STIP funds commitment.

Location



Schedule

	Dates	
	Phase 1	Phase 2
Planning	Complete	Complete
Environmental Clearance	Complete	2016-2019
Design	Complete	2019-2020
Right of Way and Utilities	—	2019-2021
Construction	Complete	2021-2023
Post Construction	—	—

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	6,500
Construction	4,370	5,500
Construction Management	681	—
Total	\$8,256	\$14,500

Funding by Source (\$ 000s)

	Amount	
	Phase 1	Phase 2
Measure J	\$7,556	\$3,300
Federal Earmark	—	—
WCCTAC	—	627
STIP	—	7,773
Future MTC Commitment	—	2,800
City of Richmond	700	—
Total	\$8,256	\$14,500

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 (10/31/2018)	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	4	6/30/2019	WSP USA Inc. (formerly PB Americas, Inc.)	Plans, Specifications, and Estimates (PS&E)	\$1,130,207	\$1,084,070	\$1,130,207	96%	99%
445	—	12/31/2017	UPRR	Right of Entry	\$20,000	\$2,699	\$20,000	14%	100%
453 ⁽¹⁾	3	6/30/2019	Ghirardelli Associates	Construction Management Services	\$714,799	\$711,622	\$714,799	99.5%	99%
463	—	12/31/2019	Ghilotti Brothers	Construction	\$4,326,948	\$3,990,124	\$4,326,948	92%	99%

(1) An amendment for date extension was approved by the Authority Board on November 14, 2018.

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Expiration Date	Agency	Description	Appropriated Amount	Billed to Date (10/31/2018)	Last Billed Date
16-50-P	10/19/2016	—	10/18/2019	City of Richmond	PA/ED, Design, and ROW	\$2,970,000	\$370,942	4/30/2018

Project	Interstate 680 HOV Completion and Express Lanes Project (# 8001)
Sponsor	Contra Costa Transportation Authority/MTC/Caltrans
Subregion	Central County

Scope

Construct a high occupancy vehicle (HOV) lane on southbound I-680 between North Main Street in Walnut Creek and Rudgear Road in Alamo and convert the HOV lane to an express lane on southbound I-680 from just south of Marina Vista Avenue in Martinez to Rudgear Road in Walnut Creek.

Status

- Construction contract 491 was awarded to Bay Cities Paving & Grading, Inc. on July 18, 2018. Project is now under construction and the Authority is administering the construction contract.
- MTC will administer the construction contract for the installation of the Express Lane equipment which will follow the completion of the civil work under contract 491.
- Cost estimate does not include TransCore work currently estimated at \$12 million, which will be entirely funded by BAIFA.

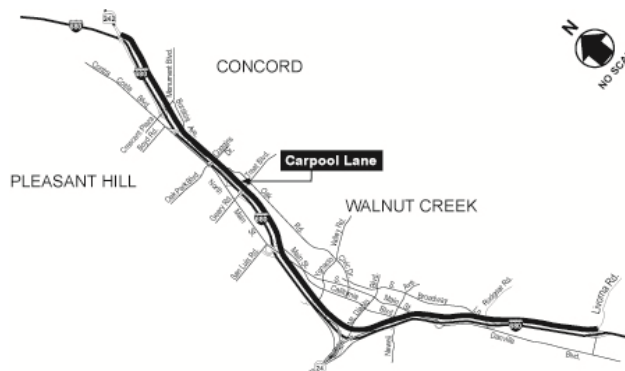
Issues/Areas of Concern

- The relocation of the backhaul fiber from Livorna to Olympic must be closely coordinated due to timing of the work. Schedule coordination has started and project team does not currently anticipate any impacts but will continue to monitor closely.

Update from Previous Quarterly Report

- All utility relocations were completed as of August 2018.
- Bay Cities Paving & Grading, Inc. started construction in October 2018.
- TransCore will submit tolling system 100% Plans, Specifications, and Estimate (PS&E) to Caltrans in December 2018 for permit.
- Construction progress can be followed at <https://680xpresslanesproject.com/home/>.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	Complete
Construction	2018-2021
Post Construction	2020-2021

Estimated Cost by Project Phase (\$ 000s)

	<i>Amount</i>
Project Management	\$1,885
Planning	—
Environmental Clearance	8,400
Design	9,900
Right of Way and Utilities	400
Construction	77,470
Construction Management	14,200
Total	\$112,255

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J*	\$40,000
RM2	19,400
STIP/RIP	15,600
BAIFA**	40,000
Total	\$115,000

*\$6.49 million is expected to be paid back by TVTC in FY2024 and FY2025.

** BAIFA will also fund TransCore work estimated at \$12 million bringing total funding to \$127 million.

Project Interstate 680 HOV Completion and Express Lanes Project (# 8001) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (10/31/2018)	Estimate at Completion	Percent Billed	Percent Physically Complete
320	—	12/31/2014 / Closed	Parsons	Feasibility Study/ Environmental Clearance for I-680 HOV Completion	\$2,492,550	\$2,395,267	\$2,395,267	96%	100%
376	6	12/31/2018	HDR Engineering, Inc.	Feasibility Study/ Environmental Clearance / PS&E for Express Lanes and Design for I-680 HOV Completion	\$12,470,000	\$12,268,973	\$12,270,000	98.3%	100%
448	—	12/31/2020	WSP/Parsons Brinckerhoff	Construction Management Services	\$10,238,924	\$957,680	\$10,238,924	9.3%	10%
454	—	12/31/2018	Contra Costa County	ROW Acquisition Services	\$43,000	\$38,610	\$43,000	89%	89%
462	—	12/31/2018	PG&E	Utilities	\$20,000	\$0	\$20,000	0%	100%
476	—	9/20/2018 / Closed	ArborWorks, Inc.	Construction Services/Tree Removal	\$688,723	\$635,272	\$635,272	99%	100%
479, 480, 481, 482, 483, 484	—	12/31/2021	PG&E	Construction of Service Points on behalf of Caltrans	\$50,000	\$0	\$50,000	0%	0%
491	—	12/31/2021	Bay Cities	Construction Services	\$64,570,784	\$952,512	\$64,570,784	1%	2%
497	—	12/31/2021	HDR Engineering, Inc.	DSDC/ Landscape PS&E	\$1,099,492	\$53,319	\$1,099,492	4.8%	5%

Project	Innovate 680 (# 8009)
Sponsor	Contra Costa Transportation Authority
Subregion	Central and Southwest County

Scope

Implement the following strategies:

Strategy No. 1: Complete HOV/Express Lanes

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

Strategy No. 2: Cool Corridor "Hot Spots"

Improve congestion "hot spots" caused by high-volume weaving areas around N. Main Street, Lawrence Way, Treat Blvd, and other locations south of SR 24 (Livorna Road, etc.). This strategy will be completed with Strategy 1 since they are interdependent.

Strategy No. 3: Increase Efficiency of Bus Service

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

Strategy No. 4: Enhance TDM Strategies

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

Strategy No. 5: Provide First Mile/Last Mile Connections

Implement Shared Autonomous Vehicles (SAVs) to improve transit connectivity and to shift travelers from Single Occupant Vehicles (SOVs).

Strategy No. 6: 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. 7: Prepare Corridor for the Future

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

Status

- Caltrans approval of the final Project Study Report/Project Development Study for the I-680 NB Express Lane project (Strategies 1 & 2) was delayed as a new District Directive called to eliminate oversight costs to project sponsor was issued in November 2018.

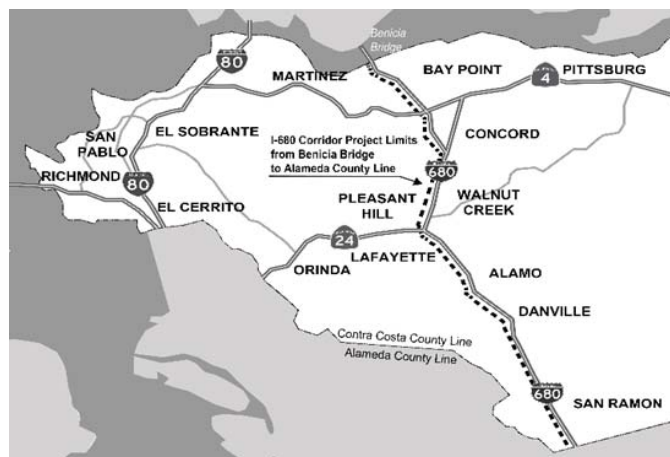
Issues/Areas of Concern

- Significant funding is needed for all projects.
- BOS may require special legislation and will need CHP approval.

Update from Previous Quarterly Report

- The Authority approved the release of the RFP to procure Corridor Manager and Project Innovative Team to manage the program.
- I-680 NB Express Lane (Strategy 1 & 2) – The Authority approved the release of the NB EL RFP to prepare Project Approval and Environmental Clearance of the project in September 2018.
- MTC has programmed an additional \$6 million in STP funds for project in September 2018 as part of a fund exchange agreement with the Authority.
- Bus on Shoulder (Strategy 3) – Authority staff is in negotiation with selected consultant to prepare the PSR-PR and other documents for project approvals.

Location



Schedule

	NB HOV Strategy 1-2	BOS Strategy 3a	Technology Strategy 4-7	Bus Service Strategy 3b
Planning	2017-2018	2017-2019	2017-2019	2017-2019
Env. Clearance	2019-2021	2019-2020	2019-2020	2019-2020
Design	2020-2022	2020-2021	2020-2021	2019-2020
Right of Way/Utilities	2021-2022	2020-2021	2020-2021	2020-2021
Construction	2023-2025	2021-2022	2021-2022	2021-2022
Post Construction	—	—	—	—

Estimated Cost by Phase (\$ 000s)

	NB HOV Strategy 1-2	BOS Strategy 3a	Technology Strategy 4-7	Bus Service Strategy 3b
Project Management	\$4,500	\$200	\$900	\$600
Planning	600	400	1,000	600
Env. Clearance	15,450	500	2,900	1,000
Design	28,325	900	5,400	1,500
Right of Way/Utilities	5,000	—	—	12,000
Construction Mgmt.	38,625	1,100	6,500	3,500
Construction	257,500	6,000	36,000	39,000
Total	\$350,000	\$9,100	\$52,700	\$58,200

**operations costs estimated at \$18 million/year not included

Funding by Source (\$ 000s)

	NB HOV Strategy 1-2	BOS Strategy 3a	Technology Strategy 4-7	Bus Service Strategy 3b
Measure J*	\$6,584	\$4,100	\$18,200	\$6,116
STMP (TVTD)	—	—	2,000	—
MTC (STP)	14,205	—	—	—
Measure J (TLC)	—	—	—	1,500
SB1-LPP Formulaic	2,286	—	—	—
Regional Measure 3	75,000	5,000	1,800	3,200
TBD (shortfall)	251,925	—	30,700	47,384
Total	\$350,000	\$9,100	\$52,700	\$58,200

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

Project Innovate 680 (# 8009) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (10/31/2018)	Estimate at Completion	Percent Billed	Percent Physically Complete
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Project Shared Autonomous Vehicle Pilot Program (# 10001-06)
Sponsor Contra Costa Transportation Authority
Subregion Central County

Scope

The project will initiate the planning and testing required for the implementation of the Shared Autonomous Vehicle Pilot Program. Project activities include testing, design, and consensus building with stakeholders. Initial project testing will be conducted at the GoMentum Station site as well as on non-public roads within the Bishop Ranch Development.

Status

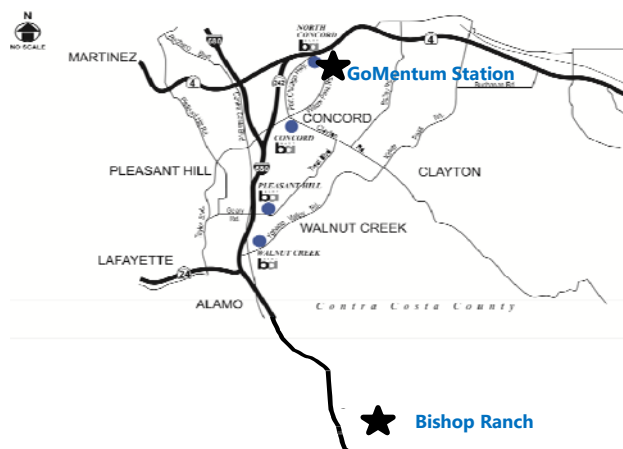
- Project is in the planning stages. Early deployment is anticipated to be at a BART station in Central County.
- Working on the approval of the First Mile/Last Mile concept

Issues/Areas of Concern

- Regulatory approval is needed.
- Complete funding has not been identified.
- Obtained DMV approval to allow SAV on public roads.

Update from Previous Quarterly Report

- Testing on public roads in the City of San Ramon through a signalized intersection is scheduled to occur in the first quarter of 2019.



Schedule

	<i>Dates</i>
Planning	2016-2020
Environmental Clearance	—
Design	2016-2021
Right of Way and Utilities	—
Construction	2020-2022*
Post Construction	—

*Construction refers to deployment of shuttles

Estimated Cost by Project Phase (\$ 000s)

	<i>Amount</i>
Project Management	\$950
Planning	829
Environmental Clearance	374
Design	2,676
Right of Way and Utilities	—
Construction	2,371*
Construction Management	—
Total	\$7,200

*Construction refers to deployment of shuttles

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$250
Private Funding	500
TFCA	1,000
State	1,500
TBD	3,950
Total	\$7,200

Project Shared Autonomous Vehicle Pilot Program (# 10001-06) - continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (10/31/2018)	Estimate at Completion	Percent Billed	Percent Physically Complete
435	4	6/30/2019	Stantec	Project Management of SAV program	\$2,331,000	\$1,543,944	\$2,331,000	N/A	N/A

Project	State Route 4 Integrated Corridor Management (ICM) (# 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 (SR 4) and parallel/crossing arterials between State Route 160 and Interstate 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 ICM

The SR 4 ICM may be combined with one or more packages of the SR 4 Operational Improvements (Project 6006).

Status

- Project was awarded a FHWA Integrated Corridor Management Planning Grant.
- Completed SEMP 2 System Requirements Concepts of Operations 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	2018-2019
Design	2019-2020
Right of Way and Utilities	2019-2020
Construction	2020-2022
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	750
Total	\$15,150

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 (ICM) (# 28002) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (10/31/2018)	Estimate at Completion	Percent Billed	Percent Physically Complete
435	—	6/30/2019	Stantec	Project Management	\$315,000	\$315,000	\$315,000	100%	100%

Project	Caldecott Tunnel Fourth Bore (# 1001/1698)
Sponsor	Contra Costa Transportation Authority/Caltrans
Subregion	Southwest County

Scope

Construct a new two-lane fourth bore between Contra Costa and Alameda counties along SR 24 north of the existing bores.

Status

- The new bore opened to traffic in November 2013.
- Caltrans accepted the tunnel construction contract on March 12, 2015.
- Final habitat restoration work is in progress.
- All planting work included in the landscaping project has been completed.
- The 3-year plant establishment period began in February 2016.

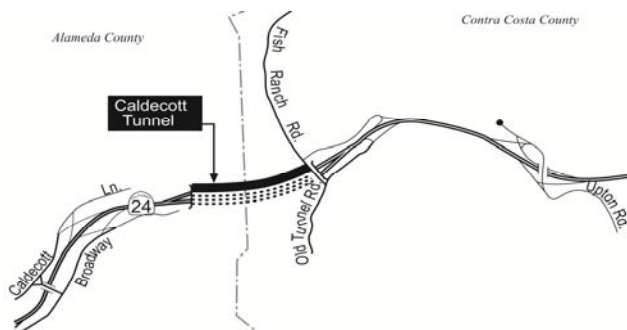
Issues/Areas of Concern

- CCTA and Caltrans are in discussions over the Caltrans administration and project support costs.

Update from Previous Quarterly Report

- Caltrans Accounting Unit completed the final accounting for project.
- CCTA has requested and will review the cost breakdown.
- Caltrans is seeking an extension to the Construction Cooperative Agreement to allow for completion of all reimbursement transactions.
- Landscaping plant establishment period will end in February 2019.
- Cost updated to reflect enhancement projects in Berkeley and Oakland, as well as final cost accounting provided by Caltrans.

Location



Schedule

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

Estimated Cost by Project Phase (\$ 000s)

	<i>Amount</i>
Project Management	—
Planning	—
Environmental Clearance	\$20,487
Design	33,105
Right of Way and Utilities	1,100
Construction	301,295
Construction Management	57,164
Total	\$413,150

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$121,130
Federal Earmark (SAFETEA-LU)	1,440
STIP-RIP	4,000
STIP-IIP	15,300
TCRP	20,000
RM2	44,767
ARRA	195,129
CMIA	11,043
Maintenance HM7 (State)	350
Total	\$413,150

Project Caldecott Tunnel Fourth Bore (# 1001/1698) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (10/31/2018)	Estimate at Completion	Percent Billed	Percent Physically Complete
261	10	9/30/2017 / Closed	Parsons	On-Call Design Services during Construction	\$9,228,000	\$9,227,119	\$9,227,119	99.9%	100%
262	4	6/30/2015 / Closed	PB Americas, Inc.	Construction Management	\$17,938,466	\$17,723,759	\$17,723,759	99%	100%

Project Sponsor Subregion	State Route 4 Widening: Somersville Road to State Route 160 (# 3001/1407) Contra Costa Transportation Authority/Caltrans East County
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Scope

Widen SR 4 East to eight lanes (three mixed flow lanes and one high occupancy vehicle lane in each direction) from Somersville Road to Hillcrest Avenue (plus auxiliary lanes) including a wide median for transit; and to six lanes (three mixed flow lanes in each direction) from Hillcrest Avenue to the interchange with SR 160 and the new SR 4 Bypass.

The project was constructed in five segments:

- Segment 1: Somersville Road to Contra Loma Blvd.
- Segment 2: Contra Loma Blvd. to A St./Lone Tree Way.
- Segment 3A: A St./Lone Tree Way to Hillcrest Ave.
- Segment 3B: Hillcrest Ave. to SR 160.
- Corridor-wide: Landscaping.

Status*Segment 1 – Somersville Interchange*

- Segment was open to traffic in December 2013.

Segment 2 – Contra Loma Interchange & G St. Overcrossing

- Construction began in March 2012 and was completed in February 2016.

Segment 3A – A Street Interchange & Cavallo Undercrossing

- Construction began in August 2012 and was accepted as complete in May 2017.

Segment 3B – Hillcrest Avenue to SR 160

- Construction began in March 2013 and was substantially completed in September 2016 and closeout activities are ongoing. Bike safety improvements have been implemented.

Corridor-wide

- Ribbon cutting ceremony held on July 20, 2016.

Corridor Landscaping

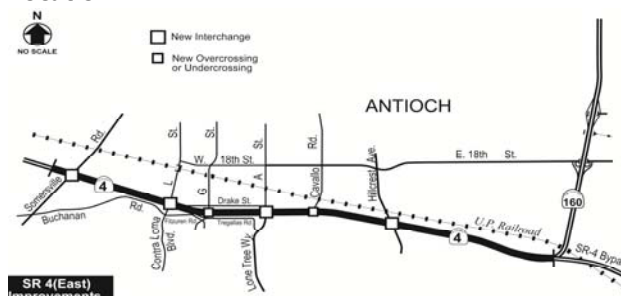
- Contract 1 (Loveridge to Century) bids were opened in December 2017. Construction started in early 2018 with project completion, inclusive of the plant establishment period, in 2021.
- Contract 2 (Somersville to Cavallo) was advertised on March 12, 2018 and construction has started. Completion, inclusive of plant establishment, is anticipated to be in 2022/23.
- Contract 3 (Hillcrest to Laurel Rd. and on SR 160) design was completed and construction bid opened in December 2018. Completion, inclusive of plant establishment, is anticipated to be in 2022/23.

Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- The three corridor landscape contracts are all in the construction phase.

Location**Schedule**

	<i>Dates</i>
Planning	—
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	Complete
Construction (highway)	Complete
Construction (landscape)	2018-2019
Post Construction	2017-2022

Estimated Cost by Project Phase (\$ 000s)

	<i>Amount</i>
Project Management	—
Preliminary Studies/Planning	—
Environmental Clearance	\$400*
Design	35,500
Right of Way and Utilities	61,800
Construction	220,000
Construction Management	57,000
Total	\$374,700

*Under project 1406/3003

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure C	\$31,900
Measure J	94,100
CMIA	68,300
STIP/RIP	38,500
Federal (SAFETEA-LU)	1,600
Federal Earmark (other)	1,100
SLPP	24,400
Bridge Tolls (e-BART median)	64,000
Measure J (e-BART median)	26,000
Bridge Tolls (e-BART structures)	13,600
Measure J (e-BART structures)	15,300
City	1,800
Total	\$380,600

Project State Route 4 Widening: Somersville Road to State Route 160 (# 3001/1407) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Contract Expiration	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (10/31/2018)	Estimate at Completion	Percent Billed	Percent Physically Complete
183	—	Closed	Mark Thomas & Co.	Strategic Planning Study	\$78,432	\$78,432	\$78,432	100%	100%
202	5	12/31/2012 / Closed	Mark Thomas & Co.	Final Design	\$6,310,895	\$6,310,895	\$6,310,895	100%	100%
203	6	6/30/2012 / Closed	BKF Engineers	Final Design	\$7,197,373	\$7,197,373	\$7,197,373	100%	100%
204	8	12/31/2012 / Closed	TY Lin International	Final Design	\$15,491,438	\$15,491,438	\$15,491,438	100%	100%
208	8	12/31/2019	Contra Costa County Real Property	ROW Acquisition Svcs /Closeout	\$7,948,054	\$7,370,902	\$7,948,054	92.5%	93.5%
211	10	12/31/2018	Harris & Associates	Corridor Integration Team	\$3,719,411	\$3,710,142	\$3,719,411	99.7%	99.8%
219	1	12/31/2010 / Closed	PB Americas	Construction Management	\$93,058	\$93,058	\$93,058	100%	100%
270	2	6/30/2014 / Closed	Vali Cooper & Assoc.	Construction Management	\$3,630,881	\$3,630,881	\$3,630,881	100%	100%
271	6	6/30/2016 / Closed	Jacobs	Construction Management	\$5,133,375	\$4,926,777	\$4,926,777	96%	100%
284	4	6/30/2016 / Closed	Scott Systems, Inc.	Architectural Treatment	\$328,840	\$328,014	\$328,014	100%	100%
305	1	6/30/2015 / Closed	Mark Thomas & Co.	Design Svcs During Construction	\$625,000	\$617,560	\$617,560	99%	100%
341, 348, 355, 402*	—	12/31/2025	PG&E & AT&T	Utility Relocation	\$2,693,473	\$2,592,208	\$2,700,000	96.2%	100%
327	4	6/30/2019	BKF	Design Svcs During Construction	\$1,409,500	\$1,365,634	\$1,391,704	96.9%	98.7%
330	9	12/31/2018	S&C Engineers**	Construction Management	\$10,991,025	\$10,906,695	\$10,991,025	99.2%	100%
332	1	12/31/2016 / Closed	Jacobs Project Management Co.	Construction Management	\$5,084,360	\$4,267,954	\$4,267,954	83.9%	100%
339	5	6/30/2019	TY Lin International	Design Svcs During Construction	\$2,634,155	\$2,617,546	\$2,634,155	99.3%	99.5%
350	—	5/16/2020	BART	Construction Services	\$9,000,000	\$8,818,702	\$8,818,702	100%	100%
351	—	6/30/2018	Bay Cities Paving	Construction – Segment 3B	\$56,113,358	\$52,826,845	\$56,113,358	94%	100%

*Only open contracts shown **S&C Engineers contract includes \$65,300 for San Pablo Dam Road work

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

Scope

Construct a passenger rail station (including interim parking, station platform, signage, plaza, etc.) and track-related improvements (including retaining walls and signal equipment relocation in Hercules). The City of Hercules now commonly refers to this project as the “Hercules Intermodal Transit Center Project” to scope the project for both rail and ferry transit service. This multi-modal center would unite the Amtrak intercity rail (Capitol Corridor and San Joaquin Corridor), 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 Sante Fe to Bayfront (\$1.9M)
- Fuel Pipe Relocation: Relocate oil pipelines, fiber optic line and construct retaining walls for utilities (\$22.8M).
- Track and Signal Work: Construct railroad bridge, track, and signal work, retaining wall for rail station, (\$24.8M).
- Initial Rail Station: Construct rail station building, and Transit Plaza (\$7.9M).
- Trails and Plazas: Remaining Bay Trail/Civic Plaza (\$4.1M).

Status

- Construction of Bay Trail (East) is complete.
- Construction of “Path to Transit” is complete.
- Construction of Bay Trail (West) is complete.

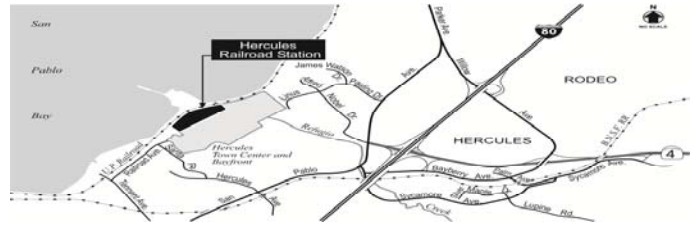
Issues/Areas of Concern

- Project has significant funding shortfall.
- Capitol Corridor has yet to agree to add Hercules as a stop along its route. Public outreach effort is underway to secure a commitment.
- Funding secured can only be used on specific stages, increasing risk for funding loss.

Update from Previous Quarterly Report

- Resolution 18-66-P was approved by the Authority Board on November 14, 2018 supporting the project.
- At its December 14, 2018 meeting, WCCTAC allocated a base amount of \$500,000 in STMP fees to project.

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	—	—	—	—
Planning	—	—	—	—
Env. Clearance	—	—	—	—
Design*	\$2,800	\$3,100	\$175	\$13,400
Right of Way and Utilities	—	—	—	17,900
Construction	8,061	14,502	1,750	28,300
Total	\$10,861	\$17,602	\$1,925	\$59,600

*Includes environmental clearance, project & construction management

Funding by Source (\$ 000s)

	Bay Trail (East)	Path to Transit	Bike Trail (West)	Remaining Phases
Measure J	\$508	\$3,568	—	\$3,885*
Measure – TLC	—	1,240	—	—
Measure J – PBTF	—	600	—	—
OBAG	—	—	\$1,705	—
Local	1,000	4,959	—	—
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	—	500
Other	1,285	847	—	—
TBD (shortfall)	—	—	—	55,215
Total	\$10,861	\$17,602	\$1,925	\$59,600

*2.162 million has been used to acquire ROW and \$400,000 is appropriated for public outreach. \$1.323 million currently un-appropriated.

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 (10/31/2018)	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 (10/31/2018)	Last Billed Date
12-08-P	3/12/2012	3	7/15/2018	Hercules	Construction—Path to Transit and Bay Trail (East)	\$4,076,000	\$3,447,045	9/20/2018
12-06-P*	7/20/2012	2	3/21/2015 / Closed	Hercules	Right of Way	\$2,162,000	\$2,162,000	7/20/2012
15-42-G	7/15/2015	—	7/1/2024 / Closed	Hercules	Construction—Bay Trail (Part of Path to Transit)	\$1,240,000	\$1,240,000	12/30/2017
15-43-G	7/15/2015	—	7/1/2024 / Closed	Hercules	Construction—Creekside Trail Gap Closure (Part of Path to Transit)	\$600,000	\$600,000	12/08/2017
16-34-P	7/20/2016	—	7/20/2019 / Closed	Hercules	Public Outreach and Agency Coordination	\$400,000	\$400,000	1/19/2018

*City must repay Authority no later than July 1, 2024 if Station Building construction doesn't start by July 1, 2022.

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 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. Under separate contract, A follow-on study of Phase 3 constructability and Blum Road is under way.
- A sub-project to widen Pacheco Blvd. at Vine Hill Creek to add sidewalks and bike lanes was completed in October 2018.
- A sub-project to improve Pacheco Blvd 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.

Issues/Areas of Concern

- A significant funding shortfall exists to complete entire project.
- Coordination with the State and BNSF is required to replace the railroad overcrossing.

Update from Previous Quarterly Report

Studies

- Recommendations of Alignment Study will be presented to the Board of Supervisors in Summer 2019. The traffic and constructability study is underway and anticipated to be complete in Spring 2019.

Widening at Arnold Drive

- Utility coordination with PG&E has been initiated for the relocation and undergrounding of overhead facilities from Arnold Drive to Sunrise Drive. Utility relocation is tentatively planned for FY2020-21.

Widening at Vine Hill Creek

- Construction was substantially completed in October 2018, with punch list items completed in November 2018.

Location



Schedule

	Widening at Vine Hill Creek	Widening at Arnold Drive	Remaining Phases
Planning	Complete	2018-2019	TBD
Environmental Clearance	Complete	2018-2019	TBD
Design	Complete	2018-2019	TBD
Right of Way and Utilities	Complete	2020-2021	TBD
Construction	Complete	2020-2021	TBD
Post Construction	—	—	TBD

Funding by Source (\$ 000s)

	Widening at Vine Hill Creek	Widening at Arnold Drive	Remaining Phases
Measure J	—	\$1,400	\$4,400
Martinez Area of Benefit	—	—	1,200
Measure C*	\$570	300	175
Tosco/Solano Fund	—	—	5,200
ATP	619	—	—
Other Local	87	15	—
TBD (shortfall)	—	1,785	22,925
Total	\$1,276	\$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, \$450,000 in Measure C was appropriated to complete an alignment 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 (10/31/2018)	Last Billed Date
01-12-P	7/18/2001	1	Closed	Contra Costa County	Design Services	\$493,675	\$493,675	Prior to 2009
02-17-P	7/17/2002	—	Closed	Contra Costa County	Project Management	\$429,522	\$429,522	Prior to 2009
02-18-P	7/17/2002	—	Closed	Contra Costa County	Right-of-Way Acquisitions	\$871,071	\$871,071	5/19/2010
15-13-P	4/15/2015	1	4/15/2018 / Closed	City of Martinez	Study	\$410,663	\$410,663	7/03/2017
17-17-P	5/17/2017	1	5/17/2020	Contra Costa County	Environmental Clearance, Design, and ROW services	\$382,000	\$112,818	7/23/2018
17-41-P	9/20/2017	—	9/20/2020	City of Martinez	Environmental Clearance, Design, and ROW Services	\$300,000	\$112,996	5/31/2018
18-14-P	4/18/2018	—	12/31/2018	Contra Costa County	Constructability and Traffic Study	\$117,884	\$0	—
18-36-P	6/20/2018	—	6/20/2021	Contra Costa County	Construction Phase	\$188,000	\$0	—

Project **Operational Improvements on Parallel Arterials (Measure C #1222)**
Sponsor City of Concord
Subregion Central County

Scope

This project will improve traffic flow along the I-680/SR242 corridor in Central County by improving the efficiency of traffic operations on the parallel arterials in downtown Concord. CCTV cameras and fiber optic interconnect cable will be installed based on available budget within the corridor to improve real-time traffic monitoring, central communications, and system wide incident management.

Status

- The construction contract was awarded in September 2017.
- Construction completion is targeted for January 2019.

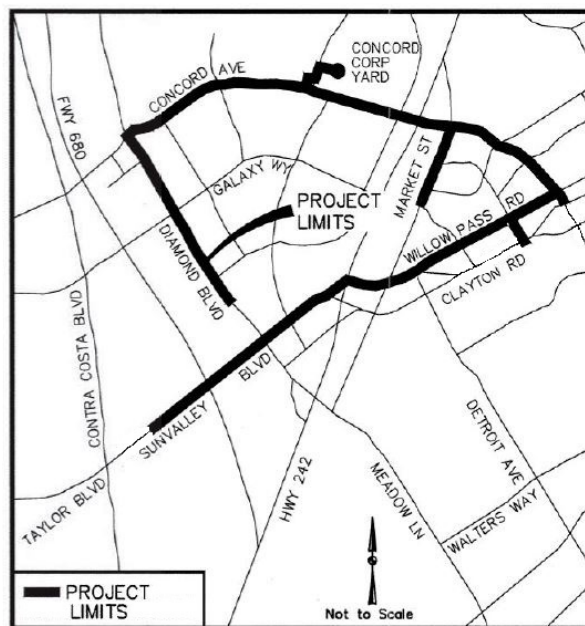
Issues/Areas of Concern

- Previous concerns regarding conduits irregularities were overcome by change orders.

Update from Previous Quarterly Report

- Cable for Concord Avenue, Diamond Boulevard and Galindo Street have been installed and commissioned. Cable for Willow Pass Road was installed in December and will be commissioned in January 2019.
- City Council acceptance expected in February 2019.
- Cost and schedule were updated to reflect the latest information.

Location



Schedule

	<i>Dates</i>
Planning	—
Environmental Clearance	—
Design	Complete
Right of Way and Utilities	—
Construction	2017-2019
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure C	\$2,893
Local Funds	1,255
Total	\$4,148

Project Operational Improvements on Parallel Arterials (Measure C #1222) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (4/30/2018)	Last Billed Date
16-03-P	1/20/2016	1	1/20/2019	City of Concord	Design Services	\$185,747	\$177,569	12/26/2017
17-13-P	4/19/2017	—	4/18/2020	City of Concord	Construction	\$2,707,356	\$1,174,503	4/30/2018

Project Danville Road and Street Preservation (Measure C #1723)
Sponsor Town of Danville
Subregion Southwest County

Scope

This pavement rehabilitation project includes pavement repairs and overlay; bridge abutment slab stabilization; traffic signal improvements; curb, gutter and sidewalk improvements; and pavement striping (Class II bike lanes) on El Cerro Boulevard and Sycamore Valley Road. The project limits consist of Sycamore Valley Road overcrossing from San Ramon Valley Blvd to Camino Ramon and El Cerro Boulevard from El Pintado Road to the El Cerro Bridge (west of La Gonda Way).

Status

- Project was awarded on April 17, 2018
- Construction began in June 2018.

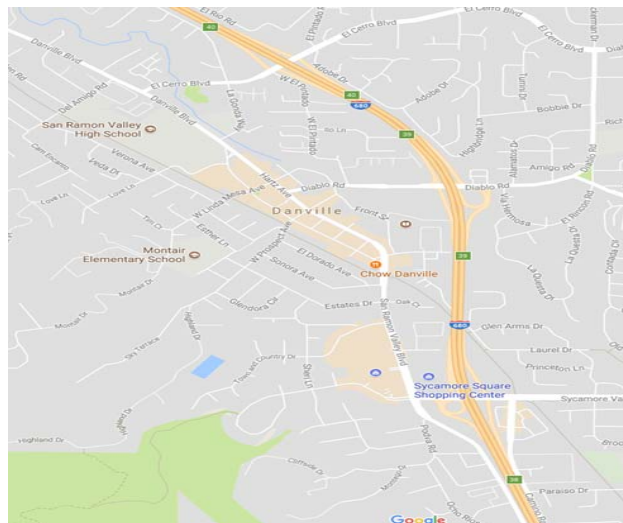
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- Project is nearly complete. Town Council acceptance expected in January 2019.
- Project will be moved to completed list in the next update.

Location



Schedule

	<i>Dates</i>
Planning	—
Environmental Clearance	—
Design	Complete
Right of Way and Utilities	—
Construction	2018-2019
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure C	\$1,048
OBAG I	933
Local Funds	97
Total	\$2,078

Project Danville Road and Street Preservation (Measure C #1723) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (10/31/2018)	Last Billed Date
18-13-P	4/18/2018	—		Town of Danville	Construction Phase	\$1,048,000	\$0	—

Project	East County Rail Extension (eBART) (# 2001/2101)
Sponsor	Contra Costa Transportation Authority/BART
Subregion	East County

Scope

Extend rail service eastward from the Pittsburg/Bay Point BART Station to Hillcrest Avenue within the median of SR 4 (Project 1). In addition, the parking lot at Antioch BART station at Hillcrest Avenue will be expanded by 800 spaces (Project 2).

Status

- Project #1: Revenue service started in May 2018.
- Project #2: Currently in the environmental clearance and design phase.

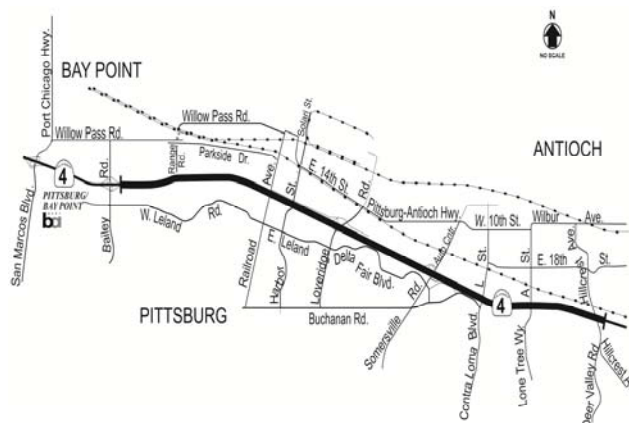
Issues/Areas of Concern

- None

Update from Previous Quarterly Report

- Project #2 is currently in the environmental clearance and design phase.
- The Authority appropriated a total of \$5.08 million at its October 2018 meeting for the expansion of Antioch BART parking lot.
- BART Board approved the project environmental clearance document at its December 6, 2018 meeting.

Location



Schedule

	Dates	
	Project #1	Project #2
Preliminary Studies/ Planning	Complete	Complete
Environmental Clearance	Complete	2018-2019
Design	Complete	2018-2019
Right of Way and Utilities	Complete	2018-2019
Construction	Complete	2019-2020
Landscaping	—	—

Funding by Source (\$ 000s)

	Amount	
	Project #1	Project #2
Measure J	\$137,700	\$5,080
BART	2,700	4,300
T-Plus	1,000	—
Prop 1B	37,000	—
RM 2	95,500	—
RM 1	61,400	—
AB1171	111,500	—
ECCRFFA	35,000	3,000
STA	300	—
TCRP	5,250	—
STIP/RIP	13,000	—
MTC	—	3,650
Other	11,191	—
Total	\$511,541	\$16,030

Project East County Rail Extension (eBART) (# 2001/2101) – continued
Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (10/31/2018)	Last Billed Date
09-59-P	12/16/2009	2	12/31/2014 / Closed	BART	Transfer Platform	\$20,000,000	\$20,000,000	1/13/2014
12-15-P	5/16/2012	3	2/21/2018 / Closed	BART	Rail Procurement	\$18,254,106	\$18,254,106	6/8/2016
12-16-P	5/16/2012	2	5/16/2018	BART	Automatic Fare Collection Equipment	\$4,000,000	\$3,978,716	8/16/2018
12-53-P	9/19/2012	1	9/19/2018	BART	Destination Sign Procurement	\$700,000	\$698,223	6/12/2018
12-54-P	9/19/2012	1	9/19/2018 / Closed	BART	Sanitary Sewer Contract	\$500,000	\$500,000	2/15/2018
13-23-P	6/19/2013	2	6/30/2019 / Closed	BART	Design Services	\$442,679	\$442,679	2/26/2018
13-24-P	6/19/2013	1	6/19/2017	BART	Construction Management	\$15,000,000	\$14,533,823	6/30/2017
13-25-P	6/19/2013	1	12/31/2017 / Closed	BART	Switch Machines Procurement	\$600,000	\$600,000	6/30/2017
13-49-P	11/20/2013	2	11/20/2018	BART	Maintenance Facility Completion	\$33,594,960	\$31,851,760	8/7/2018
18-60-P	10/17/2018	—	10/17/2021	BART	Construction	\$3,257,320	\$0	—
18-61-P	10/17/2018	—	10/17/2021	BART	Construction	\$1,824,611	\$0	—

Project **Martinez Intermodal Station (# 4002/27001)**
Sponsor City of Martinez
Subregion Central County

Scope

Acquire the warehouse property north of the existing intermodal facility; demolish the existing structures; construct a parking facility to provide 175 replacement parking spaces and up to 425 additional parking spaces for use by train patrons, along with improved roadway access from Ferry Street; construct a pedestrian overcrossing above the Union Pacific Railroad facilities (to provide pedestrian access from the new parking facility to the station building); and construct a vehicle bridge over Alhambra Creek to provide a second connection to the parking facility near Berrellesa Avenue.

Status

- Construction of the pedestrian overcrossing and Ferry Street entrance are underway.
- The pedestrian overcrossing is being constructed with the Ferry Street Improvements.

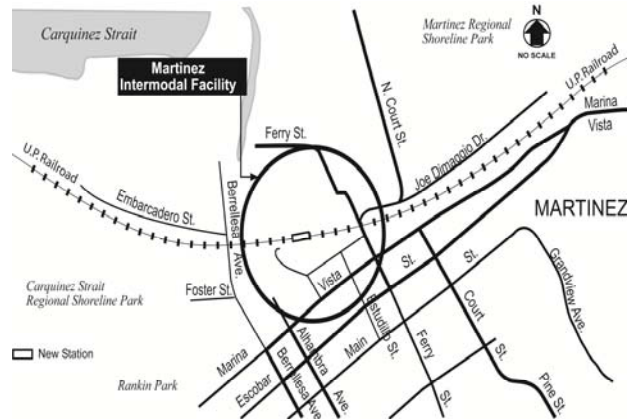
Issues/Areas of Concern

- PG&E relocation of lines and temporary shutdown of transmission line to allow installation of pedestrian bridge.
- Coordination with the Railroad during the installation of the pedestrian overcrossing.

Update from Previous Quarterly Report

- Pedestrian overcrossing improvements are being constructed with the Ferry Street improvements.
- Construction is expected to be substantially completed by March 1, 2019 and is 75% complete as of end of October 2018.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	Complete
Construction	2017-2019
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$10,658
STIP	5,500
Measure C	300
Total	\$16,458

Project Martinez Intermodal Station (# 4002/27001) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (10/31/2018)	Last Billed Date
11-10-P	9/21/2011	2	12/31/2018 / Closed	City of Martinez	Design	\$1,035,000	\$1,028,606	8/19/2015
14-48-P	10/15/2014	1	10/15/2020	City of Martinez	Design	\$116,700	\$112,402	5/31/2018
07-01-PJ	5/16/2007	—	5/16/2010 / Closed	City of Martinez	Right of Way	\$5,419,768	\$5,419,768	10/27/2008
11-32-P	9/21/2011	1	9/20/2020 / Closed	City of Martinez	Right of Way	\$315,168	\$169,322	5/31/2018
08-03-PJ	12/17/2008	—	12/17/2011 / Closed	City of Martinez	Construction	\$124,110	\$124,110	8/15/2011
13-28-P	7/17/2013	—	7/16/2016 / Closed	City of Martinez	Construction	\$887,123	\$887,123	4/16/2014
13-29-P	7/17/2013	1	7/17/2016 / Closed	City of Martinez	Construction	\$843,096	\$843,096	8/19/2015
17-22-P	5/17/2017	—	5/17/2020	City of Martinez	Construction	\$2,044,904	\$754,330	10/23/2018

Project	Comprehensive Wayfinding System – Central County BART Stations (# 10001-03)
Sponsor	BART
Subregion	Central County

Scope

Create and implement a cohesive, integrated wayfinding system for Central County BART stations. Improvements can be phased by station.

Status

- Construction was completed in 2013 at the Pleasant Hill Station.
- Construction was completed in 2017 at North Concord, Concord, and Walnut Creek stations.

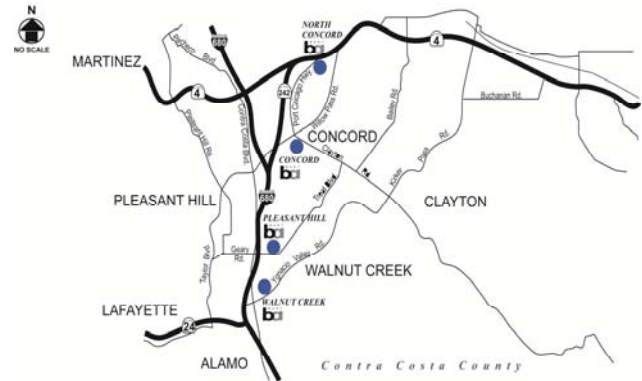
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- BART is continuing design of the Real-Time Displays integration into the BART network. These displays will enhance and improve communication and reliability of information. The implementation is expected to be complete by early 2019.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	Complete
Design	2017-2018
Right of Way and Utilities	—
Construction	2017-2019
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$2,600
Total	\$2,600

Project Comprehensive Wayfinding System – Central County BART Stations (# 10001-03) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (10/31/2018)	Last Billed Date
10-02-P	1/20/2010	2	6/30/2019	BART	Design and Construction	\$2,600,000	\$2,507,240	11/19/2018

Project **Electronic Bicycle Facilities – Central County BART Stations (# 10001-04)**
Sponsor BART
Subregion Central County

Scope

Install secure bicycle parking spaces 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

- To date, a total of 527 spaces have been installed at the Walnut Creek, Pleasant Hill, Concord, and North Concord stations.
- The Pleasant Hill Bike Station is complete and operational.

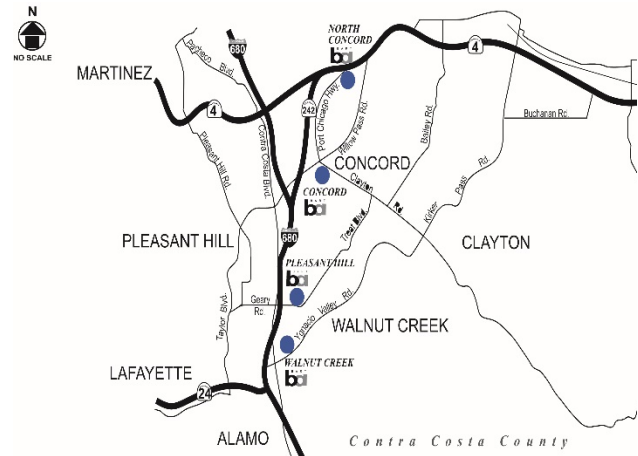
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- The Concord Bike Station project will be incorporated with Phase 1 of the Concord BART Station Modernization Project. Design work has started on improvements to the bike parking in the paid area of the station. The project will replace the legacy wave style racks with inverted U style racks providing more spaces and the ability to lock more securely (two locking points per bike).
- Design work has started on the Bikeep installation of 20 spaces to supplement BikeLink locker parking. BikeLink locker use at Concord is above 80%. BART intends to have the Bikeep racks installed before Spring 2019 when bike parking demand will increase.

Location



Schedule ●

	<i>Dates</i>
Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	—
Construction	2010-2019
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$1,805
BART	150
Total	\$1,955

Project Electronic Bicycle Facilities – Central County BART 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 (10/31/2018)	Last Billed Date
10-03-P	1/20/2010	3	3/15/2020	BART	Design and Construction	\$1,805,000	\$1,297,034	7/26/2018

Project **Concord BART Plaza Redesign (# 10001-05)**
Sponsor BART
Subregion Central County

Scope

This project will redesign and reorient the public plaza to better connect to the City’s downtown area, add landscaping and upgrade lighting, provide pigeon mitigation, improve several critical pathways and crosswalks from the surrounding streets to the station fare gates, add sustainability features such as storm water treatments, and add decorative elements to reinforce the station’s identity with the City of Concord.

Status

- Project is in the construction phase.

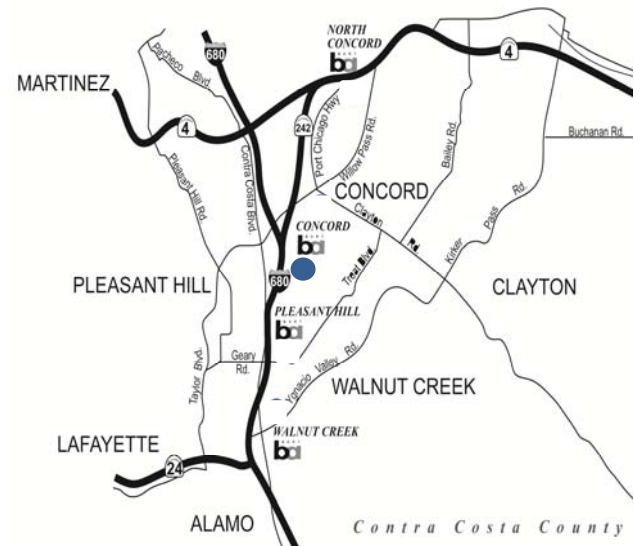
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- Project work was sequenced to be constructed in 2 Phases. Phase 1 Substantial Completion was achieved in May 2018.
- Phase 2 construction was completed in September 2018.
- BART is currently working on the project’s close-out phase.
- Project will be moved to completed list in the next update.

Location



Schedule

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

Funding by Source (\$ 000s)

	<i>Amount</i>
Prop 1B (Lifeline)	\$400
Prop 1B (BART)	1,500
BART	100
Measure J	4,500
Total	\$6,500

Project Concord BART Plaza Redesign (# 10001-05) – continued

Local Agency Project Contracts

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (10/31/2018)	Last Billed Date
16-16-P	5/18/2016	—	5/18/2019	BART	Construction	\$4,500,000	\$4,019,149	8/16/2018

Project Pleasant Hill Parking Structure Elevator Renovation (# 10001-07)
Sponsor BART
Subregion Central County

Scope

Perform site visit and inspection of each elevator and evaluate current state of equipment. The inspection will include the following items: door operators, door locks and pick-up rollers, door tracks and hanger rollers, fixtures, and wiring. Replace and upgrade equipment identified during the inspection as being obsolete, outdated, or at the end of its useful life.

Status

- Construction began in March 2018 and project is currently wrapping up the construction phase.
- First two elevators were returned to service in mid-September.

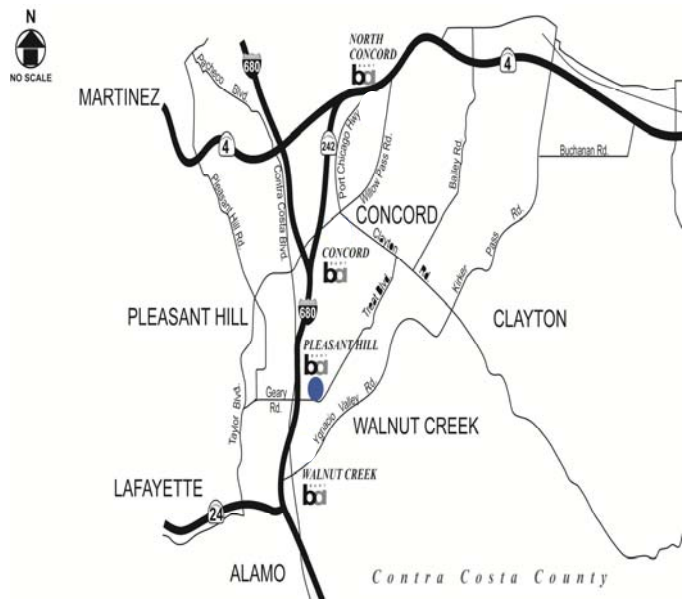
Issues/Areas of Concern

- Possible need for contract time extension.

Update from Previous Quarterly Report

- Construction on the final two elevators was completed in November and state/BART inspection will take place by early 2019.
- BART aims to close out project by end of April 2019.
- Project will be moved to completed list in the next update.

Location



Schedule

	<i>Dates</i>
Planning	—
Environmental Clearance	—
Design	Complete
Right of Way and Utilities	—
Construction	2018-2019
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$600
BART	1,000
Total	\$1,600

Project Pleasant Hill Parking Structure Elevator Renovation (# 10001-07) – continued

Local Agency Project Contracts

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (12/31/2018)	Last Billed Date
16-43-P	9/21/2016	—	9/21/2019	BART	Construction	\$600,000	\$4,647	7/31/2017

Project	Walnut Creek BART TOD Access Improvements Project (# 10001-08)
Sponsor	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 preliminary studies and planning for the access improvements project are complete. The project is now in the design phase and is in coordination with the Transit Village plans.

Issues/Areas of Concern

- Must coordinate funding with STIP funding timelines.

Update from Previous Quarterly Report

- BART completed reviews with the adjacent developer and City of Walnut Creek on the overall proposed project layout.
- BART is confirming fire/life safety, phasing, and placemaking project components.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	2017-2019
Design	2017-2019
Right of Way and Utilities	—
Construction	2020-2023
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
BART Funds	\$100
Measure J – BART	3,850
STIP	5,300
Total	\$9,250

Project Walnut Creek BART TOD Access Improvements Project (# 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 (10/31/2018)	Last Billed Date
17-10-P	3/15/2017	—	3/15/2020	BART	Design	\$350,000	\$111,024	8/15/2018

Project Transit Oriented Development (TOD) and Access Improvements at West Contra Costa BART Stations (# 10002-01)

Sponsor City of El Cerrito
Subregion West County

Scope

Construct station and access improvements that will enhance and support the development of transit-oriented development at West County BART stations and help create a sense of "place" in these station areas. These improvements may include parking, pathways, plazas, and sidewalks, upgraded lighting, restroom renovations, bicycle facilities, signage, additional vertical circulation, security features, landscaping, and other public improvements.

Project #1: Multimodal Capital Improvement Program

- The City of El Cerrito has adopted the San Pablo Avenue Specific Plan and Complete Streets Plan and has prepared the Multimodal CIP identifying multimodal transportation improvements within 0.5-mile of both BART stations.

Project #2: Ohlone Greenway BART Station Area Access, Safety, and Placemaking (ASP) Improvement Project

- The project will improve on the mixed used path, landscape, streetscape, and public access along the Ohlone Greenway and adjacent streets at the El Cerrito Plaza and Del Norte BART stations.

Status

- Project #1: Project is complete.
- Project #2: Construction began in April 2018 and is anticipated to be completed in Fall 2018.

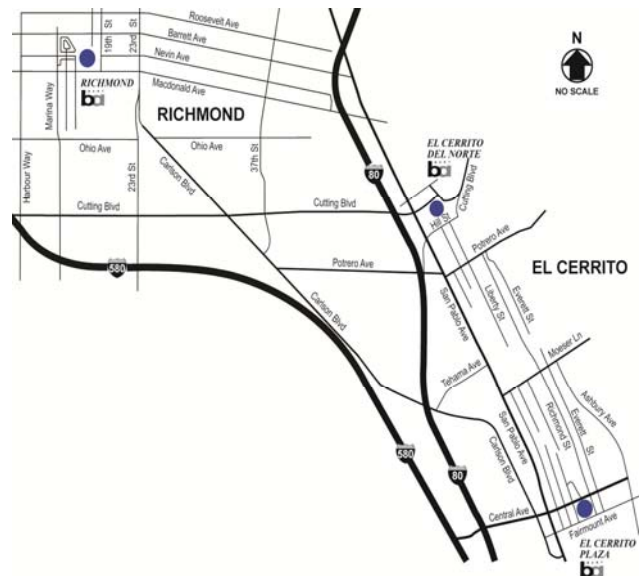
Issues/Areas of Concern

- Project #2: The project construction schedule has been extended to account for changes in work, utility conflicts and utility connections.

Update from Previous Quarterly Report

- Construction is nearing completion except for utility connection. Construction completion expected in January 2019.

Location



Schedule

	Project #1	Project #2	Future Work
Planning	Complete	Complete	TBD
Environmental Clearance	N/A	Complete	TBD
Design	N/A	Complete	TBD
Right of Way and Utilities	N/A	Complete	TBD
Construction	N/A	2018-2019	TBD
Post Construction	N/A	—	TBD

Funding by Source (\$ 000s)

	Project #1	Project #2	Future Work
Measure J	\$250	\$300	\$2,932
Measure J West County Sub-Regional Needs	—	500	—
WCCTAC STMP Fees	—	300	18,200
Local	—	150	—
One Bay Area Grant (OBAG)	—	3,468	—
Total	\$250	\$4,718	\$21,132

**Project Transit Oriented Development (TOD) and Access Improvements at West Contra Costa BART Stations
(# 10002-01) – continued**

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (10/31/2018)	Last Billed Date
13-09-P	4/17/2013	—	4/17/2016 / Closed	BART	Preliminary Engineering	\$125,000	\$125,000	10/1/2014
13-14-P	5/15/2013	—	12/31/2016 / Closed	City of El Cerrito	Preliminary Engineering	\$125,000	\$124,366	5/13/2016
15-14-P	4/15/2015	—	4/15/2018 / Closed	City of El Cerrito	Environmental Clearance and Design	\$ 34,462	\$34,462	8/11/2016
16-29-P	6/15/2016	—	6/15/2019	City of El Cerrito	Construction	\$ 265,538	\$265,538	9/26/2018
17-11-P	3/15/2017	—	3/14/2020	City of El Cerrito	Construction	\$ 500,000	\$192,259	9/26/2018

Project	Electronic Bicycle Facilities at West Contra Costa BART Stations (# 10002-03)
Sponsor	BART
Subregion	West County

Scope

Install 92 secure bicycle parking spaces at the El Cerrito del Norte, El Cerrito Plaza, and Richmond BART stations. Design bicycle parking area to include signage and other enhancements to create an inviting and functional facility.

Status

- To date, a total of 128 spaces have been installed at El Cerrito Plaza, El Cerrito del Norte, and Richmond stations.

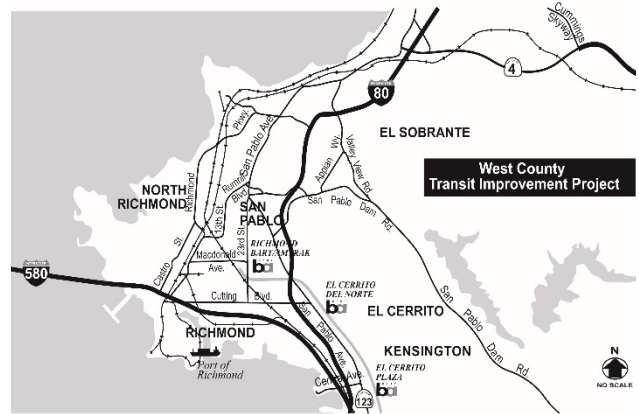
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- The bicycle parking installations at the El Cerrito Plaza and Richmond stations are complete. BART staff continues to proceed with close-out steps.
- Project will be moved to completed list in the next update.

Location



Schedule

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

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$402
Total	\$402

Project Electronic Bicycle Facilities at West Contra Costa BART Stations (# 10002-03) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (10/31/2018)	Last Billed Date
10-04-P	1/20/2010	3	6/30/2019	BART	Design and Construction	\$402,000	\$366,998	5/15/2018

Project	Comprehensive Wayfinding System at West Contra Costa BART Stations (# 10002-05)
Sponsor	BART
Subregion	West County

Scope

Create and implement a cohesive, integrated wayfinding system for west county BART stations to improve orientation, wayfinding, and ease of station use for customers traveling to, from, and through the facilities; facilitate connections with other transit, bicycle, and pedestrian facilities; and encourage new ridership by making services accessible and convenient.

Status

- At its May 8, 2014 board meeting, BART awarded a contract to LC General Engineering and Construction, Inc. for design, construction, and installation of wayfinding signage at 16 BART stations including west Contra Costa County stations. BART issued the construction Notice to Proceed in early January 2015.

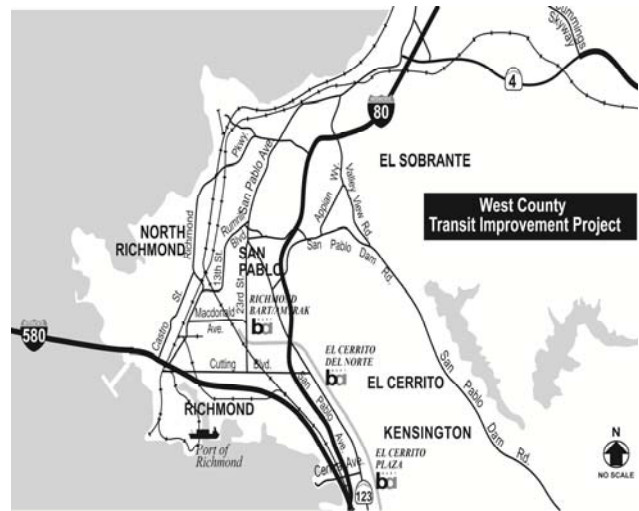
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- BART is continuing design of the Real-Time Displays integration into the BART network. These displays will enhance and improve communication and reliability of information. The implementation is scheduled to be complete by early 2019.

Location



Schedule



	<i>Dates</i>
Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	—
Construction	2014-2019
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$1,600
Total	\$1,600

Project Comprehensive Wayfinding System at West Contra Costa BART Stations (# 10002-05) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (10/31/2018)	Last Billed Date
10-05-P	1/20/2010	2	6/30/2019	BART	Design and Construction	\$1,600,000	\$1,386,456	11/20/2018

Project El Cerrito del Norte BART Station Modernization (# 10002-07)
Sponsor BART
Subregion West County

Scope

This project will expand the existing paid area, add new elevators and stairs, station agent booth, restrooms, and additional fare equipment. In addition, the project will upgrade the station lighting, the intermodal waiting area, refinish surfaces and add paint, security cameras and pedestrian lighting along the Ohlone Greenway.

Status

- Bids were opened on December 6, 2016. Contract was awarded to Clark Construction Group.
- Project is in the construction phase.

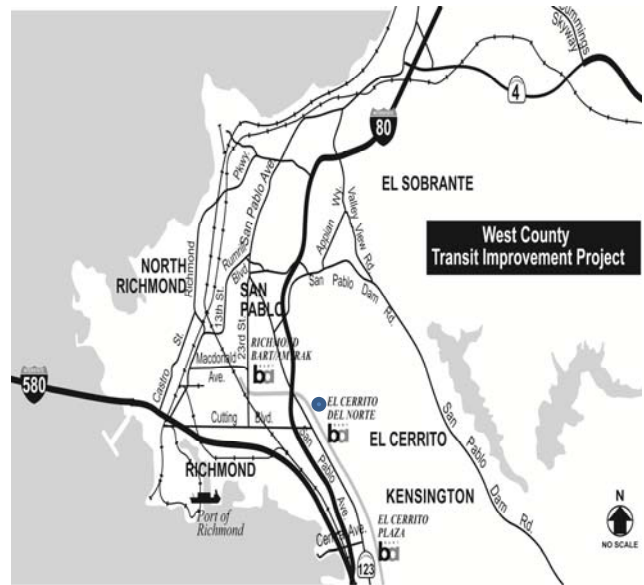
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- BART issued Options 3 (bus shelters) & 4 (ADA, seating and LED lighting) in order to implement a more maintenance-friendly and cost-effective design.
- Completed construction activities include backfill foundations to grade (Phase 1A), and grade beams and elevator pit walls (Phase 2).
- BART staff continues to coordinate with City of El Cerrito staff on their Ohlone Greenway and Paving project, which is adjacent to the Station Modernization project.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	—
Construction	2017-2019
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J – BART	\$11,503
Measure J – TLC	2,120
Measure J – PBTF	280
WCCTAC	1,000
Prop 1B	21,550
BART General Fund	547
Total	\$37,000

Project El Cerrito del Norte BART Station Modernization (# 10002-07) – continued

Local Agency Project Contracts

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (10/31/2018)	Last Billed Date
16-17-P	5/18/2016	—	5/18/2019	BART	Construction	\$11,503,000	\$5,338,491	11/14/2018

Project Lafayette BART Bike Station (# 10003-03)
Sponsor 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

- The project is in the Design Phase.
- The Construction phase is estimated to begin in the second quarter of 2019.

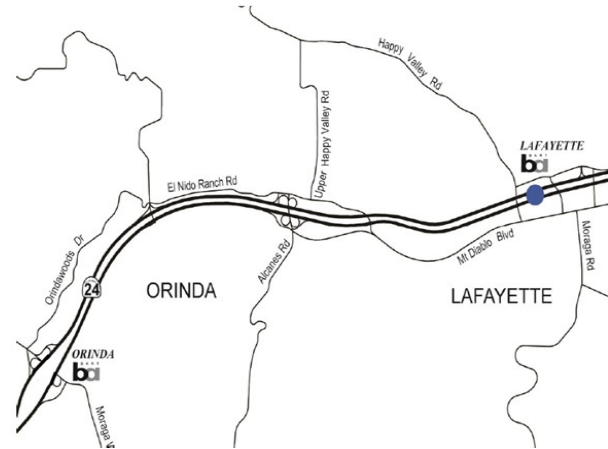
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- The City of Lafayette has a design team under contract. Initial site feasibility and engineering studies are underway.

Location



Schedule

	<i>Dates</i>
Planning	—
Environmental Clearance	—
Design	2016-2019
Right of Way and Utilities	—
Construction	2019-2020
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$600
BART	100
Total	\$700

Quarterly Project Status Report

Oct - Dec 2018

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 (10/31/2018)	Last Billed Date
18-02-P	1/17/2018	—	1/17/2021	BART	Design	\$25,000	\$0	—

Project	Lafayette Station Site Improvements Project (# 10003-07)
Sponsor	BART
Subregion	Southwest County

Scope

The scope of the project is to construct intermodal improvements in the two lower parking lots on the north side of the Lafayette BART Station. The intermodal improvements will consist of new pavement, new sidewalks with ADA curb ramps, new parking lot lighting and emergency call box, restriping of parking stalls, reconfiguration of vehicle pick-up/drop-off area, new bus stops, and new wayfinding signs.

Status

- Project is in the construction phase.
- Phase 1 is complete.

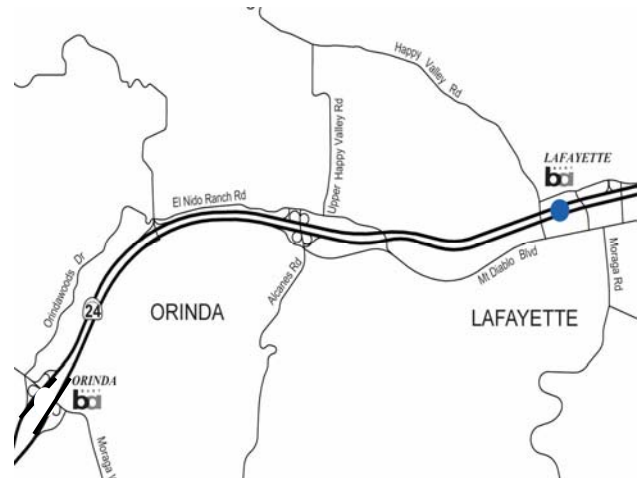
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- Phase 2 work, which includes new bus stops and shelters, is substantially complete. BART will proceed with the project close out phase.
- Project will be moved to the completed list in the next update.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	—
Construction	Complete
Post Construction	2018-2019

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$1,300
BART	3,840
Prop 84 Grant	2,240
Total	\$7,380

Project Lafayette Station Site Improvements Project (# 10003-07) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (10/31/2018)	Last Billed Date
17-09-P	3/15/2017	—	3/15/2020	BART	Construction	\$1,300,000	\$1,235,000	7/12/2018

Project **Downtown Orinda Streetscape Master Plan (# 10003-08)**
Sponsor City of Orinda
Subregion Southwest County

Scope

The scope of work for the project would include:

- Prepare a draft conceptual design-level plan to update the “Orinda Way Streetscape Master Plan” as the “Downtown Orinda Streetscape Master Plan” with the following changes:
 - Update the existing conceptual design for Orinda Way
 - Add Village district side streets, pedestrian connection to BART and Crossroads district to the conceptual design.
- Identify access improvement projects connecting to the BART station
- Conduct at least two public meetings to review the conceptual plan.
- Prepare a final version of the Downtown Orinda Streetscape Master Plan.
- Begin preparation of design documents based on the conceptual plan to the point necessary for environmental review.
- Conduct environmental review for compliance with the California Environmental Quality Act (CEQA).

Status

- The project was awarded Measure J TLC funds in 2017.

Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- City planning staff and the consultant team are formulating project alternatives to be discussed at a workshop scheduled for January 2019.

Location



Schedule

	<i>Dates</i>
Preliminary Studies/Planning	2017-2019
Environmental Clearance	2018-2020
Design	—
Right of Way and Utilities	—
Construction	—
Landscaping	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J – TLC	\$200
Measure J	50
Local – City of Orinda	50
Total	\$300

Project Downtown Orinda Streetscape Master Plan (# 10003-08) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (10/31/2018)	Last Billed Date
17-56-G	11/15/2017	—	11/15/2020	City of Orinda	Design and Construction	\$250,000	\$0	—

Project Kirker Pass Road Truck Lanes – Northbound (# 24004)
Sponsor Contra Costa County
Subregion Central County

Scope

Add a truck climbing lane in the northbound direction along Kirker Pass Road from Clearbrook Drive in the city of Concord to the eastern intersection with Hess Road in unincorporated Contra Costa County.

Status

- The project is in the pre-construction phase.
- Construction is scheduled to begin in FY 2020/21.

Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- The CTC allocated STIP funds for construction at its October 2018 meeting.
- The project is currently being advertised with bids to be opened on January 15, 2019.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	Complete
Construction	2019-2020
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$6,351
STIP-RIP	2,650
State Match Funds	1,993
Local Funds	7,323
Total	\$18,317

Project Kirker Pass Road Truck Lanes – Northbound (# 24004) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (10/31/2018)	Last Billed Date
14-03-P	2/19/2014	—	12/19/2020	Contra Costa County	Design, Environmental Clearance, and ROW	\$2,574,000	\$2,139,872	7/23/2018

Project	Downtown Corridors Traffic Improvements (# 24011)
Sponsor	City of Lafayette
Subregion	Southwest County

Scope

In March 2018, Lafayette completed a traffic study to develop recommendations to improve multi-modal traffic operations while reducing congestion during peak periods in Lafayette's downtown. This project is now in the implementation phase, to design and construct a series of low-cost recommendations resulting from the study. Project can be phased based on available funding.

Status

- Corridor study began in April 2014.
- Study completed in March 2018.
- The project is currently in the implementation phase.

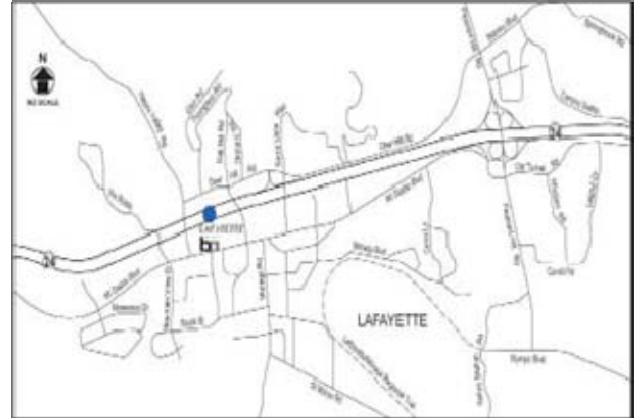
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- The project is currently in the testing phase of the additional right turn lane on Northbound Moraga Road at the intersection of Mount Diablo Boulevard to reduce upstream Moraga Road traffic congestion.
- Final signal timing operation will be finalized in January.
- Additional corridor improvement strategies to be implemented in future phases, based on available funding.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	Complete
Construction	2018-2019
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$56
Total	\$56

Project Downtown Corridors Traffic Improvements (# 24011) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (10/31/2018)	Last Billed Date
18-39-P	7/18/2018	—	7/18/2021	City of Lafayette	Construction Phase	\$19,000	\$0	—

Project Farm Bureau Road Safe Route to School/Complete Streets Improvement (# 24012)
Sponsor City of Concord
Subregion Central County

Scope

Construct Safe Route to School / Complete Streets improvements on Farm Bureau Road between Willow Pass Road and Wren Avenue (Phase 1), and between Wren Avenue and Walnut Avenue (Phase 2), including sidewalks, street lighting, on-street parking, Class 2 bicycle lanes, shortened crosswalks, and ADA access.

Status

- Phase 1: Construction is complete.
- Phase 2: The project is currently in construction.

Issues/Areas of Concern

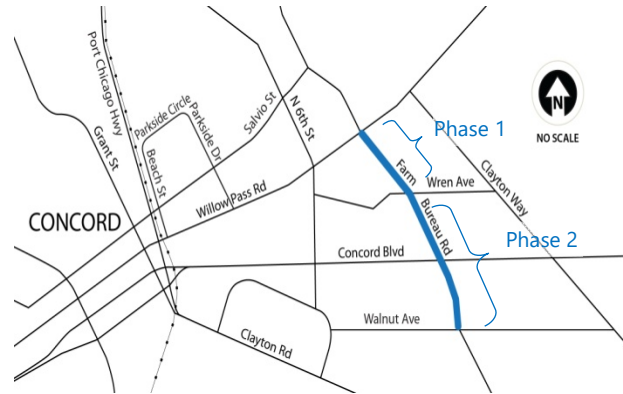
- All project issues such as PG&E utility box adjustments and signal pole installation have been resolved.

Update from Previous Quarterly Report

Phase 2

- All full depth reclamation work has been completed and asphalt paving work is completed as well.
- Roadway utilities, striping, installation of loops and irrigation and landscaping work have all been completed.
- Minor punchlist items remain. Contractor needs to remove his storage yard fence and complete clean-up of this area. Project acceptance by the City Council expected to occur in January 2019.

Location



Schedule

	Dates	
	Phase 1	Phase 2
Planning	Complete	Complete
Environmental Clearance	Complete	Complete
Design	Complete	Complete
Right of Way and Utilities	Complete	Complete
Construction	Complete	2018-2019
Post Construction	—	—

Funding by Source (\$ 000s)

	Amount	
	Phase 1	Phase 2
Measure J	\$300	\$3,780
SR2S Grant	400	—
Local	700	400
Total	\$1,400	\$4,180

Project Farm Bureau Road Safe Route to School/Complete Streets Improvement (# 24012) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (10/31/2018)	Last Billed Date
15-05-P	2/18/2015	—	2/18/2018 / Closed	City of Concord	Construction	\$281,000	\$281,000	12/14/2016
15-52-P	9/16/2015	1	9/16/2018 / Closed	City of Concord	Design – Phase 2	\$248,442	\$248,442	4/11/2018
17-12-P	4/19/2017	1	4/19/2020	City of Concord	Construction	\$3,551,558	\$1,207,833	8/20/2018

Project	St. Mary's Road–Rheem Boulevard and Bollinger Canyon Road Roundabouts (# 24014)
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 proposes to construct a pair of roundabouts on St. Mary's Road at the Rheem Boulevard and Bollinger Canyon Road intersections. This would provide operational improvement under existing and cumulative traffic volumes, and reduce hazards caused by the existing inadequate sight distance, as all vehicles would slow down to move through the roundabout intersections. The roundabouts will provide additional benefits of reducing vehicle queuing and reducing driver delay. Potential conflicts with pedestrians and bicycles will be reduced with the roundabouts by allowing pedestrians to only need to cross one lane of traffic at a time, while having the ability to wait in the refuge island until there is a break in traffic. Bicyclists traveling through the roundabouts will also benefit by allowing them to take up the travel lane as bicyclists will be traveling near the speed of the vehicles (since roundabouts are designed to be traveled at 20 mph).

Status

- The project is in environmental clearance and preliminary engineering phase.

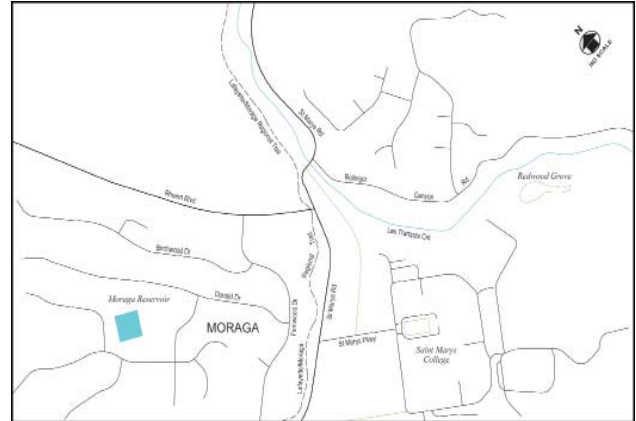
Issues/Areas of Concern

- Project has significant funding shortfall.

Update from Previous Quarterly Report

- The design consultant and City staff presented an update to the Town Council in October on the project, including results from the Benefits/Costs analysis and a summary of the public feedback from the September community meetings.
- Design consultant continues to make progress on environmental clearance and preliminary design.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	2017-2019
Design	2017-2019
Right of Way and Utilities	2018-2020
Construction	2019-2020
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$464
Lamorinda Fee and Finance Authority	141
TBD	6,378
Total	\$6,983

Project St. Mary's Road – Rheem Boulevard and Bollinger Canyon Road Roundabouts (# 24014) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (10/31/2018)	Last Billed Date
17-08-P	3/15/2017	—	3/15/2020	Town of Moraga	Environmental Services and Preliminary Design	\$464,000	\$113,870	7/31/2017

Project Canyon Road Bridge Replacement (# 24016)
Sponsor Town of Moraga
Subregion Southwest County

Scope

Replace the existing structurally-deficient, 104-foot long multi-span bridge with a new 40-foot wide bridge including a sidewalk on one side. The new bridge will provide a safe, economical structure that meets current design criteria and the needs of today’s users. In addition, the new bridge will meet the functional requirements for vehicles, pedestrians and bicycles that travel over the bridge, and meet the hydraulic design criteria for the creek flow underneath the bridge.

Status

- Project CEQA document has been adopted by the Town of Moraga. Caltrans has approved the NEPA.
- Design and Right of Way phases are complete.

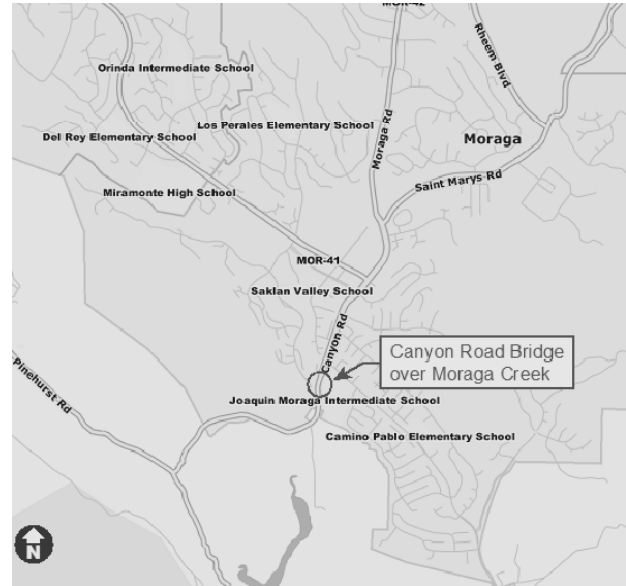
Issues/Areas of Concern

- Project delays due to landslide.

Update from Previous Quarterly Report

- The existing Canyon Road Bridge has been closed since mid-April 2017 due to a landslide damaging the bridge. The Town of Moraga Council has approved funding for a one lane temporary bridge as an emergency project. This temporary bridge was opened to public traffic on November 22, 2017. The alignment for the permanent bridge will be revised to move away from the landslide. This will require some of the Environmental Studies to be updated for the permanent bridge replacement project. These studies have been completed.
- Design has been completed. Request for funding authorization for Construction has been submitted to Caltrans.
- Right of Way acquisition has been completed.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	Complete
Design	Complete
Right of Way and Utilities	Complete
Construction	2018-2019
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$418
Measure J Return to Source	235
Federal Highway Bridge Program	4,242
Total	\$4,895

Project Canyon Road Bridge Replacement (# 24016) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (10/31/2018)	Last Billed Date
14-13-P	4/16/2014	—	3/15/2020	Town of Moraga	Design	\$76,442	\$76,422	7/12/2018

Project	Crow Canyon Road Pavement Rehabilitation (# 24022)
Sponsor	City of San Ramon
Subregion	Southwest County

Scope

The project work includes pavement removal; installing new pavement; pavement grinding; pavement base repairs; installation of traffic signal detector loops; concrete curb, gutter, sidewalk replacement; curb ramp reconstruction for compliance with the Americans with Disabilities Act; utility adjustments; and traffic striping.

Status

- Construction is anticipated to start in Summer 2019.
- The Authority appropriated Measure J funds for the design phase in May 2018.

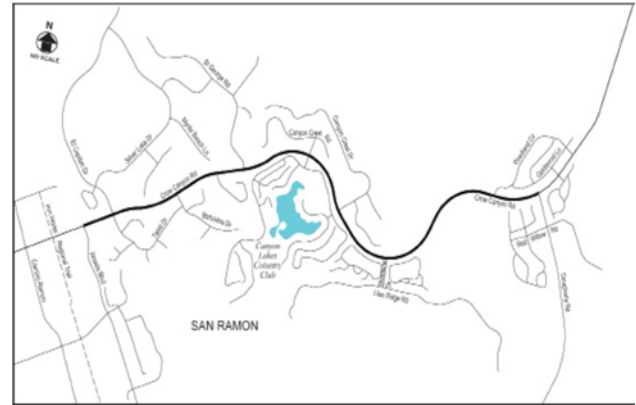
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- Design is currently underway. 35% submittal is anticipated in January 2019.

Location



Schedule

	<i>Dates</i>
Preliminary Studies/Planning	Complete
Environmental Clearance	Complete
Design	2018-2019
Right of Way and Utilities	—
Construction	2019-2020
Landscaping	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$1,473
Total	\$1,473

Project Crow Canyon Road Pavement Rehabilitation (# 24022) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (10/31/2018)	Last Billed Date
18-20-P	5/18/2018	—	5/18/2021	City of San Ramon	Design	\$250,000	\$0	—

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

Scope

To 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 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, stormwater treatment areas, signage, utility adjustments, and relocation of existing roadside features.

Status

- The project is in the design phase.

Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- NEPA and CEQA documents are complete.
- 65% design completion is expected in January 2019.

Location



Schedule

	<i>Dates</i>
Planning	Complete
Environmental Clearance	Complete
Design	2017-2021
Right of Way and Utilities	2019-2020
Construction	2020-2021
Post Construction	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$1,370
Highway Safety Improvement Program (HSIP)	2,718
Local Funds	57
Total	\$4,145

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 (10/31/2018)	Last Billed Date
17-02-P	2/17/2017	—	2/14/2020	Contra Costa County Public Works	Environmental Clearance and Design	\$243,000	\$49,824	2/08/2018

Project Alhambra Creek Bridge and Ferry Street Enhancements (# 24031)
Sponsor City of Martinez
Subregion Central County

Scope

Construct a vehicle bridge over Alhambra Creek to provide a second connection to the Martinez Intermodal Station Phase 3 parking lot, and the Martinez Regional Shoreline Park; and construct roadway enhancements to Ferry Street from the Union Pacific Railroad right of way to the easterly boundary of the Martinez Intermodal Station Phase 3 parking lot.

Status

- Alhambra Creek Bridge work was accepted as complete by the City Council on February 1, 2017 and a Notice of Completion was filed.
- Ferry Street work is concurrently under construction with the balance of the Intermodal Station Improvements.

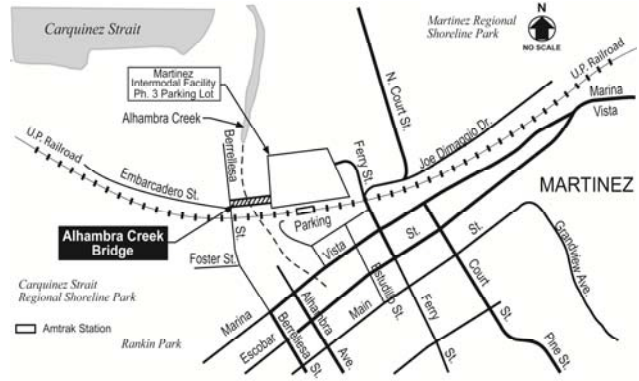
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- Construction of the Ferry Street extension is nearing completion and all improvements are expected to be completed by March 1, 2019.

Location



Schedule

	<i>Dates</i>	
	<i>Alhambra Creek Bridge</i>	<i>Ferry Street Enhancements</i>
Planning	Complete	Complete
Environmental Clearance	Complete	Complete
Design	Complete	Complete
Right of Way and Utilities	Complete	Complete
Construction	Complete	2017-2019
Post Construction	—	—

Funding by Source (\$ 000s)

	<i>Amount</i>	
	<i>Alhambra Creek Bridge</i>	<i>Ferry Street Enhancements</i>
Measure J	\$3,600	\$6,971
Total	\$3,600	\$6,971

Project Alhambra Creek Bridge and Ferry Street Enhancements (# 24031) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (10/31/2018)	Last Billed Date
14-49-P	10/15/2014	1	12/31/2018	City of Martinez	Design	\$573,825	\$418,826	5/31/2018
15-22-P	5/20/2015	1	5/20/2021	City of Martinez	Construction	\$3,081,090	\$2,899,906	5/31/2018
17-21-P	5/17/2017	1	10/18/2020	City of Martinez	Construction	\$6,140,772	\$2,091,193	8/27/2018

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

Scope

Project is proposing repairs at various locations along Clayton Road, Marsh Creek Road and Oakhurst Drive. These will include base failure repairs, crack sealing, subgrade stabilization, pavement/curb lifting, and microsurfacing.

Phase 2 scope includes improvements to the north side of Pine Hollow Road, from the Western City limit to Gibson Lane, to close a gap in the sidewalk between the westerly city limit line and Mt. Diablo Elementary School.

Status

- Phase 1 of the project is complete.
- With the savings from Phase 1, Phase 2 was added to the project per Amendment No. 3 of the 2016 Measure J Strategic Plan.

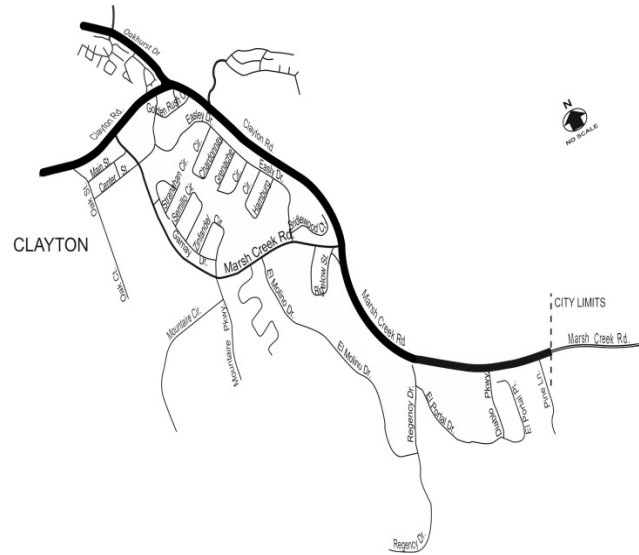
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- Design of Phase 2 is underway. Scope has been expanded to include more of Pine Hollow Road than simply the north side.
- The City will add local funds to cover the expanded project scope.

Location



Schedule

	Dates	
	Phase 1	Phase 2
Planning	—	—
Environmental Clearance	Complete	Complete
Design	Complete	2018-2019
Right of Way and Utilities	—	—
Construction	Complete	2018-2019
Post Construction	—	—

Funding by Source (\$ 000s)

	Amount	
	Phase 1	Phase 2
Measure J	\$849	\$375
Total	\$849	\$375

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 (10/31/2018)	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	7/31/2017
17-51-P	10/18/2017	—	10/18/2020	City of Clayton	Design of Phase 2	\$28,500	\$28,500	7/26/2018

Project	Main Street Downtown Improvements – Vintage Parkway to O’hara Avenue (# 28003)
Sponsor	City of Oakley
Subregion	East County

Scope

The project will update all necessary traffic signal equipment at the intersections of Main Street/Vintage Parkway, Main/Norcross Lane, and Main Street/O’hara Avenue with new ATC 2070 controllers, video detection, and advanced pedestrian push buttons. The existing controller at the intersection of Main Street and Vintage Parkway is currently a 170 controller and will be upgraded to match the two adjacent intersections.

Install communication lines between all three intersections and City Hall to facilitate implementation of a functional Central Management System. The new system will monitor and control traffic flow to adjust time-of-day plans, as needed in the area.

Status

- The project is complete, and all elements have been implemented.

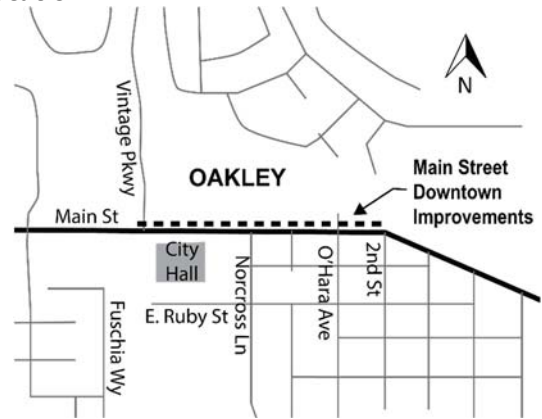
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- Final connections to the Central Management System and software configurations were completed on November 14, 2018.
- Ribbon cutting was held in November 2018.
- Project will be moved to the completed list in the next update.

Location



Schedule

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

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$87
Total	\$87

Project Main Street Downtown Improvements – Vintage Parkway to O’hara Avenue (# 28003) – continued

Local Agency Measure C/J Funding Appropriations

Resolution No.	Original Resolution Date	Revision No.	Resolution Expiration	Agency	Description	Appropriated Amount	Billed to Date (10/31/2018)	Last Billed Date
18-01-P	1/17/2018	—	1/17/2021	City of Oakley	Construction and Construction Management	\$87,000	\$26,085	7/31/2018