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Capital Road Improvement & Preservation Program

(CRIPP)

**FISCAL YEAR 2018/19
TO
FISCAL YEAR 2024/25**



Contra Costa County
Public Works
Department

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SUMMARY

On May 19, 1989, the Board of Supervisors adopted the Capital Road Improvement Policy to guide the development and continuation of the Capital Road Improvement & Preservation Program (CRIPP). On April 17, 1990, the Board of Supervisors approved the first CRIPP. The 2018/2019 **CRIPP summarizes the County's road improvement projects for the next** seven years (Fiscal Years 2018/19 through 2024/25). The CRIPP conforms to the Congestion Management Plan, which is also a seven-year planning document.

It should be noted that the CRIPP is a programming document that, once approved, will provide a strategic plan and a schedule for the Public Works Director to program the engineering work on these projects. Approval of the CRIPP by the Board does not automatically approve each individual project listed in the CRIPP. Each project in the CRIPP must undergo its own individual engineering feasibility analysis and environmental assessment and be consistent with County policies, design guidelines, regional planning document, whenever feasible, and other policies as may be adopted by the County from time to time. These considerations include an assessment of opportunities for Green Infrastructure and Complete Streets Elements. Some projects may have cost increases and/or project scope changes after thorough environmental studies. The CRIPP, therefore, is expected to change as we learn more about each project.

This 2018 CRIPP document has been revised to be more Supervisor District focused in presenting the **active projects. This document also aims to support the "Road Program Strategic Plan" as outlined by the Public Works Director.** The following is a brief description of the CRIPP contents.

Section I is a summary of the primary funding sources for the road program including an estimate of gas tax revenues, Measure J Return to Source Funds and Area of Benefit programs. Other funding sources such as state match program funds and federal funds are based on actual amounts the County is expected to receive for the various road projects in the program.

Section II shows capital outlays and revenues for each of the County's primary road-related revenue sources over the next seven years. There is a table for each funding source, showing the estimated expenditures broken down by project, the year when the expenditure is expected to occur, and the projected yearly revenue for the fund. Projects with multiple funding sources are listed under more than one funding source.

Section III contains a list of projects by Supervisor Districts followed by a detailed description of the active projects identified in Section II. The information provided for each active project includes a project name, project location, purpose and need, a brief project description, source of funding, the Supervisor District, and the anticipated expenditure plan. The funding tables showing the anticipated capital for each individual project over the next seven years are included with the individual project descriptions, giving the user of the CRIPP a complete picture of each project all in one place in the document. Additionally (underfunded) projects awaiting fund allocation are listed in this section by Supervisor Districts. By grouping all the projects, active and underfunded, the reader can view the upcoming projects and projects that are planned in one section. Projects that span over all Supervisor Districts or that is not defined to a specific location are listed in the Countywide Project section.

The appendices include the County road improvement policies, CRIPP related Board Documents and Resolutions, Area of Benefit project lists, and Road Maintenance Rehabilitation Act resolution and project list.

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SECTION I
Introduction

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INTRODUCTION

The Capital Road Improvement & Preservation Program (CRIPP) is a programming document for the funding of capital road improvement projects within unincorporated Contra Costa County. It includes estimated project costs, funding source information, and scheduling information for known potential projects within the next seven fiscal years. It also includes revenue projections and a summary of estimated project-related expenditures for each funding source.

In addition to potential transportation projects, the CRIPP also includes an estimate of the amount to be spent over the next seven years to preserve County roadways. Each year, selected roads throughout unincorporated Contra Costa County receive a surface treatment between June and October. The County Public Works Department has found that a program of preventive maintenance using surface treatments is the most cost effective way to extend the **useful life of the County's road network.**

Approval of the CRIPP by the Board of Supervisors does not automatically approve each individual project listed in the CRIPP. Each project in the CRIPP is subject to a separate public review, engineering feasibility analysis, and environmental assessment and whenever feasible, be consistent with County policies, design guidelines, and regional planning documents and other policies as may be adopted by the County. This includes an assessment of opportunities for Green Infrastructure and Complete Streets elements. Some projects may have cost increases and/or project scope changes after these elements are evaluated in more detail. All these things are considered before the Board of Supervisors will consider final approval of the project.

As more information is gathered about a project, the Public Works Department may determine that the project will cost more than originally estimated for reasons not known at this time. In such a case the Public Works Department will study various alternatives to find a solution to the funding shortfall. The Public Works Department will adjust subsequent CRIPPs to reflect any changes in project scope or cost.

The project costs in the CRIPP are for the current year. The CRIPP does not escalate the project costs for future inflation. A large portion of the funding programmed in the CRIPP is from fees associated with the Area of Benefit (AOB) programs, which are adjusted yearly to provide for inflation. Since the ongoing Area of Benefit program inflates the majority of the revenue in the CRIPP, and since the CRIPP is updated every two years, the added complication and expense of inflating revenue and construction costs in the CRIPP is not justified.

HISTORY OF THE CRIPP

The CRIPP was established by Resolution 89/306 under the County Road Improvement Policy (attached as Appendix A). The Policy was authorized by Government Code Section 66002 and is required under the Growth Management Element of the Contra Costa Transportation and Growth Management Program Ordinance approved by the voters in November 1988 (Measure C-88). Measure C-88 required that each participating local agency develop a five-year CRIPP to meet and/or maintain traffic service and performance standards. In 1991, the CRIPP was

expanded to cover seven years to conform to the Congestion Management Plan, and in 1992 the CRIPP update was changed to a biennial schedule.

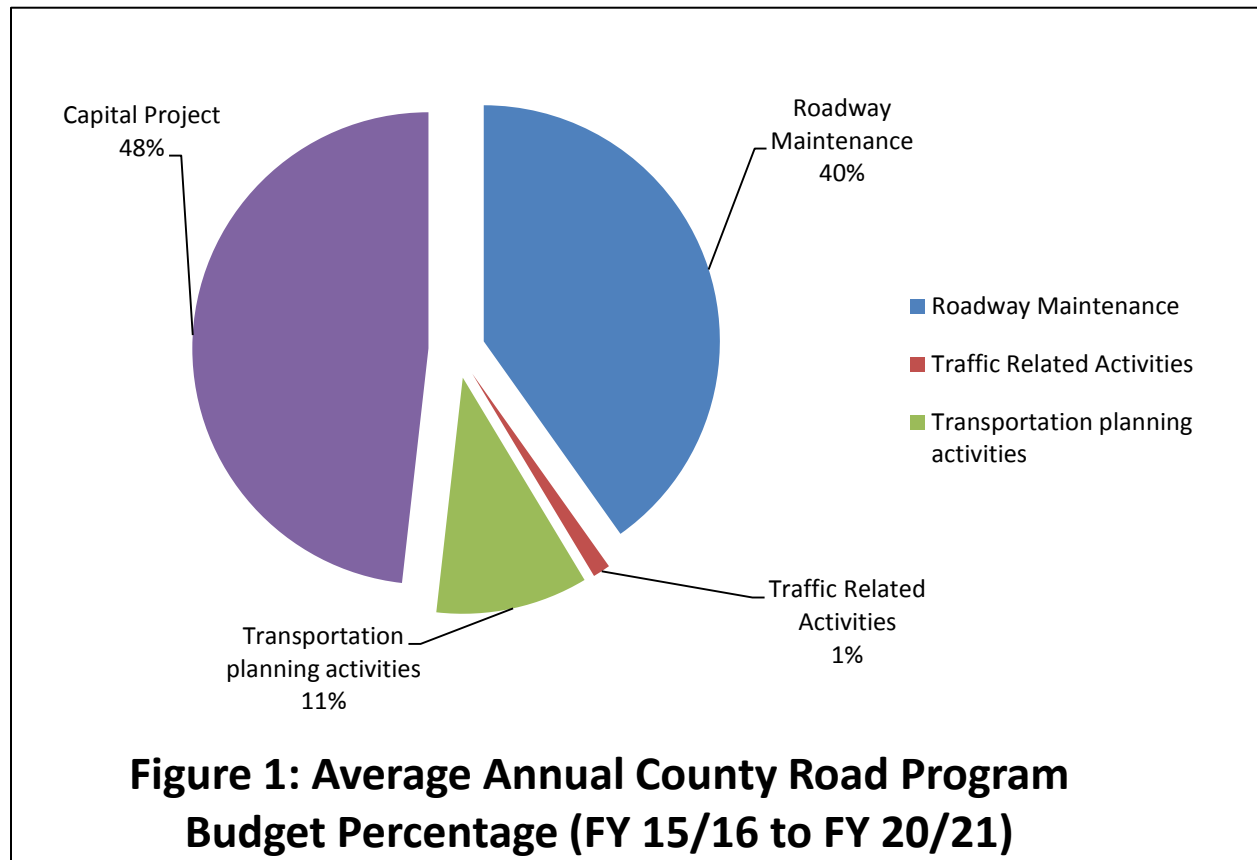
THE ROAD PROGRAM

It is important to note that the capital road program is part of the County's much larger road program. In addition to capital projects, the road program also includes roadway maintenance, traffic-related, and transportation planning activities. The following are brief descriptions of the other aspects of the road program:

- Roadway Maintenance to ensure a safe and convenient public travel in a variety of modes: driving, walking and bicycling. The majority of the funding for the road program goes towards public roadway maintenance and repair for approximately 660 miles of the roadway network in the unincorporated areas of Contra Costa County. Some of the types of work include failed pavement repairs, road shoulder repairs, road slide repairs, traffic signs and striping installation, guardrail repairs, culvert and pipe installation, and debris removal (from the public road right of way). These activities are in addition to roadway preservation and rehabilitation projects (surface treatments), which are included in the CRIPP.
- Traffic related activities which include responsibility for traffic control devices on over 660 miles of County roadway, reviewing plans for construction projects proposed in the County, coordinating with California Highway Patrol and other Law Enforcement Agencies in regards to traffic enforcement on County Roadways, responding to residents regarding traffic complaints and concerns, investigating collision reports on County roads and identify locations with recurring or high collision rates, conducting Engineering and Traffic Surveys on major roadways to establish speed limits, ensuring necessary signing, striping, and pavement markings are in place on County roadways and other responsibilities.
- Transportation planning activities include developing and implementing capital improvements, maintenance projects, bicycle and pedestrian projects, and neighborhood traffic management plans, advanced planning for **the County's** transportation system, developing long-term strategic plans to implement the circulation element of the County General Plan, developing and updating the seven year CRIPP, seeking funding opportunities to support public works road related activities (e.g., traffic mitigation fee program, grant program), working with the Engineering Services Division and Community **Development to review and comment on development projects' impacts to the County's** road network, working with the Board of Supervisors, community and other jurisdictions to resolve transportation/traffic concerns and coordinating with state, regional, and other local governments on major roadway projects important to the region (e.g. State Route 4 Bypass).

The average annual total budget for the County road program is \$50.4 million for the period FY15/16 to FY20/21. This six year period includes actual expenses for the past 2 years and current year (FY17/18), and an estimate of future expenditures for the next 3 years.

The average annual Capital Road Program budget accounts for approximately 48% of the road program budget for this same six-year period. The average annual budget for Maintenance activities is approximately 40% of the road program budget. In addition, Traffic Engineering and Transportation Planning activities are 1% and 11% of the program, respectively.



THE 2018 CRIPP

Pursuant to the County Road Improvement Policy, this 2018 CRIPP schedules road improvement projects for fiscal years 2018/2019 through 2024/2025 and balances the estimated project costs with the projected revenues. Fiscal Year 2017/2018 data has also been included to provide information on current fiscal year revenues and expenditures.

The revenue sources for the projects presented in the CRIPP are discussed below.

A. REVENUE SOURCES

Principal revenue sources for Capital Road Projects include Gas Tax Funds, Measure J funds, federal and state grants, local Area of Benefit (AOB) fees (charged to new development), State Match funds, developer contributions, and funds from other agencies in cooperative projects. The amount of AOB funds available to the County at any given time is directly related to development. Measure J and Gas Tax funds are largely dependent on the state of the economy, and grant sources are directly affected by federal and state budgets.

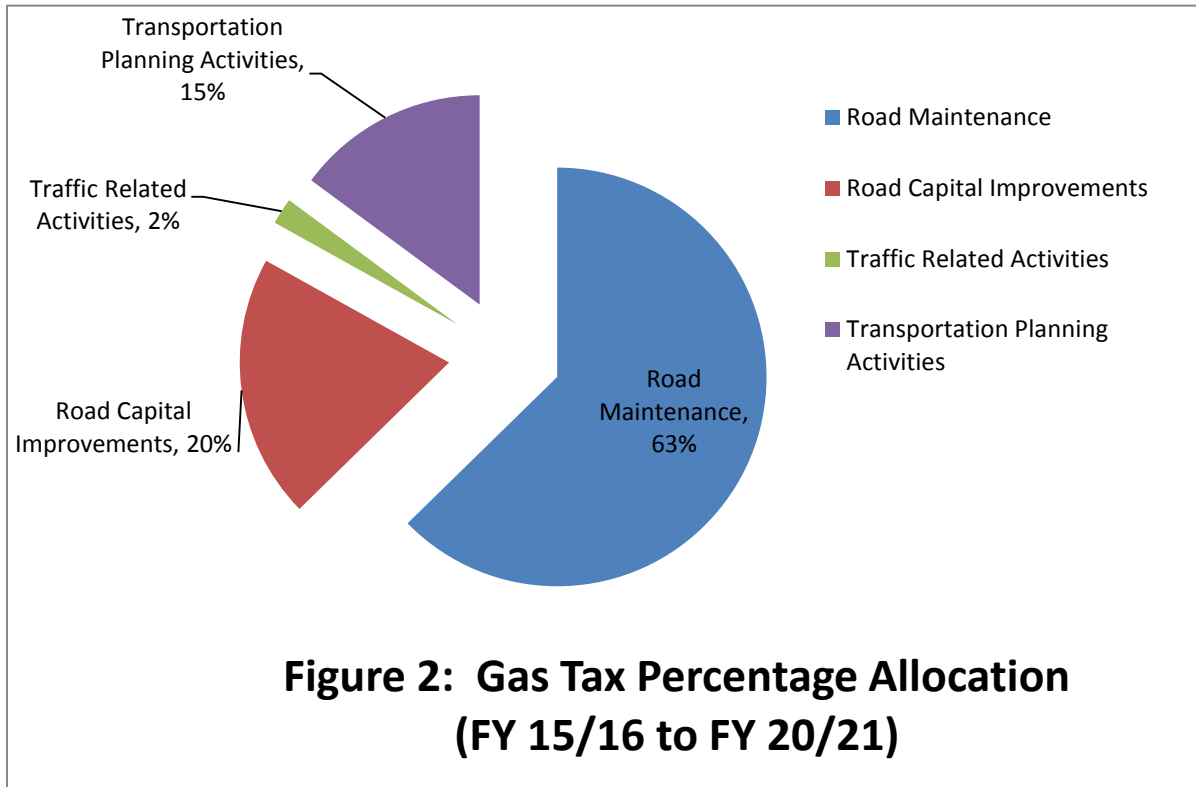
Many projects are funded by a combination of AOB funds and other funding sources. Shortfalls in AOB revenues can affect scheduling of projects that include federal and state grants. Therefore, when the Public Works Department receives substantial federal and state funding for a particular AOB project, that project is given high priority to prevent the loss of the secured funding.

The primary funding sources are as follows:

1. Gas Tax Funds: Gas Tax Funds, also known as the Highway Users Tax Account, are revenues paid by the State to cities and counties from the per-gallon motor vehicle fuel tax. Appendix B of this CRIPP shows the County-adopted guidelines for the expenditure of Gas Tax revenues following passage of Proposition 111 in 1990. The County uses the majority of the Gas Tax funds for road operation and maintenance.

The funds are also used in the Capital Road Improvement Preservation Program to improve traffic safety throughout the County by using it as the local match to leverage funds from state and federal grant programs. It is also used to fund staff time to prepare the actual grant application. Last year for every \$1 dollar on staff time to prepare grant applications, the County was able to get \$31 dollars in return. This resulted in successfully securing \$8,360,600 at a cost of \$269,700. There are currently 30 active projects that are grant funded in the amount of \$65.7 million with a \$20.8 million gas tax match. One of these projects, the Kirker Pass Road NB Truck Climbing Lane project, has a larger amount of gas tax (\$7.9 million) than is typical as part of the project funding plan. If this project is removed from the above total, the revised numbers show that the County was able to obtain \$61.1 million in grant funding using \$12.9 million of gas tax as the local match to fund 29 active projects. Gas tax is the primary source for the required local match necessary to go after grants. Without it the County would miss an opportunity to obtain additional outside funding to help construct much needed safety, maintenance, and multi-modal transportation improvements.

Gas tax funds are also the primary source of funding for road maintenance, traffic and transportation planning activities.



Gas Tax Funds are made up of two parts: the Gas Excise Tax and the Price-Based Excise Tax. The Gas Excise Tax portion is based on the amount (gallon) of gas purchased and the Price-Based Excise Tax is dependent on the price of gas. Although the County has seen a slight increase in the Gas Excise Tax over the past several years, this increase is far short of the drastic reduction the County has seen in the Price-Based Excise Tax portion of the Gas Tax a few years ago.

To address this need, the Governor signed Senate Bill (SB) 1 on April 28, 2017. SB 1, which is known as the Road Repair and Accountability Act of 2017, provides much needed transportation funding for California to address basic road maintenance, rehabilitation, and critical safety needs on both the state highway and local streets and road system.

SB1 funds were made available to cities and counties starting in November 2017. The California State Association of Counties has provided the estimated revenues the County can expect that will be generated from this transportation bill. The first year of the program, FY2017/2018, is a partial year and the County expects to receive a total of \$5.9 million in addition to the normal gas tax allocation. Of this \$5.9 million, \$4.9 million is from the Road Maintenance and Rehabilitation Account (RMRA) program under SB1 and the remainder comes from repayments of loans to the state during the economic recession that started in 2008. The RMRA amount is expected to increase to \$13.8 million for FY 18/19 and steadily grow with the built-in inflationary index in future years.

SB1 emphasizes the importance of accountability and transparency in the delivery of **California's transportation programs. Therefore, in order to be eligible for RMRA funding,** state statute requires cities and counties to provide basic RMRA project reporting to the California Transportation Commission (Commission).

Prior to receiving an apportionment of RMRA funds from the Controller in a fiscal year, a city or county must submit to the Commission a list of projects proposed to be funded with these funds. All projects proposed to receive funding must be included in a city or county budget that is adopted by the applicable city council or county board of supervisors at a regular public meeting.

The list of projects must include a description and location of each proposed project, a **proposed schedule for the project's completion, and the estimated useful life of the improvement.** The project list does not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities so long as the projects are consistent with RMRA priorities. Some example projects and uses for RMRA funding include, but are not limited to the following:

- Road Maintenance and Rehabilitation
- Safety Projects
- Railroad Grade Separations
- Complete Streets Components (including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project)
- Traffic Control Devices

The County Board of Supervisors adopted a list of projects to be funded with RMRA funds for the FY18/19 on April 24, 2018 (See Appendix E). It should be noted that this project list is a small subset of the proposed project delivery list that is outlined in the CRIPP and only focuses on how the RMRA funds will be expended as required by the Commission.

2. State Match Funds: State Match Funds are revenues paid by the State to counties from the State Highway Account. The funds are to be used for transportation purposes to match federally funded transportation projects. Funds received are treated as grants with up-front **lump sum payments and the unobligated balance of the County's State Matching monies is** paid directly to the County, subject to availability from the State. The County uses the State Match Funds to supplement federally funded projects.

3. Measure J (Measure C): The voters approved the Contra Costa Transportation Improvement and Growth Management Program Ordinance (Measure C) in November 1988. Measure C provides for a ½-cent sales tax for transportation projects within Contra Costa County. Measure C had a twenty-year life and expired in 2009. In November 2004, voters approved the continuation of **the County's ½ - cent sales tax** by passing Measure J and extended the transportation funding for 25 more years. The Measure J funds are composed of Return to Source Funds, Regional Funds, and other grants, such as Transportation for Livable Communities.

Return to Source Funds: A portion of the revenue is returned to local jurisdictions to be used for maintenance of existing roadways and construction of new facilities to fix capacity and safety problems in existence before 1988 (those problems that came into existence after 1988 are presumed to be the responsibility of new development). The proposed use for these funds is outlined in this CRIPP.

Subregional Transportation Needs Funds (Regional): A portion of the revenue is designated for projects of a regional significance. For the portion of these funds that the County has access to, the proposed use is outlined in this CRIPP.

Transportation for Livable Communities (TLC): A portion of the revenue is designated for projects/programs for plans and facilities that support walkable, mixed-use, transit-supportive communities or that encourage more walking, bicycling and transit use. These funds are distributed through a grant program administered by the Contra Costa Transportation Authority.

- 4. Area of Benefit (AOB) Revenues:** The unincorporated County is divided into AOB. Appendix D has a page for each AOB containing the current Ordinance Number, the project list, and a map.

Within each AOB, road improvement projects to alleviate known traffic congestion or traffic safety problems have been identified and prioritized. An AOB fee is charged to all developments that create additional traffic in the area, to pay for these projects. The fee amount varies depending on which AOB the property is located in, the amount of traffic generated by the development, and the cost of **the projects identified on that AOB's Project List**.

A seven-year revenue estimate was made for each of the AOBs using the past five-year revenue history, development potential and consulting with the Engineering Services and the Finance Divisions of the Public Works Department.

The AOB program is constantly being updated. The updates include, revising the AOB project lists, revising the fee schedules, adjusting the fee schedule for inflation, and adjusting the remaining development potential. The updates may have a significant impact on potential project funding. In addition, several AOBs are being merged or incorporated into an adjacent AOB to become more fiscally efficient. Current AOB fees can be accessed on the County web site at <http://www.cccounty.us/AOB>

- 5. Trust Funds:** When a large development makes a significant impact on the roadway system, the developer may be required to contribute to a road improvement fund to mitigate the impacts of the development. The County has three funds that are held in trust funds to be used for specific projects. Navy Mitigation Funds in the Bay Point Area provided \$5 million to help fund new transportation improvements and waterfront access to offset the loss of Port Chicago Highway through the Concord Naval Weapons Station. Other developer fees include the Discovery Bay West Traffic Mitigation Funds, and the Keller Canyon Mitigation Funds. Each of these funds is held in trust by the County and is listed as separate funding sources in this CRIPP.

6. Grants: The Public Works Department continuously submits grant applications due at various times of the year for projects throughout the County. Each type of grant has unique project criteria. Some of these grants and their criteria are listed in Table C at the end of this section. Most applications compete statewide for funding, from the smallest safety project to the largest road extension project. In many cases where Gas Tax funds are used, the Public Works Department looks for grants or other ways to stretch its budget and to increase the number of improvement and maintenance projects.

7. Other Local Funds: The County participates in several Regional Fee programs throughout the County where the fee program is adopted by several participating jurisdictions and is administered jointly through a separate authority. As these Regional Fee programs are not under the authority of the County, the revenue and expenditures for these programs are not included in the CRIPP. The Regional Fee programs include the East Contra Costa Regional Fee and Financing Authority (ECCRFFA), the Southern Contra Costa (SCC) Fees, West Contra Costa Transportation Advisory Committee Fee (WCCTAC), and the Tri Valley Transportation Development (TVTD) Fee.

B. PROJECTED ANNUAL REVENUE

Table A is an estimate of future revenue based on historical trends and current development applications for the Capital Road Program. Part I of the table shows the projected revenue from all funding sources, Part II shows the projected revenues from the Area of Benefit programs, and Part III shows the project revenue from the County Trust Funds.

Part I of Table A is a summary of the primary funding sources for the capital road program including an estimate of gas tax revenues, Measure J Return to Source Funds and Area of Benefit programs. Other funding sources such as state match program funds and federal funds are based on actual amounts the County is expected to receive for the various road projects in the program.

Part II of Table A represents an estimate of the individual funding sources from the Area of Benefit (AOB) program. The rate at which AOB revenue is generated is tied to the land development rate. Future AOB revenue is expected to generate at a steady pace based upon assumptions of a rebound in the economy as well as slowed growth in areas that are reaching **"build-out" conditions**. Continued efforts to secure grants and maintain cooperative relationships with other public agencies will allow the County to make the best use of its financial resources for capital improvement projects.

Part III of Table A represents the funding sources from the County Trust Funds. Funds held in County Trust Funds are only shown in the CRIPP if they are proposed to be used on specific projects within the CRIPP time period.

C. ESTIMATED ANNUAL REVENUE AND EXPENDITURES

Table B, Summary of Projected Annual Project Expenditures, is a summary of the expenditures expected from each of the identified funding sources. This table is based on the costs of the planned projects within each funding source, and the expected revenue for that funding source. If the revenues in Table A fall short of expectations, the expenditures in Table B will have to be adjusted accordingly.

D. DIFFERENCES IN PROGRAMMING OF EARLIER YEARS VERSUS LATER YEARS

The years at the beginning of the period covered by this program have more projects programmed than in later years. This is because immediate and near future transportation needs are more easily determined than needs farther in the future. The later years within this program have fewer projects programmed because their transportation needs are not foreseen at this time. Additional funding may need to be sought in the later years to offset transportation needs. For example, funds needed for maintenance activities continue to increase as more infrastructure is built and construction costs rise. In addition, projects may have unexpected cost increases and/or project scope changes, therefore, the CRIPP is expected to change as we learn more about each project. As transportation issues arise, projects will be programmed in response to these issues and supplemental funding will be sought to balance the available funding. This will be reflected in future CRIPP updates.

E. CRIPP OUTLOOK

The CRIPP provides a positive outlook into the near future. With the recent increase in gas tax because of SB1, the budget revenue has a positive swing from the previous CRIPP. However, recent storm damage to the roadway network has placed a burden on the budget for the past two2 years. Current active projects are mostly scheduled up to FY 2019/2020. The challenges we continue to face are the Green Infrastructure Initiative and its maintenance requirements and long term pavement and associated roadway infrastructure maintenance. The Public Works Transportation Division will continue to actively seek funding to offset the cost of capital projects and obtain funding for the underfunded projects listed in the document.

Table A: Summary of Projected Annual Revenues for Capital Projects

(All values shown in thousands of dollars)

Program Element	End of FY Balance	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	Total 8 Year Expenditures
PART I: Revenues from all County Sources										
Gas Tax Funds	\$ 0	\$ 4,675	\$ 9,765	\$ 17,296	\$ 14,761	\$ 15,590	\$ 16,800	\$ 18,000	\$ 19,200	\$ 116,088
State Match Funds	\$ 1,600	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 800
Measure J Return to Source	\$ 3	\$ 565	\$ 0	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400	\$ 2,965
Total of all Areas of Benefit (AOB) Funds	\$ 18,896	\$ 776	\$ 776	\$ 1,275	\$ 1,025	\$ 875	\$ 710	\$ 710	\$ 709	\$ 6,856
Total County Trust Funds	\$ 12,661	\$ 47	\$ 47	\$ 47	\$ 47	\$ 47	\$ 47	\$ 47	\$ 47	\$ 376
Federal, State, and Other Regional Grant Funds	\$ 0	\$ 9,190	\$ 7,602	\$ 17,957	\$ 13,208	\$ 2,653	\$ 14,100	\$ 1,810	\$ 0	\$ 66,520
Measure J Regional	\$ 0	\$ 846	\$ 4,000	\$ 2,880	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 7,726
Other Local Funds	\$ 0	\$ 2,560	\$ 3,346	\$ 4,632	\$ 6,836	\$ 170	\$ 0	\$ 0	\$ 0	\$ 17,544
Total	\$ 33,160	\$ 18,759	\$ 25,637	\$ 44,587	\$ 36,377	\$ 19,835	\$ 32,157	\$ 21,067	\$ 20,456	\$ 218,875
PART II: Itemization of Area of Benefit Revenues										
Alamo AOB	\$ 625	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 480
Bay Point AOB	\$ 650	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30	\$ 240
Bethel Island AOB	\$ 326	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 80
Briones AOB	\$ 514	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 8
Central County AOB	\$ 3,142	\$ 75	\$ 75	\$ 75	\$ 75	\$ 75	\$ 75	\$ 75	\$ 75	\$ 600
Discovery Bay AOB	\$ 2,767	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 40
East County (Regional) AOB	\$ 3,342	\$ 250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 2,000
Hercules/Rodeo/ Crockett AOB	\$ 46	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 0	\$ 7
Martinez AOB	\$ 2,320	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 100	\$ 100	\$ 100	\$ 1,300
North Richmond AOB	\$ 1,078	\$ 1	\$ 1	\$ 500	\$ 250	\$ 100	\$ 50	\$ 50	\$ 50	\$ 1,002
Pacheco (West Concord) AOB	\$ 437	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 40
Richmond/El Sobrante AOB	\$ 367	\$ 15	\$ 15	\$ 15	\$ 15	\$ 15	\$ 15	\$ 15	\$ 15	\$ 120
South County AOB	\$ 2,912	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 800
South Walnut Creek AOB	\$ 295	\$ 15	\$ 15	\$ 15	\$ 15	\$ 15	\$ 0	\$ 0	\$ 0	\$ 75
West County AOB	\$ 46	\$ 8	\$ 8	\$ 8	\$ 8	\$ 8	\$ 8	\$ 8	\$ 8	\$ 64
Subtotal	\$ 18,866	\$ 776	\$ 776	\$ 1,275	\$ 1,025	\$ 875	\$ 710	\$ 710	\$ 709	\$ 6,856
PART III: Itemization of County Trust Fund Revenues										
Discovery Bay West Mitigation Funds	\$ 7,342	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20	\$ 160
Keller Canyon Landfill Mitigation Funds (see Table C)	\$ 0	\$ 27	\$ 27	\$ 27	\$ 27	\$ 27	\$ 27	\$ 27	\$ 27	\$ 216
Navy Mitigation Funds	\$ 5,319	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Subtotal	\$ 12,661	\$ 47	\$ 47	\$ 47	\$ 47	\$ 47	\$ 47	\$ 47	\$ 47	\$ 376

Table B: Summary of Projected Annual Expenditures (CIP)

(All values shown in thousands of dollars)

Program Element	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	Projected 8 Year Expenditures
PART I: Expenditures from all County Sources									
Gas Tax Funds	\$ 4,675	\$ 9,765	\$ 17,296	\$ 10,501	\$ 9,425	\$ 9,795	\$ 9,940	\$ 10,275	\$ 81,673
State Match Funds	\$ 100	\$ 100	\$ 1,491	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,691
Measure J Return to Source	\$ 565	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 565
Total of all Areas of Benefit (AOB) Funds	\$ 1,466	\$ 1,545	\$ 432	\$ 297	\$ 250	\$ 175	\$ 245	\$ 105	\$ 4,515
Total County Trust Funds	\$ 6,611	\$ 874	\$ 230	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 7,715
Federal, State, and Other Regional Grant Funds	\$ 9,190	\$ 7,602	\$ 17,957	\$ 13,208	\$ 2,653	\$ 14,100	\$ 1,810	\$ 0	\$ 66,520
Measure J Regional	\$ 846	\$ 4,000	\$ 2,880	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 7,726
Other Local Funds	\$ 2,560	\$ 3,346	\$ 4,632	\$ 6,836	\$ 170	\$ 0	\$ 0	\$ 0	\$ 17,544
Total	\$ 26,013	\$ 27,232	\$ 44,918	\$ 30,842	\$ 12,498	\$ 24,070	\$ 11,995	\$ 10,380	\$ 187,948
PART II: Itemization of Area of Benefit Expenditures									
Alamo AOB	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 25	\$ 5	\$ 5	\$ 105
Bay Point AOB	\$ 10	\$ 15	\$ 95	\$ 5	\$ 50	\$ 5	\$ 5	\$ 5	\$ 190
Bethel Island AOB	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 5	\$ 5	\$ 5	\$ 85
Briones AOB	\$ 5	\$ 5	\$ 50	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 85
Central County AOB	\$ 5	\$ 50	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 5	\$ 130
Discovery Bay AOB	\$ 87	\$ 127	\$ 83	\$ 5	\$ 5	\$ 50	\$ 5	\$ 0	\$ 362
East County (Regional) AOB	\$ 366	\$ 715	\$ 74	\$ 232	\$ 5	\$ 5	\$ 50	\$ 5	\$ 1,452
Hercules/Rodeo/ Crockett AOB	\$ 5	\$ 0	\$ 0	\$ 5	\$ 5	\$ 0	\$ 0	\$ 0	\$ 15
Martinez AOB	\$ 17	\$ 87	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 5	\$ 179
North Richmond AOB	\$ 335	\$ 105	\$ 5	\$ 5	\$ 50	\$ 5	\$ 5	\$ 5	\$ 515
Pacheco (West Concord) AOB	\$ 50	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 5	\$ 5	\$ 130
Richmond/EI Sobrante AOB	\$ 5	\$ 50	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 5	\$ 130
South County AOB	\$ 375	\$ 314	\$ 50	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 809
South Walnut Creek AOB	\$ 186	\$ 57	\$ 5	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 247
West County AOB	\$ 10	\$ 5	\$ 40	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 80
Subtotal	\$ 1,466	\$ 1,545	\$ 432	\$ 297	\$ 250	\$ 175	\$ 245	\$ 105	\$ 4,515
PART III: Itemization of County Trust Fund Expenditures									
Discovery Bay West Mitigation Funds	\$ 6,243	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 6,243
Keller Canyon Landfill Mitigation Funds (See Table C)	\$ 280	\$ 800	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,080
Navy Mitigation Funds	\$ 50	\$ 59	\$ 230	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 339
Subtotal	\$ 6,573	\$ 859	\$ 230	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 7,662

Table C
Acronyms for Grant Programs and other Funding Sources used in the CRIPP

Acronym	Full Name	Description	Type
Alamo AOB	Alamo Area of Benefit	Traffic mitigation fees.	Local
ATP	Active Transportation Program	Funds for projects/programs that encourage increased use of active modes of transportation.	Federal
Bay Point AOB	Bay Point Area of Benefit	Traffic mitigation fees.	Local
Bethel Island AOB	Bethel Island Area of Benefit	Traffic mitigation fees.	Local
Briones AOB	Briones Area of Benefit	Traffic mitigation fees.	Local
CCWD	Contra Costa Water District	Funds contributed by the Contra Costa Water District	Local
CDBG	Communtiy Development Block Grant	Funds that can be used for frontage improvements in economically depressed areas	Federal
Cent County AOB	Central County Area of Benefit	Traffic mitigation fees.	Local
Disco Bay AOB	Discovery Bay Area of Benefit	Traffic mitigation fees.	Local
Disco Bay West	Discovery Bay West Mitigation Funds	Mitigation fees collected for the Discovery Bay West (Subdivision 8023)	Local
DWR	Department of Water Resources	Bridge improvements.	Local
East County Regional AOB	East County (Regional) Area of Benefit	Traffic mitigation fees.	Local
Former RDA	Former Redevelopment Agency	Bond funds designated for former redevelopment areas.	Local
Gas Tax	Gas Tax Funds	Sales tax on gasoline used to enhance road operation and maintenance.	Local
HBP	Highway Bridge Program	Funds for bridges in need of replacement, and for seismic retrofit program.	Federal
Herc/Rodeo/Crock AOB	Hercules/Rodeo/Crockett Area of Benefit	Traffic mitigation fees.	Local
HR3	High Risk Rural Road Program	Funds for safety improvements to rural roads defined as high risk.	Federal
HSIP	Highway Safety Improvement Program	Funds for infrastructure-related highway safety improvements that lead to a significant reduction in traffic fatalities and serious injuries on all public roads.	Federal
Keller Canyon Mit Fund	Keller Canyon Landfill Mitigation Fund	Mitigation funds from Keller Canyon Landfill. Funds are for pavement maintenance between SR4 and Keller Canyon Landfill Entrance. City of Pittsburg has a fair-share portion of these funds.	Local
Lifeline Grant	Lifeline Grant	Funds intended to improve mobility for low-income residents.	Federal
Martinez AOB	Martinez Area of Benefit	Traffic mitigation fees.	Local
Measure J PBTF	Measure J Pedestrian, Bicycle and Trail Facilities Program	Funds for pedestrian, bicycle, and trail facilities.	Local
Measure J Regional	Measure J: Regional Funds	Portion of sales tax measure designated for projects of regional significance.	Local
Measure J RTS	Measure J: Return to Source Funds	Portion of sales tax measure returned to local jurisdictions to be used for transportation projects within Contra Costa County.	Local
Measure J TLC	Measure J Transportation for Livable Communities Program	Funds for projects/programs for plans and facilities that encourage more walking, bicycling and transit use.	Local
N Richmond AOB	North Richmond Area of Benefit	Traffic mitigation fees.	Local
Navy Mit	Navy Mitigation Funds	Mitigation funds from closure of Port Chicago Highway.	Local
OBAG	One Bay Area Grant Program	Grant program that focuses on transportation investments in priority development areas (PDA's).	Federal
Pacheco AOB	Pacheco (West Concord) Area of Benefit	Traffic mitigation fees.	Local

Acronym	Full Name	Description	Type
Phillips 66 funds	Conoco Phillips 66	Conoco Phillips grant program to support the community.	Local
Prop 1B	Proposition 1B	This act makes safety improvements and repairs to local streets and roads and improves seismic safety of local bridges by providing for a bond issue.	State
RMRA	Road Maintenance and Rehabilitation Account	State funding to local municipalities as a response to the decrease in gas tax revenue	State
Rich/EI Sobr AOB	Richmond/EI Sobrante Area of Benefit	Traffic mitigation fees.	Local
RSS Abatement Fund	Richmond Sanitary Service Abatement Funds	Funds appropriated for the purchase of historic markers on San Pablo Dam Road.	Local
So County AOB	South County Area of Benefit	Traffic mitigation fees.	Local
So Walnut Cr AOB	South Walnut Creek Area of Benefit	Traffic mitigation fees.	Local
SR2S	Safe Routes to School (State)	Funds emphasize construction of infrastructure to aid in safety near schools.	Federal
State Match	State Match Funds	Funds to match federally funded transportation projects.	State
STIP	State Transportation Improvement Program	Funds transportation projects on and off the State Highway System.	Federal
TDA	Transportation Development Act	Funds for construction of bicycle and pedestrian facilities.	State
TVTC Fee	Tri-Valley Transportation Development Fee	Regional traffic mitigation fees.	Local
West County AOB	West County Area of Benefit	Traffic mitigation fees.	Local

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SECTION II
Funding Sources

Gas Tax Funds

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4,260	\$10,425	\$17,430	\$25,490	\$ 34,415

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 116,088	\$ 4,675	\$ 9,765	\$ 17,296	\$ 14,761	\$ 15,590	\$16,800	\$18,000	\$ 19,200

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 71,398	\$4,675	\$9,765	\$17,296	\$10,501	\$ 9,425	\$ 9,795	\$ 9,940	\$10,275
Alhambra Valley Road Embankment Repair	\$ 668	\$ 125	\$ 543	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Bay Point Sign Upgrade Project	\$ 73	\$ 65	\$ 8	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Bay Point Utility Undergrounding	\$ 366	\$ 0	\$ 366	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Bel Air Trail Crossing Project	\$ 200	\$ 0	\$ 0	\$ 18	\$ 182	\$ 0	\$ 0	\$ 0	\$ 0
Blackhawk Road Bikeway Project	\$ 80	\$ 80	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Byron Highway Bridge Replacement over California Aqueduct (Bridge No. 28C0121)	\$ 475	\$ 40	\$ 100	\$ 80	\$ 80	\$ 105	\$ 70	\$ 0	\$ 0
Byron Highway Traffic Safety Improvements	\$ 480	\$ 0	\$ 41	\$ 440	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Byron Highway & Camino Diablo Intersection Improvements	\$ 28	\$ 28	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Canal Road Bridge Replacement (Bridge No. 28C0376)	\$ 20	\$ 0	\$ 20	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Clifton Court Road Bridge Repair (Bridge No. 28C0403)	\$ 208	\$ 30	\$ 178	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Contra Costa County Local Streets and Road Preservation Project	\$ 1,418	\$ 125	\$ 161	\$ 1,132	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
County-Wide Surface Treatments	\$ 48,629	\$ 1,290	\$ 5,804	\$ 6,410	\$ 8,000	\$ 8,750	\$ 8,925	\$ 9,450	\$ 9,975
County-Wide Curb Ramps	\$ 2,100	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300
Countywide Guardrail Upgrades	\$ 53	\$ 31	\$ 0	\$ 21	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Jersey Island Road Bridge Repair (Bridge No. 28C0405)	\$ 118	\$ 12	\$ 106	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Kirker Pass Road Northbound Truck Lane	\$ 8,946	\$ 0	\$ 250	\$ 7,860	\$ 836	\$ 0	\$ 0	\$ 0	\$ 0
Kirker Pass Road Open Grade Overlay	\$ 773	\$ 113	\$ 60	\$ 250	\$ 350	\$ 0	\$ 0	\$ 0	\$ 0
Main Street, Byron Sidewalk Improvements	\$ 6	\$ 6	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Marsh Creek Road Bridge Replacement (Bridge No. 28C141)	\$ 442	\$ 45	\$ 147	\$ 250	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Gas Tax Funds (cont.)

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Marsh Creek Road Bridge Replacement (Bridge No. 28C143 & 28C145)	\$ 1,210	\$ 200	\$ 0	\$ 220	\$ 600	\$ 190	\$ 0	\$ 0	\$ 0
Marsh Drive Bridge Replacement (Bridge No. 28C0442)	\$ 1,263	\$ 100	\$ 100	\$ 140	\$ 153	\$ 80	\$ 500	\$ 190	\$ 0
Morgan Territory Bridge Scour Repairs	\$ 243	\$ 113	\$ 130	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Morgan Territory Road - Slide/Road Repair	\$ 1,200	\$ 1,170	\$ 30	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Orwood Road Bridge Replacement Project (Bridge No. 28C0024)	\$ 30	\$ 30	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Parker Avenue Pedestrian Improvement Project	\$ 70	\$ 0	\$ 70	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Pedestrian Crossing Enhancements - Central and East County	\$ 520	\$ 153	\$ 367	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Pomona Street Pedestrian Safety Improvements	\$ 295	\$ 118	\$ 177	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Port Chicago Highway & Willow Pass Road Bike and Pedestrian Improvements	\$ 26	\$ 26	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Rio Vista Elementary School Pedestrian Connection Project	\$ 201	\$ 192	\$ 9	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
San Pablo Dam Rd Traffic Safety Improvements	\$ 124	\$ 10	\$ 10	\$ 104	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
San Pablo Dam Road Sidewalk Gap Project	\$ 203	\$ 23	\$ 110	\$ 70	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Tara Hills Pedestrian Infrastructure Project	\$ 665	\$ 245	\$ 420	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Tice Valley Linear Park	\$ 250	\$ 0	\$ 250	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Walnut Creek Crosswalk Improvements	\$ 15	\$ 5	\$ 9	\$ 1	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

State Match Funds

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 1,600	\$ 1,600	\$ 1,600	\$ 209	\$ 309	\$ 409	\$ 509	\$ 609	\$ 709

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 700	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 1,691	\$ 100	\$ 100	\$ 1,491	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Kirker Pass Road Northbound Truck Lane	\$ 1,691	\$ 100	\$ 100	\$ 1,491	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Measure J: Return to Source Funds

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,400	\$ 3,800	\$ 4,200	\$ 4,600	\$ 5,000	\$ 5,400

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 2,565	\$ 565	\$ 0	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 565	\$ 565	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Alhambra Valley Road Safety Improvements - Rancho La Boca Road to Ferndale Road	\$ 175	\$ 175	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Canal Road Bridge Replacement (Bridge No. 28C0376)	\$ 240	\$ 240	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Kirker Pass Road Northbound Truck Lane	\$ 150	\$ 150	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Measure J: Subregional Transportation Needs Funds (Regional)

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 7,020	\$ 350	\$ 3,790	\$ 2,880	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 7,020	\$ 350	\$3,790	\$2,880	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Camino Tassajara Bike Lane Gap Closure Project: Finley Road to Windemere Parkway	\$ 1,000	\$ 0	\$ 1,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Danville Blvd/Orchard Ct Complete Streets Improvements	\$ 1,358	\$ 88	\$ 390	\$ 880	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Kirker Pass Road Northbound Truck Lane	\$ 4,662	\$ 262	\$ 2,400	\$ 2,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Federal, State, and Regional Grant Funds

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 65,177	\$ 9,190	\$ 7,602	\$ 17,957	\$ 11,865	\$ 2,653	\$ 14,100	\$ 1,810	\$ 0

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 65,177	\$9,190	\$7,602	\$17,957	\$11,865	\$2,653	\$14,100	\$1,810	\$ 0
Alhambra Valley Road Safety Improvements - Rancho La Boca Road to Ferndale Road	\$ 500	\$ 500	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Bailey Road/State Route 4 Interchange Pedestrian & Bicycle Improvement Project	\$ 4,080	\$ 255	\$ 445	\$ 3,380	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Bay Point Sign Upgrade Project	\$ 408	\$ 10	\$ 398	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Bel Air Trail Crossing Project	\$ 100	\$ 32	\$ 58	\$ 10	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Blackhawk Road Bikeway Project	\$ 100	\$ 0	\$ 100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Byron Highway / Byer Road Safety Improvements	\$ 617	\$ 109	\$ 0	\$ 0	\$ 508	\$ 0	\$ 0	\$ 0	\$ 0
Byron Highway Bridge Replacement over California Aqueduct (Bridge No. 28C0121)	\$ 12,880	\$ 60	\$ 400	\$ 520	\$ 595	\$ 705	\$ 10,600	\$ 0	\$ 0
Byron Highway Traffic Safety Improvements	\$ 495	\$ 59	\$ 13	\$ 423	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Byron Highway & Camino Diablo Intersection Improvements	\$ 900	\$ 900	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Canal Road Bridge Replacement (Bridge No. 28C0376)	\$ 2,000	\$ 1,850	\$ 150	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Contra Costa County Local Streets and Road Preservation Project	\$ 4,327	\$ 0	\$ 0	\$ 4,327	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Countywide Guardrail Upgrades	\$ 1,293	\$ 100	\$ 54	\$ 1,140	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Danville Blvd/Orchard Ct Complete Streets Improvements	\$ 2,718	\$ 200	\$ 150	\$ 135	\$ 2,233	\$ 0	\$ 0	\$ 0	\$ 0
Fred Jackson Way, First mile/Last Mile Connection Project	\$ 4,232	\$ 40	\$ 355	\$ 508	\$ 3,329	\$ 0	\$ 0	\$ 0	\$ 0
Kirker Pass Road Northbound Truck Lane	\$ 2,650	\$ 0	\$ 0	\$ 2,650	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Kirker Pass Road Open Grade Overlay	\$ 1,343	\$ 0	\$ 0	\$ 0	\$ 1,343	\$ 0	\$ 0	\$ 0	\$ 0
Marsh Creek Road Traffic Safety Improvements	\$ 1,232	\$ 176	\$ 0	\$ 1,056	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Marsh Creek Road Bridge Replacement (Bridge No. 28C141)	\$ 5,199	\$ 1,044	\$ 2,805	\$ 1,350	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Federal, State, and Regional Grant Funds (cont.)

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Marsh Drive Bridge Replacement (Bridge No. 28C0442)	\$ 7,495	\$ 250	\$ 350	\$ 440	\$ 457	\$ 688	\$ 3,500	\$ 1,810	\$ 0
Morgan Territory Road - Slide/Road Repair	\$ 2,730	\$ 2,730	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Orwood Road Bridge Replacement Project (Bridge No. 28C0024)	\$ 150	\$ 150	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Pacheco Blvd Sidewalk Gap Closure Phase III	\$ 619	\$ 0	\$ 619	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Parker Avenue Pedestrian Improvement Project	\$ 100	\$ 45	\$ 55	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Port Chicago Highway & Willow Pass Road Bike and Pedestrian Improvements	\$ 93	\$ 93	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Rio Vista Elementary School Pedestrian Connection Project	\$ 600	\$ 40	\$ 560	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Rodeo Downtown Infrastructure Project	\$ 470	\$ 0	\$ 470	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
San Pablo Dam Rd Traffic Safety Improvements	\$ 761	\$ 71	\$ 47	\$ 644	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
San Pablo Dam Road Sidewalk Gap Project	\$ 597	\$ 91	\$ 0	\$ 505	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Walnut Creek Crosswalk Improvements	\$ 268	\$ 36	\$ 43	\$ 189	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Other Local Funds

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 17,544	\$ 2,560	\$ 3,346	\$ 4,632	\$ 6,836	\$ 170	\$ 0	\$ 0	\$ 0

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 17,544	\$2,560	\$3,346	\$4,632	\$6,836	\$ 170	\$ 0	\$ 0	\$ 0
Byron Highway Bridge Replacement over California Aqueduct (Bridge No. 28C0121)	\$ 341	\$ 40	\$ 15	\$ 35	\$ 81	\$ 170	\$ 0	\$ 0	\$ 0
Byron Highway Traffic Safety Improvements	\$ 1,670	\$ 0	\$ 0	\$ 1,670	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Byron Highway & Camino Diablo Intersection Improvements	\$ 1,214	\$ 1,214	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Camino Tassajara Bike Lane Gap Closure Project: Finley Road to Windemere Parkway	\$ 1,250	\$ 0	\$ 1,250	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Camino Tassajara Safety Improvements - S of Windemere Pkyw to County Line	\$ 11,232	\$ 500	\$ 1,050	\$ 2,927	\$ 6,755	\$ 0	\$ 0	\$ 0	\$ 0
Main Street, Byron Sidewalk Improvements	\$ 418	\$ 418	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Morgan Territory Bridge Scour Repairs	\$ 360	\$ 80	\$ 280	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Rodeo Downtown Infrastructure Project	\$ 573	\$ 233	\$ 340	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Tice Valley Linear Park	\$ 487	\$ 75	\$ 412	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Alamo Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 625	\$ 680	\$ 735	\$ 790	\$ 845	\$ 855	\$ 890	\$ 945	\$ 1,000

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 420	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60

Estimated Project Expenditures * (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 100	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 25	\$ 5	\$ 5
Alamo AOB Admin	\$ 100	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 25	\$ 5	\$ 5

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix D

Bay Point Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 650	\$ 670	\$ 685	\$ 620	\$ 645	\$ 625	\$ 650	\$ 675	\$ 700

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 210	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30

Estimated Project Expenditures * (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 185	\$ 10	\$ 15	\$ 95	\$ 5	\$ 50	\$ 5	\$ 5	\$ 5
Bailey Road/State Route 4 Interchange Pedestrian & Bicycle Improvement Project	\$ 105	\$ 5	\$ 10	\$ 90	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Bay Point AOB Admin	\$ 80	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 5	\$ 5	\$ 5

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix D

Bethel Island Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 326	\$ 331	\$ 336	\$ 341	\$ 346	\$ 306	\$ 311	\$ 316	\$ 321

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 70	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10

Estimated Project Expenditures * (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 80	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 5	\$ 5	\$ 5
Bethel Island AOB Admin	\$ 80	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 5	\$ 5	\$ 5

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix D

Briones Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 514	\$ 510	\$ 506	\$ 457	\$ 453	\$ 449	\$ 445	\$ 441	\$ 437

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 7	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1

Estimated Project Expenditures * (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 80	\$ 5	\$ 5	\$ 50	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5
Briones AOB Administration	\$ 80	\$ 5	\$ 5	\$ 50	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix D

Central County Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 3,142	\$ 3,212	\$ 3,237	\$ 3,307	\$ 3,377	\$ 3,447	\$ 3,517	\$ 3,542	\$ 3,612

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 525	\$ 75	\$ 75	\$ 75	\$ 75	\$ 75	\$ 75	\$ 75	\$ 75

Estimated Project Expenditures * (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 125	\$ 5	\$ 50	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 5
Central County AOB Admin	\$ 125	\$ 5	\$ 50	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 5

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix D

Discovery Bay Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance**	\$ 2,767	\$ 2,684	\$ 2,562	\$ 2,484	\$ 2,484	\$ 2,484	\$ 2,439	\$ 2,439	\$ 2,444

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 35	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5

Estimated Project Expenditures * (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 362	\$ 87	\$ 127	\$ 83	\$ 5	\$ 5	\$ 50	\$ 5	\$ 0
Byron Highway / Byer Road Safety Improvements	\$ 237	\$ 37	\$ 122	\$ 78	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Discovery Bay AOB Administration	\$ 125	\$ 50	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 5	\$ 0

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix D

** Account Balance to be adjusted with Discovery Bay West due to computer error.

East County (Regional) Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 3,342	\$ 3,226	\$ 2,760	\$ 2,936	\$ 2,954	\$ 3,199	\$ 3,444	\$ 3,644	\$ 3,889

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 1,750	\$ 250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 250	\$ 250

Estimated Project Expenditures * (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 1,447	\$ 366	\$ 715	\$ 74	\$ 232	\$ 5	\$ 5	\$ 50	\$ 5
Byron Highway / Byer Road Safety Improvements	\$ 291	\$ 0	\$ 0	\$ 64	\$ 227	\$ 0	\$ 0	\$ 0	\$ 0
Byron Highway & Camino Diablo Intersection Improvements	\$ 223	\$ 223	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
East County AOB Admin	\$ 125	\$ 5	\$ 50	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 5
Marsh Creek Road Traffic Safety Improvements	\$ 178	\$ 38	\$ 135	\$ 5	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Marsh Creek Road Bridge Replacement (Bridge No. 28C141)	\$ 360	\$ 100	\$ 260	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Marsh Creek Road Bridge Replacement (Bridge No. 28C143 & 28C145)	\$ 270	\$ 0	\$ 270	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix D

Hercules/Rodeo/Crockett Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 46	\$ 42	\$ 43	\$ 44	\$ 40	\$ 36	\$ 37	\$ 38	\$ 38

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 7	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 0

Estimated Project Expenditures * (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 15	\$ 5	\$ 0	\$ 0	\$ 5	\$ 5	\$ 0	\$ 0	\$ 0
Hercules/Rodeo/Crockett AOB Admin	\$ 15	\$ 5	\$ 0	\$ 0	\$ 5	\$ 5	\$ 0	\$ 0	\$ 0

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix D

Martinez Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 2,320	\$ 2,503	\$ 2,616	\$ 2,811	\$ 3,006	\$ 3,201	\$ 3,296	\$ 3,346	\$ 3,441

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 1,200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 100	\$ 100	\$ 100

Estimated Project Expenditures * (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 174	\$ 17	\$ 87	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 5
Martinez AOB Administration	\$ 130	\$ 10	\$ 50	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 5
Pacheco Blvd Sidewalk Gap Closure Phase III	\$ 44	\$ 7	\$ 37	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix D

North Richmond Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 1,078	\$ 744	\$ 640	\$ 1,135	\$ 1,380	\$ 1,430	\$ 1,475	\$ 1,520	\$ 1,565

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 952	\$ 1	\$ 1	\$ 500	\$ 250	\$ 100	\$ 50	\$ 50	\$ 50

Estimated Project Expenditures * (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 510	\$ 335	\$ 105	\$ 5	\$ 5	\$ 50	\$ 5	\$ 5	\$ 5
Fred Jackson Way, First Mile/Last Mile Connection Project	\$ 430	\$ 330	\$ 100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
North Richmond AOB Admin	\$ 80	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 5	\$ 5	\$ 5

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix D

Pacheco (West Concord) Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 437	\$ 392	\$ 392	\$ 392	\$ 392	\$ 392	\$ 347	\$ 347	\$ 347

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 35	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5

Estimated Project Expenditures * (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 125	\$ 50	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 5	\$ 5
Pacheco AOB Admin	\$ 125	\$ 50	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 5	\$ 5

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix D

Richmond/El Sobrante Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 367	\$ 377	\$ 342	\$ 352	\$ 362	\$ 372	\$ 382	\$ 347	\$ 357

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 105	\$ 15	\$ 15	\$ 15	\$ 15	\$ 15	\$ 15	\$ 15	\$ 15

Estimated Project Expenditures * (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 125	\$ 5	\$ 50	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 5
Richmond/El Sobrante AOB Administration	\$ 125	\$ 5	\$ 50	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50	\$ 5

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix D

South County Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 2,912	\$ 2,637	\$ 2,423	\$ 2,473	\$ 2,568	\$ 2,663	\$ 2,758	\$ 2,853	\$ 2,903

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 700	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100

Estimated Project Expenditures * (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 759	\$ 375	\$ 314	\$ 50	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50
Camino Tassajara Bike Lane Gap Closure Project: Finley Road to Windemere Parkway	\$ 679	\$ 370	\$ 309	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
South County AOB Admin	\$ 80	\$ 5	\$ 5	\$ 50	\$ 5	\$ 5	\$ 5	\$ 5	\$ 50

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix D

South Walnut Creek Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 295	\$ 124	\$ 83	\$ 93	\$ 108	\$ 123	\$ 123	\$ 123	\$ 123

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 75	\$ 15	\$ 15	\$ 15	\$ 15	\$ 15	\$ 0	\$ 0	\$ 0

Estimated Project Expenditures * (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 247	\$ 186	\$ 57	\$ 5	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
South Walnut Creek AOB Admin	\$ 15	\$ 5	\$ 5	\$ 5	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Tice Valley Linear Park	\$ 232	\$ 181	\$ 52	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix D

West County Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 46	\$ 44	\$ 47	\$ 15	\$ 18	\$ 21	\$ 24	\$ 27	\$ 30

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 56	\$ 8	\$ 8	\$ 8	\$ 8	\$ 8	\$ 8	\$ 8	\$ 8

Estimated Project Expenditures * (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 75	\$ 10	\$ 5	\$ 40	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5
West County AOB Administration	\$ 75	\$ 10	\$ 5	\$ 40	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix D

Discovery Bay West Mitigation Funds

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance *	\$ 7,342	\$ 1,119	\$ 1,139	\$ 1,159	\$ 1,179	\$ 1,199	\$ 1,219	\$ 1,239	\$ 1,259

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 140	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 6,243	\$ 6,243	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Balfour Road Shoulder Widening - Sellers Avenue and Bixler Road	\$ 5,643	\$ 5,643	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Byron Highway & Camino Diablo Intersection Improvements	\$ 600	\$ 600	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

* Account Balance to be adjusted with Discovery Bay AOB due to computer error.

Keller Canyon Landfill Mitigation Funds

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 1,554	\$ 1,301	\$ 528	\$ 555	\$ 582	\$ 609	\$ 636	\$ 663	\$ 690

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 189	\$ 27	\$ 27	\$ 27	\$ 27	\$ 27	\$ 27	\$ 27	\$ 27

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 1,080	\$ 280	\$ 800	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Bailey Road Overlay Project - State Route 4 to Keller Canyon Landfill Entrance	\$ 1,080	\$ 280	\$ 800	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Navy Mitigation Funds

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 16/17 Balance	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
End of Year Balance	\$ 5,560	\$ 5,510	\$ 5,451	\$ 5,221	\$ 5,221	\$ 5,221	\$ 5,221	\$ 5,221	\$ 5,221

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Projected Revenue	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Total of All Projects	\$ 339	\$ 50	\$ 59	\$ 230	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Bay Point Utility Undergrounding	\$ 339	\$ 50	\$ 59	\$ 230	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

SECTION III

Capital Road Projects by District

INTRODUCTION TO CAPITAL ROAD PROJECTS

This section contains the projects, project descriptions, and proposed funding schedule. This CRIPP version will sort the projects by County Board of Supervisor Districts (District). An alphabetized master list is provided on the following page with District references. An alternate method to finding a project if you know which District you are interested in is to go to the individual tabbed District.

Each tabbed District is organized in the following manner:

- 1) An **Active Project Overview Map** of each District gives a quick reference to locate active projects.
 - a. Please note Underfunded projects are not shown here.

- 2) A **master list of active and underfunded projects** within the District (excluding countywide project) with project descriptions allows the reader to view the active projects and check to see if there are any other follow-on underfunded projects along the same street.
 - a. The active project will have associated page dedicated to project descriptions, funding schedule, and the type of project.
 - b. Underfunded projects have a project description and serve as a placeholder in the project list until funding is available. This also serves as a reminder that a capital project is desired at a particular location. The public view these projects as future projects.

- 3) **Active project sheets** will have a project descriptions and funding schedule. In support of the Road Program Strategic Plan 2017, these projects are categorized into four groups.
 - a. **Safety projects** are projects based heavily on reducing collisions. Most projects will have some type of safety aspect. However if the project focus did not originate with vehicular/pedestrian collision reduction, it is likely not a safety project. Pedestrian enhancements and other non-vehicular safety projects will be listed under Accessibility projects.

 - b. **Reliability projects** are projects to improve or sustain a rating index. This will include pavement condition index (PCI), Bridge Sufficiency rating, Bridge Health Index, and Culvert Condition Index (under development). Projects will typically include pavement projects and bridge projects.

 - c. **Efficiency projects** are projects generated from level of service studies, from roadway capacity issues, or from traffic signal warrants. Level of service studies are usually found in Area of Benefit studies. These projects tend to be more

costly to design and construct since these are more systematic improvement than a localized improvement.

- d. **Accessibility projects** are ADA upgrades, pedestrian and bicycle improvements, and pedestrian flashers. Complete street projects are usually placed in this category.

4) The section for **County-Wide Projects** is located after District V. These projects are on-going programs that vary from year to year and from District to District. For example, a County-Wide Curb Ramp project may focus and upgrade curb ramps to be ADA compliant in one area of the County. The following year the program will focus on another area of the County. There are three projects currently listed under this category:

- a. County-Wide Curb Ramp Project
- b. County-Wide Guardrail Project
- c. County-Wide (Pavement) Surface Treatment Project.

5) Below is the **complete project list** which includes Active and Underfunded projects and its associated Board of Supervisor District location.

COMPLETE PROJECT LIST (in alphabetical order)	District #	Active or Underfunded
Alhambra Valley Road Embankment Repair	1	Active
Alhambra Valley Road Safety Improvements	5	Underfunded
Alhambra Valley Road Slide Repair – 0.4 miles west of Bear Creek Road	1	Active
Alhambra Valley Road Slide Repair – 0.7 miles west of Castro Ranch Road	1	Underfunded
Alves Lane Extension - Willow Pass Road to Pacifica Avenue	5	Underfunded
Appian Way & Pebble Drive Traffic Signal and Safety Improvements	1	Underfunded
Appian Way Complete Streets Project - San Pablo Dam Road to Valley View Road	1	Underfunded
Appian Way Complete Streets Project - Valley View Road to Pinole City Limits	1	Underfunded
Arlington Boulevard & Amherst Avenue & Sunset Drive Intersection Improvements	1	Underfunded
Ayers Road & Concord Boulevard Intersection Improvements	4	Underfunded
Ayers Road & Laurel Avenue Intersection Improvements	4	Underfunded
Bailey Road & Myrtle Drive Intersection Improvements	4	Underfunded
Bailey Road Improvements - Myrtle Drive to Concord City Limits	4	Underfunded

COMPLETE PROJECT LIST (in alphabetical order)	District #	Active or Underfunded
Bailey Road Overlay Project	5	Active
Bailey Road Pedestrian & Bicycle Improvements - Canal Road to Willow Pass Road	5	Underfunded
Bailey Road/SR 4 Interchange Improvements	5	Active
Balfour Road & Byron Highway Intersection Improvements	3	Underfunded
Balfour Road Shoulder Widening - Deer Valley Road to Brentwood City Limits	3	Underfunded
Balfour Road Shoulder Widening - Sellers Ave to Bixler Road	3	Active
Bay Point Sign Upgrade Project	5	Active
Bay Point Utility Undergrounding Project	5	Active
Bear Creek Road & Happy Valley Road Intersection Improvements	1, 2	Underfunded
Bel Air Trail Crossing Safety Improvements	5	Active
Bella Vista Infrastructure Improvements	5	Underfunded
Bethel Island Road Widening - Wells Lane to Sandmound Boulevard	3	Underfunded
Bethel Island Road & Sandmound Road Intersection Improvements	3	Underfunded
Bixler Road Improvements - SR 4 to Byer Road	3	Underfunded
Blackhawk Road Bikeway Project	3	Active
Boulevard Way Bicycle and Pedestrian Project	2	Underfunded
Brookside Drive Widening – Fred Jackson Way to Union Pacific Railroad	1	Underfunded
Buskirk Avenue Improvements - Treat Blvd to Pleasant Hill City Limits	4	Underfunded
Byer Road Improvements - Bixler Road to Byron Highway	3	Underfunded
Byron Highway / Byer Road Safety Improvements	3	Active
Byron Highway / SR4 / Point of Timber Intersection Improvements	3	Underfunded
Byron Highway Bridge Replacement over California Aqueduct (Bridge No. 28C0121)	3	Active
Byron Highway Safety Improvements (Various Locations)	3	Underfunded
Byron Highway Traffic Safety Improvements	3	Active
Byron Highway Widening - Camino Diablo to the Alameda County Line	3	Underfunded
Byron Highway Widening - Chestnut Street to SR 4	3	Underfunded
Byron Highway Widening - Delta Road to Chestnut Street	3	Underfunded

COMPLETE PROJECT LIST (in alphabetical order)	District #	Active or Underfunded
Byron Highway Widening - SR 4 to Camino Diablo	3	Underfunded
Camino Diablo Widening - Vasco Road to Byron Highway	3	Underfunded
Camino Tassajara Bike Lane Gap Closure Project	3	Active
Camino Tassajara Safety Improvements (Various Locations)	3	Underfunded
Camino Tassajara Safety Improvements, Windemere Parkway to Alameda County Line	3	Active
Castro Ranch Road Widening - San Pablo Dam Road to Olinda Road	1	Underfunded
Center Avenue Bicycle and Pedestrian Improvements - Pacheco Boulevard to Marsh Drive	5	Underfunded
Castro Ranch Road Widening - San Pablo Dam Road to Olinda Road	1	Underfunded
Center Avenue Bicycle and Pedestrian Improvements - Pacheco Boulevard to Marsh Drive	5	Underfunded
Central Street Complete Street - Brookside Drive and Pittsburg Avenue	1	Underfunded
Chesley Avenue Traffic Calming - Fred Jackson Way and AOB Boundary	1	Underfunded
Chestnut Street Widening - Sellers Avenue to Byron Highway	3	Underfunded
Clifton Court Road Bridge Repair (Bridge No. 28C0403)	3	Active
Clipper Drive Improvements - Newport Drive to Discovery Bay Boulevard	3	Underfunded
Colusa Avenue Complete Streets Project	1	Underfunded
Concord Avenue Shared Use Path	4	Underfunded
Crockett Area Overlays & Reconstruction Project	5	Underfunded
Cummings Skyway Truck Lane Extension	5	Underfunded
Danville Blvd & Hemme Avenue Intersection Improvements	2	Underfunded
Danville Blvd/Orchard Court Complete Streets Improvements	2	Active
Deer Valley Road Safety Improvements (Various Locations)	3	Underfunded
Del Monte Drive Bridge Replacement (Bridge No. 28C0207)	1	Underfunded
Delta Road Widening - Byron Highway to Holland Tract Road	3	Underfunded
Delta Road Widening - Sellers Avenue to Byron Highway	3	Underfunded
Dewing Lane Pedestrian Bridge	2	Underfunded
Discovery Bay Boulevard & Clipper Drive Intersection Improvements	3	Underfunded

COMPLETE PROJECT LIST (in alphabetical order)	District #	Active or Underfunded
Driftwood Drive Improvements - Port Chicago Highway to Pacifica Avenue	5	Underfunded
El Portal Drive Widening - San Pablo City Limits to San Pablo Dam Road	1	Underfunded
Evora Road & Willow Pass Road Intersection Improvements	5	Underfunded
Fish Ranch Road Safety Improvements - SR 24 to Grizzly Peak Road	2	Underfunded
Fred Jackson Way Complete Streets Project - Between Chesley and Parr Boulevard	1	Underfunded
Fred Jackson Way Complete Streets Project – Intersection with Chesley Avenue	1	Underfunded
Fred Jackson Way, First mile/Last Mile Connection Project	1	Active
Fred Jackson Way/Goodrick Avenue Realignment	1	Underfunded
Gateway Road Widening - Bethel Island Road to Piper Road	3	Underfunded
Goodrick Avenue – Fred Jackson Way to AOB Boundary	1	Underfunded
Hemme Avenue Sidewalk Improvements between La Sonoma Way to Barbee Lane	2	Underfunded
Highland Road Improvements - Camino Tassajara to Alameda County Line	3	Underfunded
Iron Horse Trail Flashers	2, 4	Underfunded
Jersey Island Road Bridge Repair (Bridge No. 28C0405)	3	Active
Kirker Pass Road Northbound Runaway Truck Ramp	5	Underfunded
Kirker Pass Road Northbound Truck Lane	4, 5	Active
Kirker Pass Road Open Grade Overlay	4, 5	Active
Kirker Pass Road Southbound Truck Lanes	5	Underfunded
Knightsen Avenue & Delta Road Intersection Improvements	3	Underfunded
Knightsen Avenue Widening - East Cypress Road to Delta Road	3	Underfunded
Knightsen Avenue/Eden Plains Road Widening - Delta Road to Chestnut Street	3	Underfunded
La Paloma Road Pedestrian and Roadway Improvements	1	Underfunded
Las Juntas Way & Coggins Drive Intersection Improvements	4	Underfunded
Local Road Pedestrian and Bicycle Upgrade at Benicia Bridge	5	Underfunded
Local Streets and Roads Preservation Project	1, 3	Active
Loftus Road Pedestrian Improvements - Canal Road to Willow Pass Road	5	Underfunded

COMPLETE PROJECT LIST (in alphabetical order)	District #	Active or Underfunded
Market Avenue Complete Streets - Fred Jackson Way to 7th Street	1	Underfunded
Marsh Creek Road & Camino Diablo Intersection Improvements	3	Underfunded
Marsh Creek Road & Deer Valley Road Intersection Improvements	3	Underfunded
Marsh Creek Road Bridge Replacement (Bridge No. 28C141)	3	Active
Marsh Creek Road Bridge Replacement (Bridge No. 28C143 & 28C145)	3	Active
Marsh Creek Road Improvements	3	Underfunded
Marsh Creek Road Traffic Safety Improvements	3, 4	Active
Marsh Creek Road Realignment & Safety Improvements (Various Locations)	3, 4	Underfunded
Marsh Creek Trail	3, 4	Underfunded
Marsh Drive Bridge Replacement (Bridge No. 28C0442)	4	Active
Marsh Drive Improvements - Center Avenue to Walnut Creek Bridge	4, 5	Underfunded
Mayhew Way Bicycle and Pedestrian Improvements - 200' west of Oberon Drive to Bancroft Road	4	Underfunded
McNabney Marsh Open Space Connection to Waterfront Road	5	Underfunded
Miranda Ave Improvements - Stone Valley Road to Stone Valley Middle School	2	Underfunded
Mitchell Canyon Road Bike Lanes	4	Underfunded
Morgan Territory Bridge Scour Repairs	3	Active
Morgan Territory Road Safety Improvements	3	Underfunded
Mountain View Boulevard Pedestrian Improvements - San Miguel Drive to Walnut Boulevard	4	Underfunded
Newell Avenue Area Pavement Rehabilitation	2	Underfunded
Norris Canyon Road Safety Improvements - Ashbourne Drive to Alameda County Limits	2	Underfunded
North Richmond Area Infrastructure Improvements	1	Underfunded
North Richmond Sidewalk Replacement	1	Underfunded
North Richmond Truck Route - Parr Boulevard to Market Avenue	1	Underfunded
North Walnut Creek/Pleasant Hill Area Pavement Rehabilitation	2, 4	Underfunded
Olinda Road Pedestrian Improvements - Valley View Road to 850 feet south of Valley View Road	1	Underfunded
Olympic Boulevard & Boulevard Way & Tice Valley Boulevard Intersection Improvements	2	Underfunded

COMPLETE PROJECT LIST (in alphabetical order)	District #	Active or Underfunded
Olympic Corridor Pedestrian and Bicycle Improvements - Long Term	2	Underfunded
Olympic Corridor Pedestrian and Bicycle Improvements - Short Term	2	Underfunded
Pacheco Boulevard & Center Avenue Intersection Improvements	5	Underfunded
Pacheco Boulevard & Muir Road Intersection Improvements	5	Underfunded
Pacheco Boulevard & North Buchanan Circle Intersection Improvements	5	Underfunded
Pacheco Boulevard Bicycle Improvements - Arnold Drive to Muir Road	5	Underfunded
Pacheco Boulevard Improvements - Morello Avenue to Blum Road	5	Underfunded
Pacheco Boulevard Sidewalk Phase III/Culvert Extension	5	Active
Pacifica Avenue Bridge Replacement (Bridge No. 28C0379)	5	Underfunded
Pacifica Avenue Extension - Port Chicago Highway to Alves Lane	5	Underfunded
Parker Avenue Pedestrian Improvement Project	5	Active
Parr Boulevard Complete Street Project – Richmond Parkway to Union Pacific Railroad	1	Underfunded
Pedestrian and Bicycle Improvements on Livorna Road, Stone Valley Road, and Danville Boulevard	2	Underfunded
Pedestrian Crossing Enhancements - Central & East County	2, 3, 4, 5	Active
Pedestrian Improvements near Rodeo Hills Elementary School	5	Underfunded
Pedestrian Safety Improvements at Stone Valley Middle and Rancho Romero School	2	Underfunded
Pinehurst Road Bicycle Improvements	2	Underfunded
Piper Road Widening - Gateway Road to Willow Road	3	Underfunded
Pitt Way Roadway Improvements	1	Underfunded
Pittsburg Avenue Intersection Improvements	1	Underfunded
Pittsburg Avenue Widening - Fred Jackson Way to Richmond Parkway	1	Underfunded
Pleasant Hill BART Station Bicycle and Pedestrian Access	4	Underfunded
Pleasant Hill Road & Taylor Boulevard Bicycle and Pedestrian Intersection Improvements	5	Underfunded
Pleasant Hill Road Bicycle Improvements - Geary Road to Taylor Boulevard	2	Underfunded
Pleasant Hill Road Bridge Replacement	2, 5	Underfunded

COMPLETE PROJECT LIST (in alphabetical order)	District #	Active or Underfunded
Pomona Street Pedestrian Safety Improvement Project - Phase II	5	Active
Pomona Street/Winslow Avenue/Carquinez Scenic Drive Safety Alignment Study	5	Underfunded
Port Chicago Highway Bicycle and Pedestrian Improvements - Driftwood Drive to McAvoy Road	5	Underfunded
Port Chicago Highway Realignment Project - McAvoy Road to Pacifica Avenue	5	Underfunded
Port Chicago Hwy Realignment Project - McAvoy Road to Skipper Road	5	Underfunded
Reliez Valley Road Bicycle Improvements - North of Grayson Road to Withers Avenue	2, 4, 5	Underfunded
Rio Vista Elementary School Pedestrian Connection Project	5	Active
Rodeo Downtown Infrastructure	5	Active
Rudgear Road & San Miguel Drive Intersection Improvements	4	Underfunded
Rudgear Road/San Miguel/Walnut Boulevard/Mountain View Boulevard Safety Improvements	4	Underfunded
San Miguel Drive Bicycle and Pedestrian Improvements	4	Underfunded
San Pablo Avenue Complete Streets Project - Rodeo to Crockett	5	Underfunded
San Pablo Dam Road & Greenridge Drive Signal Improvements	1	Underfunded
San Pablo Dam Road Bicycle and Pedestrian Improvements - Tri Lane to Appian Way	1	Underfunded
San Pablo Dam Road Improvements	1	Underfunded
San Pablo Dam Road Sidewalk Gap Project	1	Active
San Pablo Dam Road Traffic Safety Improvements	1	Active
Sandmound Boulevard Improvements - Mariner Road to Cypress Road	3	Underfunded
Sandmound Boulevard Widening - Oakley City Limits to Mariner Road	3	Underfunded
Sellers Avenue & Balfour Road Intersection Improvements	3	Underfunded
Sellers Avenue & Chestnut Avenue Intersection Improvements	3	Underfunded
Sellers Avenue & Marsh Creek Road Intersection Improvements	3	Underfunded
Sellers Avenue & Sunset Road Intersection Improvements	3	Underfunded
Sellers Avenue Widening - Delta Road to Chestnut Street	3	Underfunded

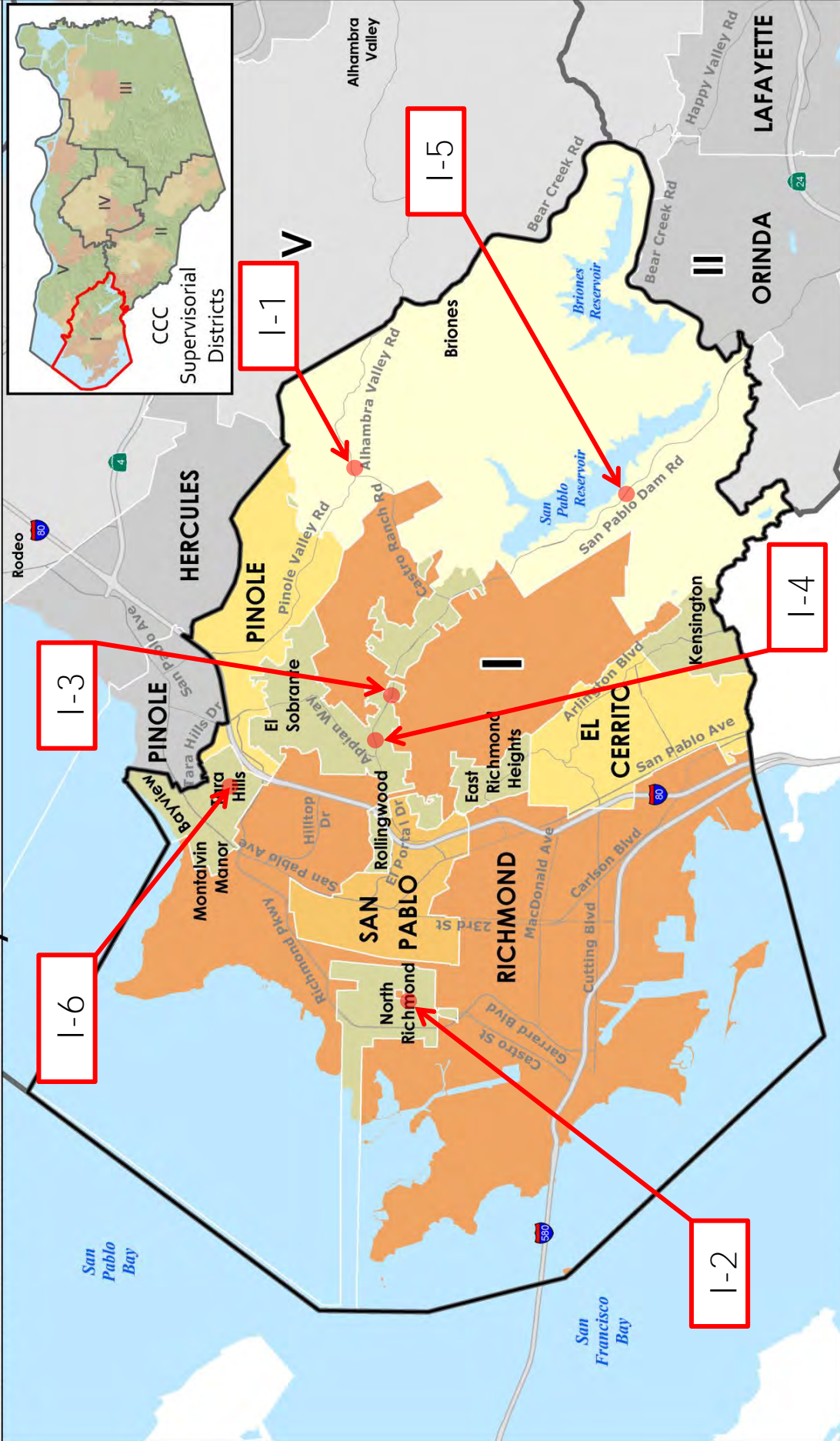
COMPLETE PROJECT LIST (in alphabetical order)	District #	Active or Underfunded
Sellers Avenue Widening – Main Canal to Marsh Creek Road	3	Underfunded
Seventh Street Extension to Brookside Drive	1	Underfunded
Springbrook Road Bicycle and Pedestrian Improvements	2	Underfunded
SR 4 & Byron Highway South Intersection Widening (Phase 2)	3	Underfunded
SR 4 & Newport Drive Signal	3	Underfunded
SR 4 Widening - Bixler Road to Discovery Bay Boulevard	3	Underfunded
SR 4 Widening - Byron Highway and Regetta Drive	3	Underfunded
SR239/Trilink: Vasco Road-Byron Airport Connector	3	Underfunded
Sunset Road Widening - Sellers Avenue to Byron Highway	3	Underfunded
Tara Hills Drive Complete Streets Project	1	Underfunded
Tara Hills Pedestrian Infrastructure Project	1	Active
Tice Valley Boulevard Bicycle and Pedestrian Improvements	2	Underfunded
Tice Valley Linear Park	2	Active
Treat Boulevard & Buskirk Avenue Intersection Improvements	4	Underfunded
Treat Boulevard & Jones Road Intersection Improvements	4	Underfunded
Treat Boulevard Bicycle and Pedestrian Improvements – I-680 Overcrossing to Jones Road	4	Underfunded
Treat Boulevard Bicycle Improvements - Jones Road to Walnut Creek City Limits	4	Underfunded
Valley View Road Widening - San Pablo Dam Road to Appian Way	1	Underfunded
Vasco Road / Camino Diablo Intersection Improvements	3	Underfunded
Vasco Road Safety Improvements (Phase 2)	3	Underfunded
Verde Elementary School Secondary Access	1	Underfunded
Walnut Boulevard Bicycle Improvements - Marsh Creek Road to Vasco Road	3	Underfunded
Walnut Boulevard Pedestrian Improvements - View Lane to 250' west of Walnut Court	4	Underfunded
Walnut Creek Crosswalk Improvements	2, 4	Active
Waterfront Road Grade Change Project	5	Underfunded
Willow Pass Road & Bailey Road Intersection Improvements	5	Underfunded
Willow Pass Road (West) & SR 4 Interchange Improvements	5	Underfunded
Willow Pass Road Improvements - Bailey Road to Pittsburg City Limits	5	Underfunded

COMPLETE PROJECT LIST (in alphabetical order)	District #	Active or Underfunded
Willow Pass Road Improvements – Evora Road to SR4	5	Underfunded

Board of Supervisor District I

Contra Costa County

Supervisor District I



2018 CRIPP – Active Project Map

- Note:
- 1) Projects are identified with Supervisor District number and project number for its District.
 - 2) County-wide Projects are not shown on this map.
 - 3) District I contains 121.96 miles of the 666.16 miles of County maintained roadway.



CRIPP PROJECT DESCRIPTIONS FOR DISTRICT 1

ACTIVE PROJECTS – These projects are fully funded and are either in the design phase or will be constructed in the near future.

- I-1) **Alhambra Valley Road Embankment Repair** – This project is to repair the embankment that supports Alhambra Valley Road. The site is approximately 0.4 miles west of Bear Creek Road. The rural two-lane road has been reduced to one-lane of traffic. The proposed plan is to re-establish the two lane roadway and widen the roadway to have roadway shoulders. This may also include realigning the roadway to improve driver sightline and remove/reduce the blind curve at the east end of the project. Project is scheduled for construction in 2019. **Gas Tax Funds is the main funding source.**

- I-2) **Fred Jackson Way First Mile/Last Mile Connection Project** – This project is to construct sidewalk improvements along Fred Jackson Way from Brookside Drive to Grove Avenue. Construction is expected in FY2020. Funding Sources include the Federal Active Transportation Program (ATP), Transportation for Livable Communities (TLC), State Coastal Conservancy, and North Richmond AOB funds. This project was formerly named Fred Jackson Way Improvements – Grove Avenue to Brookside Drive.

- I-3) **Local Streets and Roads Preservation Project** – This project is a road preservation project for over 3 miles of San Pablo Dam Road from El Portal Drive to Tri Lane. **This project will grind the top 0.17' of roadway and replace it in-kind with new asphalt.** Construction is scheduled in 2019. Funding sources include the One Bay Area Grant (OBAG) and Gas Tax Funds.

- I-4) **San Pablo Dam Road Sidewalk Gap Project** – This project is to close the sidewalk gaps along San Pablo Dam Road as part of the County's Complete Streets. Construction is schedule in 2020. Funding sources include Highway Safety Improvement Program (HSIP), Transportation Development Act (TDA) Funds and Gas Tax Funds.

- I-5) **San Pablo Dam Road Traffic Safety Improvements** – This project is to install centerline rumble strips along 3.4 mile of San Pablo Dam Road from the Richmond City limit near Kennedy Grove Park to Bear Creek Road/Wildcat Canyon Road. This project is to improve driver safety and reduce the number of lane crossover accidents. Construction is schedule for 2020. Funding sources include Highway Safety Improvement Program (HSIP) and Gas Tax Funds.



- I-6) **Tara Hills Pedestrian Infrastructure Project (revised name)** – This project is to improve the pedestrian infrastructure by providing ADA compliant curb ramps and bulb-outs along Dolan Way, Flannery Road and Shamrock Drive in the Tara Hills area. Construction is expected in 2018. This project was formerly named Tara Hills Curb Ramp Project. This project is funded by Transportation Development Act (TDA), Gas Tax Funds, and Measure J.

UNDERFUNDED PROJECTS – These projects are not fully funded and usually originated from the Area of Benefit process and/or from community input/need. Other sources for projects included the Regional Transportation Plan (RTP), Comprehensive Transportation Project List (CTPL) through Contra Costa Transportation Authority, Transportation Expenditure Plan (TEP), and a Public Works List. District 1 includes the North Richmond AOB, Central County AOB, and West County AOB.

- I-7) **Alhambra Valley Road Slide Repair – 0.7 miles west of Castro Ranch Slide Repair** – This project proposes to repair an existing slide along Alhambra Valley Road (approximately 0.7 miles west of Castro Ranch Road).
- I-8) **Appian Way & Pebble Drive Traffic Signal and Safety Improvements** – This project proposes to install a new traffic signal at the intersection of Appian Way and Pebble Drive in order to provide pedestrian safety in crossing Appian Way and traffic control.
- I-9) **Appian Way Complete Streets Project – San Pablo Dam Road to Valley View Road (RTP)** – This 'Complete Streets Project' proposes to improve pedestrian and bicycle safety along Appian Way from San Pablo Dam Road to Valley View Road.
- I-10) **Appian Way Complete Streets Project – Valley View Road to Pinole City Limits (RTP)** – This 'Complete Streets Project' proposes to improve pedestrian and bicycle safety along Appian Way from Valley View Road to the Pinole city limit.
- I-11) **Arlington Boulevard & Amherst Avenue & Sunset Drive Intersection Improvements** – This project proposes to improve Arlington Boulevard by installing traffic signals at the intersections of Amherst Avenue and Sunset Drive.

- I-12) **Bear Creek Road & Happy Valley Road Intersection Improvements (Central County AOB)** – This project proposes to install all-way stop at the T-intersection of Happy Valley Road and Bear Creek Road.
- I-13) **Brookside Drive Complete Streets – Central Street to Union Pacific Railroad (North Richmond AOB)** – This project proposes to widen Brookside Drive from Fred Jackson Way to the Union Pacific Railroad and provide complete street improvements.
- I-14) **Castro Ranch Road Widening – San Pablo Dam Road to Olinda Road** – This project proposes to widen Castro Ranch Road and install sidewalk improvements from San Pablo Dam Road to Olinda Road.
- I-15) **Central Street Complete Street – Brookside Drive and Pittsburg Avenue (NEW)(North Richmond AOB)** – This project is to construct complete streets along Central Avenue between Brookside Drive and Pittsburg Avenue.
- I-16) **Chesley Avenue Traffic Calming – Fred Jackson Way and the AOB boundary (NEW)(North Richmond AOB)** – This project is to provide traffic calming roadway features along Chesley Avenue between Fred Jackson Way and the North Richmond AOB boundary.
- I-17) **Colusa Avenue Complete Streets Project (CTPL)** – This 'Complete Streets Project' proposes to improve pedestrian and bicycle safety along a 0.5 mile stretch of Colusa Avenue.
- I-18) **Del Monte Drive Bridge Replacement (Bridge No. 28C0207)** – This project is to replace the bridge on Del Monte Drive which spans over AT&SF railroad in the area of Montalvin.
- I-19) **El Portal Drive Widening San Pablo City Limits to San Pablo Dam Road** – This project proposes to widen El Portal Drive from San Pablo City Limit to San Pablo Dam Road.
- I-20) **Fred Jackson Way Complete Streets Project between Chesley and Parr Boulevard (North Richmond AOB)** – This project is to install pedestrian and bicycle improvements along Fred Jackson Way between Chesley and Parr Boulevard. This project is to meet the County's Complete Street Policy.



- I-21) **Fred Jackson Way Complete Streets Project – Intersection with Chesley Avenue (North Richmond AOB)** - This project is to install traffic calming improvements at the intersection of Fred Jackson Way and Chesley Avenue. This project is to meet the County's Complete Street Policy.
- I-22) **Goodrick Avenue – Fred Jackson Way to AOB Boundary (NEW)(North Richmond AOB)** – This project will enhance vehicle, bicycle, and pedestrian safety by providing bike lanes and sidewalks along Goodrick Avenue.
- I-23) **La Paloma Road Pedestrian and Roadway Improvements** – This project proposes to install traffic safety and pedestrian improvements along La Paloma Road.
- I-24) **Market Avenue Complete Streets – Fred Jackson to 7th Street (North Richmond AOB)** – This project proposes to install pedestrian improvements and traffic calming improvements along Market Avenue between Fred Jackson and 7th Street.
- I-25) **North Richmond Area Infrastructure Improvements (NEW)** - Provide infrastructure improvements in North Richmond Area including roadway, pedestrian, and utility improvements within and adjacent to Parr Boulevard, Goodrick Avenue and Third Street. (Also see other North Richmond related projects)
- I-26) **North Richmond Sidewalk Replacement** – This project is to construct sidewalk/curb improvements and construct bulb outs to facilitate pedestrian crossings. (Also see other North Richmond related projects)
- I-27) **North Richmond Truck Route – Parr Boulevard to Market Avenue (North Richmond AOB)** – This project proposes to reduce truck traffic in the residential area of North Richmond by upgrading existing roadways or constructing new roads to accommodate truck traffic from Parr Boulevard to Market Avenue.



- I-28) **Olinda Road Pedestrian Improvements – Valley View Road to 850 feet south of Valley View Road** – The project proposes to close a gap of sidewalk along Olinda Road in order to provide pedestrian facilities to De Anza High School and Olinda Elementary School.
- I-29) **Parr Boulevard Complete Street Project – Richmond Parkway to Union Pacific Railroad (North Richmond AOB)** – This project proposes to widen Parr Boulevard from Richmond Parkway to the UPRR crossing and provide complete street improvements.
- I-30) **Pitt Way Roadway Improvements (DCD)** – This project proposes to construct a new collector roadway along Pitt Way from San Pablo Dam Road to Hillcrest Road in the future town square area of El Sobrante.
- I-31) **Pittsburg Avenue Intersection Improvements (North Richmond AOB)** – This project is to construct intersection improvements at the intersection of Pittsburg Avenue and Richmond Parkway.
- I-32) **Pittsburg Avenue Widening – Fred Jackson Way to Richmond Parkway (North Richmond AOB)** – This project proposes to widen and construct complete street improvements on Pittsburg Avenue from Fred Jackson Way to Richmond Parkway.
- I-33) **San Pablo Dam Road & Greenridge Drive Signal Improvements** – This project proposes to install a new traffic signal at the intersection of San Pablo Dam Road and Greenridge Drive.
- I-34) **San Pablo Dam Road Bicycle and Pedestrian Improvements – Tri Lane to Appian Way** – This project proposes to install pedestrian and bicycle improvements along San Pablo Dam Road from Tri Lane to Appian Way. This project will be built with other San Pablo Dam Road projects.
- I-35) **San Pablo Dam Road Improvements (Central County AOB)** – This project proposes to construct safety improvements and bicycle improvements along San Pablo Dam Road and within the Central County AOB limits.
- I-36) **Tara Hills Drive Complete Streets Project (CTPL)** – This project proposes to install bicycle and pedestrian improvements along Tara Hills Drive in the Tara Hills area.



- I-37) **Valley View Road Widening – San Pablo Dam Road to Appian Way (CTPL)** – This project proposes to widen Valley View Road from San Pablo Dam Road to Appian Way.
- I-38) **Verde Elementary School Secondary Access (North Richmond AOB)** – This project is to provide a secondary access to Verde Elementary. Currently, vehicular traffic can only enter from Giaramita Street.

COMPLETED CONSTRUCTION PROJECTS – This section is for projects are in construction or will be in the process of being closed out by the 2018/2019 CRIPP publication.

- **Alhambra Valley Road Wash Out Repair** – This is a storm damage related project where the undersized culvert under Alhambra Valley Road was flooded and eroded the roadway, leaving a hundred foot gap. This gap was replaced with clear span bridge where Pinole Creek can freely pass under the roadway. This project cost an estimated \$4.1 million and was funded by **Gas Tax Funds and Emergency Relief Funds**.

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Alhambra Valley Road Embankment Repair

PROJECT DESCRIPTION This project is to repair the embankment that supports Alhambra Valley Road. The site is between Bear Creek Road and Castro Ranch Road. The rural two-lane road has been reduced to one-lane of traffic. The proposed plan is to re-establish the two lane roadway and widen the roadway to have roadway shoulders. This may also include realigning the roadway to improve driver sightline and remove/reduce the blind curve at the east end of the project.

PURPOSE AND NEED Purpose is to re-established the roadway to accommodate two-lanes of traffic and widen the roadway for shoulders

SUPERVISOR DISTRICT: 1

PROJECT CATEGORY: reliability

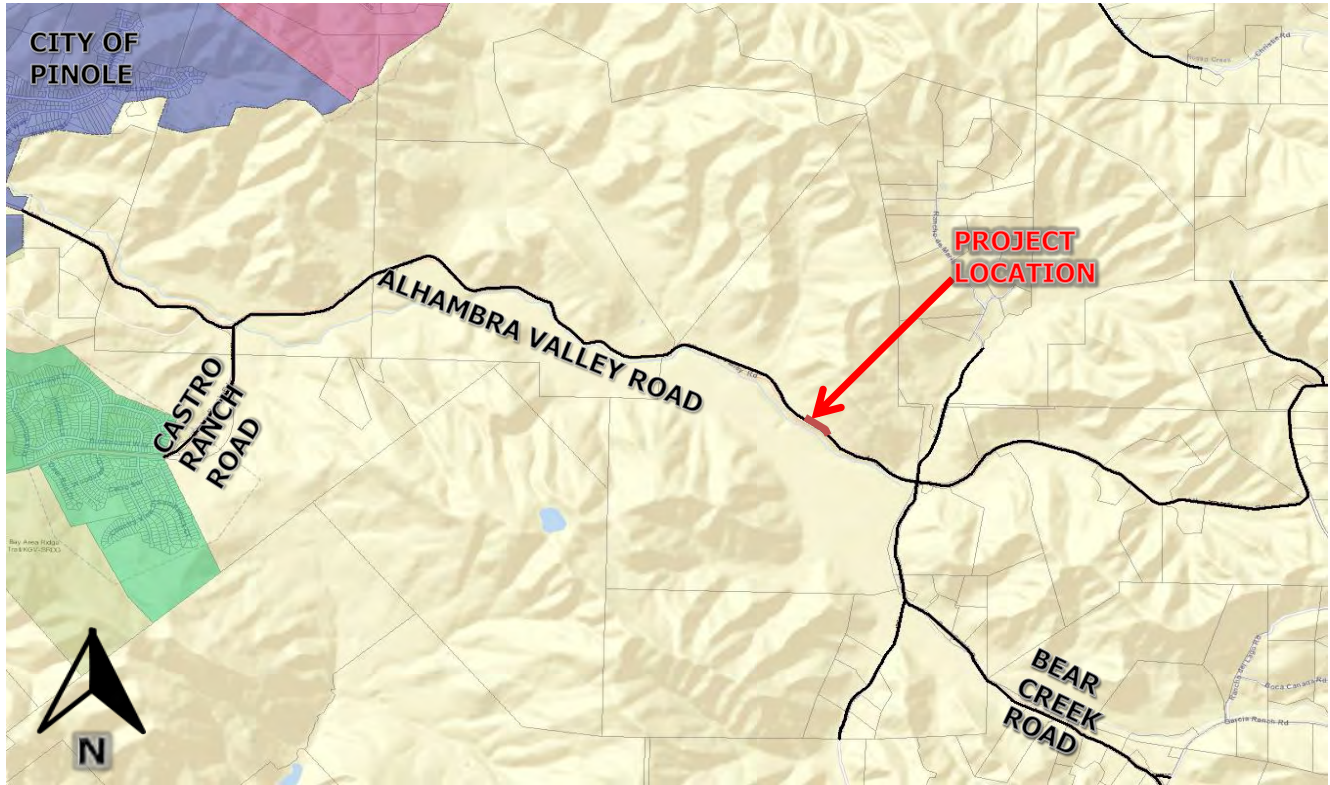
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	90	40	50							
Environmental	175		50	125						
Design Engineering	100		25	75						
+ Right-of-Way	12			12						
+ Construction	331			331						
Total	708	40	125	543						
+ Gas Tax (c)	708	40	125	543						

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Alhambra Valley Road Embankment Repair



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Fred Jackson Way, First Mile/Last Mile Connection

PROJECT DESCRIPTION Fred Jackson Way First Mile/Last Mile Connection Project – This project is to construct sidewalk improvements along Fred Jackson Way from Brookside Drive to Grove Avenue. Construction is expected in FY2020. Funding Sources include the Federal Active Transportation Program (ATP), Transportation for Livable Communities (TLC), State Coastal Conservancy, and North Richmond AOB funds. This project was formerly named Fred Jackson Way Improvements – Grove Avenue to Brookside Drive.

PURPOSE AND NEED The purpose of the project is to implement a complete street project and improve connectivity and safety for pedestrians and bicyclists in North Richmond. Currently, from Grove Avenue to Wildcat Creek, there are substandard sidewalks with utility poles blocking pedestrian access, and pedestrians often walk on the street as a result. From Wildcat Creek to Brookside Drive, there are no sidewalks or bike lanes.

SUPERVISOR DISTRICT: 1

PROJECT CATEGORY: accessibility

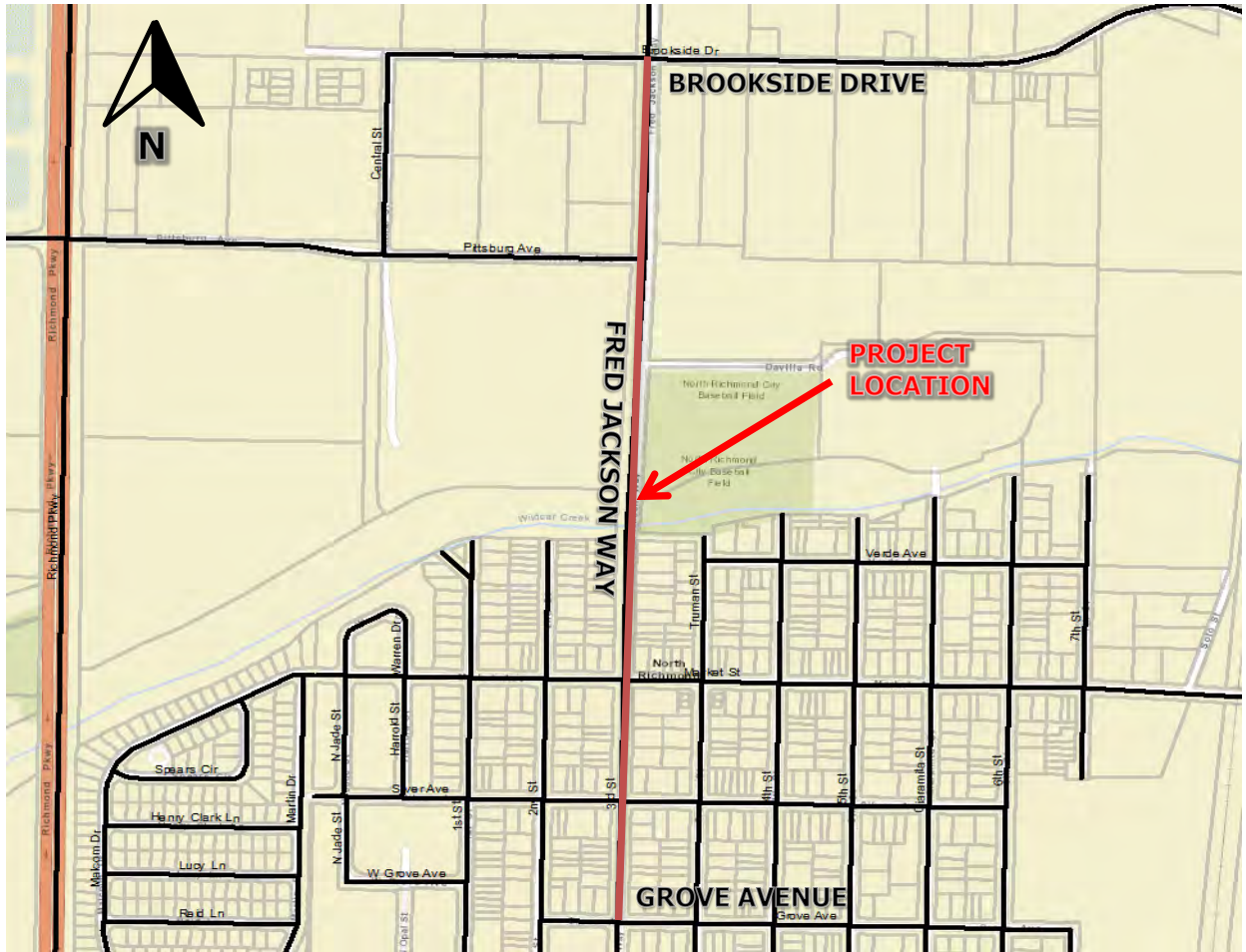
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	202	27	70	55	25	25				
Environmental	361	3	100	100	133	25				
Design Engineering	467		100	200	106	61				
+ Right-of-Way	444		100	100	244					
+ Construction	3,218					3,218				
Total	4,692	30	370	455	508	3,329				
ATP	3,298				183	3,115				
Measure J TLC	700			325	325	50				
N Richmond AOB	460	30	330	100						
State Coastal Conservancy Prop 1	234		40	30		164				

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Fred Jackson Way, First Mile/Last Mile Connection



Source: County GIS

Legend:

— County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Local Streets and Roads Preservation Project

PROJECT DESCRIPTION Local Streets and Roads Preservation Project – This project is a road preservation project for over 3 miles of San Pablo Dam Road from El Portal Drive to Tri Lane. This project will grind the top 0.17' of roadway and replace it in-kind with new asphalt. Construction is scheduled in 2019. Funding sources include the One Bay Area Grant (OBAG) and Gas Tax Funds.

PURPOSE AND NEED These roads have been identified for road preservation.

SUPERVISOR DISTRICT: 1, 3

PROJECT CATEGORY: reliability

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Planning/Coordination	33	18	5	5	5					
Preliminary Engineering										
Environmental	50	9	20	21						
Design Engineering	280		100	130	50					
+ Right-of-Way	20			5	15					
+ Construction	5,372				5,372					
Total	5,772	27	125	161	5,459					
LSRP	4,327				4,327					
+ Gas Tax (c)	1,445	27	125	161	1,132					

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Local Streets and Roads Preservation Project



Source: County GIS

Legend:

— County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME San Pablo Dam Road Sidewalk Gap Project

PROJECT DESCRIPTION San Pablo Dam Road Sidewalk Gap Project – This project is to close the sidewalk gaps along San Pablo Dam Road as part of the County’s Complete Streets. Construction is schedule in 2020. Funding sources include Highway Safety Improvement Program (HSIP), Transportation Development Act (TDA) Funds and Gas Tax Funds.

PURPOSE AND NEED Construct pedestrian improvements on San Pablo Dam Road to improve connectivity and safety.

SUPERVISOR DISTRICT: 1

PROJECT CATEGORY: accessibility

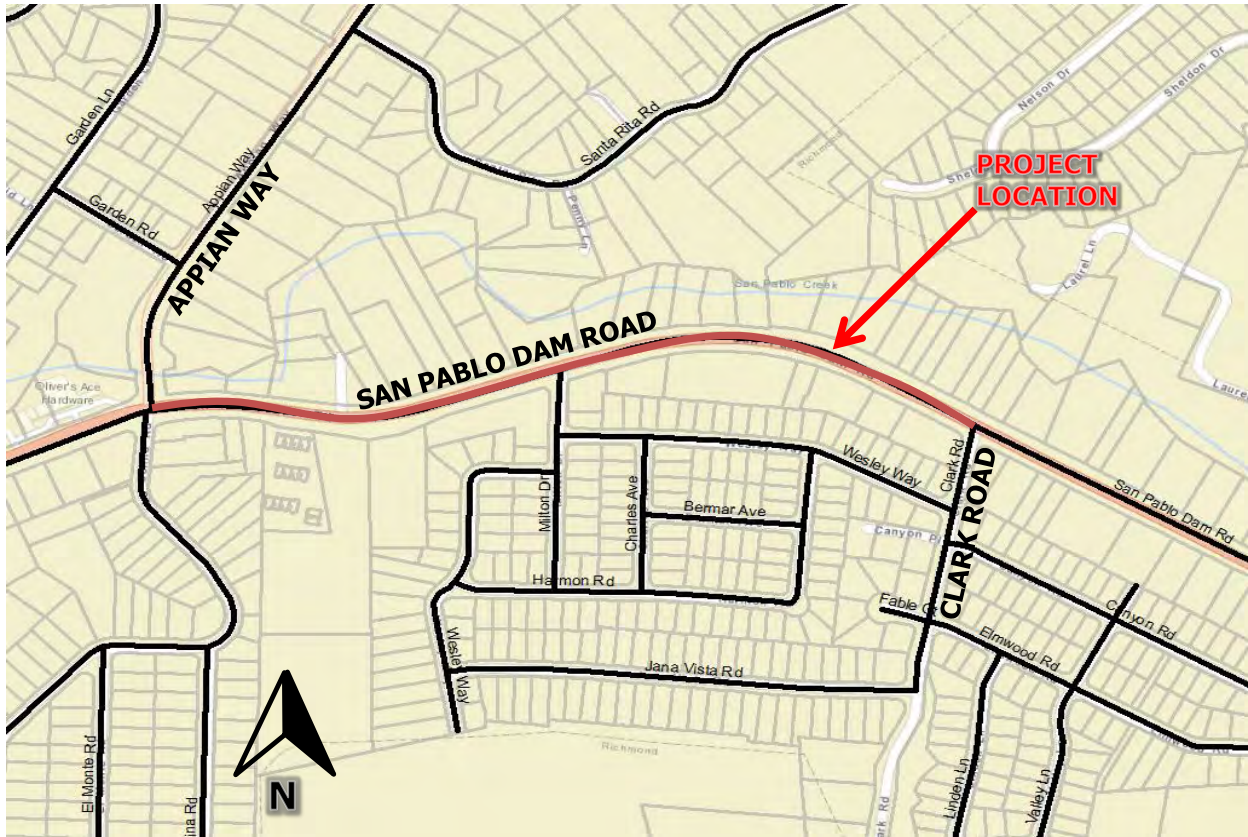
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	65	45	10	5	5					
Environmental	46	11	35							
Design Engineering	114	34	50	25	5					
+ Right-of-Way	127	27	20	80						
+ Construction	565				565					
Total	917	117	115	110	575					
Gas Tax	203		23	110	70					
HSIP	614	93	16		505					
TDA	100	25	75							

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME San Pablo Dam Road Sidewalk Gap Project



Source: County GIS

Legend:

— County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME San Pablo Dam Road Traffic Safety Improvements

PROJECT DESCRIPTION San Pablo Dam Road Traffic Safety Improvements – This project is to install centerline rumble strips along 3.4 mile of San Pablo Dam Road from the Richmond City limit near Kennedy Grove Park to Bear Creek Road/Wildcat Canyon Road. This project is to improve driver safety and reduce the number of lane crossover accidents. Construction is schedule for 2020. Funding sources include Highway Safety Improvement Program (HSIP) and Gas Tax Funds.

PURPOSE AND NEED Improve driver safety with centerline rumble strips and upgrade traffic signs

SUPERVISOR DISTRICT: 1

PROJECT CATEGORY: safety

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Planning/Coordination	40	32	5	2	1					
Preliminary Engineering										
Environmental	50	3	20	15	12					
Design Engineering	82		46	30	6					
+ Right-of-Way										
+ Construction	625				625					
Total	921	36	81	57	748					
HSIP	761		71	47	644					
- Gas Tax (c)	160	36	10	10	104					

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME San Pablo Dam Road Traffic Safety Improvements



Source: County GIS



Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Tara Hills Pedestrian Infrastructure Project

PROJECT DESCRIPTION Tara Hills Pedestrian Infrastructure Project (revised name) – This project is to improve the pedestrian infrastructure by providing ADA compliant curb ramps and bulb-outs along Dolan Way, Flannery Road and Shamrock Drive in the Tara Hills area. Construction is expected in 2018. This project was formerly named Tara Hills Curb Ramp Project. This project is funded by Transportation Development Act (TDA), Measure J, and Local Road Funds.

PURPOSE AND NEED Improve pedestrian infrastructure by providing ADA curb ramps and bulb-outs

SUPERVISOR DISTRICT: 1

PROJECT CATEGORY: accessibility

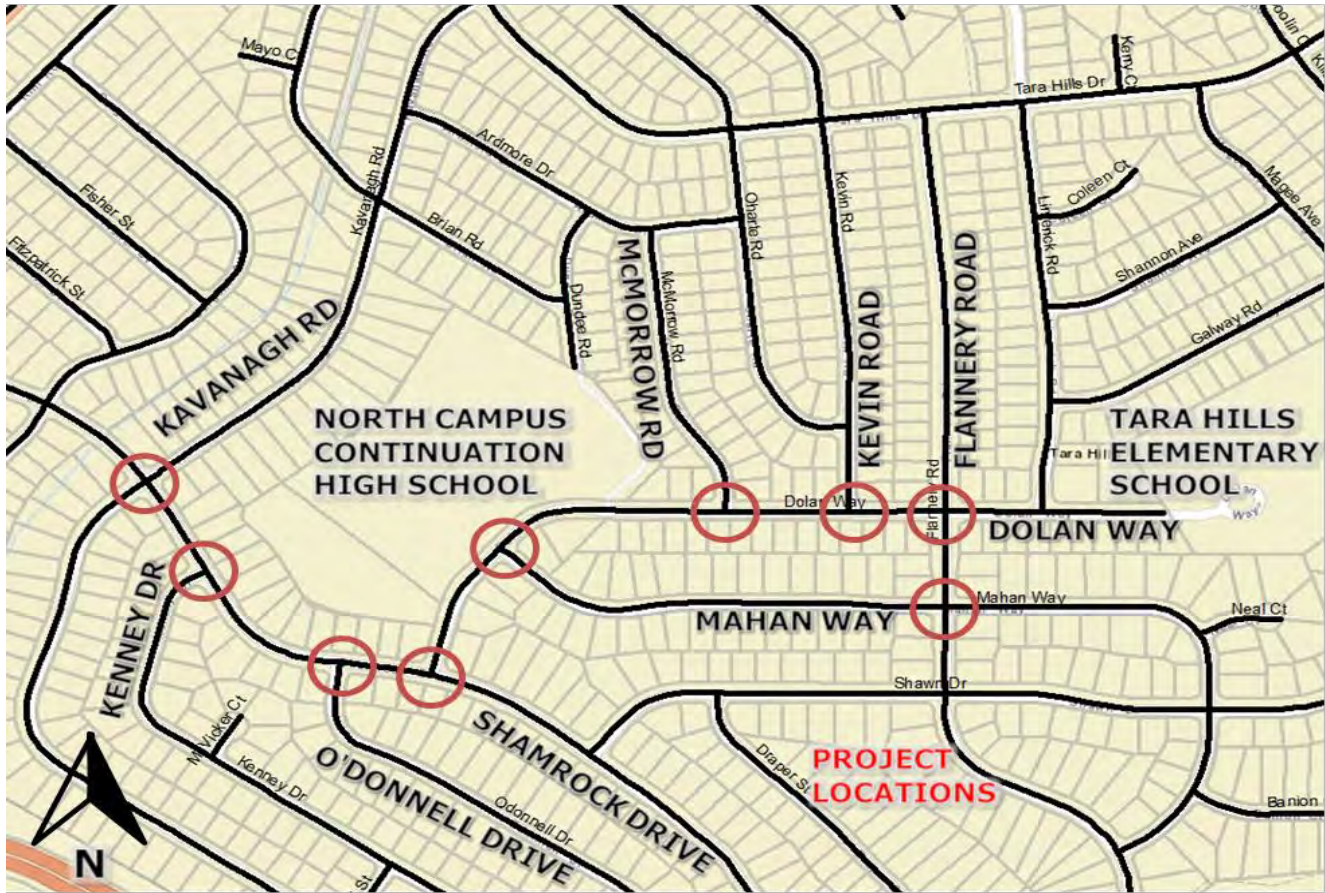
Anticipated Project Expenditures

Amounts shown in thousands of dollars

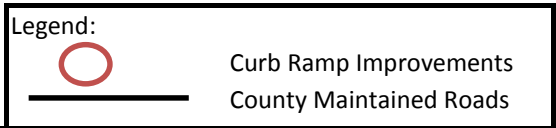
Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Planning/Coordination	41	38	3							
Preliminary Engineering										
Environmental	11	9	2							
Design Engineering	355	245	110							
+ Right-of-Way	30		30							
+ Construction	420			420						
Total	957	292	245	420						
+ Gas Tax (c)	775	109	245	420						
Measure J RTS	100	100								
TDA	83	83								

Contra Costa County Capital Road Improvement & Preservation Program

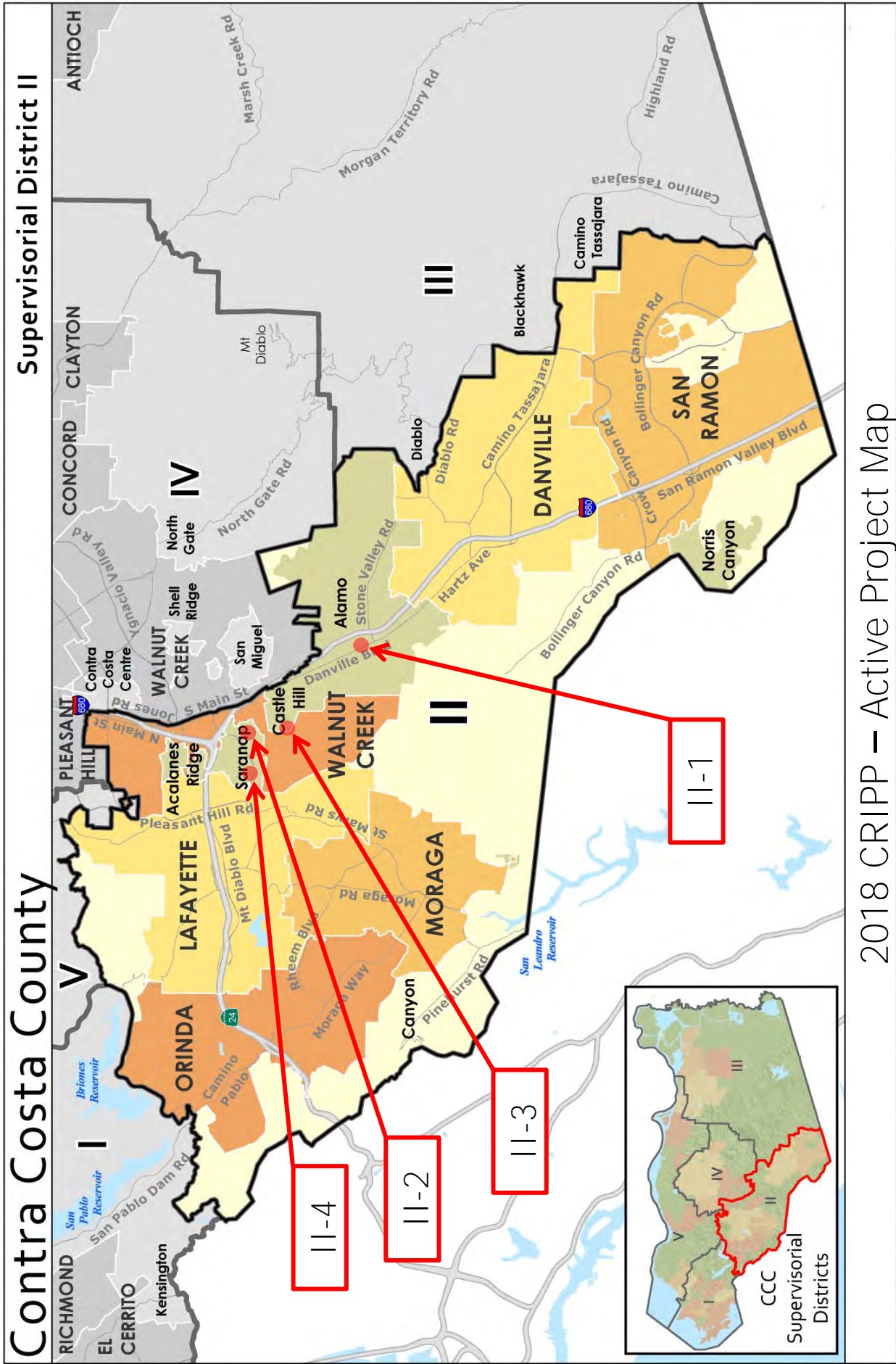
PROJECT NAME Tara Hills Pedestrian Infrastructure Project



Source: County GIS



Board of Supervisor District II



2018 CRIPP – Active Project Map

Note: 1) Projects are identified with Supervisor District number and project number for its District.
 2) County-wide Projects are not shown on this map.
 3) District II contains 100.64 miles of the 666.16 miles of County maintained roadway.



CRIPP PROJECT DESCRIPTIONS FOR DISTRICT 2

ACTIVE PROJECTS – These projects are fully funded and are either in the design phase or will be constructed in the near future.

- II-1. **Danville Boulevard/Orchard Court Complete Streets Improvements (Alamo AOB)** – This project is to construct a roundabout at the Danville Boulevard/Orchard Court intersection and install complete street improvements along Danville Boulevard between Jackson Way and Stone Valley Road in Downtown Alamo. Construction is scheduled for construction in the summer of 2020. This project is funded by Highway Safety Improvement Program (HSIP), Measure J, and Developer Fees.

- II-2. **Pedestrian Crossing Enhancements - Central and East County (New)**
– This project proposes to construct pedestrian safety improvements near various schools in Central and East County by installing pedestrian activated rapid repeating flash beacons (RRFB) at crosswalks. This project is scheduled for construction in 2018. The project is funded through a Transportation Development Act (TDA) grant, **and** Gas Tax Funds. The project includes the following school in District II:
 - a. Parkmead Elementary School, unincorporated Walnut Creek

- II-3. **Tice Valley Linear Park (Revised Name)(Central County AOB)** – This project is to improve pedestrian access and safety along Tice Valley Boulevard. The project will construct a small pocket park at an existing bus stop location. This project is scheduled for construction in the summer of 2018. This project is funded by Measure WW and Central County AOB. (See also Project #II-26)

- II-4. **Walnut Creek Crosswalk Improvements** – This project is to improve pedestrian safety at two crosswalks locations in the vicinity of unincorporated Walnut Creek. One of the two crossings is located in District II is at the intersection of Olympic Boulevard and Bridgefield Road. The project is schedule for construction in the summer of 2020. This project is funded by the Highway Safety Improvement Program (HSIP), Transportation Development Act (TDA), and Gas Tax Funds.



UNDERFUNDED PROJECTS – These projects are not fully funded and usually originated from the Area of Benefit process and/or from community input/need. Other sources for projects included the Regional Transportation Plan (RTP), Comprehensive Transportation Project List (CTPL) through Contra Costa Transportation Authority, Transportation Expenditure Plan (TEP), and a Public Works List. District 2 includes Alamo AOB, South Walnut Creek AOB, South County AOB, and Central County AOB.

- II-5. **Bear Creek Road & Happy Valley Road Intersection Improvements (Central County AOB)** – This project is to construct all-way stop control at the T-intersection.
- II-6. **Boulevard Way Bicycle and Pedestrian Project** – This project is to construct bicycle and pedestrian improvements along Boulevard Way.
- II-7. **Danville Boulevard & Hemme Avenue Intersection Improvements (Alamo AOB)** – This project is to extend the existing northbound left turn lane on Danville Boulevard at the intersection of Danville Boulevard and Hemme Ave. This is also located near Rancho Romero Elementary School.
- II-8. **Dewing Lane Pedestrian Bridge (Central County AOB)** – This project is to construct a pedestrian bridge over Las Trampas Creek in the vicinity of Dewing Lane (unincorporated Walnut Creek).
- II-9. **Fish Ranch Road Safety Improvements - SR 24 to Grizzly Peak Road (CTPL) (Central County AOB)** – This project is to enhance vehicle and bicycle safety by widening Fish Ranch Road to provide roadway shoulders between Grizzly Peak Road to State Route 24.
- II-10. **Hemme Avenue Sidewalk (NEW)(Alamo AOB)** – This project is to extend the existing sidewalk on the north side of Hemme Avenue from Barbee Lane to La Sonoma Way, just west of Rancho Romero Elementary School.
- II-11. **Iron Horse Trail Flashers** – This project is to install pedestrian actuated flashers along the Iron Horse Trail.
- II-12. **Miranda Avenue Pathway Improvements (Stone Valley Road to Stone Valley Middle School) (revised name)(Alamo AOB)** – This project is to construct sidewalk improvements along Miranda Avenue from Stone Valley Middle School to Stone Valley Road.
- II-13. **Newell Avenue Area Pavement Rehabilitation** – This project is to conduct pavement rehabilitation along Newell Avenue.



- II-14. **Norris Canyon Road Shoulder Widening - Ashbourne Drive to Alameda County Limits** – This project is to widen the shoulders along Norris Canyon Road from Ashbourne Dive to Alameda County Line.
- II-15. **North Walnut Creek/Pleasant Hill Area Pavement Rehabilitation** – This project is to conduct pavement rehabilitation in the North Walnut Creek and Pleasant Hill Area.
- II-16. **Olympic Boulevard & Boulevard Way & Tice Valley Boulevard Intersection Improvements (Central County AOB)** – This project is to construct intersection improvements in accordance with Area of Benefit project scope. This project is located at the intersection of Olympic Boulevard, Boulevard Way, and Tice Valley Boulevard.
- II-17. **Olympic Corridor Pedestrian and Bicycle Improvements - Long Term (Central County AOB)** – This project is to construct long term pedestrian and bicycle improvements along the Olympic Boulevard Corridor to connect South Walnut Creek to the Iron Horse Trail. (Also see Project #II-18)
- II-18. **Olympic Corridor Pedestrian and Bicycle Improvements - Short Term (Central County AOB)** – This project is to construct long term pedestrian and bicycle improvements along the Olympic Boulevard Corridor to connect South Walnut Creek to the Iron Horse Trail. (Also see Project #II-17)
- II-19. **Pedestrian and Bicycle Improvements on Livorna Road, Stone Valley Road, and Danville Boulevard** – This project is to construct pedestrian and bicycle improvements along Livorna Road, Stone Valley Road, and Danville Boulevard.
- II-20. **Pedestrian Safety Improvements at Stone Valley Middle and Rancho Romero School (revised name)(Alamo AOB)** – This project is to construct pedestrian and bicycle improvements in the vicinity of Stone Valley Middle School and Rancho Romero Elementary School. (Also see Project #II-12)
- II-21. **Pinehurst Road Bicycle Improvements (Central County AOB)** – This project is to construct bicycle turnouts/rest stops every half-mile along Pinehurst Road and Canyon Road.
- II-22. **Pleasant Hill Road Bicycle Improvements - Geary Road to Taylor Boulevard (Central County AOB)** – This project is to construct curb, gutter and sidewalk and prohibit curb side parking to create bicycle lanes along Pleasant Hill Road.



- II-23. **Pleasant Hill Road Bridge Rehabilitation (NEW)** – This project is to extend the service life of the Pleasant Hill Road Bridge. This project is to be funded by Highway Bridge Program (HBP) and Gas Tax Funds.

- II-24. **Reliez Valley Road Bicycle Improvements - North of Grayson Road to Withers Avenue (Central County AOB)** – This project is to construct bicycle lanes by widening the shoulders along Reliez Valley Road. There are drainage modifications and parking considerations to be resolved.

- II-25. **Springbrook Road Bicycle and Pedestrian Improvements (Central County AOB)** – This project is to construct sidewalk improvements and stripe shoulder along Springbrook Road starting near Gilmore Court to about Regency Court.

- II-26. **Tice Valley Boulevard Bike and Pedestrian Project (Central County AOB)** – This project is to construct bicycle and pedestrian improvements along Tice Valley Boulevard. (Also see Project #II-3)

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Danville Boulevard/Orchard Court Complete Streets Improvements

PROJECT DESCRIPTION Danville Boulevard/Orchard Court Complete Streets Improvements (Alamo AOB) – This project is to construct a roundabout at the Danville Boulevard/Orchard Court intersection and install complete street improvements along Danville Boulevard between Jackson Way and Stone Valley Road in Downtown Alamo. Construction is schedule for construction in the summer of 2020. This project is funded by Highway Safety Improvement Program (HSIP), Measure J, and Developer Fees.

PURPOSE AND NEED Provide improve traffic circulation at the intersection of Danville Boulevard and Orchard Court

SUPERVISOR DISTRICT: 2

PROJECT CATEGORY: efficiency

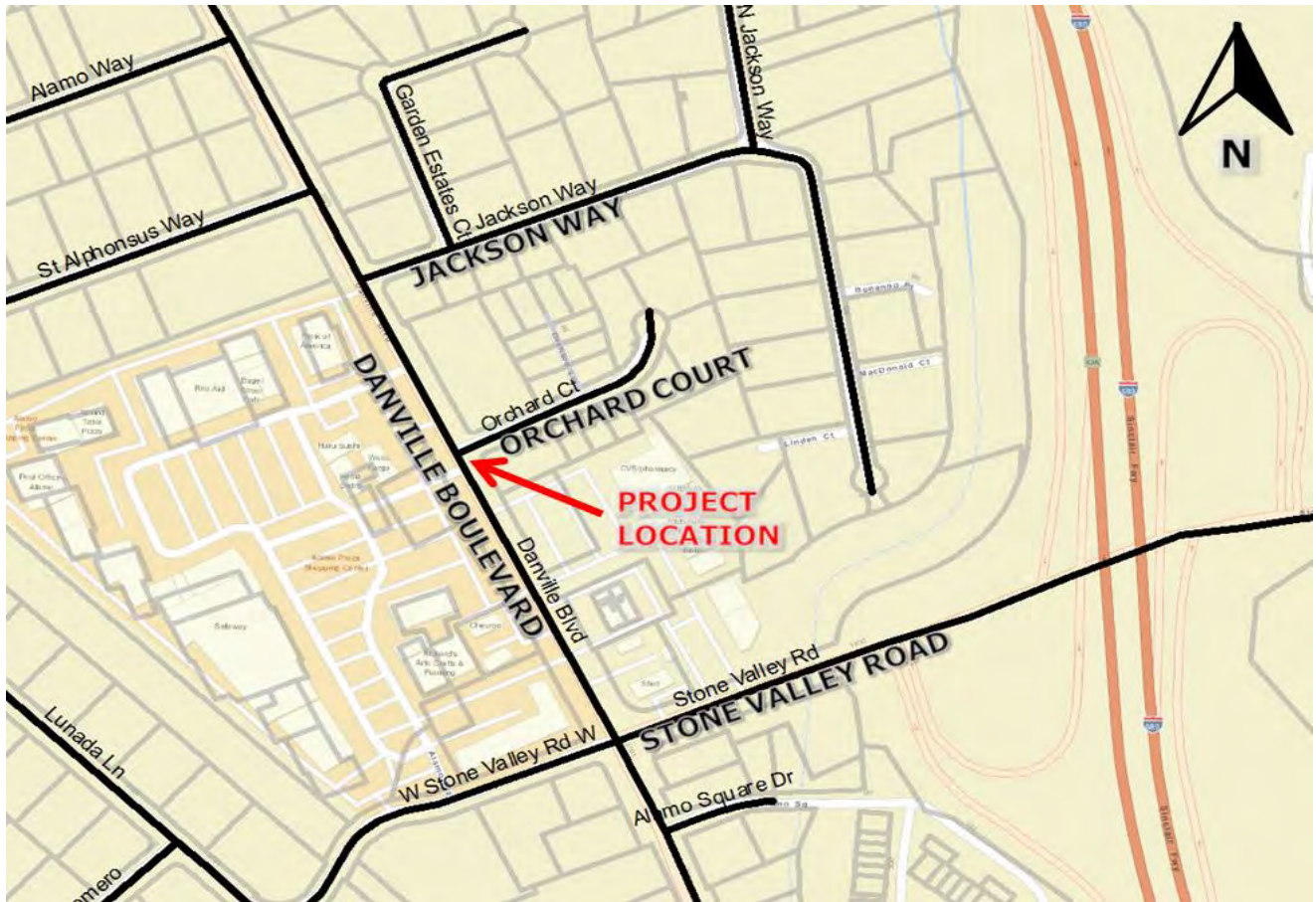
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	200	23	84	50	43					
Environmental	200	4	196							
Design Engineering	385	4	46	150	185					
+ Right-of-Way	390			340	50					
+ Construction	2,970				737	2,233				
Total	4,145	31	326	540	1,015	2,233				
HSIP	2,718		200	150	135	2,233				
Measure J Regional	1,370	12	88	390	880					
Trust 8192	57	19	38							

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Danville Boulevard/Orchard Court Complete Streets Improvements



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Pedestrian Crossing Enhancements - Central & East County

PROJECT DESCRIPTION Pedestrian Crossing Enhancements - Central and East County (New) – This project proposes to construct pedestrian safety improvements near various schools in Central and East County by installing pedestrian activated **rectangular** rapid flash beacons (RRFB) at crosswalks. This project is scheduled for construction in 2018. The project is funded by the Transportation Development Act (TDA) grant and by Local Funds.

PURPOSE AND NEED Increase driver awareness at pedestrian crosswalks near schools

SUPERVISOR DISTRICT: 2, 3, 4, 5

PROJECT CATEGORY: accessibility

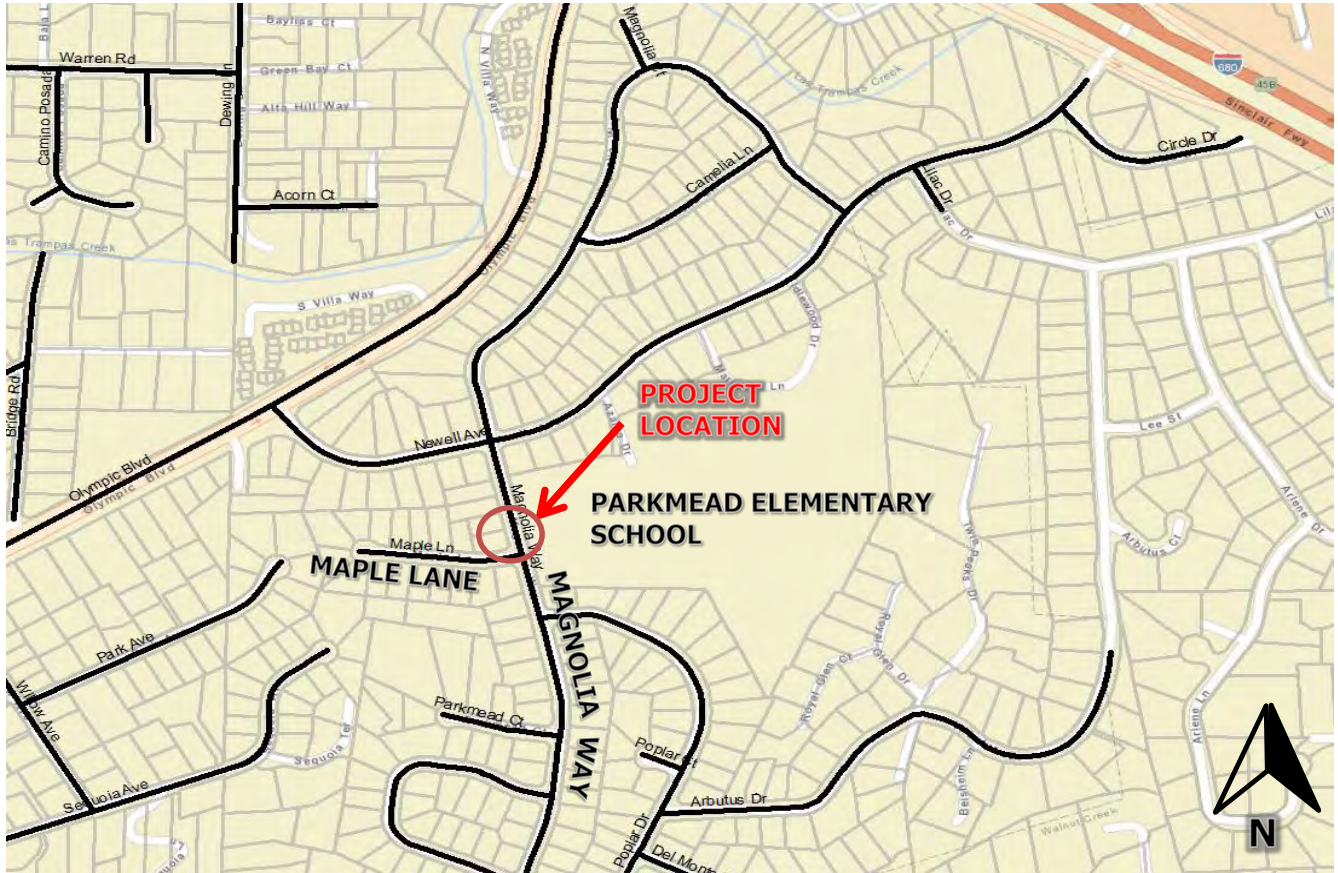
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Planning/Coordination	14	7	3	5						
Preliminary Engineering	7	7								
Environmental	10		10							
Design Engineering	266	206	60							
+ Right-of-Way	23		10	13						
+ Construction	420		70	350						
Total	740	219	153	367						
+ Gas Tax (c)	540	19	153	367						
TDA	200	200								

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Pedestrian Crossing Enhancements - Central and East County



Source: County GIS

Note: See other Supervisor Districts for other pedestrian crossing locations.

Legend:

— County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Tice Valley Linear Park

PROJECT DESCRIPTION Tice Valley Linear Park (Revised Name)(Central County AOB) – This project is to improve pedestrian access and safety along Tice Valley Boulevard. The project will construct a small pocket park at an existing bus stop location. This project is scheduled for construction in the summer of 2018. This project is funded by Measure WW and Central County AOB.

PURPOSE AND NEED Improve pedestrian access and safety along Tice Valley Boulevard. Currently, pedestrians walk along the narrow shoulder in close proximity to vehicular traffic.

SUPERVISOR DISTRICT: 2

PROJECT CATEGORY: accessibility

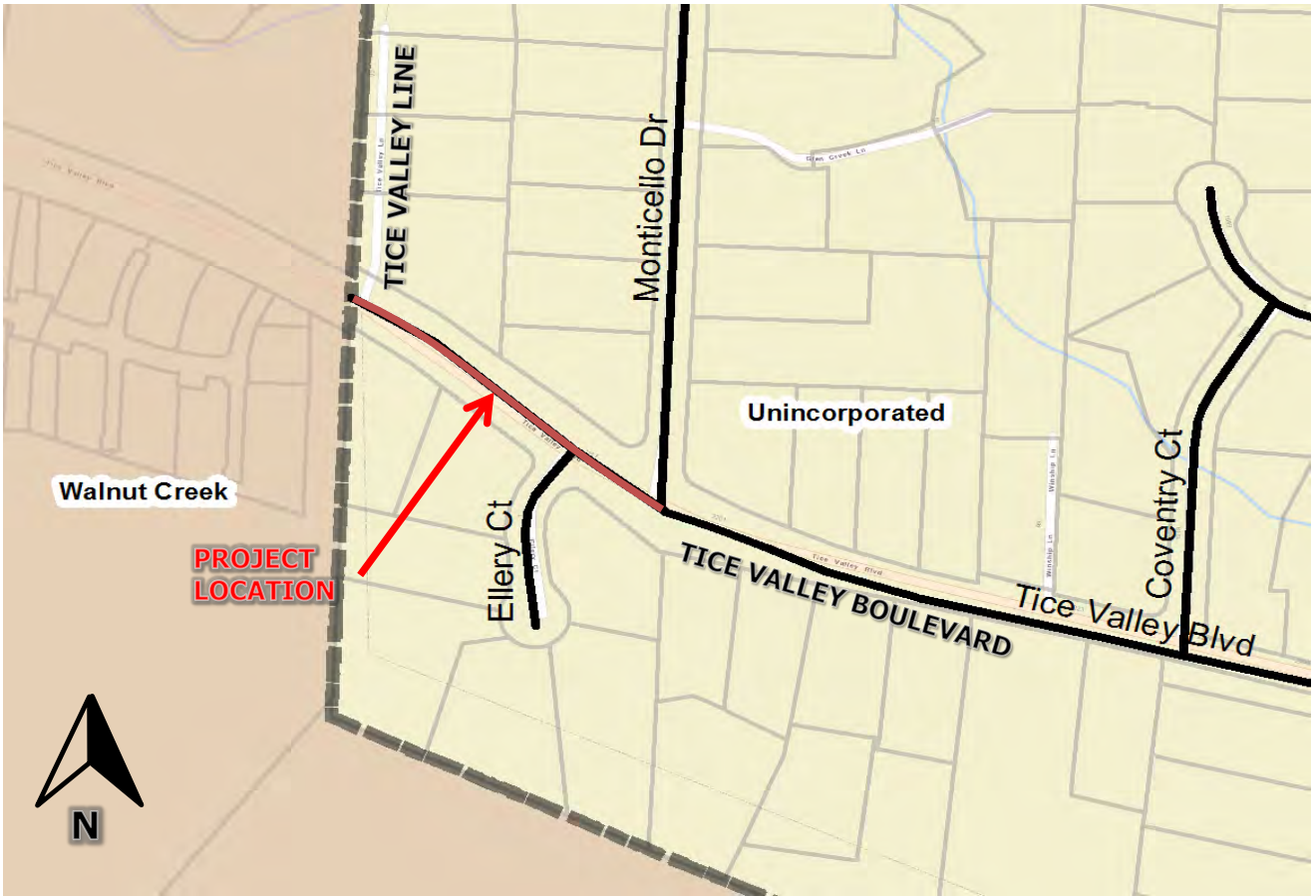
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	99	86	11	2						
Environmental										
Design Engineering	65	11	45	10						
+ Right-of-Way	142	39	103							
+ Construction	485		77	407						
Total	791	136	235	419						
Cent County AOB	12			12						
So Walnut Cr AOB	179		100	79						
WW Funds	600	136	135	328						

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Tice Valley Linear Park



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Walnut Creek Crosswalk Improvements

PROJECT DESCRIPTION Walnut Creek Crosswalk Improvements – This project is to improve pedestrian safety at two crosswalks locations in the vicinity of unincorporated Walnut Creek. One of the two crossings is located in District II is at the intersection of Olympic Boulevard and Bridgefield Road. The project is schedule for construction in the summer of 2020. This project is funded by the Highway Safety Improvement Program (HSIP), Transportation Development Act (TDA), and Gas Tax Funds.

PURPOSE AND NEED Improve pedestrian safety at two pedestrian crosswalk locations in unincorporated Walnut Creek.

SUPERVISOR DISTRICT: 2

PROJECT CATEGORY: safety

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	21	16	2	2	1					
Environmental	40		20	20						
Design Engineering	43	4	19	15	5					
+ Right-of-Way	15			15						
+ Construction	184				184					
Total	303	20	41	52	190					
Gas Tax	15		5	9	1					
HSIP	224			35	189					
TDA	64	20	36	8						

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Walnut Creek Crosswalk Improvements



Source: County GIS

Legend:

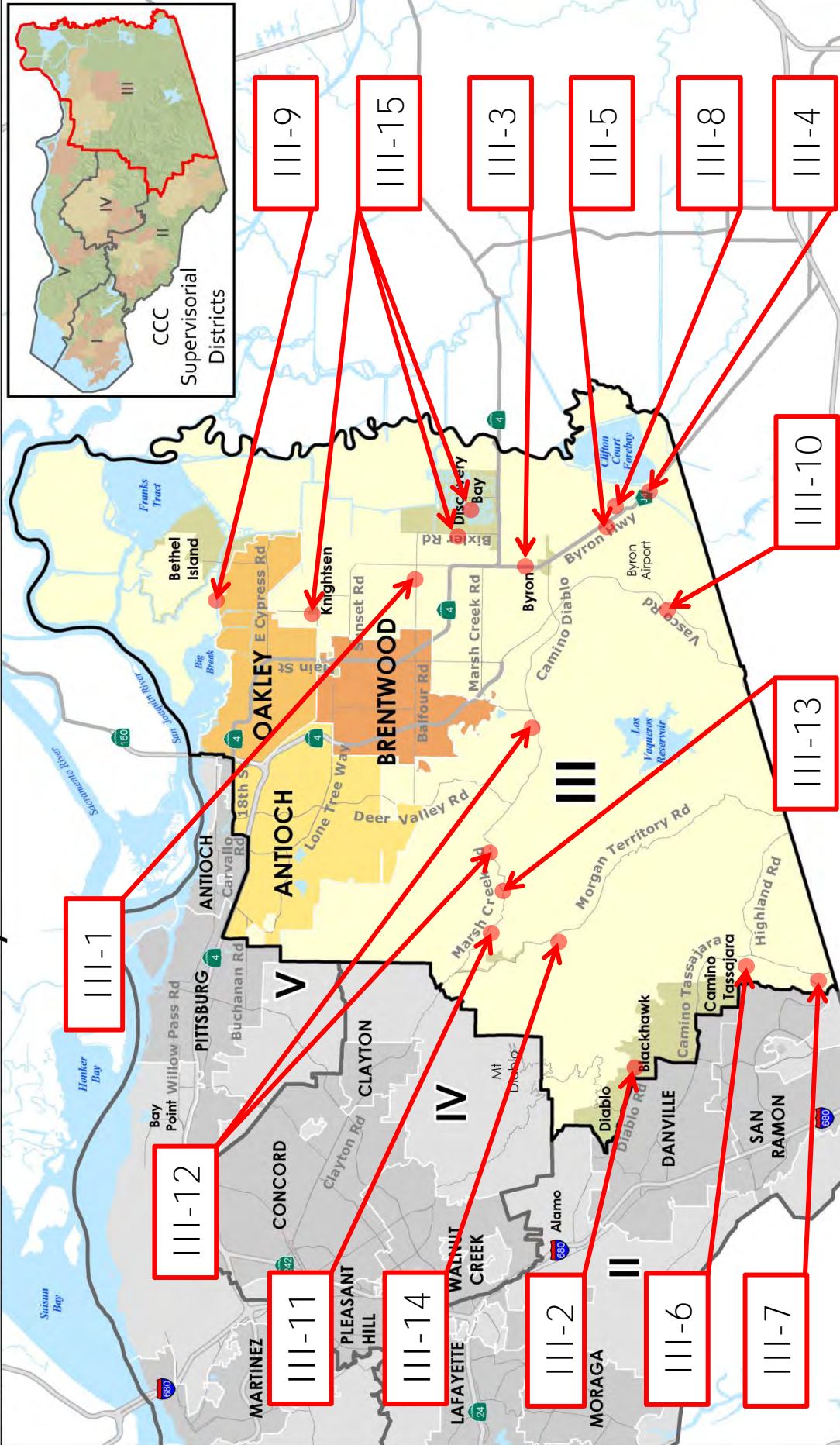


County Maintained Roads

Board of Supervisor District III

Contra Costa County

Supervisory District III



2018 CRIPP – Active Project Map

- Note:
- 1) Projects are identified with Supervisor District number and project number for its District.
 - 2) County-wide Projects are not shown on this map.
 - 3) District III contains 220.57 miles of the 666.16 miles of County maintained roadway.



CRIPP PROJECT DESCRIPTIONS FOR DISTRICT 3

ACTIVE PROJECTS – These projects are fully funded and are either in the design phase or will be constructed in the near future.

- III-1. **Balfour Road Shoulder Widening - Sellers Avenue to Bixler Road** – This project is to provide improvements at intersections and widen the shoulders along 3.0 miles of Balfour Road from Sellers Avenue to Bixler Road. Construction has started in July 2017. This project is funded by Discovery Bay Mitigation Fees.
- III-2. **Blackhawk Road Bikeway Project (NEW)** – This project is to construct Class 2 bicycle lanes from San Andreas Drive to Blackhawk Plaza Drive. This project will also construct Class 3 bike route from San Andreas Drive to Mt. Diablo Scenic Blvd and from Blackhawk Plaza Drive to Camino Tassajara. This project is funded by Transportation Development Act (TDA), **Gas Tax Funds**, and Developer Fees.
- III-3. **Byron Highway / Byer Road Safety Improvements (revised name) (Discovery Bay AOB and East County Regional AOB)** – This project is to install safety improvement along the frontage of Excelsior Middle School. These improvements include the construction of a left turn pocket from southbound Byron Highway to eastbound Byer Road, a two-way left turn lane on Byron Highway, and a widening of the roadway shoulders. Construction is scheduled for 2020. This project is funded by Highway Safety Improvement Program (HSIP), Discovery Bay AOB, and East County Regional AOB.
- III-4. **Byron Highway Bridge Replacement over California Aqueduct (Bridge No. 28C0121) (Project Sponsor: Dept. of Water Resources)** – This project is to replace the Byron Highway Bridge, approximately 1.4 miles northwest of the Alameda County Line. Construction is scheduled for 2020. This project is funded by Highway Bridge Program (HBP) and Gas Tax Funds, and is co-sponsored with the Department of Water Resources.
- III-5. **Byron Highway Traffic Safety Improvements (revised name)** – This project is to construct centerline rumble strips along Byron Highway from Byron Hot Springs Road to the County Line. Construction is scheduled for 2019. This project is funded by Highway Safety Improvement Program (HSIP) and Gas Tax Funds.



- III-6. **Camino Tassajara Bike Lane Gap Closure Project** – This project is to fill gaps in the Class II bike lanes along Camino Tassajara from Finley Road to Windemere Parkway. This project is scheduled for construction in 2019. This project is funded by South County AOB, Measure J Regional, and Tri-Valley Transportation Council (TVTC) fee.
- III-7. **Camino Tassajara Safety Improvements – Windemere Parkway to Alameda County Line (renamed)** – This project is to realign the Camino Tassajara at the S-curve at the County Line, south of Windemere Parkway. This will be also adding bike lines along Camino Tassajara. Construction is scheduled for 2020. This project is co-sponsored with the City of Dublin. This project is funded by Developer Fees.
- III-8. **Clifton Court Road Bridge Repair (Bridge No. 28C0403)** – This project is to repair and maintain the bridge on Clifton Court Road. Construction is expected in 2018. This project is funded by Gas Tax Funds.
- III-9. **Jersey Island Road Bridge Repair (Bridge No. 28C0405)** – This project is to repair and maintain the bridge on Jersey Island Road. Construction is expected in 2018. This project is funded by Gas Tax Funds.
- III-10. **Local Streets and Roads Preservation Project** – This project will conduct roadway pavement surface treatment. Construction is scheduled for 2019. This project is funded by One Bay Area Grant (OBAG) and Gas Tax Funds.
- III-11. **Marsh Creek Road Bridge Replacement (Bridge No. 28C0141)** – This project is to replace the existing bridge with a concrete bridge on Marsh Creek Road over Marsh Creek, approximately 1.8 miles east of Morgan Territory Road. Construction is expected in 2018. This project is funded by Highway Bridge Program (HBP), East County Regional AOB, and Gas Tax Funds.
- III-12. **Marsh Creek Road Bridge Replacement (Bridge No. 28C0143 & 28C0145)** – This project is replace two bridges on Marsh Creek Road, located approximately 3.0 miles east of Deer Valley Road and 7.3 miles east of Morgan Territory Road. Preliminary engineering is currently underway. Construction is scheduled in 2020. This project is funded by Highway Bridge Program (HBP), East County Regional AOB, and Gas Tax Funds.
- III-13. **Marsh Creek Road Traffic Safety Improvements (NEW)** – This project is to construct safety improvements along Marsh Creek Road such as centerline rumble strips and upgrade signage with new reflective sheeting. Flashers will be placed near the existing intersection ahead sign near the intersection of Deer Valley Road and Marsh Creek Road. A street light will also be installed to light the intersection at night. The flashers and streetlight are to notify drivers



of the intersections of their approach to the intersection at night. There are several incidents where drivers have misjudged the turn and ran off the road. This project is scheduled for construction in 2020. This project is funded by the Highway Safety Improvement Program (HSIP) and the East County Regional AOB.

III-14. **Morgan Territory Bridge Scour Repair** – This project is to repair the creek banks and foundation of a bridge located on Morgan Territory Road. Construction is scheduled for 2018. This project is funded by Gas Tax Funds and the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) Fees.

III-15. **Pedestrian Crossing Enhancements - Central and East County (NEW)**
– This project proposes to construct pedestrian safety improvements near various schools in Central and East County by installing pedestrian activated rapid repeating flash beacons (RRFB) at crosswalks. This project is scheduled for construction in 2018. The project is funded through a Transportation Development Act (TDA) grant, **and** Gas Tax Funds. The project includes the following schools in District III:

- a. Knightsen Elementary School, Knightsen
- b. Crosswalks near Timber Point Elementary School, Discovery Bay
- c. Discovery Bay Elementary School, Discovery Bay

UNDERFUNDED PROJECTS – These projects are not fully funded and usually originated from the Area of Benefit process and/or from community input/need. Other sources for projects included the Regional Transportation Plan (RTP), Comprehensive Transportation Project List (CTPL) through Contra Costa Transportation Authority, Transportation Expenditure Plan (TEP), and a Public Works List. District 3 includes the Discovery Bay AOB, East County Regional AOB, and Bethel Island AOB.

III-16. **Balfour Road & Byron Highway Intersection Improvements (East County Regional AOB)** – This project proposes to install a traffic signal and exclusive left-turn lanes at the intersection of Balfour Road and Byron Highway. (Left turn lanes will be installed with Balfour Road Shoulder widening (Also see Project #III-1).

III-17. **Balfour Road Shoulder Widening - Deer Valley Rd to Brentwood City Limits**– This project proposes to widen about 1.2 miles of Balfour Road between Deer Valley Road and Brentwood City Limits.



- III-18. **Bethel Island Road Widening - Wells Lane to Sandmound Boulevard** – This project proposes to construct standard shoulders along Bethel Island Road between Sandmound Boulevard and Wells Lane.
- III-19. **Bethel Island Road & Sandmound Road Intersection Improvements (Bethel Island AOB)** – This project proposes to construct intersection improvements at the intersection of Bethel Island Road and Sandmound Boulevard.
- III-20. **Bixler Road Improvements - SR 4 to Byer Road (Discovery Bay AOB)** – This project proposes to widen Bixler Road to include shoulders and bike lane from State Route 4 south to Byer Road.
- III-21. **Byer Road Improvements - Bixler Road to Byron Highway (Discovery Bay AOB)** – This project proposes to widen Byer Road to include shoulder and bike lane from Byron Highway east to Bixler Road.
- III-22. **Byron Highway / SR4 / Point of Timber Intersection Improvements (East County Regional AOB)** – This project proposes intersection improvements at the intersection of Byron Highway, State Route 4, and Point of Timber. These improvements include installation of a traffic signal and the addition of an exclusive left turn lane and an exclusive right turn lane.
- III-23. **Byron Highway Safety Improvements (Various Locations)** – This project proposes to construct safety improvements at various locations along Byron Highway to include shoulder widening, drainage improvements, and intersection improvements.
- III-24. **Byron Highway Widening - Camino Diablo to the Alameda County Line (East County Regional AOB)** - This project proposes to widen 5 miles of roadway shoulders on Byron Highway from Camino Diablo to the Alameda County Line.
- III-25. **Byron Highway Widening - Chestnut Street to State Route 4 (East County Regional AOB)** – This project proposes to widen shoulders for 1.6 miles of Byron Highway from Chestnut Street to State Route 4.
- III-26. **Byron Highway Widening - Delta Road to Chestnut Street (East County Regional AOB)** – This project proposes to widen shoulders for 2.5 miles of Byron Highway from Delta Road to Chestnut Street.
- III-27. **Byron Highway Widening – State Route 4 to Camino Diablo (East County Regional AOB)** – This project proposes to widen shoulders along Byron Highway from State Route 4 south to Camino Diablo.



- III-28. **Camino Diablo Widening - Vasco Road to Byron Highway (East County Regional AOB)** – This project proposes to widen shoulders on Camino Diablo from Vasco Road east to Byron Highway.
- III-29. **Camino Tassajara Safety Improvements (Various Locations)** – This project proposes to construct various roadway and intersection improvements along Camino Tassajara to include shoulder widening and drainage improvements.
- III-30. **Chestnut Street Widening - Sellers Avenue to Byron Highway (East County Regional AOB)** – This project proposes to widen shoulders along Chestnut Street from Sellers Avenue east to Byron Highway.
- III-31. **Clipper Drive Improvements - Newport Drive to Discovery Bay Boulevard (Discovery Bay AOB)** – This project proposes to construct traffic calming measures along Clipper Drive from Newport Drive east to Discovery Bay Boulevard.
- III-32. **Deer Valley Road Safety Improvements (Various Locations)** – This project proposes to construct safety improvements along Deer Valley Road at various locations.
- III-33. **Delta Road Widening - Byron Highway to Holland Tract Road (East County Regional AOB)** – This project proposes to widen shoulders for about 1.7 miles of Delta Road from Byron Highway to Holland Tract Road.
- III-34. **Delta Road Widening - Sellers Avenue to Byron Highway (East County Regional AOB)** – This project proposes to widen shoulders for about 2.0 miles of Delta Road from Sellers Avenue to Byron Highway.
- III-35. **Discovery Bay Boulevard & Clipper Drive Intersection Improvements (Discovery Bay AOB)** – This project proposes to modify intersection traffic control to improve level of service at the intersection of Discovery Bay Boulevard and Clipper Drive.
- III-36. **Gateway Road Widening - Bethel Island Road to Piper Road (Bethel Island AOB)** – This project proposes to widen travel lanes and provide walkable shoulders for about 1.0 mile of Gateway Road from Bethel Island Road to Piper Road.
- III-37. **Highland Road Improvements - Camino Tassajara to Alameda County Line** – This project proposes to construct safety improvements along Highland Road from Camino Tassajara to the Alameda County Line.



- III-38. **Knightsen Avenue & Delta Road Intersection Improvements (East County Regional AOB)** – This project proposes to install a new traffic signal and exclusive left turn lanes at the intersection of Knightsen Avenue and Delta Road.
- III-39. **Knightsen Avenue Widening - East Cypress Road to Delta Road (East County Regional AOB)** – This project proposes to widen shoulders for about 1.6 miles of Knightsen Avenue from East Cypress Road to Delta Road.
- III-40. **Knightsen Avenue/Eden Plains Road Widening - Delta Road to Chestnut Street (East County Regional AOB)** – This project proposes to widen shoulders for about 2.6 miles of Knightsen Avenue/Eden Plains Road from Delta Road to Chestnut Street.
- III-41. **Marsh Creek Road & Camino Diablo Intersection Improvements**– This project proposes to construct safety improvements at the intersection of Marsh Creek Road and Camino Diablo.
- III-42. **Marsh Creek Road & Deer Valley Road Intersection Improvements**– This project proposes to widen the roadway and construct turn pockets at the intersection of Marsh Creek Road and Deer Valley Road.
- III-43. **Marsh Creek Road Improvements (East County Regional AOB)** – This project is to construct various roadway and intersection improvements along Marsh Creek Road to include shoulder widening to enhance bicycle use and drainage improvements. (also see Project #III-44)
- III-44. **Marsh Creek Road Realignment & Safety Improvements (Various Locations)** – This project proposes to realign curves and construct safety improvements at various locations along Marsh Creek Road. (also see Project #III-43)
- III-45. **Marsh Creek Trail** – This project is to close the 15 mile bike and pedestrian gap along Marsh Creek Road between Clayton and Brentwood. This project is to construct a bicycle and pedestrian facility from the City of Clayton to East Bay Regional Park District's Round Hill Park. The existing trail in Brentwood is to be extended by others to Round Hill Park. The overall intent is to provide a commuter bicycle trail which connects Central County to East County. (see District 4's project #IV-16)
- III-46. **Morgan Territory Road Safety Improvements (various locations)** – This project proposes to construct safety improvements at various locations along Morgan Territory Road.



- III-47. **Piper Road Widening – Gateway Road to Willow Road (Bethel Island AOB)** – This project proposes to widen travel lanes and improve shoulders for about 1.0 mile of Piper Road (Bethel Island) from Gateway Road to Willow Road.
- III-48. **Sandmound Boulevard Improvements - Mariner Road to Cypress Road (Bethel Island AOB)** – This project proposes to widen travel lanes and improve shoulders along 1.1 miles of Sandmound Boulevard from Mariner Road to Cypress Road.
- III-49. **Sandmound Boulevard Widening - Oakley City Limits to Mariner Road (Bethel Island AOB)** – This project proposes to widen travel lanes and improve shoulders for about 0.3 miles of Sandmound Boulevard from Oakley City Limits to Mariner Road.
- III-50. **Sellers Avenue & Balfour Road Intersection Improvements (East County Regional AOB)** – This project proposes to install a new traffic signal and exclusive left-turn lanes at the intersection of Sellers Avenue and Balfour Road.
- III-51. **Sellers Avenue & Chestnut Avenue Intersection Improvements (East County Regional AOB)** – This project proposes to install a new traffic signal and exclusive left-turn lane at the intersection of Sellers Avenue and Chestnut Avenue.
- III-52. **Sellers Avenue & Marsh Creek Road Intersection Improvements (East County Regional AOB)** – This project proposes to install a new traffic signal at the intersection of Sellers Avenue and Marsh Creek Road in cooperation with Caltrans.
- III-53. **Sellers Avenue & Sunset Road Intersection Improvements (East County Regional AOB)** – This project proposes to install a new traffic signal and exclusive left-turn lanes at the intersection of Sellers Avenue and Sunset Road.
- III-54. **Sellers Avenue Widening – Delta Road to Chestnut Street (East County Regional AOB)** – This project proposes to widen about 2.5 miles of Sellers Avenue from Delta Road to Chestnut Street.
- III-55. **Sellers Avenue Widening – Main Canal to Marsh Creek Road (East County Regional AOB)** – This project proposes to widen shoulders for about 1.5 miles of Sellers Avenue from the ECCID canal south to Marsh Creek Road.



- III-56. **SR239/Trilink: Vasco Road-Byron Highway Connector** – This project proposes to construct a new roadway as part of the future Route 239 connector between Vasco Road and Byron Highway.
- III-57. **State Route 4 & Byron Highway (South) Intersection Widening (Phase 2) (East County Regional AOB)** – This project proposes to widen the existing pavement on Byron Highway's portion of the intersection to provide turn lanes onto State Route 4.
- III-58. **State Route 4 & Newport Drive Signal (Discovery Bay AOB)** – This project proposes to install a new traffic signal at the intersection of State Route 4 and Newport Drive in cooperation with Caltrans.
- III-59. **State Route 4 Widening - Bixler Road to Discovery Bay Boulevard - Complete Streets and Bridge Widening (Discovery Bay AOB)** – This project proposes to widen about 1.2 miles of State Route 4 from Bixler Road to Discovery Bay Boulevard in cooperation with Caltrans.
- III-60. **State Route 4 Widening – Byron Highway to Regatta Drive (Discovery Bay AOB)** – This project proposes to widen State Route 4 between Byron Highway and Regatta Drive.
- III-61. **Sunset Road Widening – Sellers Avenue to Byron Highway (East County Regional AOB)** – This project proposes to widen shoulders for about 2.0 miles of Sunset Road from Sellers Avenue to Byron Highway.
- III-62. **Vasco Road / Camino Diablo Intersection Improvements (East County Regional AOB)** – This project is to modify the intersection at Vasco Road and Camino Diablo. Improvements include dual right turn lanes on eastbound Camino Diablo, lengthen the 4-lane section on Vasco Road near the intersection, and maintain the exclusive right lane on northbound Vasco Road.
- III-63. **Vasco Road Safety Improvements (Phase 2)** – This project proposes to widen the roadway and construct a median barrier for about 1.5 miles of Vasco Road. Project awaiting programmed funding.
- III-64. **Walnut Blvd Bicycle Improvements - Marsh Creek Road to Vasco Road** – This project proposes to construct bicycle roadway improvements along Walnut Boulevard (Brentwood) from Marsh Creek Road to Vasco Road.



COMPLETED CONSTRUCTION PROJECTS – This section is for projects are in construction or will be in the process of being closed out by the 2018/2019 CRIPP publication.

- **Byron Highway & Camino Diablo Intersection Improvements (East County AOB)** – This project is to install new traffic signals, construct intersection improvements with left turn pockets, improve the railroad crossing, and construct new sidewalks. Construction has started in July 2017. This project is funded by Highway Safety Improvement Program (HSIP), East County Regional AOB, Gas Tax Funds, Measure J and East Contra Costa Regional Fee and Financing Authority (ECCRFFA) Fees.
- **Main Street, Byron Sidewalk Improvement Project** – This project is to construct approximately 900 linear feet of sidewalk along Main Street, Byron. This is to improve the existing pedestrian facility and restore the roadway crown and drainage. This project is funded by Gas Tax Funds and ECCRFFA Fees.
- **Morgan Territory Road Slide Repair** – This project is to reconstruct the Morgan Territory Road after a severe storm, landslide, and water main break damaged the two-lane rural road. The road was closed to traffic for several months which cut-off residents who lived south of the wash out from Marsh Creek Road, the main thoroughfare in the area. This project is funded by **Gas Tax Funds**.

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Balfour Road Shoulder Widening - Sellers Avenue to Bixler Road

PROJECT DESCRIPTION Balfour Road Shoulder Widening - Sellers Avenue to Bixler Road – This project is to provide improvements at intersections and widen the shoulders along 3.0 miles of Balfour Road from Sellers Avenue to Bixler Road. Construction has started in July 2017. This project is funded by Discovery Bay Mitigation Fees.

PURPOSE AND NEED Improve safety along Balfour Road.

SUPERVISOR DISTRICT: 3

PROJECT CATEGORY: efficiency

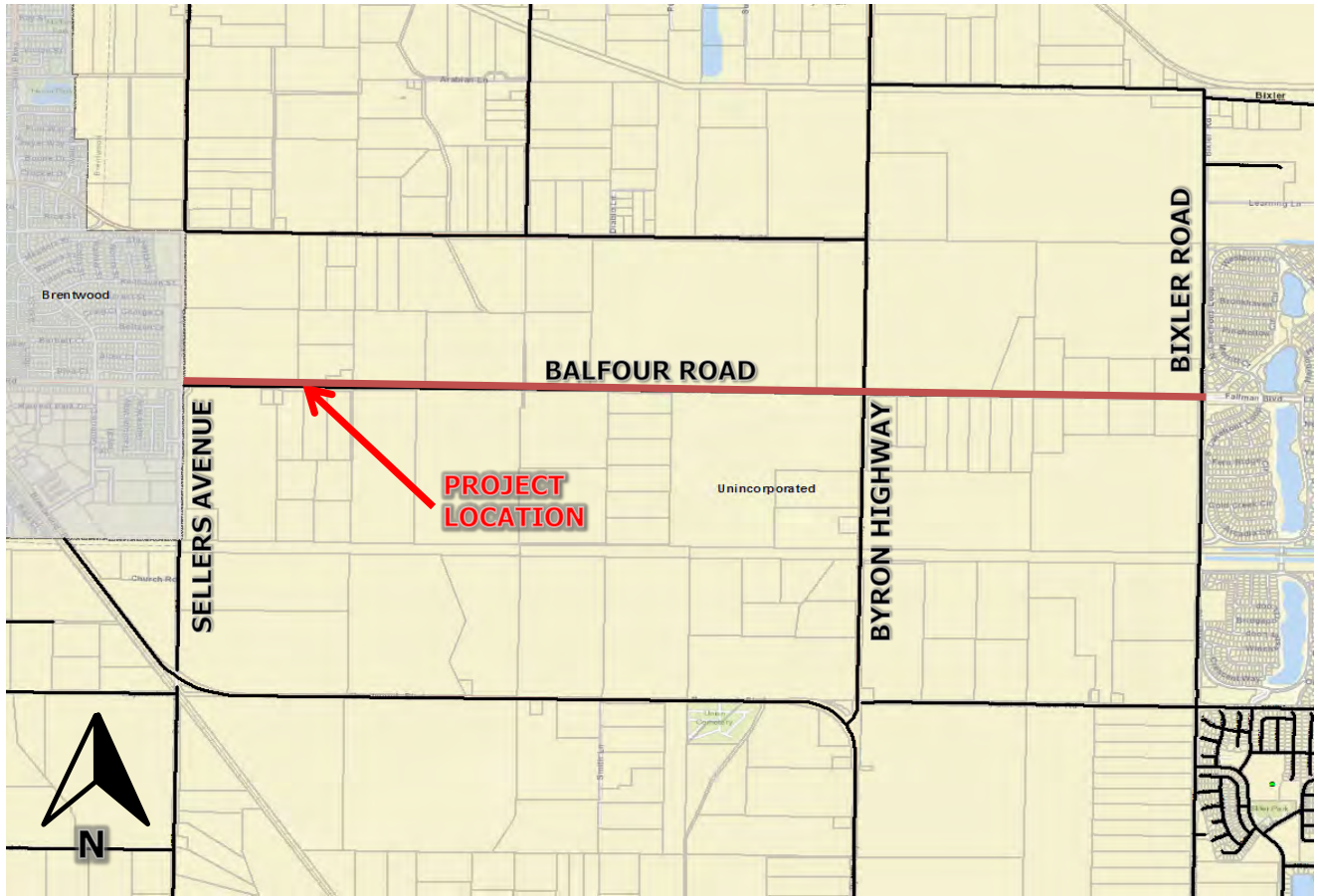
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Planning/Coordination	19	17	2							
Preliminary Engineering	99	99								
Environmental	410	400	10							
Design Engineering	2,034	2,034								
+ Right-of-Way	575	575								
+ Construction	5,631		5,631							
Total	8,768	3,125	5,643							
Disco Bay West	8,768	3,125	5,643							

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Balfour Road Shoulder Widening - Sellers Avenue to Bixler Road



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Blackhawk Road Bikeway Project

PROJECT DESCRIPTION Blackhawk Road Bikeway Project (NEW) – This project is to construct Class 2 bicycle lanes from San Andreas Drive to Blackhawk Plaza Drive. This project will also construct Class 3 bike route from San Andreas Drive to Mt. Diablo Scenic Blvd and from Blackhawk Plaza Drive to Camino Tassajara. This project is funded by Transportation Development Act (TDA), SB1 Road Maintenance and Rehabilitation Account (RMRA), and Developer Fees.

PURPOSE AND NEED No existing bicycle facilities

SUPERVISOR DISTRICT: 3

PROJECT CATEGORY: accessibility

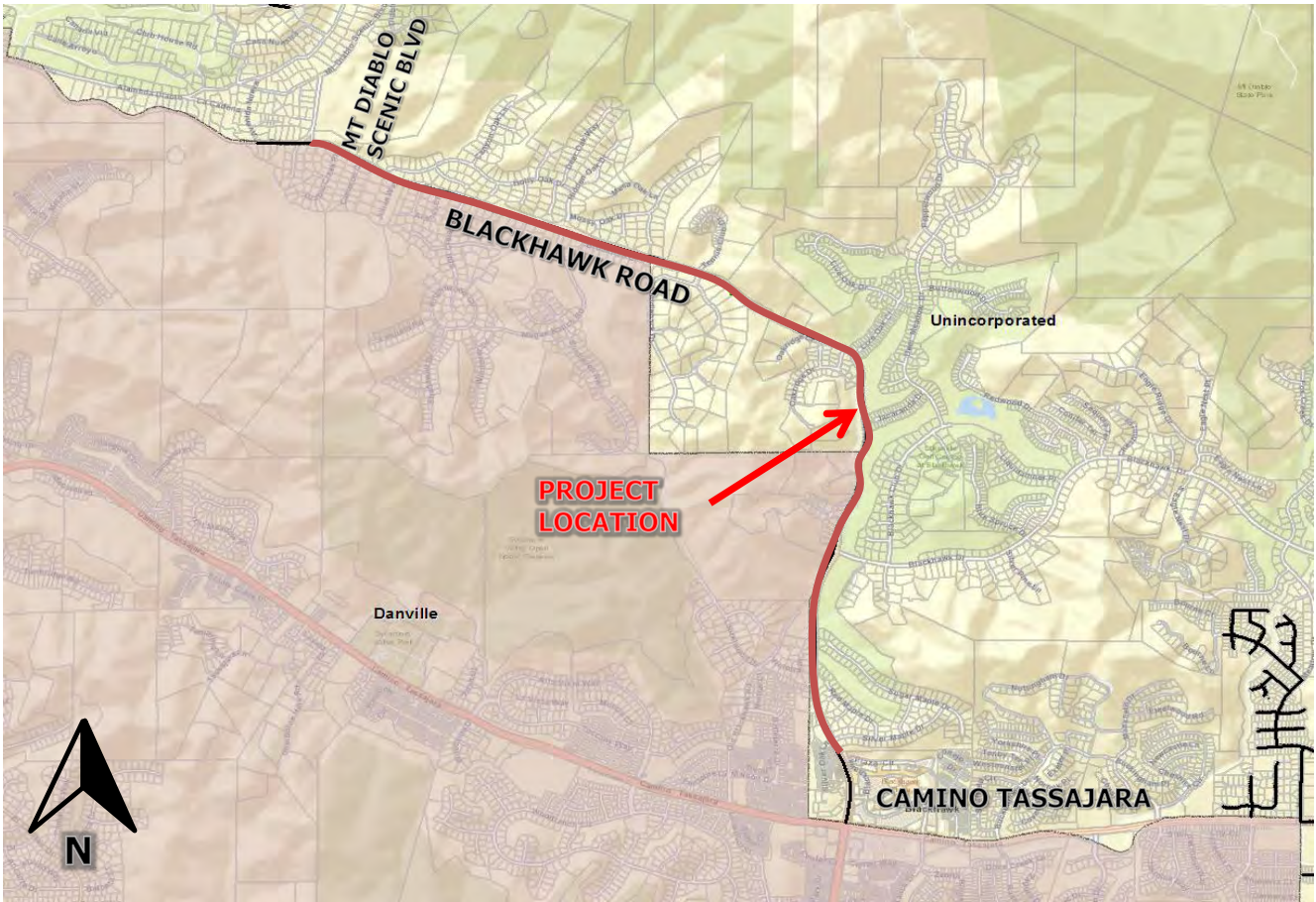
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	21	21	40							
Environmental										
Design Engineering	65	65								
+ Right-of-Way										
+ Construction	364		40	324						
Total	490	86	80	324						
+ Gas Tax (c)	80		80							
Measure J Program 28 funds	210			210						
TDA	100			100						
Trust 8192	100	86		14						

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Blackhawk Road Bikeway Project



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Byron Highway/Byer Road Safety Improvements

PROJECT DESCRIPTION Byron Highway / Byer Road Safety Improvements (revised name) (Discovery Bay AOB and East County Regional AOB) – This project is to install safety improvement along the frontage of Excelsior Middle School. These improvements include the construction of a left turn pocket from southbound Byron Highway to eastbound Byer Road, a two-way left turn lane on Byron Highway, and a widening of the roadway shoulders. Construction is scheduled for 2020. This project is funded by Highway Safety Improvement Program (HSIP), Discovery Bay AOB, and East County Regional AOB.

PURPOSE AND NEED Improve pedestrian and traffic movements at the intersection

SUPERVISOR DISTRICT: 3

PROJECT CATEGORY: safety

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Planning/Coordination	51	43	2	2	2	2				
Preliminary Engineering										
Environmental	197	5	47	50	95					
Design Engineering	179	6	97	60	15					
+ Right-of-Way	126			10	30	86				
+ Construction	647					647				
Total	1,199	54	146	122	142	735				
Disco Bay AOB	291	54	37	122	78					
East County Regional AOB	291				64	227				
HSIP	617		109			508				

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Byron Highway/Byer Road Safety Improvements



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Byron Highway Bridge Replacement over California Aqueduct (Bridge No. 28C0121)

PROJECT DESCRIPTION This project is to replace the Byron Highway Bridge, approximately 1.4 miles northwest of the Alameda County Line. Construction is scheduled for 2020. This project is funded by Highway Bridge Program (HBP) and Gas Tax Funds, and is co-sponsored with the Department of Water Resources.

PURPOSE AND NEED The existing bridge is approaching the end of its useful life.

SUPERVISOR DISTRICT: 3

PROJECT CATEGORY: reliability

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Planning/Coordination										
Preliminary Engineering										
Environmental										
Design Engineering	2,351	346	140	510	630	570	155			
+ Right-of-Way	321			5	5	186	125			
+ Construction	11,370						700	10,670		
Total	14,042	346	140	515	635	756	980	10,670		
DWR	341		40	15	35	81	170			
HBP	13,146	266	60	400	520	595	705	10,600		
- Gas Tax (c)	555	80	40	100	80	80	105	70		

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Byron Highway Bridge Replacement over California Aqueduct (Bridge No. 28C0121)



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Byron Highway Traffic Safety Improvements

PROJECT DESCRIPTION Byron Highway Safety Improvements (revised name) – This project is to construct centerline rumble strips along Byron Highway from Byron Hot Springs Road to the County Line. Construction is scheduled for 2019. This project is funded by Highway Safety Improvement Program (HSIP) and Gas Tax Funds.

PURPOSE AND NEED Project needed to improve traffic safety and reduce number of head-on collisions.

SUPERVISOR DISTRICT: 3

PROJECT CATEGORY: safety

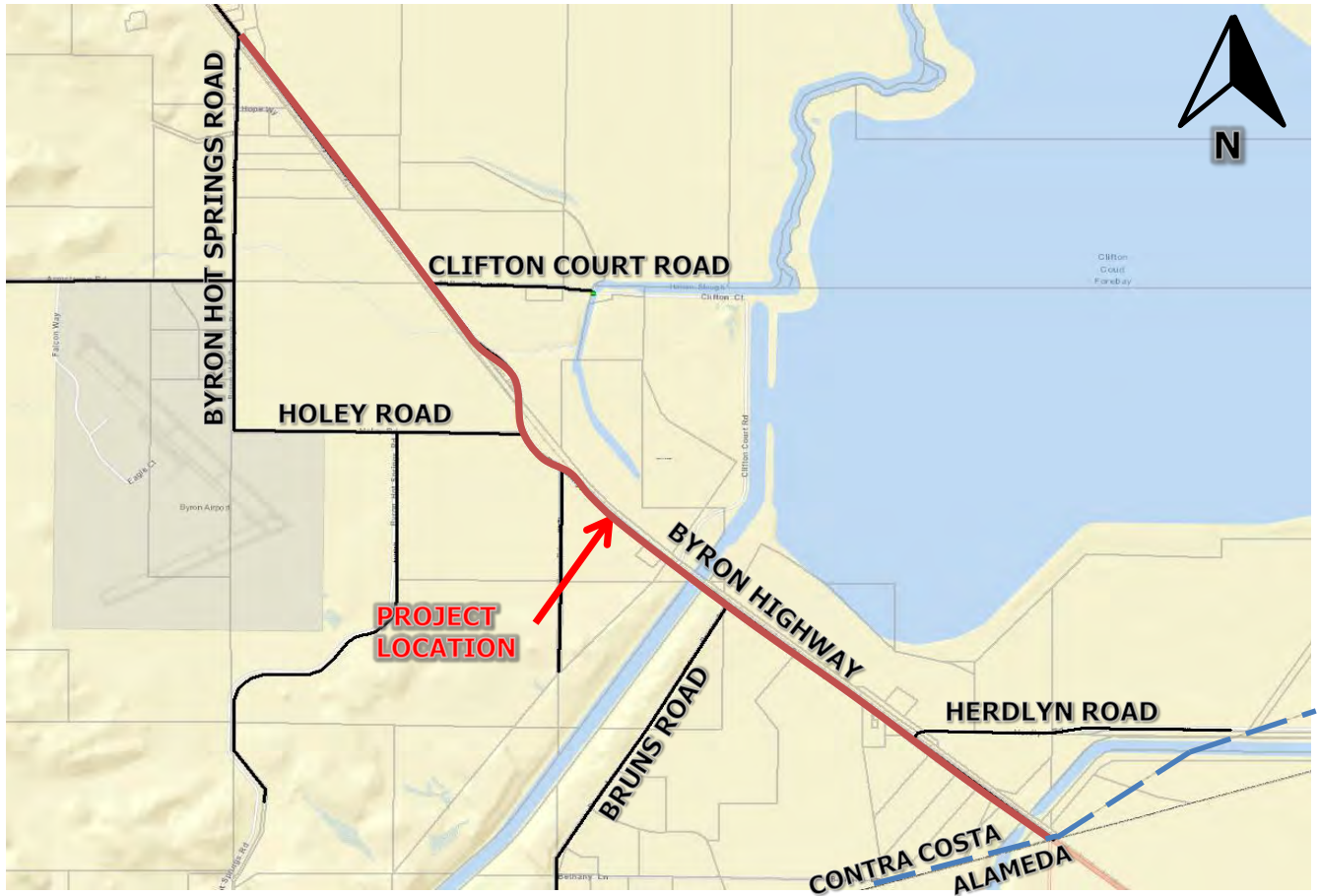
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Planning/Coordination	47	19	7	12	9					
Preliminary Engineering										
Environmental	35	17	12	6						
Design Engineering	110	33	40	37						
+ Right-of-Way										
+ Construction	2,524				2,524					
Total	2,716	70	59	54	2,533					
ECCRFFA Fee	1,670				1,670					
HSIP	515	20	59	13	423					
+ Gas Tax (c)	531	50		41	440					

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Byron Highway Traffic Safety Improvements



Source: County GIS



Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Camino Tassajara Bike Lane Gap Closure Project: Finley Road to Windemere Parkway

PROJECT DESCRIPTION Camino Tassajara Bike Lane Gap Closure Project – This project is to fill gaps in the Class II bike lanes along Camino Tassajara from Finley Road to Windemere Parkway. This project is scheduled for construction in 2019. This project is funded by South County AOB, Measure J Regional, and Tri-Valley Transportation Council (TVTC) fee.

PURPOSE AND NEED Complete gaps in the Class 2 bike lanes along Camino Tassajara.

SUPERVISOR DISTRICT: 3

PROJECT CATEGORY: accessibility

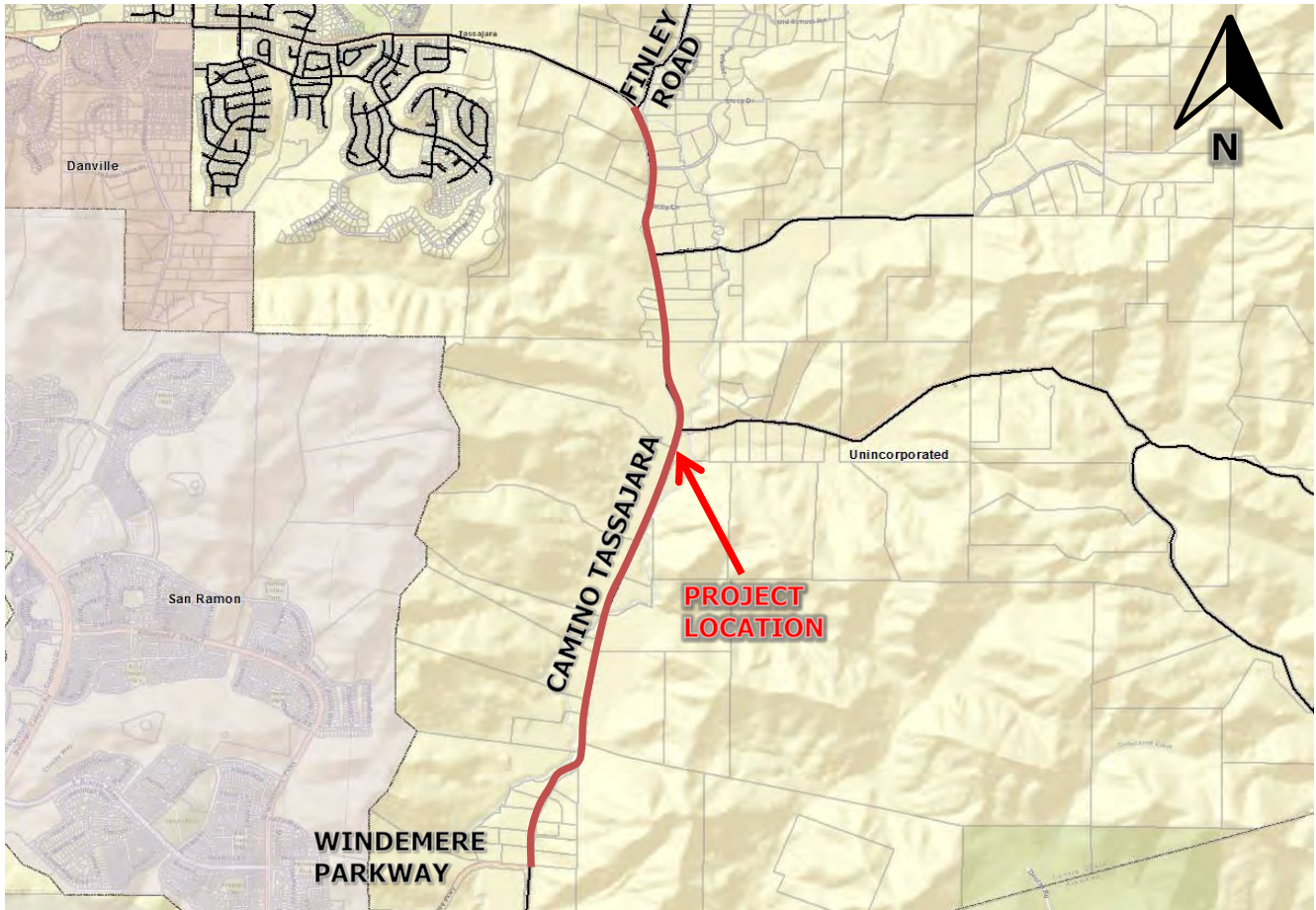
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	33	3	15	15						
Environmental	207	102	75	30						
Design Engineering	278	95	100	84						
+ Right-of-Way	326	121	180	25						
+ Construction	2,405			2,405						
Total	3,250	321	370	2,559						
Measure J Regional	1,000			1,000						
So County AOB	1,000	321	370	309						
TVTC Fee	1,250			1,250						

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Camino Tassajara Bike Lane Gap Closure Project: Finley Road to Windemere Parkway



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Camino Tassajara Safety Improvements - S of Windemere Parkway to County Line

PROJECT DESCRIPTION Camino Tassajara Safety Improvements – Windemere Parkway to Alameda County Line (renamed) – This project is to realign the Camino Tassajara at the S-curve at the County Line, south of Windemere Parkway. This will be also adding bike lines along Camino Tassajara. Construction is scheduled for 2020. This project is co-sponsored with the City of Dublin. This project is funded by Developer Fees.

PURPOSE AND NEED Improve safety along roadway.

SUPERVISOR DISTRICT: 3

PROJECT CATEGORY: efficiency

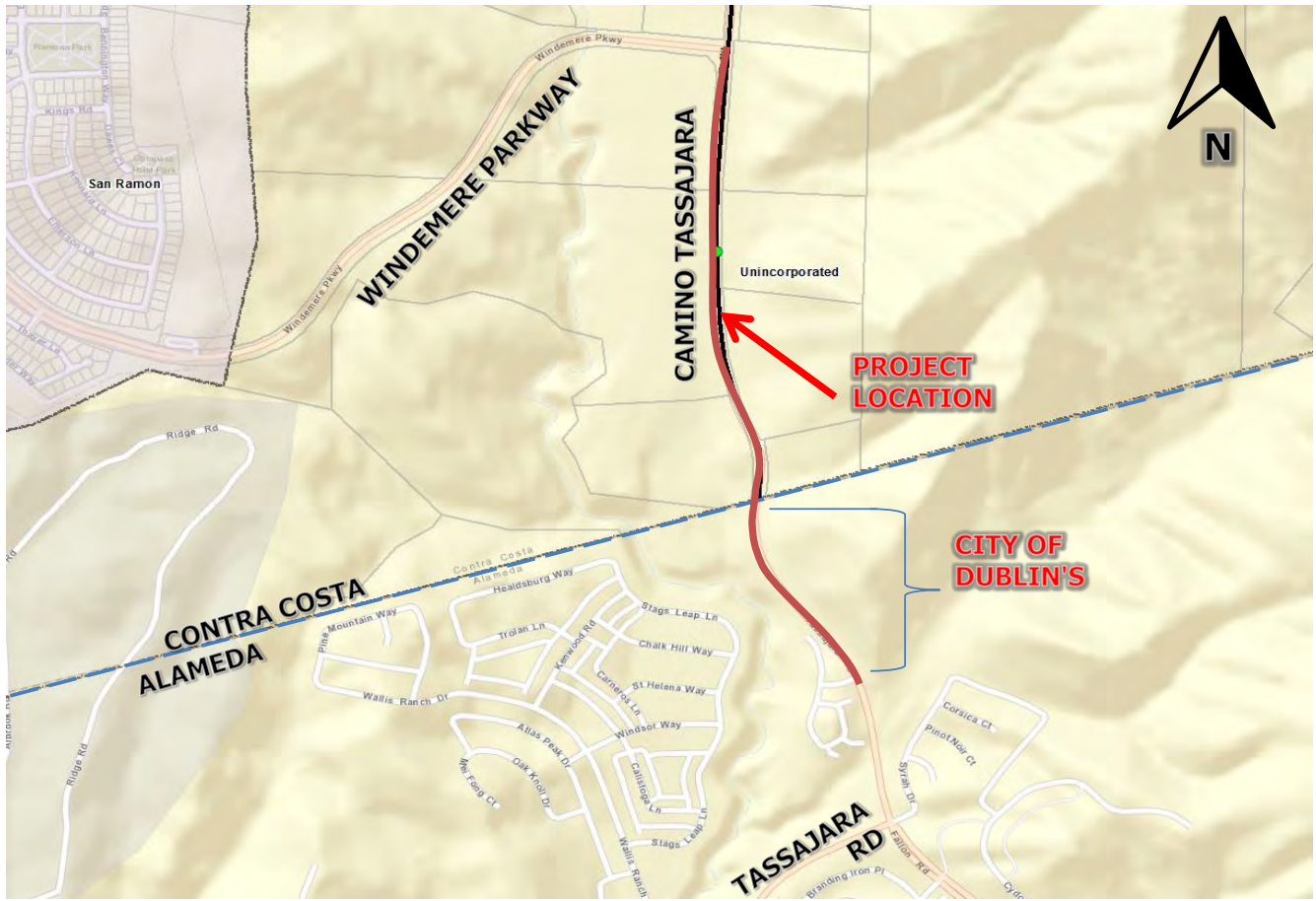
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Planning/Coordination										
Preliminary Engineering	269	144	50	50	25					
Environmental	652	2	50	300	300					
Design Engineering	2,628	28	400	700	1,500					
+ Right-of-Way	1,055	3			1,052					
+ Construction	9,854				50	9,804				
Total	14,459	178	500	1,050	2,927	9,804				
SCC D. Valley	6,805				50	9,804				
SCC Sub-Regional	4,605	178	500	1,050	2,877					

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Camino Tassajara Safety Improvements – S of Windemere Parkway to County Line



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Clifton Court Road Bridge Repair (Bridge No. 28C0403)

PROJECT DESCRIPTION Clifton Court Road Bridge Repair (Bridge No. 28C0403) – This project is to repair and maintain the bridge on Clifton Court Road. Construction schedule and budget forecast are to be updated. This project is funded by Gas Tax Funds.

PURPOSE AND NEED Repairs are needed to prevent further deterioration of the bridge.

SUPERVISOR DISTRICT: 3

PROJECT CATEGORY: reliability

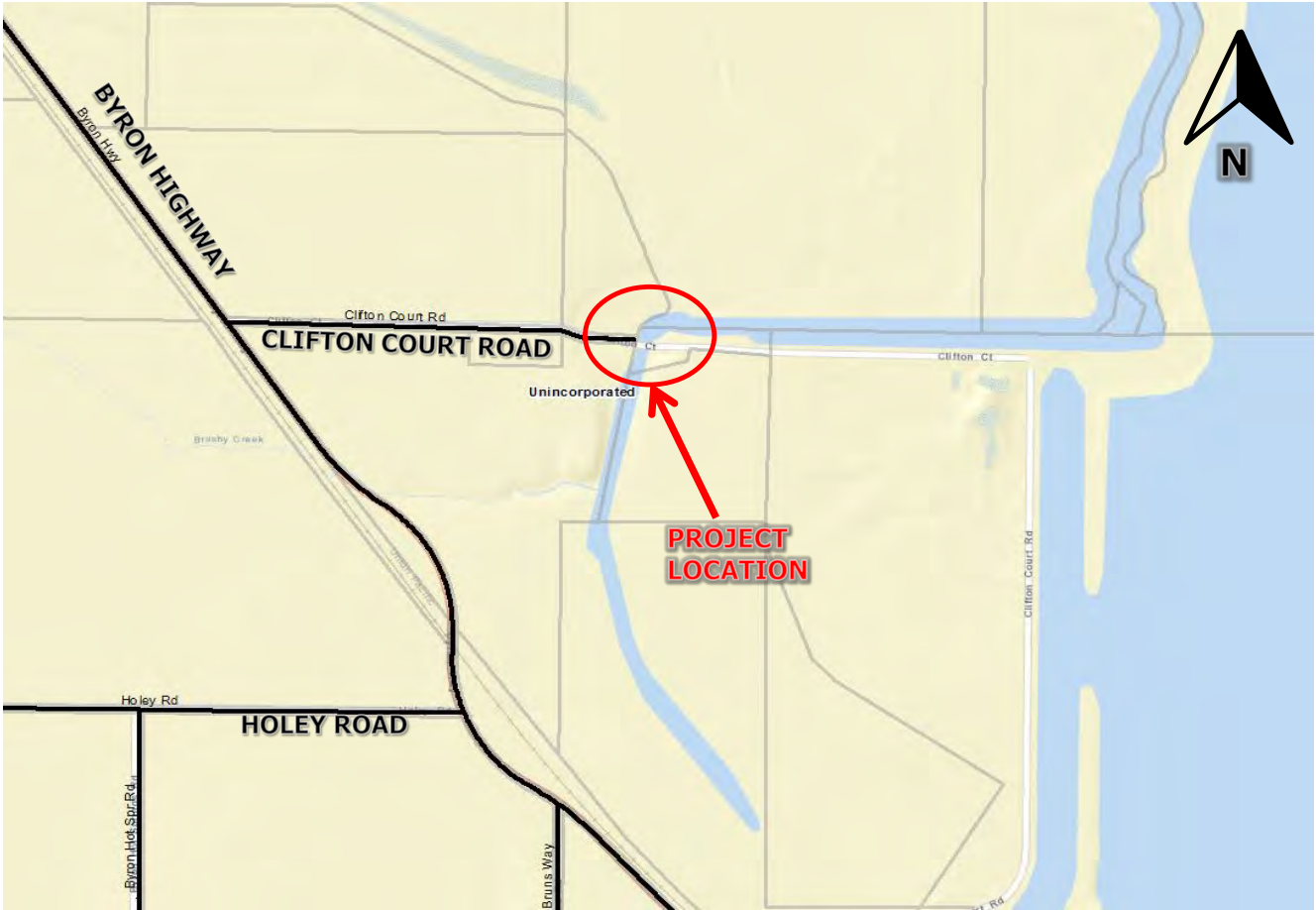
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	104	89	15							
Environmental	204	185	15	4						
Design Engineering										
+ Right-of-Way										
+ Construction	174			174						
Total	483	275	30	178						
Gas Tax	483	275	30	178						

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Clifton Court Road Bridge Repair (Bridge No. 28C0403)



Source: County GIS

Legend:
— County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Jersey Island Road Bridge Repair (Bridge No. 28C0405)

PROJECT DESCRIPTION Jersey Island Road Bridge Repair (Bridge No. 28C0405) – This project is to repair and maintain the bridge on Jersey Island Road. Construction is expected in 2018. This project is funded by Gas Tax Funds.

PURPOSE AND NEED Repairs are needed to prevent further deterioration leading to bridge replacement.

SUPERVISOR DISTRICT: 3

PROJECT CATEGORY: reliability

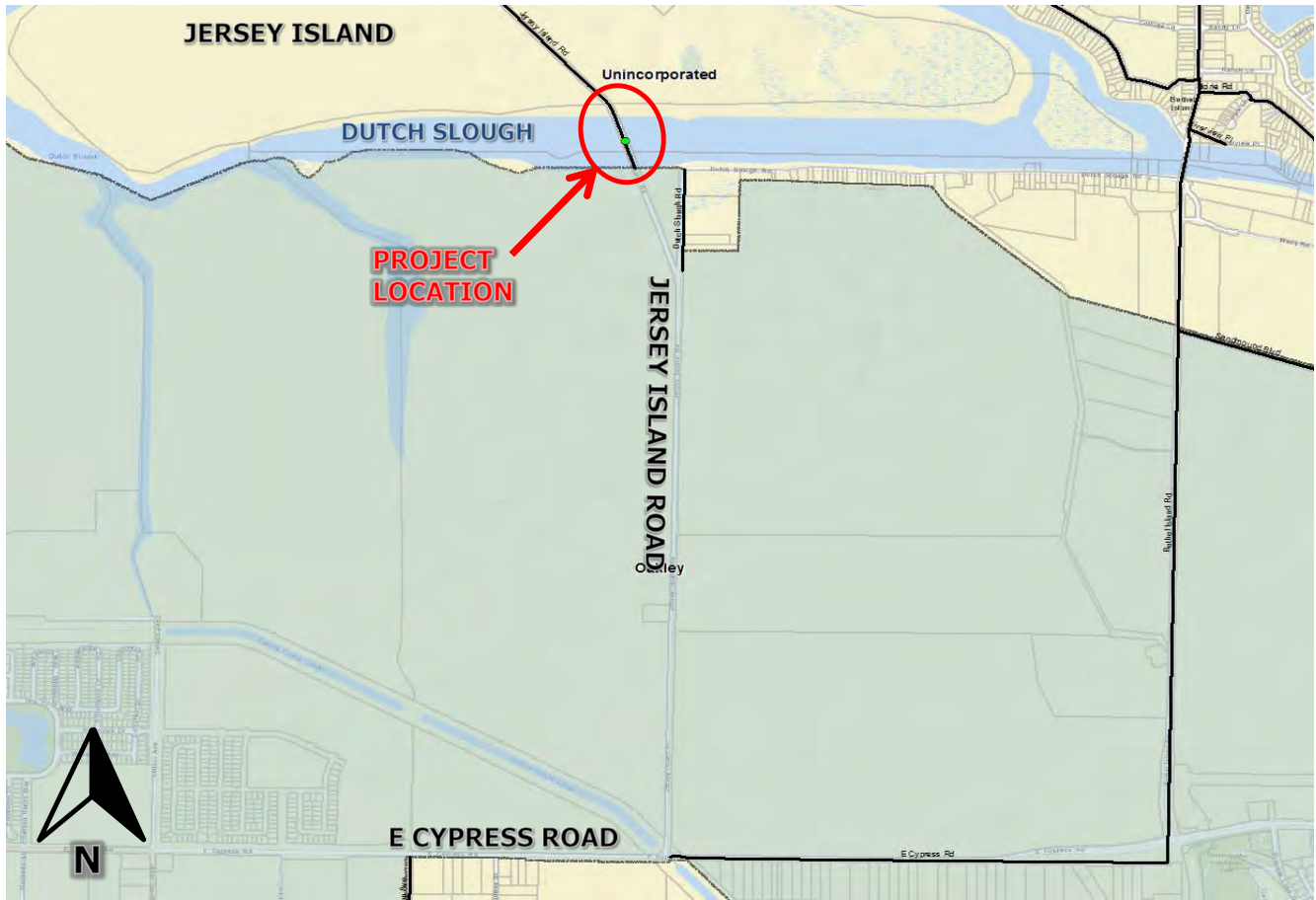
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering										
Environmental	50	45	2	3						
Design Engineering	132	122	10							
+ Right-of-Way										
+ Construction	103			103						
Total	285	167	12	106						
Gas Tax	285	167	12	106						

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Jersey Island Road Bridge Repair (Bridge No. 28C0405)



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Local Streets and Roads Preservation Project

PROJECT DESCRIPTION Local Streets and Roads Preservation Project – This project is a road preservation project for over 3 miles of San Pablo Dam Road from El Portal Drive to Tri Lane. This project will grind the top 0.17' of roadway and replace it in-kind with new asphalt. Construction is scheduled in 2019. Funding sources include the One Bay Area Grant (OBAG) and Gas Tax Funds.

PURPOSE AND NEED These roads have been identified for road preservation.

SUPERVISOR DISTRICT: 1, 3

PROJECT CATEGORY: reliability

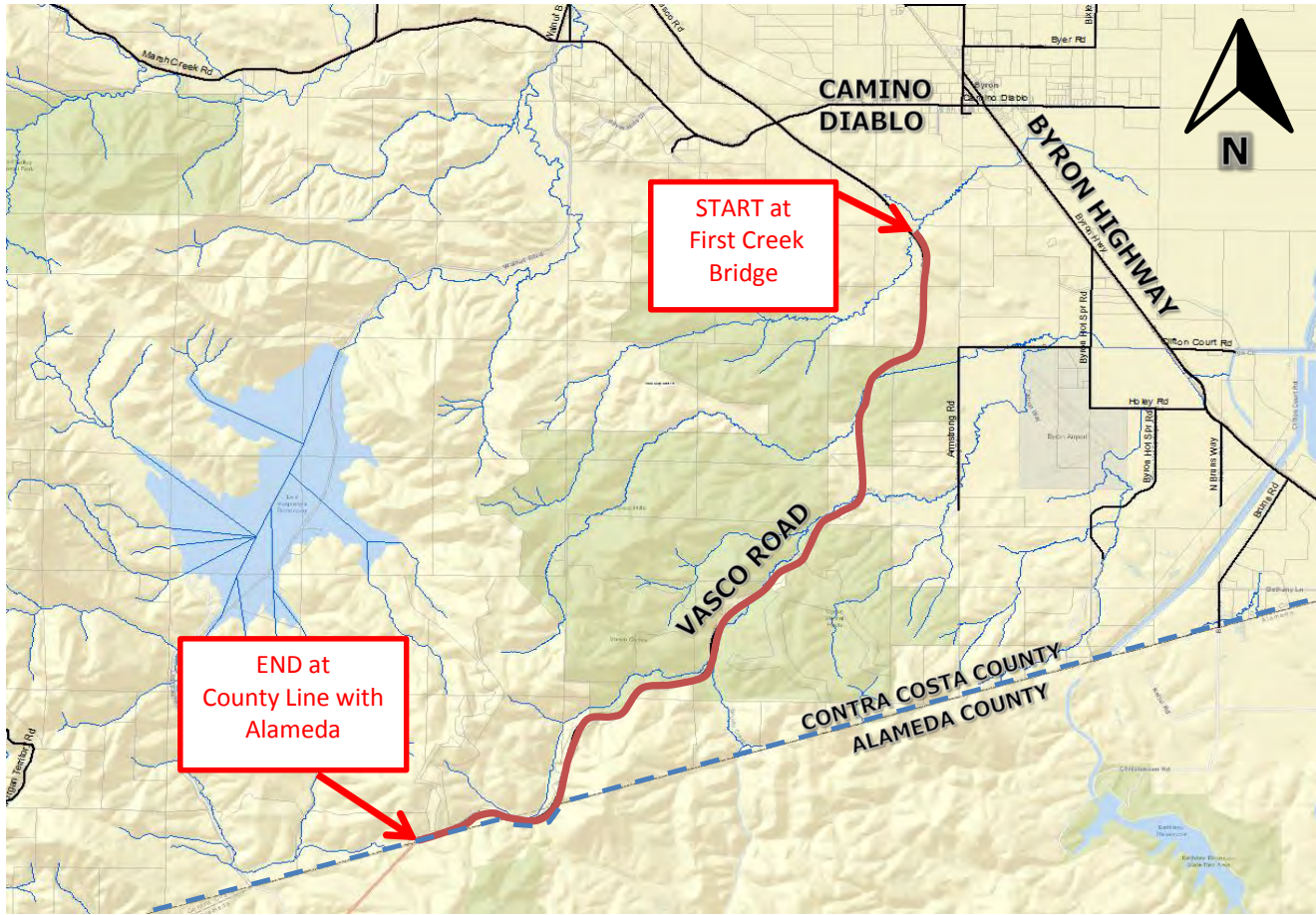
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Planning/Coordination	33	18	5	5	5					
Preliminary Engineering										
Environmental	50	9	20	21						
Design Engineering	280		100	130	50					
+ Right-of-Way	20			5	15					
+ Construction	5,372				5,372					
Total	5,772	27	125	161	5,459					
LSRP	4,327				4,327					
- Gas Tax (c)	1,445	27	125	161	1,132					

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Local Streets and Roads Preservation Project



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Marsh Creek Road Bridge Replacement (Bridge No. 28C0141)

PROJECT DESCRIPTION Marsh Creek Road Bridge Replacement (Bridge No. 28C0141) – This project is to replace the existing bridge with a concrete bridge on Marsh Creek Road over Marsh Creek, approximately 1.8 miles east of Morgan Territory Road. Construction is expected in 2018. This project is funded by Highway Bridge Program (HBP), East County Regional AOB, and Gas Tax Funds.

PURPOSE AND NEED The existing bridge is approaching the end of its useful life.

SUPERVISOR DISTRICT: 3

PROJECT CATEGORY: reliability

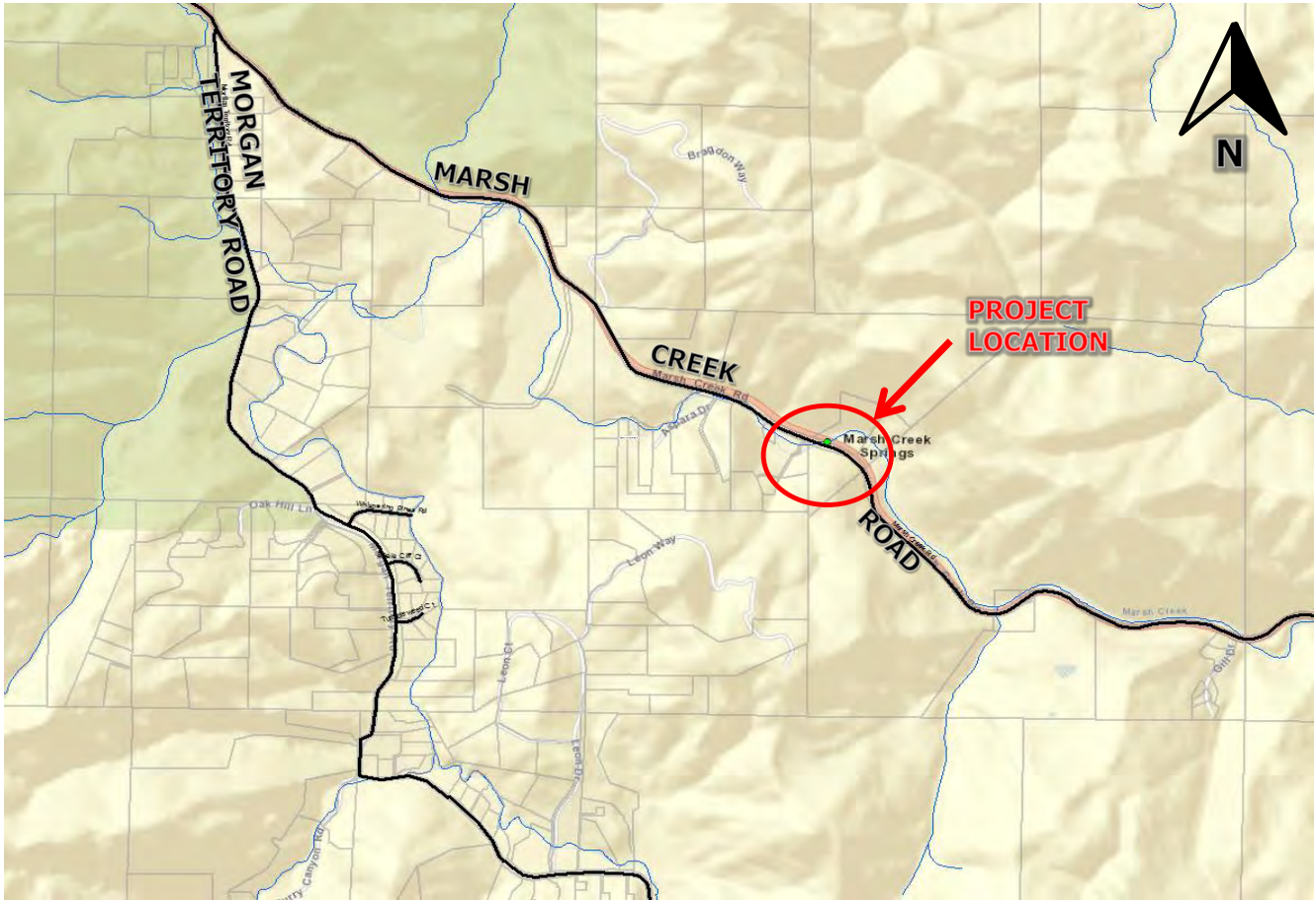
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	631	631								
Environmental										
Design Engineering	654	464	180	10						
+ Right-of-Way	209	198	9	2						
+ Construction	5,800		1,000	3,200	1,600					
Total	7,294	1,293	1,189	3,212	1,600					
East County Regional AOB	360		100	260						
HBP	5,696	497	1,044	2,805	1,350					
+ Gas Tax (c)	1,238	796	45	147	250					

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Marsh Creek Road Bridge Replacement (Bridge No. 28C0141)



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Marsh Creek Road Bridge Replacement (Bridge No. 28C0143 & 28C0145)

PROJECT DESCRIPTION Marsh Creek Road Bridge Replacement (Bridge No. 28C0143 & 28C0145) – This project is replace two bridges on Marsh Creek Road, located approximately 3.0 miles east of Deer Valley Road and 7.3 miles east of Morgan Territory Road. Preliminary engineering is currently underway. Construction is scheduled in 2020. This project is funded by Highway Bridge Program (HBP), East County Regional AOB, and Gas Tax Funds.

PURPOSE AND NEED The existing bridges are approaching the end of their useful life.

SUPERVISOR DISTRICT: 3

PROJECT CATEGORY: reliability

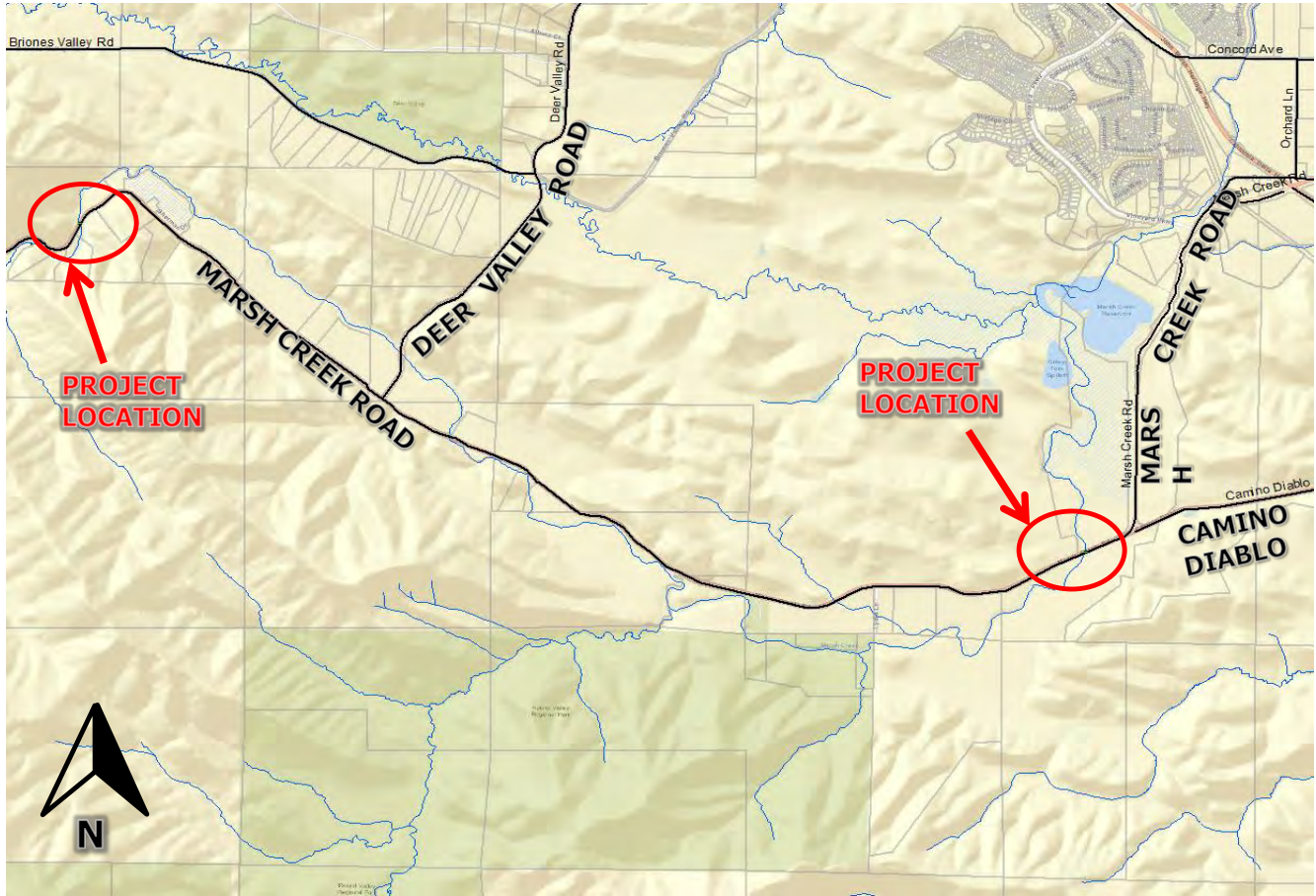
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering										
Environmental										
Design Engineering	1,752	352	550	600	250					
+ Right-of-Way	353	3		200	150					
+ Construction	5,950				500	4,000	1,450			
Total	8,055	355	550	800	900	4,000	1,450			
East County Regional AOB	270			270						
Gas Tax	1,487	277	200		220	600	190			
HBP	6,298	78	350	530	680	3,400	1,260			

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Marsh Creek Road Bridge Replacement (Bridge No. 28C0143 & 28C0145)



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Marsh Creek Road Traffic Safety Improvements

PROJECT DESCRIPTION Marsh Creek Road Traffic Safety Improvements (NEW) – This project is to construct safety improvements along Marsh Creek Road such as centerline rumble strips and upgrade signage with new reflective sheeting. Flashers will be placed near the existing intersection ahead sign near the intersection of Deer Valley Road and Marsh Creek Road. A street light will also be installed to light the intersection at night. The flashers and streetlight are to notify drivers of the intersections of their approach to the intersection at night. There are several incidents where drivers have misjudged the turn and ran off the road. This project is scheduled for construction in 2020. This project is funded by the Highway Safety Improvement Program (HSIP) and the East County Regional AOB.

PURPOSE AND NEED Improve roadway infrastructure to improve driver awareness and overall safety.

SUPERVISOR DISTRICT: 3, 4

PROJECT CATEGORY: safety

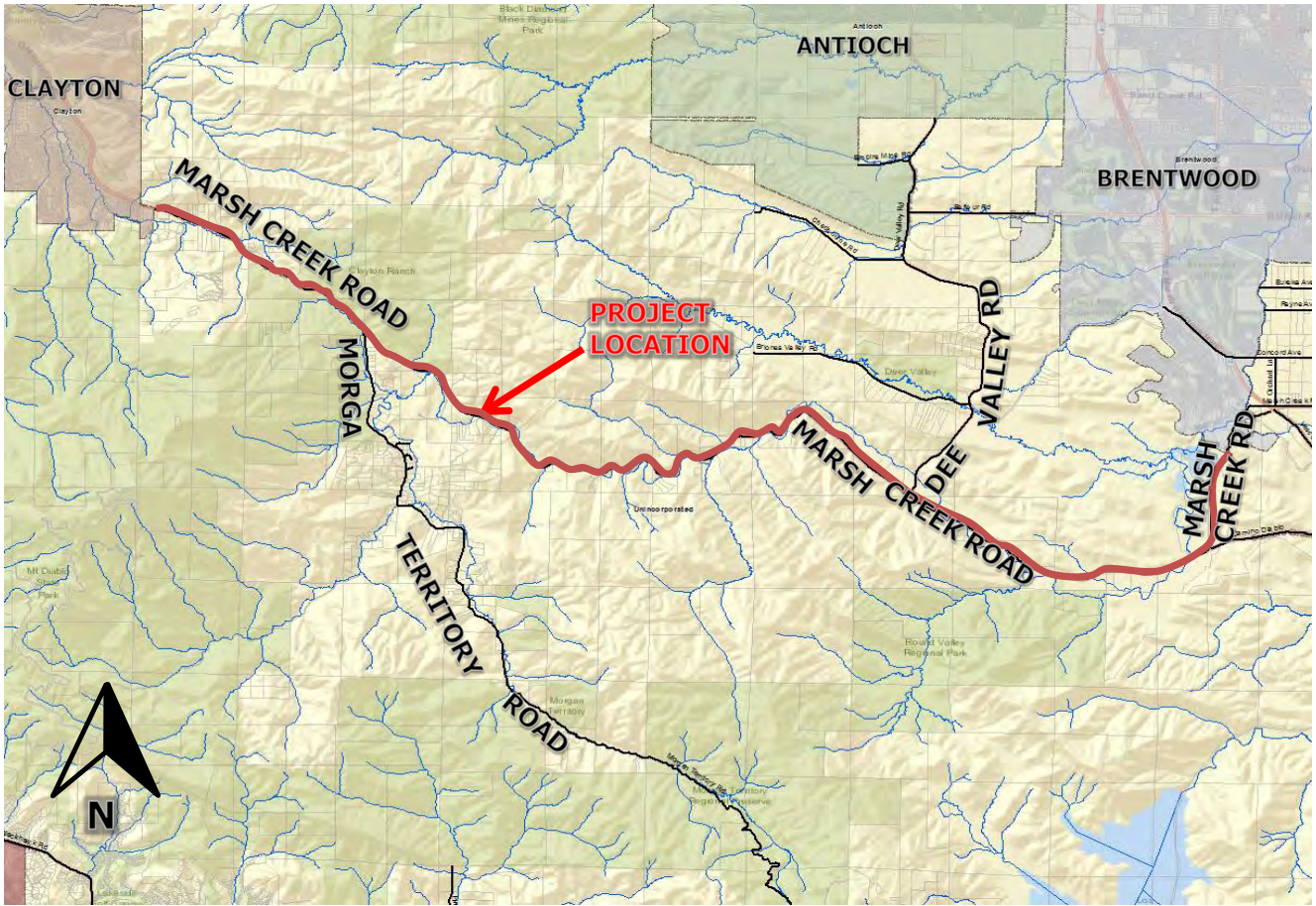
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Planning/Coordination	50	32	8	8	2					
Preliminary Engineering										
Environmental	70	18	40	12						
Design Engineering	329	68	166	95						
+ Right-of-Way	20			20						
+ Construction	1,059				1,059					
Total	1,528	118	214	135	1,061					
East County Regional AOB	260	82	38	135	5					
HSIP	1,268	36	176		1,056					

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Marsh Creek Road Traffic Safety Improvements



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Morgan Territory Bridge Scour Repairs

PROJECT DESCRIPTION Morgan Territory Bridge Scour Repair – This project is to repair the creek banks and foundation of a bridge located on Morgan Territory Road. Construction is scheduled for 2018. This project is funded by Gas Tax Funds and the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) Fees.

PURPOSE AND NEED Repairs are needed to extend the service life of the bridges.

SUPERVISOR DISTRICT: 3

PROJECT CATEGORY: reliability

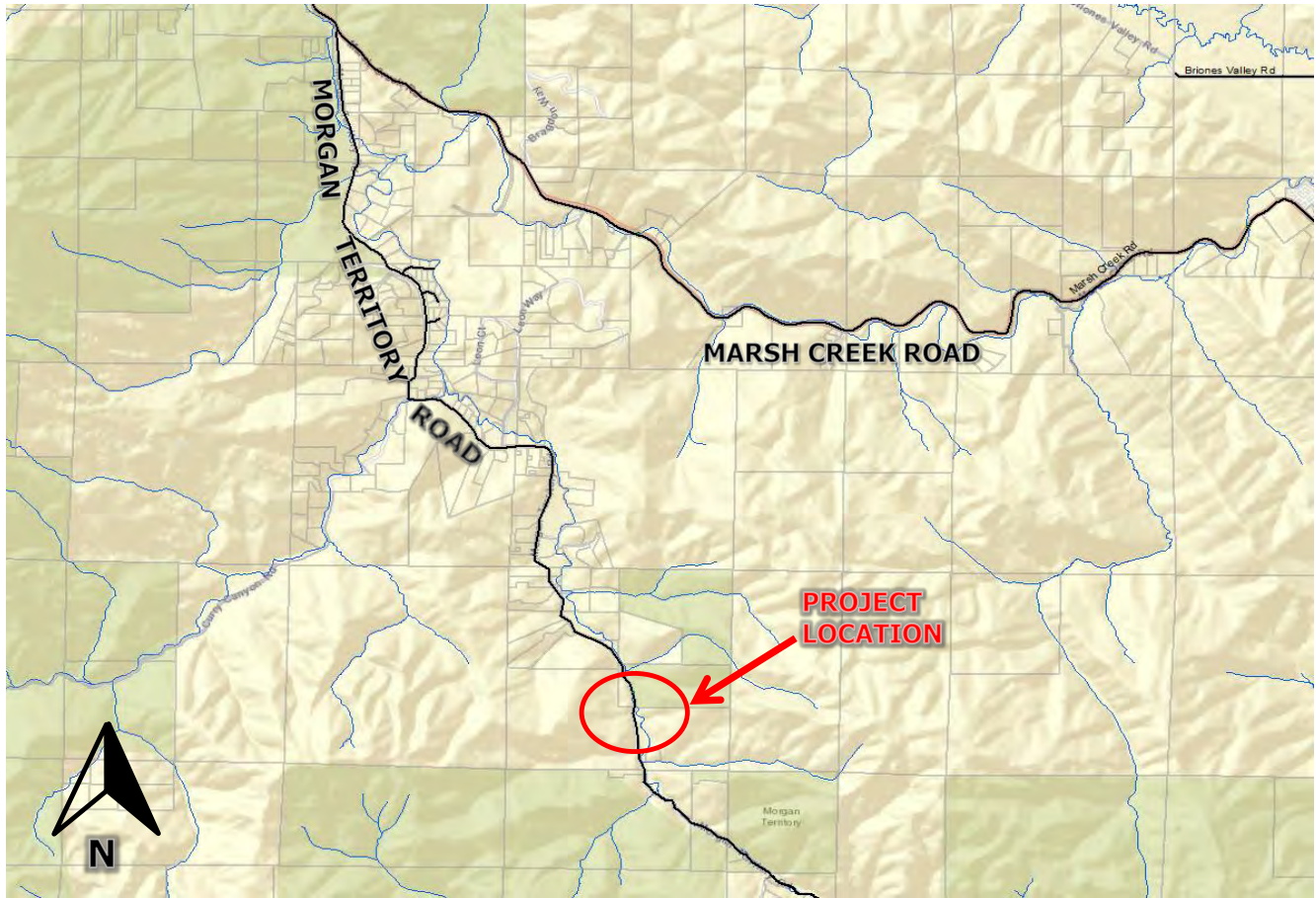
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	206	198	8							
Environmental	171	156	15							
Design Engineering										
+ Right-of-Way	20	20								
+ Construction	580		170	410						
Total	976	373	193	410						
ECCRFFA Fee	360		80	280						
+ Gas Tax (c)	616	373	113	130						

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Morgan Territory Bridge Scour Repair



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Pedestrian Crossing Enhancements - Central and East County

PROJECT DESCRIPTION Pedestrian Crossing Enhancements - Central and East County (New) – This project proposes to construct pedestrian safety improvements near various schools in Central and East County by installing pedestrian activated **rectangular** rapid flash beacons (RRFB) at crosswalks. This project is scheduled for construction in 2018. The project is funded by the Transportation Development Act (TDA) grant and by Local Funds.

PURPOSE AND NEED Increase driver awareness at pedestrian crosswalks near schools

SUPERVISOR DISTRICT: 2, 3, 4, 5

PROJECT CATEGORY: accessibility

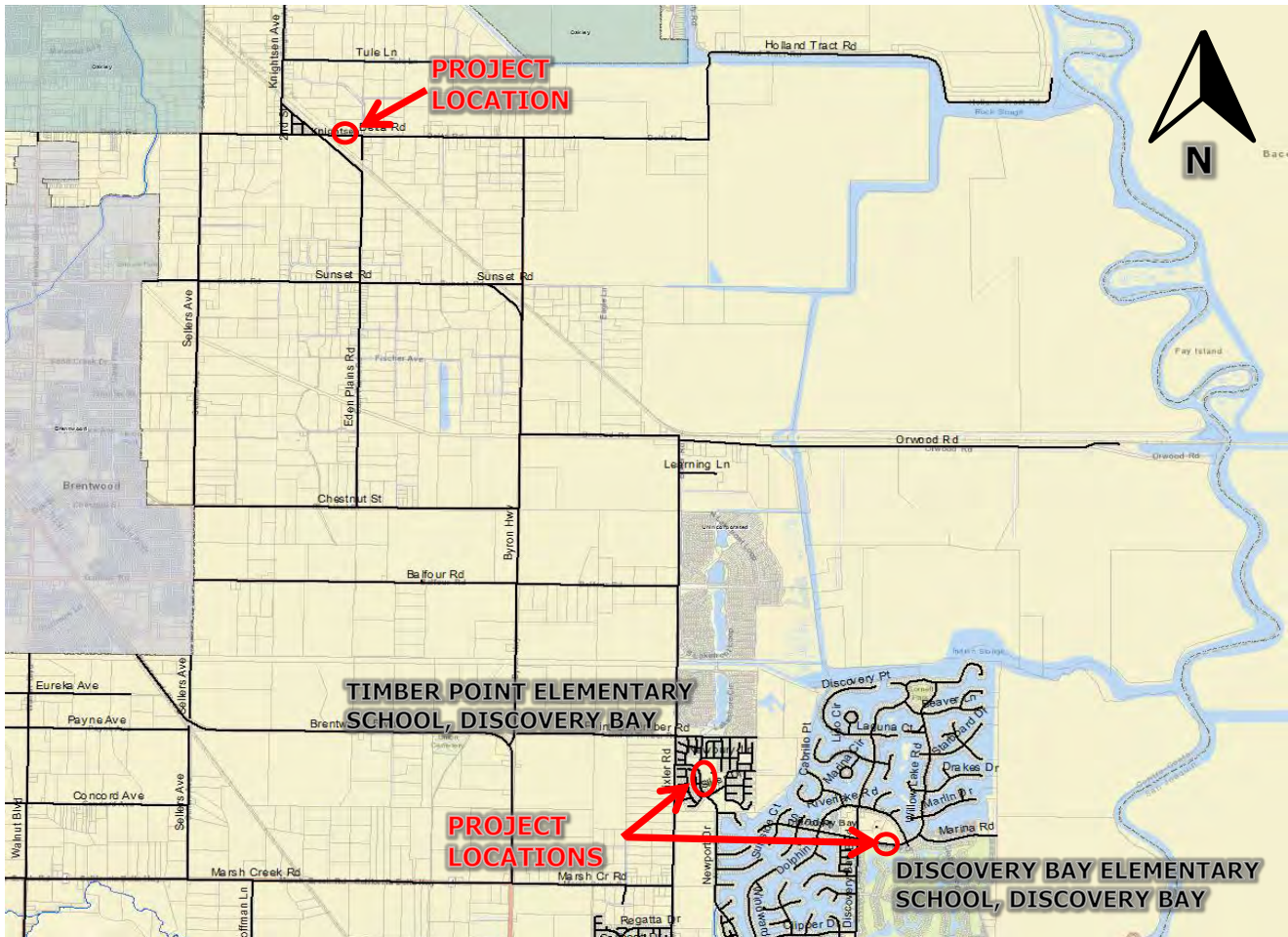
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Planning/Coordination	14	7	3	5						
Preliminary Engineering	7	7								
Environmental	10		10							
Design Engineering	266	206	60							
+ Right-of-Way	23		10	13						
+ Construction	420		70	350						
Total	740	219	153	367						
+ Gas Tax (c)	540	19	153	367						
TDA	200	200								

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Pedestrian Crossing Enhancements - Central and East County



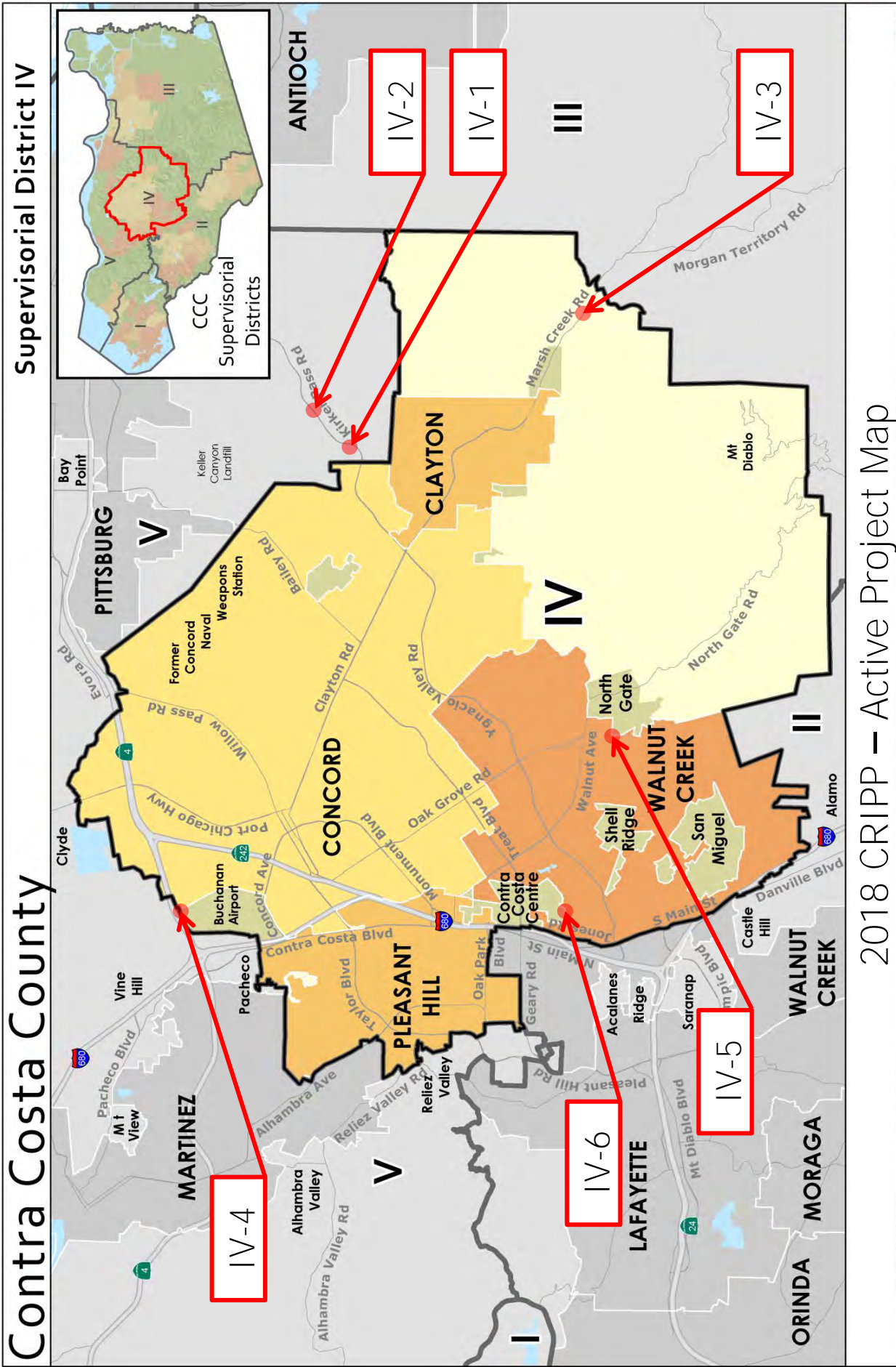
Source: County GIS

Note: See other Supervisor Districts for other pedestrian crossing locations.

Legend:

— County Maintained Roads

Board of Supervisor District IV



2018 CRIPP – Active Project Map

Note: 1) Projects are identified with Supervisor District number and project number for its District.
 2) County-wide Projects are not shown on this map.
 3) District IV contains 40.83 miles of the 666.16 miles of County maintained roadway.



CRIPP PROJECT DESCRIPTIONS FOR DISTRICT 4

ACTIVE PROJECTS – These projects are fully funded and are either in the design phase or will be constructed in the near future.

- IV-1. **Kirker Pass Road Northbound Truck Climbing Lane** – This project is to construct a truck climbing lane in the northbound direction from Clearbrook Drive to the northern Hess Road intersection. The project is scheduled for construction in 2019. This project is funded by State Transportation Improvement Program (STIP), **State Match Program Funds**, Gas Tax Funds, and Measure J.
- IV-2. **Kirker Pass Road Open Grade Overlay (NEW)** – This project is to conduct pavement rehabilitation on a portion of Kirker Pass Road. This project is scheduled for construction in 2019. Funding is through the One Bay Area Grant (OBAG) and Gas Tax Funds.
- IV-3. **Marsh Creek Road Traffic Safety Improvements** – This project includes safety improvements along Marsh Creek Road. Safety improvements include centerline rumble strips, sign upgrades, and Deer Valley Road intersection improvements. This project is scheduled for construction in 2019. Funding for this project is from Highway Safety Improvement Program (HSIP) and East County Regional AOB.
- IV-4. **Marsh Drive Bridge Replacement (Project Sponsor: County)** – This project is to remove and replace the existing Marsh Drive Bridge in cooperation with the City of Concord. This project is scheduled for construction in 2021. This project is funded by Highway Bridge Program (HBP) and Gas Tax Funds.
- IV-5. **Pedestrian Crossing Enhancements - Central and East County (NEW)**
 - This project proposes to construct pedestrian safety improvements near various schools in Central and East County by installing pedestrian activated rapid repeating flash beacons (RRFB) and associated curb ramp improvements at crosswalks. This project is scheduled for construction in 2018. The project is funded through a Transportation Development Act (TDA) grant, **and** Gas Tax Funds. The project includes the following school in District 4:
 - a. Northgate High School, Walnut Creek



- IV-6. **Walnut Creek Crosswalk Improvements (NEW)** – This project is to improve pedestrian safety at two crosswalk locations in unincorporated Walnut Creek. One of the crossings, located in District IV, is at the intersection of Walden Road and Westcliffe Lane. The project is scheduled for construction in the summer of 2019. This project is funded by the Highway Safety Improvement Program (HSIP), Transportation Development Act (TDA), and Gas Tax Funds.

UNDERFUNDED PROJECTS – These projects are not fully funded and usually originated from the Area of Benefit process and/or from community input/need. Other sources for projects included the Regional Transportation Plan (RTP), Comprehensive Transportation Project List (CTPL) through Contra Costa Transportation Authority, Transportation Expenditure Plan (TEP), and a Public Works List. District 4 includes Pacheco AOB, Central County AOB, East County Regional AOB, and South Walnut Creek AOB.

- IV-7. **Ayers Road & Concord Boulevard Intersection Improvements (Central County AOB)** – This project is to add a southbound right-turn lane and sidewalk at the intersection of Ayers Road and Concord Boulevard.
- IV-8. **Ayer Road & Laurel Avenue Intersection Improvements (Central County AOB)** – This project is to widen the approaches to the intersection at Ayers Road and Laurel Drive and to install new curb, gutter, sidewalk, and traffic signal. Improvements require coordination with the City of Concord.
- IV-9. **Bailey Road & Myrtle Drive Intersection Improvements (Central County AOB)** – This project is to improve the safety at the intersection at Bailey Road and Myrtle Drive by widening Bailey Road for a new through-lane and westbound left turn pocket.
- IV-10. **Bailey Road Improvements - Myrtle Drive to Concord City Limits (Central County AOB)** – This project is to add shoulders north and south of Myrtle Drive to the Concord City Limits.
- IV-11. **Buskirk Avenue Improvements - Treat Boulevard to Pleasant Hill City Limits (Central County AOB)** – This project is to widen the roadway along Buskirk Avenue from Treat Boulevard to the Pleasant Hill City limit.
- IV-12. **Concord Avenue Shared Use Path (revised name)(Pacheco AOB)** – This project is to construct a 10' wide Class 1 shared use path on the south side of Concord Avenue from Contra Costa Boulevard to the Iron Horse Trail.



- IV-13. **Iron Horse Trail Flashers** – This project is to add pedestrian crossing flashers along the Iron Horse Trail to improve pedestrian safety at crosswalks.
- IV-14. **Las Juntas Way & Coggins Drive Intersection Improvements (Central County AOB)** – This project is to improve the intersection level of service through intersection modifications at Las Juntas Way and Coggins Drive near the Pleasant Hill Bart Station.
- IV-15. **Marsh Creek Road Realignment & Safety Improvements (Various Locations)** – This project is to realign and construct safety improvements along Marsh Creek Road. (see also District 3)
- IV-16. **Marsh Creek Trail** – This project is to close the 15 mile bike and pedestrian gap along Marsh Creek Road between Clayton and Brentwood. This project is to construct a bicycle and pedestrian facility from the City of Clayton to East Bay Regional Park District's Round Hill Park. The existing trail in Brentwood is to be extended by others to Round Hill Park. The overall intent is to provide a commuter bicycle trail which connects Central County to East County. (see also District 3)
- IV-17. **Marsh Drive Improvements - Center Avenue to Walnut Creek Bridge (revised name)(Pacheco AOB)** – This project is to widen or restripe the roadway to provide shoulders/bike lanes on both sides of Marsh Drive from Center Avenue up to the Walnut Creek Bridge (near the Iron Horse Trail).
- IV-18. **Mayhew Way Bicycle and Pedestrian Improvements - 200' west of Oberon Drive to Bancroft Road (Central County AOB)** – This project is to construct bicycle and pedestrian improvements along Mayhew Way from Bancroft Road to 200' west of Oberon Drive (Pleasant Hill City Limit).
- IV-19. **Mitchell Canyon Road Bike Lanes** – This project is to widen about one mile of roadway to install class II bike lanes to connect the City of Clayton and the Mitchell Canyon Staging area for Mount Diablo State Park. There some areas due to the topography with limited sight distance which may make it difficult for cars to anticipate bicyclist on the narrow two lane roadway.
- IV-20. **Mountain View Boulevard Pedestrian Improvements - San Miguel Drive to Walnut Boulevard (Central County AOB)** – This project is to construct pedestrian and bicycle facilities along Mountain View Boulevard from San Miguel Drive to Walnut Boulevard.



- IV-21. **North Walnut Creek/Pleasant Hill Area Pavement Rehabilitation** – This project is to conduct pavement rehabilitation in the North Walnut Creek/Pleasant Hill Area.
- IV-22. **Pleasant Hill BART Station Bicycle and Pedestrian Access** – This project is to construct and improve bicycle and pedestrian access to the Pleasant Hill BART Station.
- IV-23. **Reliez Valley Road Bicycle Improvements - Grayson Road to Withers Avenue (Central County AOB)** – This project is to install bicycle improvements along Reliez Valley Road between Grayson Road to Withers Avenue.
- IV-24. **Rudgear Road & San Miguel Drive Intersection Safety Improvements (Central County AOB)** – This project is to construct safety and efficiency improvements at the intersection of Rudgear Road and San Miguel Drive.
- IV-25. **Rudgear Road / San Miguel / Walnut Boulevard / Mountain View Boulevard Safety Improvements** – This project is to construct safety improvements on the four roadways. This project overlaps with other safety projects in the area.
- IV-26. **San Miguel Drive Bicycle and Pedestrian Improvements (Central County AOB)** – This project is to construct a pedestrian path along the west side of San Miguel Drive from Blackwood Drive to Rudgear Road.
- IV-27. **Treat Boulevard & Buskirk Avenue Intersection Improvements** – This project is to improve bicycle and pedestrian facilities at the intersection of Treat Boulevard and Buskirk Avenue per the Countywide Bicycle and Pedestrian Plan. (See also Project #IV-11 and #IV-29)
- IV-28. **Treat Boulevard & Jones Road Intersection Improvements (Central County AOB)** – This project modifies the intersection in order to improve the level of service at the intersection of Treat Boulevard and Jones Road. Southbound approach is to add an additional southbound left turn bay. Northbound approach is to add a separate northbound right turn lane.
- IV-29. **Treat Boulevard Bicycle and Pedestrian Improvements - I-680 Overcrossing to Jones Road (NEW)(Central County AOB)** – This project is to improve bicycle and pedestrian accessibility and safety along Treat Boulevard from Main Street to Jones Road.



- IV-30. **Treat Boulevard Bicycle Improvements - Jones Road (easterly) to Walnut Creek City Limits (Central County AOB)** – This project is to improve bicycle accessibility and safety along Treat Boulevard.
- IV-31. **Walnut Boulevard Pedestrian Improvements - View Lane to 250' west of Walnut Court (Central County AOB)** – This project is to construct pedestrian and bicycle facilities along Walnut Boulevard from View land to 250' west of Walnut Court.

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Kirker Pass Road Northbound Truck Climbing Lane

PROJECT DESCRIPTION Kirker Pass Road Northbound Truck Climbing Lane – This project is to construct a truck climbing lane in the northbound direction from Clearbrook Drive to the northern Hess Road intersection. The project is scheduled for construction in 2019. This project is funded by State Transportation Improvement Program (STIP), Gas Tax Funds, and Measure J.

PURPOSE AND NEED Reduce congestion and improve safety along Kirker Pass Road.

SUPERVISOR DISTRICT: 4, 5

PROJECT CATEGORY: efficiency

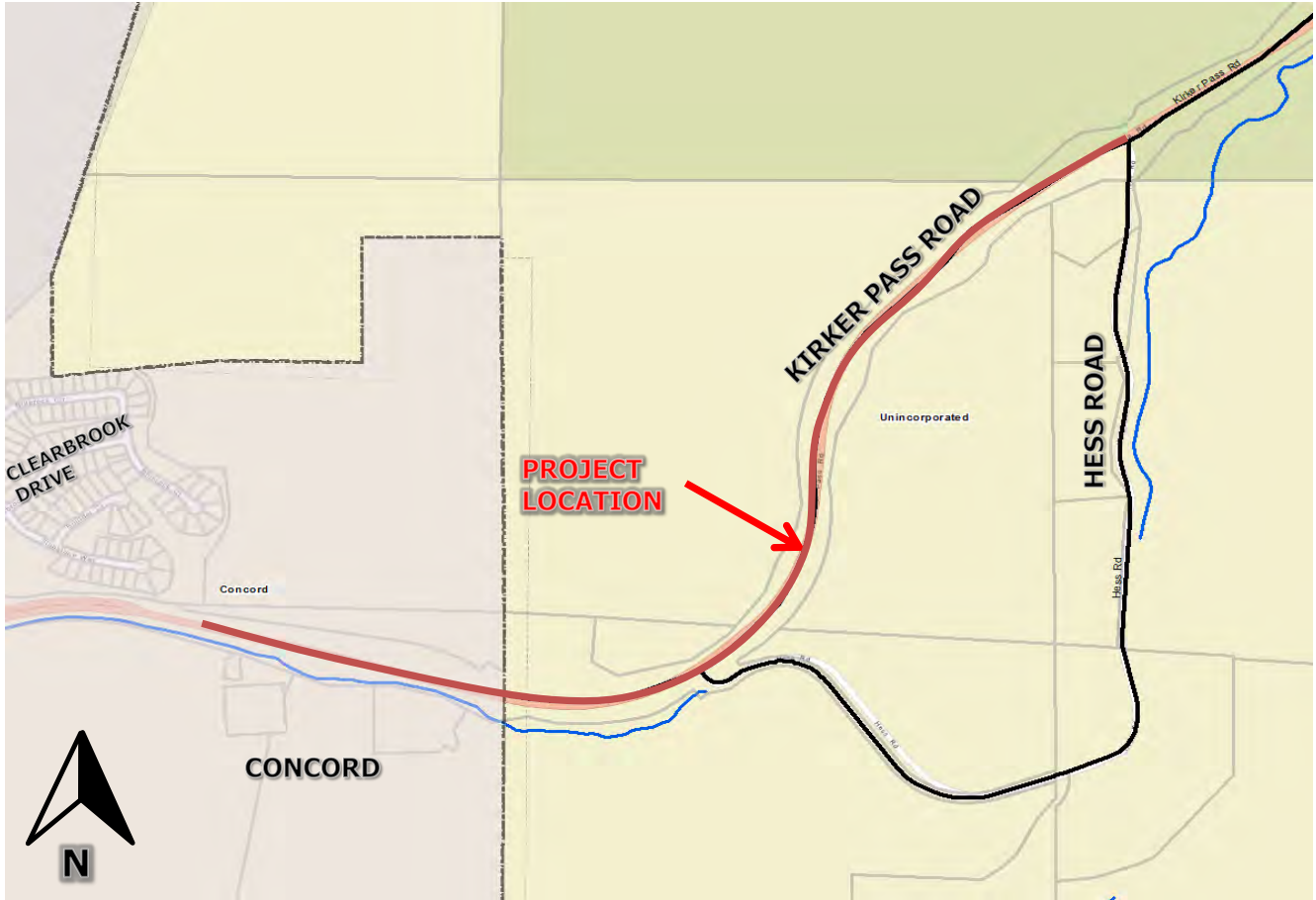
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	354	324	30							
Environmental	749	489	200	50	10					
Design Engineering	1,628	1,278	200	100	50					
+ Right-of-Way	152	21	82	50						
+ Construction	16,241			2,500	13,741					
Total	19,124	2,111	512	2,700	13,801					
STIP	2,650				2,650					
+ Gas Tax (c)	7,939	29		200	7,710					
Measure J Regional	6,221	1,560	262	2,400	2,000					
Measure J RTS	370	220	150							
State Match	1,993	303	100	100	1,491					

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Kirker Pass Road Northbound Truck Climbing Lane



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Kirker Pass Road Open Grade Overlay

PROJECT DESCRIPTION Kirker Pass Road Open Grade Overlay (NEW) – This project is conduct pavement rehabilitation on a portion of Kirker Pass Road. This project is scheduled for construction in 2019. Funding is through the One Bay Area Grant (OBAG) and Gas Tax Funds.

PURPOSE AND NEED The road's existing open grade pavement has worn down and needs a new overlay.

SUPERVISOR DISTRICT: 4, 5

PROJECT CATEGORY: reliability

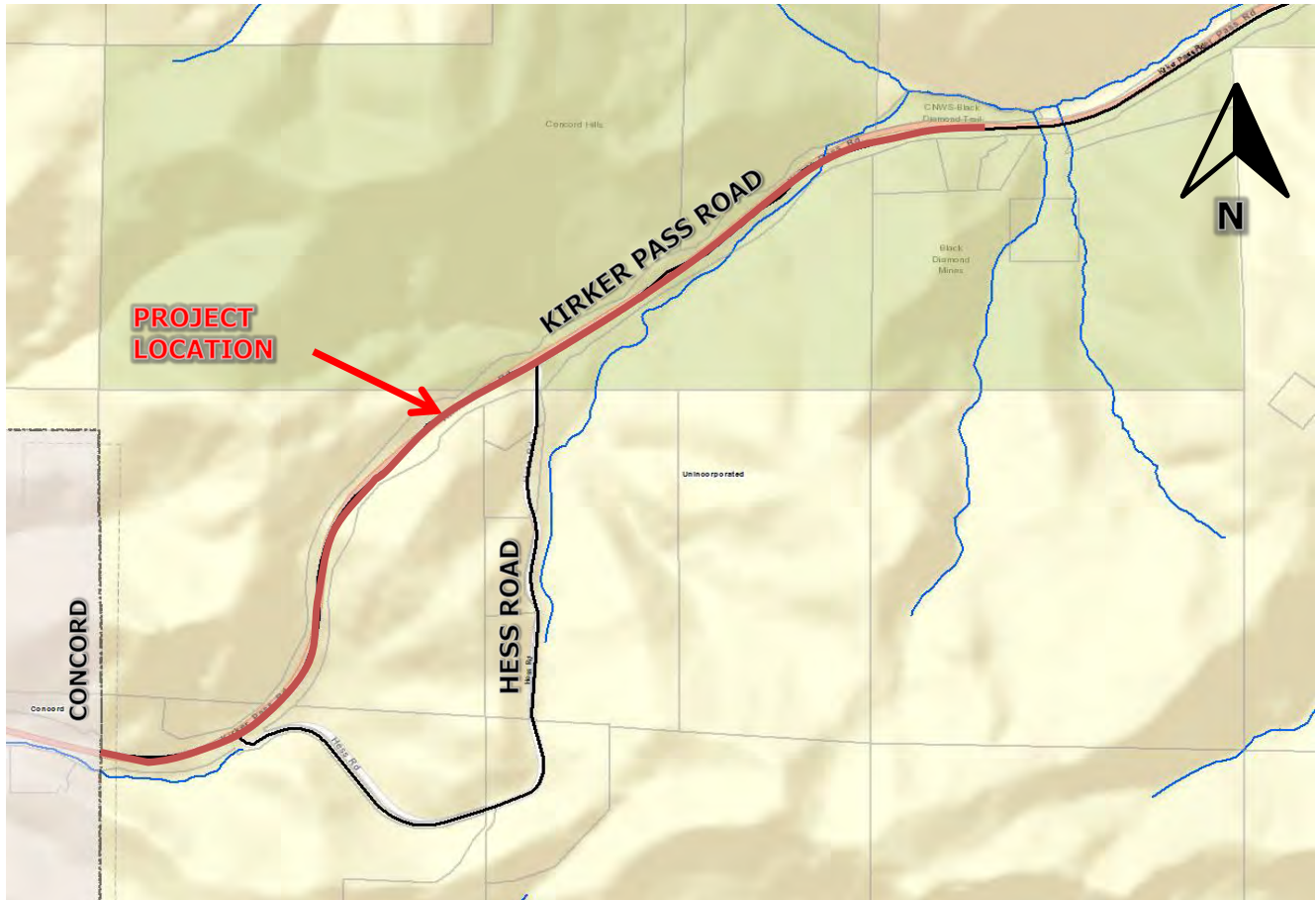
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	20	2	18							
Environmental	35		35							
Design Engineering	110		60	50						
+ Right-of-Way	10			10						
+ Construction	1,943				250	1,693				
Total	2,118	2	113	60	250	1,693				
FAS	1,343					1,343				
Gas Tax	775	2	113	60	250	350				

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Kirker Pass Road Open Grade Overlay



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Marsh Creek Road Traffic Safety Improvements

PROJECT DESCRIPTION Marsh Creek Road Traffic Safety Improvements (NEW) – This project is to construct safety improvements along Marsh Creek Road such as centerline rumble strips and upgrade signage with new reflective sheeting. Flashers will be placed near the existing intersection ahead sign near the intersection of Deer Valley Road and Marsh Creek Road. A street light will also be installed to light the intersection at night. The flashers and streetlight are to notify drivers of the intersections of their approach to the intersection at night. There are several incidents where drivers have misjudged the turn and ran off the road. This project is scheduled for construction in 2020. This project is funded by the Highway Safety Improvement Program (HSIP) and the East County Regional AOB.

PURPOSE AND NEED Improve roadway infrastructure to improve driver awareness and overall safety.

SUPERVISOR DISTRICT: 3, 4

PROJECT CATEGORY: safety

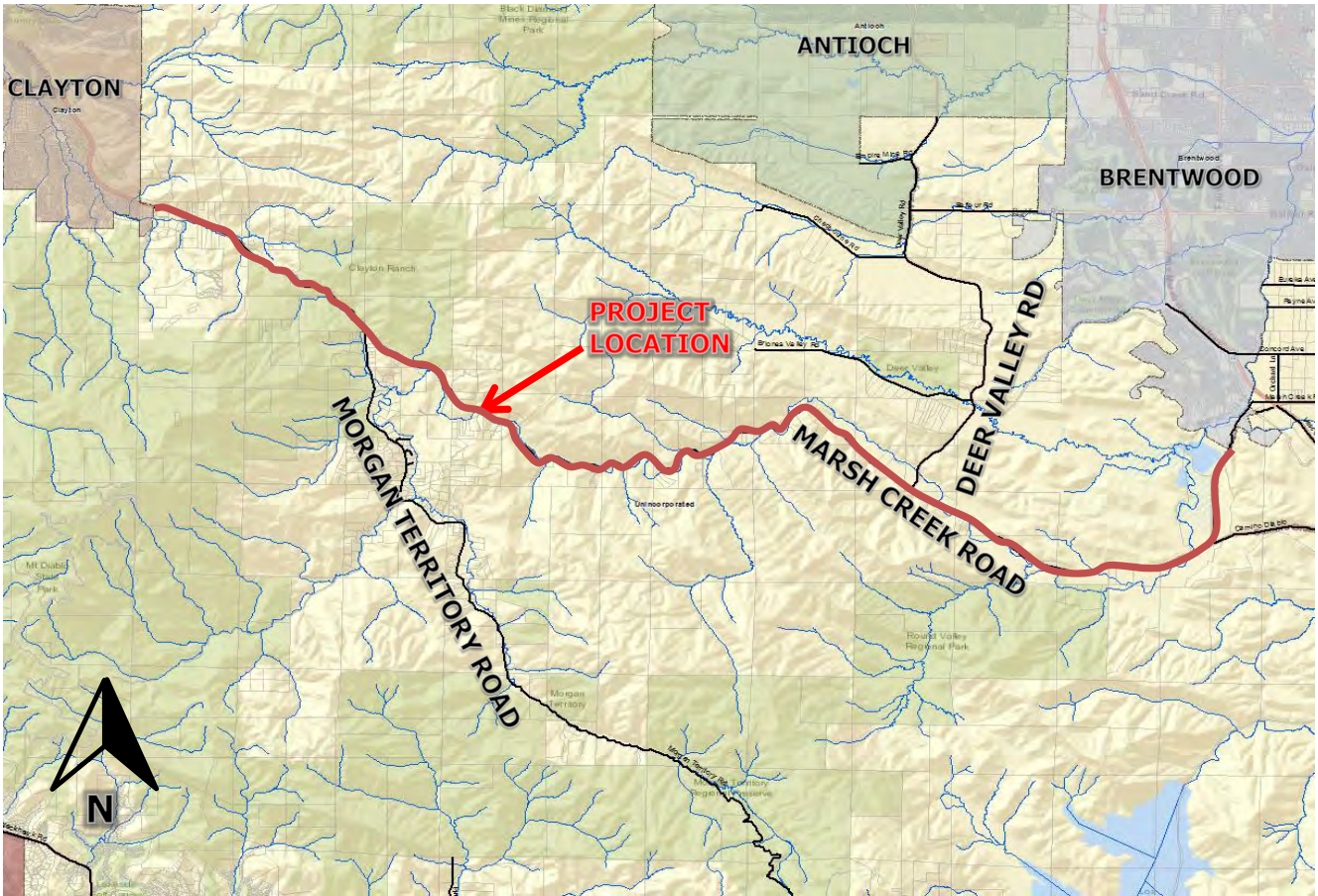
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Planning/Coordination	50	32	8	8	2					
Preliminary Engineering										
Environmental	70	18	40	12						
Design Engineering	329	68	166	95						
+ Right-of-Way	20			20						
+ Construction	1,059				1,059					
Total	1,528	118	214	135	1,061					
East County Regional AOB	260	82	38	135	5					
HSIP	1,268	36	176		1,056					

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Marsh Creek Road Traffic Safety Improvements



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Marsh Drive Bridge Replacement

PROJECT DESCRIPTION Marsh Drive Bridge (Project Sponsor: County) – This project is to remove and replace the existing Marsh Drive Bridge in cooperation with the City of Concord. This project is scheduled for construction in 2021. This project is funded by Highway Bridge Program (HBP) and Gas Tax Funds.

PURPOSE AND NEED The existing bridge is approaching the end of its useful life.

SUPERVISOR DISTRICT: 4, 5

PROJECT CATEGORY: reliability

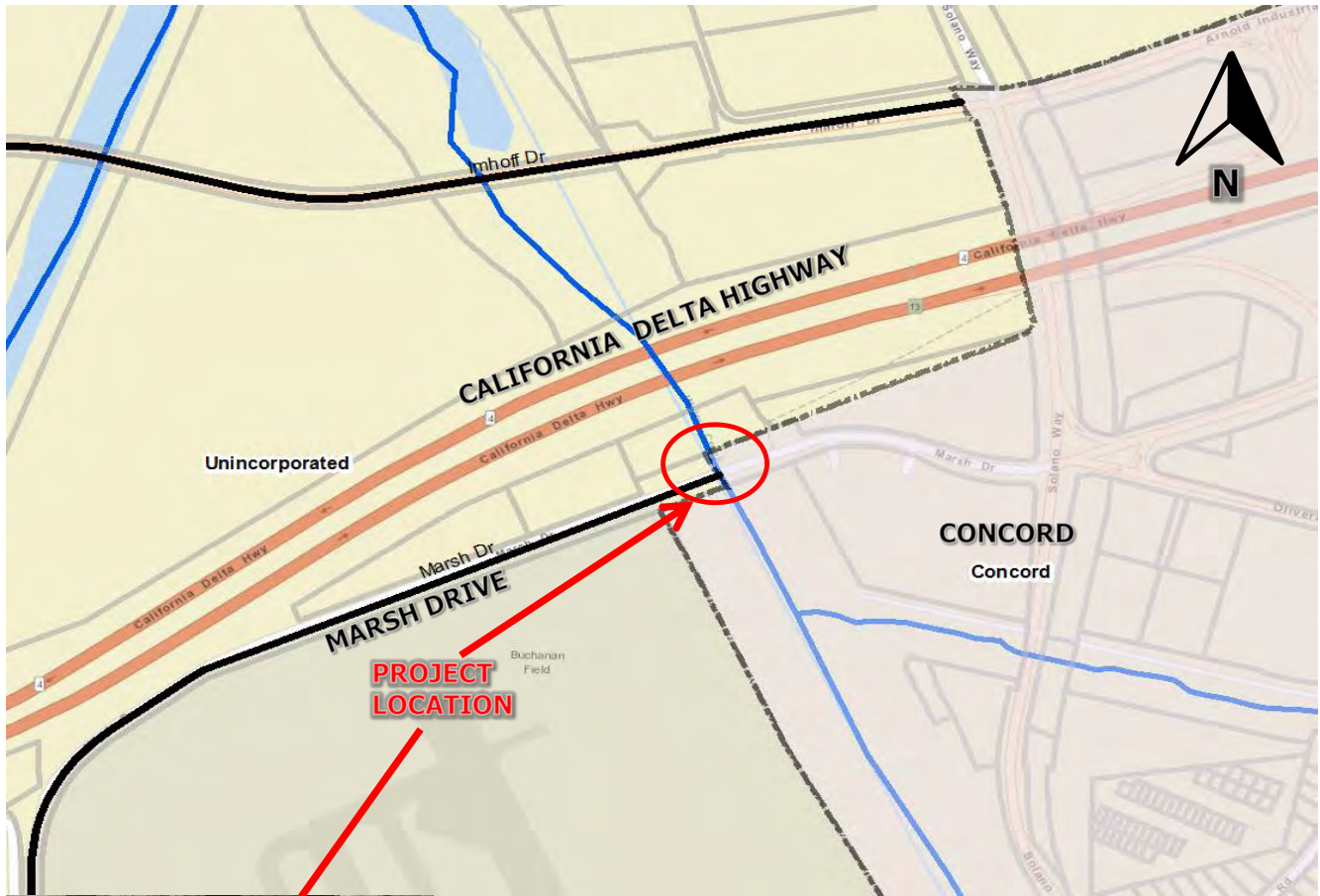
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering										
Environmental										
Design Engineering	1,867	49	350	450	500	450	68			
+ Right-of-Way	240				80	160				
+ Construction	6,700						700	4,000	2,000	
Total	8,807	49	350	450	580	610	768	4,000	2,000	
HBP	7,507	12	250	350	440	457	688	3,500	1,810	
- Gas Tax (c)	1,300	37	100	100	140	153	80	500	190	

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Marsh Creek Road Bridge Replacement



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Pedestrian Crossing Enhancements - Central and East County

PROJECT DESCRIPTION Pedestrian Crossing Enhancements - Central and East County (New) – This project proposes to construct pedestrian safety improvements near various schools in Central and East County by installing pedestrian activated **rectangular** rapid flash beacons (RRFB) at crosswalks. This project is scheduled for construction in 2018. The project is funded by the Transportation Development Act (TDA) grant and by Local Funds.

PURPOSE AND NEED Increase driver awareness at pedestrian crosswalks near schools

SUPERVISOR DISTRICT: 2, 3, 4, 5

PROJECT CATEGORY: accessibility

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Planning/Coordination	14	7	3	5						
Preliminary Engineering	7	7								
Environmental	10		10							
Design Engineering	266	206	60							
+ Right-of-Way	23		10	13						
+ Construction	420		70	350						
Total	740	219	153	367						
+ Gas Tax (c)	540	19	153	367						
TDA	200	200								

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Pedestrian Crossing Enhancements - Central and East County



Source: County GIS

Note: See other Supervisor Districts for other pedestrian crossing locations.

Legend:

— County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Walnut Creek Crosswalk Improvements

PROJECT DESCRIPTION Walnut Creek Crosswalk Improvements – This project is to improve pedestrian safety at two crosswalks locations in the vicinity of unincorporated Walnut Creek. One of the two crossings is located in District II is at the intersection of Olympic Boulevard and Bridgefield Road. The project is schedule for construction in the summer of 2020. This project is funded by the Highway Safety Improvement Program (HSIP), Transportation Development Act (TDA), and Gas Tax Funds.

PURPOSE AND NEED Improve pedestrian safety at two pedestrian crosswalk locations in unincorporated Walnut Creek.

SUPERVISOR DISTRICT: 2, 4

PROJECT CATEGORY: safety

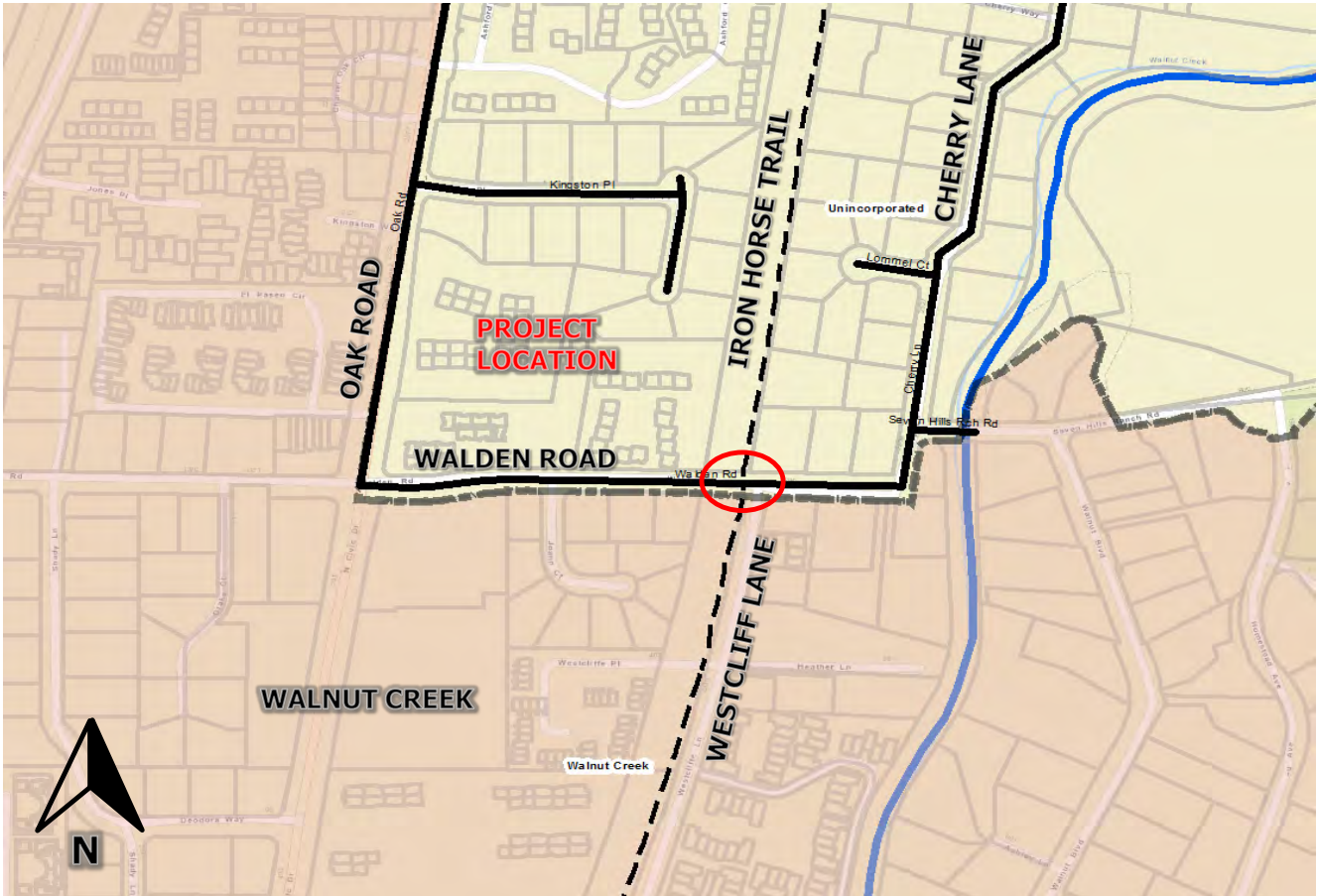
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	21	16	2	2	1					
Environmental	40		20	20						
Design Engineering	43	4	19	15	5					
+ Right-of-Way	15			15						
+ Construction	184				184					
Total	303	20	41	52	190					
Gas Tax	15		5	9	1					
HSIP	224			35	189					
TDA	64	20	36	8						

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Walnut Creek Crosswalk Improvements



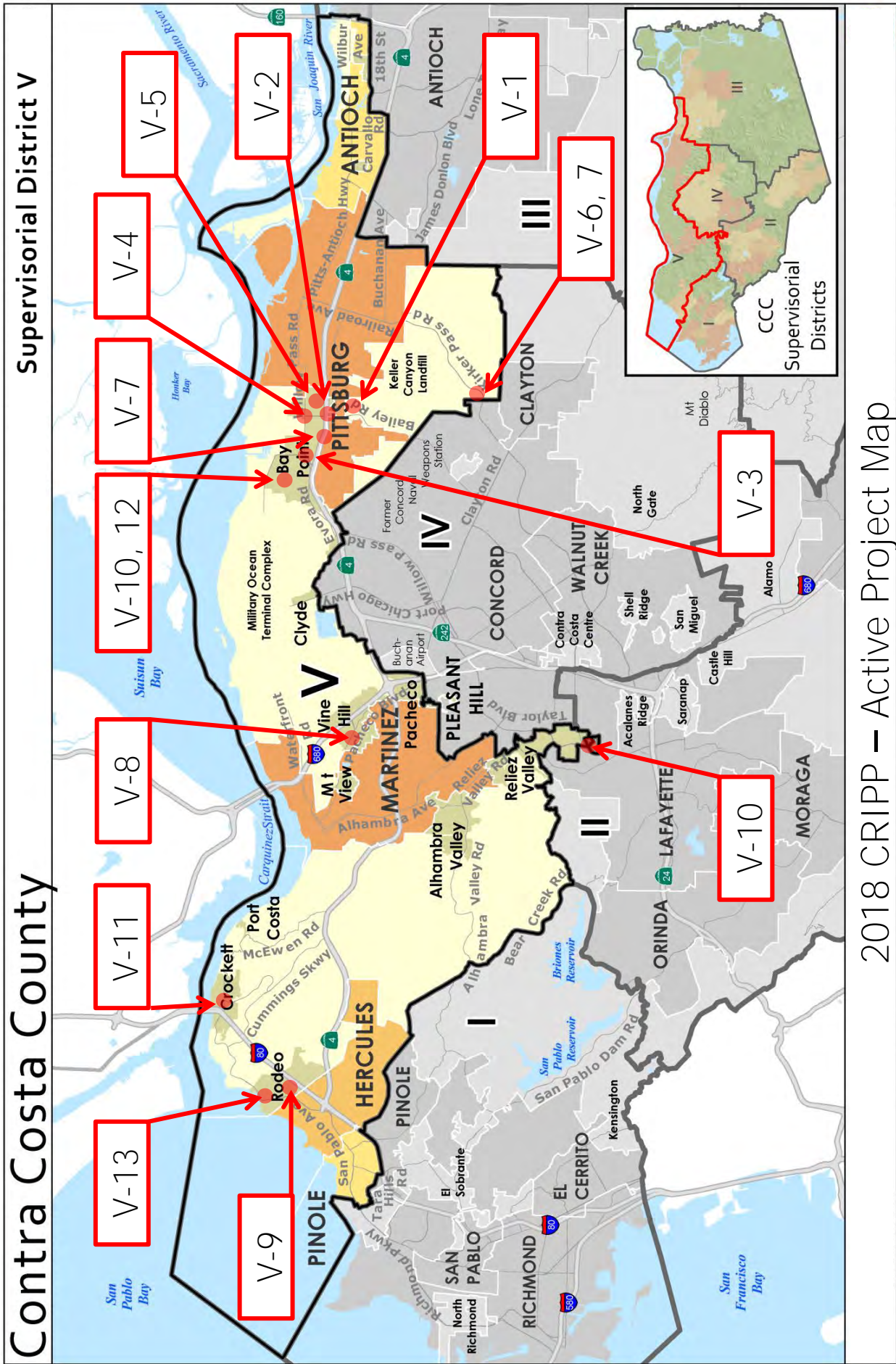
Source: County GIS

Legend:



County Maintained Roads

Board of Supervisor District V



2018 CRIPP – Active Project Map

Note: 1) Projects are identified with Supervisor District number and project number for its District.
 2) County-wide Projects are not shown on this map.
 3) District V contains 182.16 miles of the 666.16 miles of County maintained roadway.



CRIPP PROJECT DESCRIPTIONS FOR DISTRICT 5

ACTIVE PROJECTS – These projects are fully funded and are either in the design phase or will be constructed in the near future.

- V-1. **Bailey Road Overlay Project - SR4 to Keller Canyon Landfill Entrance**
– This project includes pavement rehabilitation on the county maintained portion of Bailey Road. This project is scheduled for construction in 2020. Funding is through the Keller Canyon Mitigation Fund and Gas Tax Funds.
- V-2. **Bailey Road/SR4 Interchange Improvements** – This project is to modify the intersection at State Route 4 and Bailey Road. Improvements will encourage pedestrian safety by changing the traffic circulation at the off-ramps. An additional traffic signal will be installed for the new interchange configuration. Bicyclist will also benefit from the intersection revisions. Construction is scheduled for 2019. Funding is provided by Active Transportation Program (ATP), Bay Point AOB, Measure J, Navy Mitigation Fund, and Gas Tax Funds.
- V-3. **Bay Point Sign Upgrade Project** – This project is to replace existing regulatory and warning signs to increase reflectivity along various County roadways within the unincorporated Bay Point area. Construction is scheduled for 2018. Funding is provided through Highway Safety Improvement Program (HSIP) and Gas Tax Funds.
- V-4. **Bay Point Utility Undergrounding Project** – This project is to relocate overhead utilities into a trench along Bailey Road and Willow Pass Road. Construction is scheduled for 2018 to 2019. Funding is provided through Navy Mitigation, Gas Tax Funds, and Rule 20A work credits through PG&E.
- V-5. **Bel Air Trail Crossing Safety Improvements (NEW)** – This project is to construct safety improvements at the Bel Air trail crossing(s) to improve pedestrian safety in the vicinity of the Bel Air Elementary School. Construction is scheduled before 2021. Funding is provided through Transportation Development Act (TDA) and Gas Tax Funds.
- V-6. **Kirker Pass Road Northbound Truck Climbing Lane** – This project is to widen Kirker Pass Road to add a northbound truck climbing lane. Construction is scheduled for 2019. Funding is provided through State Transportation Improvement Program (STIP), **State Match Program Funds**, Measure J, and Gas Tax Funds.



- V-7. **Kirker Pass Road Open Grade Overlay (NEW)** – This project is to conduct pavement rehabilitation on a portion of Kirker Pass Road. Construction is scheduled for 2020. Funding is obtained through One Bay Area Grant (OBAG) and Gas Tax Funds.
- V-8. **Pacheco Boulevard Sidewalk Phase III/Culvert Extension (revised name)** – This project is to construct new sidewalk in order to close the sidewalk gaps and provide a continuous path along Pacheco Boulevard. Construction is scheduled for 2018. This project is funded through Active Transportation Program (ATP), Martinez AOB, and Measure C.
- V-9. **Parker Avenue Pedestrian Improvement Project (NEW)** – This project will install two ADA curb ramps on Parker Avenue at 6th Street and three rapid repeating flash beacons. Construction is scheduled for 2018. This project is funded by the Transportation Development Act and Gas Tax Funds.
- V-10. **Pedestrian Crossing Enhancements - Central and East County (NEW)**
– This project proposes to construct pedestrian safety improvements near various schools in Central and East County by installing pedestrian activated rapid repeating flash beacons (RRFB) at crosswalks. The project is funded through a Transportation Development Act (TDA) grant, and Gas Tax Funds. The project includes the following schools in District V:
- a. Shore Acres Elementary, Bay Point
 - b. Riverview Middle School, Bay Point
- V-11. **Pomona Street Pedestrian Safety Improvements (Phase II)** – This project is to improve pedestrian safety along Pomona Street at several existing crosswalks. Construction is scheduled for 2018. This project is funded by Transportation Development Act (TDA), Phillips 66 Fund, and Gas Tax Funds.
- V-12. **Rio Vista Elementary School Pedestrian Connection Project** – This project is to close a sidewalk gap and install speed feedback signs and pedestrian flashers to improve pedestrian accessibility and safety in the vicinity of Rio Vista Elementary School. Construction is scheduled for 2018. This project is funded by Active Transportation Program (ATP), Bay Point AOB, Measure C, and Transportation for Livable Communities (TLC) funds.
- V-13. **Rodeo Downtown Infrastructure Improvements** – This project is to construct sidewalks and curb ramps along Pacific Avenue and to improve access to Rodeo Creek Trail on Investment Street. Construction is scheduled for 2018. Funding is obtained from Department of Conservation and Development and Gas Tax Funds.



UNDERFUNDED PROJECTS – These projects are not fully funded and usually originated from the Area of Benefit process and/or from community input/need. Other sources for projects included the Regional Transportation Plan (RTP), Comprehensive Transportation Project List (CTPL) through Contra Costa Transportation Authority, Transportation Expenditure Plan (TEP), and a Public Works List. District 5 includes Martinez AOB, Pacheco AOB, and Bay Point AOB.

- V-14. **Alhambra Valley Road Safety Improvements (Various Locations)** – This project is to construct safety improvements along Alhambra Valley Road.
- V-15. **Alves Lane Extension - Willow Pass Road to Pacifica Avenue (Bay Point AOB)** – This project is to construct a new roadway extension and modify the existing traffic signal at Alves Lane and Willow Pass Road.
- V-16. **Bailey Road Pedestrian & Bicycle Improvements - Canal Road to Willow Pass Road (Bay Point AOB)** – This project is to construct pedestrian and bicycle improvements along Bailey Road from Canal Road to Willow Pass Road. If funding is available, this project will occur after the Bay Point Undergrounding Project (See Project #V-4).
- V-17. **Bella Vista Infrastructure Improvements** – This project is to construct capital improvements in accordance with the Bella Vista Infrastructure Study.
- V-18. **Center Avenue Bicycle and Pedestrian Improvements - Pacheco Boulevard to Marsh Drive (Pacheco AOB)** – This project is to construct bike lanes, widen the roadway by reducing the existing sidewalk, and construct new sidewalk to provide a continuous path of travel along Center Avenue.
- V-19. **Crockett Area Overlays & Reconstruction Project** – This project is to conduct pavement overlays and reconstruction in the Crockett area.
- V-20. **Cummings Skyway Truck Lane Extension (RTP)** – This project is to extend the existing eastbound truck climbing lane on Cummings Skyway.
- V-21. **Driftwood Drive Improvements - Port Chicago Highway to Pacifica Avenue (Bay Point AOB)** – This project is to construct six foot shoulders and six and a half wide sidewalks on both sides of Driftwood Drive.
- V-22. **Evora Road & Willow Pass Road Intersection Improvements** – This project includes intersection improvements to facilitate movement to and from State Route 4, including signal modifications and new signal installation. Project originated from 2016 CRIPP.



- V-23. **Kirker Pass Road Northbound Runaway Truck Ramp** – This project is to construct a northbound trunk runaway truck ramp along Kirker Pass Road prior to the City of Pittsburg.
- V-24. **Kirker Pass Road Southbound Truck Lane (RTP)** – This project is to construct a southbound trunk climbing lane along Kirker Pass Road.
- V-25. **Local Road Pedestrian and Bicycle Upgrade at Benicia Bridge** – This project is to construct and upgrade pedestrian and bicycle improvements leading up to Benicia Bridge. (from previous CRIPP)
- V-26. **Loftus Road Pedestrian Improvements - Canal Road to Willow Pass Road (Bay Point AOB)** – This project is to construct five-foot wide bike lanes and five-foot wide sidewalks on both sides of Loftus Road.
- V-27. **Marsh Drive Improvements - Center Avenue to Walnut Creek Bridge (revised name)(Pacheco AOB)** – This project is to widen or restripe the roadway to provide shoulders/bike lanes on both sides of Marsh Drive from Center Avenue up to the Walnut Creek Bridge (near the Iron Horse Trail).
- V-28. **Pacheco Boulevard & Center Avenue Intersection Improvements (Pacheco AOB)** – This project is to construct modifications to the intersection of Pacheco Boulevard and Center Avenue.
- V-29. **Pacheco Boulevard & Muir Road Intersection Improvements (Pacheco AOB)** – This project is to construct intersection modification at Pacheco Boulevard and Muir Road.
- V-30. **Pacheco Boulevard & North Buchanan Circle Intersection Improvements (NEW)(Pacheco AOB)** – This project is to signalize the intersection at Pacheco Boulevard and Carolos Drive/North Buchanan Circle.
- V-31. **Pacheco Boulevard Complete Streets - Arnold Drive to Muir Road (Pacheco AOB)** – This project is to construct new bike lanes along Pacheco Boulevard from Arnold Drive to Muir Road.
- V-32. **Pacheco Boulevard Improvements - Morello Avenue to Blum Road (RTP)(TEP)** – This project is to improve the Pacheco Boulevard Corridor with Complete Streets concept. This project will be in cooperation with the City of Martinez.
- V-33. **Pacifica Avenue Bridge Replacement (Bridge No. 28C0379)** – This bridge project in Rodeo is to replace the bridge that spans over the railroad tracks.



- V-34. **Pacifica Avenue Extension - Port Chicago Highway to Alves Lane (Bay Point AOB)** – This project is to construct a new roadway and modification of the existing traffic signal at Pacifica Avenue and Port Chicago Highway.
- V-35. **Pedestrian Improvements near Rodeo Hills Elementary School** – This project is to construct pedestrian improvements in the vicinity of the Rodeo Hill Elementary School in Rodeo.
- V-36. **Pleasant Hill Road & Taylor Boulevard Bicycle and Pedestrian Improvements (revised name)(Central County AOB)** – This project is to construct improvements to the intersection of Pleasant Hill Road and Taylor Boulevard.
- V-37. **Pleasant Hill Road Bridge Rehabilitation (NEW)** – This project is to extend the service life of the Pleasant Hill Road Bridge. This project is to be funded by Highway Bridge Program (HBP) and Gas Tax Funds.
- V-38. **Pomona Street/Winslow Avenue/Carquinez Scenic Drive Safety Alignment Study** – This project is to conduct a safety alignment study along Pomona Street, Winslow Avenue, and Carquinez Scenic Drive. (Originally from 2016 CRIPP)
- V-39. **Port Chicago Highway Bicycle and Pedestrian Improvements - Driftwood Drive to McAvoy Road (Bay Point AOB)** – This project is to construct an 8' bike lane/shoulder along both sides of Port Chicago Highway, and a 6.5' sidewalk along the south side.
- V-40. **Port Chicago Highway Realignment Project - McAvoy Road to Pacifica Avenue (name revised)(Bay Point AOB)** – This project is to realign the sharp horizontal curve in Port Chicago Highway, add an eastbound left turn pocket at McAvoy Road, and add sidewalks along both sides of Port Chicago Highway.
- V-41. **Reliez Valley Road Bicycle Improvements - North of Grayson Road to Withers Avenue (Central County AOB)** – This project is to construct bicycle improvements from (North of) Grayson Road to Withers Avenue. The goal is to widen and/or stripe Class II bike lanes in both directions.
- V-42. **San Pablo Avenue Complete Streets Project - Rodeo to Crockett (RTP)** – This project is to construct complete streets improvements along San Pablo Avenue from Rodeo to Crockett.



- V-43. **Waterfront Road Grade Change Project** – This project is to raise the roadway in anticipation of global sea level rise. A portion of the roadway is bordered by McNabney Marsh and other wetlands that occasionally spill onto the roadway.
- V-44. **Willow Pass Road & Bailey Road Intersection Improvements (Bay Point AOB)** – This project is to widen Willow Pass Road to accommodate an additional westbound turn lane and new eastbound right turn lane.
- V-45. **Willow Pass Road (West) & SR4 Interchange Improvements (Bay Point AOB)** – This project is to install new traffic signals at interchange of Willow Pass Road (West) and State Route 4 westbound and eastbound off ramps.
- V-46. **Willow Pass Road Improvements - Bailey Road to Pittsburg City Limits (Bay Point AOB)** – This project is to restripe Willow Pass Road to provide four travel lanes and an application of slurry.
- V-47. **Willow Pass Road Improvements - Evora Road to SR4 (Bay Point AOB)** – This project is to widen Willow Pass Road and modify the Willow Pass Road/Evora traffic signal. (See also Project #V-22)

COMPLETED CONSTRUCTION PROJECTS – This section is for projects are in construction or will be in the process of being closed out by the 2018/2019 CRIPP publication.

- **Alhambra Valley Road Safety Improvements – Rancho La Boca Road to Ferndale Road** – This project includes widening the roadway and provides paved shoulders to improve driver and bicyclist safety. Construction started in July 2017. Funding is provided by Highway Safety Improvement Program (HSIP), Proposition 1B, Martinez AOB, and Gas Tax Funds.
- **Canal Road Bridge Replacement (Bridge No. 28C0376)** – This project is to replace the bridge which spans the Contra Costa Canal on Canal Road. Construction is scheduled for 2018. Funding is through Highway Bridge Program (HBP) and Gas Tax Funds.

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Bailey Road Overlay Project - SR4 to Keller Canyon Landfill Entrance

PROJECT DESCRIPTION Bailey Road Overlay Project - SR4 to Keller Canyon Landfill Entrance – This project includes pavement rehabilitation on the county maintained portion of Kirker Pass Road. This project is scheduled for construction in 2020. Funding is through the Keller Canyon Mitigation Fund and Gas Tax Funds.

PURPOSE AND NEED Improve pavement condition along Bailey Road.

SUPERVISOR DISTRICT: 5

PROJECT CATEGORY: reliability

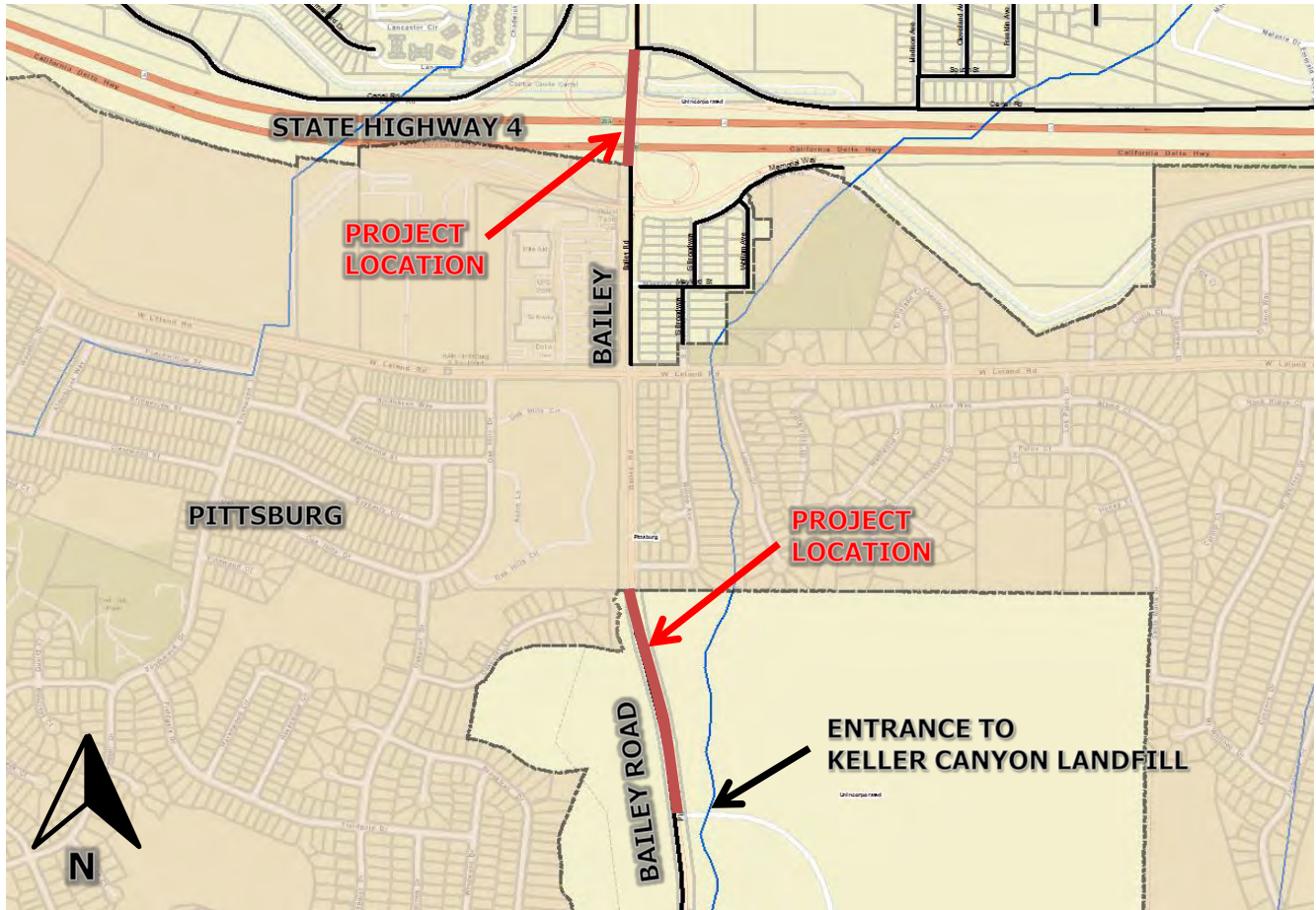
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	60	60								
Environmental	45	45								
Design Engineering	110	30	80							
+ Right-of-Way										
+ Construction	1,000		200	800						
Total	1,215	135	280	800						
Keller Canyon Mit Fund	1,215	135	280	800						

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Bailey Road Overlay Project - SR4 to Keller Canyon Landfill Entrance



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Bailey Road/SR4 Interchange Improvements

PROJECT DESCRIPTION Bailey Road Pedestrian & Bicycle Improvements - State Route 4 Interchange Zone (Bay Point AOB) – This project will improve safety and circulation of pedestrians and bicyclists along Bailey Road through the State Route 4 (SR4) interchange. Construction is scheduled for 2019. Funding is provided by Active Transportation Program (ATP), Bay Point AOB, Measure J, Navy Mitigation Fund, and Gas Tax Funds.

PURPOSE AND NEED Improve bicycle and pedestrian access along Bailey Road through State Route 4 Interchange

SUPERVISOR DISTRICT: 5

PROJECT CATEGORY: safety

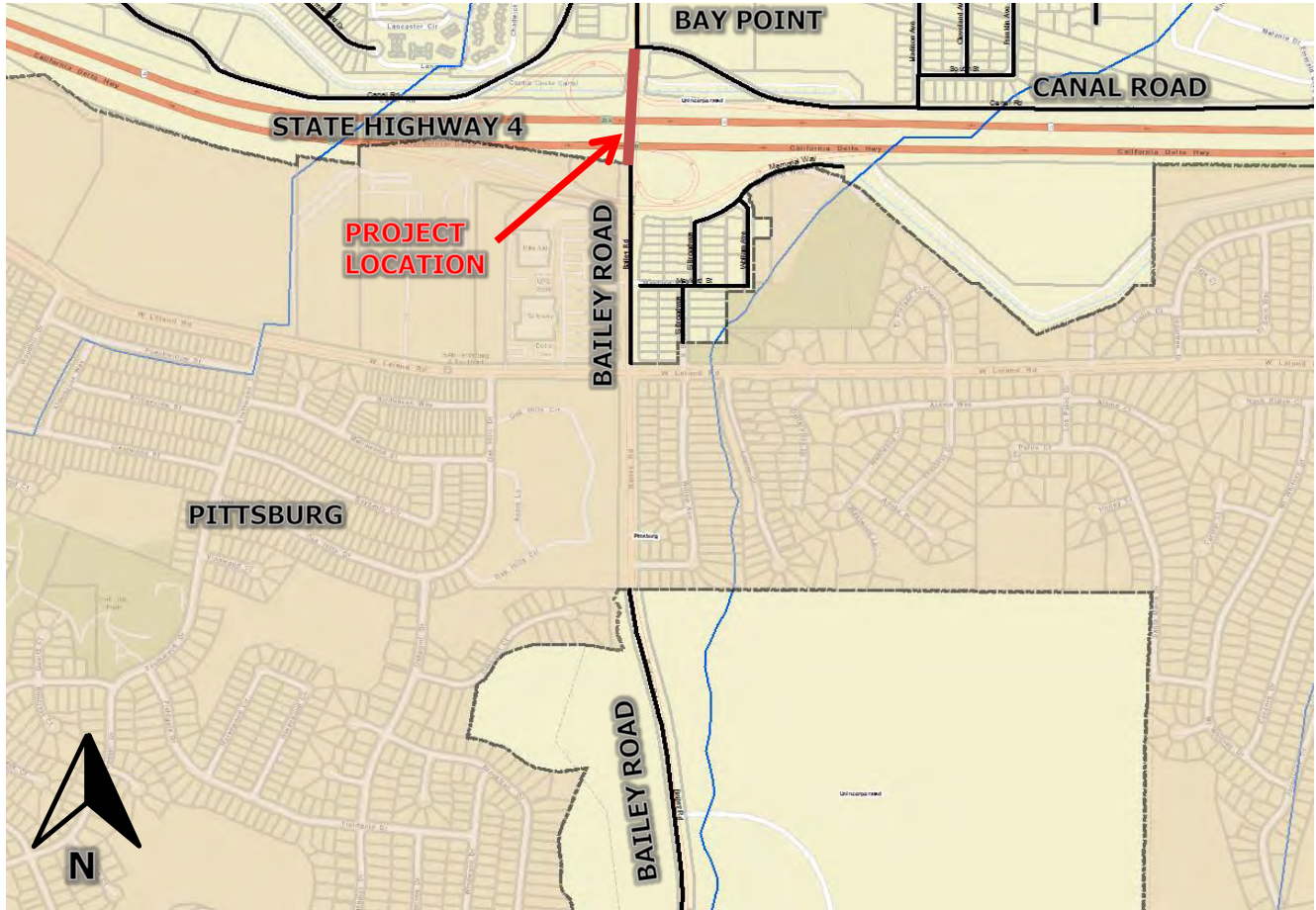
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	84	14	40	30						
Environmental	50	13	37							
Design Engineering	592	87	205	300						
+ Right-of-Way	10			10						
+ Construction	3,560			90	3,470					
Total	4,295	113	282	430	3,470					
ATP	4,077		277	420	3,380					
Bay Point AOB	198	93	5	10	90					
Gas Tax	7	7								
Measure J PBTf	345	345								
Measure J RTS	100	100								
Navy Mit	440	440								

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Bailey Road/SR4 Interchange Improvements



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Bay Point Sign Upgrade Project

PROJECT DESCRIPTION Bay Point Sign Upgrade Project – This project is to replace existing regulatory and warning signs to increase reflectivity along various County roadways within the unincorporated Bay Point area. Construction is schedule for 2018. Funding is provided through Highway Safety Improvement Program (HSIP) and Gas Tax Funds.

PURPOSE AND NEED Increase traffic safety.

SUPERVISOR DISTRICT: 5

PROJECT CATEGORY: reliability

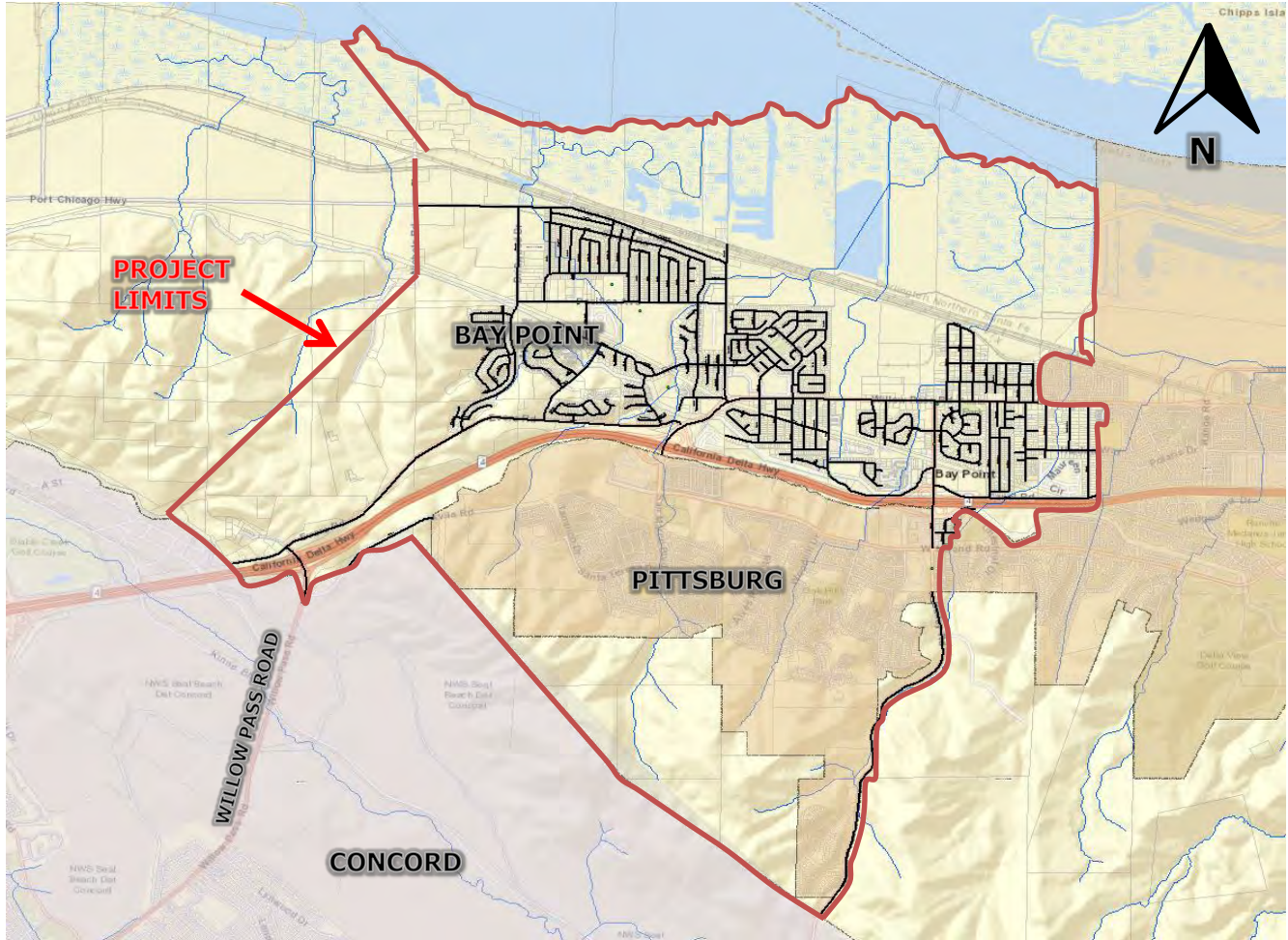
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	35	35								
Environmental	16	16								
Design Engineering	138	64	75							
+ Right-of-Way										
+ Construction	406			406						
Total	595	114	75	406						
Gas Tax	115	42	65	8						
HSIP	480	72	10	398						

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Bay Point Sign Upgrade Project



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Bay Point Utility Undergrounding Project

PROJECT DESCRIPTION Bay Point Utility Undergrounding Project – This project is to relocate overhead utilities into a trench along Bailey Road and Willow Pass Road. Construction is scheduled for 2018 to 2019. Funding is provided through Navy Mitigation, Gas Tax Funds, and Rule 20A work credits through PG&E.

PURPOSE AND NEED Utilities will be placed underground to improve the aesthetics of the Bay Point community near BART.

SUPERVISOR DISTRICT: 5

PROJECT CATEGORY: efficiency

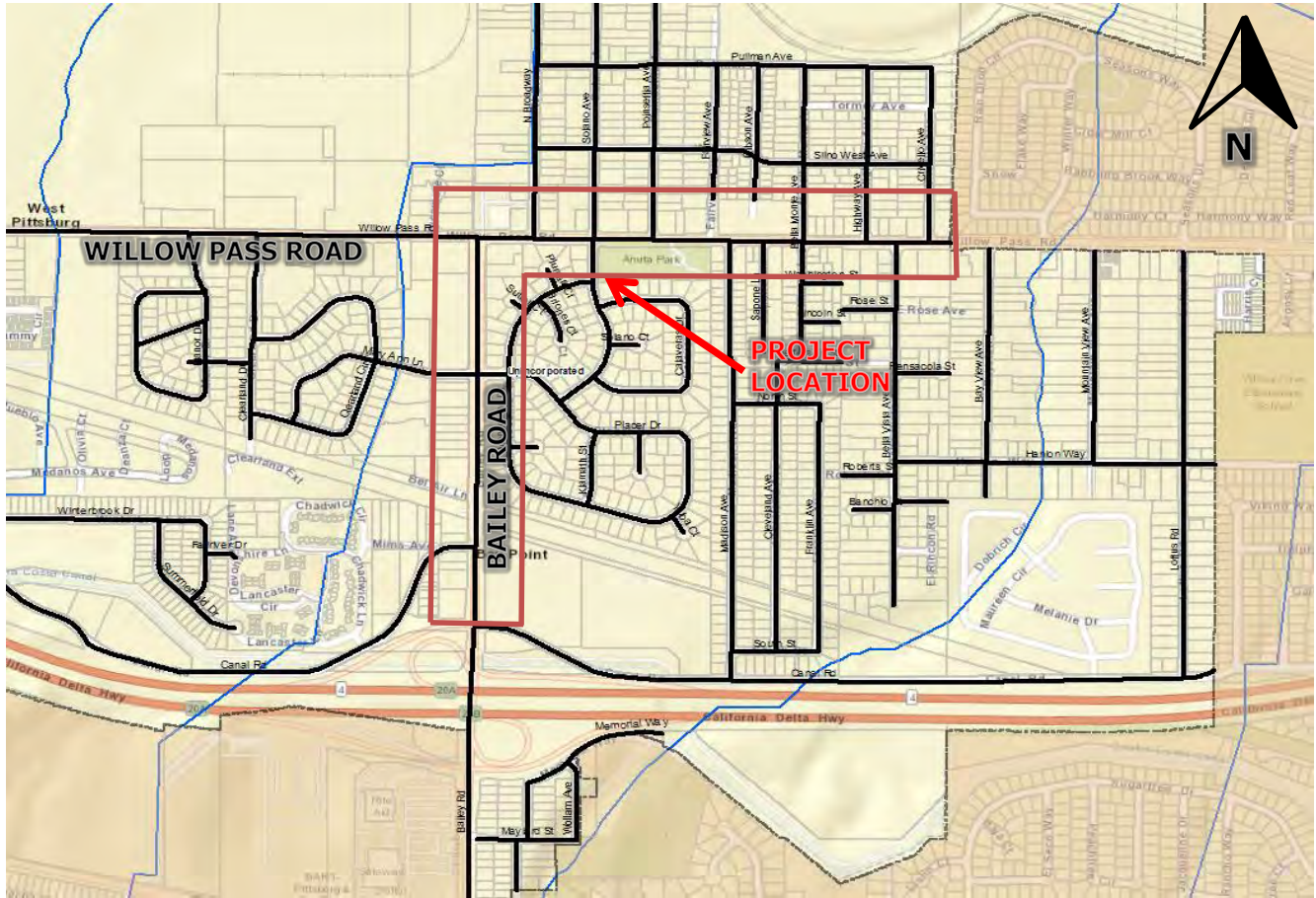
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	341	291	50							
Environmental	4	4								
Design Engineering										
+ Right-of-Way	127	2		125						
+ Construction	530			300	230					
Total	1,003	298	50	425	230					
Gas Tax	373	7		366						
Navy Mit	630	291	50	59	230					

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Bay Point Utility Undergrounding Project



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Bel Air Trail Crossing Project

PROJECT DESCRIPTION This project is to construct safety and accessibility improvements at the Bel Air trail crossing to improve pedestrian safety in the vicinity of the Bel Air Elementary School. This include pedestrian actuated flashers, sidewalk improvements, and additional roadway signage.

PURPOSE AND NEED Improve pedestrian access and safety at the Bel Air Trail Crossing at the rear entrance to the Bel Air Elementary School

SUPERVISOR DISTRICT: 5

PROJECT CATEGORY: accessibility

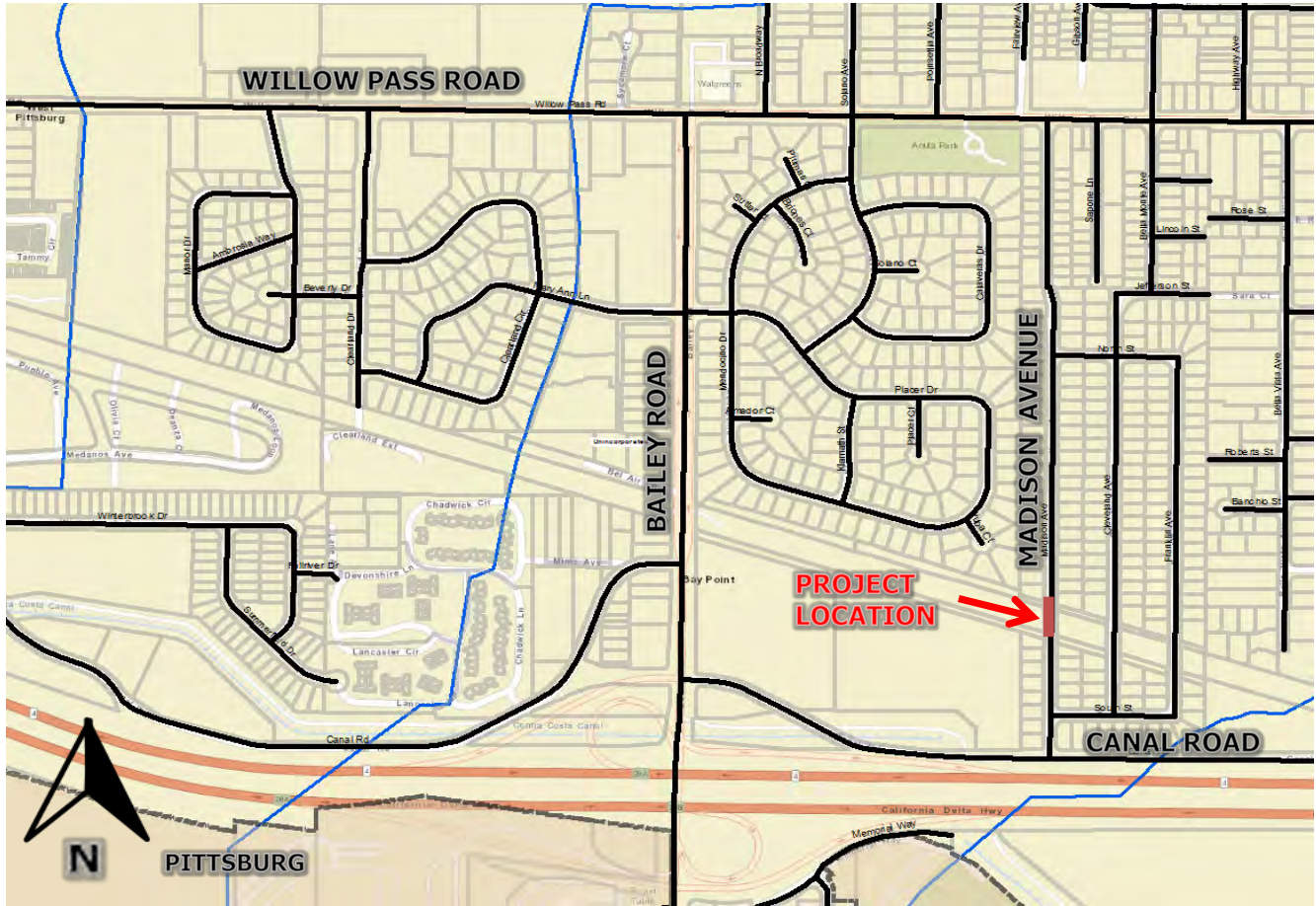
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Planning/Coordination	15		7	3	3	2				
Preliminary Engineering	85		20	40	20	5				
Environmental	10		5	5						
Design Engineering										
+ Right-of-Way	15			10	5					
+ Construction	175					175				
Total	300		32	58	28	182				
- Gas Tax (c)	200				18	182				
TDA	100		32	58	10					

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Bel Air Trail Crossing Project



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Kirker Pass Road Northbound Truck Climbing Lane

PROJECT DESCRIPTION Kirker Pass Road Northbound Truck Climbing Lane – This project is to construct a truck climbing lane in the northbound direction from Clearbrook Drive to the northern Hess Road intersection. The project is scheduled for construction in 2019. This project is funded by State Transportation Improvement Program (STIP), Gas Tax Funds, and Measure J.

PURPOSE AND NEED Reduce congestion and improve safety along Kirker Pass Road.

SUPERVISOR DISTRICT: 4, 5

PROJECT CATEGORY: efficiency

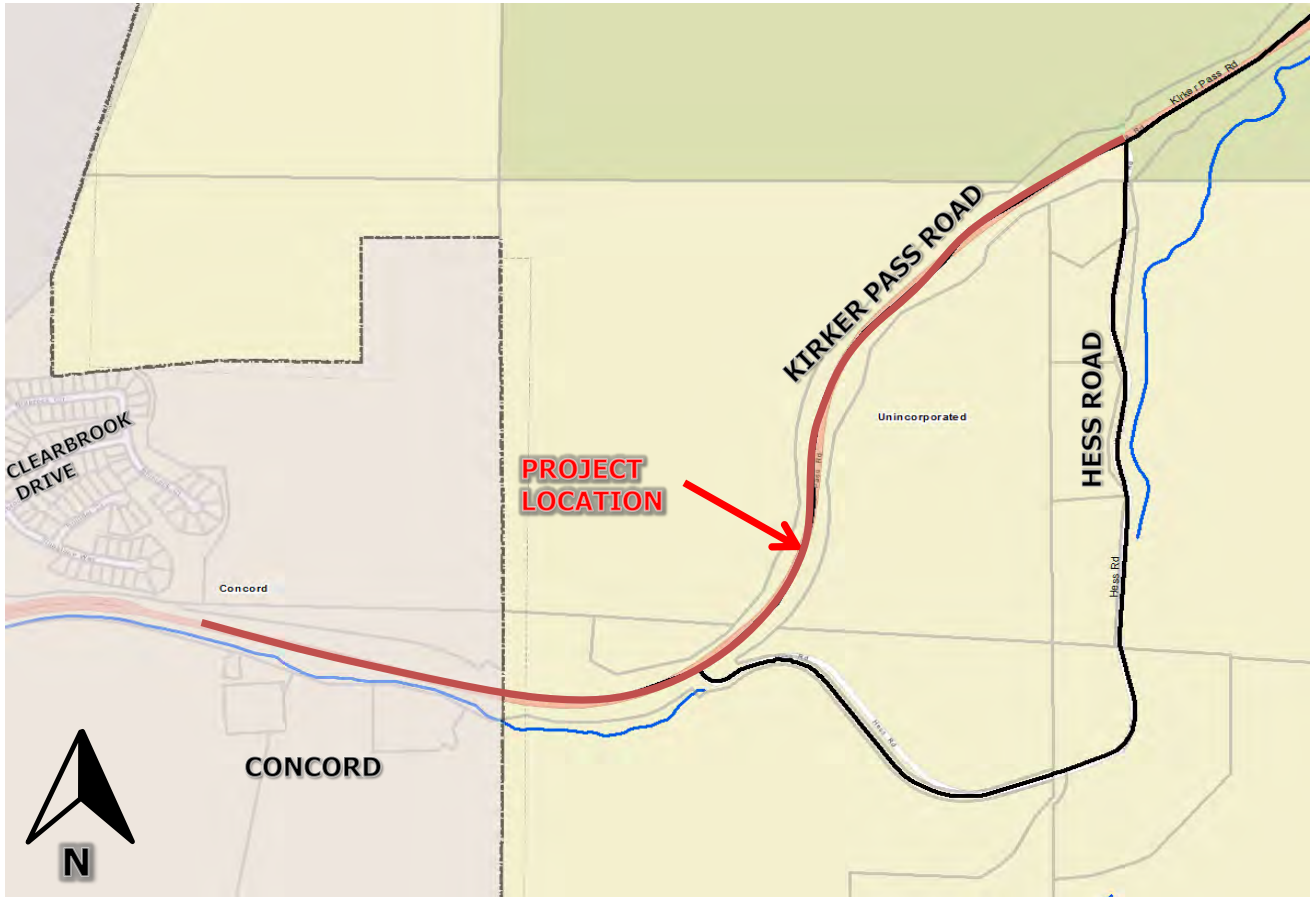
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	354	324	30							
Environmental	749	489	200	50	10					
Design Engineering	1,628	1,278	200	100	50					
+ Right-of-Way	152	21	82	50						
+ Construction	16,241			2,500	13,741					
Total	19,124	2,111	512	2,700	13,801					
STIP	2,650				2,650					
+ Gas Tax (c)	7,939	29		200	7,710					
Measure J Regional	6,221	1,560	262	2,400	2,000					
Measure J RTS	370	220	150							
State Match	1,993	303	100	100	1,491					

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Kirker Pass Road Northbound Truck Climbing Lane



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Kirker Pass Road Open Grade Overlay

PROJECT DESCRIPTION Kirker Pass Road Open Grade Overlay (NEW) – This project is conduct pavement rehabilitation on a portion of Kirker Pass Road. This project is scheduled for construction in 2019. Funding is through the One Bay Area Grant (OBAG) and Gas Tax Funds.

PURPOSE AND NEED The road's existing open grade pavement has worn down and needs a new overlay.

SUPERVISOR DISTRICT: 4, 5

PROJECT CATEGORY: reliability

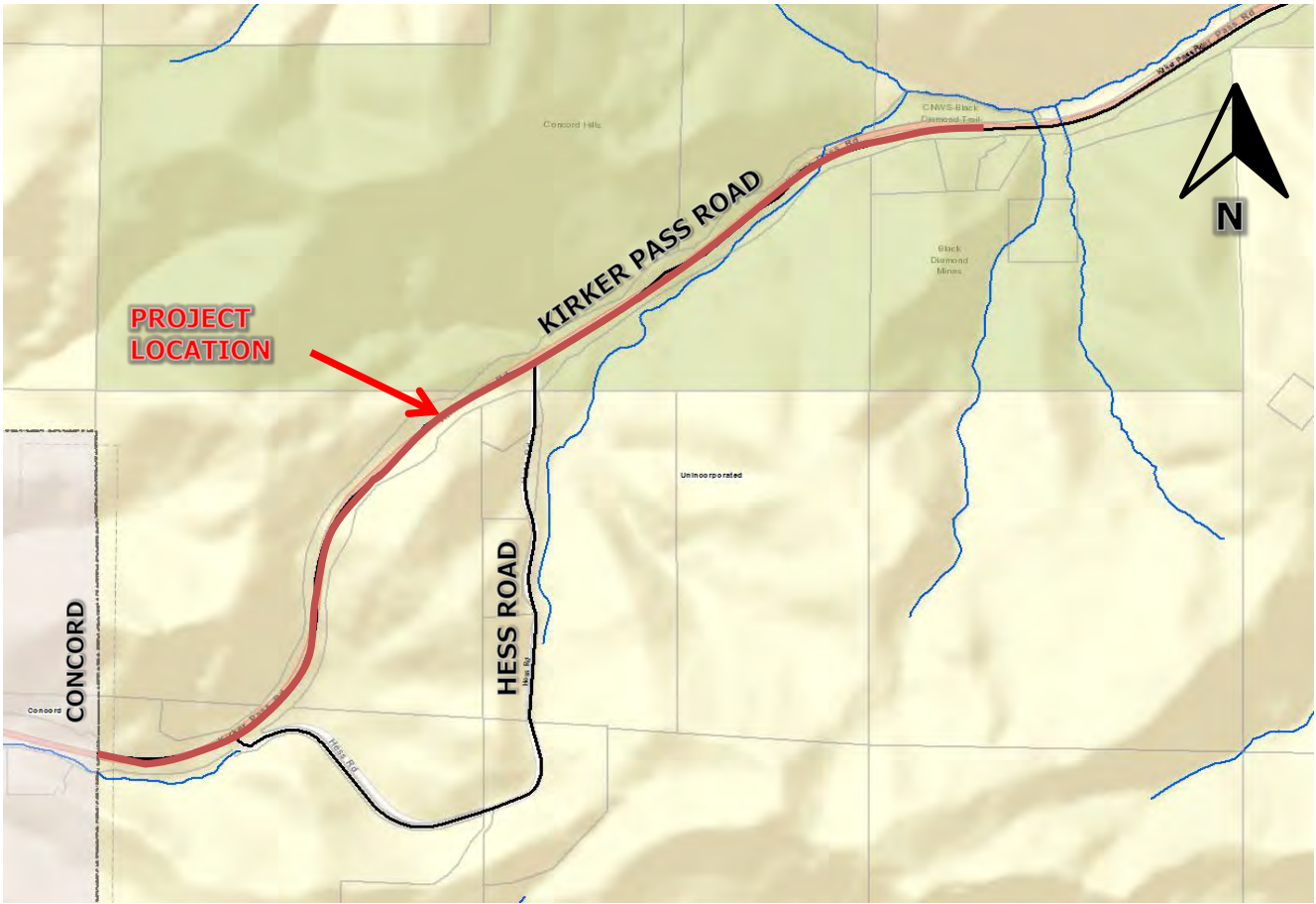
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	20	2	18							
Environmental	35		35							
Design Engineering	110		60	50						
+ Right-of-Way	10			10						
+ Construction	1,943				250	1,693				
Total	2,118	2	113	60	250	1,693				
FAS	1,343					1,343				
Gas Tax	775	2	113	60	250	350				

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Kirker Pass Road Open Grade Overlay



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Pacheco Boulevard Sidewalk Gap Closure Project - Phase III/Culvert Extension

PROJECT DESCRIPTION Pacheco Boulevard Sidewalk Phase III/Culvert Extension (revised name) – This project is to construct new sidewalk in order to close the sidewalk gaps and provide a continuous path along Pacheco Boulevard. Construction is scheduled for 2018. This project is funded through Active Transportation Program (ATP), Martinez AOB, and Measure C.

PURPOSE AND NEED This project will close two short gaps in the sidewalk (approximately 65’ gap and 70’ gap) along Pacheco Boulevard. Once completed, this project will remove a barrier to pedestrians and result in continuous pedestrian infrastructure that extends from east of Vine Hill Creek to downtown Martinez.

SUPERVISOR DISTRICT: 5

PROJECT CATEGORY: accessibility

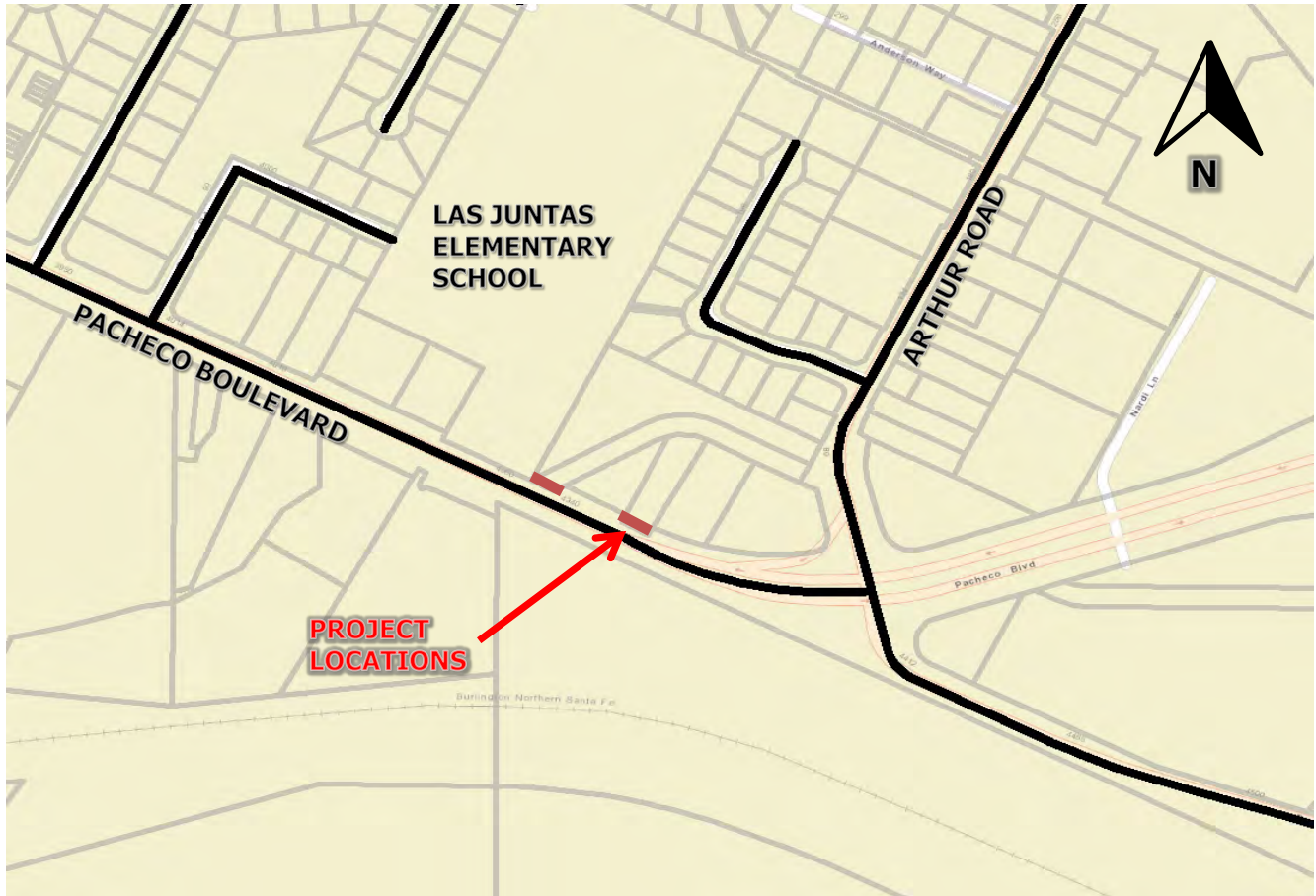
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	80	45	35							
Environmental	45	45								
Design Engineering	499	104	394							
+ Right-of-Way	80	6	74							
+ Construction	656			656						
Total	1,359	200	503	656						
ATP	619			619						
Martinez AOB	170	126	7	37						
Measure C	570	74	496							


Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Pacheco Boulevard Sidewalk Gap Closure Project - Phase III/Culvert Extension



Source: County GIS

Legend:

	County Maintained Roads
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Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Parker Avenue Pedestrian Improvement Project

PROJECT DESCRIPTION Parker Avenue Pedestrian Improvement Project (NEW) – This project will install two ADA curb ramps on Parker Avenue at 6th Street and three rectangular rapid flash beacons. Construction is scheduled for 2018. This project is funded by the Transportation Development Act and Gas Tax Funds.

PURPOSE AND NEED Construct improvements at a sidewalk and an existing crosswalk to improve pedestrian safety.

SUPERVISOR DISTRICT: 5

PROJECT CATEGORY: accessibility

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	7	5	2							
Environmental	10		10							
Design Engineering	28		28							
+ Right-of-Way	5		5							
+ Construction	125			125						
Total	175	5	45	125						
Gas Tax	75	5		70						
TDA	100		45	55						

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Parker Avenue Pedestrian Improvement Project



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Pedestrian Crossing Enhancements - Central and East County

PROJECT DESCRIPTION Pedestrian Crossing Enhancements - Central and East County (New) – This project proposes to construct pedestrian safety improvements near various schools in Central and East County by installing pedestrian activated **rectangular** rapid flash beacons (RRFB) at crosswalks. This project is scheduled for construction in 2018. The project is funded by the Transportation Development Act (TDA) grant and by Local Funds.

PURPOSE AND NEED Increase driver awareness at pedestrian crosswalks near schools

SUPERVISOR DISTRICT: 2, 3, 4, 5

PROJECT CATEGORY: accessibility

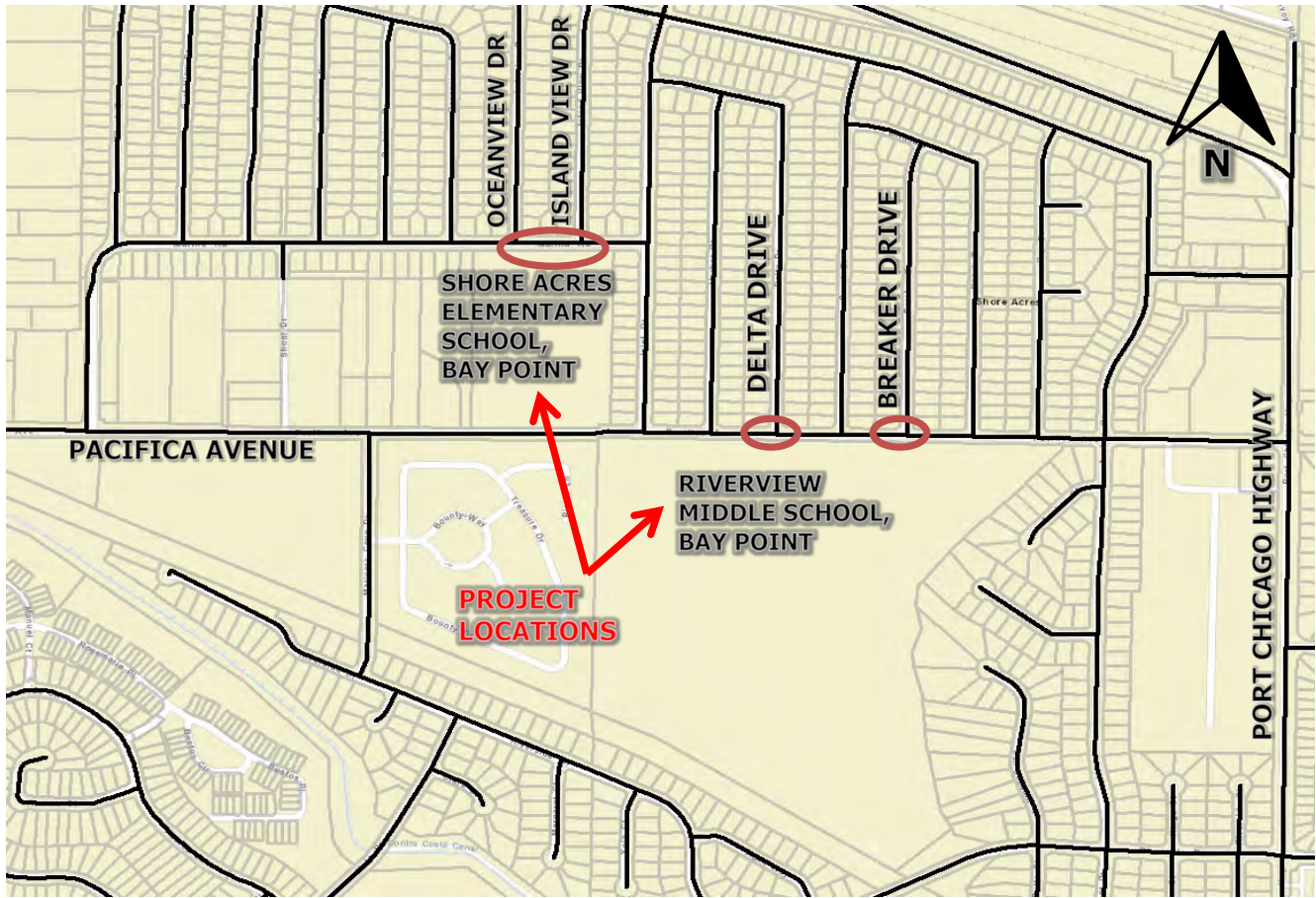
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Planning/Coordination	14	7	3	5						
Preliminary Engineering	7	7								
Environmental	10		10							
Design Engineering	266	206	60							
+ Right-of-Way	23		10	13						
+ Construction	420		70	350						
Total	740	219	153	367						
+ Gas Tax (c)	540	19	153	367						
TDA	200	200								

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Pedestrian Crossing Enhancements - Central and East County



Source: County GIS

Note: See other Supervisor Districts for other pedestrian crossing locations.

Legend:

— County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Pomona Street Pedestrian Safety Improvement Project - Phase II

PROJECT DESCRIPTION Pomona Street Pedestrian Safety Improvements (Phase II) – This project is to improve pedestrian safety along Pomona Street at several existing crosswalks. Construction is scheduled for 2018. This project is funded by Transportation Development Act (TDA), Phillips 66 Fund, and SB1 Road Maintenance and Rehabilitation Account (RMRA).

PURPOSE AND NEED The purpose of this project is to improve pedestrian safety along Pomona Street in the town of Crockett by improving several existing crosswalks.

SUPERVISOR DISTRICT: 5

PROJECT CATEGORY: accessibility

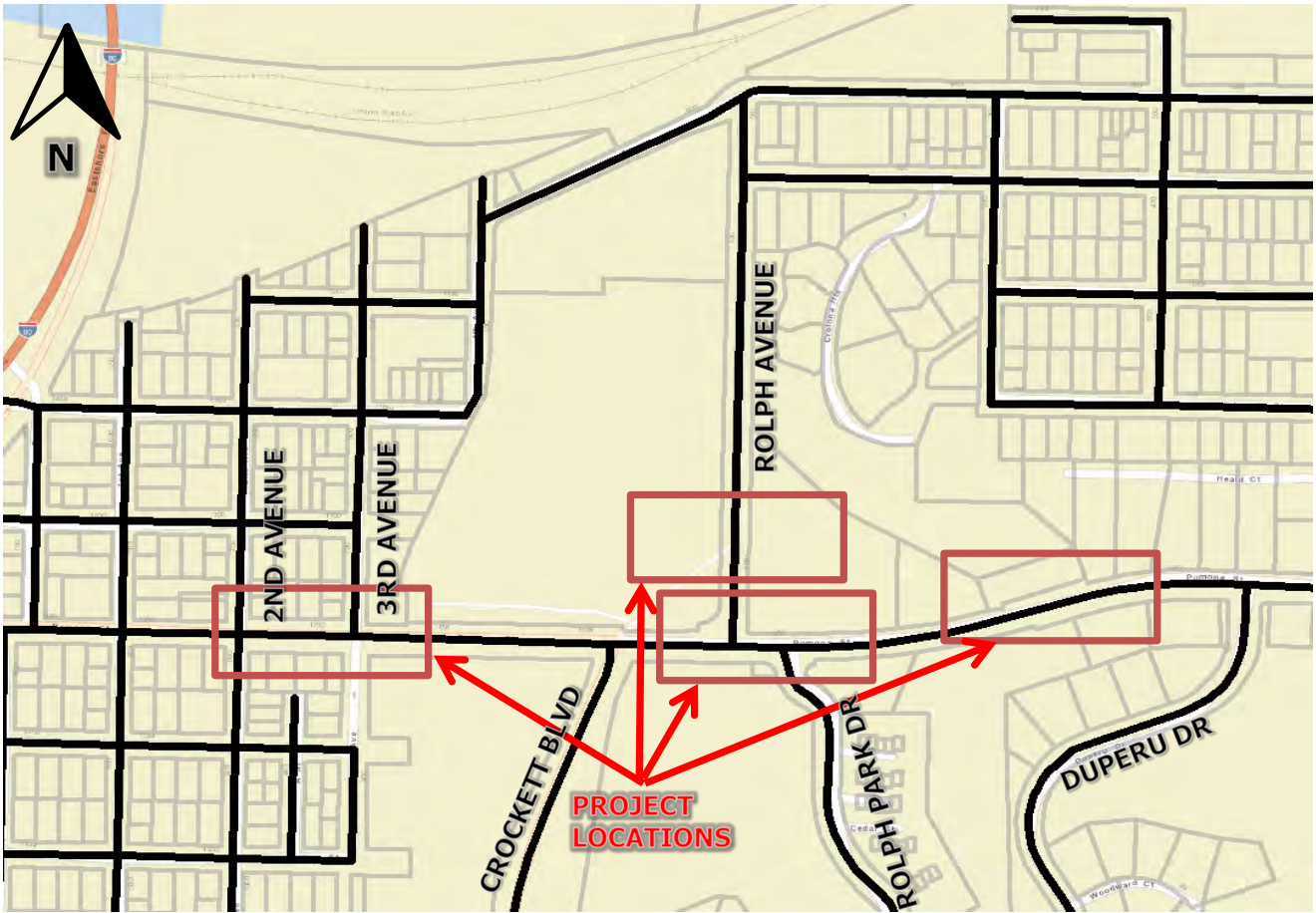
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	44	41	3							
Environmental										
Design Engineering	198	128	70							
+ Right-of-Way	12	7	5							
+ Construction	277	60	40	177						
Total	531	236	118	177						
+ Gas Tax (c)	385	90	118	177						
Phillips 66 funds	26	26								
TDA	120	120								

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Pomona Street Pedestrian Safety Improvements (Phase II)



Source: County GIS

Legend:

— County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Rio Vista Pedestrian Connection Project

PROJECT DESCRIPTION Rio Vista Elementary School Pedestrian Connection Project – This project is to close a sidewalk gap and install speed feedback signs and pedestrian flashers to improve pedestrian accessibility and safety in the vicinity of Rio Vista Elementary School. Construction is scheduled for 2018. This project is funded by Active Transportation Program (ATP), Bay Point AOB, Measure C, and Transportation for Livable Communities (TLC) funds.

PURPOSE AND NEED Fill sidewalk gap and improve pedestrian and bicycle safety

SUPERVISOR DISTRICT: 5

PROJECT CATEGORY: accessibility

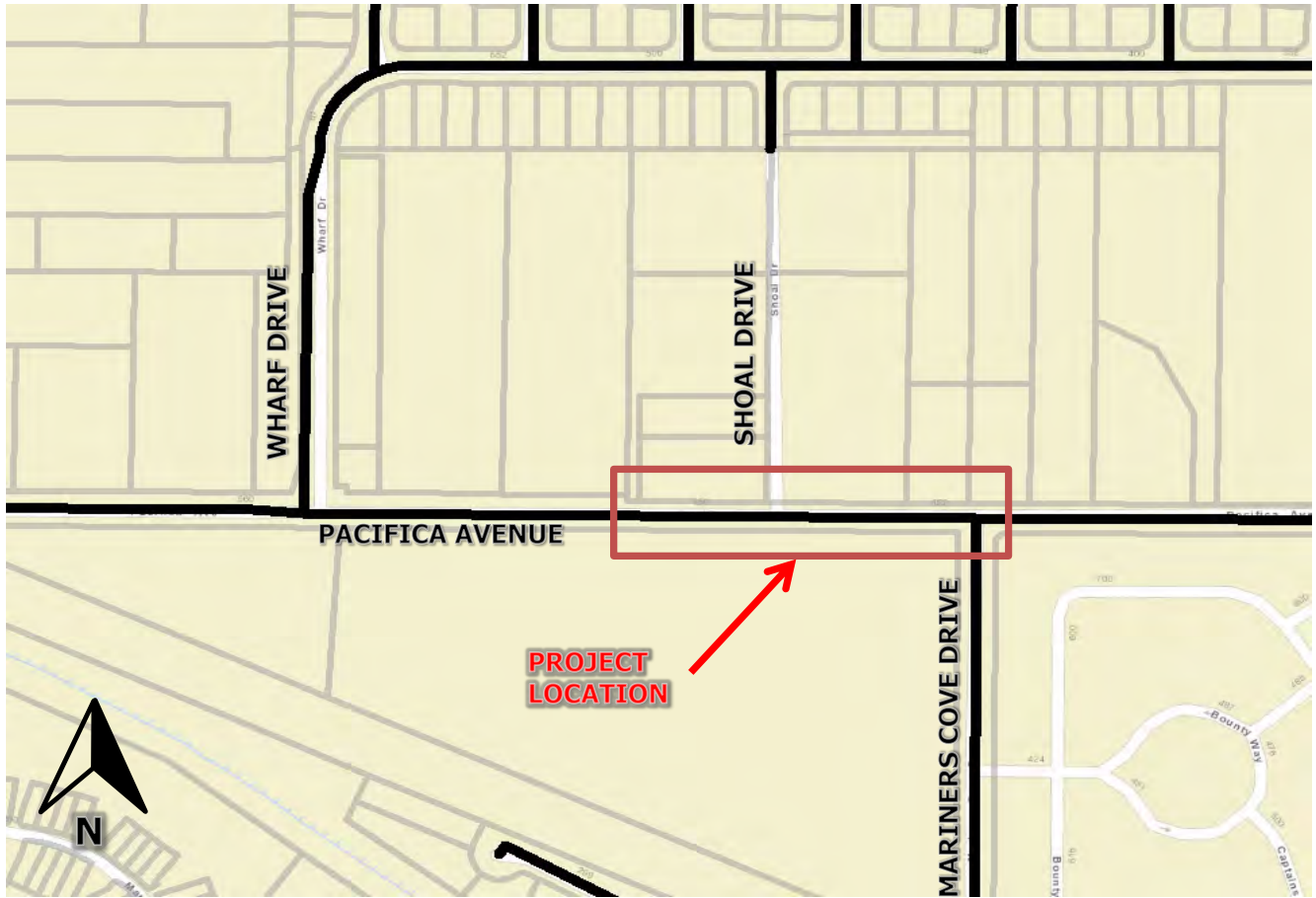
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Planning/Coordination	61	55	4	2						
Preliminary Engineering	25	25								
Environmental	45	35	10							
Design Engineering	344	269	75							
+ Right-of-Way	115	62	53							
+ Construction	662	5	90	567						
Total	1,251	450	232	569						
ATP	600		40	560						
Bay Point AOB	185	185								
- Gas Tax (c)	466	265	192	9						

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Rio Vista Elementary School Pedestrian Connection Project



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Rodeo Downtown Infrastructure Improvements

PROJECT DESCRIPTION Rodeo Downtown Infrastructure Improvements – This project is to construct sidewalks and curb ramps along Pacific Avenue and to improve access to Rodeo Creek Trail on Investment Street. Construction is schedule for 2018. Funding is obtained from Department of Conservation and Development and Gas Tax Funds. **A sidewalk gap closure was added to this project and is located at the intersection of Parker Avenue, Willow Avenue, and San Pablo Avenue.**

PURPOSE AND NEED Provide continuous pedestrian improvements in downtown Rodeo area.

SUPERVISOR DISTRICT: 5

PROJECT CATEGORY: accessibility

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	75	50	25							
Environmental	60	5	55							
Design Engineering	210	121	89							
+ Right-of-Way	65		65							
+ Construction	810			810						
Total	1,220	177	233	810						
Former RDA	750	177	233	340						
Measure J TLC	470			470						

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Rodeo Downtown Infrastructure Improvements



Note: The sidewalk gap closure at the intersection of Parker Avenue, Willow Avenue, and San Pablo Avenue is not shown.

Source: County GIS

Legend:



County Maintained Roads

Countywide Projects

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Countywide Curb Ramp Project

PROJECT DESCRIPTION This project is to retrofit curb ramps throughout Contra Costa County to meet Americans with Disabilities Act (ADA).

PURPOSE AND NEED The purpose is to provide access to all modes of travel within the public road right-of-way.

SUPERVISOR Countywide

PROJECT CATEGORY: accessibility

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
- Gas Tax (c)	300	300	300	300	300	300	300	300

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Countywide Guardrail Upgrades

PROJECT DESCRIPTION County-wide Guardrail Upgrade Project - This project is to upgrade existing guardrail end treatment to the current Caltrans standard. This project is funded by Highway Safety Improvement Project (HSIP). Currently, approximately 167 guardrail are to be upgraded with HSIP Cycle 8 Funds.

PURPOSE AND NEED The project will reduce fatalities and severity of injuries resulting from collisions with guardrail terminals.

SUPERVISOR DISTRICT: Countywide

PROJECT CATEGORY: safety

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Preliminary Engineering	49	18	31							
Environmental	55	5	50							
Design Engineering	104		50	54						
+ Right-of-Way										
+ Construction	1,161				1,161					
Total	1,369	23	131	54	1,161					
Gas Tax	76	23	31		21					
HSIP	1,293		100	54	1,140					

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Pavement Surface Treatments (p)

PROJECT DESCRIPTION Various locations throughout the County
 2019 - Bay Point, Martinez, Lafayette, Bay View, Montalvin Manor, San Ramon, Vasco Road and San Pablo Dam Road
 2020 -Clyde, North Richmond, Rollingwood, Pacheco, Kensington, & East County
 2021 - Bay Point, El Sobrante, Kensington, Port Costa, Concord, Orinda

PURPOSE AND NEED Surface treatment projects will rehabilitate the existing roadway pavement, extend the life of the road, and reduce the long-term maintenance costs.

SUPERVISOR Countywide

PROJECT CATEGORY: pavement

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
- Gas Tax (c)	1,290	5,804	6,410	8,000	8,000	8,750	9,500	10,250

Appendix A: County Road Improvement Policy

TO: BOARD OF SUPERVISORS
FROM: SUPERVISORS TOM TORLAKSON AND ROBERT SCHRODER
TRANSPORTATION COMMITTEE
DATE: MAY 9, 1989
SUBJECT: ADOPTION OF THE COUNTY ROAD IMPROVEMENT POLICY

Specific Request(s) or Recommendation(s) & Background & Justification

I. RECOMMENDATION

Adopt the attached County Road Improvement Policy and direct the Public Works Director and the Director of Community Development to start developing the five year County Road Improvement Program for the Board's consideration in time for the 1990/91 fiscal year budget process.

II. FINANCIAL IMPACT

Public Works and Community Development staff time will be needed to prepare the County Road Improvement Program Annual Report and Recommendations.

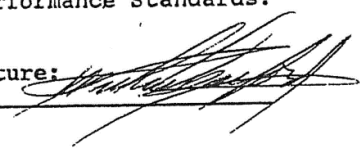
III. REASONS FOR RECOMMENDATION/BACKGROUND

This policy is developed to guide the development of the Contra Costa County Road Improvement Program.

The County Road Improvement Program (CRIP) is needed for the following reasons:

1. The Growth Management Program of Measure "C" requires each participating local agency to develop a Growth Management Element of its General Plan to be applied in the development review process and to develop a five year CRIP to meet and/or maintain Traffic Services and Performance Standards.

Continued on attachment: yes

Signature: 

Recommendation of County Administrator
 Recommendation of Board Committee
 Approve Other:

Signature(s): _____

Action of Board on: May 9, 1989

Approved as Recommended Other

Vote of Supervisors

Unanimous (Absent
Ayes: _____ Noes: _____
Absent: _____ Abstain: _____

Orig. Div.: Trans. Comm.
cc: County Administrator
Public Works Director
Director of Community Development
County Counsel

I HEREBY CERTIFY THAT THIS IS
A TRUE AND CORRECT COPY OF AN
ACTION TAKEN AND ENTERED ON
THE MINUTES OF THE BOARD OF
SUPERVISORS ON DATE SHOWN.

Attested May 9, 1989

PHIL BATCHELOR,
CLERK OF THE BOARD
OF SUPERVISORS AND
COUNTY ADMINISTRATOR

By 
DEPUTY CLERK

Board of Supervisors
May 9, 1989
Page Two

2. Government Code Section 66002 authorizes a local agency, such as the County, to adopt a transportation capital improvement plan to identify the use of developer fees.
3. Development of stable funding sources for transportation and project delivery are of interest to the Board of Supervisors. The CRIP, and the process in developing the CRIP will allow the Board to focus on these issues.

The County Transportation Committee approved the adoption of the CRIP on April 25, 1989.

IV. CONSEQUENCES OF NEGATIVE ACTION

Assuming that the Board will develop and adopt the Growth Management Element of the General Plan, without this policy, there will not be any directions to staff as to the development of the five year CRIP.

THE BOARD OF SUPERVISORS OF CONTRA COSTA COUNTY, CALIFORNIA

Adopted this Order on May 9, 1989 by the following vote:

AYES: Supervisors Powers, Fahden, Schroder, McPeak, Torlakson

NOES: None

ABSENT: None

ABSTAIN: None

RESOLUTION NO. 89/306

SUBJECT: COUNTY ROAD IMPROVEMENT POLICY

This policy shall be known as the County Road Improvement Policy. It will guide the development of the Contra Costa County Road Improvement Program (CRIP) as authorized by Government Code Section 66002 and as required under the Growth Management Element of the Contra Costa Transportation Improvement and Growth Management Program ordinance approved by the voters in November 1988 (Measure "C").

Under Section 15061(b)(3) of the California Environmental Quality Act (CEQA), it can be seen with certainty that there is no possibility that the approval of this policy may have a significant effect on the environment and therefore, the approval of this policy is not subject to CEQA.

The Board of Supervisors FINDS and DECLARES as follows:

1. A shortfall in road maintenance funding in the past has created a \$20 million backlog of road reconstruction and rehabilitation, and this backlog is increasing at a rate of several million dollars a year.
2. The existing revenue from gasoline tax only provides about 50 percent of the funding needed to adequately maintain the County's road system.
3. The existing urban traffic congestion has substantially reduced the quality of life in Contra Costa County.
4. This urban traffic congestion degrades the air quality of Contra Costa County and wastes scarce energy resources.
5. Solutions to the urban traffic congestion problem require coordination and cooperation between the State, regional, and local governments as well as the transit providers. It is the intent of the Board of Supervisors to work closely with the cities in the County, the transit providers, the Metropolitan Transportation Commission, and the State so that the CRIP will become part of the region's effort to solve the congestion problems in the region.
6. The intent of the funds set aside for local streets and roads from Measure "C" is to correct existing maintenance and capacity problems.
7. The Growth Management Program of Measure "C" requires each participating local agency to develop a Growth Management Element of its General Plan to be applied in the development review process and to develop a five year CRIP to meet and/or maintain Traffic Service and Performance Standards.
8. The 1979 Bridge and Thoroughfare Policy of the Board of Supervisors requires new development to mitigate traffic impacts created by the development.

9. Government Code Section 66002 authorize a local agency, such as the County, to adopt a transportation capital improvement plan to identify the use of developer fees.
10. There is a need to develop additional and stable funding sources for County road maintenance, reconstruction and capital improvement needs.
11. Road improvement projects require years of advance planning, coordination and cooperation between various agencies before construction.
12. The Contra Costa CRIP and the transportation systems management efforts of the County are intended to compliment each other to improve the quality of life, air quality and safety, and to reduce traffic congestion in the County.

NOW, THEREFORE, the Board of Supervisors RESOLVES as follows:

The Board of Supervisors hereby adopts the County Road Improvement Policy set forth in this Resolution. The Policy shall consist of the following elements: I) Program Priority, II) Program Level and III) Program Procedure.

I. PROGRAM PRIORITY

Road funds shall be budgeted and expended to maximize the use of Federal and State funds and shall be based on the following order of priorities.

- A. Maintenance of streets and roads.
- B. Construction and installation of traffic safety improvements.
- C. Reconstruction and rehabilitation of roads.
- D. Relief of traffic congestion which developed prior to November 1988.
- E. Relief of traffic congestion resulting from development after November 1988.

II. PROGRAM LEVELS

Road funds are derived from many sources, and the Board of Supervisors intends that the following priorities shall be used in expending the different sources of road funds:

- A. Highway User Fees (Gas Tax)
 1. Road operation and maintenance
 3. Traffic safety and hazard elimination projects

Sufficient funds shall be budgeted for operation and maintenance at a level not falling below that of FY 1988. If funds are available after operation, and maintenance, they shall be budgeted for safety and hazard elimination projects.

In the event that additional user fees become available, either from State or Federal pass-through or from a locally or regionally imposed user fee, the additional revenue shall be used first to remove the shortfall in maintenance funding, then it shall be used to fund other programs in accordance with the priorities set forth in Section I.

B. Measure "C" Revenue Priorities.

1. A minimum program level of \$300,000 a year for road safety and hazard elimination projects less any funds from gasoline tax, federal and state grants.
2. Reconstruction of County roads.
3. Rehabilitation of County roads.
4. Traffic congestion relief of problems which existed before November 1988.

Priority shall be given to low cost system management projects that will improve air quality and encourage the use of carpools, van pools, and mass transit.

C. Area of Benefit Revenues.

Developer fees generated through areas of benefit shall be used to fund projects designed to mitigate the traffic impact of developments as identified in the area of benefit program report and as mandated in the growth management program of Measure "C".

D. Additional Funding Sources.

The Board of Supervisors recognizes that existing funding is inadequate to address the County's road maintenance and capital needs. The Public Works Director is hereby directed to develop additional stable funding sources for maintenance, to reduce the reconstruction and rehabilitation backlog, and to improve the County's road system. The Public Works Director is further directed to maximize the use of Federal and State funds. The Public Works Director shall report to the Board periodically on progress in developing additional funding sources.

III. PROGRAM PROCEDURE

- A. As specified in Section 913 of the County Ordinance Code, the Director of Community Development and the Public Works Director shall jointly develop areas of benefit to require payments by developments into trust accounts for improvements to major thoroughfares and bridges as mitigation for their traffic impacts. The areas of benefit shall be developed to implement the circulation element of the County's General Plan. The circulation element of the General Plan is hereby considered to be the long range CRIP.
- B. The following procedure shall be used to develop the five year CRIP.
 1. The five year CRIP is a short range implementation plan of the Circulation Element and Growth Management Element of the General Plan.
 2. Each year no later than June 15, the Director of Community Development shall provide the Public Works Director with a forecast of development trends in the unincorporated areas in Contra Costa County for the five succeeding years.
 3. The Public Works Director and the County Administrator shall compile information on fund estimates from State gasoline tax, local funds, State and Federal grants, developer fees and other sources.

4. The fund estimate shall be presented to the Transportation Committee of the Board of Supervisors for review and approval by September 15 of each year.
5. After fund estimate approval, the Public Works Director shall prepare, with input from the Director of Community Development and communities in the County, the fifth year additions to the CRIP. All new project additions and revisions will take into consideration this policy, funding limitations, development trends, and the Growth Management Program of Measure "C".
6. Before January 1 of every year the Public Works Director shall prepare a report to the Transportation Committee which will include the following:
 - a. The draft five year CRIP.
 - b. Comparison of the current year's project delivery schedule against the current CRIP.
 - c. Identification of the shortfalls in funding by program categories.
 - d. Information about the progress in development of additional funding sources.
7. The Director of Community Development shall provide an analysis of the proposed CRIP with respect to any applicable Growth Management Program of Measure "C" and the General Plan.
8. Upon approval of the draft report by the Transportation Committee, it shall be circulated for comment and review.
9. The Transportation Committee shall hold a public hearing on the draft CRIP at the conclusion of the public review period.
10. The Transportation Committee shall present the CRIP findings and recommendations to the Board of Supervisors for their action no later than March 1 of each year.

The Board of Supervisors hereby directs the Community Development Department to file a Notice of Exemption with the County Clerk.

This policy was reviewed by the County Transportation Committee on February 27 and approved for adoption on April 25, 1989.

I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

ATTESTED: May 9 1989
PHIL BATCHELOR, Clerk of the Board
of Supervisors and County Administrator

By Jolene Edwards, Deputy

RESOLUTION NO. 89/306

Appendix B: Guidelines for Expenditure of Gas Tax Revenue
(Proposition 111 Funds)

TO: BOARD OF SUPERVISORS
FROM: TRANSPORTATION COMMITTEE
DATE: December 3, 1991
SUBJECT: Report on Additional Revenue from Proposition 111

SPECIFIC REQUEST(S) OR RECOMMENDATION(S) & BACKGROUND AND JUSTIFICATION

I. Recommended Action:

1. Accept the following report from the Transportation Committee on the additional local gas tax revenue from Proposition 111.
2. Approve expenditure of the local gas tax revenue from Proposition 111 according to the following guidelines:
 - 70 percent of Proposition 111 revenue for pavement maintenance;
 - 20 percent of Proposition 111 revenue for capital improvements; and
 - 10 percent of Proposition 111 revenue for safety projects
3. Direct the County Administrator to review the funding of the Congestion Management Program and Growth Management Program with any future updates of the Countywide Fee Study, and, if appropriate, to recommend adjusting development fees to include the Congestion Management and Growth Management compliance costs.

II. Financial Impact:

No overall impact to the General Fund with this recommendation. There are "maintenance of effort" requirements included in Proposition 111 which requires maintaining General Fund appropriation for transportation related programs at the same level as the past several years.

Continued on Attachment: X SIGNATURE: _____

____ RECOMMENDATION OF COUNTY ADMINISTRATOR
X RECOMMENDATION OF BOARD COMMITTEE
____ APPROVE ____ OTHER

Tom Toelaksan

SIGNATURE(S): _____

ACTION OF BOARD ON December 3, 1991 APPROVED AS RECOMMENDED X OTHER ____

VOTE OF SUPERVISORS

X UNANIMOUS (ABSENT III)
AYES: _____ NOES: _____
ABSENT: _____ ABSTAIN: _____

RMA:cl:fp
c:bop111.t12

attachments

Orig. Div: Public Works (RE)
cc: County Administrator
GMEDA Director
Community Development Department
Accounting } *via CDD*
Maintenance }

I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.
December 3, 1991

ATTESTED: _____
PHIL BATCHELOR, Clerk of the Board of Supervisors and County Administrator

By *J. O. Maglio*, Deputy

III. Reasons for Recommendations and Background:

PROPOSITION 111 WILL GENERATE AN ADDITIONAL \$2 MILLION IN REVENUE FOR FISCAL YEAR 1990-1991 AND 2.5 MILLION IN 1991-1992.

Proposition 111, in conjunction with AB 471 (1990) and SB 300 (1990), increased the gas tax by five cents on August 1, 1990 and will add an additional one cent each year for the next four years beginning January 1, 1991. In addition, Proposition 111 increased commercial vehicle weight fees by 40 percent beginning in August 1, 1990 with an additional 10 percent increase on January 1, 1995.

It is estimated that we will receive an additional \$2,000,000 in gas tax revenue in fiscal year 1990/91. That will increase to \$2,500,000 in fiscal year 91/92, \$3,000,000 in fiscal year 92/93, \$3,500,000 in fiscal year 93/94 and \$4,000,000 in fiscal year 94/95. Fiscal year 94/95 will see the last increase in the gas tax which will bring it up to a full 18 cents per gallon. Proposition 111 will provide the County's road program with a significant increase in revenue in the years to come. This report analyzes the impacts of Proposition 111 and recommends guidelines for the use of the funds.

THE COUNTY MUST COMPLY WITH NEW PLANNING REQUIREMENTS IN ORDER TO RECEIVE PROPOSITION 111 FUNDS.

As a requisite to receiving the increased gas tax revenue, Proposition 111 requires preparation of a Congestion Management Program (CMP) for each county that has an urbanized area of 50,000 in population. Contra Costa County qualifies under this definition. The CMP for the County must include each city in the County and be updated annually. The CMP is similar to the Growth Management Program under Measure "C" (1988) which is administered by the Contra Costa Transportation Authority (CCTA). As a result, the County, along with the Cities, has designated the Contra Costa Transportation Authority as the CMP Agency. This way, the CMP for Contra Costa County can be prepared with very little additional cost.

Measure "C" allows the County to use the return to source revenues to administer, monitor and report on the Growth Management program of the Measure. The Board has approved the use of Measure "C" funds for that purpose. Proposition 111 is silent on the funding of CMP compliance costs. This funding void may be corrected by AB 434 which would increase vehicle registration fees to implement certain transportation control projects and provide funding for related planning and technical studies necessary to implement the Clean Air Act. Whether AB 434 gets approved and whether local governments will receive any funding to cover congestion management compliance costs remains to be seen. Any costs to comply with the congestion management planning requirements of Proposition 111, not covered by AB 434 or other proposed legislation, should be incorporated into any future updates of the Countywide Fee Study. The Measure C compliance costs were not included in the Countywide Fee Study recently adopted by the Board. These compliance costs, which are incurred as a result of development in the County, should also be included in any future updates of the Fee Study.

WITHOUT THE PASSAGE OF PROPOSITION 111, OUR ROAD MAINTENANCE AND ROAD ENGINEERING EXPENDITURES WOULD HAVE EXCEEDED OUR GAS TAX REVENUES IN 1994.

The first thing to look at when considering the use of the increased gas tax, is the relationship between our current road fund expenditures and our current road fund revenues, along with the growth projections for each of them. Our current maintenance budget is about 8.3 million dollars per year, while our road engineering budget (including Traffic) is about 1.1 million dollars per year. Both of these budgets have been increasing at about five percent per year over the past several years. On the revenue side, things are a little different in terms of growth. The gas tax is apportioned to the County under Streets and Highways Code Sections 2104, 2105 and 2106. Sections 2104 and 2106 apportion the "historic" gas tax, which is the gas tax revenue prior to the passage of Proposition 111. Section 2105 will apportion the increased gas tax revenue from Proposition 111. The 2106 apportionment, which makes up about 10 percent of our historic gas tax revenue, has remained more or less constant over the last several years. The increases in 2106 funds have been offset by fund reductions due to City annexations in County areas and the resultant reduction in the Countys assessed valuation. The 2104 apportionment, which makes up about 90 percent of our current gas tax revenue, has increased slightly over the last several years. The average increase was 1.04 percent over the last three years. The bulk of our revenue, therefore, has been increasing at one percent per year, while our expenditures have been increasing at five percent per year. Prior to Proposition 111

we estimated that by 1994, our maintenance and engineering expenditures would equal our revenue projection, leaving no money for our small capital and safety improvements program. Beyond 1994 we would be in the negative column. This gloomy forecast however has changed now with the passage of Proposition 111.

OUR GAS TAX REVENUE INCREASES ONE PERCENT PER YEAR WHILE OUR EXPENDITURES INCREASE FIVE PERCENT PER YEAR.

For our revenue estimates we have assumed the gas tax will continue to grow at one percent per year. We have also assumed our maintenance and engineering budgets will continue to grow at five percent per year to keep up with inflation. The difference between our total revenue and our expenditures on general road maintenance, road engineering and compliance costs, is the amount available to program for preventative pavement maintenance and capital and safety projects. Table 1 shows our revenue stream, expenditure stream and the resultant amount available for programming for the next 10 years. The revenue side is made up of three components; the historical road fund, Proposition 111 funds and Measure "C" return to source monies. The "historical" road fund includes the revenue from the tax rate imposed on the sale of gasoline and diesel fuel prior to Proposition 111 (historic gas tax), plus future revenue from traffic fines and forfeitures, rental income, and interest income. The bulk of the historic road fund and Proposition 111 funds are estimated assuming a one percent per year increase, which is what we experienced the last three years. Measure "C" is estimated to keep up with an assumed inflation rate of five percent plus three percent actual growth. The Measure "C" forecasts, however, may change in the future as a result of annexations or incorporation.

The expenditure side shows the cost of general road maintenance and road engineering. General road maintenance does not include any preventative maintenance work but provides for routine maintenance to keep the County's 750 miles of roads and 90 bridges safe and functional. Road engineering includes traffic engineering and operations, preparation of the road budget, project programming, alignment studies, project development, project coordination with interested and impacted entities, grant applications, and traffic studies. Planning compliance costs are also shown in Table 1 as an expenditure. These are the costs associated with meeting the Measure "C" growth management requirements and Proposition 111 congestion management requirements, in order to receive Measure "C" return to source monies and Proposition 111 funds. This compliance effort includes maintaining and refining the Circulation/Transportation Element and the County Transportation database, transit planning, TSM, project planning, project development, project programming/prioritization, and monitoring intersection service levels on regional routes. Total expenditures would be reduced if the planning compliance costs were funded by developer fees.

The amount available for programming shown in Table 1 reflects total funds available for preventative pavement maintenance, capital and safety improvements. It does not show anything deducted specifically for safety or capital improvement programs. The data in Table 1 is also shown on Figure 1 in the form of a graph. The dashed lines represent general road maintenance, road engineering and compliance cost expenditures. The solid lines represent revenues from the historic road fund, Proposition 111 funds and Measure "C" return to source monies. The shaded area between the total expenditures and total revenues represents the total funds available for programming. Figure 1 graphically shows that the rate of increase of our revenue is less than the rate of increase of our expenditures.

There has been recent legislative action that will impact our road related revenue stream. The State legislature recently approved a realignment in the State budget that will divert the "fines and forfeitures" revenue that historically went to the County. In exchange, the State will be supporting the court system. This can be seen on Table 1 where after fiscal year 1991/92 the revenue is reduced by the \$500,000 we received each year as "fines and forfeitures."

TO ELIMINATE OUR CURRENT BACKLOG OF ROADS THAT ARE BEYOND PREVENTATIVE MAINTENANCE WOULD COST \$32 MILLION DOLLARS.

The passage of Proposition 13 in 1978 reduced the amount available for our preventative

pavement maintenance program. As a result, we had to prioritize the expenditure of our maintenance dollars for preventative maintenance. Some roads were treated and some were not. Several years after Proposition 13 we began to keep track of the deficiencies in our pavement management program and identified a backlog of roads that were beyond preventative maintenance. This was the subject of a report produced in March 1985, which identified a backlog of \$5,800,000. The report also projected a backlog in fiscal year 89/90 of \$35,000,000 (in 1985 dollars), if the annual road maintenance funding was not increased. The pavement maintenance funding in 1985 was \$2,000,000 per year, which is roughly what we spend today on preventative maintenance. The \$35,000,000 backlog for fiscal year 1989/90 projected in the 1985 report would equate to \$45,000,000 in today's dollars. Information gathered for the 1989-90 Grand Jury investigation of our maintenance program revealed that our 1989-90 backlog was \$32 million. This is less than the projected estimate in our 1985 report, which is due to a reduction in maintained road mileage (853 miles in 1985 vs. 745 in 1989), with the incorporation of Orinda in 1986, and some annexations between then and now. In addition, the passage of SB 300 (1986) several years ago provided a one time windfall of about \$3,000,000 for our pavement maintenance budget.

OUR BACKLOG PROJECTED TO THE YEAR 2000 COULD BE REDUCED TREMENDOUSLY IF MEASURE "C" RETURN TO SOURCE MONIES AND PROPOSITION 111 FUNDS ARE USED TO BOLSTER OUR PAVEMENT MAINTENANCE PROGRAM.

Table 2 shows our annual maintenance backlog with the allocation of 70% of Proposition 111 revenues towards pavement maintenance funding, in conjunction with Measure "C" return to source monies. This shows that by fiscal year 1999/2000, our backlog will be \$275,000,000. Obviously, this size of backlog in the year 2000 is unacceptable and we will need to look for additional funding sources to further reduce the backlog to an acceptable level. However, if no Proposition 111 revenue or Measure "C" return to source monies are infused into our pavement maintenance program at this time, then our backlog in the year 2000 would be \$370,000,000; an increase of approximately 35%.

The revenue estimates shown in Table 2 assume a one percent growth in the gas tax each year and a eight percent growth in the sales tax (Measure "C"). As can be seen, the new source of revenues will not solve our backlog problem. However, it is also evident that if none of the Proposition 111 revenues or Measure "C" monies are spent on our pavement maintenance program, then our backlog will grow tremendously.

WHAT ARE THE CONSEQUENCES OF NOT INVESTING IN OUR PAVEMENT MAINTENANCE PROGRAM?

Most roads are designed for a twenty year life. If no maintenance is performed on a new road, it will, in general, provide good service for ten to fifteen years, at which time failure of the pavement section begins. Between fifteen and twenty years the pavement deteriorates at a rapid rate. By the 20th year the road will have to be repaved or reconstructed, at which time the life/deterioration cycle starts all over again if no maintenance is performed. Our pavement management system is set up to recognize when various roads need a seal coat. Seal coats are applied just prior to the beginning stages of pavement deterioration. When the seal coat is applied prior to the initial stages of pavement deterioration, the pavement life is extended for another five to seven years, at which time another seal coat is applied. By performing these preventative treatments to the pavement, the pavement life can be extended ten to twelve years before the road needs to be repaved. A newly paved road therefore, could last thirty years with preventative maintenance instead of twenty years without maintenance. It costs 50% more to overlay or reconstruct a road every twenty years with no intervening preventative maintenance, than it does to perform preventative maintenance and extend its useful life to thirty years. The consequences, therefore, of not investing in our preventative pavement maintenance program is to incur major capitol investment needs to rebuild our road system, rather than a continuous reduced level of funding for preventative maintenance.

THE RECENT GRAND JURY REPORT RECOMMENDS USING MEASURE "C" RETURN TO SOURCE MONIES FOR PAVEMENT MAINTENANCE.

The Board considered the expenditure of Measure "C" return to source monies with the County Road Improvement Policy. This policy, adopted by the Board on May 9, 1989, prioritizes the expenditure of Measure "C" monies as follows:

1. A minimum program level of \$300,000 a year for road safety and hazard elimination projects, less any funds from gasoline tax, federal and state grants.
2. Reconstruction of County roads.
3. Rehabilitation of County roads.
4. Traffic congestion relief of problems which existed before November 1988.

As long as a minimum budget is maintained for safety projects, then the emphasis for expenditure of Measure C funds lies in the pavement maintenance program to reduce the backlog.

The 1989-90 Contra Costa County Grand Jury submitted a report entitled "County Road Preventative Maintenance." This report reveals that the road system in the County is deteriorating at an alarming rate due to declining road maintenance, which has been brought on by escalating maintenance costs and lack of adequate maintenance funding. Their report recommends that the Board of Supervisors pursue ways to generate additional revenue for road maintenance including "priority use of the County's Measure "C" allocation".

PROPOSITION 111 FUNDS, SHOULD BE USED ALONG WITH MEASURE "C" RETURN TO SOURCE MONIES TO BOLSTER OUR PAVEMENT MANAGEMENT SYSTEM AND REDUCE OUR BACKLOG.

The Transportation Committee has discussed the expenditure of Proposition 111 funds and urges the Board to adopt a guideline for expending the new Proposition 111 revenues. For the greatest return on the dollar, the bulk of the revenue should be spent on the pavement maintenance program, however, there is also a desire that some should be expended for safety improvements and for capital improvements. As a result, the Transportation Committee recommends that Proposition 111 funds be spent in the following manner:

1. 70 percent of Proposition 111 revenue for pavement maintenance
2. 20 percent of Proposition 111 revenue for capitol improvements
3. 10 percent of Proposition 111 revenue for safety projects

First priority for the additional maintenance revenue will go to arterials and major thoroughfares. Second priority for the additional maintenance revenue is to prevent roads not on the backlog from deteriorating to a backlog condition. The third priority is to remove roads from the backlog.

Currently, we budget approximately \$300,000 for safety projects and \$300,000 for capital projects from the road fund. The expenditure guideline recommended above would increase our safety projects budget to approximately \$500,000 and our capital budget to approximately \$660,000 for fiscal year 90/91. Table 3 shows the breakdown of funding that would be provided for each of these three programs over the next 10 years if our Proposition 111 revenue was distributed as recommended above. It should be noted that these recommendations go hand in hand with the Grand Jury report on County Road Maintenance.

The above expenditure recommendations combine the gas tax and Measure "C" resources, which together will satisfy the list of improvements identified separately in the County Road Improvement Policy as gas tax expenditure priorities and Measure "C" expenditure priorities. In other words, the combined Proposition 111 and Measure "C" expenditures shown in Table 3 will satisfy the intent of the County Road Improvement Policy, which had identified separate expenditures for Measure "C" revenues and gas tax revenues.

SPENDING PROPOSITION 111 FUNDS AND MEASURE "C" RETURN TO SOURCE MONIES ON REBUILDING OUR ROAD SYSTEM WILL GIVE THE PUBLIC THE GREATEST AMOUNT OF ROADWORK FOR THE DOLLAR.

Not only is expending revenue on our pavement maintenance program a sound investment in our road system, but it is also highly visible to the public and will significantly improve the appearance, durability, and the ride quality of roads in each Supervisorial District. The recommendations made in this report would improve ninety-eight miles of County roads in the form of chip seals and slurry seals, and six miles in the form of overlays or reconstruction over

the next two years, if two thirds of the funds were allocated to surface treatments and one third to overlays and reconstruction.

Discussions these days often center around the level of service of our roads in terms of capacity. Nobody discusses the level of service of our roads in terms of maintenance or serviceability. A road that is not maintained and is allowed to deteriorate will effectively have its capacity reduced as cars are forced to reduce their speed due to a broken and rough pavement surface. As the road deteriorates, the safe speed and the capacity of the road decreases. Several years ago MTC did a study which revealed that poor pavement conditions cost the public \$60 per vehicle per year in terms of additional wear and tear. With the County's 640,000 registered vehicles, that equates to a total cost of \$38,400,000.

IV. Consequences of Negative Action:

There would be no guidelines established for the expenditure of revenue from Proposition 111 and the level of service of our road system would suffer.

TABLE I
REVENUE

DESCRIPTION	Fiscal Year											
	89/90	90/91	91/92	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/2000	
1) Historic Road Fund												
a. Historic Gas Tax	9,278	9,400	9,480	9,570	9,650	9,740	9,837	9,935	10,035	10,135	10,237	
b. Fines & Forfeitures	500	500	0	0	0	0	0	0	0	0	0	
c. Road & State Rentals	63	65	67	69	71	73	75	77	79	81	83	
d. Interest Earnings	75	75	75	75	75	75	75	75	75	75	75	
SUBTOTAL	9,916	10,040	9,622	9,714	9,796	9,888	9,987	10,087	10,189	10,291	10,395	
2) Proposition 111	-----	2,000	2,500	3,000	3,500	4,000	4,040	4,080	4,120	4,160	4,200	
3) Measure C	1,400	1,512	1,633	1,764	1,905	2,057	2,222	2,399	2,591	2,798	3,022	
TOTAL	11,316	13,552	13,755	14,478	15,201	15,945	16,249	16,566	16,900	17,249	17,617	

EXPENDITURES

DESCRIPTION	Fiscal Year											
	89/90	90/91	91/92	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/2000	
1) General Road Maintenance	7,056	7,409	7,779	8,168	8,576	9,005	9,455	9,928	10,425	10,946	11,494	
2) Road Engineering	1,100	1,160	1,210	1,270	1,340	1,400	1,470	1,543	1,620	1,701	1,786	
3) Planning Compliance Costs	50	155	355	275	289	303	318	334	351	369	387	
TOTAL	8,206	8,724	9,344	9,713	10,205	10,708	11,243	11,805	12,396	13,016	13,667	
AMOUNT AVAILABLE FOR PROGRAMMING (REVENUE - EXPENDITURES)												
Fiscal Year	89/90	90/91	91/92	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/2000	
Programmable Funds	3,110	4,828	4,411	4,765	4,996	5,237	5,006	4,761	4,504	4,233	3,950	

NOTE: - All figures in \$1000
 - Historic gas tax represents the gas tax revenue prior to Proposition 111 (2104 & 2106).
 - Planning compliance costs include those required by both Measure "C" and Proposition 111.

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 November 5, 1991

TABLE II
CONTRA COSTA COUNTY
PAVEMENT MAINTENANCE FUNDING

FISCAL YEAR	ANNUAL NEEDS	BACKLOG	TOTAL NEEDS	HISTORIC ROAD FUND	MEAS "C" FUNDS	PROP 111 FUNDS	TOTAL FUNDS	UNMET NEEDS
89/90	5000	32,000	37,000	1200	1350	-----	2,550	34,450
90/91	5250	41,340	46,590	911	1357	1400	3,668	42,920
91/92	5512	51,510	57,020	681	1278	1750	3,209	53,810
92/93	5788	64,570	70,360	466	1489	2100	3,589	66,772
93/94	6077	80,130	86,200	228	1616	2450	3,946	82,260
94/95	6381	98,710	105,090	0	1737	2800	4,037	101,050
95/96	6700	121,260	127,960	0	1466	2828	3,794	124,170
96/97	7035	149,000	156,040	0	1181	2856	3,537	152,500
97/98	7387	183,000	190,390	0	884	2884	3,268	187,120
98/99	7756	224,540	232,300	0	573	2912	2,985	229,320
99/2000	8144	275,180	283,320	0	250	2940	2,690	280,630

NOTES:

- Assumes 70% of Proposition 111 revenues and all available Measure C return to source monies spent on pavement maintenance, while maintaining a safety program and capitol program as recommended in this report (see Table III).
- Backlog equals 1.2 x previous years carryover ("unmet needs")
- Assumes inflation at 5%
- Assumes 5% inflation in Measure C funding each year plus 3% growth (8% total)
- Assumes 1% growth in Proposition 111 funding each year
- All figures in \$1000

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November 6, 1991

TABLE III

Expenditure By Program Over The Next Ten Years

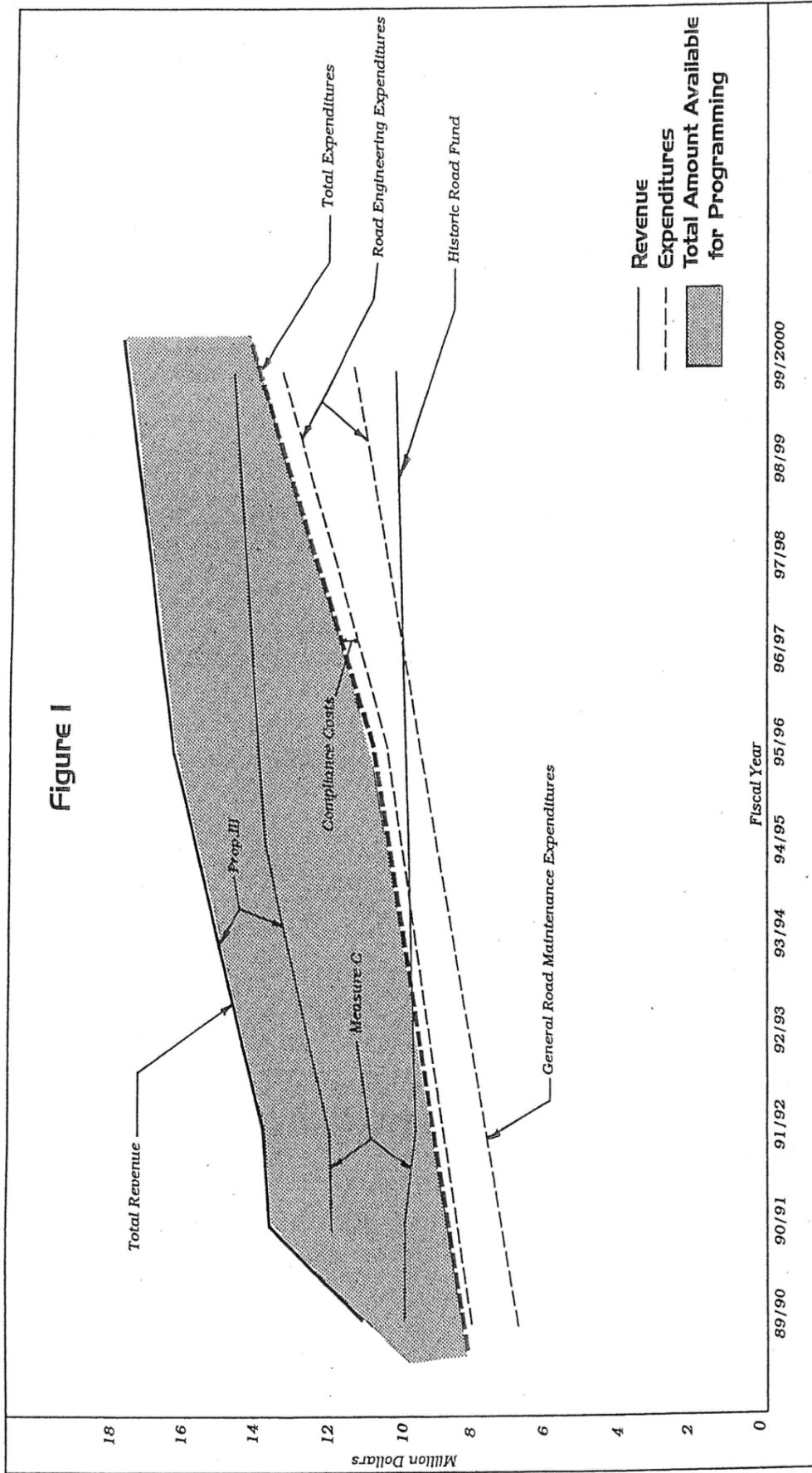
FISCAL YEAR	PAVEMENT MANAGEMENT PROGRAM			SAFETY PROGRAM			CAPITAL PROGRAM			TOTAL	
	Historic Road Funds	Proposition 111	Measure C	TOTAL	Historic Road Funds	Proposition 111	TOTAL	Historic Road Funds	Proposition 111		TOTAL
89/90	1200	---	1350	2,550	300	---	300	260	---	260	3,110
90/91	911	1400	1357	3,668	300	200	500	260	400	660	4,828
91/92	181	1750	1278	3,209	226	250	476	226	500	726	4,411
92/93	---	2100	1489	3,589	138	300	438	138	600	738	4,765
93/94	---	2450	1496	3,946	---	350	350	---	700	700	4,996
94/95	---	2800	1237	4,037	---	400	400	---	800	800	5,237
95/96	---	2828	966	3,794	---	404	404	---	808	808	5,006
96/97	---	2856	681	3,537	---	408	408	---	816	816	4,761
97/98	---	2884	384	3,268	---	412	412	---	824	824	4,504
98/99	---	2912	73	2,985	---	416	416	---	832	832	4,233
99/2000	---	2690	---	2,690	---	420	420	---	840	840	3,950

NOTE:

All figures in \$1000
 The amount of Proposition 111 revenues available for programming is shown apportioned 70% to the pavement management program, 10% to the safety improvements program, and 20% to the capital program. To show the impact of Proposition 111 funds, all expenditures shown in Table I are deducted from the Historic Road Funds and from Measure C. Compliance costs are deducted from Measure C only.

RMA:c:ifp
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 November 5, 1991

Figure I



**Appendix C: Board Order Approving the 2018 Capital Road
Improvement and Preservation Program and
the month 2018 TWIC Report**

(This page is intentionally left blank until the Board of Supervisors approves the 2018 CRIPP)

Appendix D: Area of Benefit Maps and Project Lists

HOW DOES THE AREA OF BENEFIT PROGRAM FIT INTO THE CRIPP?

As explained in the CRIPP Introduction and Background section, the CRIPP is a planning document for known potential projects in the next 7 years.

The Area of Benefit Program (AOB) is just one potential funding source for County road projects. Some of these road improvement projects are funded by AOB revenues, provided those projects are on the approved AOB project list.

Projects on the AOB project lists will appear in either the active project list or underfunded list. Some of the projects on the AOB project lists fall outside of the seven-year, active-project, planning window, but are included in the underfunded CRIPP project lists.

Each AOB project list was approved with each respective AOB ordinance. In order to update an AOB project list, a separate update process will need to occur. Projects within each AOB program may be removed or added when each AOB ordinance is updated and adopted by the Board of Supervisors. The update of a CRIPP is not the process in which the County updates an AOB.

For reference, the following information for each adopted Area of Benefit is included:

- Ordinance number
- Approved/Proposed Project List
- Boundary for the Area of Benefit

The AOB program consists of 15 separate areas. At any given time, several of these areas may be in the process of a program update. These updates may include revisions to the AOB project list; thus, a draft of a pending project list may be included in this section of the CRIPP but are yet to be approved by the Board of Supervisors.

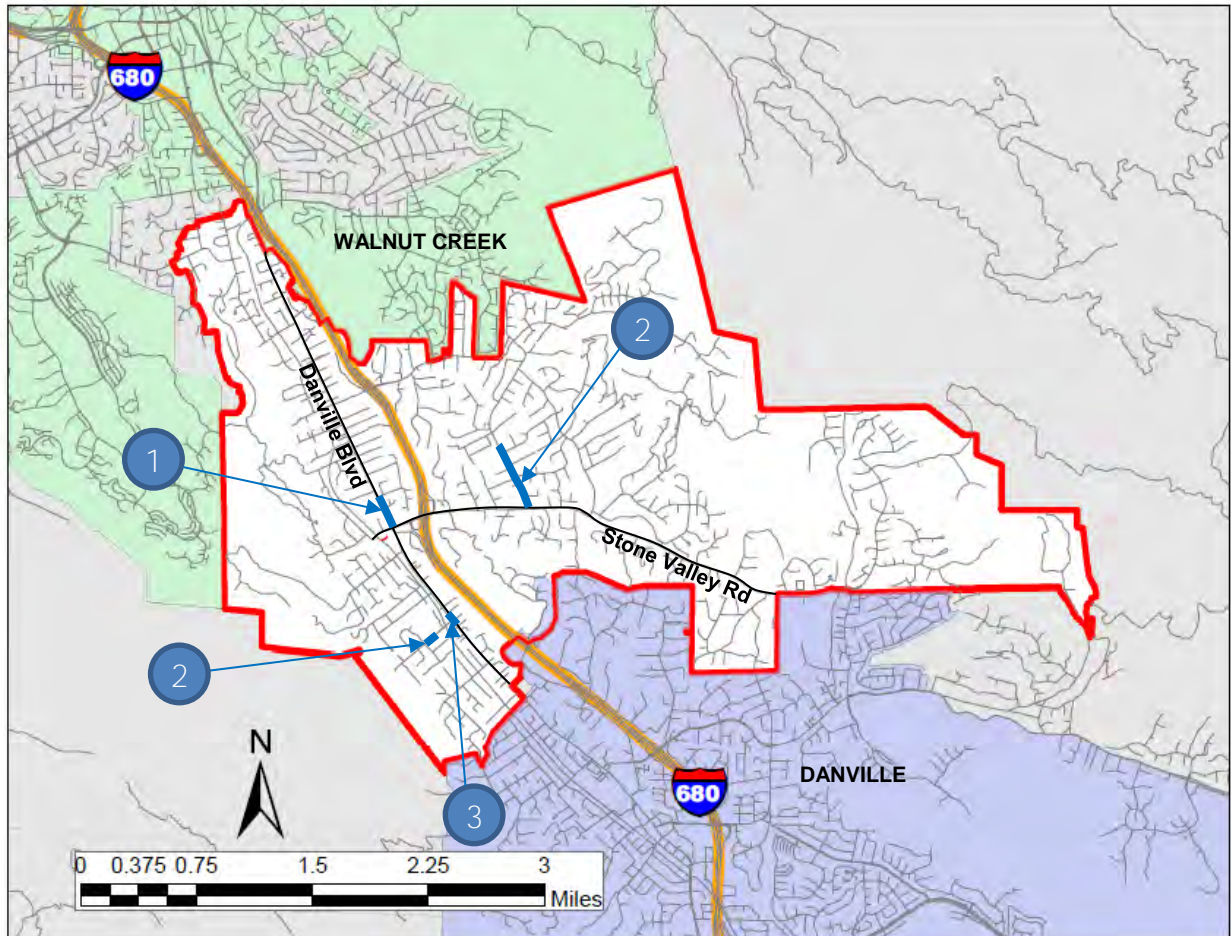
For more information about the Areas of Benefit, contact the AOB manager at (925) 313-2000 or visit the AOB website, <http://www.cccounty.us/AOB>.

Alamo Regional Area of Benefit
Project List Schedule
 Current Ordinance 2016-25

Item	Location	Description	Project Status
1	Danville Boulevard/Orchard Court Complete Streets Improvements	Construct roundabout and complete streets features	Incomplete
2	Alamo Schools	Construct pedestrian safety improvements at Stone Valley Middle School, Alamo Elementary School, and Rancho Romero Schools. 1) Hemme Avenue Sidewalk (between Rancho Romero Elem. and La Sonoma Way) 2) Miranda Avenue Natural Pathway (betw. Stone Valley Middle and Stone Valley Road) 3) Livorna Road Sidewalk Improvements – (Completed)	Incomplete
3	Danville Boulevard at Hemme Avenue	Intersection Safety improvements.	Incomplete

For more AOB information, visit <http://www.cccounty.us/AOB>

Alamo Area of Benefit Boundary

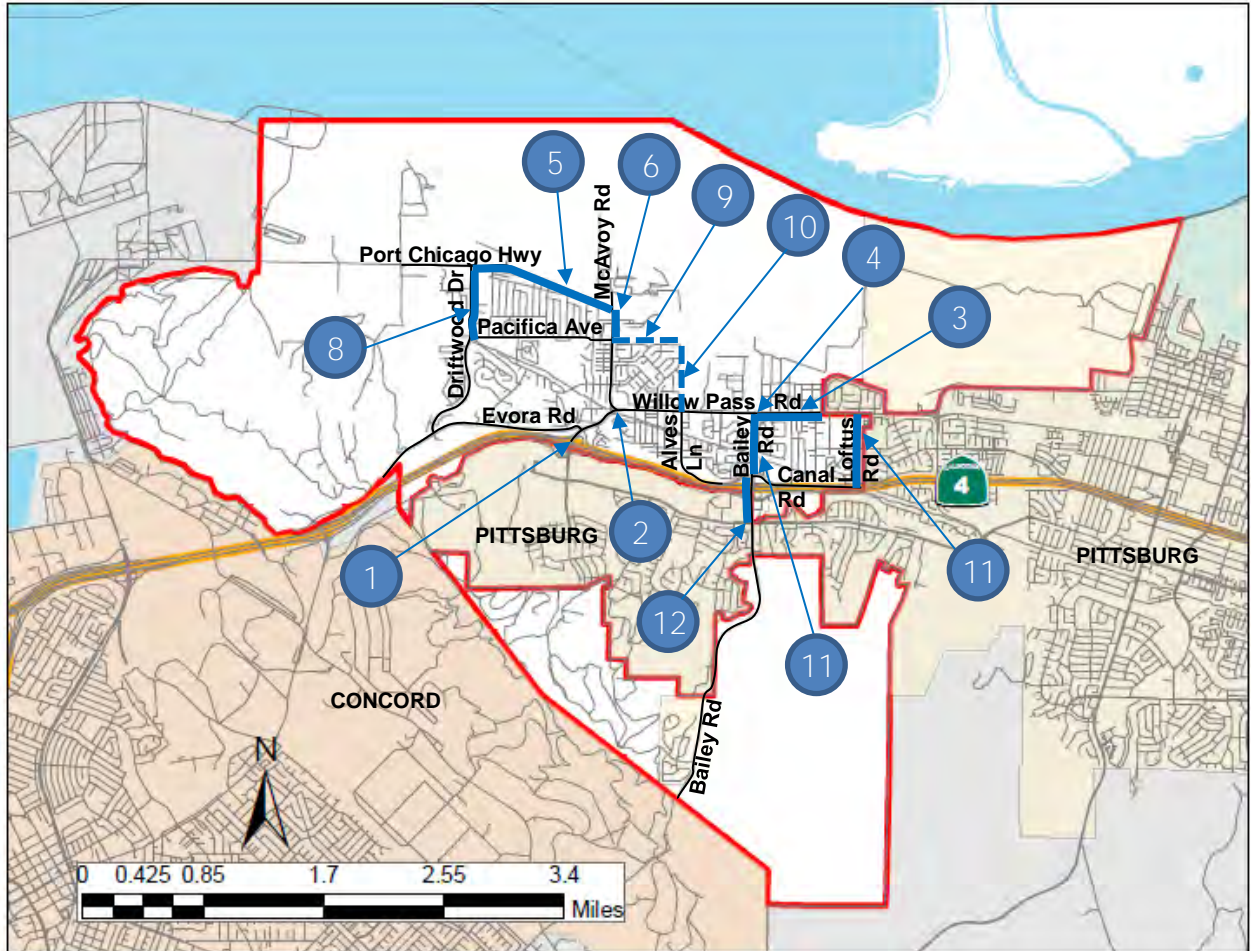


**Bay Point Area of Benefit
Project List Schedule
Current Ordinance 2016-18**

Item	Location (Nexus Id)	Description	Project Status
1	Willow Pass Road (1.1)	Signalize EB and WB off-ramps at west interchange of SR4	Incomplete
2	Willow Pass Road (1.2)	Intersection improvements at Willow Pass Road and Evora Road to facilitate traffic flow to WB SR 4.	Incomplete
3	Willow Pass Road (2.1)	Restriping from Bailey Road to Pittsburg City Limits to improve capacity.	Incomplete
4	Willow Pass Road (2.2)	Bailey Road intersection improvements.	Incomplete
5	Port Chicago Highway (3.1)	Widen to accommodate bicycle and pedestrian improvements from Driftwood Drive to west of McAvoy Road.	Incomplete
6	Port Chicago Highway (3.2)	Realign from west of McAvoy Road to Pacifica Avenue.	Incomplete
7	Port Chicago Highway & Willow Pass Rd Intersection (4)	Construct multi-modal safety improvements through intersection from Lynbrook Drive to Weldon Street.	Complete
8	Driftwood Drive (5)	Construct pedestrian and bicycle safety improvements from Port Chicago Highway to Pacifica Avenue.	Incomplete
9	Pacifica Avenue (6)	Extend roadway from Port Chicago Highway to Alves Lane extension.	Incomplete
10	Alves Lane (7)	Extend roadway from Willow Pass Road to Pacifica Avenue extension.	Incomplete
11	Loftus Road (8)	Construct bicycle and pedestrian safety improvements from Canal Road to Willow Pass Road.	Incomplete
11	Bailey Road (9)	Bicycle and pedestrian improvements from Willow Pass Road to Canal Road.	In Design Phase
12	Bailey Road (10)	Bicycle and pedestrian improvements from Canal Road to BART.	In Design Phase

For more AOB information, visit <http://www.cccounty.us/AOB>

Bay Point Area of Benefit Boundary

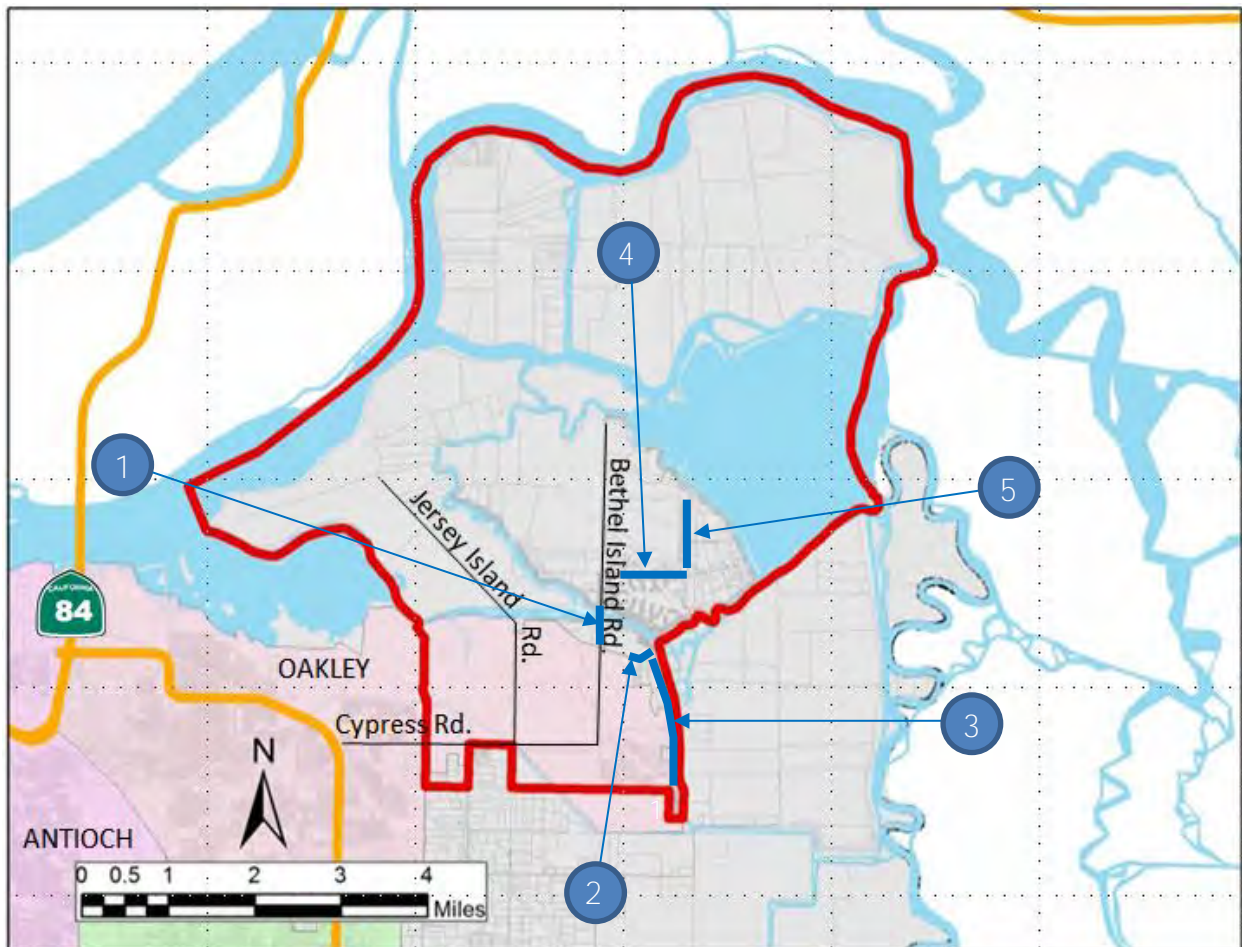


Bethel Island Area of Benefit
Project List Schedule
 Current Ordinance 2016-12

Item	Location	Description	Project Status
1	Bethel Island Road	Add bicycle and pedestrian improvements from Taylor Road to Sandmound Boulevard	Incomplete
2	Sandmound Boulevard	Add bicycle and pedestrian improvements from Oakley City Limits to Mariner Road	Incomplete
3	Sandmound Boulevard	Add bicycle and pedestrian improvements from Mariner Road to Cypress Road.	Incomplete
4	Gateway Road	Add bicycle and pedestrian improvements from Bethel Island Road to Piper Road	Incomplete
5	Piper Road	Add bicycle and pedestrian improvements from Gateway Road to Willow Road	Incomplete

For more AOB information, visit <http://www.cccounty.us/AOB>

Bethel Island Area of Benefit Boundary

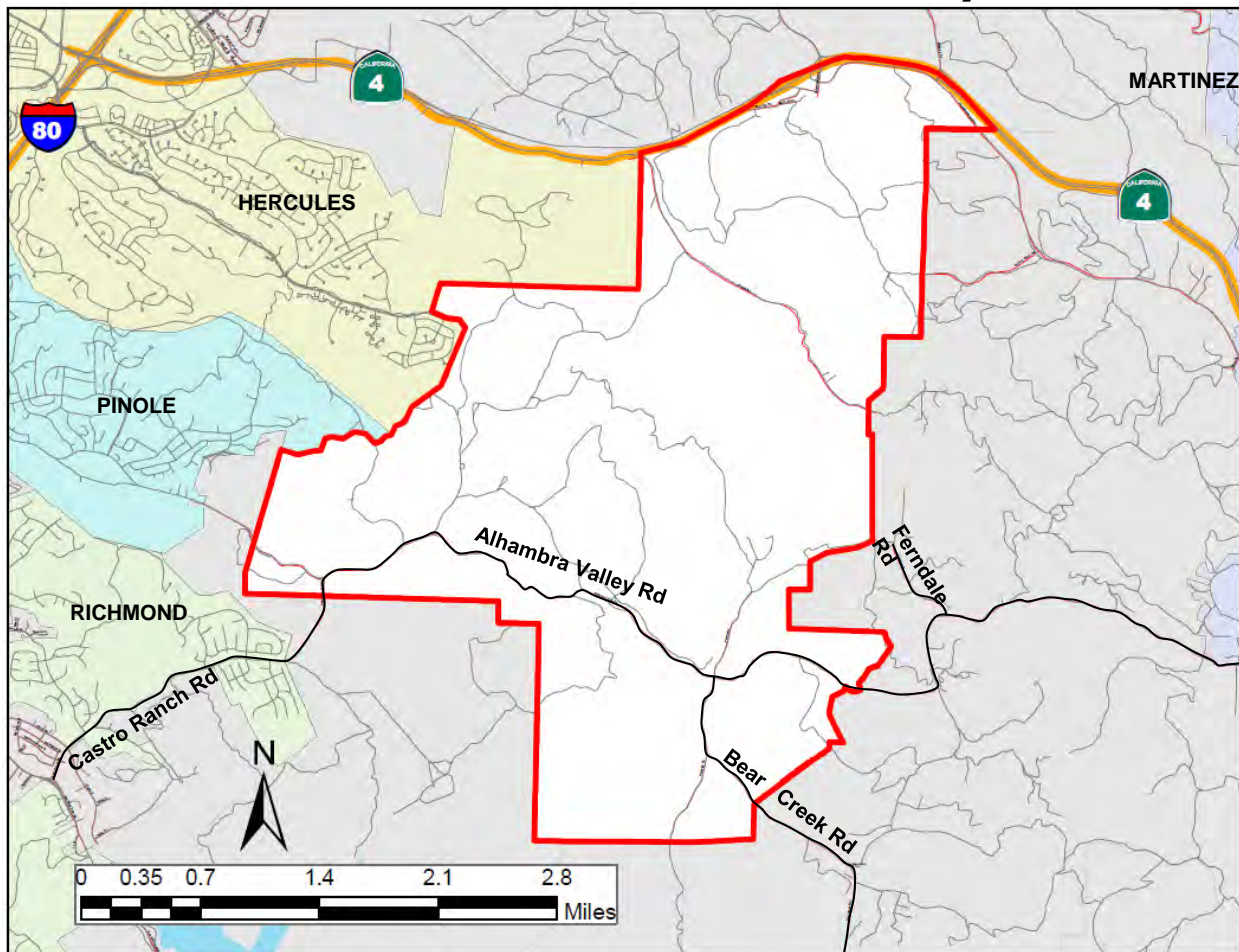


Briones Area of Benefit
Project List Schedule
Current Ordinance 88-27

Item	Location	Description	Project Status
1	Alhambra Valley Road	Realign curves at Ferndale Road (mile post 5.6), Main Road (mile post 6.2), and 4000 feet northwest of Bear Creek road (mile post 2.9)	Incomplete

For more AOB information, visit <http://www.cccounty.us/AOB>

Briones Area of Benefit Boundary

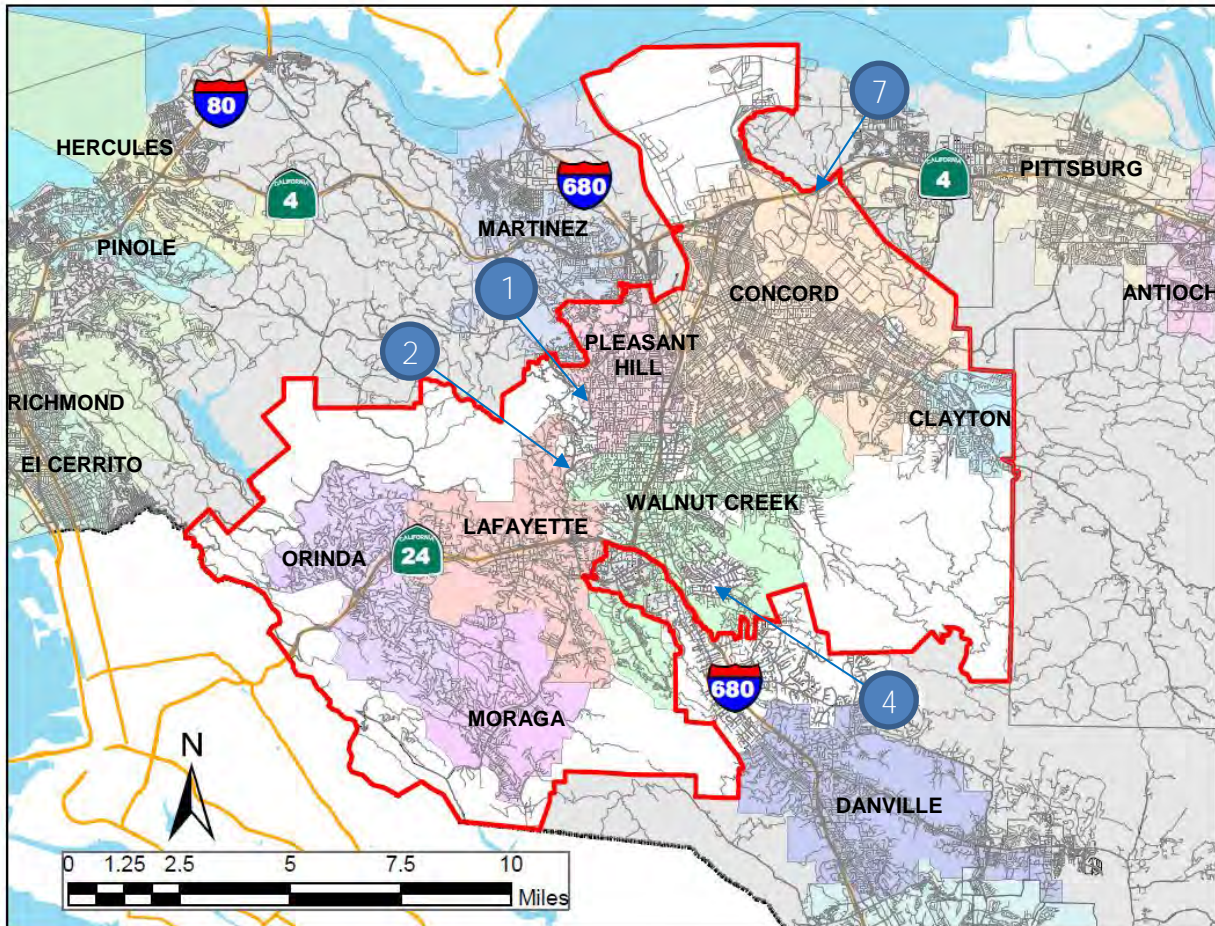


Central County Area of Benefit
Project List Schedule
Current Ordinance 95-32

Item	Location	Description	Project Status
1	Taylor Boulevard	Safety and capacity improvements from Pleasant Hill Road to Boyd Road	Incomplete
2	Pleasant Hill Road / Taylor Boulevard	Safety and Capacity improvements to existing intersection	Incomplete
3	Bailey Road	Remove and replace existing bridge. New bridge adequate for standard two-lane arterial	Complete
4	Rudgear Road / San Miguel Drive / Walnut Boulevard / Mountain View Boulevard	Safety Improvements	Incomplete
5	San Pablo Dam Road / Bear Creek Road	Construct Signal (County share)	Complete
6	Paso Nogal / Golf Club Road	Improve intersection	Complete
7	Evora Road Extension	Construct new road from Willow Pass Road (Concord) to Port Chicago Highway	Incomplete

For more AOB information, visit <http://www.cccounty.us/AOB>

Central County Area of Benefit Boundary

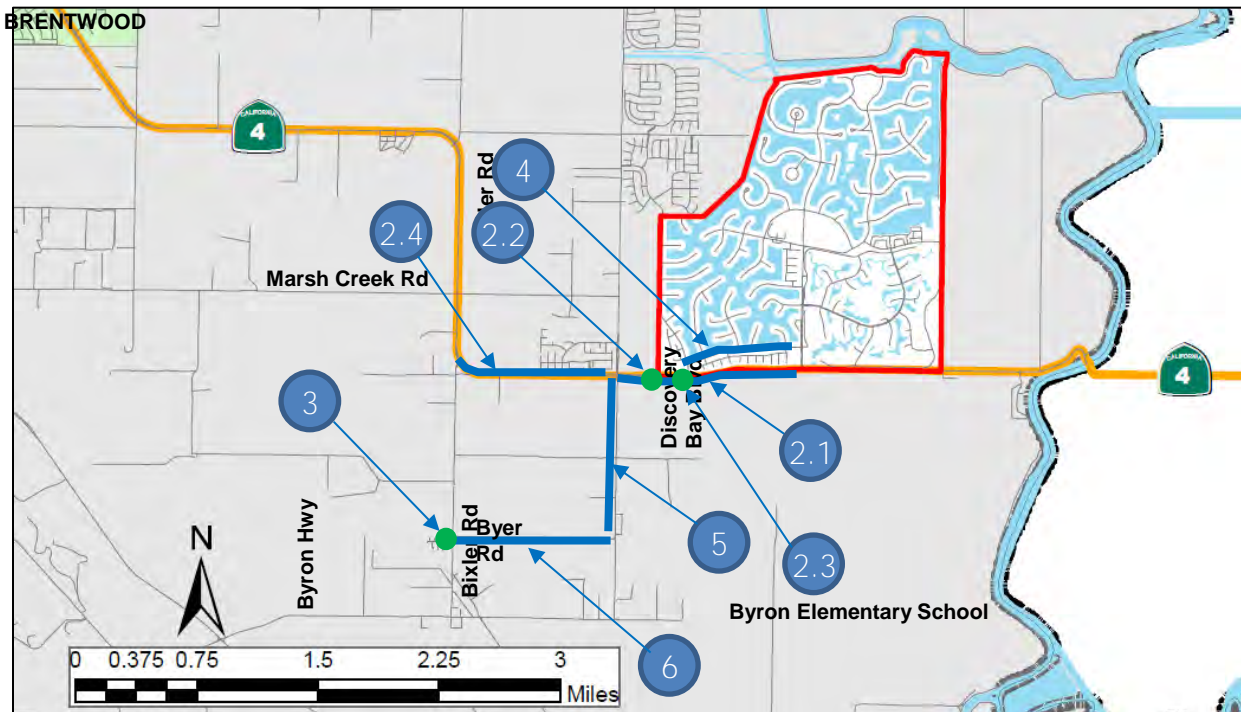


Discovery Bay Area of Benefit
Project List Schedule
Current Ordinance 2018-16

Item	Location	Description	Project Status
1	Discovery Bay Boulevard	Construct intersection improvements at Clipper Drive	Incomplete
2.1	State Route 4	Widen and provide pedestrian and bicycle improvements between Bixler Road and Discovery Bay Boulevard	Incomplete
2.2		Rebuild bridge to accommodate four lanes between Bixler Road and Discovery Bay Blvd	Incomplete
2.3		Construct intersection improvements at Newport Drive	Incomplete
2.4		Widen Roadway between Byron Highway and Bixler Road	Incomplete
3	Byron Highway	Construct school safety improvements at the intersection with Byer Road	Incomplete
4	Clipper Drive	Construct traffic calming measures between Newport Drive and Discovery Bay Boulevard	Incomplete
5	Bixler Road	Construct complete Street Improvements between SR-4 and Byer Road	Incomplete
6	Byer Road	Construct complete Street Improvements between Bixler Road and Byron Highway	Incomplete

For more AOB information, visit <http://www.cccounty.us/AOB>

Discovery Bay Area of Benefit Boundary

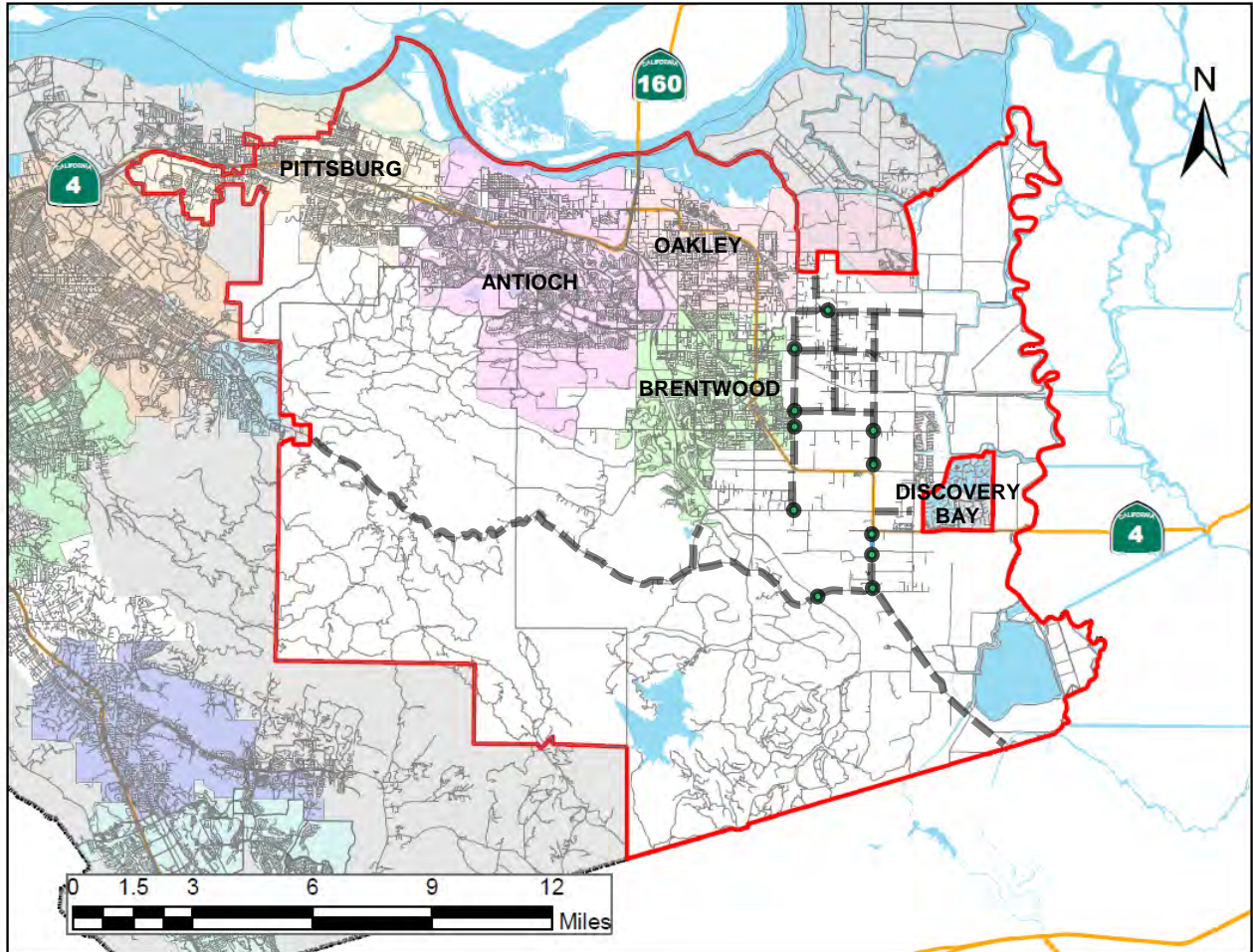


East County Regional Area of Benefit
Project List Schedule
Current Ordinance 2013-26

Item	Location	Description	Project Status
1	Vasco Rd/Camino Diablo intersection	Construct intersection improvements.	Incomplete
2	Marsh Creek Rd	Construct safety improvements.	Incomplete
3	Chestnut Street	Widen roadway from Sellers Avenue to Byron Hwy.	Incomplete
4	Delta Road	Widen roadway from Byron Highway to Holland Tract Rd.	Incomplete
5	Knightsen Ave & Eden Plains Rd	Widen roadway from Delta Rd to Chestnut St.	Incomplete
6	Sunset Rd	Widen roadway from Sellers Ave to Byron Hwy.	Incomplete
7	Byron Highway	Widen roadway from Camino Diablo to the Alameda County Line.	Incomplete
8	Byron Highway	Construct two way left turn lane at Byron Elementary School.	Incomplete
9	SR 4/Byron Highway intersection	Widen southern intersection of Byron Highway with SR 4 (Phase 2).	Incomplete
10	Knightsen Avenue	Widen roadway from East Cypress Rd to Delta Rd.	Incomplete
11	Delta Road	Widen roadway from Sellers Ave to Byron Highway.	Incomplete
12	Sellers Avenue	Widen roadway from Delta Rd to Chestnut St.	Incomplete
13	Sellers Avenue	Widen roadway from Main canal to Marsh Creek Rd.	Incomplete
14	Byron Highway	Widen roadway from Delta Rd to Chestnut St.	Incomplete
15	Byron Highway	Widen roadway from Chestnut St to SR 4.	Incomplete
16	Byron Highway	Widen roadway from SR 4 to Camino Diablo.	Incomplete
17	Camino Diablo	Widen roadway from Vasco Rd to Byron Highway.	Incomplete
18	Knightsen Ave/Delta Rd intersection	Construct intersection improvements.	Incomplete
19	Byron Highway/Camino Diablo intersection	Construct intersection improvements.	Incomplete
20	Byron Highway/SR 4 /Point of Timber intersection	Construct intersection improvements.	Incomplete
21	Sellers Ave/Marsh Creek Rd intersection	Construct intersection improvements.	Incomplete
22	Balfour Rd/Byron Highway intersection	Construct intersection improvements.	Incomplete
23	Sellers Ave/Sunset Rd intersection	Construct intersection improvements.	Incomplete
24	Sellers Ave/Chestnut St intersection	Construct intersection improvements.	Incomplete
25	Sellers Ave/Balfour Rd intersection	Construct intersection improvements.	Incomplete

For more AOB information, visit <http://www.cccounty.us/AOB>

East County Regional Area of Benefit Boundary



Legend:

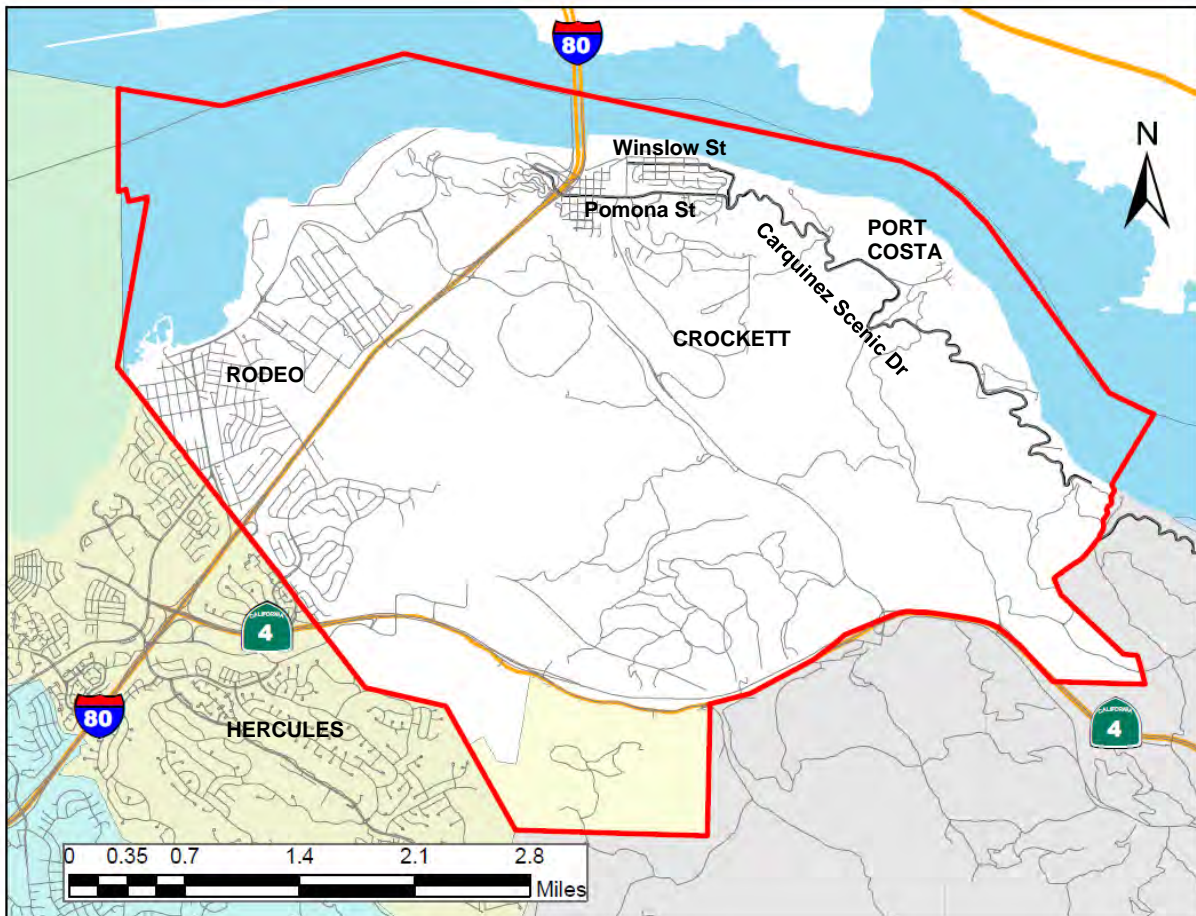
- Roadway Improvements
- Intersection Improvements

Hercules / Rodeo / Crockett Area of Benefit
Project List Schedule
Current Ordinance 88-27

Item	Location	Description	Project Status
1	Pomona Street	Widen to provide shoulder from Crockett Boulevard to 2nd street	Complete
2	Pomona St / Winslow Ave / Carquinez Scenic	Alignment Study	Incomplete
3	Crockett Boulevard	Widen to three lane arterial to provide for truck climbing lane from Pomona Street to Cummings Skyway	Complete
4	San Pablo Ave	Modify signal at Union Oil entrance	Complete
5	Pomona St	Modify signal at 2nd Ave	Complete
6	Parker Ave / San Pablo Avenue / Willow Intersection	Modify intersection and install signal	Complete
7	Parker / Fourth	Modify intersection and install signal	Complete
8	Willow / Hawthorne	Modify intersection and install signal	Complete

For more AOB information, visit <http://www.cccounty.us/AOB>

Hercules / Rodeo / Crockett Area of Benefit Boundary

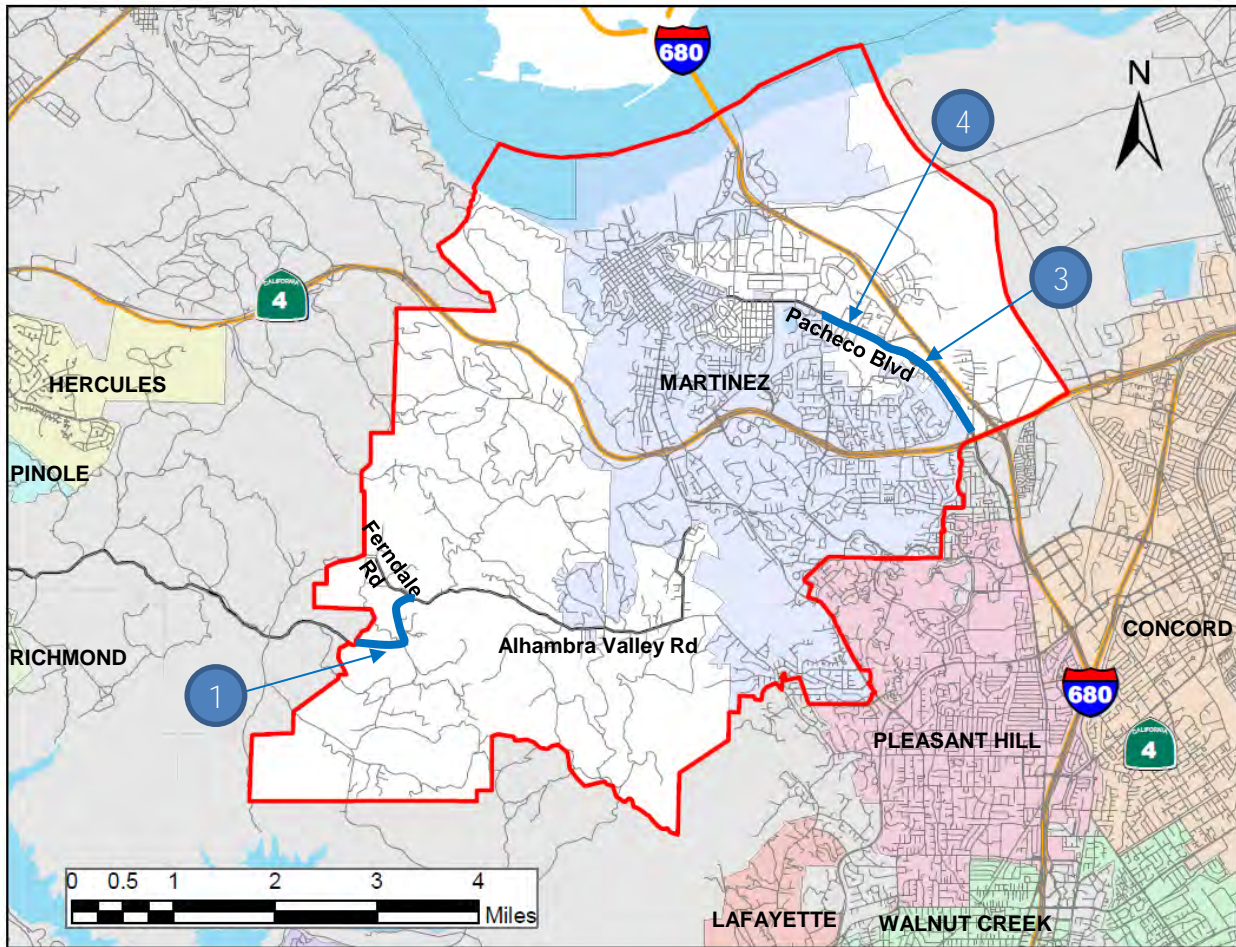


Martinez Area of Benefit
Project List Schedule
Current Ordinance 95-38

Item	Location	Description	Project Status
1	Alhambra Valley Road	Safety and capacity improvements from Martinez City Limits to Ferndale Road	Incomplete
2	Alhambra Valley Road	Realign curves at Ferndale Road	Complete
3	Pacheco Boulevard	Realign grade crossing with AT&SF	Incomplete
4	Pacheco Boulevard	Widen arterial standard	Incomplete

For more AOB information, visit <http://www.cccounty.us/AOB>

Martinez Area of Benefit Boundary

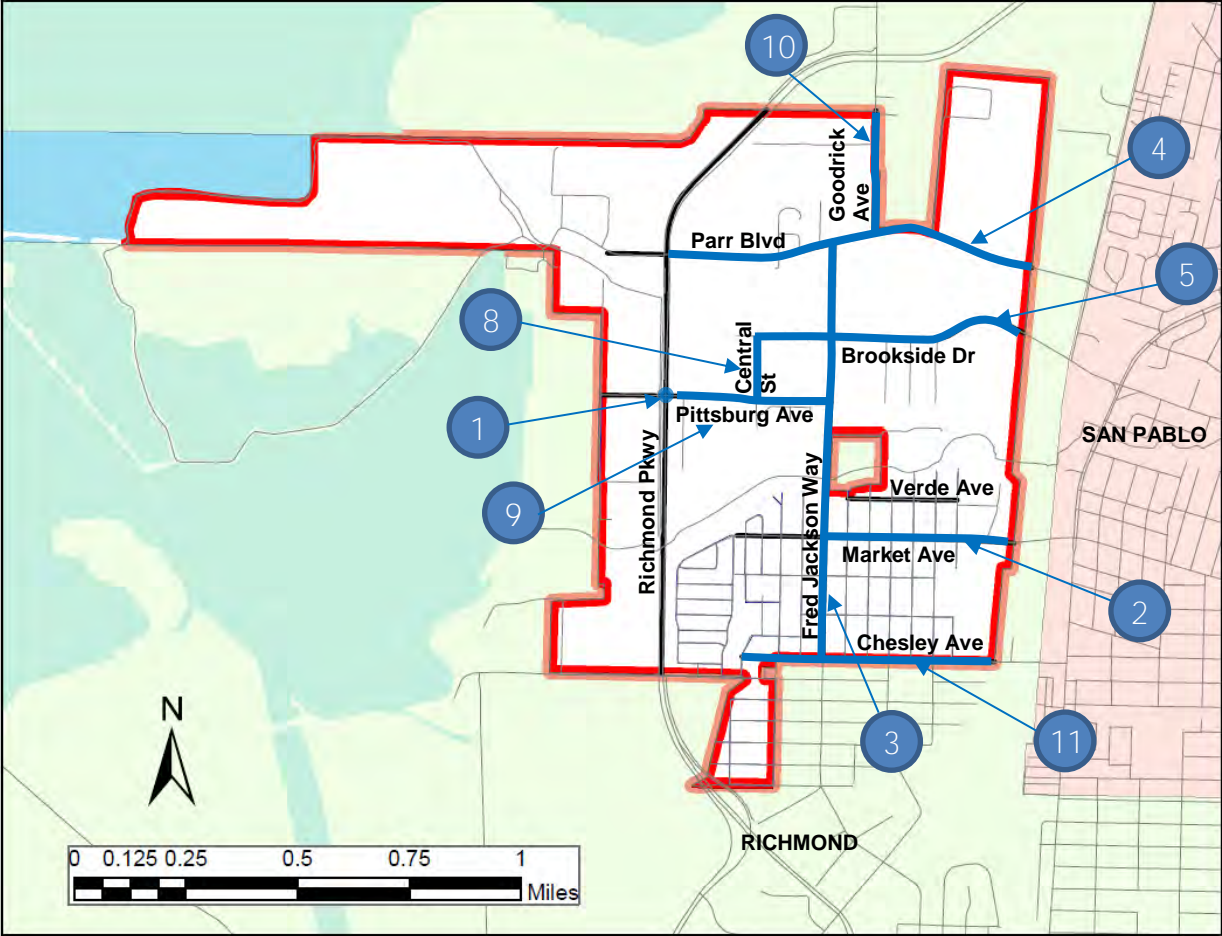


**North Richmond Area of Benefit
Project List Schedule
Current Ordinance 2017-22**

Item	Location	Description	Project Status
1	Pittsburg Avenue at Richmond Parkway Intersection Improvements	Improve intersection operations which may include modification to traffic signal, additional turn lanes, or other safety improvements	Incomplete
2	Market Avenue Complete Streets Project between Fred Jackson Way and easterly AOB boundary	Improvements to include pedestrian infrastructure and traffic/truck calming measures to create a pedestrian friendly environment conducive to all travel modes.	Incomplete
3	Fred Jackson Way Complete Streets Project	Improvements to include pedestrian and bicycle infrastructure and traffic/truck calming measures between Chesley Avenue and Parr Boulevard.	Incomplete
4	Parr Boulevard Complete Streets Project	Improvements to include pedestrian and bicycle infrastructure between Richmond Parkway and AT&SF railroad tracks.	Incomplete
5	Brookside Drive Complete Streets Project	Improvements to include pedestrian and bicycle infrastructure between Central Street and AT&SF railroad tracks.	Incomplete
6	Truck route between Verde Avenue and Parr Boulevard	Determine a bypass route for trucks to minimize truck traffic through the residential area.	Incomplete
7	Circulation and safety improvements for Verde Elementary School	Improve circulation and safety to Verde Elementary School including a potential secondary access.	Incomplete
8	Safety improvements on Central Street, between Brookside Drive and Pittsburgh Avenue	Provide safety improvements to provide a roadway that meets County standards and provides for bicycle and pedestrian safety.	Incomplete
9	Pittsburgh Avenue Complete Streets Project	Improvements to include pedestrian and bicycle infrastructure between Richmond Parkway and Fred Jackson Way.	Incomplete
10	Safety improvements on Goodrick Avenue, between Parr Boulevard and AOB Boundary (550' South of Richmond Parkway)	Provide safety improvements to provide a roadway that meets County standards and provides for bicycle and pedestrian safety.	Incomplete
11	Chesley Avenue Traffic Calming Measures	Install traffic calming measures on Chesley Avenue to create a pedestrian friendly environment.	Incomplete

For more AOB information, visit <http://www.cccounty.us/AOB>

North Richmond Area of Benefit Boundary



DRAFT

Pacheco (West Concord) Area of Benefit

Proposed Project List Schedule

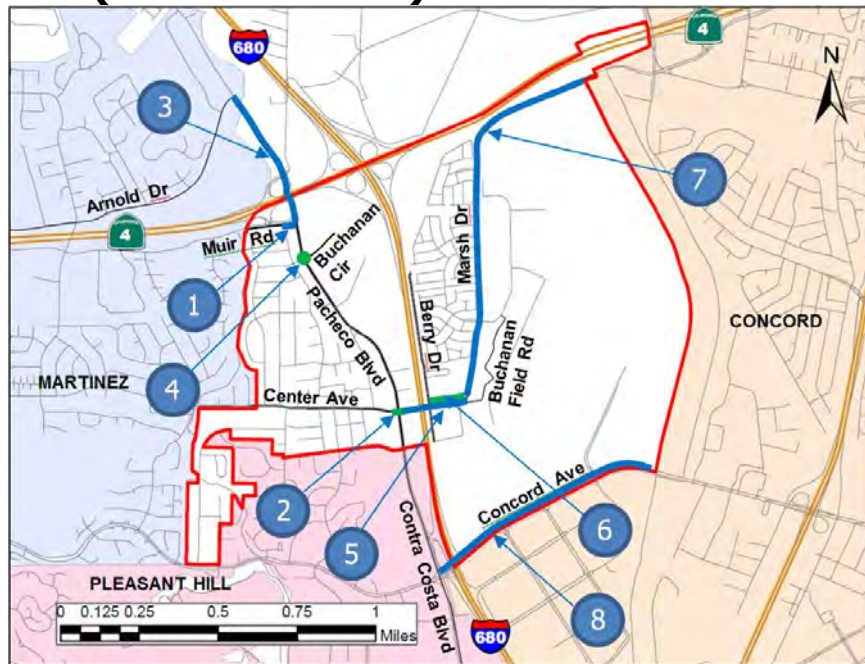
Pending Pacheco AOB update expected in 2018.

DRAFT

Item	Location	Description	Project Status
1	Pacheco Boulevard and Muir Road	Construct 2 nd right turn lane and reconstruct/relocate bike pedestrian and traffic signal improvements	Incomplete
2	Pacheco Boulevard and Center Avenue	Improve traffic circulation improvements at the intersection of Pacheco Boulevard and Center Avenue	Incomplete
3	Pacheco Boulevard from Arnold Drive to Muir Road	Construct bike lanes from Arnold Drive to Muir Road	Incomplete
4	Pacheco Boulevard and Carolos Drive/N. Buchanan Circle	Construct traffic signal at intersection of Pacheco Boulevard and Carolos Drive/N. Buchanan Circle	Incomplete
5	Center Avenue from Pacheco Boulevard to Buchanan Field Road	Construct bike lanes on Center Avenue from Pacheco Boulevard to Buchanan Field Road	Incomplete
6	Center Avenue from Berry Drive to Marsh Drive	Construct sidewalk on Center Avenue from Berry Drive to Marsh Drive	Incomplete
7	Marsh Drive from Center Avenue to the bridge near the Iron Horse Regional Trail	Construct shoulders and bike lanes along Marsh Drive from Center Avenue to Iron Horse Trail	Incomplete
8	Concord Avenue from Contra Costa Boulevard to the Iron Horse Regional Trail	Construct a shared-use path along Concord Avenue starting near Contra Costa Boulevard to the Iron Horse Regional Trail	Incomplete

For more AOB information, visit <http://www.cccounty.us/AOB>

Pacheco (West Concord) Area of Benefit Boundary

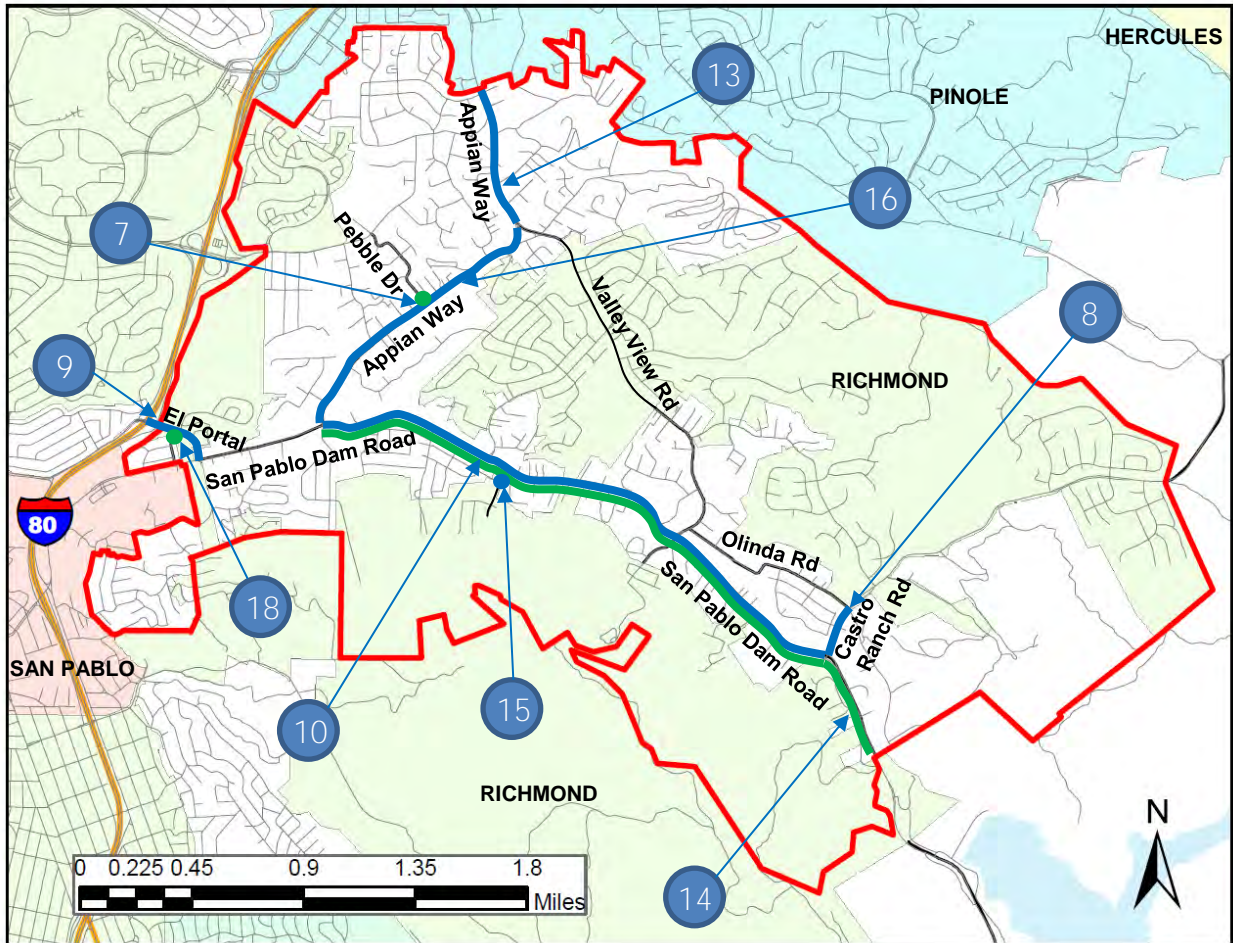


Richmond / El Sobrante Area of Benefit
Project List Schedule
Current Ordinance 91-27

Item	Location	Description	Project Status
1	San Pablo Dam Road	Construct signal at Castro Ranch Rd	Complete
2	Appian Triangle	Construct new intersection	Complete
3	San Pablo Dam Road	Dual left turn lanes at Appian Way	Complete
4	Appian Way	Construct signal at Manor Rd	Complete
5	San Pablo Dam Road	Construct signal at Milton Drive	Complete
6	Valley View Rd.	Construct signal at May Rd	Complete
7	Appian Way	Construct signal at Pebble Drive	Incomplete
8	Castro Ranch Road	Widen from San Pablo Dam Rd to Olinda Rd	Incomplete
9	El Portal	Widen from I-80 to San Pablo Dam Rd	Incomplete
10	San Pablo Dam Road	Construct middle turn lane from Appian Way to Castro Ranch Rd	Incomplete
11	Appian Way	Construct signal at Allview Ave	Complete
12	San Pablo Dam Road	Construct signal at Clark Rd	Complete
13	Appian Way	Construct ultimate improvements from Valley View Rd to Pinole	Incomplete
14	San Pablo Dam Rd.	Construct improvements from Richmond to Appian Way	Incomplete
15	San Pablo Dam Rd.	Construct signal at Greenridge Drive	Incomplete
16	Appian Way	Construct ultimate improvements from Valley View Rd. to San Pablo Dam Rd	Incomplete
17	Appian Way	Construct signal at La Paloma Rd	Complete
18	El Portal	Construct signal at Barranca	Incomplete

For more AOB information, visit <http://www.cccounty.us/AOB>

Richmond / El Sobrante Area of Benefit Boundary

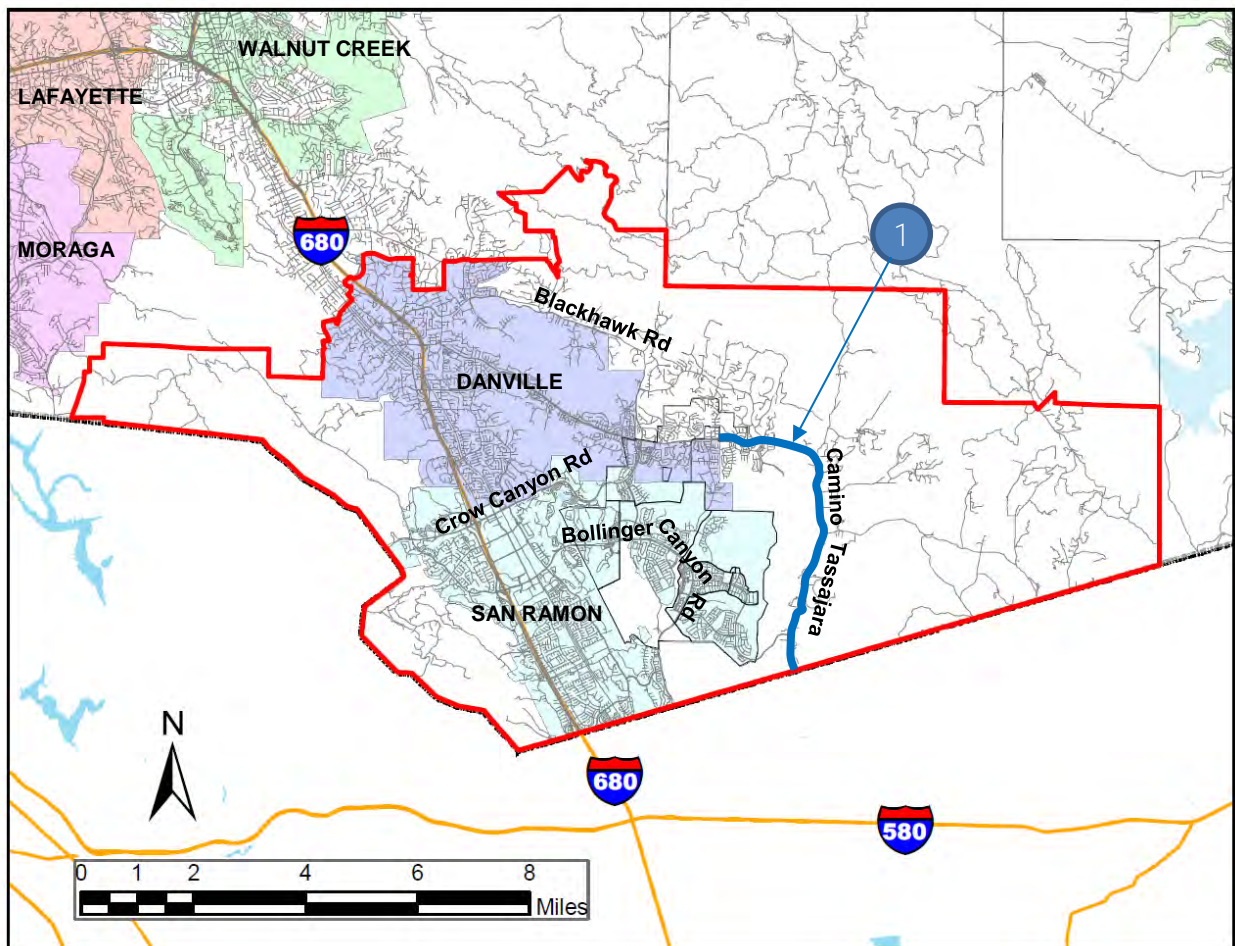


South County Area of Benefit
Project List Schedule
Current Ordinance 96-27

Item	Location	Description	Project Status
1	Camino Tassajara	Improve County portion to two lane rural highway standard	Incomplete
2	Crow Canyon Road	Various safety and capacity improvements, including a truck climbing lane (Crow Canyon Incorporated into the City of San Ramon)	Incomplete

For more AOB information, visit <http://www.cccounty.us/AOB>

South County Area of Benefit Boundary

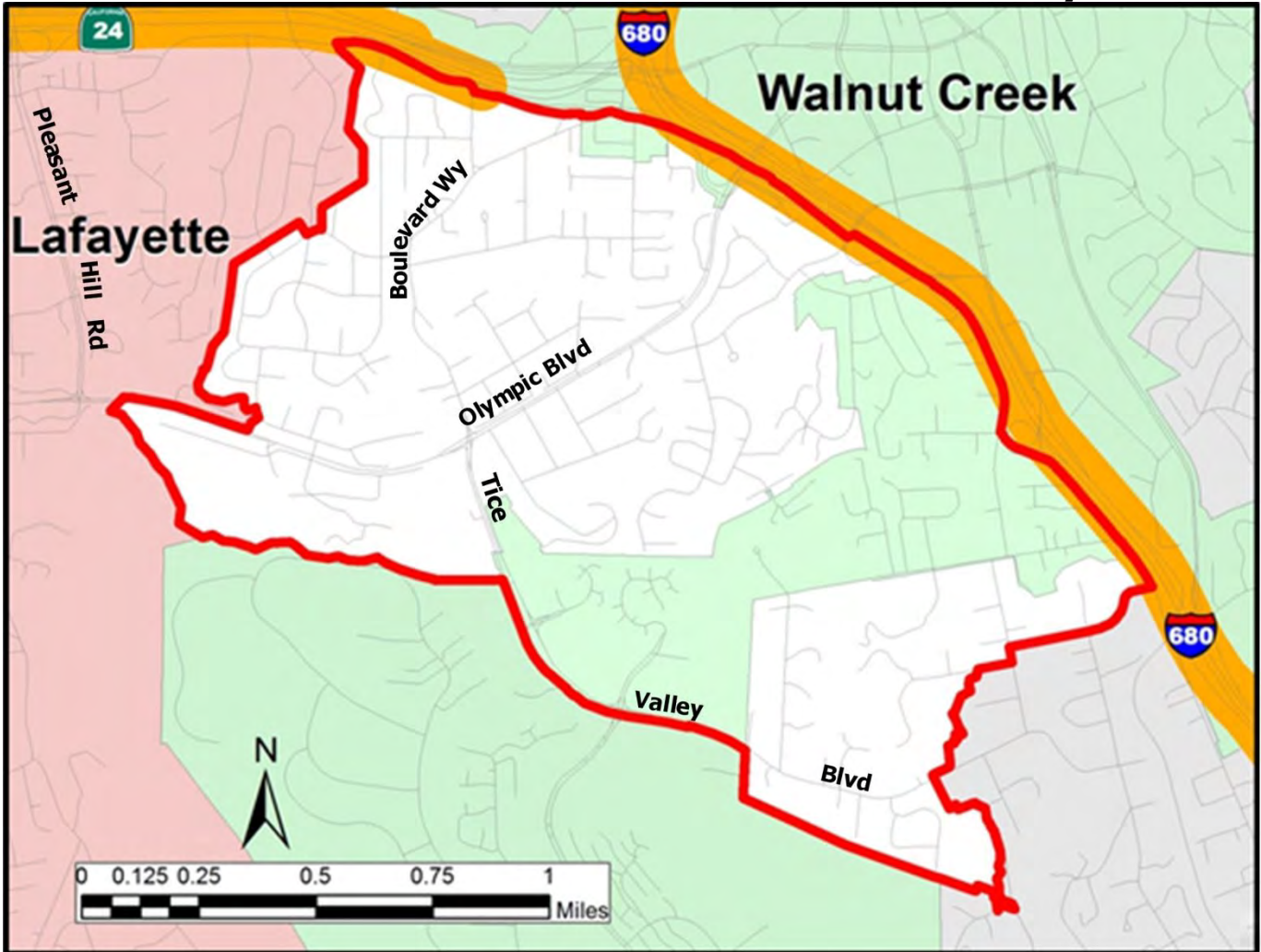


South Walnut Creek Area of Benefit
Project List Schedule
Current Ordinance 94-72

Item	Location	Description	Project Status
1	Olympic Boulevard	Widen from Tice Valley Boulevard to I - 680	Complete

For more AOB information, visit <http://www.cccounty.us/AOB>

South Walnut Creek Area of Benefit Boundary

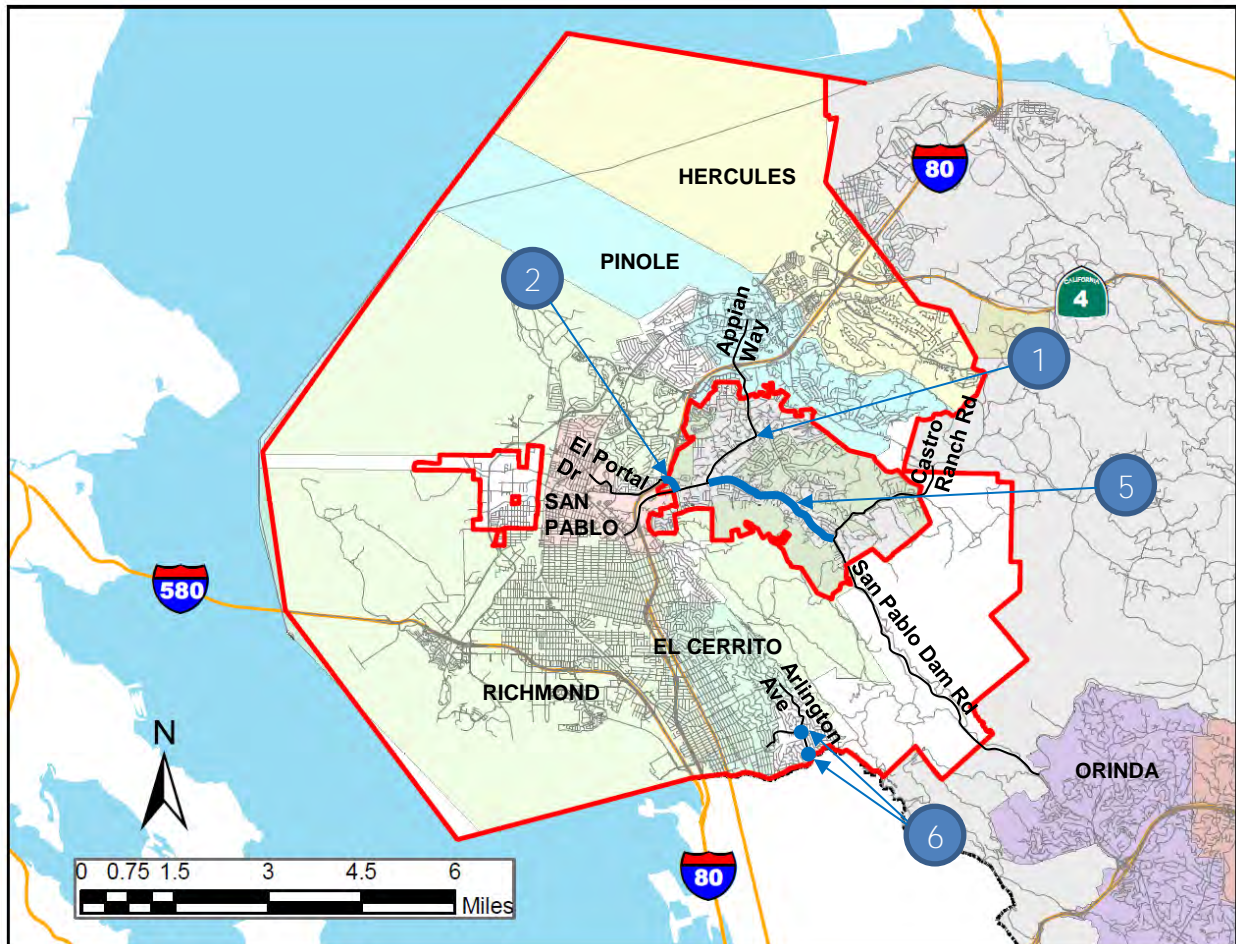


West County Area of Benefit
Project List Schedule
Current Ordinance 95-37

Item	Location	Description	Project Status
1	Appian Triangle	Widen to 4-lane arterial standard	Incomplete
2	El Portal Drive	Widen to 4-lane arterial standard from San Pablo Dam Road to I-80	Incomplete
3	Milton Drive at San Pablo Dam Rd	Construct Signal	Complete
4	San Pablo Dam Road at Appian Way	Modify intersection to dual left turn onto Appian Way	Complete
5	San Pablo Dam Road	Construct fifth lane from Appian Way to Castro Ranch Road	Incomplete
6	Arlington	Improve intersections at Amherst and Sunset and install signals	Incomplete

For more AOB information, visit <http://www.cccounty.us/AOB>

West County Area of Benefit Boundary



**Appendix E: Road Maintenance and
Rehabilitation Account Information**



Contra
Costa
County

To: Board of Supervisors
From: Brian M. Balbas, Public Works Director/Chief Engineer
Date: April 24, 2018

Subject: Fiscal Year 2018/2019 Road Maintenance and Rehabilitation Account Project List for Unincorporated Contra Costa County

RECOMMENDATION(S):

ADOPT Resolution No. 2018/154 approving a list of projects for FY 2018/19 funded by Senate Bill 1(SB1): The Road Repair and Accountability Act of 2017, Road Maintenance and Rehabilitation Account (RMRA) funds, and DIRECT staff to submit the list to the California Transportation Commission, as recommended by the Transportation, Water and Infrastructure Committee (TWIC).

FISCAL IMPACT:

100% allocation to the Road Fund from Road Maintenance and Rehabilitation Account (RMRA) program under Senate Bill 1 (SB1) in the amount of \$13.8 million.

APPROVE OTHER
 RECOMMENDATION OF CNTY ADMINISTRATOR RECOMMENDATION OF BOARD COMMITTEE

Action of Board On: 04/24/2018 APPROVED AS RECOMMENDED OTHER

Clerks Notes:

VOTE OF SUPERVISORS

AYE: John Gioia, District I Supervisor
Candace Andersen, District II Supervisor
Diane Burgis, District III Supervisor
Karen Mitchoff, District IV Supervisor
Federal D. Glover, District V Supervisor

I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

ATTESTED: April 24, 2018

David J. Twa, County Administrator and Clerk of the Board of Supervisors

By: Stacey M. Boyd, Deputy

Contact: Jerry Fahy,
925.313.2276

BACKGROUND:

On April 28, 2017, the Governor signed SB1, which is known as the Road Repair and Accountability Act of 2017. SB1 creates the RMRA, which provides much needed transportation funding for California to address basic road maintenance, rehabilitation, and critical safety needs on both the state highway and local streets and road system.

SB1 includes new performance and reporting requirements in order to be eligible for the RMRA funds. The TWIC reviewed the project list for Fiscal Year 2018/2019 on April 9.

SB1 Funds were available to cities and counties starting in Fiscal Year 2017/2018. The California State Association of Counties has provided the estimated revenues the County can expect that will be generated from this transportation bill. The first year of the program was a partial year and the County expects to receive about \$4.9 million from the RMRA program under SB1. We expect the RMRA amount to increase to \$13.8 million for Fiscal Year 2018/2019 and steadily grow with the built-in inflationary index in future years.

SB1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, in order to be eligible for RMRA funding, state statute requires cities and counties to provide basic RMRA project reporting to the California Transportation Commission (CTC).

Prior to receiving an apportionment of RMRA funds from the State Controller in a fiscal year, a city or county must submit to the CTC a list of projects proposed to be funded with these funds. All projects proposed to receive funding must be reviewed and approved by the applicable city council or county board of supervisors at a regular public meeting.

The list of projects must include a description and location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement. The project list does not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities so long as the projects are consistent with RMRA priorities as outlined in the applicable code sections. Some example projects and uses for RMRA funding include, but are not limited to the following:

- Road Maintenance and Rehabilitation
- Safety Projects
- Railroad Grade Separations
- Complete Streets Components (including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project)
- Traffic Control Devices

Streets and Highways Code Section 2030(b)(2) states that funds made available by the program may also be used to satisfy a match requirement in order to obtain state or federal funds for projects authorized by this subdivision.

Staff has developed a recommended list of projects for the Transportation Water and Infrastructure Committee and the Board of Supervisors to consider for submitting to the Commission.

When developing the recommended project list for RMRA funds, staff considered:

- Eligibility criteria for RMRA funds

- Emergency storm damage projects that exceeded existing road fund revenue capacity
- Maintenance and rehabilitation priorities
- Roadway safety
- Expiring grants where local funds are necessary to complete the funding package
- Geographic equity
- Projects where expenditures had already occurred for design of the project and had been shelved due to declining gas tax revenues
- Multi-modal benefits in accordance with the Board of Supervisor's Complete Streets policy
- Positive impact to Road Program performance metrics
- Clearing the queue of delayed projects that were a result of declining gas tax revenues
- Meeting customer expectations

It should be noted that this project list is a small subset of the proposed project delivery list that is outlined in the adopted Capital Road Improvement and Preservation Program document and only focuses on how the RMRA funds will be expended as required by the Commission.

PROPOSED PROJECTS (Total RMRA = \$13.8M)

Proposed Project No. 1: Road Drainage Maintenance (RMRA = \$1.1 M)- Countywide

- Ditch Cleaning – This routine maintenance item is to perform drainage ditch cleaning to remove debris and vegetation which may obstruct the passage of stormwater and cause local flooding. (RMRA = \$200k) County Project No.: 0672-6U2303
- Clean Catch Basin – This routine maintenance item is to perform cleaning of sediment and prevent obstructions of catch basins (drainage inlets) and related pipe systems. The county has over twenty thousand catch basins throughout the unincorporated portions of the County. (RMRA = \$600k) County Project No.: 0672-6U2308
- Inspect Catch Basin – This routine maintenance item is to perform inspections of catch basins and associated systems. This includes a visual inspection of the drainage inlet and any clean water inserts. Follow-up video inspections may be required for deeper inlets and/or suspected structural issue concerning the inlets. (RMRA = \$300k) County Project No.: 0672-6U2308

Proposed Project No.2: Traffic Safety Devices Maintenance (RMRA = \$800k) - Countywide

- Traffic Signing – This routine maintenance item is to perform sign repair, replacement, and installation along the unincorporated County roadways. (RMRA = \$300k) County Project No.: 0672-6U2504
- Traffic Striping – This routine maintenance item is to perform new painting, routine painting and replacement of pavement striping along the unincorporated County roadways to enhance public safety. (RMRA = \$500k) County Project No.: 0672-6U2504

Proposed Project No. 3: Pavement Repairs and Preparation (RMRA = \$5.0M)- Countywide

- Pot Hole Patching – This routine maintenance item is to perform spot pavement repairs of pot holes along the unincorporated County roadways to eliminate surface hazards. (RMRA = \$700k) County

Project No.: 0672-6U2101

- Pavement Fabric Patching – This routine maintenance item is to perform pavement fabric patching along the unincorporated County roadways to correct minor pavement defects and prevent further cracking. The patch will remove an area of existing damaged asphalt and excavate to the roadway fabric portion. The roadway base will be compacted and leveled to support the new fabric layer and asphalt layer. (RMRA = \$500k) County Project No.: 0672-6U2102
- Pavement Failure Repair - Backhoe – This routine maintenance item is to conduct pavement failure repair along the unincorporated County roadways. This task requires the removal of a larger area of cracked or damaged pavement with a backhoe. The roadway base will be compacted and overlaid with new asphalt. (RMRA = \$600k) County Project No.: 0672-6U2103
- Pull Box Paving – This is a roadway paving operation to place asphalt on localized roadway depressions to provide a smooth riding surface for the motorized public along the unincorporated County roadways. (RMRA = \$625k) County Project No.: 0672-6U2104
- Hand Patching – This is similar to pot hole patching to conduct spot pavement repairs along unincorporated County roadway, but on a smaller scale. (RMRA = \$600k) County Project No.: 0672-6U2105
- Crack Sealing – This pavement preservation task is to seal cracks in the roadway. Cracks are typically filled in to seal the roadway structural section from water penetration. The goal is to prolong the service life of the pavement and/or prepare the roadway surface for an overlay. (RMRA = \$700k) County Project No.: 0672-6U2106
- Leveling – This task is associated with leveling of large settlements, depressions, surface irregularities and recent large pavement repairs. This is to provide a smooth riding surface for the motorized public along unincorporated County roadways. (RMRA = \$500k) County Project No.: 0672-6U2107
- Grinder Follow-up Paving – This task is associated with placing roadway asphalt on localized settlements and pavement repairs. This is conducted as a follow-up to grinding operations to provide a smooth riding surface. (RMRA = \$80k) County Project No.: 0672-6U2107
- Pavement Failure Repair – Grinder – This task is to remove badly cracked or broken pavement. The roadway is then replaced with new asphalt and roadway base rock. This task supports pavement preservation operations and also extends the service life of the roadway pavement. (RMRA = \$600k) County Project No.: 0672-6U2123
- Pavement Grinding – Bobcat – This task is to remove flaws and tripping hazards in the roadway or curb edge through machine grinding. (RMRA = \$90k) County Project No.: 0672-6U2108

Proposed Project No. 4: County-Wide Surface Treatments (RMRA = \$5.3M)

Countywide:

- Double Chip Seal Project (2018) – This project will apply a double chip seal to various roads as a pavement preservation project in the unincorporated Contra Costa County. Work will also include surface preparation and pavement striping and markings. (RMRA = \$1.30M) County Project No. 0672-6U2162
- Slurry Seal Project (2018) – This project will apply a slurry seal to various roads as a pavement

preservation project in the unincorporated Contra Costa County. Work will also include surface preparation and pavement striping and markings. (RMRA = \$500k) County Project No. 0672-6U2163

- Single Chip Seal Project (2018) – This project will apply a single chip seal to various roads as a pavement preservation project in the unincorporated Contra Costa County. Work will also include surface preparation and pavement striping and markings. (RMRA = \$500k) County Project No. 0672-6U2162

Bay Point Area and Central County:

- Asphalt Rubber Cape Seal Project (2018) - The project will apply an asphalt rubber chip seal covered with a type II slurry seal to various roadways in the Bay Point (76 streets), Martinez (6 streets), Walnut Creek Overlook (24 streets), Parkmead (33 streets) areas and a type II slurry seal on roadways in Bay Point and Clyde areas (18 streets) and the Bella Vista and Clyde Trails. Work will also include surface preparation and pavement striping and markings. (RMRA = \$3M) County Project No. 0672-6U2154

Proposed Project No. 5: Pomona Street Pedestrian Safety Improvement Project – Phase II (RMRA = \$175k)- Crockett area

- The project will improve two pedestrian crossings on Pomona Street near three schools and a community center. At Pomona Street and 3rd Avenue, Pedestrian-Actuated Rectangular Rapid-Flashing Beacons (RRFB) and other pedestrian improvements will be added. At Pomona Street and Rolph Avenue, bulb outs and ramps will be added. County Project No. 0622-6U4090

Proposed Project No. 6: Tara Hills Pedestrian Infrastructure Project (RMRA = \$420k)—Tara Hills area

- The project will construct 20+ ADA compliant curb ramps on the roads surrounding the Tara Hills Elementary School and North Campus Continuation High School. County Project No. 0662-6R4211

Proposed Project No. 7: Pedestrian Crossing Enhancements Project – Central & East County (RMRA = \$350k)

- The project will install ten Rectangular Rapid-Flashing Beacons at uncontrolled crosswalks at seven school sites in Central and East County. County Project No. 0662-6R4112

Proposed Project No. 8: Blackhawk Road Bikeway Project (RMRA = \$210k)—Blackhawk/Diablo area

- The project will stripe a class 2 bike lane for 3.3 miles and class bikeway for 0.3 miles (a portion at each end of the project) and connect to existing class 2 and class 3 bikeways using thermoplastic striping. The bikeway will also use green pavement markings at transition areas. County Project No. 0662-6R4018

Proposed Project No. 9: Alhambra Valley Road Embankment Repair (\$450k)—Alhambra Valley area

- The project will reconstruct the creek embankment and the roadway. The creek embankment that supported Alhambra Valley Road eroded during a severe storm event several years ago. Since then, traffic has been routed to one lane with stop control in both directions. The remainder of Alhambra Valley Road is a rural two-lane roadway winding through the hills between Martinez and Pinole. The

proposed project length is about 800 feet with a road widening to support two 12-foot wide travel lanes and 4-foot shoulders for bicyclists. County Project No. 0662-6U4095

The overall strategy for this partial year of RMRA funds was to 1) clear as many delayed projects as possible from the queue with 2) a balanced approach that met the road program mission to provide a safe, efficient, reliable, and accessible transportation system.

With the annual reporting requirement, the Department will begin strategizing how the County can allocate the new funding to achieve the Road Program's mission and improve the program's key performance metrics for safety, efficiency, reliability and accessibility.

CONSEQUENCE OF NEGATIVE ACTION:

If a project list is not reviewed by the TWIC, forwarded to the Board of Supervisors for approval, and submitted to the CTC by the May 1, 2018 deadline, the County will not be eligible to receive its portion of RMRA funds and the projects listed above will not be constructed.

ATTACHMENTS

Resolution No. 2018/154

C-6

THE BOARD OF SUPERVISORS OF CONTRA COSTA COUNTY, CALIFORNIA
and for Special Districts, Agencies and Authorities Governed by the Board

Adopted this Resolution on 04/24/2018 by the following vote:

John Gioia
Candace Andersen
Diane Burgis
Karen Mitchoff
Federal D. Glover

AYE: 5

NO:

ABSENT:

ABSTAIN:

RECUSE:



Resolution No. 2018/154

IN THE MATTER OF ADOPTING A List of Projects for Fiscal Year 2018-19 funded by Senate Bill 1 (Sb 1): The Road Repair and Accountability Act of 2017

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and Signed into law by the Governor in April 2017 in order to address the significant multi-modal transportation funding shortfalls statewide; and

WHEREAS, SB 1 includes accountability and transparency provisions that will ensure the residents of our County are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and

WHEREAS, the County must adopt by resolution a list of all projects proposed to receive funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement; and

WHEREAS, the County, will receive an estimated \$13.8 million in RMRA funding in Fiscal Year 2018-19 from SB 1; and

WHEREAS, this is the second fiscal year in which County is receiving SB 1 funding and will enable County to continue essential road maintenance and rehabilitation projects, safety improvements, repairing and replacing aging bridges, and increasing access and mobility options for the traveling public that would not have otherwise been possible without SB 1 ; and

WHEREAS, County has undergone a public process to ensure public input into our community's transportation priorities/the project list; and

WHEREAS, the County used a Pavement Management System to develop the SB 1 project list to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the communities priorities for transportation investment; and

WHEREAS, the funding from SB 1 will help the County maintain its roadways at a significant higher level and rehabilitate 157 roads, as well as add active transportation infrastructure throughout the County this fiscal year and hundreds of similar projects into the future; and

WHEREAS, the SB 1 project list and overall investment in our local streets and roads infrastructure with a focus on basic maintenance and safety, investing in complete streets infrastructure, and using cutting-edge technology, materials and practices, will have significant positive co-benefits statewide.

NOW, THEREFORE IT IS HEREBY RESOLVED, ORDERED AND FOUND by the Contra Costa County Board of Supervisors, State of California, as follows:

1. The foregoing recitals are true and correct. 2. The fiscal year 2018-19 list of projects planned to be funded with Road Maintenance and Rehabilitation Account revenues are summarized below:

PROPOSED PROJECTS (Total RMRA = \$13.8M)

Proposed Project 1: Road Drainage Maintenance (RMRA = \$1.1 M)-Countywide

Description:

- Ditch Cleaning – This routine maintenance item is to perform drainage ditch cleaning to remove debris and vegetation which may obstruct the passage of stormwater and cause local flooding. (RMRA = \$200k) County Project No.: 0672-6U2303
- Clean Catch Basin – This routine maintenance item is to perform cleaning of sediment and prevent obstructions of catch basins (drainage inlets) and related pipe systems. The county has over twenty thousand catch basins throughout the unincorporated portions of the County. (RMRA = \$600k) County Project No.: 0672-6U2308
- Inspect Catch Basin – This routine maintenance item is to perform inspections of catch basins and associated systems. This includes a visual inspection of the drainage inlet and any clean water inserts. Follow-up video inspections may be required for deeper inlets and/or suspected structural issue concerning the inlets. (RMRA = \$300k) County Project No.: 0672-6U2308
- RMRA Priority: Road Maintenance and Rehabilitation

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 15 - 40 years (ditch – dirt roadway to concrete V-ditch)
- 40 years (concrete structures)

Proposed Project 2: Traffic Safety Devices Maintenance (RMRA = \$800k) -Countywide

Description:

- Traffic Signing – This routine maintenance item is to perform sign repair, replacement, and installation along the unincorporated County roadways. (RMRA = \$300k) County Project No.: 0672-6U2504
- Traffic Striping – This routine maintenance item is to perform new painting, routine painting and replacement of pavement striping along the unincorporated County roadways to enhance public safety. (RMRA = \$500k) County Project No.: 0672-6U2504
- RMRA Priority: Road Maintenance and Rehabilitation

Location:

- Countywide

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 10 years (roadway signage)
- 2 - 4 years (roadway striping - thermoplastic)

Proposed Project 3: Pavement Repairs and Preparation (RMRA = \$5.0M)-Countywide

Description:

- Pot Hole Patching – This routine maintenance item is to perform spot pavement repairs of pot holes along the unincorporated County roadways to eliminate surface hazards. (RMRA = \$700k) County Project No.: 0672-6U2101
- Pavement Fabric Patching – This routine maintenance item is to perform pavement fabric patching along the unincorporated County roadways to correct minor pavement defects and prevent further cracking. The patch will remove an area of existing damaged asphalt and excavate to the roadway fabric portion. The roadway base will be compacted and leveled to support the new fabric layer and asphalt layer. (RMRA = \$500k) County Project No.: 0672-6U2102
- Pavement Failure Repair - Backhoe – This routine maintenance item is to conduct pavement failure repair along the unincorporated County roadways. This task requires the removal of a larger area of cracked or damaged pavement with a

backhoe. The roadway base will be compacted and overlaid with new asphalt. (RMRA = \$600k) County Project No.: 0672-6U2103

- Pull Box Paving – This is a roadway paving operation to place asphalt on localized roadway depressions to provide a smooth riding surface for the motorized public along the unincorporated County roadways. (RMRA = \$625k) County Project No.: 0672-6U2104

- Hand Patching – This is similar to pot hole patching to conduct spot pavement repairs along unincorporated County roadway, but on a smaller scale. (RMRA=\$600k) County Project No.: 0672-6U2105

- Crack Sealing – This pavement preservation task is to seal cracks in the roadway. Cracks are typically filled in to seal the roadway structural section from water penetration. The goal is to prolong the service life of the pavement and/or prepare the roadway surface for an overlay. (RMRA = \$700k) County Project No.: 0672-6U2106

- Leveling – This task is associated with leveling of large settlements, depressions, surface irregularities and recent large pavement repairs. This is to provide a smooth riding surface for the motorized public along unincorporated County roadways. (RMRA = \$500k) County Project No.: 0672-6U2107

- Grinder Follow-up Paving – This task is associated with placing roadway asphalt on localized settlements and pavement repairs. This is conducted as a follow-up to grinding operations to provide a smooth riding surface. (RMRA = \$80k) County Project No.: 0672-6U2107

- Pavement Failure Repair – Grinder – This task is to remove badly cracked or broken pavement. The roadway is then replaced with new asphalt and roadway base rock. This task supports pavement preservation operations and also extends the service life of the roadway pavement. (RMRA = \$600k) County Project No.: 0672-6U2123

- Pavement Grinding – Bobcat – This task is to remove flaws and tripping hazards in the roadway or curb edge through machine grinding. (RMRA = \$90k) County Project No.: 0672-6U2108

- RMRA Priority: Road Maintenance and Rehabilitation

Location:

- Countywide

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 7 years (pavement surface treatment)

Proposed Project 4: Surface Treatments (RMRA = \$5.3M)

Countywide

Description:

- Double Chip Seal Project (2018) – This project will apply a double chip seal to various roads as a pavement preservation project in the unincorporated Contra Costa County. Work will also include surface preparation and pavement striping and markings. (RMRA = \$1.30M) County Project No. 0672-6U2162

- Slurry Seal Project (2018) – This project will apply a slurry seal to various roads as a pavement preservation project in the unincorporated Contra Costa County. Work will also include surface preparation and pavement striping and markings. (RMRA = \$500k) County Project No. 0672-6U2163

- Single Chip Seal Project (2018) – This project will apply a single chip seal to various roads as a pavement preservation project in the unincorporated Contra Costa County. Work will also include surface preparation and pavement striping and markings. (RMRA = \$500k) County Project No. 0672-6U2162

- RMRA Priority: Road Maintenance and Rehabilitation

Location:

- Countywide Proposed Schedule for Completion:
- Anticipated construction year – 2018

Estimated Useful Life: 7 years (pavement surface treatment)

Bay Point and Central County area

- Asphalt Rubber Cape Seal Project (2018)

Description:

- The project will apply an asphalt rubber chip seal covered with a type II slurry seal to various roadways in the Bay Point (76 streets), Martinez (6 streets), Walnut Creek Overlook (24 streets), Parkmead (33 streets) areas and a type II slurry seal on roadways in Bay Point and Clyde areas (18 streets) and the Bella Vista and Clyde Trails. Work will also include surface preparation and pavement striping and markings. (RMRA = \$3M) County Project No. 0672-6U2154

- RMRA Priority: Road Maintenance and Rehabilitation

Location:

- Cape Seal: Bay Point (76 streets), Martinez (6 streets), Walnut Creek Overlook (24 streets), Parkmead (33 streets)
- Slurry Seal: Bay Point and Clyde areas (18 streets) and the Bella Vista and Clyde Trails

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 7 years (pavement surface treatment)

Proposed Project 5: Pomona Street Pedestrian Safety Improvement Project – Phase II (RMRA = \$175k)

Description:

- The project will improve two pedestrian crossings on Pomona Street near three schools and a community center. At Pomona Street and 3rd Avenue, Pedestrian-Actuated Rectangular Rapid-Flashing Beacons (RRFB) and other pedestrian improvements will be added. At Pomona Street and Rolph Avenue, bulb outs and ramps will be added. County Project No. 0622-6U4090

- RMRA Priority: Complete Streets Components

Location:

- Pomona Street at 3rd Avenue
- Pomona Street at Rolph Avenue

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 50 years (concrete)
- 12 years (RRFB)

Proposed Project 6: Tara Hills Pedestrian Infrastructure Project (RMRA = \$420k)

Description:

- The project will construct 20+ ADA compliant curb ramps on the roads surrounding the Tara Hills Elementary School and North Campus Continuation High School. County Project No. 0662-6R4211

- RMRA Priority: Complete Streets Components

Location:

- Dolan Way, Flannery Road, Shamrock Drive, Tara Hills area

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 50 years (concrete)

Proposed Project 7: Pedestrian Crossing Enhancements Project – Central & East County (RMRA = \$350k)

Description:

- The project will install ten RRFB's at uncontrolled crosswalks at seven school sites in Central and East County. County Project No. 0662-6R4112

- RMRA Priority: Complete Streets Components

Location:

- 1 – Delta Road, Knightsen Elementary School, Knightsen area
- 2 – Newport Drive, Timber Point Elementary School, Discovery Bay area crossing o Two crossing sites
- 3 – Willow Lake Road, Discovery Bay Elementary School, Discovery Bay area
- 4 – Marina Road, Shore Acres Elementary School, Bay Point area o Two crossing sites
- 5 – Pacifica Avenue, Riverview Middle School, Bay Point area o Two crossing sites
- 6 – Castle Rock Road, Northgate High School, Walnut Creek area
- 7 – Magnolia Way, Parkmead Elementary School, Walnut Creek area

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 12 years (flashing beacons)

Proposed Project 8: Blackhawk Road Bikeway Project (RMRA = \$210k)

Description:

- The project will stripe a class 2 bike lane for 3.3 miles and class bikeway for 0.3 miles (a portion at each end of the project) and connect to existing class 2 and class 3 bikeways using thermoplastic striping. The bikeway will also use green pavement markings at transition areas. County Project No. 0662-6R4018

- RMRA Priority: Complete Streets Components

Location:

- Blackhawk Road, between Camino Tassajara and Mount Diablo Scenic Drive, Blackhawk/Danville area

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 2 - 4 years (thermoplastic striping)

Proposed Project 9: Alhambra Valley Road Embankment Repair (\$450k)

Description:

- The project will reconstruct the creek embankment and the roadway. The creek embankment that supported Alhambra Valley Road eroded during a severe storm event several years ago. Since then, traffic has been routed to one lane with stop control in both directions. The remainder of Alhambra Valley Road is a rural two-lane roadway winding through the hills between Martinez and Pinole. The proposed project length is about 800 feet with a road widening to support two 12-foot wide travel lanes and 4-foot shoulders for bicyclists. County Project No. 0662-6U4095

- RMRA Priority: Roadway Safety, Road Maintenance and Rehabilitation

Location:

- Alhambra Valley Road between Castro Ranch Road and Bear Creek Road

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 40 years (roadway re-construction)

Contact: Jerry Fahy, 925.313.2276

I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown

ATTESTED: April 24, 2018

David J. Twa, County Administrator and Clerk of the Board of Supervisors

Stacey M Boyd
By: Stacey M. Boyd, Deputy



cc:

Appendix G: Complete Streets Policy

This Complete Streets Policy was adopted by Resolution No. 2016/374 by the Board of Supervisors of Contra Costa County on July 12, 2016.

COMPLETE STREETS POLICY OF CONTRA COSTA COUNTY

A. Complete Streets Principles

1. **Complete Streets Serving All Users.** Contra Costa County expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across rights-of-way (including streets, roads, highways, bridges, paths, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, students and families.

2. **Context Sensitivity.** In planning and implementing street projects, departments and agencies of Contra Costa County shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents, merchants, school representatives, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, separated bikeways/cycle tracks, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, traffic calming circles, transit bulb outs, road diets and other features assisting in the provision of safe travel for all users and those features and concepts identified in the Contra Costa County Complete Streets General Plan Amendment of April 2008.

3. **Complete Streets Routinely Addressed by All Departments.** All departments and agencies of Contra Costa County shall work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users/modes, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation. Example activities include, but are not necessarily limited to the following: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, maintenance of landscaping/related features, and shall exclude minor (catch basin cleaning, sign replacement, pothole repair, etc.) maintenance and emergency repairs.

4. **All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C.1 of this policy.

B. Implementation

1. **Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with the Contra Costa County General Plan, as well as other applicable bicycle, pedestrian, transit, multimodal, best practices, and other relevant documents. Where such consistency cannot be achieved without negative consequences, consistency shall not be required if the head of the relevant departments, or designees, provides written approval explaining the basis of such deviation.

2. **Street Network/Connectivity.** As feasible, and as opportunities arise, Contra Costa County shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users, with the particular goal of creating a connected network of facilities accommodating each category of users, increasing connectivity across jurisdictional boundaries, and for accommodating existing and anticipated future areas of travel origination or destination. A well connected network should include non-motorized connectivity to schools, parks,

commercial areas, civic destinations and regional non-motorized networks on both publically owned roads/land and private developments (or redevelopment areas).

3. Countywide Bicycle Advisory Committee (CBAC) Consultation. The CBAC may review the design principles used by staff to accommodate motor vehicle, bicycle, pedestrian, and transit modes of travel when reviewing projects. The CBAC will be engaged early in the planning and design stage to provide an opportunity for comments and recommendations regarding Complete Street features of major public transportation projects.

4. Evaluation. The County will establish a means to collect data and evaluate the implementation of complete streets policies. For example tracking the number of miles of paths, bike lanes and sidewalks, numbers of street crossings, signage etc.

C. Exceptions

1. Required Findings and Leadership Approval for Exemptions. Plans or projects that seek exemptions from incorporating Complete Streets design principles must provide a written explanation of why accommodations for all modes were not included in the project. An exemption may be granted by the Director of Public Works or Director of Conservation and Development upon finding that inclusion of Complete Streets design principles are not possible or appropriate under one or more of the following circumstances: 1) bicycles or pedestrians are not permitted on the subject transportation facility pursuant to state or local laws; 2) inclusion of Complete Streets design principles would result in a disproportionate cost to the project; 3) there is a documented absence of current and future need and demand for Complete Streets design elements on the subject roadway; and, 4) one or more significant adverse effects would outweigh the positive effects of implementing Complete Streets design elements. Plans or projects that are granted exceptions must be made available for public review.

THE BOARD OF SUPERVISORS OF CONTRA COSTA COUNTY, CALIFORNIA

and for Special Districts, Agencies and Authorities Governed by the Board

Adopted this Resolution on 07/12/2016 by the following vote:

		Candace Andersen
AYE:	<input checked="" type="checkbox"/>	Mary N. Piepho
	<input checked="" type="checkbox"/>	Karen Mitchoff
	<input checked="" type="checkbox"/>	Federal D. Glover
NO:	<input type="checkbox"/>	
ABSENT:	<input checked="" type="checkbox"/>	John Gioia
ABSTAIN:	<input type="checkbox"/>	
RECUSE:	<input type="checkbox"/>	



Resolution No. 2016/374

Resolution of the Contra Costa County Board of Supervisors supporting the adoption of a Complete Streets Policy, and stating that the next substantial revision of Contra Costa County General Plan Transportation and Circulation Element shall incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358)

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, students, and families;

WHEREAS, Contra Costa County acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation;

WHEREAS, Contra Costa County recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings, public health, mobility diversification, and environmental sustainability;

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it "views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system";

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking;

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental wellbeing of their communities;

WHEREAS, the Contra Costa County General Plan establishes the Complete Streets philosophy by way of the April 2008 Complete Streets Amendments which accomplishes the following:

- Specifies that 'all users' includes pedestrians, bicyclists, transit vehicles and users, and motorists, of all ages and abilities.
- Aims to create a comprehensive, integrated, connected network.
- Recognizes the need for flexibility: that all streets are different and user needs will be balanced.
- Is adoptable by all agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design standards.
- Directs that complete streets solutions fit in with context of the community.

- Establishes performance standards with measurable outcomes.

WHEREAS, Contra Costa County therefore, in light of the foregoing benefits and considerations, wishes to further improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards;

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of Contra Costa County, State of California, as follows:

1. That Contra Costa County adopts the Complete Streets Policy attached hereto as Exhibit B, and made part of this Resolution, and that said exhibit is hereby approved and adopted.
2. That the next substantial revision of the Contra Costa County General Plan Transportation and Circulation Element shall incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this resolution.

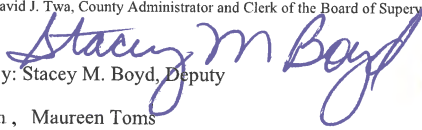
I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

Contact: John Cunningham, 674-7833

ATTESTED: July 12, 2016

David J. Twa, County Administrator and Clerk of the Board of Supervisors

By: Stacey M. Boyd, Deputy



cc: Steve Kowalewski, Mary Halle, Will Nelson, Maureen Toms