



Agenda

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

July 13, 2020 09:00 AM Pacific Time (US and Canada)

To slow the spread of COVID-19, the Health Officer's Shelter Order of April 29, 2020, prevents public gatherings (Health Officer Order). In lieu of a public gathering, the Transportation, Water & Infrastructure meeting will be available via remote access per Governor's Executive Order N29-20.

Supervisor Candace Andersen, Chair
Supervisor Karen Mitchoff, Vice Chair

Meeting Process:

Items may be taken out of order based on the business of the day and preference of the Committee

Persons who wish to address the TWI Committee during public comment or with respect to an item that is on the agenda may submit public comments before or during the meeting by email, voicemail or online participation as described below:

- 1) Email to transportation@dcd.cccounty.us In the subject line, please include "TWIC" and enter the agenda item number and description.
- 2) Voicemail at (925) 674-7833. The caller should start the message by stating "TWIC public comments – not on the agenda" or "TWIC public comments – agenda item #", followed by the caller's name and comments.
- 3) To participate directly in the meeting please click the following link: <https://cccounty-us.zoom.us/j/92685143346>
Request to speak by using the "raise hand" function.
- 4) To participate directly in the meeting by phone call: 888-278-0254 (US Toll Free) Enter code: 198675, request to speak by dialing #2.

- * Commenters will be limited to three (3) minutes each;
- * Comments submitted by email or voicemail will be included in the record of the meeting but will not be read or played along during the meeting.

Transportation, Water, and Infrastructure Committee Agenda

Please click the link to join the webinar: <https://cccounty-us.zoom.us/j/92685143346>
Or by Telephone, dial: USA 888-278-0254 (US Toll Free) Conference code: 198675

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).
3. **REVIEW record of meeting for June 8, 2020, Transportation, Water and Infrastructure Committee Meeting.** This record was prepared pursuant to the Better Government Ordinance 95-6, Article 25-205 (d) of the Contra Costa County Ordinance Code. Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. (John Cunningham, Department of Conservation and Development).

4. **ACCEPT the Capital Road Improvement and Preservation Program (CRIPP) for fiscal year 2020/2021 to 2026/2027 and RECOMMEND the Board of Supervisors fix a public hearing for approval of the CRIPP.** (Larry Leong, Public Works Department)
5. **CONSIDER report on Local, State, Regional, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.** (John Cunningham, Department of Conservation and Development)
6. The next meeting is currently scheduled for Monday, August 10, 2020.
7. Adjourn

The Transportation, Water & Infrastructure Committee (TWIC) will provide reasonable accommodations for persons with disabilities planning to attend TWIC meetings. Contact the staff person listed below at least 72 hours before the meeting.

Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the County to a majority of members of the TWIC less than 96 hours prior to that meeting are available for public inspection at the County Department of Conservation and Development, 30 Muir Road, Martinez during normal business hours.

Public comment may be submitted via electronic mail on agenda items at least one full work day prior to the published meeting time.

For Additional Information Contact:

John Cunningham, Committee Staff
Phone (925) 674-7833
john.cunningham@dcd.cccounty.us

Glossary of Acronyms, Abbreviations, and other Terms (in alphabetical order): Contra Costa County has a policy of making limited use of acronyms, abbreviations, and industry-specific language in meetings of its Board of Supervisors and Committees. Following is a list of commonly used abbreviations that may appear in presentations and written materials at meetings of the Transportation, Water and Infrastructure Committee:

AB Assembly Bill	HOT High-Occupancy/Toll
ABAG Association of Bay Area Governments	HOV High-Occupancy-Vehicle
ACA Assembly Constitutional Amendment	HSD Contra Costa County Health Services Department
ADA Americans with Disabilities Act of 1990	HUD United States Department of Housing and Urban Development
ALUC Airport Land Use Commission	IPM Integrated Pest Management
AOB Area of Benefit	ISO Industrial Safety Ordinance
BAAQMD Bay Area Air Quality Management District	JPA/JEPA Joint (Exercise of) Powers Authority or Agreement
BART Bay Area Rapid Transit District	Lamorinda Lafayette-Moraga-Orinda Area
BATA Bay Area Toll Authority	LAFCo Local Agency Formation Commission
BCDC Bay Conservation & Development Commission	LCC League of California Cities
BDCP Bay-Delta Conservation Plan	LTMS Long-Term Management Strategy
BGO Better Government Ordinance (Contra Costa County)	MAC Municipal Advisory Council
BOS Board of Supervisors	MAF Million Acre Feet (of water)
CALTRANS California Department of Transportation	MBE Minority Business Enterprise
CalWIN California Works Information Network	MOA Memorandum of Agreement
CalWORKS California Work Opportunity and Responsibility to Kids	MOE Maintenance of Effort
CAER Community Awareness Emergency Response	MOU Memorandum of Understanding
CAO County Administrative Officer or Office	MTC Metropolitan Transportation Commission
CCTA Contra Costa Transportation Authority	NACo National Association of Counties
CCWD Contra Costa Water District	NEPA National Environmental Protection Act
CDBG Community Development Block Grant	OES-EOC Office of Emergency Services-Emergency Operations Center
CEQA California Environmental Quality Act	PDA Priority Development Area
CFS Cubic Feet per Second (of water)	PWD Contra Costa County Public Works Department
CPI Consumer Price Index	RCRC Regional Council of Rural Counties
CSA County Service Area	RDA Redevelopment Agency or Area
CSAC California State Association of Counties	RFI Request For Information
CTC California Transportation Commission	RFP Request For Proposals
DCC Delta Counties Coalition	RFQ Request For Qualifications
DCD Contra Costa County Dept. of Conservation & Development	SB Senate Bill
DPC Delta Protection Commission	SBE Small Business Enterprise
DSC Delta Stewardship Council	SR2S Safe Routes to Schools
DWR California Department of Water Resources	STIP State Transportation Improvement Program
EBMUD East Bay Municipal Utility District	SWAT Southwest Area Transportation Committee
EIR Environmental Impact Report (a state requirement)	TRANSPAC Transportation Partnership & Cooperation (Central)
EIS Environmental Impact Statement (a federal requirement)	TRANSPLAN Transportation Planning Committee (East County)
EPA Environmental Protection Agency	TWIC Transportation, Water and Infrastructure Committee
FAA Federal Aviation Administration	USACE United States Army Corps of Engineers
FEMA Federal Emergency Management Agency	WBE Women-Owned Business Enterprise
FTE Full Time Equivalent	WCCTAC West Contra Costa Transportation Advisory Committee
FY Fiscal Year	WETA Water Emergency Transportation Authority
GHAD Geologic Hazard Abatement District	WRDA Water Resources Development Act
GIS Geographic Information System	
HBRR Highway Bridge Replacement and Rehabilitation	



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

3.

Meeting Date: 07/13/2020
Subject: REVIEW record of meeting for June 8, 2020, Transportation, Water and Infrastructure Meeting.
Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,
Department: Conservation & Development
Referral No.: N/A
Referral Name: N/A
Presenter: John Cunningham, DCD **Contact:** John Cunningham
(925)674-7833

Referral History:

County Ordinance (Better Government Ordinance 95-6, Article 25-205, [d]) requires that each County Body keep a record of its meetings. Though the record need not be verbatim, it must accurately reflect the agenda and the decisions made in the meeting.

Referral Update:

Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. Links to the agenda and minutes will be available at the TWI Committee web page: <http://www.cccounty.us/4327/Transportation-Water-Infrastructure>

Recommendation(s)/Next Step(s):

Staff recommends approval of the attached Record of Action for the June 8th, 2020, Committee Meeting with any necessary corrections.

Fiscal Impact (if any):

N/A

Attachments

[06-08-20 TWIC Sign-In](#)

[06-08-20 TWIC Minutes](#)

Signing in is voluntary. You may attend this meeting without signing in. (If front is filled, please use back.)

Name	Representing	Phone	EMAIL
Mark Watts	TWIC/DCD		Mark Watts <mark@whstrat.com>
Candace Andersen	Board of Supervisors		candace.andersen@bos.cccounty.us
Karen Mitchoff	Board of Supervisors		karen.mitchoff@bos.cccounty.us
Jeff Valeros	Public Works		<Jeff.Valeros@pw.cccounty.us>
Jerry Fahy	Public Works		<jerry.fahy@pw.cccounty.us>
Steve Kowaleski	Public Works		<steve.kowalewski@pw.cccounty.us>
John Cunningham	TWIC/DCD		<John.Cunningham@dcd.cccounty.us>
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Dominic Aliano	City of Concord		dominic.aliانو@cityofconcord.org

DRAFT



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

RECORD OF ACTION FOR
June 8, 2020

Supervisor Candace Andersen, Chair
Supervisor Karen Mitchoff, Vice Chair

Present: Candace Andersen, Chair
Karen Mitchoff, Vice Chair

Staff Present: John Cunningham, DCD/TWIC Staff; Steve Kowalewski, PWD - Deputy Director; Jeff Valeros, PWD Staff; Jerry Fahy, PWD Staff; Maureen Toms, DCD - Deputy Director; Colin Piethe, DCD Staff; Debi Melendres, DCD Staff - IT; Jamar Stamps, DCD Staff; Mark Watts, County Legislative Advocate; Dominic Aliano, District V Staff

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).
3. Staff recommends approval of the attached Record of Action for the February 10, 2020, Committee Meeting with any necessary corrections.

The Committee unanimously APPROVED the meeting record.

4. RECEIVE staff report and RECOMMEND that the Board of Supervisors authorize the Public Works Director, or designee, to submit grant applications to the State Department of Transportation and the Metropolitan Transportation Commission under the Active Transportation Program.

The Committee unanimously APPROVED the staff recommendation and DIRECTED staff to bring the grant applications with an approval recommendation to the full Board of Supervisors on consent.

5. CONSIDER report on Local, Regional, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.

The Committee RECEIVED the report and DIRECTED staff to bring the County's micromobility ordinance forward for adoption once it can be made consistent with CCTA's model ordinance, and to develop a letter from the County to MTC re: the Blue Ribbon Transit Recovery Task Force urging the inclusion of accessible transit in the dialog and to coordinate with other County interests in the drafting of the letter.

6. RECEIVE information and DIRECT staff as appropriate.

The Committee RECEIVED communication and news clippings.

7. The next meeting is currently scheduled for July 13, 2020, 9:00 a.m.
8. Adjourn

For Additional Information Contact:

John Cunningham, Committee Staff
Phone (925) 674-7833, Fax (925) 674-7250
john.cunningham@dcd.cccounty.us



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

4.

Meeting Date: 07/13/2020
Subject: Capital Road Improvement and Preservation Program (CRIPP) for Fiscal Year 2020/2021 to 2026/2027
Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,
Department: Conservation & Development
Referral No.: 1
Referral Name: Review legislative matters on transportation.
Presenter: Larry Leong, Public Works Department **Contact:** Larry Leong
(925)313-2026

Referral History:

The CRIPP is a programming document for the funding of capital road improvement and preservation projects within 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.

The CRIPP was established by Resolution 89/306 under the County Road Improvement Policy (Policy). 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) and reaffirmed in 2004 with passage of Measure J. Measure J requires that each participating local agency develop a five-year CRIPP. 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.

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 before the Board of Supervisors will consider final approval of the project. As this is a planning level document, adoption of the CRIPP will not preclude development and construction of projects that have not been identified.

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.

Adopting a CRIPP to guide our capital improvements will do several things for the County:

- Increase public awareness of how and where funds will be spent on our road system.
- Enhance public trust and increase funding transparency by demonstrating that funds are programmed and expended in accordance with an approved program.
- Encourage more public involvement in the programming and expenditure of our capital funds.
- Provide accurate “accountability” of whether our transportation system will meet an acceptable level of service to satisfy our growth management policies.
- Provide a basis for projecting staffing needs over the next seven years.
- Provide a budget tool to track expenditures of each type of funding utilized for capital improvements.

Referral Update:

The CRIPP provides a generally positive outlook over the next 7-year period as gas taxes have been increased through the 2017 Senate Bill 1. However, as of the publish date of this CRIPP, the immediate effects of the expected economic downturn caused by the COVID-19 pandemic are yet unknown. It is likely that because people are driving significantly less, revenues from gas taxes will be down. One or more active projects identified in this CRIPP may need to be delayed. The Public Works Transportation Engineering Division will continue to actively seek grants to offset the probable decrease in gas tax funding and the overall cost of capital projects in addition to seeking money to finance the unfunded projects listed in the document. Any changes in forecasted revenue and capital project expenditures due to COVID 19 will be reflected in the next CRIPP.

During the course of the next 7-years, the County will continue to improve roadway safety through adoption of a Vision Zero Program and the complete streets initiatives where transportation is improved for all four modes of travel: pedestrian, bicycle, transit, and the automobile. The County will continue to innovate in the areas of safety and reliability.

Recommendation(s)/Next Step(s):

ACCEPT the Capital Road Improvement and Preservation Program (CRIPP) for fiscal year 2020/2021 to 2026/2027 and RECOMMEND the Board of Supervisors fix a public hearing for approval of the CRIPP.

Fiscal Impact (if any):

No Fiscal Impact. Approval and adoption of the CRIPP will provide a programming document that programs funds for capital road improvement and preservation projects within the County. Preparation of the CRIPP is a requirement of the Growth Management Program and Measure J Funding.

Attachments

2020 CRIPP-TWIC version

Capital Road Improvement & Preservation Program

(CRIPP)

FISCAL YEAR 2020/21
TO
FISCAL YEAR 2026/27



Contra Costa County
Public Works
Department

255 Glacier Drive
Martinez, CA 94553-4897
(925) 313-2000

www.contracosta.ca.gov/227/Public-Works

Cover Image (Left): Completed signalized intersection and new railroad crossing with new pedestrian facilities at the intersection Byron Highway and Camino Diablo, Byron

Cover Image (Middle): Traffic Safety Improvements which included centerline rumble strips, speed feedback signs, median island upgrades, and bike lane improvements on San Pablo Dam Road

Cover Image (Right): Construction photo of the median islands on San Pablo Dam Road

EXECUTIVE SUMMARY

The Capital Road Improvement & Preservation Program Report (CRIPP) **summarizes the County's** road improvement projects for the next seven years (Fiscal Years 2020/21 through 2026/27). The CRIPP is a programming document that is updated every two years to provide a strategy to program projects.

The Board of Supervisors adopted the Capital Road Improvement Policy on May 19, 1989 to guide the development and continuation of the Capital Road Improvement & Preservation Program (CRIPP). The first CRIPP was approved by the Board of Supervisors on April 17, 1990. When the Board approves the biennial CRIPP, it does not approve each individual project. The CRIPP often changes during the two-year cycle as each project is conceived, planned evaluated, designed, and ultimately constructed. The CRIPP conforms to the Countywide Congestion Management Plan prepared and administered by the Contra Costa Transportation Authority, which is also a seven-year planning document that is produced biennially.

The following is a brief description of the CRIPP contents.

- Section I provides an introduction and background of the Capital Road Improvement & Preservation Program and how it relates to the overall County Road Program.
- Section II includes summary tables of the revenue and expenditure forecasts for the Capital Road Projects followed by a listing of each primary Capital Road Project funding source over the next seven years by and its related active project expenditures.
- Section III displays projects by Supervisor District with a detailed description of the active projects identified in Section II. The information provided for each active project includes a map and anticipated expenditure plan. Projects that are proposed but are not funded are listed in this section by Supervisor District **as "unfunded" projects**.

The appendices include the County road improvement policies, CRIPP related Board Documents and Resolutions, Area of Benefit project lists, and the Senate Bill 1 (SB1) -Road Maintenance Rehabilitation Act Resolution and project list.

The CRIPP provides a generally positive outlook over the next 7-year period as gas taxes have been increased through Senate Bill 1. However, as of the publish date of this CRIPP, the immediate effects of the expected economic downturn caused by the COVID-19 pandemic are yet unknown. It is likely that because people are driving significantly less, revenues from gas taxes will be down. One or more projects identified in this CRIPP may need to be postponed. The Public Works Transportation Engineering Division will continue to actively seek grants to offset the probable decrease in gas tax funding and the overall cost of capital projects in addition to seeking money to finance the unfunded projects listed in the document.

During the course of the next CRIPP, the County will continue to improve roadway safety through adoption of a Vision Zero Program and the complete streets initiatives where transportation is improved for all four modes of travel: pedestrian, bicycle, transit, and the automobile. The County will continue to innovate in the areas of safety and reliability.

CAPITAL ROAD IMPROVEMENT & PRESERVATION PROGRAM
Table of Contents

<u>Section I: Introduction</u>	<u>Page #</u>
1. Introduction to the 2020 CRIPP	7
2. History of the CRIPP	8
3. The County Road Program	8
Figure 1: Average Annual County Road Program Budget Percentage	10
4. The Capital Road Program	10
Figure 2: Gas Tax Percentage Allocation	11
5. CRIPP Future Outlook	13
6. Project Highlights	17
<u>Section II: CRIPP - Funding Sources</u>	<u>Page #</u>
1. Projected Annual Revenue Summary - Table A	23
2. Estimated Annual Expenditures Summary - Table B	23
3. Funding Source Descriptions & Tables	26-38
<u>Section III: Capital Road Projects by Countywide and Supervisor Districts</u>	<u>Page #</u>
Introduction	41
County-Wide Projects	
Bridge Preventative Maintenance Projects	54
County-Wide Curb Ramp Projects	55
County-Wide Guardrail Upgrade Project	56
Pavement Surface Treatments	57
Projects By Supervisor District	
Supervisor District I Projects	59
Map	60
Active Project Descriptions	61
Active Project Data Sheets	62-71
Unfunded Project Descriptions	72-75
Supervisor District II Projects	77
Map	78
Active Project Descriptions	79
Active Project Data Sheets	82-95
Unfunded Project Descriptions	96-98
Supervisor District III Projects	99
Map	100
Active Project Descriptions	101
Active Project Data Sheets	104-117
Unfunded Project Descriptions	118-123
Supervisor District IV Projects	125
Map	126
Active Project Descriptions	127
Active Project Data Sheets	128-137
Unfunded Project Descriptions	138-140
Supervisor District V Projects	141
Map	142
Active Project Descriptions	143
Active Project Data Sheets	146-173
Unfunded Project Descriptions	174-178

CAPITAL ROAD IMPROVEMENT & PRESERVATION PROGRAM

Table of Contents

Complete List of Active Projects in Alphabetical Order	<u>Page #</u>
Alhambra Valley Road Embankment Repair Site 1 - West of Castro Ranch Road	62
Alhambra Valley Road Embankment Repair – 0.4 miles west of Bear Creek Road	64, 146
Alhambra Valley Road Storm Repair Project - Ferndale Site	148
Bailey Road/State Route 4 Interchange Improvements	150
Bay Point Utility Undergrounding Project	152
Bear Creek Road - Road Embankment Repair	66, 154
Bel Air Trail Crossing Safety Improvements	156
Bridge Preventative Maintenance Program	54
Byron Highway / Byer Road Safety Improvements	104
Byron Highway Bridge Replacement over California Aqueduct (Bridge No. 28C0121)	106
Camino Tassajara Safety Improvements -Windemere Parkway to Alameda County Line	108
Crockett Area Guardrail Upgrades	158
County-Wide Curb Ramp Projects	55
County-Wide Guardrail Upgrades Project	56
Danville Boulevard/Orchard Court Complete Streets Improvements (AOB)	82
Fred Jackson Way First Mile/Last Mile Connection Project	68
Freeman Road and Briones Valley Road Bridge Maintenance Project	84, 110
Happy Valley road Embankment Repair	86
Imhoff Drive Bicycle Shoulder Restriping	160
Kirker Pass Road Northbound Truck Climbing Lane	128, 162
Kirker Pass Road Safety Improvements	164
Marsh Creek Road Bridge Replacement (Bridge No. 28C0143 & 28C0145)	112
Marsh Drive Bridge Project	130, 166
Norris Canyon Road Safety Improvements -- west of Ashbourne Drive	88
Oak Road Bikeway Project -- Treat Boulevard to City of Pleasant Hill	132
Pavement Surface Treatments	57
Pinehurst Road - Sinkhole and Culvert Repair	90
Pleasant Hill Road Bridge Rehabilitation	168
Rodeo Downtown Infrastructure Improvements	170
Rodeo Pedestian Enhancement Project - 6th and 7th Streets	172
San Pablo Dam Road Traffic Safety Improvements	70
Treat Boulevard Corridor Improvements	92, 134
Vasco Road Safety Improvements (Phase 2)	114
Walnut Boulevard Shoulder Widening	116
Walnut Creek Crosswalk Improvements - Bridgfield Road and Walden Road	94, 136

CAPITAL ROAD IMPROVEMENT & PRESERVATION PROGRAM
Table of Contents

<u>Appendices</u>	<u>Page #</u>
Appendix A: Acronyms used in the CRIPP	A-1
Appendix B: County Road Improvement Policy	B-1
Appendix C: Guidelines For Expenditure of Gas Tax Revenue	C-1
Appendix D: Board Order Approving the 2020 CRIPP and TWIC Report (pending)	D-1
Appendix E: Area of Benefit Maps and Project Lists	E-1
Appendix F: Road Maintenance and Rehabilitation Account (RMRA)	F-1
Appendix G: Complete Streets Policy	G-1

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NOTE: "THIS DATA CONTAINS COPYRIGHTED INFORMATION OF THE COUNTY OF CONTRA COSTA"

SECTION I
Introduction

1. INTRODUCTION TO THE 2020 CRIPP

This Capital Road Improvement & Preservation Program (CRIPP) publication is a programming document for the funding of capital road improvement projects within unincorporated Contra Costa County. Pursuant to the County Road Improvement Policy, this 2020 CRIPP schedules capital road improvement projects for fiscal years 2020/2021 through 2026/2027 and balances the estimated project costs with the projected revenues. Actual costs for Fiscal Year 2019/2020 data have been included to provide information on current fiscal year revenues and expenditures.

The CRIPP is used by the Public Works Director and staff to communicate upcoming capital road improvement projects. Section II describes the various funding sources for road projects, revenue projections and a summary of estimated project-related expenditures. For fully funded projects that are proposed to be constructed within the next seven fiscal years, estimated project costs, funding source information, and scheduling information are provided in Section III on detailed project sheets. Section III is also subdivided into Countywide area and Supervisor District. Projects covering more than one Supervisor District will be shown in their respective districts. Unfunded projects are listed after the project data sheets for each Supervisor District.

In addition to fully funded transportation capital projects, the CRIPP also includes a forecast of the budget to be spent on roadway preservation. 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 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 environmental review, engineering feasibility analysis, and environmental assessment. Also, each project is evaluated to be consistent with County policies, design guidelines, and regional planning documents, and other policies as may be adopted by the County where feasible. As each project is scoped and funding is sought, each project is assessed for opportunities for cost effectiveness, safety, reliability and sustainability. Since the CRIPP is a planning document, the details of each project are considered prior to the Board of Supervisors approval of each capital project just before construction.

Some projects may have cost increases and scope changes once these elements are evaluated in more detail. As information is gathered about each project, the Public Works Department may determine that the project will cost more than originally estimated for reasons not known at the time the CRIPP is published. In such cases, the Public Works Department will study various alternatives to find a solution to address the funding shortfall or by identifying other funding sources. The Public Works Department will then adjust subsequent CRIPPs to reflect any changes in project scope or cost.

2. 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 approved by the voters in November 1988. This element was approved again in 2004 when Measure J, the half cent sales tax increase to fund transportation projects, was approved. Measure J funding, including the growth management program, is administered by the Contra Costa Transportation Authority. In order to receive its share of funds from Measure J, all agencies are required by CCTA to develop and maintain a five-year CRIPP to meet and/or preserve 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.

3. THE COUNTY ROAD PROGRAM

The following pages describe the principal elements and activities of the County Road Program, and how the County Road Program budget is allocated.

- The Capital Road Program is the primary focus of this CRIPP document. The capital road program contains projects that have been scoped and included as part of the budget with a complete funding plan. Projects include safety improvements, active transportation improvements (such as bicycle and pedestrian-focused projects), pavement preservation and emergency repair projects in response to natural disasters.
- Roadway Maintenance ensures that the existing roadway system remains safe and convenient for public travel in a variety of modes: driving, walking and bicycling. Significant funding for the road program goes to public roadway maintenance and repair for the approximately 660 miles of the roadway network in the unincorporated areas of Contra Costa County maintained by the Public Works Department. Some of the types of work include the following:
 - Repair failed pavement and road shoulders
 - Repair road slides
 - Install traffic signs and striping
 - Repair and replace guardrails
 - Install and repair culverts and storm drain pipe
 - Remove debris from the public road right of way

- Traffic-related activities typically include the responsibility for traffic control devices on County roadway and activities such as the following:
 - Review plans for construction projects proposed in the County
 - Coordinate with California Highway Patrol and other Law Enforcement Agencies in regards to traffic enforcement on County Roadways
 - Respond to residents regarding traffic complaints and concerns
 - Investigate collision reports on County roads
 - Identify locations with recurring or high collision rates
 - Conduct Engineering and Traffic Surveys on major roadways to establish speed limits
 - Ensure necessary roadway signing, striping, and pavement markings are in place on County roadways

- Transportation planning activities include the following activities:
 - 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
 - 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 \$62.1 million for the period FY17/18 to FY22/23. This six-year period includes actual expenses for the past 3 years and a projection of future expenditures for the next 3 years.

The average annual Capital Road Program budget accounts for approximately 42% of the total road program budget for this same six-year period (see Figure 1). The average annual budget for Maintenance activities is approximately 48% of the road program budget. Lastly, Traffic Engineering and Transportation Planning activities are 1% and 9% of the program, respectively.

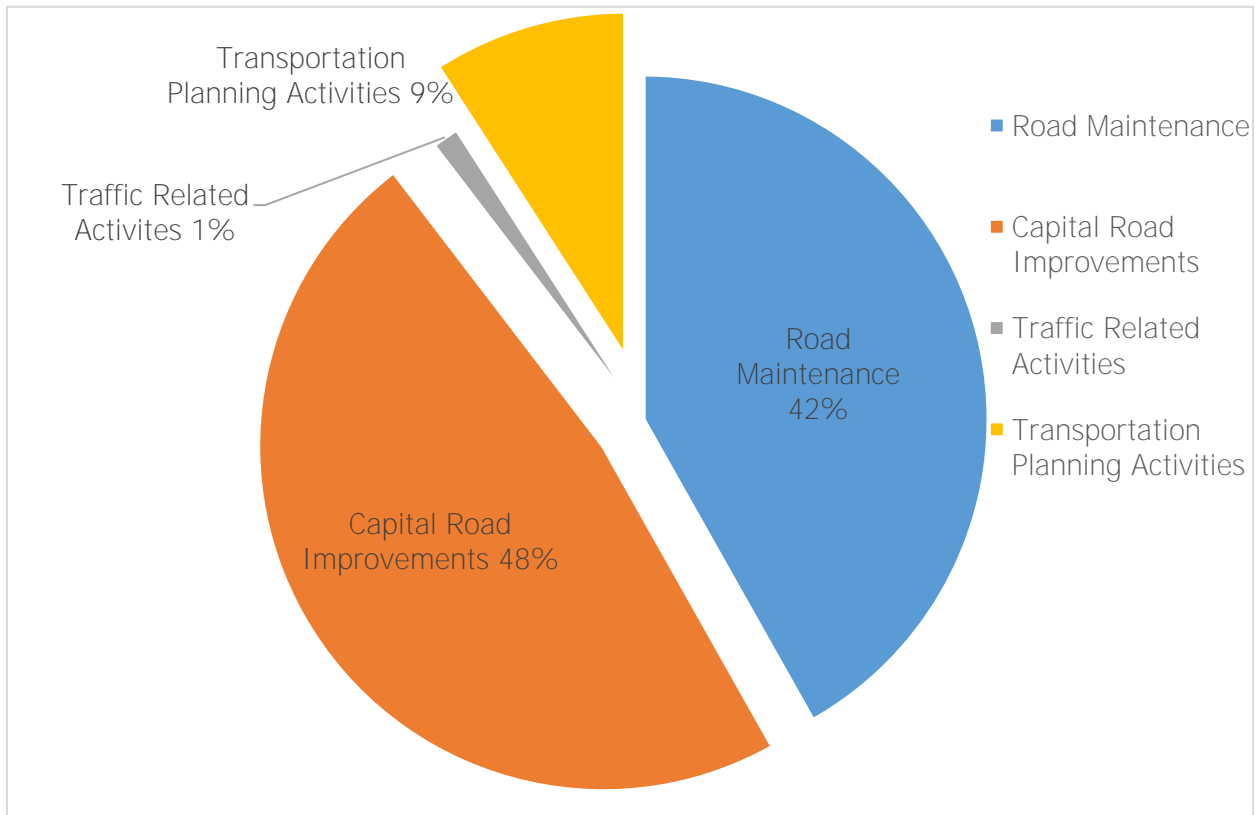


Figure 1: Average Annual County Road Program Budget Percentage (FY 17/18 to FY 22/23)

4. THE CAPITAL ROAD PROGRAM

The Capital Road Program contains projects that have been scoped and included as part of the budget with a complete funding plan. Projects include safety improvements, active transportation improvements (such as bicycle and pedestrian-focused projects), pavement preservation and emergency repair projects in response to natural disasters. Capital Road Program projects are funded by a variety of local, state and federal funding sources as discussed in Section II of this CRIPP.

Examples of Federal grants include the Active Transportation Plan (ATP) and Highway Safety Improvement Plan (HSIP). Grants may be offered through the State level with Caltrans Local Assistance or through the Regional level with from the Bay Area Metropolitan Transportation Commission (MTC). Local funds include developer fees collected through the Area of Benefit (AOB) program and Measure J funds from the countywide quarter cent increase in sales tax . Additional information on funding sources and grants can be found in Section II of this CRIPP.

The primary and most critical funding source for all roadway capital projects is gas tax as discussed below.

A. IMPORTANCE OF GAS TAX

The County uses the majority of the Gas Tax funds for road operation and maintenance, but the next most significant portion is used for capital projects. Gas tax funds are also the main source of funding for traffic and transportation planning activities. (Figure 2 shows how the gas tax is distributed between these four categories.)

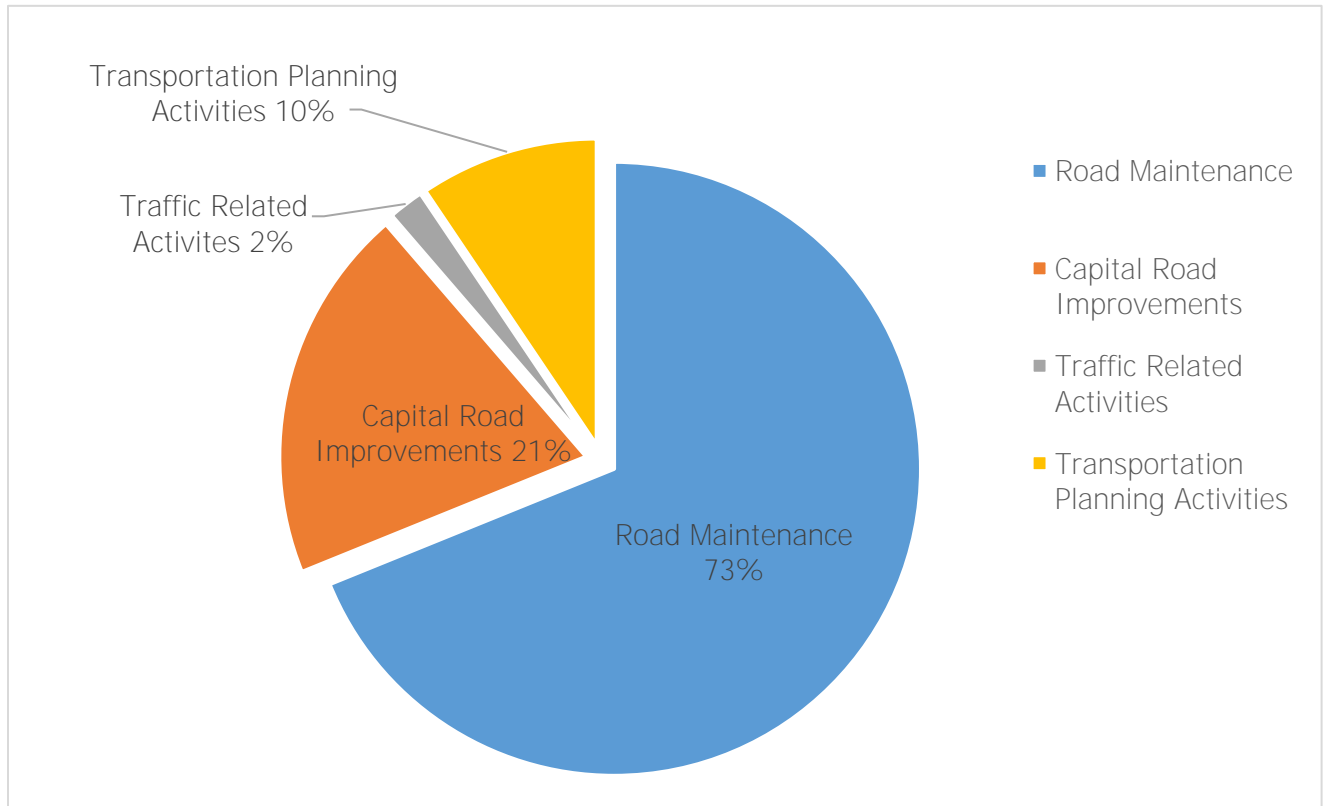


Figure 2: Gas Tax Percentage Allocation (FY 17/18 to FY 22/23)

Gas Taxes as Leverage for State and Federal Grant Programs

Gas tax is the primary source for the required local match necessary to go after state and federal grants for capital projects. 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 taxes also fund staff time to prepare the actual grant application. Last year for every \$1 dollar spent on staff time to prepare grant applications, the County was able to get about \$9 dollars in return. This resulted in successfully securing \$4,449,000 at a cost of \$498,900. There are currently 26 active projects that are grant funded in the amount of \$66 million with a \$24.1 million gas tax match.

Gas Tax Update: Excise Taxes and Senate Bill 1

Gas Tax Funds come from the Gas Excise Tax which is based on the number of gallons of gasoline sold. The County has seen a slight increase in the Gas Excise Tax over the past several years because the number of gallons overall has increased but this increase is tempered by the use of more fuel-efficient cars and electric vehicles. Despite this increase and prior to Senate Bill 1 (SB1) described below, the amount of gas tax that the County received was not sufficient to fund ongoing maintenance and repair of roadways in the unincorporated areas.

To address the need for additional local road funds for cities and counties throughout the State, the Governor signed SB1 in 2017. SB 1, is also known as the Road Repair and Accountability Act (RRAA) of 2017. SB1 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.

The California State Association of Counties (CSAC) annually provides an estimate of the yearly revenues generated from this transportation bill. As of the publish date of the CRIPP, the economic impacts of the COVID 19 virus are not yet known and the estimates below do not yet reflect the expected decline in gas tax revenue. CSAC has estimated the County will receive a total estimated amount of \$41million in gas tax revenue for FY19/20 with approximately \$16 million from the Road Maintenance and Rehabilitation Account (RMRA) program under SB1. Total gas tax revenues in FY20/21 are estimated to be \$41.7 million, of which the RMRA portion is \$16.4 million. Gas tax revenue to Cities and Counties will steadily grow in future years due to the built-in inflationary index.

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), which the Public Works Department does on an annual basis.

Prior to receiving an apportionment of RMRA funds from the State 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 FY20/21 on April 28, 2020 (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.

5. CRIPP FUTURE OUTLOOK

A. 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. Additional funding will need to be sought in the later years to offset transportation needs. For example, the funds needed for maintenance activities continue to increase as more infrastructure is built, the construction costs rise, new regulatory standards are adopted, and additional maintenance activities beyond the scope of regular maintenance work are needed.

In addition, projects may have unexpected cost increases and/or project scope changes, therefore, the CRIPP will change as more is learned more about each project. As transportation issues arise, new projects will be programmed in response to these issues and supplemental funding (such as grants) will be sought to balance the new project costs. These changes will be reflected in future CRIPP publications.

B. SEVEN YEAR OUTLOOK

1.) Revenues

The CRIPP provides a generally positive outlook over the next 7-year period, however, the immediate effects of the expected economic downturn caused by the COVID-19 pandemic are yet unknown. It is likely that because people are driving significantly less, revenues from gas taxes will be down. One or more projects identified in this CRIPP may need to be postponed. The Public Works Transportation Engineering Division will continue to actively seek grants to offset the probable decrease in gas tax funding and the overall cost of capital projects in addition to seeking money to finance the unfunded projects listed in the document.

2.) Complete Streets



Figure 3: Typical Complete Streets Concept from bouldercolorado.gov

In 2016, the County Board of Supervisors adopted the Complete Streets Policy to ensure that Complete Streets infrastructure was incorporated, wherever feasible and as opportunities were presented into Capital Projects developed and constructed by the Public Works Department. The Complete Streets concept is to provide safe, comfortable, and convenient travel along and across public rights-of-way (including streets, roads, highways, bridges, paths, and other portions of the **County's transportation system**) through a **comprehensive integrated** transportation network that serves all categories of users, including pedestrians, bicyclist, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, students, and families. Complete Streets is a design approach that requires roadways to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation.

In the past, significant resources went to developing projects that solely benefitted motorists by increasing capacity and resulting in greater vehicular speeds. In recent years, there has been more sensitivity toward the other modes of travel. The challenge for Public Works Department is to determine which roads are suitable for Complete Streets and achieve a balance between right-of-way and utility impacts, and the responsibility of managing project budget to construct the additional improvements while anticipating and projecting future maintenance costs associated with added pavement widths, streetscapes, and landscaping.

3.) Vision Zero



Figure 4: County Roadways are patrolled by CHP. Collision reports produced by CHP on County roads provides a data source for our Traffic Section to regularly review potential "hot spots"; and propose potential countermeasures to reduce collision rates.

The County is looking ahead to adopt a Vision Zero program. Vision Zero is a shift in the way we think of injury and deaths on our roadways systems. Instead of thinking of them as inevitable, no collision that results in death or serious injury is considered acceptable. Vision Zero is used to **identify the six "E's": education, encouragement, engineering, enforcement, emergency services,** and evaluation that will make the roadways safer. Rather than focus all efforts in reaction to a single collision, the Vision Zero concept takes a holistic approach to proactively educate users through public service campaigns and targeted enforcement. Vision Zero requires agencies to rethink how and where to devote limited resources towards the end goal of saving lives and pain from injury on its roadway network.

4.) Improving Water Quality



Figure 5: Sample Bioretention Basin Project to support our Green Infrastructure Policy

The County is looking to incorporate Green Infrastructure into future road improvement projects to comply with the State of California Regional Water Quality Control Board Municipal Regional Permit, which also represents a new challenge facing the County as it creates additional demand on the budget. The County will be considering more features such as bioretention basins and trash capture devices to improve the water quality of urban runoff into the Bay from the public road right of way. Funding for these features must be identified as it often relates to an increase in construction cost, as additional environmental impacts and more right-of-way may be needed, as well as an increase in annual maintenance costs.

6. PROJECT HIGHLIGHTS

Over the past two years, since the publication of the last CRIPP, the County has constructed a variety of projects ranging from safety improvements, active transportation improvements (such as bicycle and pedestrian-focused projects), to emergency repair projects. Examples of these types of projects are described below.

A. Pacheco Boulevard Sidewalk Gap Closure Phase III Project (Bike/Ped Project Gap Closure)



Figure 6: Without a continuous path, pedestrians walked in the roadway shoulder

This project on Pacheco Boulevard in Pacheco was envisioned to increase connectivity for pedestrians and bicyclists over Vine Hill Creek along the Pacheco Boulevard corridor adjacent to Las Juntas Elementary School. This project is part of a series of sidewalk gap closure projects along the Pacheco Boulevard corridor. This segment is important due to its proximity to Las Juntas Elementary School and sensitivity to a creek crossing. Surveys from parents and school administrators advocating for the project indicated that they wanted to improve safety for students walking to school.

The project was funded by an Active Transportation Program (ATP) federal grant, the Martinez Area of Benefit (AOB), Measure J, and gas taxes. The Public Works Department Design-Construction Division engineered, advertised, and in 2018, completed the project. The project has been well-received by the users of the new sidewalk.



Figure 7: Post-construction image of the new sidewalk/culvert extension

B. Rio Vista Pedestrian Connection Project (Ped Project/Water Quality Treatment)



Figure 8: Pre-Construction Image of Pacific Avenue (above)



Figure 9: Post-Construction Image with bike lanes and new sidewalk with permeable concrete

The Rio Vista Pedestrian Connection Project closed a sidewalk gap on the north side of Pacifica Avenue, across from Rio Vista Elementary School, Bay Point, and brought an existing bike lane up to standard to improve the pedestrian and bicycle infrastructure in the area. The concern that initiated this project was potential risks due to traffic congestion and the large number of students that converge on Pacifica Avenue during drop-off and pick-up times.

The community-based public participation process for this project consisted of meetings with the individual school principals and the staff at the Mt. Diablo Unified School District. District 5 spearheaded this effort and was grant funded.

The project was funded by an Active Transportation Program (ATP) federal grant, Bay Point Area of Benefit (AOB), and gas taxes. The project was designed in-house by the Public Works Department Design-Construction Division. The project was constructed in 2018 and included pervious concrete sidewalk as part of the **County's Green Infrastructure**. The purpose of the permeable concrete is to help clean the storm water before it drains into a public drainage system and ultimately into the Bay.

C. Emergency Projects: Morgan Territory Road Slide Repair and Alhambra Valley Road Slide Repair



Figure 11: Washout of Alhambra Valley Road in West County



Figure 10: Post Construction Image of Alhambra Valley Road

In between the publication of the last CRIPP, two large-scale emergency projects occurred. The first was the Morgan Territory Slide repair that resulted in a stabilization of a road that was sliding. The second was the Alhambra Valley Road Washout project that resulted in the construction of a new bridge over Pinole Creek Both projects. Both projects used gas taxes to get started and to apply for emergency funding. Each project had to go through the environmental process (CEQA) and coordinate with regulatory agencies. Although they were each designed by consultants, the Design-Construction Division oversaw the work to ensure it met County standards.

These sorts of projects would normally take five or more years to program, design, and build, but due to their emergency nature and the high importance of returning public access, these bridge projects were designed and constructed in less than two years from the time of the storm event. This means that the projects were “active projects” that were never shown in the seven year CRIPP because they occurred between publications.



Figure 13: Resident surveying the Morgan Territory Washout in Central County



Figure 12: Post Construction – Community Opening Ceremony

SECTION II
Funding Sources

CAPITAL ROAD IMPROVEMENT & PRESERVATION PROGRAM – FUNDING SOURCES

1. PROJECTED ANNUAL REVENUE SUMMARY

Table A, on page 24, is a summary of future revenue based on historical trends and current AOB development applications for the Capital Road Program. 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. 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 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 increase at a steady pace.

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.

2. ESTIMATED ANNUAL EXPENDITURES SUMMARY

Table B, on page 25, is an estimate of the future expenditures for each funding source. This table is based on the costs of the active projects within each funding source, and the expected expenditures 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.

Table A: Summary of Projected Annual Revenues for Capital Projects and Pavement Surface Treatments

(All values shown in thousands of dollars)

Program Element	End of FY Balance	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Total Revenue
PART I: Revenues from all County Sources										
Gas Tax Funds	\$ 0	\$ 5,551	\$ 7,735	\$ 13,586	\$ 17,000	\$ 18,000	\$ 19,000	\$ 20,000	\$ 21,000	\$ 121,872
State Match Funds	\$ 1,850	\$ 1,721	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 2,421
Measure J Return to Source	\$ 3,000	\$ 1,353	\$ 1,440	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400	\$ 5,193
Total of all Areas of Benefit (AOB) Funds	\$ 18,896	\$ 1,037	\$ 1,482	\$ 1,482	\$ 1,482	\$ 1,482	\$ 1,482	\$ 1,482	\$ 1,482	\$ 11,411
Total County Trust Funds	\$ 12,661	\$ 47	\$ 47	\$ 47	\$ 47	\$ 47	\$ 47	\$ 0	\$ 0	\$ 282
Federal, State, and Other Regional Grant Funds	\$ 0	\$ 9,176	\$ 12,365	\$ 25,908	\$ 20,867	\$ 9,549	\$ 2,077	\$ 0	\$ 0	\$ 79,942
Measure J Regional	\$ 0	\$ 4,978	\$ 707	\$ 110	\$ 819	\$ 0	\$ 0	\$ 0	\$ 0	\$ 6,614
Other Local Funds	\$ 0	\$ 1,432	\$ 1,477	\$ 8,696	\$ 9,786	\$ 9,926	\$ 304	\$ 0	\$ 0	\$ 31,621
Total	\$ 36,407	\$ 25,294	\$ 25,353	\$ 50,329	\$ 50,501	\$ 39,504	\$ 23,410	\$ 21,982	\$ 22,982	\$ 259,355
PART II: Itemization of Area of Benefit Revenues										
Alamo AOB	\$ 1,005	\$ 50	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 750
Bay Point AOB	\$ 1,680	\$ 20	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 720
Bethel Island AOB	\$ 305	\$ 1	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 71
Briones AOB	\$ 530	\$ 8	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 15
Central County AOB	\$ 3,521	\$ 200	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 900
Discovery Bay AOB	\$ 34	\$ 25	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 375
East County (Regional) AOB	\$ 4,571	\$ 400	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 4,600
Hercules/Rodeo/ Crockett AOB	\$ 12	\$ 3	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 10
Martinez AOB	\$ 2,498	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 800
North Richmond AOB	\$ 2,157	\$ 60	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 1,460
Pacheco (West Concord) AOB	\$ 433	\$ 7	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 42
Richmond/El Sobrante AOB	\$ 379	\$ 2	\$ 25	\$ 25	\$ 25	\$ 25	\$ 25	\$ 25	\$ 25	\$ 177
South County AOB	\$ 2,789	\$ 100	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 1,150
South Walnut Creek AOB	\$ 163	\$ 1	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30	\$ 211
West County AOB	\$ 104	\$ 60	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 130
Subtotal	\$ 20,181	\$ 1,037	\$ 1,482	\$ 1,482	\$ 1,482	\$ 1,482	\$ 1,482	\$ 1,482	\$ 1,482	\$ 11,411
PART III: Itemization of County Trust Fund Revenues										
Discovery Bay West Mitigation Funds	\$ 4,187	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20	\$ 0	\$ 0	\$ 120
Keller Canyon Landfill Mitigation Funds	\$ 2,490	\$ 27	\$ 27	\$ 27	\$ 27	\$ 27	\$ 27	\$ 0	\$ 0	\$ 162
Navy Mitigation Funds	\$ 5,403	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Subtotal	\$ 12,080	\$ 47	\$ 47	\$ 47	\$ 47	\$ 47	\$ 47	\$ 0	\$ 0	\$ 282

Table B: Summary of Projected Annual Expenditures (CIP)

(All values shown in thousands of dollars)

Program Element	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	Projected Expenditures
PART I: Expenditures from all County Sources									
Gas Tax Funds	\$ 5,551	\$ 7,735	\$ 13,586	\$ 15,770	\$ 13,622	\$ 13,384	\$ 14,000	\$ 15,000	\$ 98,648
State Match Funds	\$ 1,721	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,721
Measure J Return to Source	\$ 1,353	\$ 1,440	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,793
Total of all Areas of Benefit (AOB) Funds	\$ 484	\$ 1,227	\$ 1,947	\$ 60	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,717
Total County Trust Funds	\$ 639	\$ 504	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,143
Federal, State, and Other Regional Grant Funds	\$ 9,176	\$ 12,365	\$ 25,908	\$ 20,867	\$ 9,549	\$ 2,077	\$ 0	\$ 0	\$ 79,942
Measure J Regional	\$ 4,978	\$ 707	\$ 110	\$ 819	\$ 0	\$ 0	\$ 0	\$ 0	\$ 6,614
Other Local Funds	\$ 1,432	\$ 1,477	\$ 8,696	\$ 9,786	\$ 9,926	\$ 304	\$ 0	\$ 0	\$ 31,621
Total	\$ 25,332	\$ 25,456	\$ 50,246	\$ 47,302	\$ 33,097	\$ 15,765	\$ 14,000	\$ 15,000	\$ 226,199
PART II: Itemization of Area of Benefit Expenditures									
Alamo AOB	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250	\$ 250	\$ 250	\$ 750
Bay Point AOB	\$ 0	\$ 0	\$ 0	\$ 200	\$ 200	\$ 500	\$ 0	\$ 0	\$ 900
Bethel Island AOB	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Briones AOB	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Central County AOB	\$ 0	\$ 0	\$ 100	\$ 200	\$ 200	\$ 1,500	\$ 0	\$ 0	\$ 2,000
Discovery Bay AOB	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
East County (Regional) AOB	\$ 350	\$ 1,104	\$ 0	\$ 0	\$ 0	\$ 100	\$ 200	\$ 500	\$ 2,254
Hercules/Rodeo/ Crockett AOB	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Martinez AOB	\$ 0	\$ 0	\$ 0	\$ 0	\$ 100	\$ 200	\$ 300	\$ 0	\$ 600
North Richmond AOB	\$ 134	\$ 123	\$ 0	\$ 100	\$ 200	\$ 500	\$ 0	\$ 0	\$ 1,057
Pacheco (West Concord) AOB	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Richmond/El Sobrante AOB	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
South County AOB	\$ 0	\$ 0	\$ 1,947	\$ 60	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,007
South Walnut Creek AOB	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
West County AOB	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Subtotal	\$ 484	\$ 1,227	\$ 2,047	\$ 560	\$ 700	\$ 3,050	\$ 750	\$ 750	\$ 9,567
PART III: Itemization of County Trust Fund Expenditures									
Discovery Bay West Mitigation Funds	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Keller Canyon Landfill Mitigation Funds	\$ 126	\$ 504	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 630
Navy Mitigation Funds	\$ 513	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 513
Subtotal	\$ 639	\$ 504	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,143

3. 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. This section is **a continuation of the Introduction’s background description of the Gas 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.

Gas Tax Funds

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 18/19 Balance	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 19/20	FY 19/20	FY 19/20	FY 19/20	FY 19/20	FY 19/20	FY 26/27
End of Year Balance	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,230	\$ 5,608	\$ 11,224	\$ 17,224	\$ 23,224

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Projected Revenue	\$ 121,872	\$ 5,551	\$ 7,735	\$ 13,586	\$ 17,000	\$ 18,000	\$ 19,000	\$ 20,000	\$ 21,000

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total ⁽¹⁾	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
(FY 19/20 to FY 26/27)									
Total of All Projects	\$ 97,837	\$12,011	\$15,464	\$13,586	\$15,770	\$13,622	\$13,384	\$14,000	\$15,000
Alhambra Valley Road - Ferndale Site	\$ 720	\$ 0	\$ 720	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Alhambra Valley Road Embankment Repair	\$ 1,280	\$ 294	\$ 986	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Bailey Road/State Route 4 Interchange Pedestrian & Bicycle Improvement Project	\$ 164	\$ 57	\$ 107	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Bel Air Trail Crossing Project	\$ 182	\$ 0	\$ 182	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Bridge Preventative Maintenance Project	\$ 249	\$ 40	\$ 55	\$ 137	\$ 17	\$ 0	\$ 0	\$ 0	\$ 0
Byron Highway Bridge Replacement over California Aqueduct (Bridge No. 28C0121)	\$ 884	\$ 45	\$ 65	\$ 100	\$ 288	\$ 302	\$ 84	\$ 0	\$ 0
Byron Highway / Byer Road Safety Improvements	\$ 444	\$ 0	\$ 18	\$ 427	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Camino Tassajara Safety Improvements - S of Windemere Pkwy to County Line	\$ 483	\$ 0	\$ 0	\$ 0	\$ 0	\$ 483	\$ 0	\$ 0	\$ 0
Countywide Curb Ramp Project	\$ 1,800	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ 0	\$ 0
Crocket Area Guardrail Upgrade	\$ 756	\$ 285	\$ 471	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Countywide Guardrail Upgrades	\$ 175	\$ 0	\$ 175	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Happy Valley Road - Embankment Repair	\$ 319	\$ 0	\$ 319	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Kirker Pass Road Northbound Truck Lanes	\$ 6,739	\$ 3,094	\$ 3,646	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Kirker Pass Road Safety Project	\$ 185	\$ 36	\$ 26	\$ 123	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Marsh Creek Road Bridge Replacement (Bridge No. 28C143 & 28C145)	\$ 1,856	\$ 0	\$ 80	\$ 345	\$ 1,031	\$ 400	\$ 0	\$ 0	\$ 0

Marsh Drive Bridge Replacement (Bridge No. 28C0442)	\$ 1,723	\$ 310	\$ 200	\$ 578	\$ 540	\$ 95	\$ 0	\$ 0	\$ 0
Norris Canyon Road Safety Improvements	\$ 775	\$ 0	\$ 0	\$ 161	\$ 614	\$ 0	\$ 0	\$ 0	\$ 0
Oak Road Bikeway Project	\$ 283	\$ 45	\$ 10	\$ 228	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Pavement Surface Treatments	\$ 89,189	\$ 6,460	\$ 7,729	\$ 10,000	\$ 11,000	\$ 12,000	\$ 13,000	\$ 14,000	\$ 15,000
Pinehurst Road -- Sinkhole and Culvert Repair	\$ 59	\$ 59	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Pleasant Hill Road Bridge Rehabilitation (Bridge No. 28C0154)	\$ 585	\$ 100	\$ 200	\$ 25	\$ 218	\$ 42	\$ 0	\$ 0	\$ 0
Rodeo Downtown Infrastructure Project	\$ 408	\$ 408	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Rodeo Pedestrian Enhancement Project	\$ 320	\$ 0	\$ 0	\$ 320	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
San Pablo Dam Rd Traffic Safety Improvements	\$ 254	\$ 251	\$ 3	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Vasco Road Safety - Phase 2	\$ 2,607	\$ 0	\$ 3	\$ 842	\$ 1,762	\$ 0	\$ 0	\$ 0	\$ 0
Walnut Boulevard Shoulder Widening	\$ 228	\$ 58	\$ 171	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Walnut Creek Crosswalk Improvements	\$ 170	\$ 170	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Note: Expenditure Total represents future cost only. For actual costs to date, please refer to the project data sheets in Section III

4. 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.

State Match Funds

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 18/19 Balance	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
End of Year Balance	\$ 1,850	\$ 229	\$ 329	\$ 429	\$ 529	\$ 629	\$ 729	\$ 829	\$ 929

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Projected Revenue	\$ 700	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total ⁽¹⁾	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
(FY 19/20 to FY 26/27)									
Total of All Projects	\$ 1,721	\$ 1,721	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Kirker Pass Road Northbound Truck Lanes	\$ 1,721	\$ 1,721	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Note: Expenditure Total represents future cost only. For actual costs to date, please refer to the project data sheets in Section III

5. Measure J (formerly 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 several different funding programs. Return to Source Funds and Regional Funds are described here.

- a. Measure J - 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.
- b. Measure J - Subregional Transportation Needs Funds: 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.

Measure J: Return to Source Funds

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 18/19 Balance	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
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 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Projected Revenue	\$ 4,793	\$ 1,353	\$ 1,440	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total ⁽¹⁾	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
(FY 19/20 to FY 26/27)									
Total of All Projects	\$ 2,793	\$ 1,353	\$ 1,440	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Alhambra Valley Embankment Repair Site 1 - West of Castro Ranch Rd	\$ 1,006	\$ 286	\$ 720	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Alhambra Valley Road - Ferndale Site	\$ 291	\$ 291	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Bear Creek Road - Road Embankment Repair	\$ 1,037	\$ 317	\$ 720	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Happy Valley Road - Embankment Repair	\$ 257	\$ 257	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Vasco Road Safety - Phase 2	\$ 202	\$ 202	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Note: Expenditure Total represents future cost only. For actual costs to date, please refer to the project data sheets in Section III

Measure J: Subregional Transportation Needs Funds (Regional)

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 18/19 Balance	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
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 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Projected Revenue	\$ 6,614	\$ 4,978	\$ 707	\$ 110	\$ 819	\$ 0	\$ 0	\$ 0	\$ 0

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total ⁽¹⁾	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
(FY 19/20 to FY 26/27)									
Total of All Projects	\$ 6,614	\$ 4,978	\$ 707	\$ 110	\$ 819	\$ 0	\$ 0	\$ 0	\$ 0
Danville Blvd/Orchard Ct Complete Streets Improvements	\$ 1,184	\$ 687	\$ 497	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Kirker Pass Road Northbound Truck Lanes	\$ 4,000	\$ 4,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Norris Canyon Road Safety Improvements	\$ 1,430	\$ 291	\$ 210	\$ 110	\$ 819	\$ 0	\$ 0	\$ 0	\$ 0

Note: Expenditure Total represents future cost only. For actual costs to date, please refer to the project data sheets in Section III

6. Federal, State, and Regional Grant Funds: 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 funding objectives. Some of these grants and their descriptions are listed in Appendix A. 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.

A quick summary of Federal, State, and Regional grants that are funding active projects in this CRIPP are listed below. To see what funds are associated with the projects in the table, please refer to the detail project sheets in Section III.

- ATP – Active Transportation Program consolidated various transportation grant programs, which included various state and federal funds. The goals of the ATP include, but are not limited to, increasing the proportion of trips accomplished by walking and biking, increasing safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve greenhouse gas reduction goals, enhancing public health, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities.
- HBP – Highway Bridge Program is to replace or rehabilitate public bridges when State and Federal Highway Administration determine that a bridge is significantly important and qualifies under the HBP program guidelines.

- HSIP – Highway Safety Improvement Program is a Federal-aid program with the goal to reduce the number of traffic fatalities and serious injuries on all public roads.
- OBAG – One Bay Area Grant program is a Metropolitan Transportation Commission funding approach that target project investments in Priority Development Areas and regional capital projects that focus on 1) local street and road maintenance, 2) streetscape enhancements, 3) bicycle and pedestrian improvements, 4) transportation planning, and Safe Routes to School projects.
- TDA – Transportation Development Act is an annual competitive regional fund intended for projects to improve pedestrians and bicyclist safety and accessibility.

Federal, State, and Regional Grant Funds

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 18/19 Balance	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
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 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Projected Revenue	\$ 79,942	\$9,176	\$ 12,365	\$ 25,908	\$ 20,867	\$ 9,549	\$ 2,077	\$ 0	\$ 0

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total ⁽¹⁾	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
(FY 19/20 to FY 26/27)									
Total of All Projects	\$ 79,942	\$9,176	\$12,365	\$25,908	\$20,867	\$9,549	\$2,077	\$ 0	\$ 0
Bailey Road/State Route 4 Interchange Pedestrian & Bicycle Improvement Project	\$ 3,744	\$ 2,423	\$ 1,321	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Bel Air Trail Crossing Project	\$ 92	\$ 43	\$ 49	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Bridge Preventative Maintenance Project	\$ 870	\$ 80	\$ 85	\$ 616	\$ 89	\$ 0	\$ 0	\$ 0	\$ 0
Byron Highway Bridge Replacement over California Aqueduct (Bridge No. 28C0121)	\$ 15,519	\$ 340	\$ 490	\$ 1,030	\$ 5,647	\$ 5,935	\$ 2,077	\$ 0	\$ 0
Byron Highway / Byer Road Safety Improvements	\$ 552	\$ 44	\$ 0	\$ 508	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Crocket Area Guardrail Upgrade	\$ 1,000	\$ 0	\$ 1,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Danville Blvd/Orchard Ct Complete Streets Improvements	\$ 2,593	\$ 50	\$ 130	\$ 2,413	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Fred Jackson Way, First mile/Last Mile Connection Project	\$ 3,941	\$ 610	\$ 3,331	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Countywide Guardrail Upgrades	\$ 1,109	\$ 26	\$ 1,083	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Imhoff Drive Bicycle Shoulder Restriping	\$ 55	\$ 0	\$ 0	\$ 55	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Kirker Pass Road Northbound Truck Lanes	\$ 3,993	\$ 2,650	\$ 1,343	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Kirker Pass Road Safety Project	\$ 1,164	\$ 51	\$ 41	\$ 1,072	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Marsh Creek Road Bridge Replacement (Bridge No. 28C143 & 28C145)	\$ 10,704	\$ 320	\$ 460	\$ 805	\$ 8,019	\$ 1,100	\$ 0	\$ 0	\$ 0
Marsh Drive Bridge Replacement (Bridge No. 28C0442)	\$ 14,086	\$ 455	\$ 1,235	\$ 5,932	\$ 5,810	\$ 654	\$ 0	\$ 0	\$ 0
Oak Road Bikeway Project	\$ 80	\$ 0	\$ 0	\$ 80	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Pinehurst Road -- Sinkhole and Culvert Repair	\$ 564	\$ 564	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Pleasant Hill Road Bridge Rehabilitation (Bridge No. 28C0154)	\$ 1,672	\$ 0	\$ 0	\$ 106	\$ 1,302	\$ 264	\$ 0	\$ 0	\$ 0
Rodeo Downtown Infrastructure Project	\$ 525	\$ 525	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Rodeo Pedestrian Enhancement Project	\$ 121	\$ 32	\$ 37	\$ 52	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
San Pablo Dam Rd Traffic Safety Improvements	\$ 672	\$ 672	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Treat Boulevard Corridor Improvements	\$ 1,596	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,596	\$ 0	\$ 0	\$ 0
Vasco Road Safety - Phase 2	\$ 15,000	\$ 0	\$ 1,760	\$ 13,240	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Walnut Boulevard Shoulder Widening	\$ 75	\$ 75	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Walnut Creek Crosswalk Improvements	\$ 217	\$ 217	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Note: Expenditure Total represents future cost only. For actual costs to date, please refer to the project data sheets in Section III

7. Area of Benefit (AOB) Revenues: The unincorporated areas of Contra Costa County are divided into several Area of Benefits for road improvements focused on mitigating impacts of new development on the transportation network. Appendix D has a page for each AOB containing the current Ordinance Number, the project list, and an AOB 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. The development potential within their respective AOB is also taken into account after consulting with the Engineering Services and the Finance Division within 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>. The following AOBs have active capital projects and/or proposed future AOB projects.

- Alamo AOB
- Bay Point AOB
- Central County AOB
- East County (Regional) AOB
- Martinez AOB
- North Richmond AOB
- South County AOB

In the past CRIPPS, AOB Administrative expenditures were shown but are no longer considered as a capital improvement project. As a result, the following AOBs and mitigation funds have no active project and will not be shown in this section:

- Bethel Island AOB
- Briones AOB
- Bethel Island AOB
- Discovery Bay AOB
- Hercules/Crockett/Rodeo AOB
- Pacheco (West) FOAB
- Richmond/El Sobrante AOB
- South Walnut Creek AOB
- West County AOB
- Discovery Bay West Mitigation Funds

Revenue and End of Year balance for these AOBs can be found in Table A and Table B.

Alamo Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 18/19 Balance	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
End of Year Balance	\$ 1,005	\$ 1,055	\$ 1,155	\$ 1,255	\$ 1,355	\$ 1,455	\$ 1,305	\$ 1,155	\$ 1,005

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Projected Revenue	\$ 650	\$ 50	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
(FY 19/20 to FY 26/27)									
Total of All Projects	\$ 750	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250	\$ 250	\$ 250
Future AOB Project (to be determined)	\$ 750	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 250	\$ 250	\$ 250

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix E for other proposed AOB project(s).

Bay Point Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 18/19 Balance	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
End of Year Balance	\$ 1,680	\$ 1,700	\$ 1,800	\$ 1,900	\$ 1,800	\$ 1,700	\$ 1,300	\$ 1,400	\$ 1,500

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Projected Revenue	\$ 620	\$ 20	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
(FY 19/20 to FY 26/27)									
Total of All Projects	\$ 900	\$ 0	\$ 0	\$ 0	\$ 200	\$ 200	\$ 500	\$ 0	\$ 0
Future AOB Project (to be determined)	\$ 900	\$ 0	\$ 0	\$ 0	\$ 200	\$ 200	\$ 500	\$ 0	\$ 0

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix E for other proposed AOB project(s).

Central County Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 18/19 Balance	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
End of Year Balance	\$ 3,521	\$ 3,721	\$ 3,821	\$ 3,821	\$ 3,721	\$ 3,621	\$ 2,221	\$ 2,321	\$ 2,421

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Projected Revenue	\$ 800	\$ 200	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
(FY 19/20 to FY 26/27)									
Total of All Projects	\$ 2,000	\$ 0	\$ 0	\$ 100	\$ 200	\$ 200	\$ 1,500	\$ 0	\$ 0
Future AOB Project (to be determined)	\$ 2,000	\$ 0	\$ 0	\$ 100	\$ 200	\$ 200	\$ 1,500	\$ 0	\$ 0

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix E for other proposed AOB project(s).

East County (Regional) Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 18/19 Balance	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
End of Year Balance	\$ 4,571	\$ 4,622	\$ 4,117	\$ 4,717	\$ 5,317	\$ 5,917	\$ 6,417	\$ 6,817	\$ 6,917

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Projected Revenue	\$ 4,000	\$ 400	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
(FY 19/20 to FY 26/27)									
Total of All Projects	\$ 1,454	\$ 350	\$ 1,104	\$ 0	\$ 0	\$ 0	\$ 100	\$ 200	\$ 500
Byron Highway / Byer Road Safety Improvements	\$ 241	\$ 51	\$ 190	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Countywide Guardrail Upgrades	\$ 943	\$ 149	\$ 795	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Future AOB Project (to be determined)	\$ 800	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 100	\$ 200	\$ 500
Marsh Creek Road Bridge Replacement (Bridge No. 28C143 & 28C145)	\$ 270	\$ 150	\$ 120	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix E for other proposed AOB project(s).

Martinez Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 18/19 Balance	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
End of Year Balance	\$ 2,499	\$ 2,599	\$ 2,699	\$ 2,799	\$ 2,899	\$ 2,899	\$ 2,799	\$ 2,599	\$ 2,699

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
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 19/20 to FY 26/27)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Total of All Projects	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Future AOB Project (to be determined)	\$ 600	\$ 0	\$ 0	\$ 0	\$ 0	\$ 100	\$ 200	\$ 300	\$ 0

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix E for other proposed AOB project(s).

North Richmond Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 18/19 Balance	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
End of Year Balance	\$ 2,157	\$ 2,083	\$ 2,160	\$ 2,360	\$ 2,460	\$ 2,460	\$ 2,160	\$ 2,360	\$ 2,560

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Projected Revenue	\$ 1,260	\$ 60	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		(FY 19/20 to FY 26/27)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Total of All Projects	\$ 1057	\$ 134	\$ 123	\$ 0	\$ 100	\$ 200	\$ 500	\$ 0	\$ 0
Fred Jackson Way, First mile/Last Mile Connection Project	\$ 257	\$ 134	\$ 123	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Future AOB Project (to be determined)	\$ 800	\$ 0	\$ 0	\$ 0	\$ 100	\$ 200	\$ 500	\$ 0	\$ 0

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix E for other proposed AOB project(s).

South County Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 18/19 Balance	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
End of Year Balance	\$ 2,789	\$ 2,889	\$ 3,039	\$ 1,242	\$ 1,332	\$ 1,482	\$ 1,632	\$ 1,782	\$ 1,932

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Projected Revenue	\$ 1,000	\$ 100	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
(FY 19/20 to FY 26/27)									
Total of All Projects	\$ 2,007	\$ 0	\$ 0	\$ 1,947	\$ 60	\$ 0	\$ 0	\$ 0	\$ 0
Camino Tassajara Safety Improvements - S of Windemere Pky to County Line	\$ 2,007	\$ 0	\$ 0	\$ 1,947	\$ 60	\$ 0	\$ 0	\$ 0	\$ 0

* Please note that only fully funded projects are listed under expenditures. Also refer to Appendix E for other proposed AOB project(s).

8. 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 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.

Keller Canyon Landfill Mitigation Funds

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 18/19 Balance	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
End of Year Balance	\$ 2,490	\$ 2,391	\$ 1,914	\$ 1,941	\$ 1,968	\$ 1,995	\$ 2,022	\$ 2,022	\$ 2,022

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Projected Revenue	\$ 162	\$ 27	\$ 27	\$ 27	\$ 27	\$ 27	\$ 27	\$ 0	\$ 0

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
(FY 19/20 to FY 26/27)									
Total of All Projects	\$ 630	\$ 126	\$ 504	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Bailey Road/State Route 4 Interchange Pedestrian & Bicycle Improvement Project	\$ 630	\$ 126	\$ 504	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

* These funds are to be only used for pavement rehabilitation along Bailey Road.

Navy Mitigation Funds

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 18/19 Balance	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
End of Year Balance	\$ 5,403	\$ 4,890	\$ 4,890	\$ 4,890	\$ 4,890	\$ 4,890	\$ 4,890	\$ 4,890	\$ 4,890

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
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 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
(FY 19/20 to FY 26/27)									
Total of All Projects	\$ 513	\$ 513	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Bay Point Utility Undergrounding Project	\$ 513	\$ 513	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

9. Other Local Funds: These funds include monies from other partner agencies that are participating in construction of a project due to a shared responsibility of the facility. In addition, funds also come from 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.

Other Local Funds

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 18/19 Balance	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
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 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Projected Revenue	\$ 31,621	\$ 1,432	\$ 1,477	\$ 8,696	\$ 9,786	\$ 9,926	\$ 304	\$ 0	\$ 0

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total ⁽¹⁾	FISCAL YEAR (F.Y.)							
		FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
(FY 19/20 to FY 26/27)									
Total of All Projects	\$ 31,621	\$ 1,432	\$ 1,477	\$ 8,696	\$ 9,786	\$ 9,926	\$ 304	\$ 0	\$ 0
Byron Highway Bridge Replacement over California Aqueduct (Bridge No. 28C0121)	\$ 2,549	\$ 145	\$ 185	\$ 280	\$ 835	\$ 800	\$ 304	\$ 0	\$ 0
Camino Tassajara Safety Improvements - S of Windemere Pkwy to County Line	\$ 27,477	\$ 922	\$ 1,247	\$ 7,936	\$ 8,407	\$ 8,964	\$ 0	\$ 0	\$ 0
Marsh Drive Bridge Replacement (Bridge No. 28C0442)	\$ 700	\$ 0	\$ 0	\$ 350	\$ 350	\$ 0	\$ 0	\$ 0	\$ 0
Rodeo Downtown Infrastructure Project	\$ 350	\$ 350	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Treat Boulevard Corridor Improvements	\$ 546	\$ 15	\$ 45	\$ 130	\$ 194	\$ 162	\$ 0	\$ 0	\$ 0

SECTION III

Capital Road Projects by Countywide and
Supervisor Districts

III. PROJECTS BY DISTRICT

CAPITAL ROAD PROJECTS

This section contains the projects, project descriptions, and proposed funding schedule. The projects are sorted geographically by County Board of Supervisor Districts (District) and each **"tabbed"** District displays project information on data sheets. Each tabbed District section contains the following information:

District-wide project overview map provides a quick reference to locate active projects.

Active project list within the District (excluding countywide projects as discussed below) with project descriptions allow the reader to view the active projects.

Active project data sheets include a project description, funding schedule, and vicinity map. In support of Road Program's four areas of focus, these projects are categorized as follows:

Project Category	Description
Safety	Safety projects are scoped primarily to reduce vehicle, pedestrian, and bicycle collisions. Almost all projects have a safety aspect; however to be categorized as a safety project, it must have been originally scoped to have a safety component rather than specifically for a reliability, efficiency, or accessibility component. For example, pedestrian enhancements and other non-vehicular safety projects are categorized "Accessibility."
Reliability	Reliability projects are scoped to improve or sustain a rating index such as pavement condition index (PCI), Bridge Sufficiency rating, Bridge Health Index, and Culvert Condition Index (under development). Pavement and bridge projects are typically categorized "Reliability."
Efficiency	Efficiency projects are usually generated from Level Of Service (LOS) studies, from roadway capacity issues, or from traffic signal warrants. LOS studies are often found in Area of Benefit studies. Efficiency projects tend to be more costly to design and construct since these are more systemic improvement than localized improvements.
Mobility	Accessibility project include ADA upgrades, pedestrian and bicycle improvements, and pedestrian flashers. Complete street projects are usually placed in this category.

County-Wide Projects are introduced before District I. These projects are on-going programs that vary geographically on a yearly basis. For example, a County-Wide Curb Ramp project may focus on one area of the County, and another area in the following year.

Unfunded projects are listed last in each tabbed area. These projects have been proposed but await funding. Many of these projects are part of a long-term, regional transportation plan, so it may be many years before these projects are considered. The list is reevaluated from time to time to add new projects or to remove projects that no longer suit the County.

The following is a complete project list, sorted by Active and Underfunded projects and its associated Board of Supervisor District location.

PROJECT DESCRIPTION	ACTIVE/ UNFUNDED	BOS DISTRICT
6th Street Rodeo Sidewalk Project – Parker Avenue to Garretson	Unfunded	5
7th Street Sidewalk Project – Parker Avenue to Garretson	Unfunded	5
Alhambra Valley Road Safety Improvements – (Various Locations)	Unfunded	5
Alhambra Valley Road Embankment Repair Site 1 – West of Castro Ranch Road	Active	1
Alhambra Valley Road Embankment Repair – 0.4 miles west of Bear Creek Road	Active	1, 5
Alhambra Valley Road Storm Repair Project – Ferndale Site	Active	5
Alves Lane Extension – Willow Pass Road to Pacifica Avenue (AOB)	Unfunded	5
Appian Way & Argyle Drive Signal Project	Unfunded	1
Appian Way & Pebble Drive Traffic Signal Project	Unfunded	1
Appian Way & Santa Rita Road Traffic Signal and Safety Improvements	Unfunded	1
Appian Way Complete Streets Project - San Pablo Dam Road to Valley View Road	Unfunded	1
Appian Way Complete Streets Project - Valley View Road to Pinole City Limits	Unfunded	1
Arlington Boulevard Intersection Improvements at Rincon Road/Kensington Road, Westminster Avenue, Sunset Drive, Coventry Road, Amherst Avenue, and Vine Avenue/Highland Avenue	Unfunded	1
Ayers Road & Concord Boulevard Intersection Improvements (AOB)	Unfunded	4
Ayers Road & Laurel Avenue Intersection Improvements (AOB)	Unfunded	4
Ayers Road & Myrtle Drive Intersection Improvements (AOB)	Unfunded	4
Bailey Road & Myrtle Drive Intersection Improvements (AOB)	Unfunded	4
Bailey Road and Mary Anne Lane Signal Project	Unfunded	5
Bailey Road Improvements - Myrtle Drive to Concord City Limits (AOB)	Unfunded	4

PROJECT DESCRIPTION	ACTIVE/ UNFUNDED	BOS DISTRICT
Bailey Road Overlay Project - SR4 to Keller Canyon Landfill Entrance	Unfunded	5
Bailey Road Pedestrian & Bicycle Improvements – Canal Road to Willow Pass Road (AOB)	Unfunded	5
Balfour Road & Byron Highway Intersection Improvements (AOB)	Unfunded	3
Balfour Road Shoulder Widening – Deer Valley Road to Brentwood City Limits	Unfunded	3
Bailey Road/SR4 Interchange Improvements	Active	5
Bay Point Utility Undergrounding Project	Active	5
Bear Creek Road – Road Embankment Repair	Active	1,5
Bear Creek Road & Happy Valley Road Intersection Improvements (AOB)	Unfunded	1, 2
Bear Creek Road Safety Improvements – Alhambra Valley Road to the City of Orinda	Unfunded	1, 2, 5
Bel Air Trail Crossing Project	Active	5
Bella Vista Infrastructure Improvements	Unfunded	5
Bethel Island Road & Sandmound Road Intersection Improvements	Unfunded	3
Bethel Island Road Widening - Taylor Road to Sandmound Boulevard (AOB)	Unfunded	3
Bixler Road Improvements - SR 4 to Byer Road (AOB)	Unfunded	3
Boulevard Way Bicycle and Pedestrian Project	Unfunded	2
Bridge Preventative Maintenance Program	Active	Various
Brookside Drive Complete Streets – Central Street to Union Pacific Railroad (AOB)	Unfunded	1
Buskirk Avenue Improvements - Treat Boulevard to Pleasant Hill City Limits (AOB)	Unfunded	4
Byer Road Improvements - Bixler Road to Byron Highway (AOB)	Unfunded	3
Byron Highway / Byer Road Safety Improvements	Active	3
Byron Highway / SR4 / Point of Timber Intersection Improvements (AOB)	Unfunded	3

PROJECT DESCRIPTION	ACTIVE/ UNFUNDED	BOS DISTRICT
Byron Highway Bridge Replacement over California Aqueduct (Bridge No. 28C0121)(Project Sponsor: Dept of Water Resources)	Active	3
Byron Highway Safety Improvements (Various Locations)	Unfunded	3
Byron Highway Widening - Camino Diablo to the Alameda County Line (AOB)	Unfunded	3
Byron Highway Widening (Chestnut Street to SR4)(AOB)	Unfunded	3
Byron Highway Widening (Delta Road to Chestnut Street) (AOB)	Unfunded	3
Byron Highway Widening (SR 4 to Camino Diablo)(AOB)	Unfunded	3
Camino Diablo Widening – Vasco Road to Byron Highway (AOB)	Unfunded	3
Camino Tassajara Safety Improvements – Windemere Parkway to Alameda County Line	Active	3
Camino Tassajara Safety Improvements (Various Locations)	Unfunded	3
Canal Road Sidewalk Project – 420 feet south of Winterbrook Drive to Chadwick Lane	Unfunded	5
Castro Ranch Road Widening - San Pablo Dam Road to Olinda Road	Unfunded	1
Center Avenue Bicycle and Pedestrian Improvements - Pacheco Boulevard to Marsh Drive (AOB)	Unfunded	5
Central Street Complete Street - Brookside Drive and Pittsburg Avenue (AOB)	Unfunded	1
Chesley Avenue Traffic Calming – Fred Jackson Way and AOB Boundary (AOB)	Unfunded	1
Chestnut Street Widening – Sellers Avenue to Byron Highway (AOB)	Unfunded	3
Clifton Court Road Bridge Repair (Bridge No. 28C0403)	Unfunded	3
Clipper Drive Improvements – Newport Drive to Discovery Bay Boulevard (AOB)	Unfunded	3
Colusa Avenue Complete Streets Project	Unfunded	1
Concord Avenue Shared Use Path (AOB)	Unfunded	4
Countywide Curb Ramp Project	Active	Various
Countywide Guardrail Upgrade Project	Active	Various

PROJECT DESCRIPTION	ACTIVE/ UNFUNDED	BOS DISTRICT
Crockett Area Guardrail Upgrades	Active	5
Crockett Area Overlays & Reconstruction Project	Unfunded	5
Cummings Skyway - Widen Interchange at I-80	Unfunded	5
Cummings Skyway Truck Climbing Lane Extension	Unfunded	5
Danville Boulevard & Hemme Avenue Intersection Improvements (AOB)	Unfunded	2
Danville Boulevard/Orchard Court Complete Streets Improvements (AOB)	Active	2
Deer Valley Road Safety Improvements (Various Locations)	Unfunded	3
Delta DeAnza Trail Connection – Class I bikeway Port Chicago Highway in Bay Point to Iron Horse Trail in Concord	Unfunded	5
Delta DeAnza Trail Connection – Upgrade trail crossings Driftwood Drive to Canal Road	Unfunded	5
Delta Road Sidewalk & Bike Lanes Project – Knightsen Avenue to Knightsen Elementary School	Unfunded	3
Delta Road Widening – Byron Highway to Holland Tract Road (AOB)	Unfunded	3
Delta Road Widening - Sellers Avenue to Byron Highway (AOB)	Unfunded	3
Dewing Lane Pedestrian Bridge (AOB)	Unfunded	2
Discovery Bay Boulevard & Clipper Drive Intersection Improvements (AOB)	Unfunded	3
Driftwood Drive Improvements – Port Chicago Highway to Pacifica Avenue (AOB)	Unfunded	5
Eden Plains Road Widening – Sunset Road to Marshall Court	Unfunded	3
Evora Road & Willow Pass Road Intersection Improvements	Unfunded	5
Evora Road Extension – Current western terminus of Evora Road, to Port Chicago Highway	Unfunded	5
Evora Road Widening – Willow Pass Road (Bay Point) to Willow Pass Road(Concord)	Unfunded	5
Fish Ranch Road Safety Improvements - SR 24 to Grizzly Peak Road (AOB)	Unfunded	2
Franklin Canyon Undercrossing – Sobrante Ridge to Carquinez Strait Trail	Unfunded	5

PROJECT DESCRIPTION	ACTIVE/ UNFUNDED	BOS DISTRICT
Fred Jackson Way Complete Streets Project - Between Chesley and Parr Boulevard (AOB)	Unfunded	1
Fred Jackson Way Complete Streets Project - Intersection with Chelsey Avenue (AOB)	Unfunded	1
Fred Jackson Way, First Mile/Last Mile Connection	Active	1
Fred Jackson Way/Goodrick Avenue Realignment	Unfunded	1
Freeman Road and Briones Valley Road Bridge Maintenance Project	Active	2, 3
Gateway Road Widening – Bethel Island Road to Piper Road (AOB)	Unfunded	3
Gloria Terrace Sidewalk Project – Taylor Boulevard to Reliez Valley Road	Unfunded	5
Goodrick Avenue - Fred Jackson Way to AOB Boundary (AOB)	Unfunded	1
Happy Valley Road Embankment Repair	Active	2
Hemme Avenue Sidewalk Improvements between La Sonoma Way (west side) to Iron Horse Trail (two segments)	Unfunded	2
Highland Road Improvements – Camino Tassajara to Alameda County Line	Unfunded	3
Holway Drive Safety Improvements – Main Street to Camino Diablo Road	Unfunded	3
I-680 Bikeway Signage – Rudgear Road to Danville Town Limits	Unfunded	2
Imhoff Drive Bicycle Shoulder Restriping	Active	5
Iron Horse Trail Flashers	Unfunded	2, 4
Jones Rd Bike Route Project -- Oak Road to Canal Trail	Unfunded	4
Kirker Pass Road Bicycle Project	Unfunded	4, 5
Kirker Pass Road Northbound Runaway Truck Ramp	Unfunded	5
Kirker Pass Road Northbound Truck Climbing Lane	Active	4, 5
Kirker Pass Road Safety Project	Active	5
Kirker Pass Road Southbound Truck Lane	Unfunded	5

PROJECT DESCRIPTION	ACTIVE/ UNFUNDED	BOS DISTRICT
Knightsen Avenue & Delta Road Intersection Improvements (AOB)	Unfunded	3
Knightsen Avenue Widening – East Cypress Road to Delta Road (AOB)	Unfunded	3
Knightsen Avenue/Eden Plains Road Widening – Delta Road to Chestnut Street (AOB)	Unfunded	3
La Paloma Road Pedestrian and Roadway Improvements	Unfunded	1
Las Juntas Way & Coggins Drive Intersection Improvements (AOB)	Unfunded	4
Local Road Pedestrian and Bicycle Upgrade at Benicia Bridge	Unfunded	5
Loftus Road Pedestrian Improvements – Canal Road to Willow Pass Road (AOB)	Unfunded	5
Lone Tree Way Bike Lane Gap Closure – Anderson Lane to Virginia Drive	Unfunded	3
Market Avenue Complete Streets – Fred Jackson Way to 7th Street (AOB)	Unfunded	1
Marsh Creek Road & Camino Diablo Intersection Improvements	Unfunded	3
Marsh Creek Road & Deer Valley Road Intersection Improvements	Unfunded	3
Marsh Creek Road and Morgan Territory Road Intersection Improvements	Unfunded	3
Marsh Creek Road Bridge Replacement (Bridge No. 28C0143 & 28C0145)	Active	3
Marsh Creek Road Improvements (AOB)	Unfunded	3
Marsh Creek Trail	Unfunded	3, 4
Marsh Drive Bridge Replacement	Active	4, 5
Marsh Drive Improvements - Center Avenue to Iron Horse Trail (AOB)	Unfunded	4, 5
Marshall Drive Sidewalk – Indian Valley Elementary School/City of Walnut Creek to El Verano Drive	Unfunded	4
Mayhew Way Bicycle and Pedestrian Improvements - 200' west of Oberon Drive to Bancroft Road (AOB)	Unfunded	4
McNabney Marsh Open Space Connection to Waterfront Road	Unfunded	5
Miranda Avenue Pathway Improvements – Stone Valley Road to Stone Valley Middle School (AOB)	Unfunded	2

PROJECT DESCRIPTION	ACTIVE/ UNFUNDED	BOS DISTRICT
Mitchell Canyon Road Bike Lanes	Unfunded	4
Monterey Street Safety Improvements – Veale Avenue to Palm Avenue	Unfunded	5
Morgan Territory Road Safety Improvements	Unfunded	3
Mountain View Boulevard Pedestrian Improvements – San Miguel Drive to Walnut Boulevard (AOB)	Unfunded	4
Norris Canyon Road Safety Improvements – West of Ashbourne Drive	Active	2
Norris Canyon Road Shoulder Widening – Ashbourne Drive to Alameda County Limits	Unfunded	2
North Richmond Improvements – Pittsburg Avenue Extension from Fred Jackson Way to 7th Street extension	Unfunded	1
North Richmond Truck Route – Parr Boulevard to Market Avenue (AOB)	Unfunded	1
Oak Road Bikeway Project – Treat Boulevard to City of Pleasant Hill	Active	4
Olinda Road Pedestrian Improvements – Valley View Road to 850 feet south of Valley View Road	Unfunded	1
Olympic Boulevard & Boulevard Way & Tice Valley Boulevard Intersection Improvements (AOB)	Unfunded	2
Olympic Boulevard & Bridgefield Road Signal Project	Unfunded	2
Olympic Corridor Pedestrian and Bicycle Improvements	Unfunded	2
Pacheco Boulevard & Center Avenue Intersection Improvements(AOB)	Unfunded	5
Pacheco Boulevard & Muir Road Intersection Improvements(AOB)	Unfunded	5
Pacheco Boulevard & North Buchanan Circle Intersection Improvements (AOB)	Unfunded	5
Pacheco Boulevard Complete Streets – Arnold Drive to Muir Road(AOB)	Unfunded	5
Pacheco Boulevard Improvements – Morello Avenue to Blum Road	Unfunded	5
Pacifica Avenue Extension – Port Chicago Highway to Alves Lane (AOB)	Unfunded	5
Parr Boulevard Complete Streets Project - Richmond Parkway to Union Pacific Railroad (AOB)	Unfunded	1
Pavement Surface Treatment Change the Data Sheet	Active	Various

PROJECT DESCRIPTION	ACTIVE/ UNFUNDED	BOS DISTRICT
Pedestrian and Bicycle Improvements on Livorna Road, Stone Valley Road, and Danville Boulevard (CTPL)	Unfunded	2
Pedestrian Improvements near Rodeo Hills Elementary School	Unfunded	5
Pedestrian Safety Improvements at Stone Valley Middle and Rancho Romero School (AOB)	Unfunded	2
Pinehurst Road Bicycle Improvements (AOB)	Unfunded	2
Pinehurst Road Sinkhole and Culvert Repair	Active	2
Pinole Valley Road Safety Improvements between Pinole City Limits and the AOB Boundary	Unfunded	1
Piper Road Widening - Gateway Road to Willow Road	Unfunded	3
Pitt Way Roadway Improvements (DCD)	Unfunded	1
Pittsburg Avenue Intersection Improvements (AOB)	Unfunded	1
Pittsburg Avenue Widening - Fred Jackson Way to Richmond Parkway (AOB)	Unfunded	1
Pleasant Hill BART Station Bicycle and Pedestrian Access	Unfunded	4
Pleasant Hill Road & Taylor Boulevard Bicycle and Pedestrian Improvements	Unfunded	5
Pleasant Hill Road Bicycle Improvements – Geary Road to Taylor Boulevard (AOB)	Unfunded	2
Pleasant Hill Road Bridge Rehabilitation (Bridge No. 28C0154)	Active	2, 5
Pleasant Hill Road Sidewalk Project – 1700 Block to Diablo View Road on west side only	Unfunded	5
Pomona Street Sidewalk Project – 3rd Avenue to Rolph Park Drive (south side of road)	Unfunded	5
Pomona Street/Winslow Avenue/Carquinez Scenic Drive Safety Alignment Study	Unfunded	5
Port Chicago Highway Bicycle and Pedestrian Improvements – Driftwood Drive to McAvoy Road (AOB)	Unfunded	5
Port Chicago Highway Realignment Project – McAvoy Road to Pacifica Avenue	Unfunded	5
Reliez Valley Road Bicycle Improvements – North of Grayson Road to Withers Avenue (AOB)	Unfunded	2, 4, 5
Rincon Road Widening and Pedestrian Improvements Project	Unfunded	1

PROJECT DESCRIPTION	ACTIVE/ UNFUNDED	BOS DISTRICT
Rodeo Downtown Infrastructure Improvements	Active	5
Rodeo Pedestrian Enhancement Project - 6th and 7th Street	Active	5
Rudgear Road & San Miguel Drive Intersection Safety Improvements (AOB)	Unfunded	4
San Miguel Drive Bicycle and Pedestrian Improvements (AOB)	Unfunded	4
San Pablo Avenue / Parker Avenue Sidewalk	Unfunded	5
San Pablo Avenue Complete Street Project	Unfunded	1
San Pablo Avenue Complete Streets Project – Rodeo to Crockett	Unfunded	5
San Pablo Dam Road & Greenridge Drive Signal Improvements	Unfunded	1
San Pablo Dam Road Safety Improvements (AOB)	Unfunded	1
San Pablo Dam Road Pedestrian Improvements – Tri Lane to Appian Way	Unfunded	1
San Pablo Dam Road Traffic Safety Improvements	Active	1
Sandmound Boulevard Improvements – Mariner Road to Cypress Road	Unfunded	3
Sandmound Boulevard Widening – Oakley City Limits to Mariner Road	Unfunded	3
Sellers Avenue & Balfour Road Intersection Improvements (AOB)	Unfunded	3
Sellers Avenue & Chestnut Avenue Intersection Improvements (AOB)	Unfunded	3
Sellers Avenue & Marsh Creek Road Intersection Improvements (AOB)	Unfunded	3
Sellers Avenue & Sunset Road Intersection Improvements (AOB)	Unfunded	3
Sellers Avenue Widening – Delta Road to Chestnut Street (AOB)	Unfunded	3
Sellers Avenue Widening – Main Canal to Marsh Creek Road) (AOB)	Unfunded	3
Springbrook Road Bicycle and Pedestrian Improvements (AOB)	Unfunded	2
SR239/Trilink: Vasco Road-Byron Highway Connector	Unfunded	3

PROJECT DESCRIPTION	ACTIVE/ UNFUNDED	BOS DISTRICT
State Route 4 & Byron Highway (South) Intersection Widening (Phase 2)(AOB)	Unfunded	3
State Route 4 & Newport Drive Traffic Signal (AOB)	Unfunded	3
State Route 4 Widening – Bixler Road to Discovery Bay Boulevard - Complete Streets and Bridge Widening (AOB)	Unfunded	3
State Route 4 Widening – Byron Highway and Regatta Drive (AOB)	Unfunded	3
Stone Valley Road at Roundhill Road Intersection Improvements	Unfunded	2
Stone Valley Road Left Turn Lane at Smith Road	Unfunded	2
Sunset Road Widening - Sellers Avenue to Byron Highway (AOB)	Unfunded	3
Tara Hills Complete Streets Project	Unfunded	1
Tara Hills Elementary School, Shannon Elementary School, Pinole Middle School Pedestrian Crossing Upgrades	Unfunded	1
Tice Valley Boulevard Bike and Pedestrian Project	Unfunded	2
Treat Boulevard & Jones Road Intersection Improvements (AOB)	Unfunded	4
Treat Boulevard Bicycle Improvements - Jones Road easterly to Walnut Creek City Limits (AOB)	Unfunded	4
Treat Boulevard Corridor Improvements	Active	2, 4
Valley View Road Widening - San Pablo Dam Road to Appian Way	Unfunded	1
Vasco Road / Camino Diablo Intersection Improvements (AOB)	Unfunded	3
Vasco Road Safety Improvements (Phase 2)	Active	3
Verde Elementary School Secondary Access (AOB)	Unfunded	1
Walnut Boulevard Pedestrian Improvements – View Lane to 250' west of Walnut Court (AOB)	Unfunded	4
Walnut Boulevard Shoulder Widening	Active	3
Walnut Creek Crosswalk Improvements - Bridgefield Road and Walden Road	Active	2, 4
Waterfront Road Grade Change Project	Unfunded	5

PROJECT DESCRIPTION	ACTIVE/ UNFUNDED	BOS DISTRICT
Willow Pass Road & Bailey Road Intersection Improvements (AOB)	Unfunded	5
Willow Pass Road (West) & SR 4 Interchange Improvements (AOB)	Unfunded	5
Willow Pass Road Improvements – Bailey Road to Pittsburg City Limits (AOB)	Unfunded	5
Willow Pass Road Improvements – Evora Road to SR 4 (AOB)	Unfunded	5

Countywide Projects

**Contra Costa County
Capital Road Improvement & Preservation Program**

PROJECT NAME Bridge Preventative Maintenance Project

PROJECT DESCRIPTION This project is to perform maintenance such as surface treatments to various bridges in the County based on the periodic bridge inspections of County bridges. • **Del Monte Drive Overhead Bridge (28C-0207)** • **Bear Creek Bridge (28C-0227)** • **Pacheco Slough Bridge (28C-0006)** and **Peyton Slough Bridge (28C-0150)** on **Waterfront Road** • **Marsh Creek Bridge on Concord Avenue (28C-0398)** • **San Pablo Creek Bridge on La Honda Road (28C-0382)** • **Kellogg Creek Bridge on Byron Highway (28C-0122)** • **San Pablo Creek Bridge on Appian Way (28C-0329)** • **Contra Costa Canal Bridge on Golf Club Road (28C-0396)** • **Nichols Road Bridge (28C-0171)** • **Garrity Creek Bridge (28C-0059)**

PURPOSE AND NEED Ensure the maintenance and safety of the existing bridges throughout the County.

SUPERVISOR DISTRICT Countywide

PROJECT CATEGORY reliability

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering	255	27	120	100	8					
Environmental										
Design Engineering										
+ Right-of-Way	85			40	45					
+ Construction	806				700	106				
Total	1,146	27	120	140	753	106				
+ Gas Tax (c)	276	27	40	55	137	17				
HBP	870		80	85	616	89				

**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) standards.

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

SUPERVISOR DISTRICT Countywide

PROJECT CATEGORY mobility

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
+ Gas Tax (c)	2,400	600	300	300	300	300	300	300		

**Contra Costa County
Capital Road Improvement & Preservation Program**

PROJECT NAME Guardrail Upgrade Project

PROJECT DESCRIPTION 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 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering	29	29								
Environmental	89	89								
Design Engineering	282	152	130							
+ Right-of-Way										
+ Construction	2,096		44	2,052						
Total	2,497	271	174	2,052						
East County Regional AOB	943		149	795						
+ Gas Tax (c)	326	152		175						
HSIP	1,228	119	26	1,083						

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Pavement Surface Treatments

PROJECT Various locations throughout the County (Subject to Change)
 DESCRIPTION Group 1 - Alamo, El Sobrante, North Richmond, Knightsen/Brentwood Area, Franklin Canyon Area
 Group 2 - Bay Point, Concord, East Richmond, Kensington, Rodeo, Bethel Island
 Group 3 - Crockett, Pacheco, Contra Costa Centre, Tara Hills, Kirker Pass Road Area, El Sobrante
 Group 4 - Tassajara Rural Area, Walnut Creek
 Group 5 - Alamo, Crockett Rural Roads, Pacheco Area, Clayton Area

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 DISTRICT Countywide

PROJECT CATEGORY reliability

Anticipated Project Expenditures

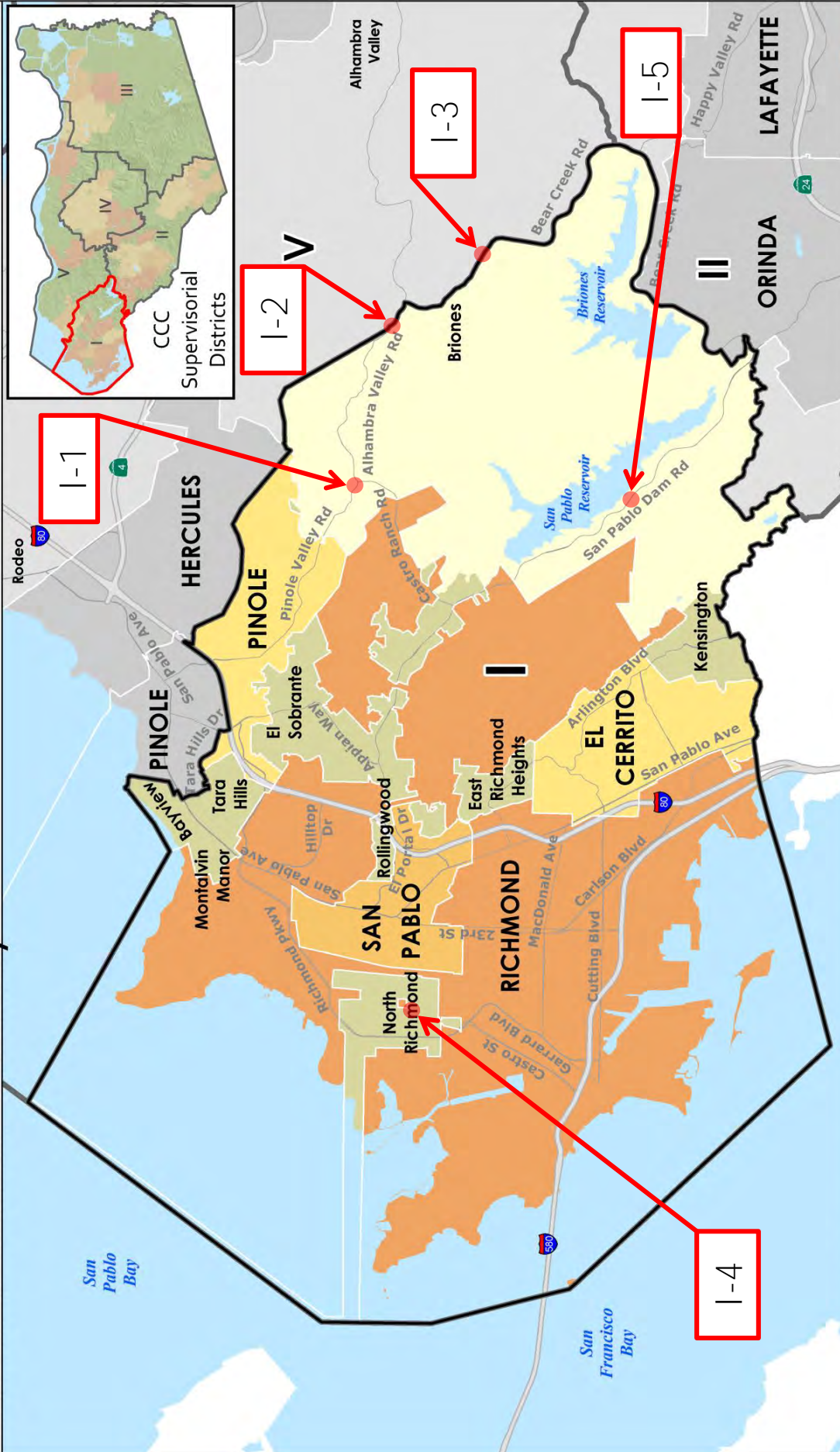
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
+ Gas Tax (c)	N/A	N/A	6,460	7,729	10,000	11,000	12,000	13,000	14,000	15,000

Board of Supervisor District I

Contra Costa County

Supervisorial District I



2020 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 119.63 miles of the 662.23 miles of County maintained roadway as of 1/1/2019.

CRIPP PROJECT DESCRIPTIONS FOR DISTRICT I

ACTIVE PROJECTS – These projects are fully funded and will be constructed in the near future. These active projects are mapped on the previous page.

- I-1. Alhambra Valley Road Embankment Repair Site 1 – West of Castro Ranch Road – This project proposes to repair the roadway embankment and restore the roadway shoulder. Construction is expected in 2020. Measure J and Gas Taxes fund this project.
- I-2. Alhambra Valley Road Embankment Repair – 0.4 miles west of Bear Creek Road – This project proposes to repair an existing slide along Alhambra Valley Road (approximately 0.4 miles west of Bear Creek Road). Currently the one-way traffic control is established around the eroded embankment. Construction is expected in 2020. Measure J and Gas Taxes fund this project.
- I-3. Bear Creek Road – Road Embankment Repair – This project proposes to repair the roadway embankment along Bear Creek Road. Currently the one-way traffic control is established around the eroded embankment. Construction is expected in 2020. Gas Taxes fund this project.
- I-4. Fred Jackson Way First Mile/Last Mile Connection Project (CTPL) – This project is to construct complete street improvements along Fred Jackson Way from Brookside Drive to Grove Avenue. Construction is expected in 2021. 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 previously named Fred Jackson Way Improvements – Grove Avenue to Brookside Drive.
- I-5. San Pablo Dam Road Traffic Safety Improvements – This project is to install centerline rumble strips along 3.4 miles of San Pablo Dam Road from the Richmond City limit near Kennedy Grove Park to Bear Creek Road/Wildcat Canyon Road. This project is intended to improve driver safety and reduce the number of lane crossover collisions. Construction is schedule for 2020. Funding sources include Highway Safety Improvement Program (HSIP) and Gas Tax Funds.

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Alhambra Valley Embankment Repair Site 1 - West of Castro Ranch Rd

PROJECT DESCRIPTION This project proposes to repair the roadway embankment and restore the roadway shoulder.

PURPOSE AND NEED The road embankment needs be repaired.

SUPERVISOR DISTRICT 1

PROJECT CATEGORY reliability

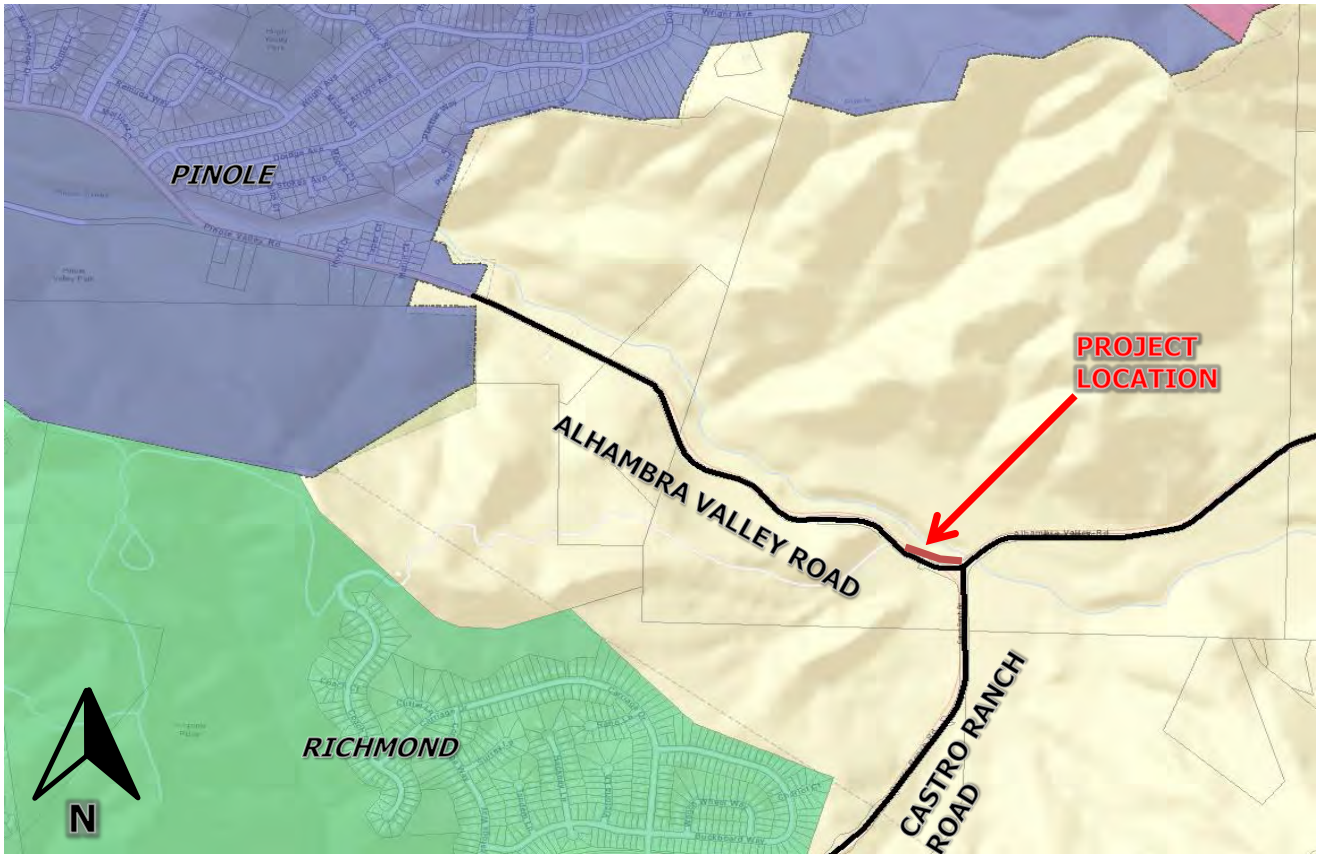
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering										
Environmental	71	1	50	20						
Design Engineering	181	16	165							
+ Right-of-Way	21		21							
+ Construction	750		50	700						
Total	1,023	17	286	720						
+ Gas Tax (c)	17	17								
Measure J RTS	1,006		286	720						

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Alhambra Valley Embankment Repair Site 1 - West of Castro Ranch Road



Source: County GIS



Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Alhambra Valley Road Embankment Repair

PROJECT DESCRIPTION This project proposes to repair an existing slide along Alhambra Valley Road (approximately 0.4 miles west of Bear Creek Road). Currently the one-way traffic control is established around the eroded embankment. Construction is expected in 2020. Measure J and Gas Taxes fund this 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, 5

PROJECT CATEGORY reliability

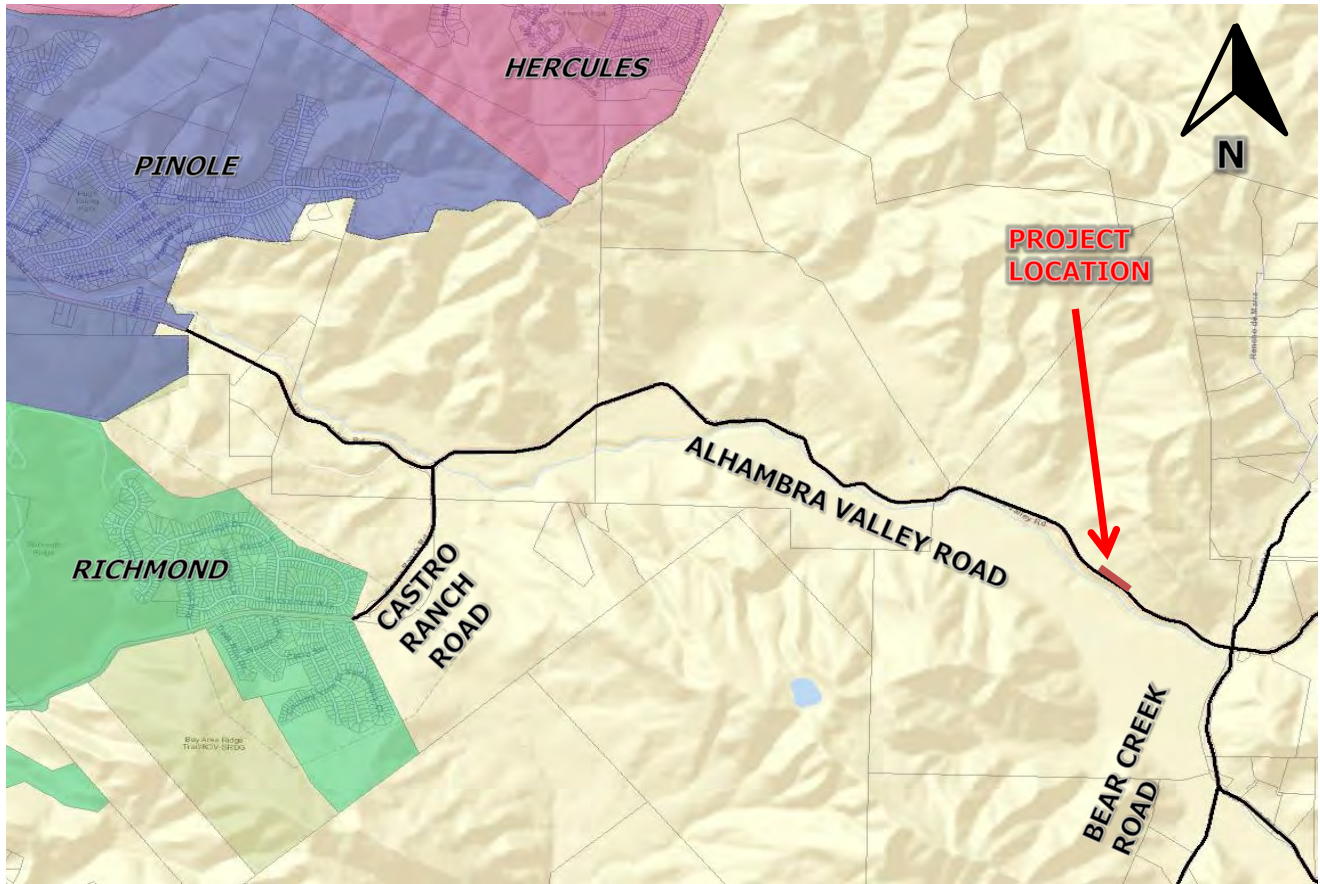
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering	61	1	60							
Environmental	60	8	26	26						
Design Engineering	139	89	50							
+ Right-of-Way	20	2	18							
+ Construction	1,100		140	960						
Total	1,380	100	294	986						
+ Gas Tax (c)	1,380	100	294	986						

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Alhambra Valley Road Embankment Repair



Source: County GIS



Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Bear Creek Road - Road Embankment Repair

PROJECT DESCRIPTION This project proposes to repair the roadway embankment along Bear Creek Road. Currently the one-way traffic control is established around the eroded embankment. Construction is expected in 2020. Gas Taxes fund this project.

PURPOSE AND NEED The purpose of this project is to repair two embankment sites adjae to the northbound lane of Bear Creek Road. Erosion has occurred at both embankments, resulting in massive deterioration of the road shoulders. The damage has already encroached into the traveled way at Embankment 1.

Repairing the two embankments will restore the roadway shoulder and prevent further erosion. The northbound traveled lane at Embankment 1 is currently closed off due to deteriorated pavement, and will be restored to allow two-way traffic flow to resume.

SUPERVISOR DISTRICT 1, 5

PROJECT CATEGORY reliability

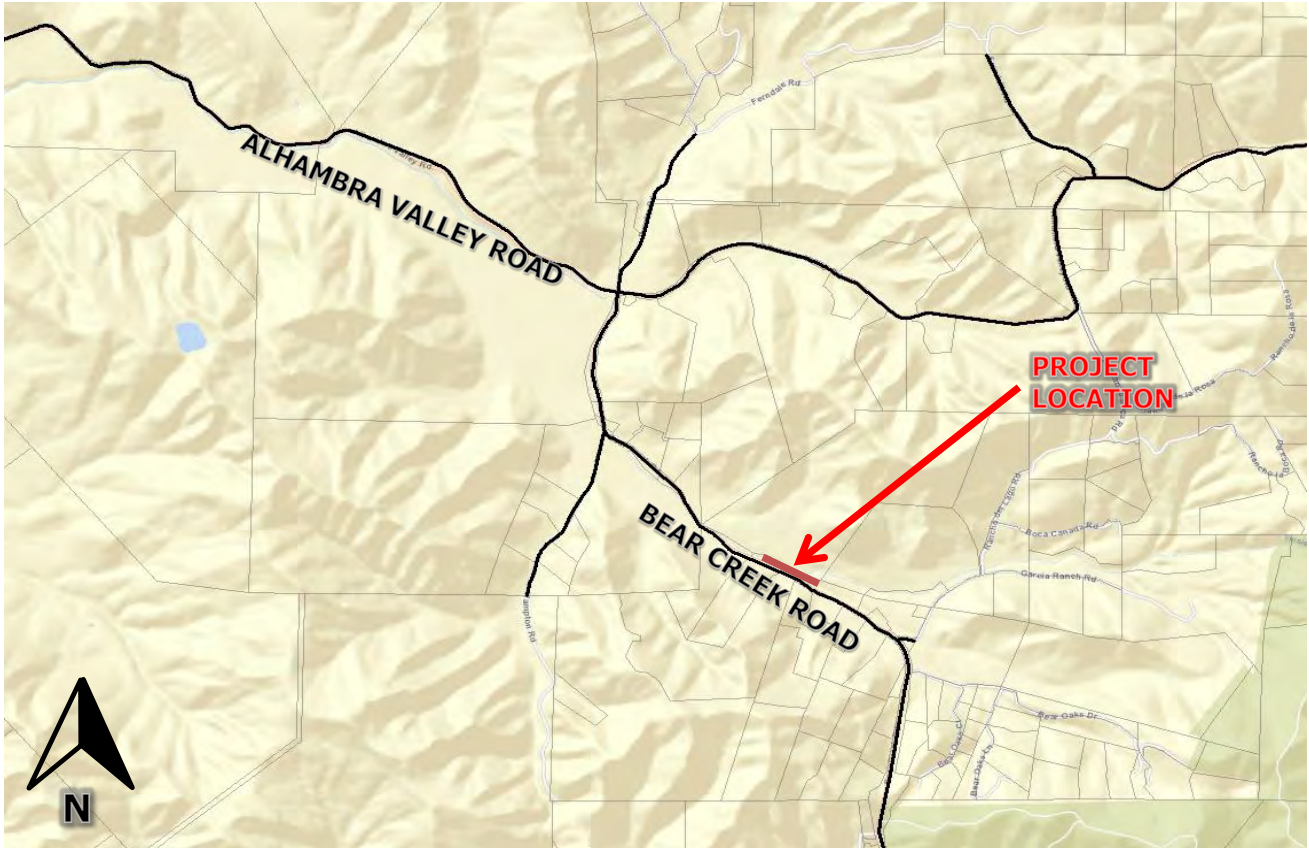
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering										
Environmental	70		50	20						
Design Engineering	196		196							
+ Right-of-Way	21		21							
+ Construction	750		50	700						
Total	1,037		317	720						
Measure J RTS	1,037		317	720						

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Bear Creek Road – 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 This project is to construct complete street improvements along Fred Jackson Way from Brookside Drive to Grove Avenue. Construction is expected in FY2021. 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 mobility

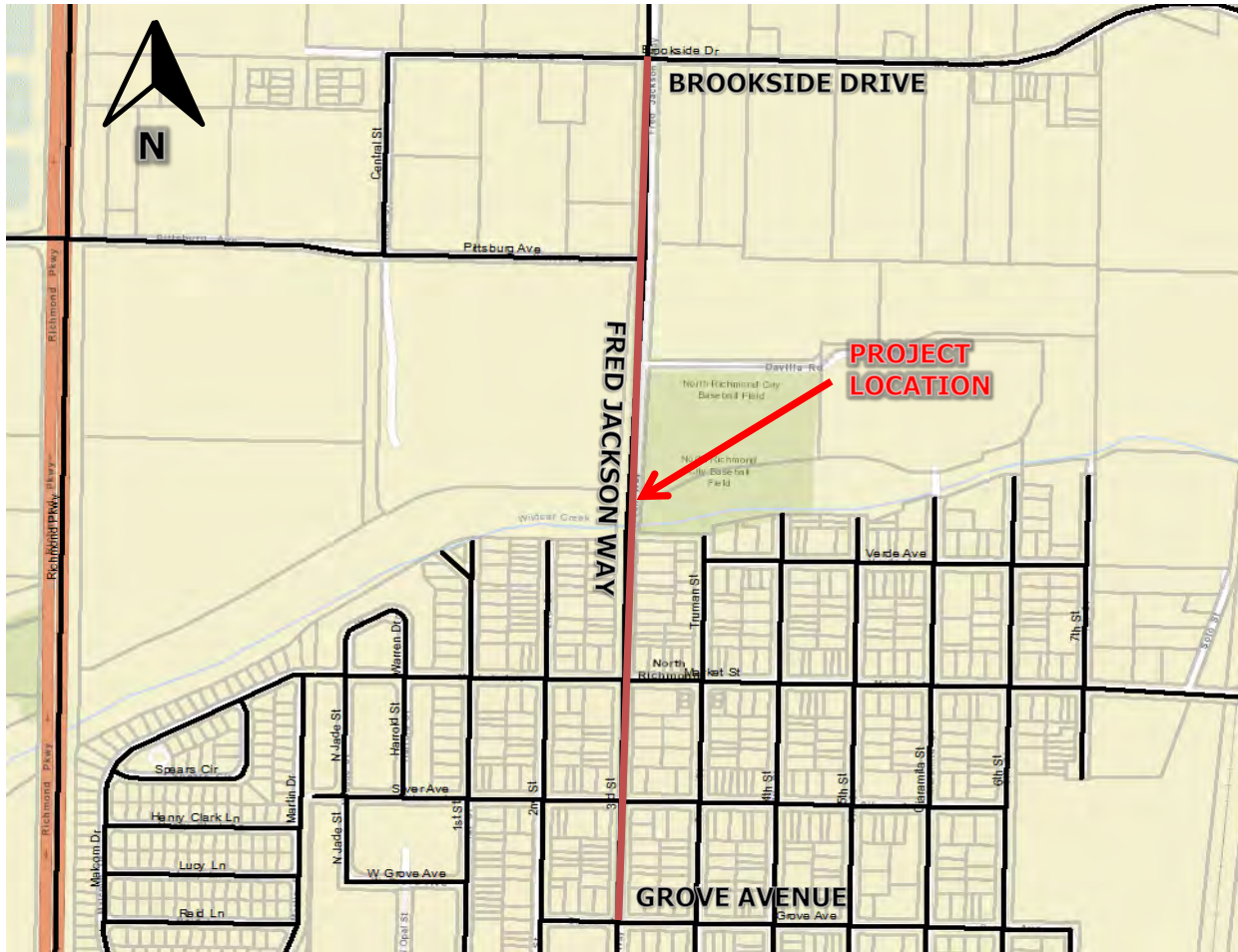
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering	202	89	80	34						
Environmental	196	186	10							
Design Engineering	567	219	311	37						
+ Right-of-Way	344	1	343							
+ Construction	3,383			3,383						
Total	4,692	495	744	3,454						
ATP	3,298		131	3,167						
Measure J TLC	700	291	409							
N Richmond AOB	460	203	134	123						
State Coastal Conservancy Prop 1	234		70	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 San Pablo Dam Road Traffic Safety Improvements

PROJECT DESCRIPTION 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 Project is to improve the public safety by constructing rumble strips and upgrading the visibility of regulatory and warning signs along the rural, two lane segment of San Pablo Dam Road. There were four separate fatal collisions in 2015 dealing with lane crossovers. San Pablo Dam Road also ranks 4th in the County for roadways with the highest volume of collisions. A total of 25 collisions occurred between 2011 and 2015.

SUPERVISOR DISTRICT 1

PROJECT CATEGORY safety

Anticipated Project Expenditures
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination	29	11	15	3						
Preliminary Engineering										
Environmental	33	22	11							
Design Engineering	99	79	20							
+ Right-of-Way										
+ Construction	876		876							
Total	1,037	111	923	3						
+ Gas Tax (c)	309	55	251	3						
HSIP	728	56	672							

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME San Pablo Dam Road Traffic Safety Improvements



Source: County GIS

Legend:

— County Maintained Roads

UNFUNDED PROJECTS – This is a comprehensive list of projects that have been conceived but not funded. This project list originated from the following sources: Area of Benefit (AOB) project lists, the Regional Transportation Plan (RTP), Comprehensive Transportation Project List (CTPL) through Contra Costa Transportation Authority (CCTA), Transportation Expenditure Plan (TEP), Department of Conservation and Development (DCD) and a Public Works List that was generated from community input/need. District I includes the North Richmond AOB, Central County AOB, and West County AOB.

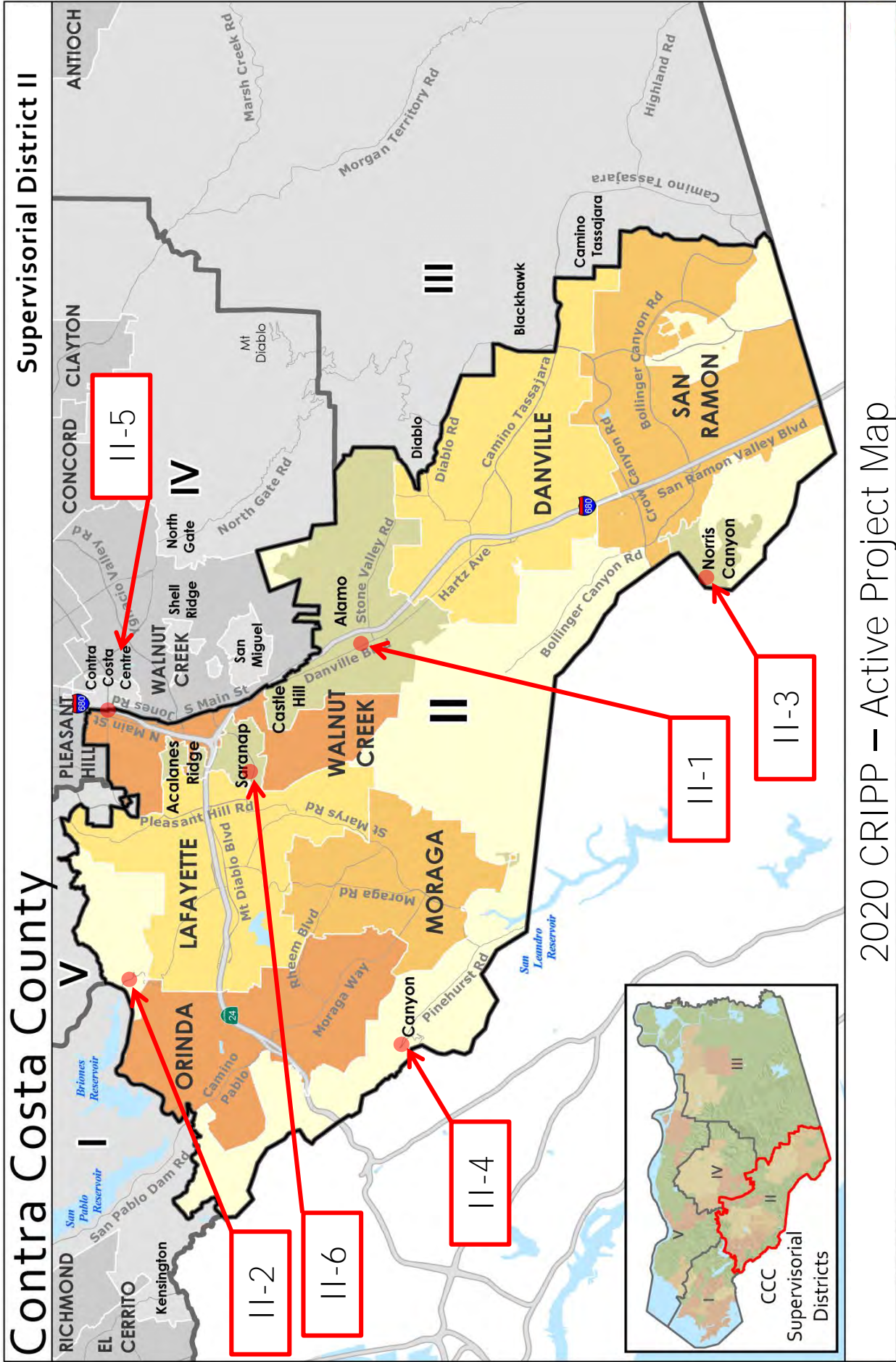
- I-6. Appian Way & Argyle Drive Signal Project (CTPL) – This project proposes to install a new traffic signal at the intersection of Appian Way and Argyle Drive.
- I-7. Appian Way & Pebble Drive Traffic Signal Project (CTPL) – This project proposes to install a new traffic signal at the intersection of Appian Way and Pebble Drive.
- I-8. Appian Way & Santa Rita Road Traffic Signal Project (CTPL) – This project proposes to install a new traffic signal at the intersection of Appian Way and Santa Rita Road.
- I-9. Appian Way Complete Streets Project – San Pablo Dam Road to Valley View Road (RTP) (CTPL) – 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) (CTPL) – 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 Intersection Improvements at Rincon Road/Kensington Road, Westminster Avenue, Sunset Drive, Coventry Road, Amherst Avenue, and Vine Avenue/Highland Avenue – This project proposes to construct safety improvements at the intersections streets listed above.
- 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. Bear Creek Road Safety Improvements – Alhambra Valley Road to the City of Orinda (CTPL) – This project proposes to improve roadway safety along Bear Creek Road.

- I-14. Brookside Drive Complete Streets – Central Street to Union Pacific Railroad (North Richmond AOB) – This project proposes to widen Brookside Drive from Central Street to the Union Pacific Railroad and provide complete street improvements.
- I-15. Castro Ranch Road Widening – San Pablo Dam Road to Olinda Road (CTPL) – This project proposes to widen Castro Ranch Road and install sidewalk improvements from San Pablo Dam Road to Olinda Road.
- I-16. Central Street Complete Street – Brookside Drive and Pittsburg Avenue (North Richmond AOB) – This project proposes to construct complete streets along Central Avenue between Brookside Drive and Pittsburg Avenue.
- I-17. Chesley Avenue Traffic Calming – Fred Jackson Way and the AOB boundary (North Richmond AOB) – This project proposes to provide traffic calming roadway features along Chesley Avenue between Fred Jackson Way and the North Richmond AOB boundary.
- I-18. 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-19. Fred Jackson Way Complete Streets Project between Chesley and Parr Boulevard (North Richmond AOB) – This project proposes to install pedestrian and bicycle improvements along Fred Jackson Way between Chesley and Parr Boulevard. This project is intended **to meet the County’s Complete Street Policy**.
- I-20. Fred Jackson Way Complete Streets Project – Intersection with Chesley Avenue (North Richmond AOB) – This project proposes to install traffic calming improvements at the intersection of Fred Jackson Way and Chesley Avenue. This project is intended **to meet the County’s Complete Street Policy**.
- I-21. Fred Jackson Way/Goodrick Avenue Realignment (CTPL) – This project proposes to realign these streets to form one intersection instead of two offset intersections.
- I-22. Goodrick Avenue – Fred Jackson Way to AOB Boundary (North Richmond AOB) – This project would enhance vehicle, bicycle, and pedestrian safety by providing bike lanes and sidewalks along Goodrick Avenue.
- I-23. La Paloma Road Pedestrian and Roadway Improvements (CTPL) – This project proposes to install traffic safety and pedestrian improvements along La Paloma Road.

- I-24. Market Avenue Complete Streets – Fred Jackson Way 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 Improvements – Pittsburg Avenue Extension from Fred Jackson Way to 7th Street Extension (CTPL) – This project proposes to extend Pittsburg Avenue from Fred Jackson Way to the projection of 7th Street.
- I-26. North Richmond Truck Route – Parr Boulevard to Market Avenue (North Richmond AOB) (CTPL) – 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-27. Olinda Road Pedestrian Improvements – Valley View Road to 850 feet south of Valley View Road (CTPL) – 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-28. Parr Boulevard Complete Street Project – Richmond Parkway to Union Pacific Railroad (North Richmond AOB) (CTPL) – This project proposes to widen Parr Boulevard from Richmond Parkway to the UPRR crossing and provide complete street improvements.
- I-29. Pinole Valley Road Safety Improvements between Pinole City Limits and the AOB Boundary (AOB) – This project proposes safety improvement on Pinole Valley Road between the Pinole City Limits and the AOB Boundary.
- 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 proposes 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. Rincon Road Widening and Pedestrian Improvements Project (CTPL) – This project proposes to widen Rincon Road and construct pedestrian improvements between the two Arlington Avenue intersections.

- I-34. San Pablo Avenue Complete Streets Project (CTPL) – This project proposes to upgrade San Pablo Avenue to multi-modal roadway from Tara Hills Drive to the City of Pinole.
- I-35. San Pablo Dam Road & Greenridge Drive Signal Improvements (CTPL) – This project proposes to install a new traffic signal at the intersection of San Pablo Dam Road and Greenridge Drive.
- I-36. San Pablo Dam Road Pedestrian Improvements – Tri Lane to Appian Way (CTPL) – This project proposes to install pedestrian improvements along San Pablo Dam Road from Tri Lane to Appian Way. This project may be incorporated into the other San Pablo Dam Road projects.
- I-37. San Pablo Dam Road Safety Improvements (AOB) – This project proposes to construct safety improvements and bicycle improvements along San Pablo Dam Road and within the West County AOB limits.
- I-38. Tara Hills Drive Complete Streets Project (CTPL) – This project proposes to install bicycle and pedestrian improvements along Tara Hills Drive from San Pablo Avenue to the end of Tara Hills Drive and Cornelius Drive to the City of Pinole.
- I-39. Tara Hills Elementary School, Shannon Elementary School, Pinole Middle School Pedestrian Crossing Upgrades – This project is improve pedestrian crossing at several schools in the Tara Hills area.
- I-40. 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-41. Verde Elementary School Secondary Access (North Richmond AOB) – This project proposes to provide a secondary access to Verde Elementary. Currently, vehicular traffic can only enter from Giaramita Street and its bridge.

Board of Supervisor District II



2020 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 102.13 miles of the 662.23 miles of County maintained roadway as of 1/1/2019.

CRIPP PROJECT DESCRIPTIONS FOR DISTRICT II

ACTIVE PROJECTS – These projects are fully funded and will be constructed in the near future. These active projects are mapped on the previous page.

- 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 the summer of 2021. Funds collected from developers, Federal Highway Safety Improvement Program (HSIP), and Measure J, fund this project.
- II-2. Freeman Road and Briones Valley Road Bridge Maintenance Project – This project is to perform bridge maintenance by removing and application of paint to the steel bridge structure. Construction schedule is pending the award of the federal grant. A federal grant and Gas Taxes fund this project.
- II-3. Happy Valley Road Embankment Repair – This project is to repair an existing slide along Happy Valley Road and restore the roadway to its original pavement width. Construction is expected in 2020. A federal grant and Gas Taxes fund this project.
- II-4. Norris Canyon Road Safety Improvements – West of Ashbourne Drive – This project is to widen a rural section of roadway for shoulders and bike lane. Construction is projected for 2022. This project is funding by Gas Tax Funds.
- II-5. Pinehurst Road Sinkhole and Culvert Repair – This project is to repair the undermining of the culvert and roadway. Construction is scheduled for 2020. A federal grant and Gas Taxes fund this project.
- II-6. Pleasant Hill Road Bridge Rehabilitation (Bridge No. 28C0154) – This project is to extend the service life of the Pleasant Hill Road Bridge over Taylor Boulevard. Construction is estimated for 2022. Highway Bridge Program (HBP) and Gas Taxes fund this project.
- II-7. Treat Boulevard Corridor Improvements – This project is to improve safety and connectivity for pedestrian and bicyclist along Treat Boulevard between North Main Street and Jones Road. Construction is scheduled for 2024. The State Transportation Improvement Program (STIP) and Gas Taxes fund this project.

- II-8. Walnut Creek Crosswalk Improvements – This project is to improve pedestrian safety at two crosswalk locations near unincorporated Walnut Creek. One of the two crossings is located in District II at the intersection of Olympic Boulevard and Bridgefield Road. The project is scheduled for construction in the summer of 2020. The Highway Safety Improvement Program (HSIP), Transportation Development Act (TDA), and Gas Taxes fund this project.

**Contra Costa County
Capital Road Improvement & Preservation Program**

PROJECT NAME Danville **Boulevard**/Orchard **Court** Complete Streets Improvements

PROJECT DESCRIPTION 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 2021. This project is funded by Highway Safety Improvement Program (HSIP), Measure J, and Developer Fees.

PURPOSE AND NEED The Danville Boulevard/Orchard Court intersection is ranked within the top five locations in the County with the highest number of bicycle and/or pedestrian collisions at an intersection. The increased amount of motorized and non-motorized users is due to this corridor being part of Downtown Alamo, with the Alamo Plaza shopping center on one side and another shopping center across the street. Mature trees in the sidewalk have damaged the existing sidewalks and made them uneven. The project aims to improve safety through the corridor for all users by improving sidewalks to meet ADA requirements and reducing conflicts at this intersection.

SUPERVISOR DISTRICT 2

PROJECT CATEGORY efficiency

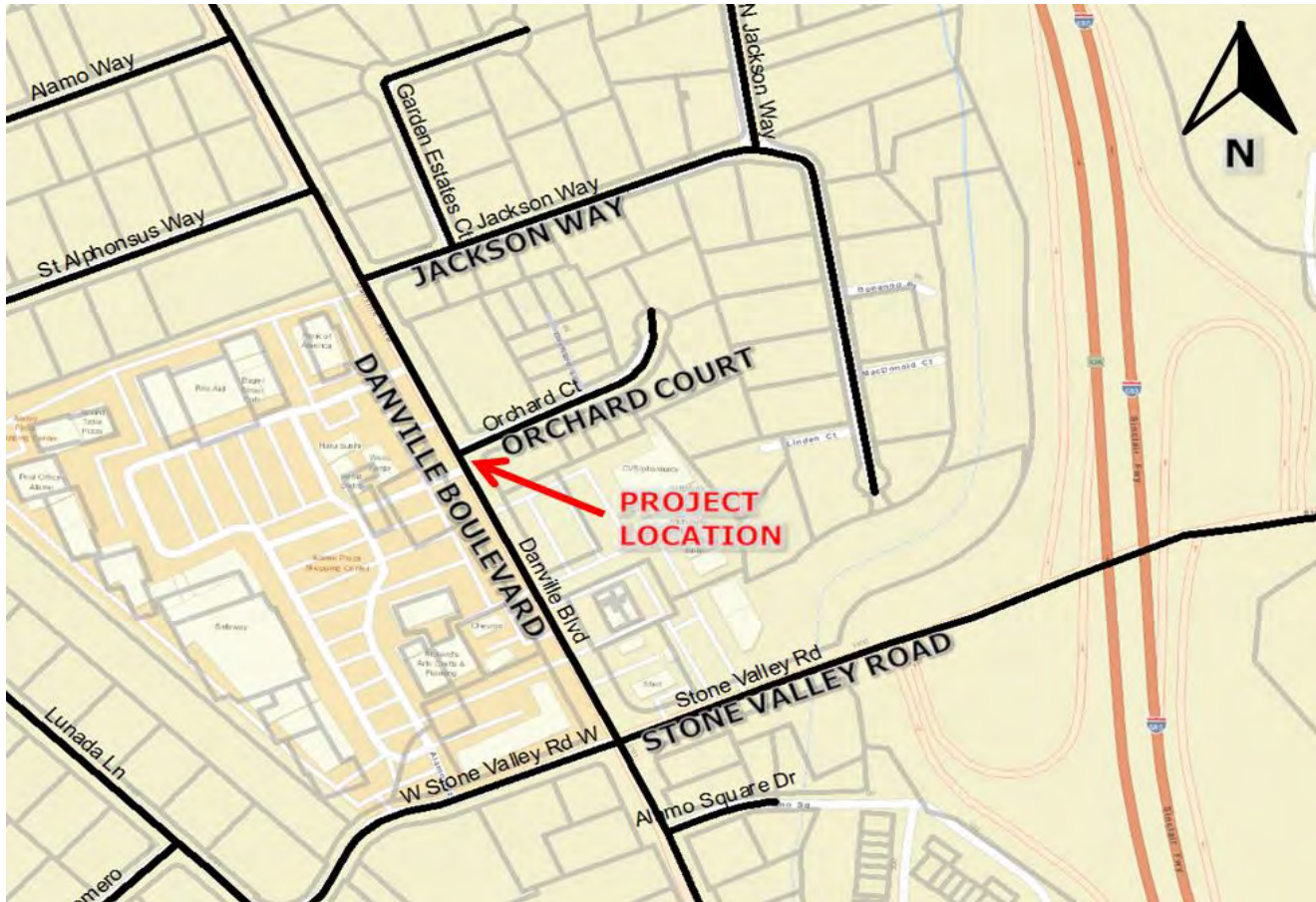
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering	54	51	2							
Environmental	101	97	4							
Design Engineering	630	208	352	70						
+ Right-of-Way	390	13	377							
+ Construction	2,970			557	2,413					
Total	4,145	369	736	627	2,413					
HSIP	2,718	125	50	130	2,413					
Measure J Regional	1,370	186	687	497						
Trust 8192	57	57								

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 Freeman Road and Briones Valley Road Bridge Maintenance Project

PROJECT DESCRIPTION In District II, Freeman Road Bridge Maintenance Project over Las Trampas Creek is to clean and repaint all structural steel members, replace joint seals at the abutments, backfill any eroded embankment slope paving with concrete, and seal the concrete curbs and roadway deck.

In District III, Briones Valley Road Preventative Maintenance project includes repainting the bridge superstructure and replacing or tightening all bolted connections between the deck and steel plates.

PURPOSE AND NEED This is a bridge maintenance project to paint the bridge for long-term upkeep of the bridge.

SUPERVISOR DISTRICT 2, 3

PROJECT CATEGORY reliability

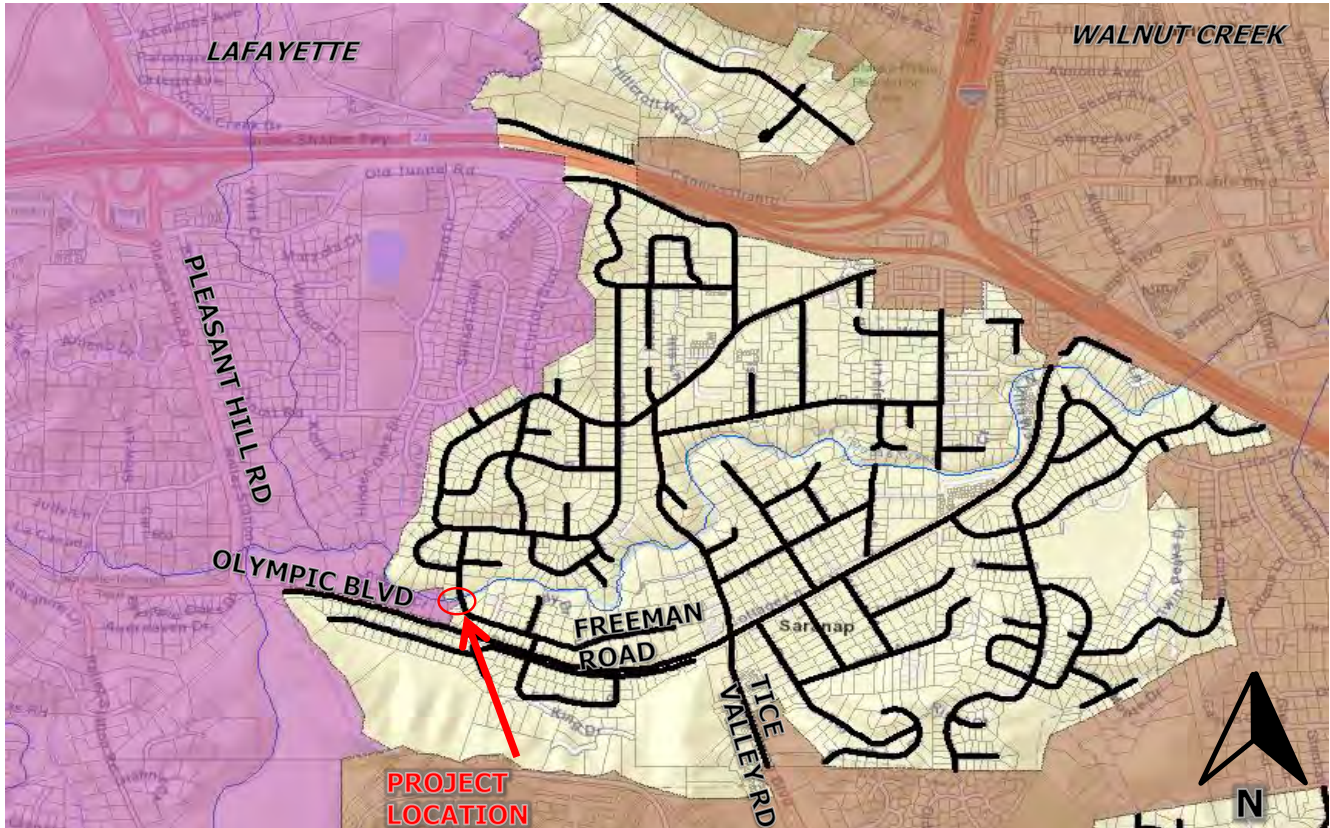
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering										
Environmental										
Design Engineering	150			50	50	50				
+ Right-of-Way	25					25				
+ Construction	694						694			
Total	869			50	50	75	694			
HBP	869			50	50	75	694			

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Freeman Road and Briones Valley Road Bridge Maintenance Project



Source: County GIS

Note: See Board of Supervisor District III for other project site.

Legend:



County Maintained Roads

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Happy Valley Road - Embankment Repair

PROJECT DESCRIPTION This project is to repair an existing slide along Happy Valley Road and restore the roadway to its original pavement width.

PURPOSE AND NEED The project is needed to restore the roadway to its original pavement width.

SUPERVISOR DISTRICT 2

PROJECT CATEGORY reliability

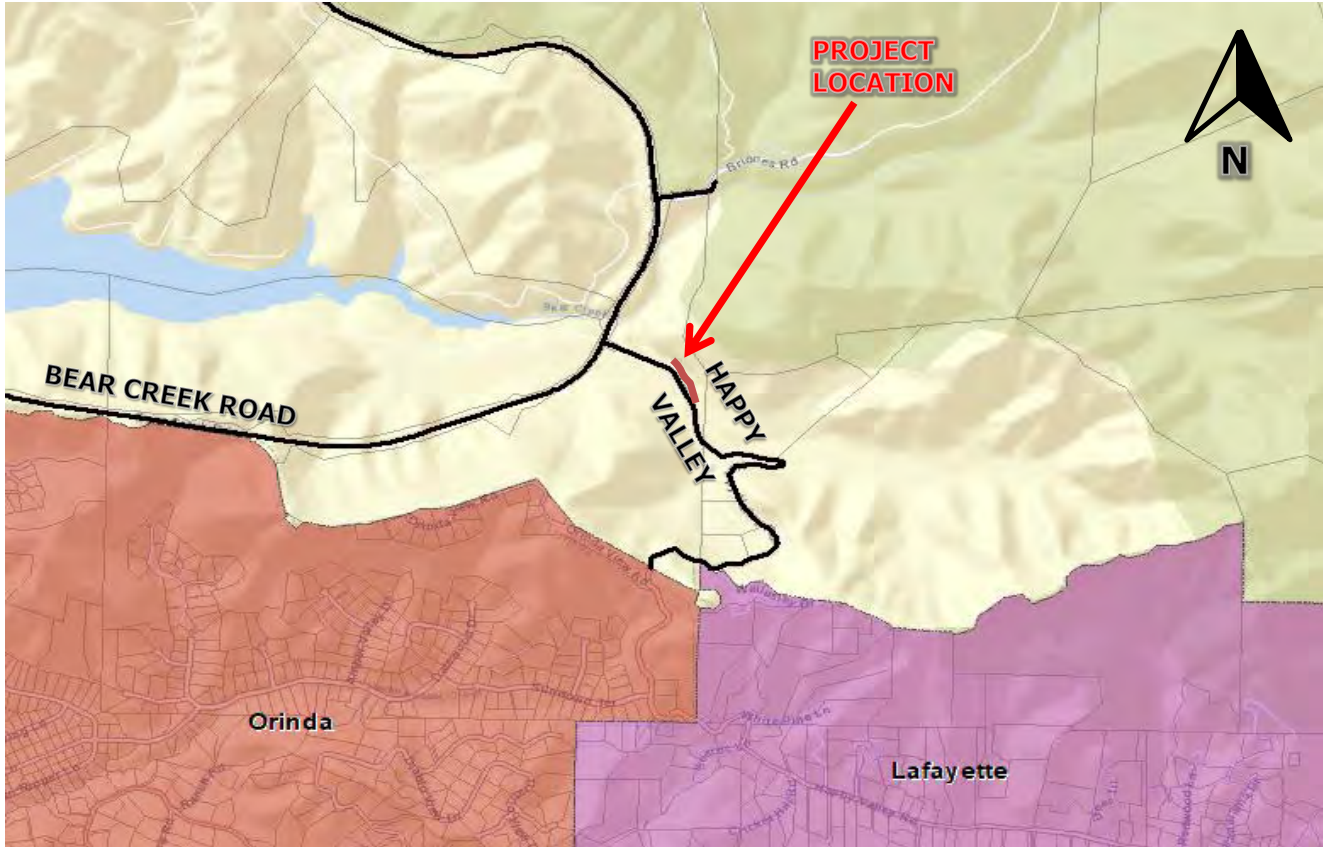
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination	8	4	4							
Preliminary Engineering										
Environmental	75	3	72							
Design Engineering	199	53	146							
+ Right-of-Way	20		10	10						
+ Construction	309			309						
Total	717	141	257	319						
+ Gas Tax (c)	460	141		319						
Measure J RTS	257		257							

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Happy Valley Road – Embankment Repair



Source: County GIS



Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Norris Canyon Road Safety Improvements

PROJECT DESCRIPTION The project will improve safety on Norris Canyon Road by widening a segment west of Ashbourne Drive to the County/City limits and installing a safety rail/guard rail on the south side of the roadway. Installation of a guardrail is warranted where the roadway is immediately adjacent to San Catanio Creek. To minimize environmental impact and avoid filling the creek bank to construct road shoulders, the proposed safety project includes construction of a retaining wall on the northside of the roadway to allow for widened shoulders and support a safety rail to keep motorists from leaving the roadway.

PURPOSE AND NEED **Currently the travel lanes vary between 7' and 10' wide with little to no shoulder for vehicles.** There is a 1:1 slope on the north and south sides of the roadway. By widening the most narrow section of roadway, vehicles will comfortably be able to drive on Norris Canyon Road without having to stop and let other vehicles through the narrow sections first. **The guardrail is also needed to ensure vehicles don't run off the road into San Catanio Creek. The creek bed is nearly a 20' drop from the travel way at a 1:1 slope. The guardrail will keep vehicles on the roadway and prevent potentially severe injury.** Pavement widening will provide a wider travel way and shoulders.

SUPERVISOR DISTRICT 2

PROJECT CATEGORY mobility

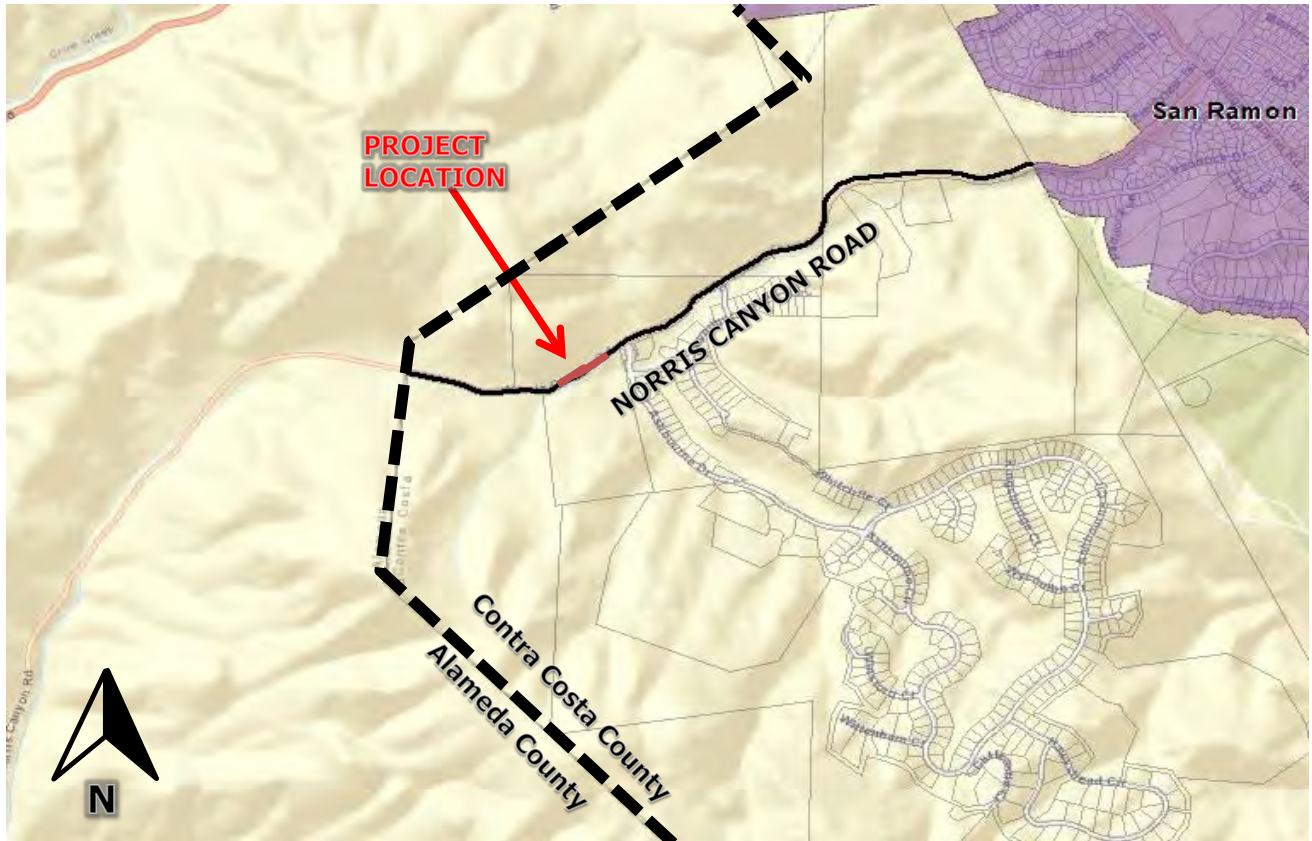
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering	171	60	61	30	20					
Environmental	175		15	100	60					
Design Engineering	350	55	195	70	30					
+ Right-of-Way	30		20	10						
+ Construction	1,594				161	1,433				
Total	2,320	115	291	210	271	1,433				
+ Gas Tax (c)	890	115			161	614				
Measure J Regional	1,430		291	210	110	819				

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Norris Canyon Road Safety Improvements



Source: County GIS

Legend:

— County Maintained Roads

**Contra Costa County
Capital Road Improvement & Preservation Program**

PROJECT NAME Pinehurst Road - Sinkhole and Culvert Repair

PROJECT DESCRIPTION This project is to repair the undermining of the culvert and roadway.

PURPOSE AND NEED Project would ensure that storm drainage is conveyed through the culvert instead of bypassing the culvert to the side and bottom.

SUPERVISOR DISTRICT 2

PROJECT CATEGORY safety

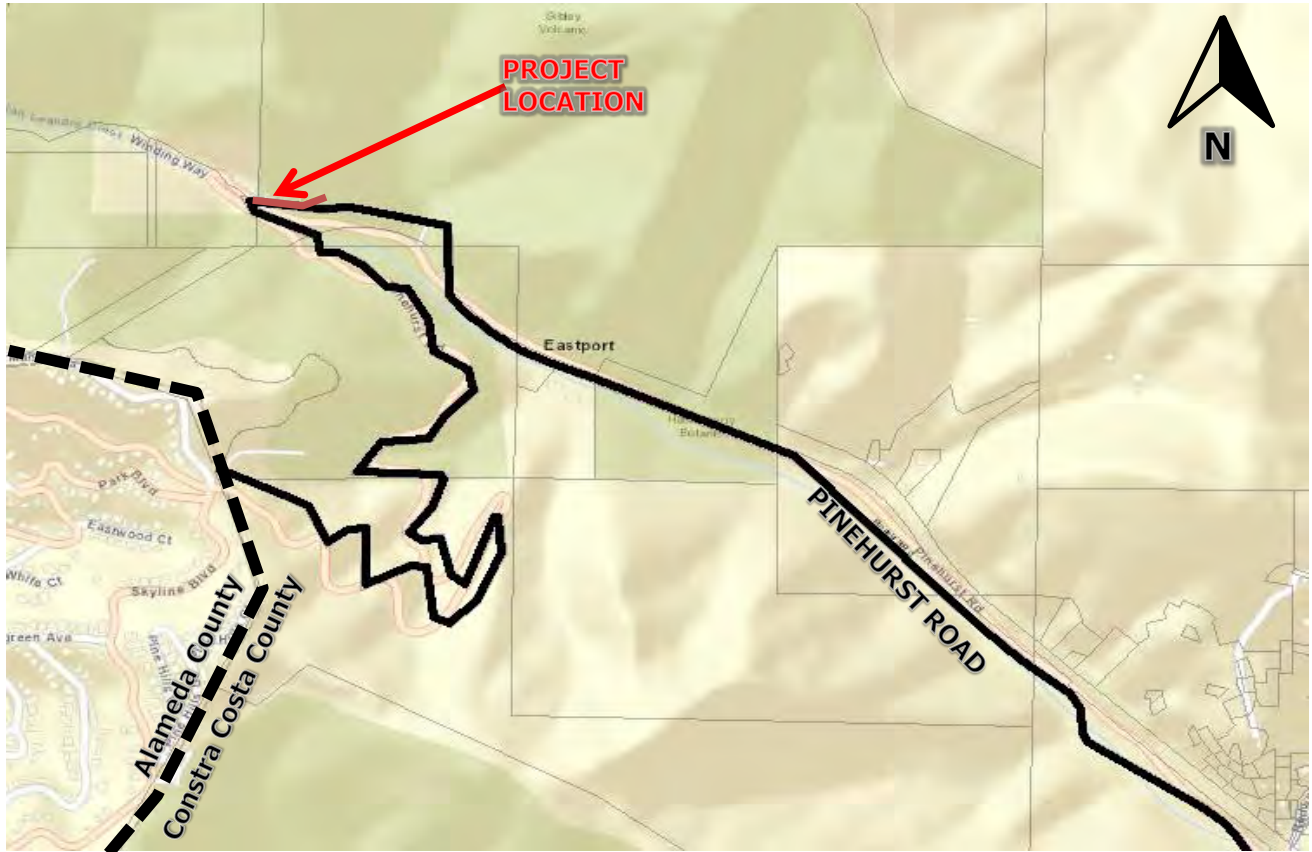
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering	34		34							
Environmental	150	37	113							
Design Engineering	173	98	75							
+ Right-of-Way	24	4	20							
+ Construction	381		381							
Total	840	217	623							
FHWA/FEMA/Cal OES	564		564							
+ Gas Tax (c)	267	208	59							
Measure J RTS	8	8								

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Pinehurst Road - Sinkhole and Culvert Repair



Source: County GIS



Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Treat Boulevard Corridor Improvements

PROJECT DESCRIPTION This project is to improve safety and connectivity for pedestrian and bicyclist along Treat Boulevard between North Main Street and Jones Road.

PURPOSE AND NEED The purpose of this project is to improve safety and connectivity for pedestrians and bicyclists along Treat Blvd. Treat Blvd currently creates challenges for the users of transit as the wide roadways (up to nine lanes) and intersections become barriers for pedestrians to cross. Without bicycle infrastructure, the first/last mile for transit users becomes even more constrained.

SUPERVISOR DISTRICT 2, 4

PROJECT CATEGORY mobility

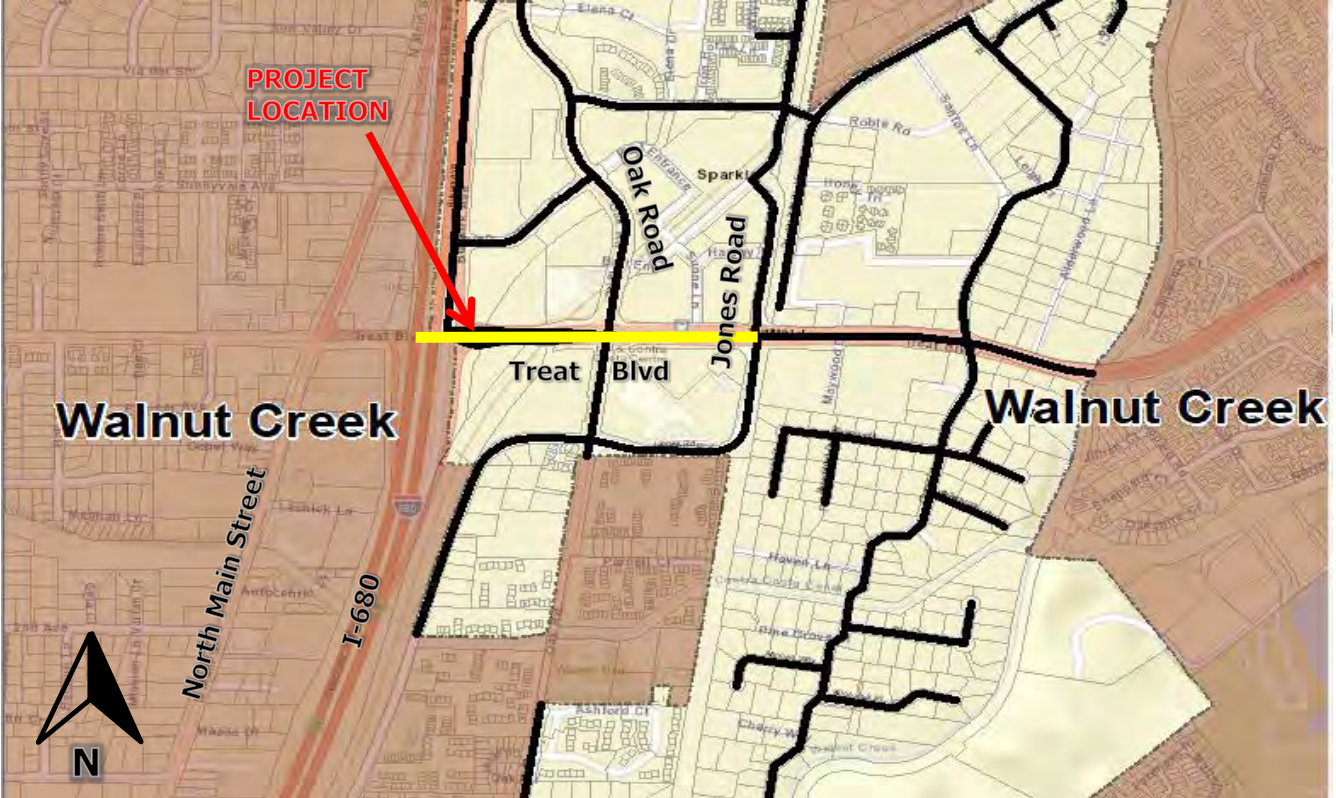
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering										
Environmental	70		15	45	10					
Design Engineering	314				120	194				
+ Right-of-Way										
+ Construction	1,758						1,758			
Total	2,142		15	45	130	194	1,758			
Former RDA	546		15	45	130	194	162			
STIP	1,596						1,596			

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Treat Boulevard Corridor Improvements



Source: County GIS



Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Walnut Creek Crosswalk Improvements

PROJECT DESCRIPTION This project is to improve pedestrian safety at two crosswalk locations in the vicinity of unincorporated Walnut Creek. One of the two crossings is located in District II at the intersection of Olympic Boulevard and Bridgefield Road. The other project site is located in District IV at Walden Road and Westcliffe Lane. 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.

The purpose of this project is to improve pedestrian safety at two crosswalk locations in **unincorporated Walnut Creek—the intersection of Olympic Boulevard and Bridgefield Road** and the intersection of Walden Road and Westcliffe Lane.

SUPERVISOR DISTRICT 2, 4

PROJECT CATEGORY safety

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering	32	31	1							
Environmental	23	8	15							
Design Engineering	160	112	48							
+ Right-of-Way	20		20							
+ Construction	303		303							
Total	538	151	387							
+ Gas Tax (c)	250	80	170							
HSIP	224	31	194							
TDA	64	41	23							

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Walnut Creek Crosswalk Improvements



Source: County GIS

Note: See Board of Supervisor District IV for other project site.

Legend:



County Maintained Roads

UNFUNDED PROJECTS – This is a comprehensive list of projects that have been conceived but not funded. This project list originated from the following sources: Area of Benefit (AOB) project lists, the Regional Transportation Plan (RTP), Comprehensive Transportation Project List (CTPL) through Contra Costa Transportation Authority (CCTA), Transportation Expenditure Plan (TEP), and a Public Works List that was generated from community input/need. District II includes Alamo AOB, South Walnut Creek AOB, South County AOB, and Central County AOB.

- II-9. Bear Creek Road & Happy Valley Road Intersection Improvements (Central County AOB) – This project proposes to construct all-way stop control at the T-intersection.
- II-10. Bear Creek Road Safety Improvement – Alhambra Valley Road to the City of Orinda (CTPL) – This project proposes to construct safety improvements along Bear Creek Road from Alhambra Valley Road to the City of Orinda.
- II-11. Boulevard Way Bicycle and Pedestrian Project (CTPL) – This project proposes to construct bicycle and pedestrian improvements along Boulevard Way.
- II-12. Danville Boulevard & Hemme Avenue Intersection Improvements (Alamo AOB) – This project proposes 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-13. Dewing Lane Pedestrian Bridge (Central County AOB) – This project proposes to construct a pedestrian bridge over Las Trampas Creek in the vicinity of Dewing Lane (unincorporated Walnut Creek).
- II-14. Fish Ranch Road Safety Improvements - SR 24 to Grizzly Peak Road (CTPL) (Central County AOB) – This project proposes to enhance vehicle and bicycle safety by widening Fish Ranch Road to provide roadway shoulders between Grizzly Peak Road to State Route 24.
- II-15. Hemme Avenue Sidewalk (Alamo AOB) – This project proposes 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-16. Hemme Avenue Sidewalk (CTPL) – This project proposes to extend the existing sidewalk on the north side of Hemme Avenue from the Rancho Romero Elementary School to the Iron Horse Trail.
- II-17. I-680 Bikeway Signage – Rudgear Road to Danville Town Limits (CTPL) – This project proposes to install signage for bicyclists in unincorporated portions of the I-680 Bikeway.

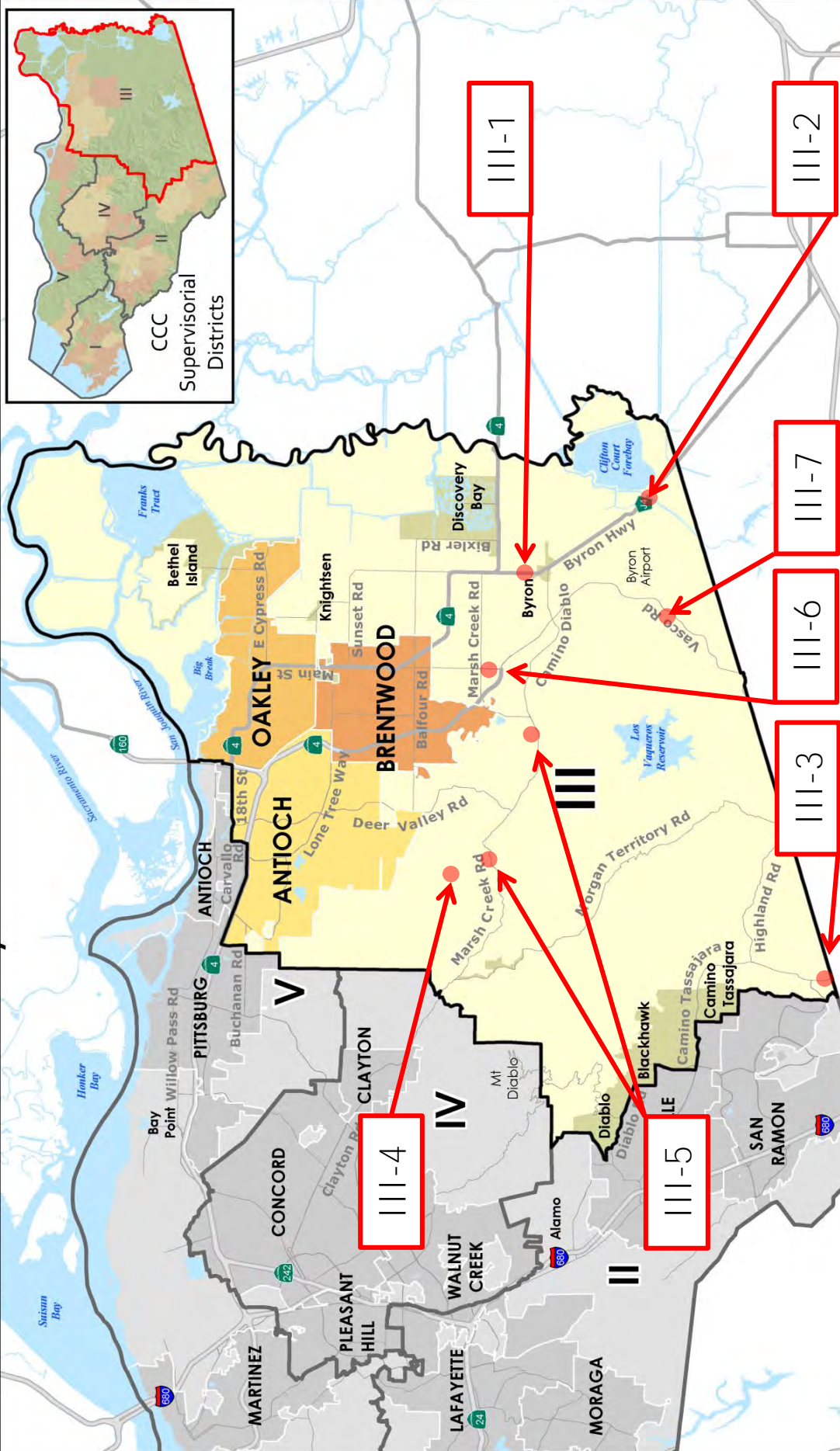
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- II-18. Iron Horse Trail Flashers (CTPL) – This project proposes to install pedestrian actuated flashers at select locations along the full length of the Iron Horse Trail.
- II-19. Miranda Avenue Pathway Improvements – Stone Valley Road to Stone Valley Middle School (Alamo AOB) – This project proposes to construct sidewalk improvements along Miranda Avenue from Stone Valley Middle School to Stone Valley Road.
- II-20. Norris Canyon Road Shoulder Widening – Ashbourne Drive to Alameda County Limits (CTPL) – This project proposes to widen the shoulders along Norris Canyon Road from Ashbourne Drive to the Alameda County Line.
- II-21. Olympic Boulevard & Boulevard Way & Tice Valley Boulevard Intersection Improvements (Central County AOB) – This project proposes to construct intersection modifications to improve the traffic circulation for the south leg of the intersection of Olympic Boulevard and Tice Valley Boulevard.
- II-22. Olympic Boulevard & Bridgefield Road Signal Project (CTPL) – This project proposes to construct a traffic signal at the intersection of Olympic Boulevard and Bridgefield Road. (See also Active Project #II-4).
- II-23. Olympic Corridor Pedestrian and Bicycle Improvements (Central County AOB) – This project proposes to construct pedestrian and bicycle improvements along the Olympic Boulevard Corridor to connect South Walnut Creek.
- II-24. Pedestrian and Bicycle Improvements on Livorna Road, Stone Valley Road, and Danville Boulevard (CTPL) – This project proposes to construct pedestrian and bicycle improvements along Livorna Road, Stone Valley Road, and Danville Boulevard.
- II-25. Pedestrian Safety Improvements at Stone Valley Middle and Rancho Romero School (Alamo AOB) – This project proposes to construct pedestrian and bicycle improvements near Stone Valley Middle School and Rancho Romero Elementary School. (Also see Hemme Avenue Sidewalk project and Miranda Avenue Pathway Improvements – Stone Valley Road to Stone Valley Middle School project)
- II-26. Pinehurst Road Bicycle Improvements (Central County AOB) – This project proposes to construct bicycle turnouts/rest stops every half-mile along Pinehurst Road and Canyon Road.

- II-27. Pleasant Hill Road Bicycle Improvements – Geary Road to Taylor Boulevard (Central County AOB) – This project proposes to construct curb, gutter and sidewalk and prohibit curbside parking to create bicycle lanes along Pleasant Hill Road.
- II-28. Reliez Valley Road Bicycle Improvements – North of Grayson Road to Withers Avenue (Central County AOB) – This project proposes to construct bicycle lanes by widening the shoulders along Reliez Valley Road. There are drainage modifications and parking considerations to be resolved.
- II-29. Springbrook Road Bicycle and Pedestrian Improvements (Central County AOB) – This project proposes to construct sidewalk improvements and stripe shoulder along Springbrook Road starting near Gilmore Court to about Regency Court.
- II-30. Stone Valley Road at Roundhill Road Intersection Improvements (CTPL) – This project proposes to construct crosswalk improvements at the Roundhill Road Intersection.
- II-31. Stone Valley Road Left Turn Lane at Smith Road (CTPL) – This project proposes to install a left turn lane at Smith Road.
- II-32. Tice Valley Boulevard Bike and Pedestrian Project (Central County AOB) – This project proposes to construct bicycle and pedestrian improvements along Tice Valley Boulevard. (Also see Tice Valley Linear Park in completed projects)

Board of Supervisor District III

Contra Costa County

Supervisory District III



2020 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 218.91 miles of the 662.23 miles of County maintained roadway as of 1/1/2019.

CRIPP PROJECT DESCRIPTIONS FOR DISTRICT III

ACTIVE PROJECTS – These projects are fully funded and will be constructed in the near future. These active projects are mapped on the previous page.

- III-1. Byron Highway / Byer Road Safety Improvements (Discovery Bay AOB and East County Regional AOB) – This project is to install safety improvements 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 widening of the roadway shoulders. Construction is scheduled for 2021. Highway Safety Improvement Program (HSIP), Discovery Bay AOB, Gas Taxes, and East County Regional AOB fund this project.
- III-2. 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 projected for 2022. This project is funded with Highway Bridge Program (HBP) and Gas Taxes, and is co-sponsored with the Department of Water Resources.
- III-3. Camino Tassajara Safety Improvements – Windemere Parkway to Alameda County Line – This project is to realign and widen the Camino Tassajara at the S-curve at the County Line, south of Windemere Parkway to include additional travel lanes, bike lines, and Class I trail between the City of Dublin and County. Construction is scheduled for 2023. This project is co-sponsored with the City of Dublin. Developer Fees fund this project.
- III-4. Freeman Road and Briones Valley Road Bridge Maintenance Project – This project is to perform bridge maintenance by removing and application of paint to the steel bridge structure.
- III-5. Marsh Creek Road Bridge Replacement – Bridge No. 28C0143 & 28C0145 – This project is to 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 2021. Highway Bridge Program (HBP), East County Regional AOB, and Gas Taxes fund this project.
- III-6. Walnut Boulevard Shoulder Widening – This project is to construct bicycle roadway improvements along Walnut Boulevard (East County) from Marsh Creek Road to Vasco Road. Construction is projected for 2021. Transportation Development Act (TDA) and Gas Taxes fund this project.

- III-7. 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, approximately 3.0 miles to 5.5 miles north of the Alameda/Contra Costa County Line. Regional Measure 3, Gas Taxes, and Measure J fund this project.

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Byron Highway/Byer Road Intersection Improvements

PROJECT DESCRIPTION This project is to install safety improvements 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 2021. This project is funded by Highway Safety Improvement Program (HSIP), Discovery Bay AOB, and East County Regional AOB.

PURPOSE AND NEED The purpose of this project is to improve traffic circulation along the frontage of the Excelsior Middle School and at uncontrolled intersection of Byron Highway and Byer Road. **The Byron Union School District has requested the County's assistance in addressing a series of accidents that occurred along the frontage of the school.**

SUPERVISOR DISTRICT 3

PROJECT CATEGORY safety

Anticipated Project Expenditures
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination	94	82	4	4	4					
Preliminary Engineering										
Environmental	114	99	1	1	14					
Design Engineering	338	225	60	53						
+ Right-of-Way	180		30	150						
+ Construction	917				917					
Total	1,643	406	95	208	935					
Disco Bay AOB	170	170								
East County Regional AOB	412	170	51	190						
+ Gas Tax (c)	445			18	427					
HSIP	617	65	44		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 2023. 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 service life.

SUPERVISOR DISTRICT 3

PROJECT CATEGORY reliability

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering	455		135	150	150	20				
Environmental										
Design Engineering	2,328	796	365	450	450	230	37			
+ Right-of-Way	300		30	140	110	20				
+ Construction	16,665				700	6,500	7,000	2,465		
Total	19,748	796	530	740	1,410	6,770	7,037	2,465		
DWR	2,549		145	185	280	835	800	304		
+ Gas Tax (c)	1,366	482	45	65	100	288	302	84		
HBP	15,834	315	340	490	1,030	5,647	5,935	2,077		

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 Camino Tassajara Safety Improvements - **South** of Windemere **Parkway** to County Line

PROJECT DESCRIPTION This project is to realign the Camino Tassajara at the S-curve at the County Line, south of Windemere Parkway. This project will be also adding bike lanes along Camino Tassajara. Construction is scheduled for 2023. 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 safety

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination	286	121	20	20	20	15	30			
Preliminary Engineering	20	11								
Environmental	2,807	15	200	200	2,392					
Design Engineering	1,867	129	702	702	329	2	4			
+ Right-of-Way	6,710	3		325	6,382					
+ Construction	18,623				760	8,450	9,413			
Total	30,314	280	922	1,247	9,883	8,467	9,447			
City of Dublin funds	12,492	22	452	477	2,375	4,202	4,964			
+ Gas Tax (c)	483						483			
SCC D. Valley	4,000						4,000			
SCC Sub-Regional	4,481	208				4,205				
So County AOB	2,007				1,947	60				
TVTC Fee	6,851	50	470	770	5,561					

Contra Costa County
Capital Road Improvement & Preservation Program

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



Source: County GIS

Legend:



County Maintained Roads

**Contra Costa County
Capital Road Improvement & Preservation Program**

PROJECT NAME Freeman Road and Briones Valley Road Bridge Maintenance Project

PROJECT DESCRIPTION In District II, Freeman Road Bridge Maintenance Project over Las Trampas Creek is to clean and repaint all structural steel members, replace joint seals at the abutments, backfill any eroded embankment slope paving with concrete, and seal the concrete curbs and roadway deck.

In District III, Briones Valley Road Preventative Maintenance project includes repainting the bridge superstructure and replacing or tightening all bolted connections between the deck and steel plates.

PURPOSE AND NEED This is a bridge maintenance project to paint the bridge for long-term upkeep of the bridge.

SUPERVISOR DISTRICT 2, 3

PROJECT CATEGORY reliability

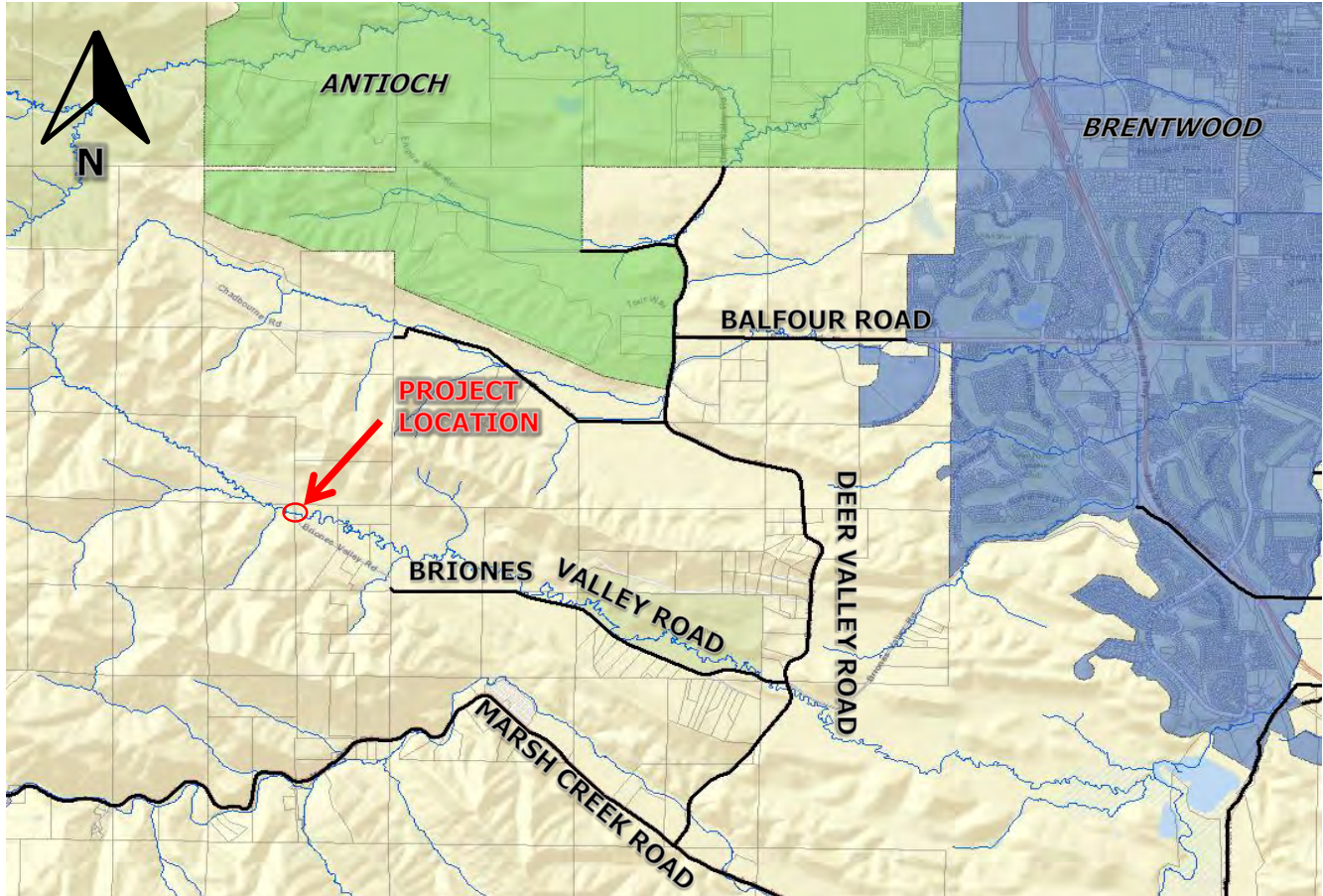
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering										
Environmental										
Design Engineering	150			50	50	50				
+ Right-of-Way	25					25				
+ Construction	694						694			
Total	869			50	50	75	694			
HBP	869			50	50	75	694			

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Freeman Road and Briones Valley Road Bridge Maintenance Project



Source: County GIS

Note: See Board of Supervisor District II for other project site.

Legend:



County Maintained Roads

**Contra Costa County
Capital Road Improvement & Preservation Program**

PROJECT NAME Marsh Creek Road Bridge Replacement (Bridge No. 28C143 & 28C145)

PROJECT DESCRIPTION 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 2022. 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 service life.

SUPERVISOR DISTRICT 3

PROJECT CATEGORY reliability

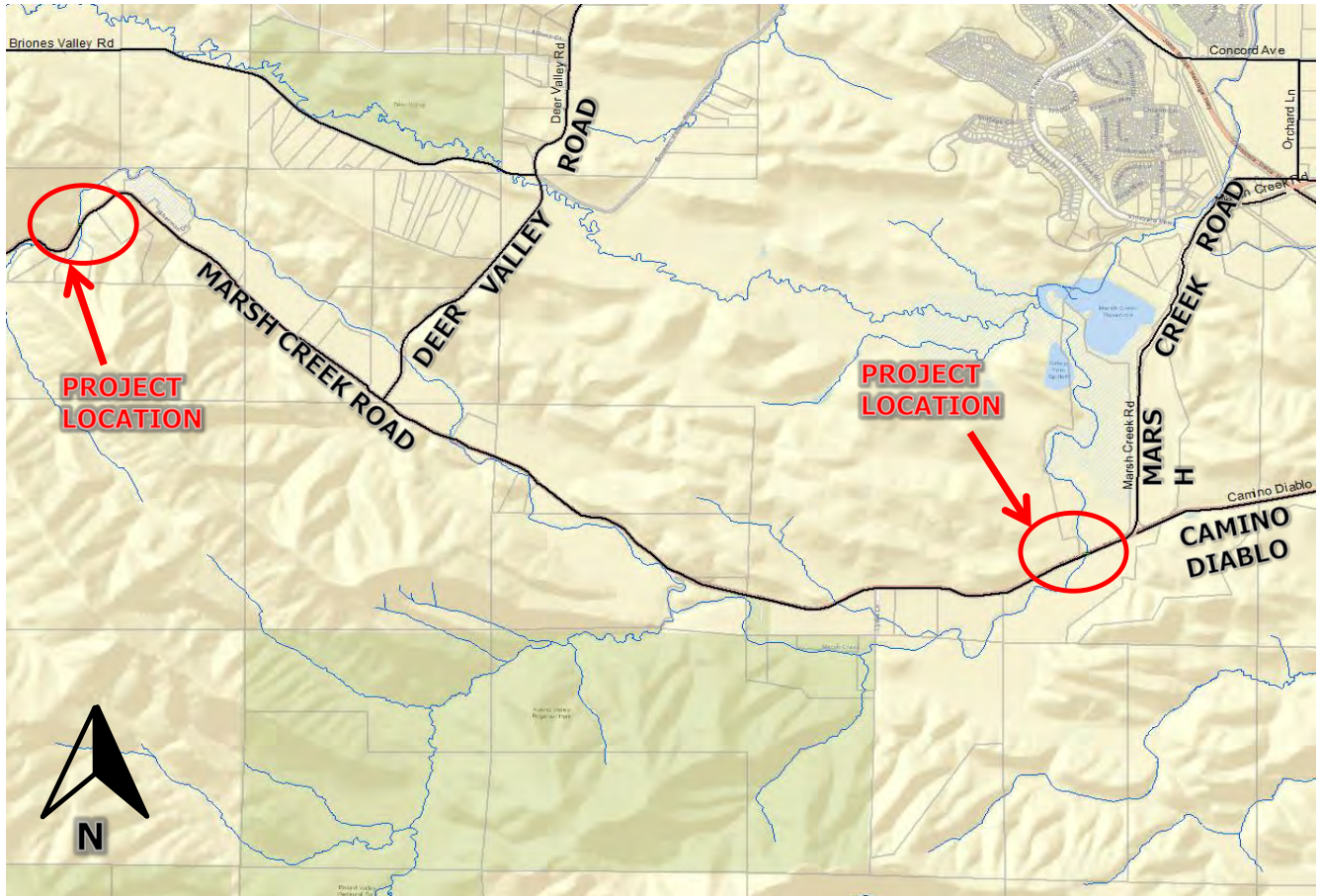
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering										
Environmental										
Design Engineering	2,253	1,023	400	400	380	50				
+ Right-of-Way	413	13	70	260	70					
+ Construction	11,200				700	9,000	1,500			
Total	13,867	1,037	470	660	1,150	9,050	1,500			
East County Regional AOB	270		150	120						
+ Gas Tax (c)	2,511	655		80	345	1,031	400			
HBP	11,085	381	320	460	805	8,019	1,100			

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 Vasco Road Safety - Phase 2

PROJECT DESCRIPTION This project proposes to widen the roadway and construct a median barrier for about 1.5 miles of Vasco Road, approximately 3.0 miles to 5.5 miles north of the Alameda/Contra Costa County Line.

PURPOSE AND NEED Vasco Road is a major rural arterial that is heavily traveled by commuters and has a history of severe collisions. The project will improve safety on Vasco Road by reducing cross median crashes. These long term upgrades and improvements will provide substantial safety improvements to the roadway.

SUPERVISOR DISTRICT 3

PROJECT CATEGORY safety

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination	97	88	2	3	2	2				
Preliminary Engineering	250	100	150							
Environmental	150	100	50							
Design Engineering	1,335	1,335								
+ Right-of-Way	245	245								
+ Construction	17,600			1,760	14,080	1,760				
Total	19,691	1,882	202	1,763	14,082	1,762				
+ Gas Tax (c)	2,961	354		3	842	1,762				
Measure C	327	327								
Measure J RTS	202		202							
Prop 1B	1,200	1,200								
Regional Measure 3	15,000			1,760	13,240					

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Vasco Road Safety – Phase 2



Source: County GIS

Legend:

———— County Maintained Roads

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Walnut Boulevard Shoulder Widening

PROJECT DESCRIPTION This project is to construct bicycle roadway improvements along Walnut Boulevard (East County) from Marsh Creek Road to Vasco Road.

PURPOSE AND NEED Improve bicyclist safety along Walnut Boulevard between Marsh Creek Road and Vasco Road in unincorporated Brentwood. Walnut Boulevard is included in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan as a future Class II bike lane, and constructing this project would continue the progress towards creating this bike facility.

SUPERVISOR DISTRICT 3

PROJECT CATEGORY mobility

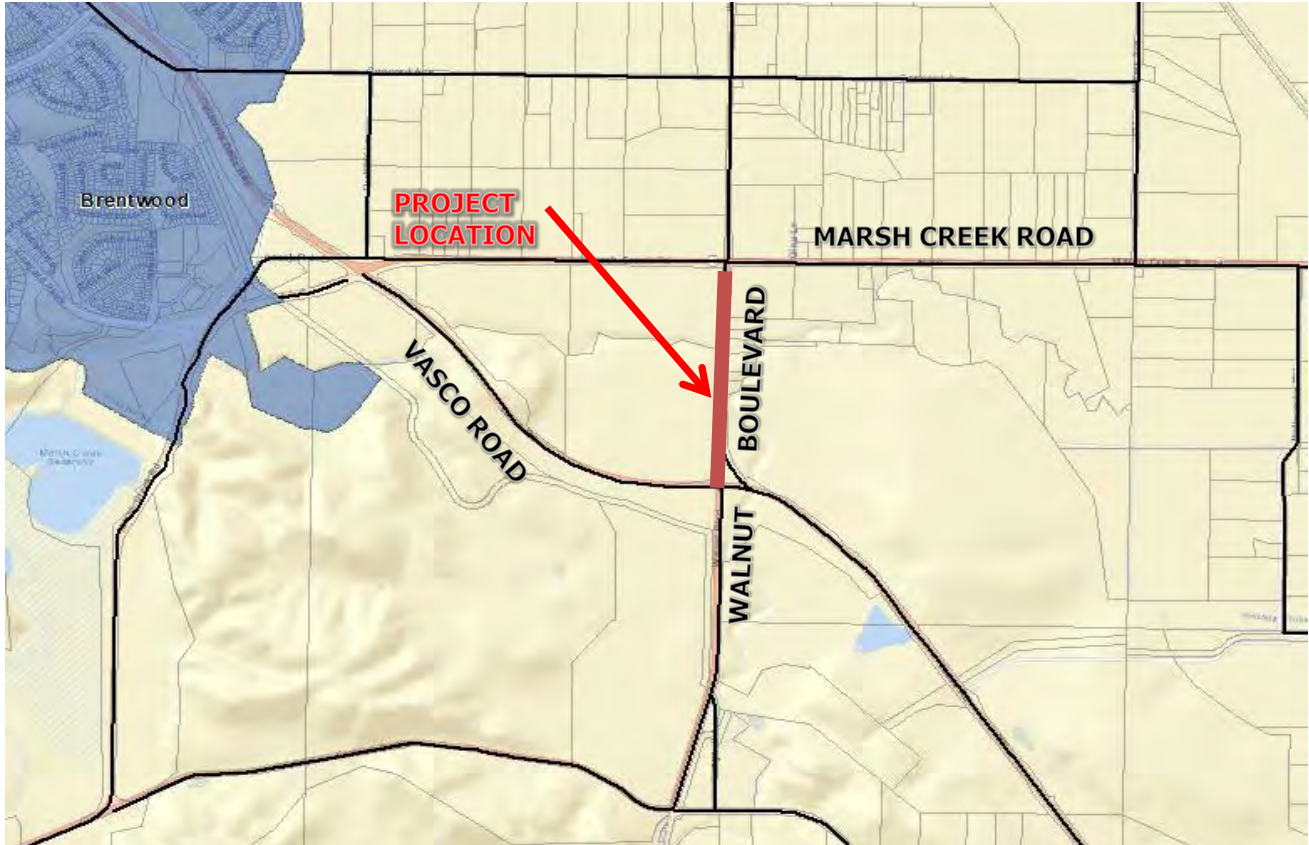
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering	30	7	23							
Environmental										
Design Engineering	100		100							
+ Right-of-Way	15		10	5						
+ Construction	166			166						
Total	311	7	133	171						
+ Gas Tax (c)	236	7	58	171						
TDA	75		75							

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Walnut Boulevard Shoulder Widening



Source: County GIS

Legend:

— County Maintained Roads

UNFUNDED PROJECTS – This is a comprehensive list of projects that have been conceived but not funded. This project list originated from the following sources: Area of Benefit (AOB) project lists, the Regional Transportation Plan (RTP), Comprehensive Transportation Project List (CTPL) through Contra Costa Transportation Authority (CCTA), Transportation Expenditure Plan (TEP), and a Public Works List that was generated from community input/need. District III includes the Discovery Bay AOB, East County Regional AOB, and Bethel Island AOB.

- III-8. 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 (see also Balfour Road Shoulder Widening - Sellers Avenue to Bixler Road).
- III-9. 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-10. Bethel Island Road & Sandmound Road Intersection Improvements– This project proposes to construct intersection improvements at the intersection of Bethel Island Road and Sandmound Boulevard.
- III-11. Bethel Island Road Improvements – Taylor Road to Sandmound Boulevard (Bethel Island AOB) – This project proposes to add bicycle and pedestrian improvements along Bethel Island Road between Sandmound Boulevard and Taylor Road.
- III-12. 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-13. Byer Road Improvements – Bixler Road to Byron Highway (Discovery Bay AOB) – This project proposes to widen Byer Road to include shoulder and bike lanes from Byron Highway east to Bixler Road.
- III-14. 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-15. 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-16. 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-17. 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-18. 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-19. Byron Highway Widening – SR 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-20. Byron Highway Extension to Bethel Island – Delta Road to Bethel Island (CTPL) – This project proposes to extend Byron Highway northward, from its current northern terminus at Delta Road, to the East Cypress Road/Bethel Island Road intersection. Project will include the construction of a bridge over Rock Slough.
- III-21. 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-22. Camino Tassajara Safety Improvements (Various Locations) – This project proposes to construct roadway and intersection improvements along Camino Tassajara to include shoulder widening and drainage improvements (Also see Active Project III-3).
- III-23. 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-24. Clifton Court Road Bridge Repair (Bridge No. 28C0403) – This project is to repair and maintain the bridge on Clifton Court Road.
- III-25. 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.

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- III-26. Deer Valley Road Safety Improvements (Various Locations) – This project proposes to construct safety improvements along Deer Valley Road at various locations.
- III-27. Delta Road Sidewalk & Bike Lanes Project – Knightsen Avenue to Knightsen Elementary School (CTPL) – This project proposes to construct sidewalk and Class II bike lanes along Delta Road.
- III-28. 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-29. 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-30. 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-31. Eden Plains Road Widening – Sunset Road to Marshall Court (CTPL) – This project proposes to widen Eden Plains Road to two-lane arterial standard design, with two 12-foot lanes and paved shoulders on both sides of the street.
- III-32. Gateway Road Project – Bethel Island Road to Piper Road (Bethel Island AOB) – This project proposes to provide walkable shoulders and bikeway for about 1.0 mile of Gateway Road from Bethel Island Road to Piper Road.
- III-33. 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-34. Holway Drive Safety Improvements – Main Street to Camino Diablo Road (CTPL) – This project proposes to connect sidewalks, curb ramps, and crosswalks.
- III-35. 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-36. 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.

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- III-37. 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-38. Lone Tree Way Bike Lane Gap Closure – Anderson Lane to Virginia Drive (CTPL) – This project proposes to provide Class II bike lanes.
- III-39. 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-40. 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-41. Marsh Creek Road and Morgan Territory Road Intersection Improvements (CTPL) – This project proposes to widen the travel lanes and the shoulders.
- III-42. 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 Marsh Creek Road Realignment & Safety Improvements, III-43)
- III-43. 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. Project continues into District IV.
- III-44. Morgan Territory Road Safety Improvements (various locations) – This project proposes to construct safety improvements at various locations along Morgan Territory Road.
- III-45. Piper Road Project – Gateway Road to Willow Road (Bethel Island AOB) – This project proposes to provide bicycle and pedestrian improvements on Piper Road (Bethel Island) from Gateway Road to Willow Road.

- III-46. Sandmound Boulevard Improvements – Mariner Road to Cypress Road (Bethel Island AOB) – This project proposes to install bicycle and pedestrian improvements along 1.1 miles of Sandmound Boulevard from Mariner Road to Cypress Road.
- III-47. 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-48. 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-49. 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-50. 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-51. 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-52. 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-53. 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-54. 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-55. 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-56. 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. Community support is a key aspect to this project.
- III-57. 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-58. 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-59. 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-60. 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 left turn lanes on westbound Camino Diablo, 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.

Board of Supervisor District IV

CRIPP PROJECT DESCRIPTIONS FOR DISTRICT IV

ACTIVE PROJECTS – These projects are fully funded and will be constructed in the near future. These active projects are mapped on the previous page.

- 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 started construction in 2019. State Transportation Improvement Program (STIP), Gas Taxes, and Measure J fund this project.

In addition, this project is to conduct pavement rehabilitation on a portion of Kirker Pass Road from the City of Concord/County boundary to approximately 4,200 feet of the northern Hess Road intersection. This project is scheduled for construction in 2020 after the Northbound Truck Climbing Lane Project. The One Bay Area Grant (OBAG) and Gas Taxes fund this project.

- IV-2. Marsh Drive Bridge Replacement – This project is to remove and replace the existing Marsh Drive Bridge in cooperation with the City of Concord. Construction is scheduled for 2021. Highway Bridge Program (HBP) and Gas Taxes fund this project.
- IV-3. Oak Road Bikeway Project – This project is to improve bicyclist safety by providing Class II bicycle lanes and related improvements on Oak Road between Treat Boulevard and Buskirk Avenue in unincorporated Walnut Creek. Construction is scheduled for 2021. Transportation Development Act (TDA) and Gas Taxes fund this project.
- IV-4. Treat Boulevard Corridor Improvements – This project is to improve safety and connectivity for pedestrian and bicyclist along Treat Boulevard between North Main Street and Jones Road. Construction is scheduled for 2024. State Transportation Improvement Program (STIP) and Gas Taxes fund this project.
- IV-5. Walnut Creek Crosswalk Improvements – 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 2020. The Highway Safety Improvement Program (HSIP), Transportation Development Act (TDA), and Gas Taxes fund this project.

**Contra Costa County
Capital Road Improvement & Preservation Program**

PROJECT NAME Kirker Pass Road Northbound Truck **Climbing** Lane

PROJECT DESCRIPTION This project is to widen Kirker Pass Road to add a northbound truck-climbing lane. Construction started in 2019. State Transportation Improvement Program (STIP), Measure J, and Gas Taxes fund this project.

In addition, this project is to conduct pavement rehabilitation on a portion of Kirker Pass Road from the City of Concord/County boundary to approximately 4,200 feet of the northern Hess Road intersection. The One Bay Area Grant (OBAG) and Gas Taxes fund this project.

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

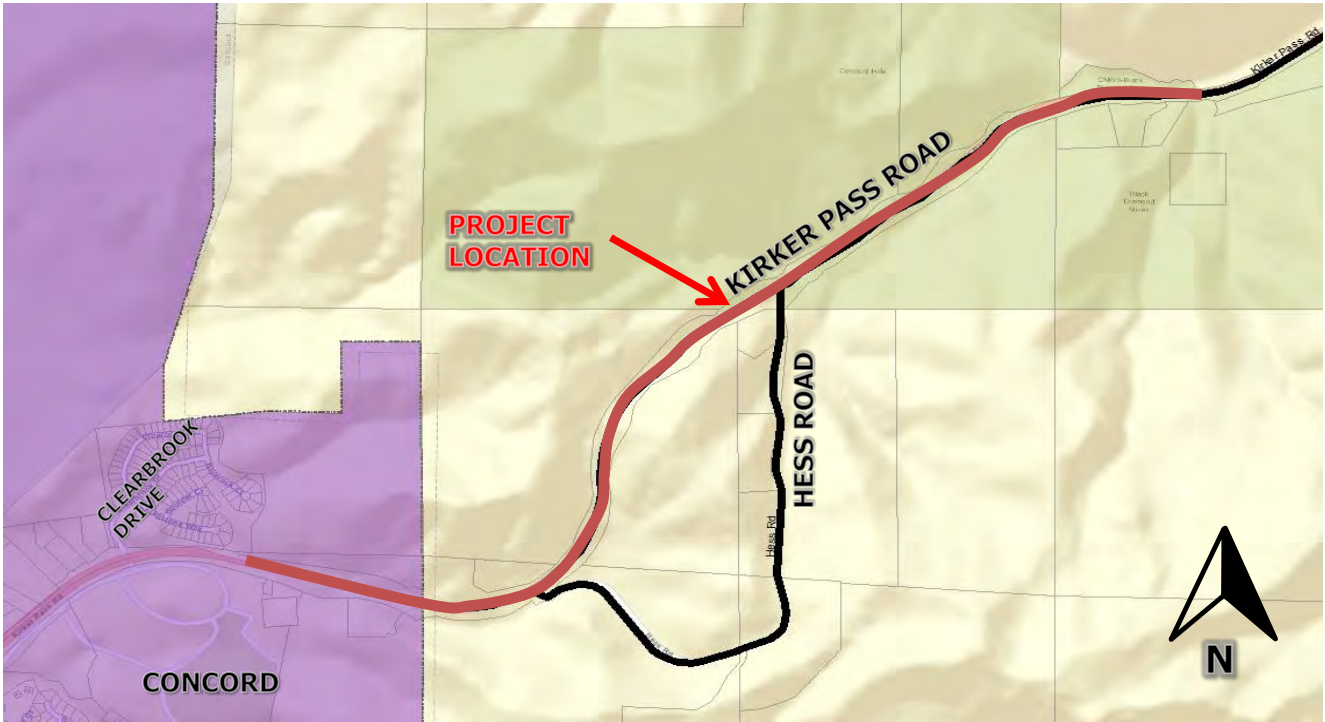
SUPERVISOR DISTRICT 4, 5

PROJECT CATEGORY efficiency

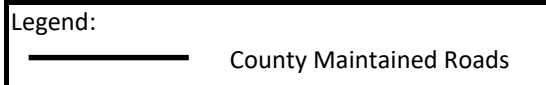
Anticipated Project Expenditures										
Amounts shown in thousands of dollars										
Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering	614	614								
Environmental	635	585	50							
Design Engineering	2,123	2,023	100							
+ Right-of-Way	114	64	50							
+ Construction	18,270	2,017	11,265	4,989						
Total	21,755	5,302	11,465	4,989						
+ Gas Tax (c)	9,189	2,450	3,094	3,646						
LSRP	1,343			1,343						
Measure J Regional	6,181	2,181	4,000							
Measure J RTS	399	399								
State Match	1,993	272	1,721							
STIP	2,650		2,650							

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Kirker Pass Road Northbound Truck Climbing Lane



Source: County GIS



Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Marsh Drive Bridge Replacement (Over Walnut Creek)

PROJECT DESCRIPTION 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 service life and does not meet current seismic standards.

SUPERVISOR DISTRICT 4, 5

PROJECT CATEGORY reliability

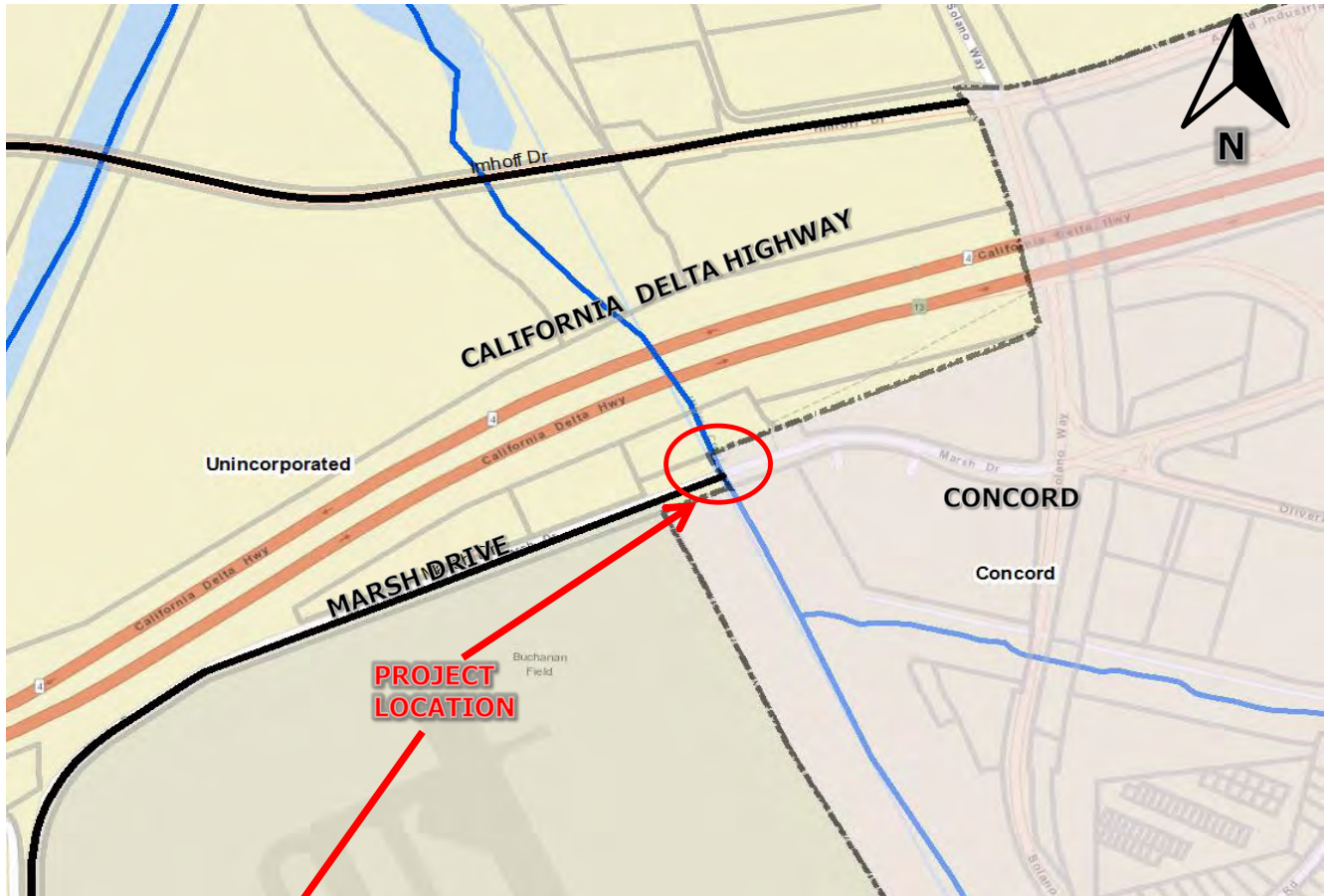
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering										
Environmental	247	247								
Design Engineering	1,742	462	625	625	30					
+ Right-of-Way	280		140	110	30					
+ Construction	14,949			700	6,800	6,700	749			
Total	17,218	709	765	1,435	6,860	6,700	749			
City of Concord Funds	300				150	150				
EBRPD	400				200	200				
+ Gas Tax (c)	2,156	433	310	200	578	540	95			
HBP	14,362	276	455	1,235	5,932	5,810	654			

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Marsh Drive Bridge Replacement



**PROJECT
LOCATION**

Source: County GIS



Legend:

— County Maintained Roads

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Oak Road Bikeway Project

PROJECT DESCRIPTION This project is to improve bicyclist safety by providing Class II bicycle lanes and related improvements on Oak Road between Treat Boulevard and Buskirk Avenue in unincorporated Walnut Creek.

PURPOSE AND NEED Improve bicyclist safety by providing bicycle lanes and related improvements on Oak Road between Treat Blvd and Buskirk Ave

SUPERVISOR DISTRICT 4

PROJECT CATEGORY realibility

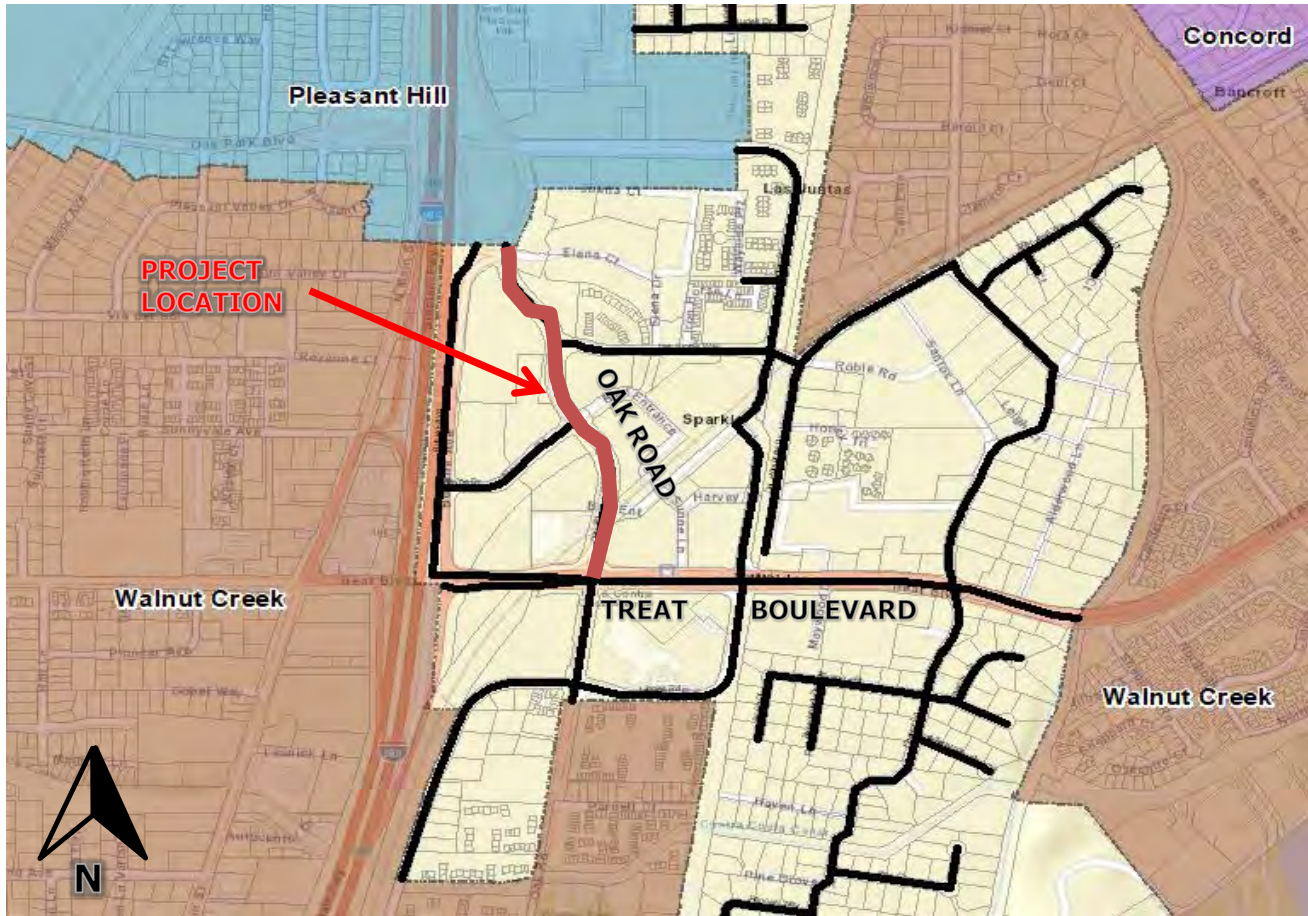
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination	5		5							
Preliminary Engineering										
Environmental										
Design Engineering	50		40	10						
+ Right-of-Way										
+ Construction	308				308					
Total	363		45	10	308					
+ Gas Tax (c)	283		45	10	228					
TDA	80				80					

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Oak Road Bikeway Project



Source: County GIS



Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Treat Boulevard Corridor Improvements

PROJECT DESCRIPTION This project is to improve safety and connectivity for pedestrian and bicyclist along Treat Boulevard between North Main Street and Jones Road.

PURPOSE AND NEED The purpose of this project is to improve safety and connectivity for pedestrians and bicyclists along Treat Blvd. Treat Blvd currently creates challenges for the users of transit as the wide roadways (up to nine lanes) and intersections become barriers for pedestrians to cross. Without bicycle infrastructure, the first/last mile for transit users becomes even more constrained.

SUPERVISOR DISTRICT 2, 4

PROJECT CATEGORY mobility

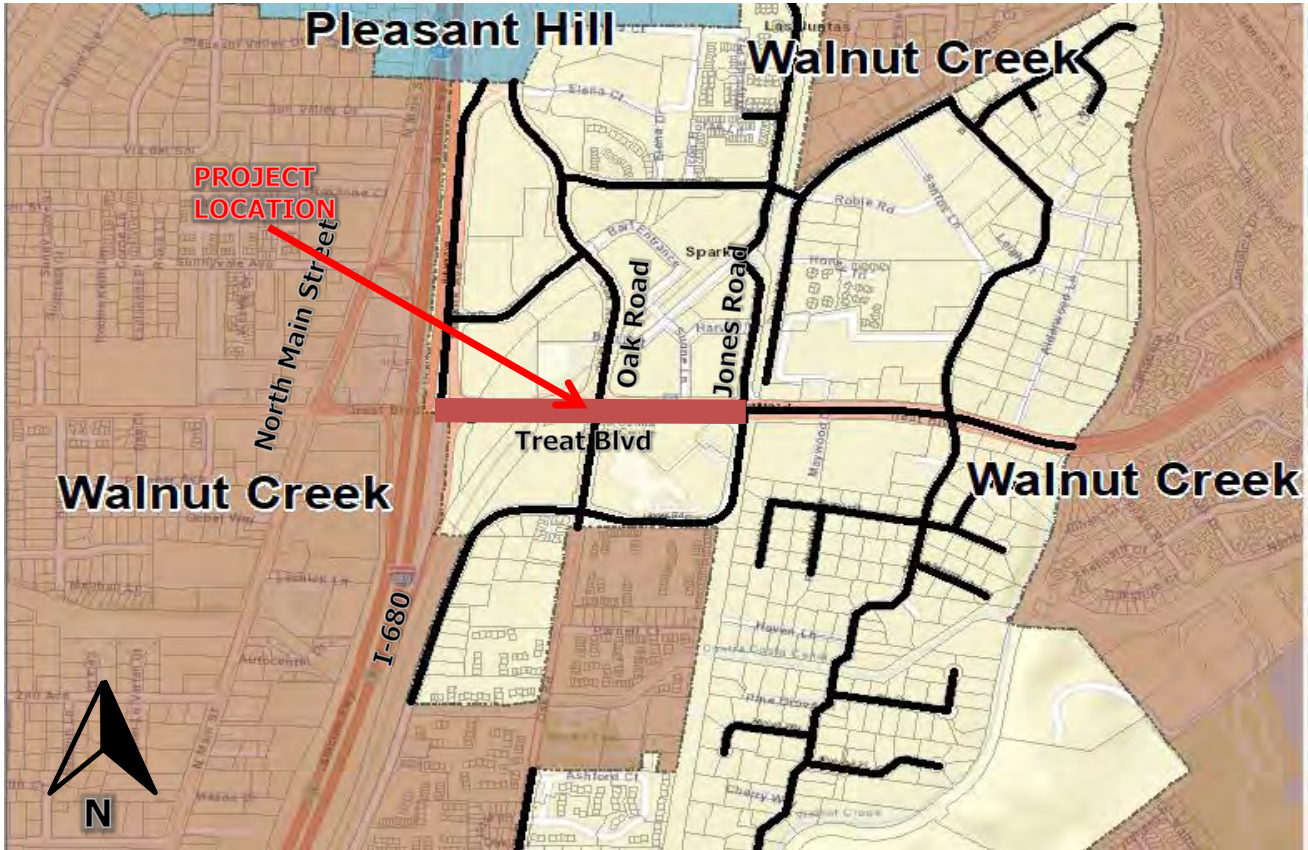
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering										
Environmental	70		15	45	10					
Design Engineering	314				120	194				
+ Right-of-Way										
+ Construction	1,758						1,758			
Total	2,142		15	45	130	194	1,758			
Former RDA	546		15	45	130	194	162			
STIP	1,596						1,596			

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Treat Blvd Corridor Improvements



Source: County GIS

Legend:

— County Maintained Roads

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Walnut Creek Crosswalk Improvements

PROJECT DESCRIPTION This project is to improve pedestrian safety at two crosswalk locations in the vicinity of unincorporated Walnut Creek. One of the two crossings is located in District II at the intersection of Olympic Boulevard and Bridgefield Road. The other project site is located in District IV at Walden Road and Westcliffe Lane. 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.

The purpose of this project is to improve pedestrian safety at two crosswalk locations in **unincorporated Walnut Creek—the intersection of Olympic Boulevard and Bridgefield Road** and the intersection of Walden Road and Westcliffe Lane.

SUPERVISOR DISTRICT 2, 4

PROJECT CATEGORY safety

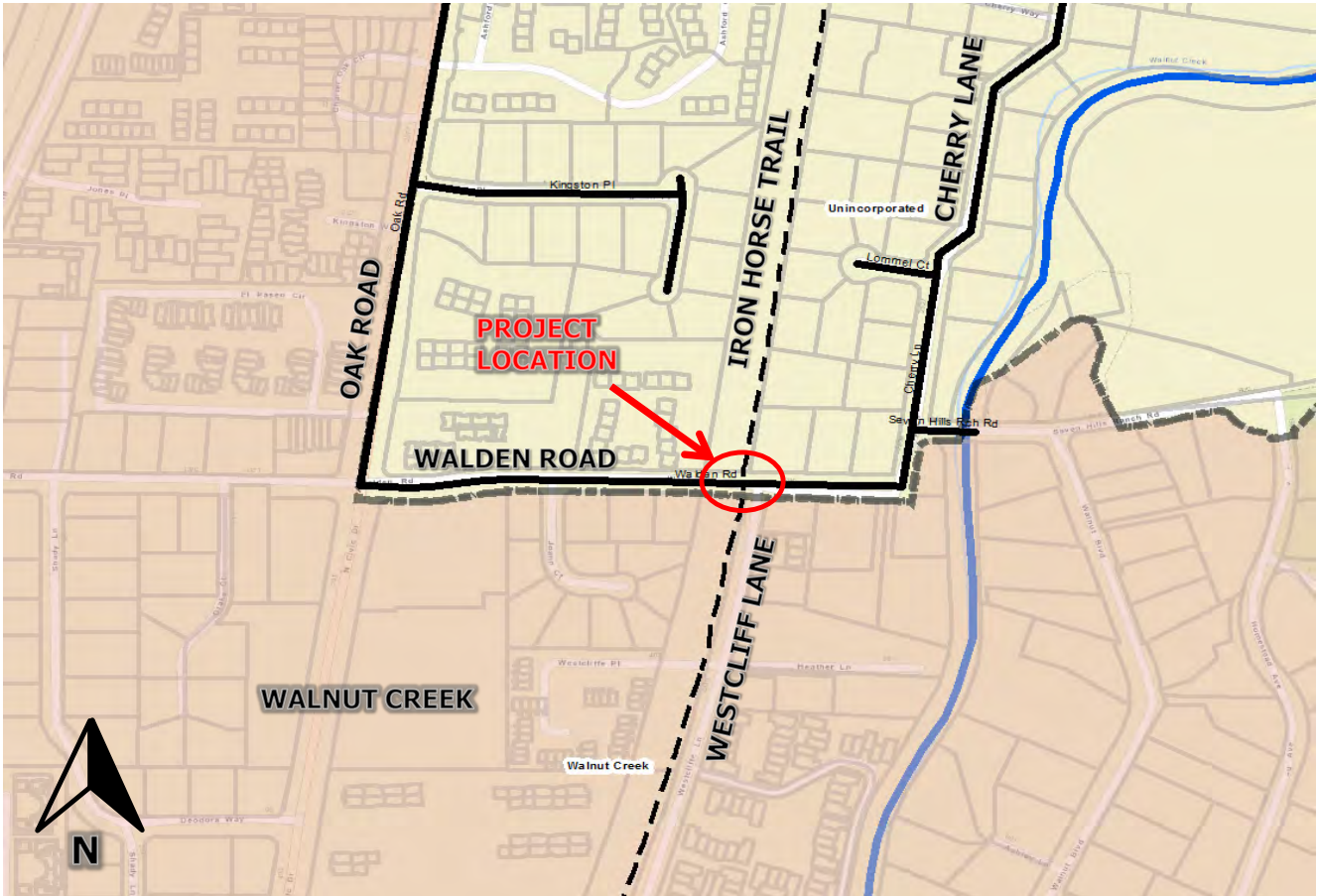
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering	32	31	1							
Environmental	23	8	15							
Design Engineering	160	112	48							
+ Right-of-Way	20		20							
+ Construction	303		303							
Total	538	151	387							
+ Gas Tax (c)	250	80	170							
HSIP	224	31	194							
TDA	64	41	23							

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Walnut Creek Crosswalk Improvements



Source: County GIS

Note: See Board of Supervisor District II for other project site.

Legend:



County Maintained Roads

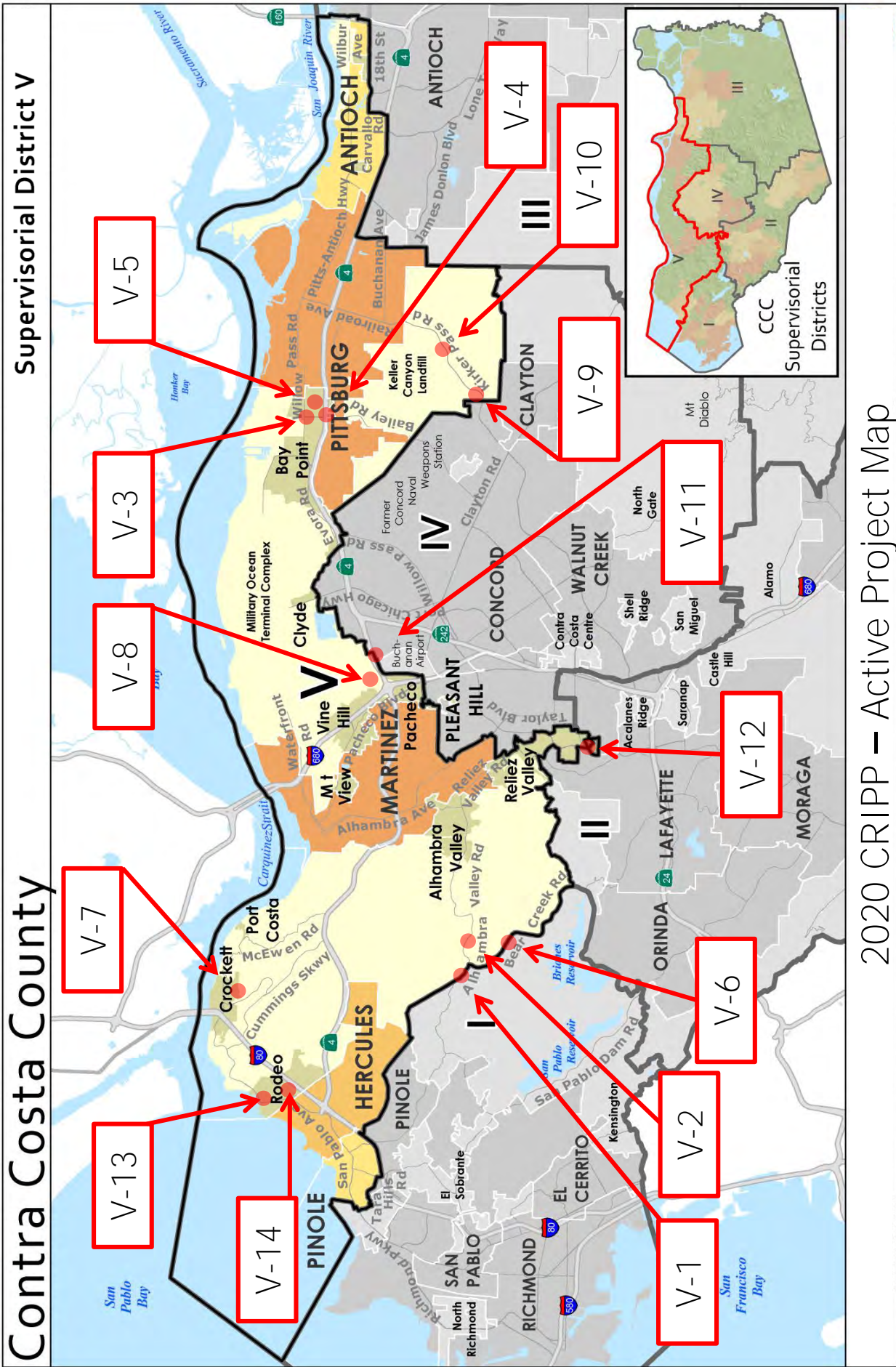
UNFUNDED PROJECTS – This is a comprehensive list of projects that have been conceived but not funded. This project list originated from the following sources: Area of Benefit (AOB) project lists the Regional Transportation Plan (RTP), Comprehensive Transportation Project List (CTPL) through Contra Costa Transportation Authority (CCTA), Transportation Expenditure Plan (TEP), and a Public Works List that was generated from community input/need. District IV includes Pacheco AOB, Central County AOB, East County Regional AOB, and South Walnut Creek AOB.

- IV-6. Ayers Road & Concord Boulevard Intersection Improvements (Central County AOB) – This project proposes to add a southbound right-turn lane and sidewalk at the intersection of Ayers Road and Concord Boulevard.
- IV-7. Ayers Road & Laurel Avenue Intersection Improvements (Central County AOB) – This project proposes 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-8. Bailey Road & Myrtle Drive Intersection Improvements (Central County AOB) – This project proposes 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-9. Bailey Road Improvements – Myrtle Drive to Concord City Limits (Central County AOB) – This project proposes to add shoulders north and south of Myrtle Drive to the Concord City Limits.
- IV-10. Buskirk Avenue Improvements – Treat Boulevard to Pleasant Hill City Limits (Central County AOB) – This project proposes to widen the roadway along Buskirk Avenue from Treat Boulevard to the Pleasant Hill City limit.
- IV-11. Concord Avenue Shared Use Path (Pacheco AOB) – This project proposes to **construct a 10' wide Class I** shared use path on the south side of Concord Avenue from Contra Costa Boulevard to the Iron Horse Trail.
- IV-12. Iron Horse Trail Flashers (CTPL) – This project proposes to add pedestrian crossing flashers along the Iron Horse Trail to improve pedestrian safety at trail crossings.
- IV-13. Jones Road Bike Route Project – Oak Road to Canal Trail (CTPL) – This project proposes to provide a Class III bike route.
- IV-14. Kirker Pass Road Bicycle Project (CTPL) – This project proposes to provide Class II bike lanes from the City of Pittsburg to the City of Concord.

- IV-15. Las Juntas Way & Coggins Drive Intersection Improvements (Central County AOB) – This project proposes to improve the intersection level of service through intersection modifications at Las Juntas Way and Coggins Drive near the Pleasant Hill Bart Station.
- IV-16. Marsh Creek Trail (CTPL) – This project proposes to construct a bicycle and pedestrian facility and close the 15-mile bike and pedestrian gap along Marsh Creek Road between Clayton and Brentwood. 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 (Also see District III).
- IV-17. Marsh Drive Improvements – Center Avenue to Walnut Creek Bridge (Pacheco AOB) – This project proposes 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. Marshall Drive Sidewalk – Indian Valley Elementary School / City of Walnut Creek to El Verano Drive (CTPL) – This project proposes to construct sidewalk on both sides of Marshall Drive. This is about a one-mile segment of roadway.
- IV-19. Mayhew Way Bicycle and Pedestrian Improvements – 200' west of Oberon Drive to Bancroft Road (Central County AOB) – This project proposes to construct bicycle and pedestrian improvements along Mayhew Way from Bancroft Road to 200' west of Oberon Drive (Pleasant Hill City Limit).
- IV-20. Mitchell Canyon Road Bike Lanes – This project proposes 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. Areas of limited sight distance make it difficult for cars to anticipate bicyclist on the narrow two-lane roadway.
- IV-21. Mountain View Boulevard Pedestrian Improvements – San Miguel Drive to Walnut Boulevard (Central County AOB) – This project proposes to construct pedestrian and bicycle facilities along Mountain View Boulevard from San Miguel Drive to Walnut Boulevard.
- IV-22. Pleasant Hill BART Station Bicycle and Pedestrian Access (CTPL) – This project proposes to construct and improve bicycle and pedestrian access to the Pleasant Hill BART Station.
- IV-23. Reliez Valley Road Bicycle Improvements – North of Grayson Road to Withers Avenue (Central County AOB) – This project proposes 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 proposes to construct safety and efficiency improvements at the intersection of Rudgear Road and San Miguel Drive.
- IV-25. San Miguel Drive Bicycle and Pedestrian Improvements (Central County AOB) – This project proposes to construct a pedestrian path along the west side of San Miguel Drive from Blackwood Drive to Rudgear Road.
- IV-26. Treat Boulevard & Jones Road Intersection Improvements (Central County AOB) – This project proposes to modify the intersection in order to improve the level of service at the intersection of Treat Boulevard and Jones Road. On the southbound approach, an additional southbound left turn bay is proposed. On the northbound approach, a separate northbound right turn lane is proposed.
- IV-27. Treat Boulevard Bicycle Improvements – Jones Road easterly to Walnut Creek City Limits (Central County AOB) – This project proposes to improve bicycle accessibility and safety along Treat Boulevard.
- IV-28. Walnut Boulevard Pedestrian Improvements – View Lane to 250' west of Walnut Court (Central County AOB) – This project proposes to construct pedestrian and bicycle facilities along Walnut Boulevard **from View land to 250' west** of Walnut Court.

Board of Supervisor District V



Supervisory District V

Contra Costa County

2020 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 181.49 miles of the 662.23 miles of County maintained roadway as of 1/1/2019.

CRIPP PROJECT DESCRIPTIONS FOR DISTRICT V

ACTIVE PROJECTS – These projects are fully funded and will be constructed in the near future. These active projects are mapped on the previous page.

- V-1. **Alhambra Valley Road Embankment Repair** – 0.4 miles west of Bear Creek Road – This project proposes to repair an existing slide along Alhambra Valley Road (approximately 0.4 miles west of Bear Creek Road). Currently the one-way traffic control is established around the eroded embankment. Construction is expected in 2020. Measure J and Gas Taxes fund this project.
- V-2. **Alhambra Valley Road Storm Repair Project – Ferndale Site** – This project is to repair storm damage to Alhambra Valley Road. Construction is schedule for 2020. Measure J and Gas Taxes fund this project.
- V-3. **Bay Point Utility Undergrounding Project** – This project is to relocate overhead utilities into a trench along Bailey Road and Willow Pass Road. Construction started in 2018 and expected to be completed in 2021. Navy Mitigation, Gas Taxes, and Rule 20A work credits through PG&E fund this project.
- V-4. **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 2020. Funding is provided by Active Transportation Program (ATP), Bay Point AOB, Measure J, Navy Mitigation Fund, and Gas Tax Funds.
- V-5. **Bear Creek Road – Road Embankment Repair** – This project proposes to repair the roadway embankment along Bear Creek Road. Currently the one-way traffic control is established around the eroded embankment. Construction is expected in 2020. Gas Taxes fund this project.
- V-6. **Bel Air Trail Crossing Project** – This project is to construct safety improvements at the Bel Air Trail Crossing on Madison Avenue which is behind the Bel Air Elementary School in Bay Point. Sidewalk (gap closure) improvements will also take place along Madison Avenue where there is only a dirt shoulder. Construction is scheduled for 2020. Transportation Development Act and Gas Taxes fund this project.

- V-7. **Crockett Area Guardrail Upgrades** – This project is to remove existing guardrails and end treatments and replace them with current Caltrans standard guardrails and end treatments on arterials and major collector roadways in the unincorporated Crockett area. Construction is scheduled for 2022. Gas Taxes and the Highway Safety Improvement Program (HSIP) fund this project.
- V-8. **Imhoff Drive Bicycle Shoulder Restriping** – This project will stripe shoulders to create Class II bike lanes for bicyclists to utilize for travel for 0.3 miles along Imhoff Drive between Blum Road and the State Route 4 Bikeway east of Waterbird Way within the existing roadway. Construction is scheduled for 2022. The Transportation Development Act (TDA) and Gas Taxes fund this project.
- V-9. **Kirker Pass Road Northbound Truck Climbing Lane** – This project is to widen Kirker Pass Road to add a northbound truck-climbing lane. Construction started in 2019. State Transportation Improvement Program (STIP), Measure J, and Gas Taxes fund this project.
- In addition, this project is to conduct pavement rehabilitation on a portion of Kirker Pass Road from the City of Concord/County boundary to approximately 4,200 feet of the northern Hess Road intersection. This project is scheduled for construction in 2020 after the Northbound Truck Climbing Lane Project. The One Bay Area Grant (OBAG) and Gas Taxes fund this project.
- V-10. **Kirker Pass Road Safety Project** – This project is to improve driver safety and awareness and reduce the severity of collision events along 3.1-mile segment of Kirker Pass Road between the city borders of Concord and Pittsburg. Construction is scheduled for 2022. Gas Taxes and Federal Highway Safety Improvement Program (HSIP) fund this project.
- V-11. **Marsh Drive Bridge Replacement** – This project is to remove and replace the existing Marsh Drive Bridge in cooperation with the City of Concord. Construction is scheduled for 2021. Highway Bridge Program (HBP) and Gas Taxes fund this project.
- V-12. **Pleasant Hill Road Bridge Rehabilitation (Bridge No. 28C0154)** – This project is to extend the service life of the Pleasant Hill Road Bridge over Taylor Boulevard. Construction is schedule for 2022. Highway Bridge Program (HBP) and Gas Taxes fund this project.
- V-13. **Rodeo Downtown Infrastructure Improvements** – This project is to construct sidewalks and curb ramps along Pacific Avenue and a section along Parker Avenue near 7th Street. Project is to improve pedestrian access to Rodeo Creek Trail on Investment Street and fill in sidewalk gap segments. Construction is scheduled for 2020. Department of Conservation and Development, Transportation Development Act, and Gas Taxes fund this project.

- V-14. **Rodeo Pedestrian Enhancement Project** – 6th and 7th Street – This project will install two ADA curb ramps on Parker Avenue at 6th Street and three rapid repeating flash beacons. Along 7th Street, pedestrian crossing enhancements are to be constructed in front of Saint Patrick School. Construction is scheduled for 2021. This project is funded by the Transportation Development Act and Gas Tax Funds.

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Alhambra Valley Road Embankment Repair

PROJECT DESCRIPTION This project proposes to repair an existing slide along Alhambra Valley Road (approximately 0.4 miles west of Bear Creek Road). Currently the one-way traffic control is established around the eroded embankment. Construction is expected in 2020. Measure J and Gas Taxes fund this 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, 5

PROJECT CATEGORY reliability

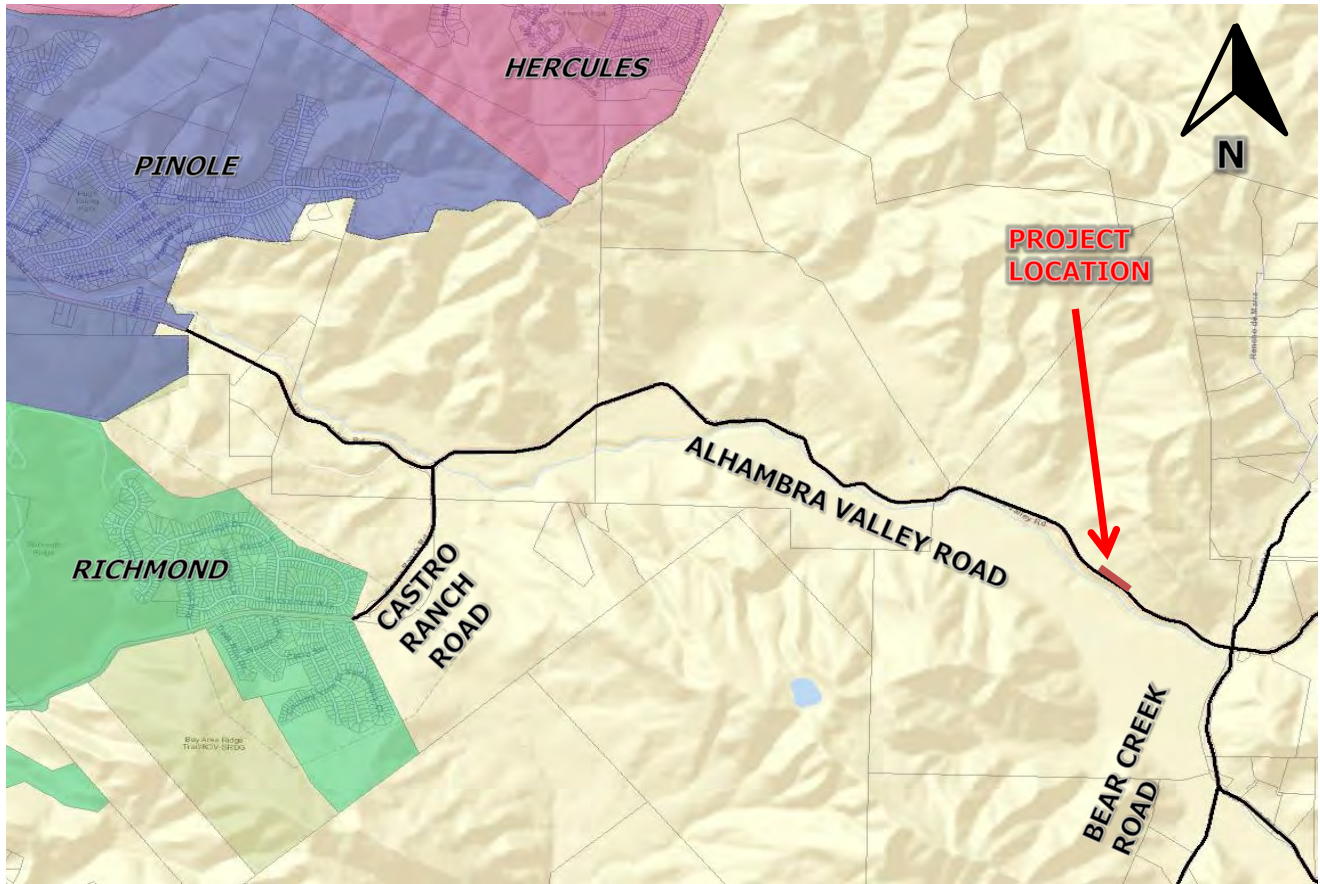
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering	61	1	60							
Environmental	60	8	26	26						
Design Engineering	139	89	50							
+ Right-of-Way	20	2	18							
+ Construction	1,100		140	960						
Total	1,380	100	294	986						
+ Gas Tax (c)	1,380	100	294	986						

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Alhambra Valley Road Embankment Repair



Source: County GIS



Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Alhambra Valley Road **Storm Repair Project** - Ferndale Site

PROJECT DESCRIPTION This project is to repair storm damage to Alhambra Valley Road. Construction is schedule for 2020. Measure J and Gas Taxes fund this project.

PURPOSE AND NEED To reconstruct the road embankment and restore the eastbound lane of Alhambra Valley Road which was washed out/slid in the January 2017 storm events.

Currently, Alhambra Valley Road has been reduced to a single lane. The eastbound lane has been closed off with concrete K-Rail and stop signs have been installed on both sides of partial lane closure to allow one-way traffic. The proposed project will restore the eastbound lane of the road to traffic and allow unimpeded traffic flow.

SUPERVISOR DISTRICT 5

PROJECT CATEGORY reliability

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering										
Environmental	110	40	50	20						
Design Engineering	237	67	170							
+ Right-of-Way	21		21							
+ Construction	750		50	700						
Total	1,126	115	291	720						
+ Gas Tax (c)	835	115		720						
Measure J RTS	291		291							

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Alhambra Valley Road Storm Repair Project – Ferndale Site



Source: County GIS

Legend:

— County Maintained Roads

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Bailey Road/SR 4 Interchange Improvements

PROJECT DESCRIPTION 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 2020. Funding is provided by Active Transportation Program (ATP), Bay Point AOB, Measure J, Navy Mitigation Fund, and Gas Tax Funds.

PURPOSE AND NEED The project will improve safety and circulation of pedestrians and bicyclists along Bailey Road through the State Route 4 (SR4) Interchange. Bailey Road is a principal arterial road that connects residents to the Pittsburg/Bay Point BART station, Bel Air Elementary School, Delta De Anza Regional Trail and nearby commercial areas.

SUPERVISOR DISTRICT 5

PROJECT CATEGORY safety

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination	872	872								
Preliminary Engineering	79	69	10							
Environmental	52	29	23							
Design Engineering	608	568	40							
+ Right-of-Way	10	1	9							
+ Construction	4,458	2	2,524	1,932						
Total	6,079	1,541	2,606	1,932						
ATP	4,160	416	2,423	1,321						
Bay Point AOB	233	233								
+ Gas Tax (c)	171	7	57	107						
Keller Canyon Mit Fund	630		126	504						
Measure J PBTF	345	345								
Measure J RTS	100	100								
Navy Mit	440	440								

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Bay Point Utility Undergrounding Project

PROJECT DESCRIPTION This project is to relocate overhead utilities into a trench along Bailey Road and Willow Pass Road. Construction is scheduled for 2018 to 2020. 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

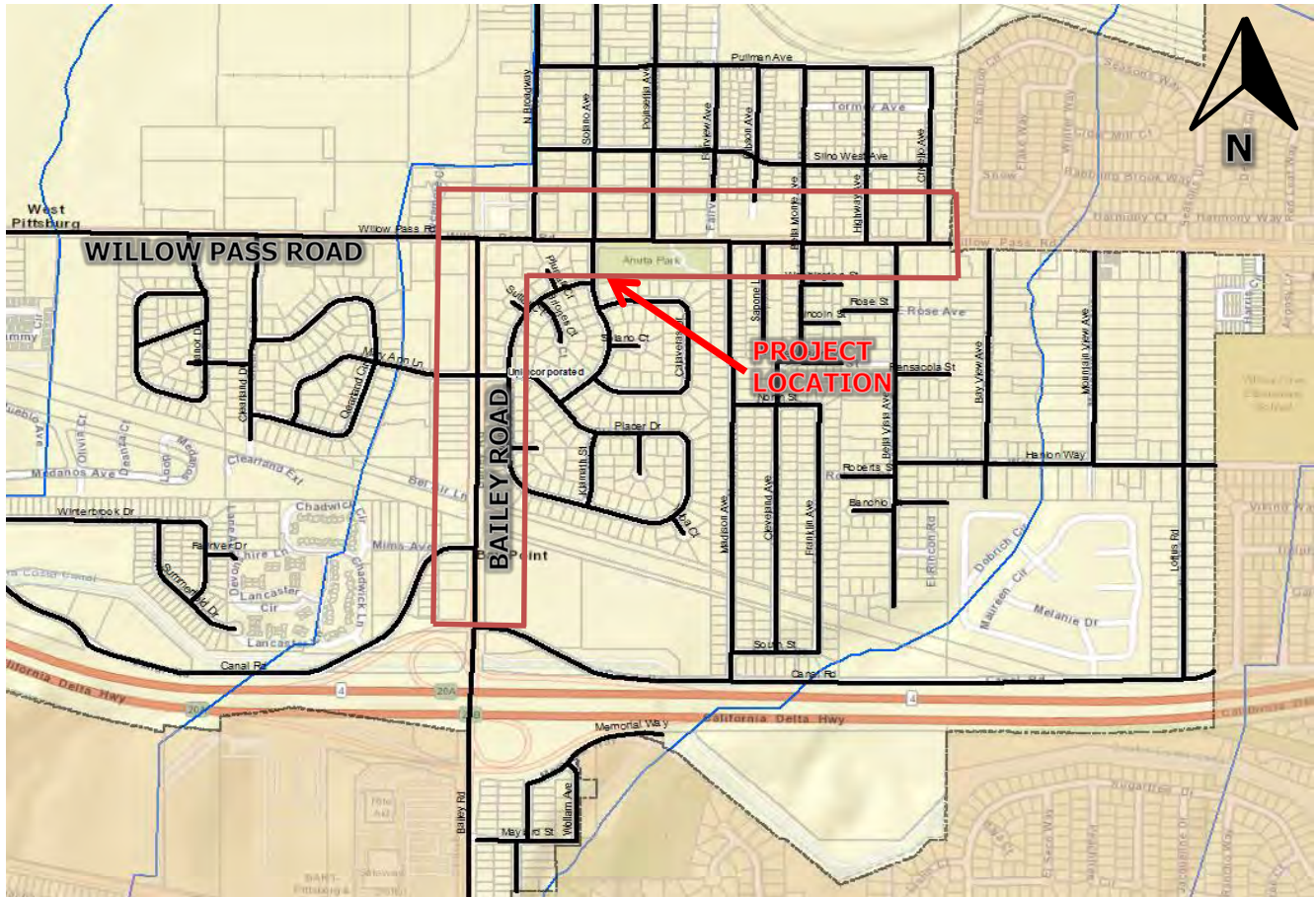
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering	359	351	8							
Environmental	4	4								
Design Engineering										
+ Right-of-Way	102	99	4							
+ Construction	501		501							
Total	967	454	513							
+ Gas Tax (c)	7	7								
Navy Mit	959	447	513							

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 Bear Creek Road - Road Embankment Repair

PROJECT DESCRIPTION This project proposes to repair the roadway embankment along Bear Creek Road. Currently the one-way traffic control is established around the eroded embankment. Construction is expected in 2020. Gas Taxes fund this project.

PURPOSE AND NEED The purpose of this project is to repair two embankment sites adjae to the northbound lane of Bear Creek Road. Erosion has occurred at both embankments, resulting in massive deterioration of the road shoulders. The damage has already encroached into the traveled way at Embankment 1.

Repairing the two embankments will restore the roadway shoulder and prevent further erosion. The northbound traveled lane at Embankment 1 is currently closed off due to deteriorated pavement, and will be restored to allow two-way traffic flow to resume.

SUPERVISOR DISTRICT 1, 5

PROJECT CATEGORY reliability

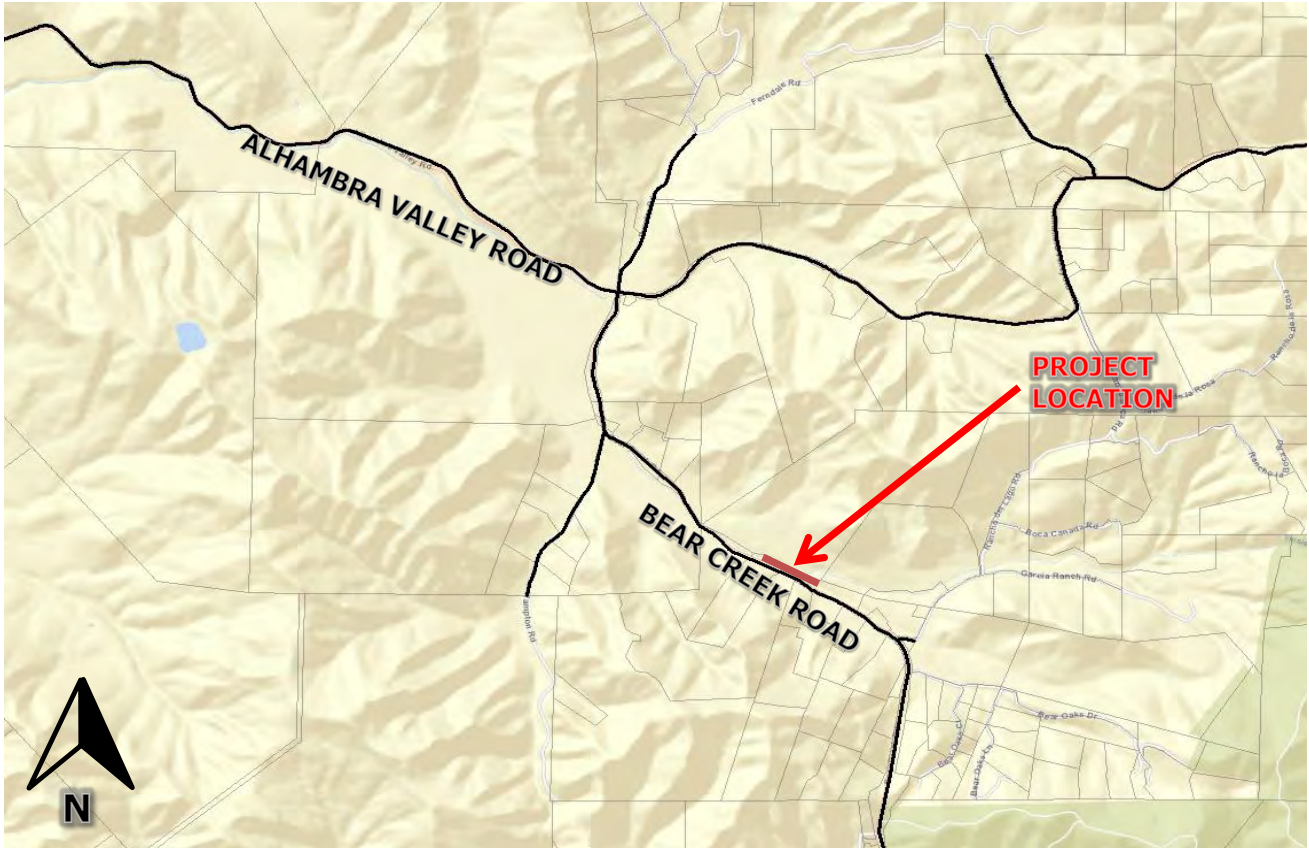
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering										
Environmental	70		50	20						
Design Engineering	196		196							
+ Right-of-Way	21		21							
+ Construction	750		50	700						
Total	1,037		317	720						
Measure J RTS	1,037		317	720						

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Bear Creek Road – Road Embankment Repair



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 improvements at the Bel Air Trail Crossing on Madison Avenue which is behind the Bel Air Elementary School in Bay Point. Sidewalk (gap closure) improvements will also take place along Madison Avenue where there is only a dirt shoulder. Construction is scheduled for 2020. Transportation Development Act and Gas Taxes fund this project.

PURPOSE AND NEED The purpose of this project is to improve pedestrian access and safety at the Bel Air Trail crossing. Bel Air Elementary School has a rear entrance that leads to the Bel Air Trail, a **County maintained trail. Madison Avenue and Bel Air Trail Crossing is a “known” drop off point to get to the school’s rear entrance. During drop off and pick up times at school,** double parking often becomes problematic due to U-turn movements by vehicles and double parking. This type of vehicle activity makes it difficult to see students who are using the trail crossing. There is also a sidewalk gap along Madison Avenue along the Bel Air trail corridor where vehicles tend to restrict and block the pedestrian path of travel to and from the school. As a result, pedestrians are walking on the shoulder or pinched between the parked vehicles and the trail fencing.

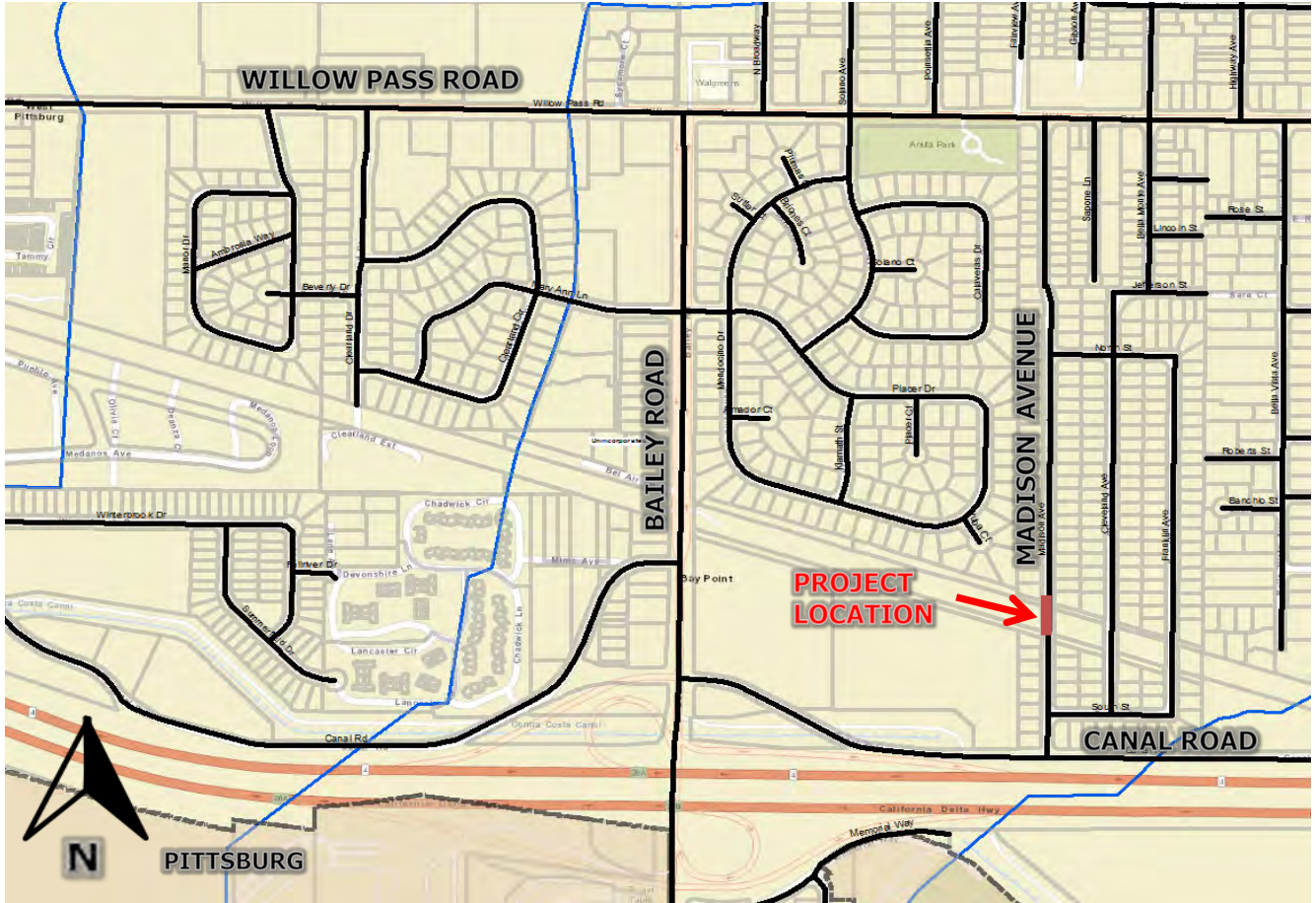
SUPERVISOR DISTRICT 5

PROJECT CATEGORY mobility

Anticipated Project Expenditures										
Amounts shown in thousands of dollars										
Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination	12	7	3	2						
Preliminary Engineering										
Environmental										
Design Engineering	95	1	40	54						
+ Right-of-Way										
+ Construction	175			175						
Total	282	8	43	231						
+ Gas Tax (c)	182			182						
TDA	100	8	43	49						

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Bel Air Trail Crossing Improvements



Source: County GIS

Legend:
— County Maintained Roads

**Contra Costa County
Capital Road Improvement & Preservation Program**

PROJECT NAME Crockett Area Guardrail Upgrade

PROJECT DESCRIPTION This project is to remove existing guardrails and end treatments and replace them with current Caltrans standard guardrails and end treatments on arterials and major collector roadways in the unincorporated Crockett area. Construction is scheduled for 2022. Gas Taxes and the Highway Safety Improvement Program (HSIP) fund this project.

PURPOSE AND NEED The County needs to upgrade deficient guardrails to reduce the potential and severity of injuries when vehicles collide with them. The HSIP grant allows the County to leverage its funds and upgrade more guardrails in a more timely manner, providing a safer environment for drivers in the event of a collision.

SUPERVISOR DISTRICT 5

PROJECT CATEGORY safety

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering	20	5	15							
Environmental	140	10	130							
Design Engineering	140		140							
+ Right-of-Way										
+ Construction	1,471			1,471						
Total	1,771	15	285	1,471						
+ Gas Tax (c)	771	15	285	471						
HSIP	1,000			1,000						

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Crockett Area Guardrail Upgrade



Source: County GIS

Legend:

— County Maintained Roads

**Contra Costa County
Capital Road Improvement & Preservation Program**

PROJECT NAME Imhoff Drive Bicycle Shoulder Restriping

PROJECT DESCRIPTION This project will stripe shoulders to create Class II bike lanes for bicyclists to utilize for travel for 0.3 miles along Imhoff Drive between Blum Road and the State Route 4 Bikeway east of Waterbird Way within the existing roadway. Construction is scheduled for 2022. The Transportation Development Act (TDA) and Gas Taxes fund this project.

PURPOSE AND NEED The purpose of this project is to improve bicyclist safety along Imhoff Drive between Blum Road and the State Route 4 Bikeway, which starts approximately 200 feet east of Waterbird Way, in unincorporated Martinez. There are no bicycle facilities along Imhoff Drive between Blum Road and the State Route 4 Bikeway. This project will allow bicyclists to safely access the State Route 4 Bikeway, which connects the City of Martinez to the City of Concord. This roadway segment is included in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan.

SUPERVISOR DISTRICT 5

PROJECT CATEGORY safety

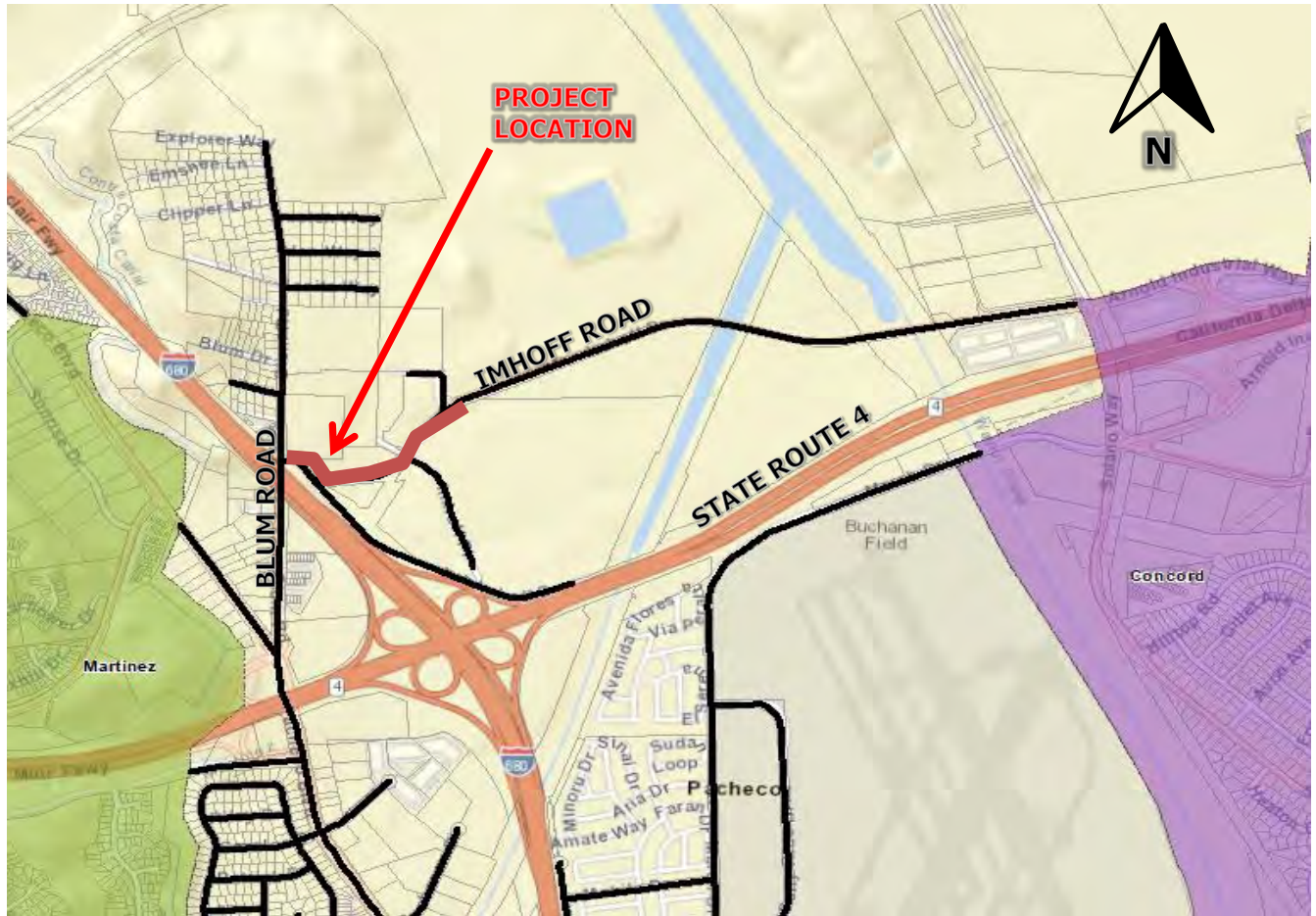
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering										
Environmental										
Design Engineering										
+ Right-of-Way										
+ Construction	55				55					
Total	55				55					
TDA	55				55					

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Imhoff Drive Bicycle Shoulder Restriping



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 This project is to widen Kirker Pass Road to add a northbound truck-climbing lane. Construction started in 2019. State Transportation Improvement Program (STIP), Measure J, and Gas Taxes fund this project.

In addition, this project is to conduct pavement rehabilitation on a portion of Kirker Pass Road from the City of Concord/County boundary to approximately 4,200 feet of the northern Hess Road intersection. The One Bay Area Grant (OBAG) and Gas Taxes fund this project.

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

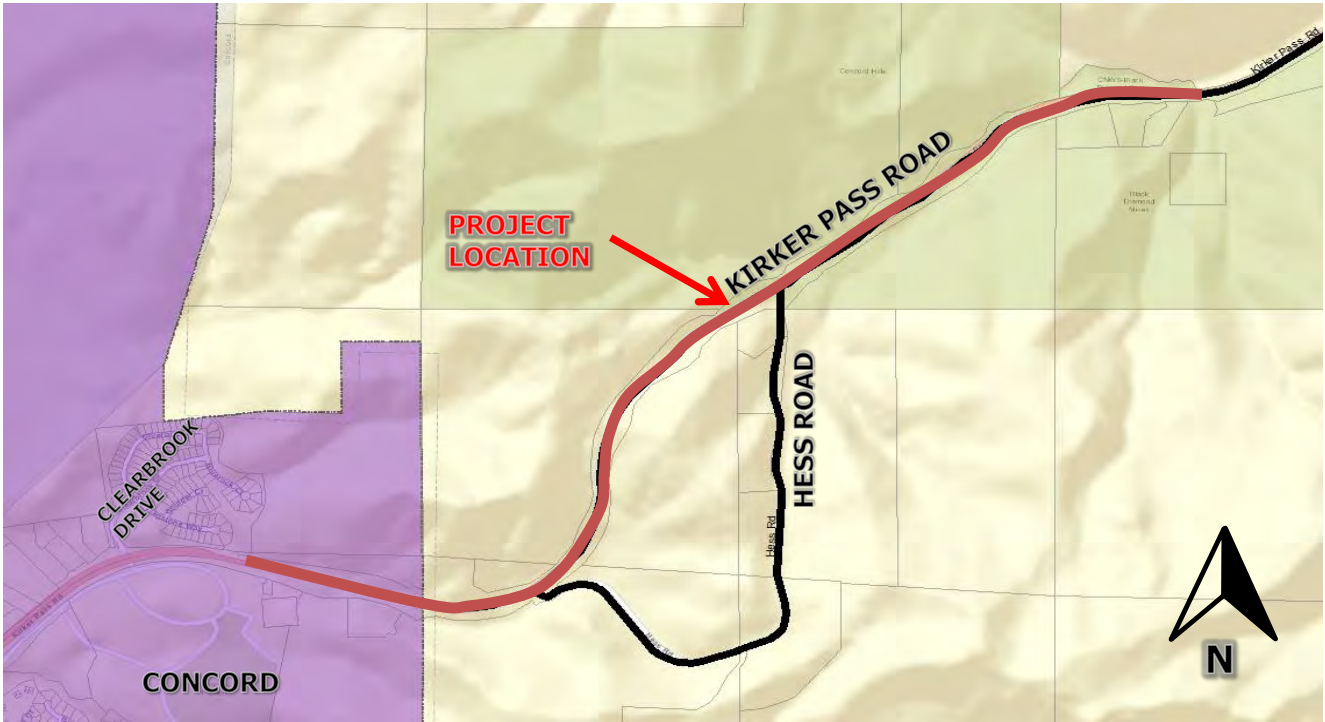
SUPERVISOR DISTRICT 4, 5

PROJECT CATEGORY efficiency

Anticipated Project Expenditures										
Amounts shown in thousands of dollars										
Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering	614	614								
Environmental	635	585	50							
Design Engineering	2,123	2,023	100							
+ Right-of-Way	114	64	50							
+ Construction	18,270	2,017	11,265	4,989						
Total	21,755	5,302	11,465	4,989						
+ Gas Tax (c)	9,189	2,450	3,094	3,646						
LSRP	1,343			1,343						
Measure J Regional	6,181	2,181	4,000							
Measure J RTS	399	399								
State Match	1,993	272	1,721							
STIP	2,650		2,650							

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 Safety Project

PROJECT DESCRIPTION This project is to improve driver safety and awareness and reduce the severity of collision events along 3.1-mile segment of Kirker Pass Road between the city borders of Concord and Pittsburg. Improvements include guardrail installation, street lights at the intersections at Hess Road, and median reflectors. Construction is scheduled for 2022. Gas Taxes and Federal Highway Safety Improvement Program (HSIP) fund this project.

PURPOSE AND NEED The purpose of the Kirker Pass Road Safety Improvements project is to improve driver safety and awareness and reduce the severity of collision events .

From 2014 to 2018, Kirker Pass Road ranks as one of the County roadways with the highest rate of severe-injury collisions, which resulted in 117 accidents, five of them being fatal collisions.

SUPERVISOR DISTRICT 5

PROJECT CATEGORY safety

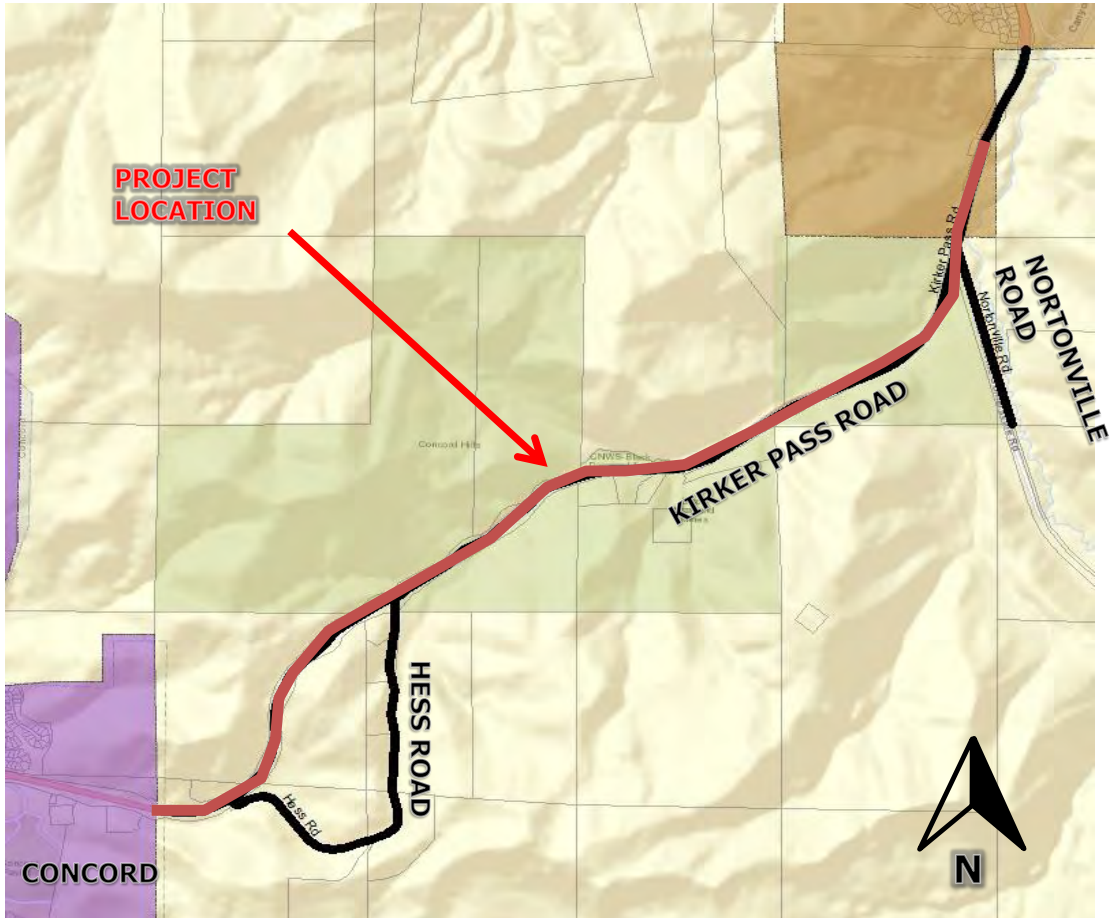
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination	10	3	2	2	3					
Preliminary Engineering										
Environmental	80	10	40	20	10					
Design Engineering	139	19	45	45	30					
+ Right-of-Way										
+ Construction	1,051				1,051					
Total	1,380	32	87	67	1,194					
+ Gas Tax (c)	200	16	36	26	123					
HSIP	1,180	17	51	41	1,072					

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Kirker Pass Road Safety Project



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Marsh Drive Bridge Replacement (Over Walnut Creek)

PROJECT DESCRIPTION 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 service life and does not meet current seismic standards.

SUPERVISOR DISTRICT 4, 5

PROJECT CATEGORY reliability

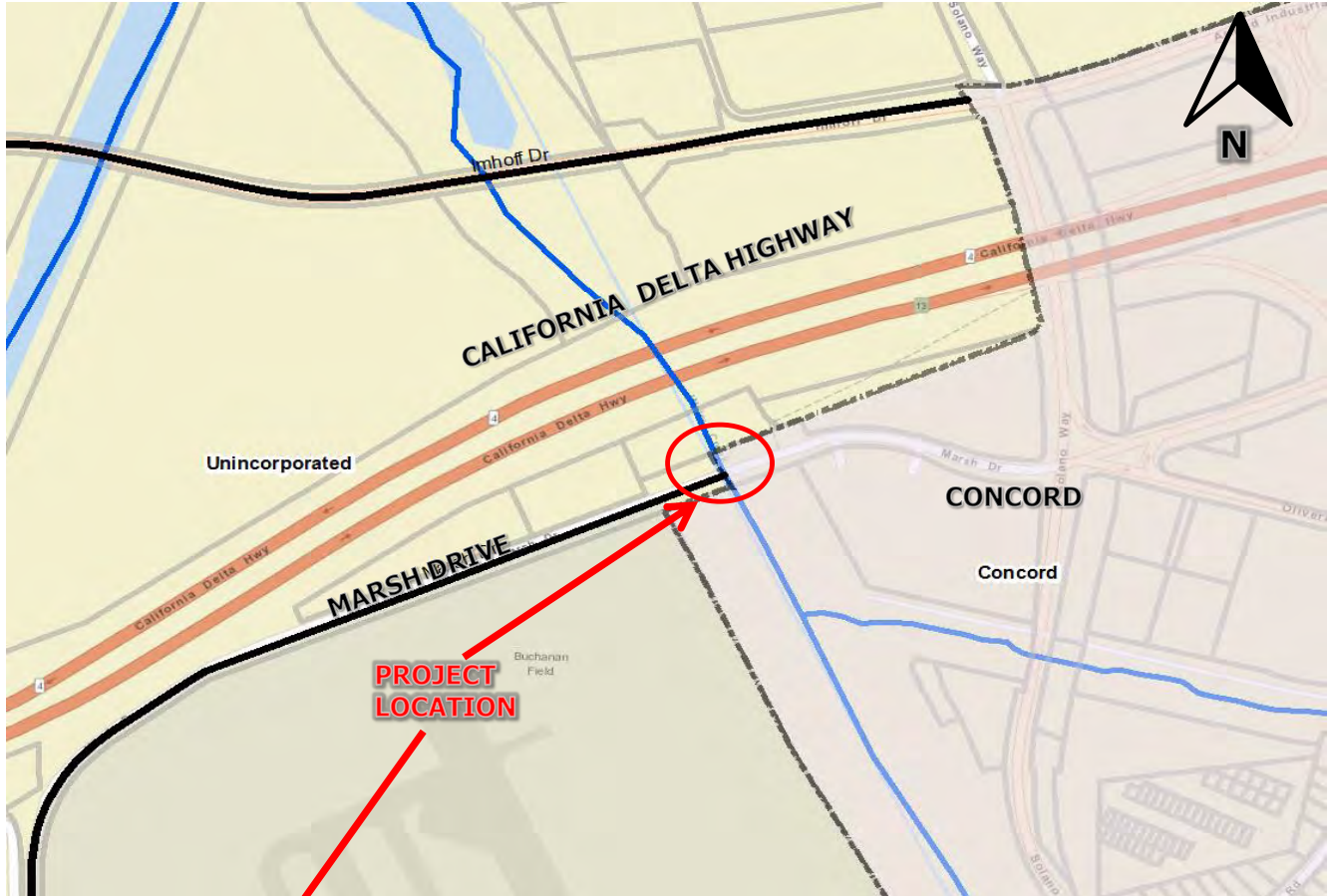
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering										
Environmental	247	247								
Design Engineering	1,742	462	625	625	30					
+ Right-of-Way	280		140	110	30					
+ Construction	14,949			700	6,800	6,700	749			
Total	17,218	709	765	1,435	6,860	6,700	749			
City of Concord Funds	300				150	150				
EBRPD	400				200	200				
+ Gas Tax (c)	2,156	433	310	200	578	540	95			
HBP	14,362	276	455	1,235	5,932	5,810	654			

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Marsh Drive Bridge Replacement



**PROJECT
LOCATION**

Source: County GIS



Legend:



County Maintained Roads

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Pleasant Hill Road Bridge Rehabilitation (Bridge No. 28C0154)

PROJECT DESCRIPTION This project is to extend the service life of the Pleasant Hill Road Bridge over Taylor Boulevard. Construction is schedule for 2022. Highway Bridge Program (HBP) and Gas Taxes fund this project.

PURPOSE AND NEED This project is needed in order to extend the service life of the bridge.

SUPERVISOR DISTRICT 2, 5

PROJECT CATEGORY reliability

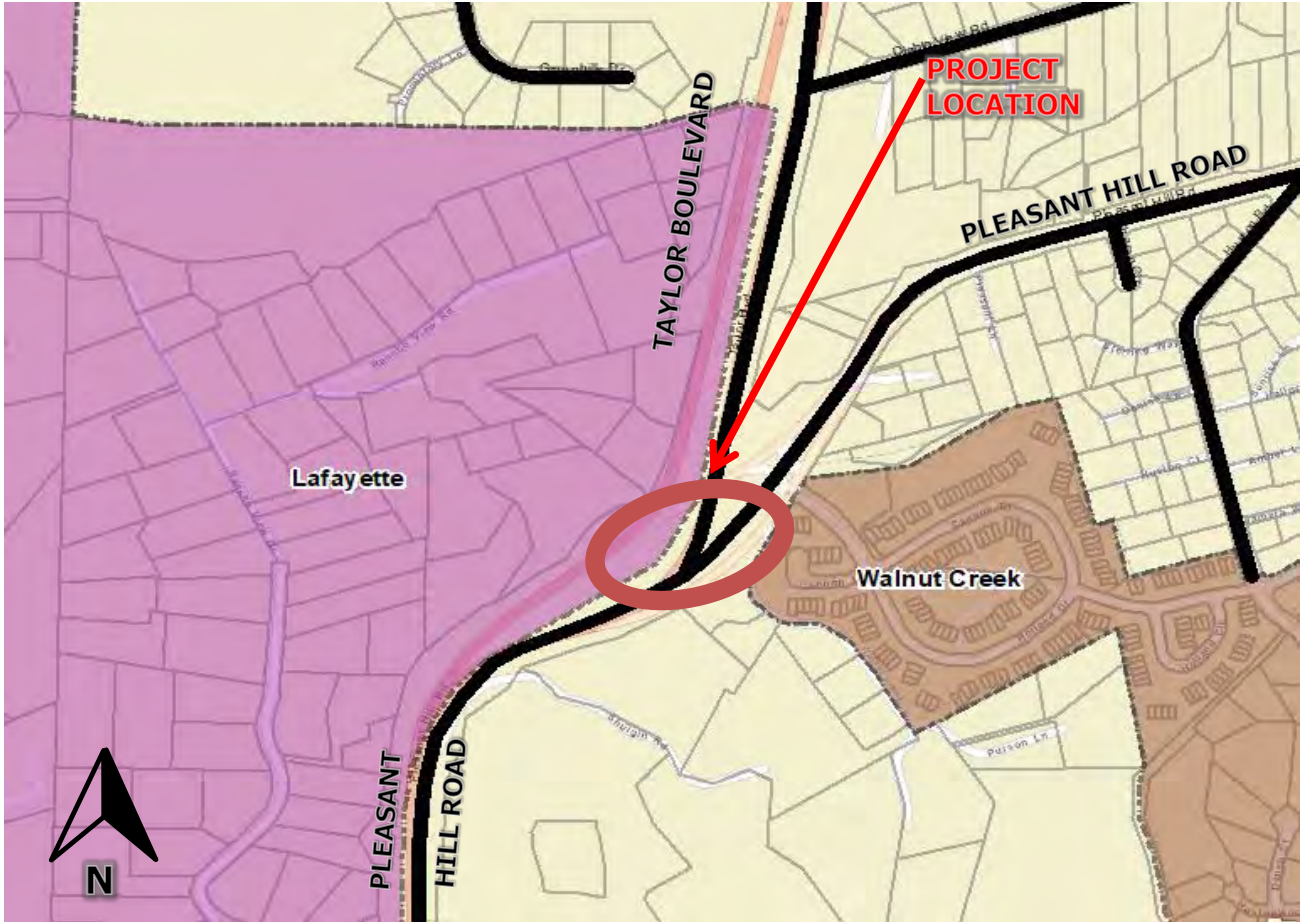
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering										
Environmental										
Design Engineering	396		100	200	86	10				
+ Right-of-Way	55				45	10				
+ Construction	1,806					1,500	306			
Total	2,257		100	200	131	1,520	306			
+ Gas Tax (c)	585		100	200	25	218	42			
HBP	1,672				106	1,302	264			

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Pleasant Hill Road Bridge Rehabilitation (Bridge No. 28C0154)



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Rodeo Downtown Infrastructure

PROJECT DESCRIPTION This project is to construct sidewalks and curb ramps along Pacific Avenue and a section along Parker Avenue near 7th Street. Project is to improve pedestrian access to Rodeo Creek Trail on Investment Street and fill in sidewalk gap segments. Construction is scheduled for 2020. Department of Conservation and Development, Transportation Development Act, and Gas Taxes fund this project.

PURPOSE AND NEED The project proposes to improve pedestrian infrastructure between the Rodeo Creek trailhead on Investment Street, along Pacific Avenue from Parker Avenue to the existing trail entrance at San Pablo Avenue. Pedestrian facilities in the downtown area and between these two trails have several gaps and outdated or non-existent ADA-compliant sidewalks and curb ramps. The project will fill these gaps to provide continuous pedestrian infrastructure.

SUPERVISOR DISTRICT 5

PROJECT CATEGORY mobility

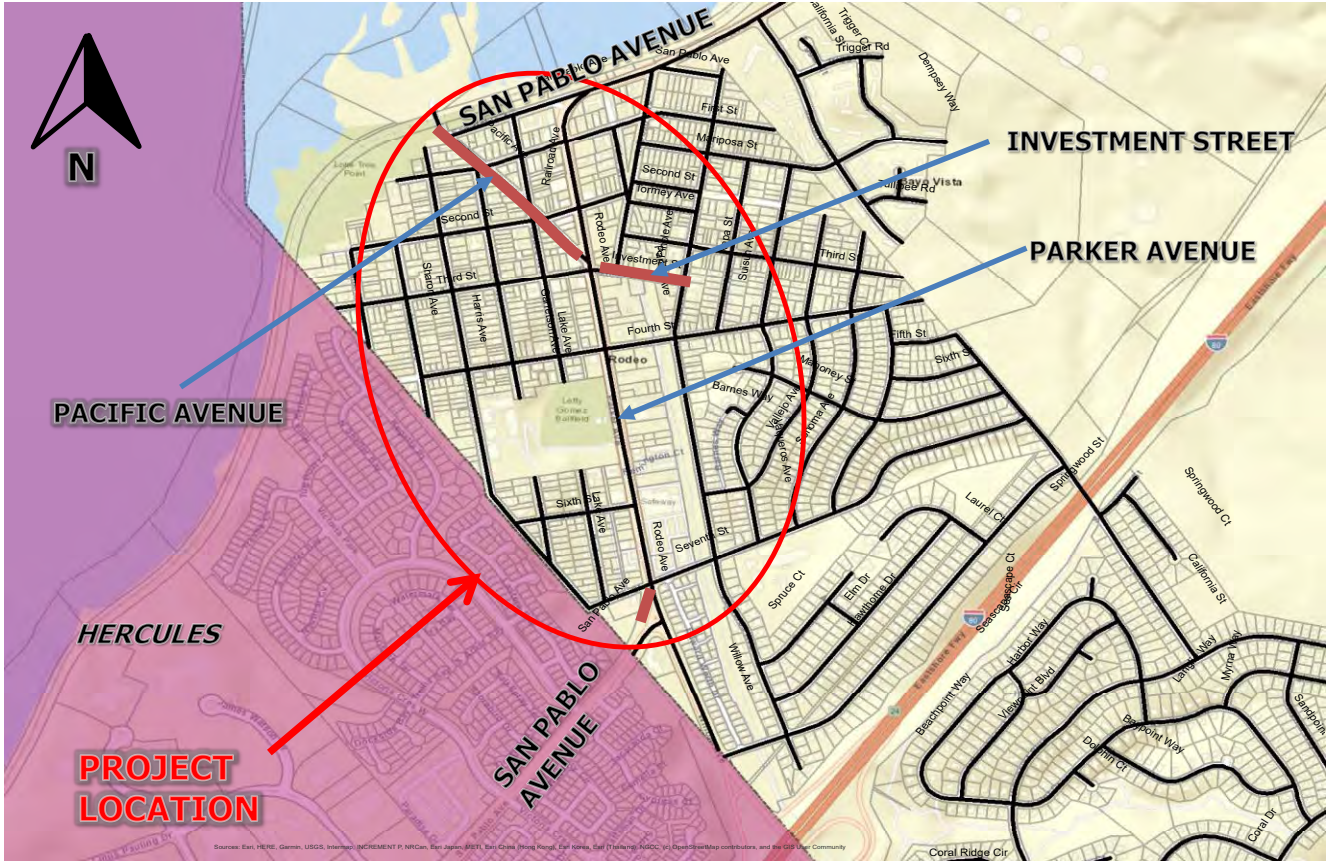
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination										
Preliminary Engineering	311	306	5							
Environmental	28	19	9							
Design Engineering	567	477	90							
+ Right-of-Way	65		65							
+ Construction	1,114		1,114							
Total	2,084	802	1,282							
Former RDA	1,152	802	350							
+ Gas Tax (c)	408		408							
Measure J TLC	470		470							
TDA	55		55							

Contra Costa County Capital Road Improvement & Preservation Program

PROJECT NAME Rodeo Downtown Infrastructure Improvements



Source: County GIS

Legend:



County Maintained Roads

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Rodeo Pedestrian Enhancement Project

PROJECT DESCRIPTION This project will install two ADA curb ramps on Parker Avenue at 6th Street and three rapid repeating flash beacons. Along 7th Street, pedestrian crossing enhancements are to be constructed in front of Saint Patrick School. Construction is scheduled for 2021. This project is funded by the Transportation Development Act and Gas Tax Funds.

PURPOSE AND NEED The purpose of this project is to improve pedestrian safety at the intersection of Parker Avenue and 6th Street and in front of Saint Patrick School on 7th Street in Rodeo.

The need is based on the numerous requests for pedestrian safety improvements due to on-going issues of motorists not yielding to pedestrians at 6th Street and speeding in front of St. Patrick School.

SUPERVISOR DISTRICT 5

PROJECT CATEGORY safety

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Planning/Coordination	45	39	2	2	2					
Preliminary Engineering										
Environmental										
Design Engineering	74		30	35	9					
+ Right-of-Way	3				3					
+ Construction	350				350					
Total	480	39	32	37	372					
+ Gas Tax (c)	320				320					
TDA	160	39	32	37	52					

Contra Costa County
Capital Road Improvement & Preservation Program

PROJECT NAME Rodeo Pedestrian Enhancement Project



Source: County GIS

Legend:



County Maintained Roads

UNFUNDED PROJECTS – This is a comprehensive list of projects that have been conceived but not funded. This project list originated from the following sources: Area of Benefit (AOB) project lists, the Regional Transportation Plan (RTP), Comprehensive Transportation Project List (CTPL) through Contra Costa Transportation Authority (CCTA), Transportation Expenditure Plan (TEP), and a Public Works List that was generated from community input/need. District V includes Martinez AOB, Pacheco AOB, and Bay Point AOB.

- V-15. 6th Street, Rodeo Sidewalk Project (CTPL) – This project proposes to provide sidewalk along one side of 6th Street between Parker Avenue and Garretson Avenue.
- V-16. 7th Street, Rodeo Sidewalk Project (CTPL) – This project proposes to provide sidewalk along one side of 7th Street between Parker Avenue and Garretson Avenue.
- V-17. Alhambra Valley Road Safety Improvements – Various Locations – This project proposes to construct safety improvements along Alhambra Valley Road.
- V-18. Alves Lane Extension – Willow Pass Road to Pacifica Avenue (Bay Point AOB) – This project proposes to construct a new roadway extension and modify the existing traffic signal at Alves Lane and Willow Pass Road.
- V-19. Bailey Road and Mary Anne Lane Signal Project (CTPL) – This project proposes to install a traffic signal at Bailey Road and Mary Anne Lane.
- V-20. 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 will be scheduled for construction as soon Maintenance deems it appropriate. Funding is through the Keller Canyon Mitigation Fund for pavement rehabilitation and Gas Tax Funds.
- V-21. Bailey Road Pedestrian & Bicycle Improvements – Canal Road to Willow Pass Road (Bay Point AOB) – This project proposes to construct pedestrian and bicycle improvements along Bailey Road from Canal Road to Willow Pass Road. (see also Active Project #V-3 Bay Point Undergrounding Project)
- V-22. Bear Creek Road Safety Improvements – Alhambra Valley Road to the City of Orinda (CTPL) – This project proposes to construct roadway safety improvements along Bear Creek Road between Alhambra Valley Road to the City of Orinda.
- V-23. Bella Vista Infrastructure Improvements (CTPL) – This project proposes to construct capital improvements in accordance with the Bella Vista Infrastructure Study.

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- V-24. Canal Road Sidewalk Project – 420 feet South of Winderbrook Drive to Chadwick Lane (CTPL) – This project proposes to construct sidewalk along a segment of Canal Road between Chadwick Lane and 420 feet south of Winterbrook Drive.
- V-25. Center Avenue Bicycle and Pedestrian Improvements – Pacheco Boulevard to Marsh Drive (Pacheco AOB) (CTPL) – This project proposes 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-26. Crockett Area Overlays & Reconstruction Project – This project proposes to conduct pavement overlays and reconstruction in the Crockett area.
- V-27. Cummings Skyway – Widen Interchange at I-80 (CTPL) – This project proposes to widen the interchange between I-80 and Cummings Skyway.
- V-28. Cummings Skyway Truck Climbing Lane Extension (RTP) – This project proposes to extend the existing eastbound truck-climbing lane on Cummings Skyway.
- V-29. Delta De Anza Trail Connection – Class I bikeway from Evora Road in Bay Point to Port Chicago Highway in Concord to Iron Horse Trail (CTPL) – This project is a combination of two CTPL projects, which proposes a Class I bikeway. The first segment is from Evora Road in Bay Point to Port Chicago Highway (Concord), and the second segment is from Port Chicago Highway (Concord) to the Iron Horse Trail.
- V-30. Delta De Anza Trail Connection (CTPL) – This project proposes to upgrade trail crossings from Driftwood Drive to Canal Road.
- V-31. Driftwood Drive Improvements – Port Chicago Highway to Pacifica Avenue (Bay Point AOB) – This project proposes to construct six-foot shoulders and six-and-a-half wide sidewalks on both sides of Driftwood Drive.
- V-32. Evora Road & Willow Pass Road Intersection Improvements (CTPL) – This project proposes intersection improvements to facilitate movement to and from State Route 4, including signal modifications and new signal installation.
- V-33. Evora Road Extension – Western Terminus to Port Chicago Highway (CTPL) – This project proposes to extend Evora Road westward to Port Chicago Highway.

- V-34. Evora Road Widening – Willow Pass Road in Bay Point to Willow Pass Road in Concord (CTPL) – This project proposes to widen Evora Road to four lanes from Bay Point to Concord.
- V-35. Franklin Canyon Undercrossing – Sobrante Ridge to Carquinez Strait Trail (CTPL) – This project proposes to construct a Franklin Canyon undercrossing to facilitate regional trail access.
- V-36. Gloria Terrace Sidewalk Project – Taylor Boulevard to Reliez Valley Road (CTPL) – This project proposes to provide a sidewalk or walkable shoulders on Gloria Terrace.
- V-37. Kirker Pass Road Bicycle Project (CTPL) – This project proposes to provide Class II bike lanes from the City of Pittsburg to the City of Concord.
- V-38. Kirker Pass Road Northbound Runaway Truck Ramp (CTPL) – This project proposes to construct a northbound runaway truck ramp along Kirker Pass Road prior to the City of Pittsburg.
- V-39. Kirker Pass Road Southbound Truck Lane (RTP) – This project proposes to construct a southbound truck climbing lane along Kirker Pass Road.
- V-40. Local Road Pedestrian and Bicycle Upgrade at Benicia Bridge – This project proposes to construct and upgrade pedestrian and bicycle improvements leading up to Benicia Bridge.
- V-41. Loftus Road Pedestrian Improvements – Canal Road to Willow Pass Road (Bay Point AOB) – This project proposes pedestrian and bicycle improvements on both sides of Loftus Road.
- V-42. Marsh Drive Improvements – Center Avenue to Walnut Creek Bridge Pacheco AOB – This project proposes 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-43. McNabney Marsh Open Space Connection to Waterfront Road Project (CTPL) – This project proposes to provide an entrance to the McNabney Marsh Open Space from Waterfront Road.
- V-44. Monterey Street Safety Improvements – Veale Avenue to Palm Avenue (CTPL) – This project proposes to pipe an existing ditch, conduct drainage improvements and provide walkable shoulders.

-
- V-45. Pacheco Boulevard & Center Avenue Intersection Improvements (Pacheco AOB) – This project proposes to construct modifications to the intersection of Pacheco Boulevard and Center Avenue.
 - V-46. Pacheco Boulevard & Muir Road Intersection Improvements (Pacheco AOB) – This project proposes to construct intersection modifications at Pacheco Boulevard and Muir Road.
 - V-47. Pacheco Boulevard & North Buchanan Circle Intersection Improvements (Pacheco AOB) – This project proposes to signalize the intersection at Pacheco Boulevard and Carolos Drive/North Buchanan Circle.
 - V-48. Pacheco Boulevard Complete Streets – Arnold Drive to Muir Road (Pacheco AOB) – This project proposes to construct new bike lanes along Pacheco Boulevard from Arnold Drive to Muir Road.
 - V-49. Pacheco Boulevard Improvements – Morello Avenue to Blum Road (RTP) (TEP) – This project proposes to improve the Pacheco Boulevard Corridor with Complete Streets concept. This project will be in cooperation with the City of Martinez.
 - V-50. Pacifica Avenue Extension – Port Chicago Highway to Alves Lane (Bay Point AOB) – This project proposes to construct a new roadway and modification of the existing traffic signal at Pacifica Avenue and Port Chicago Highway.
 - V-51. Pedestrian Improvements Near Rodeo Hills Elementary School – This project proposes to construct pedestrian improvements in the vicinity of the Rodeo Hill Elementary School in Rodeo.
 - V-52. Pleasant Hill Road & Taylor Boulevard Bicycle and Pedestrian Improvements (Central County AOB) – This project proposes to construct improvements to the intersection of Pleasant Hill Road and Taylor Boulevard.
 - V-53. Pleasant Hill Road Sidewalk Project – 1700 block to Diablo View Road on west side only (CTPL) – This project proposes to construct a sidewalk on the west side of Pleasant Hill Road.
 - V-54. Pomona Street Sidewalk Project (CTPL) – This project proposes to construct a sidewalk along the south side of Pomona Street from 3rd Street to Rolph Avenue.
 - V-55. Pomona Street/Winslow Avenue/Carquinez Scenic Drive Safety Alignment Study – This project proposes to conduct a safety alignment study along Pomona Street, Winslow Avenue, and Carquinez Scenic Drive.

-
- V-56. Port Chicago Highway Bicycle and Pedestrian Improvements – Driftwood Drive to McAvoy Road (Bay Point AOB) – This project proposes to construct a bike lane/shoulder along both sides of Port Chicago Highway, and a sidewalk along the south side.
- V-57. Port Chicago Highway Realignment Project – McAvoy Road to Pacifica Avenue (Bay Point AOB) – This project proposes 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-58. Reliez Valley Road Bicycle Improvements – North of Grayson Road to Withers Avenue (Central County AOB) – This project proposes to construct bicycle improvements along Reliez Valley Road from Grayson Road to Withers Avenue.
- V-59. San Pablo Avenue/Parker Avenue Sidewalk (CTPL) – This sidewalk project proposes to provide a pedestrian connection between Rodeo and the City of Hercules.
- V-60. San Pablo Avenue Complete Streets Project - Rodeo to Crockett (RTP) – This project proposes to construct complete streets improvements along San Pablo Avenue from Rodeo to Crockett.
- V-61. Waterfront Road Grade Change Project – This project proposes to raise the roadway in anticipation of global sea level rise. McNabney Marsh and other wetlands that occasionally spill onto and flood Waterfront Road.
- V-62. Willow Pass Road & Bailey Road Intersection Improvements (Bay Point AOB) – This project proposes to widen Willow Pass Road to accommodate an additional westbound turn lane and a new eastbound right turn lane.
- V-63. Willow Pass Road (West) & SR4 Interchange Improvements (Bay Point AOB) – This project proposes to install new traffic signals at interchange of Willow Pass Road (West) and State Route 4 westbound and eastbound off ramps.
- V-64. Willow Pass Road Improvements – Bailey Road to Pittsburg City Limits (Bay Point AOB) – This project proposes to restripe Willow Pass Road to provide four travel lanes and an application of slurry.
- V-65. Willow Pass Road Improvements – Evora Road to SR4 (Bay Point AOB) – This project proposes to widen Willow Pass Road and modify the Willow Pass Road/Evora traffic signal.

Appendix A: Acronyms used in the CRIPP

Table C: Acronyms 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	Community 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

Appendix B: 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.

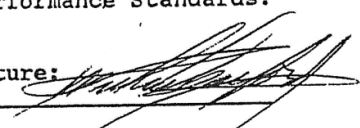
III. REASONS FOR RECOMMENDATION/BACKGROUND

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: _____

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

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

By Julene Edwards
 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 C: 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 capital 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

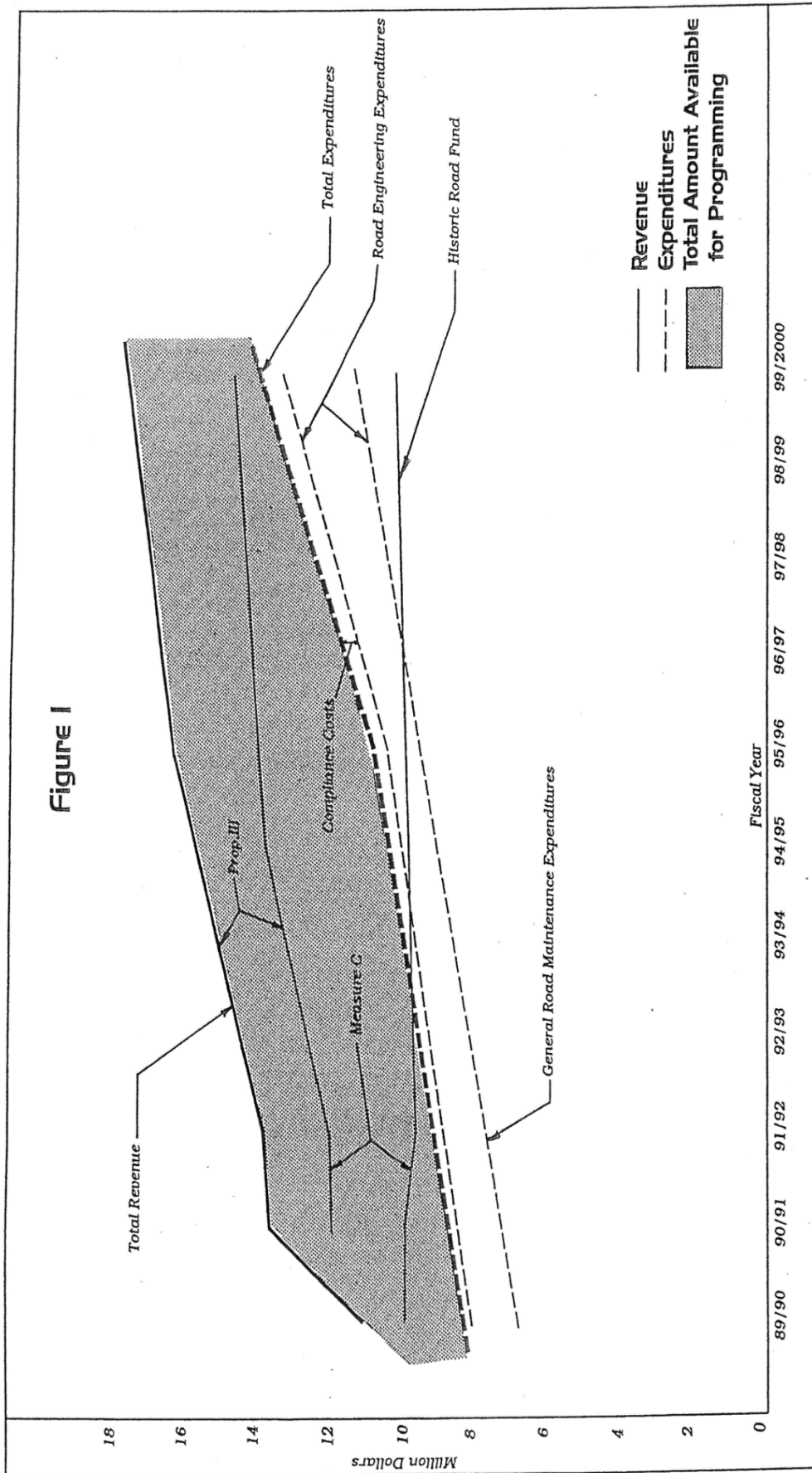
FISCAL YEAR	PAVEMENT MANAGEMENT PROGRAM			SAFETY PROGRAM			CAPITAL PROGRAM			TOTAL	
	Historic Road Funds	Proposition 111	Measure C	TOTAL	Historic Road Funds	Proposition 111	TOTAL	Historic Road Funds	Proposition 111		TOTAL
89/90	1200	---	1350	2,550	300	---	300	260	---	260	3,110
90/91	911	1400	1357	3,668	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.

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 c:table11.110
 November 5, 1991

Figure I



**Appendix D: Board Order Approving the 2020 Capital
Road Improvement and Preservation Program and
the month 2020 TWIC Report**

(This page is intentionally left blank until the Board of Supervisors approves the 20**20** CRIPP)

Appendix E: 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.

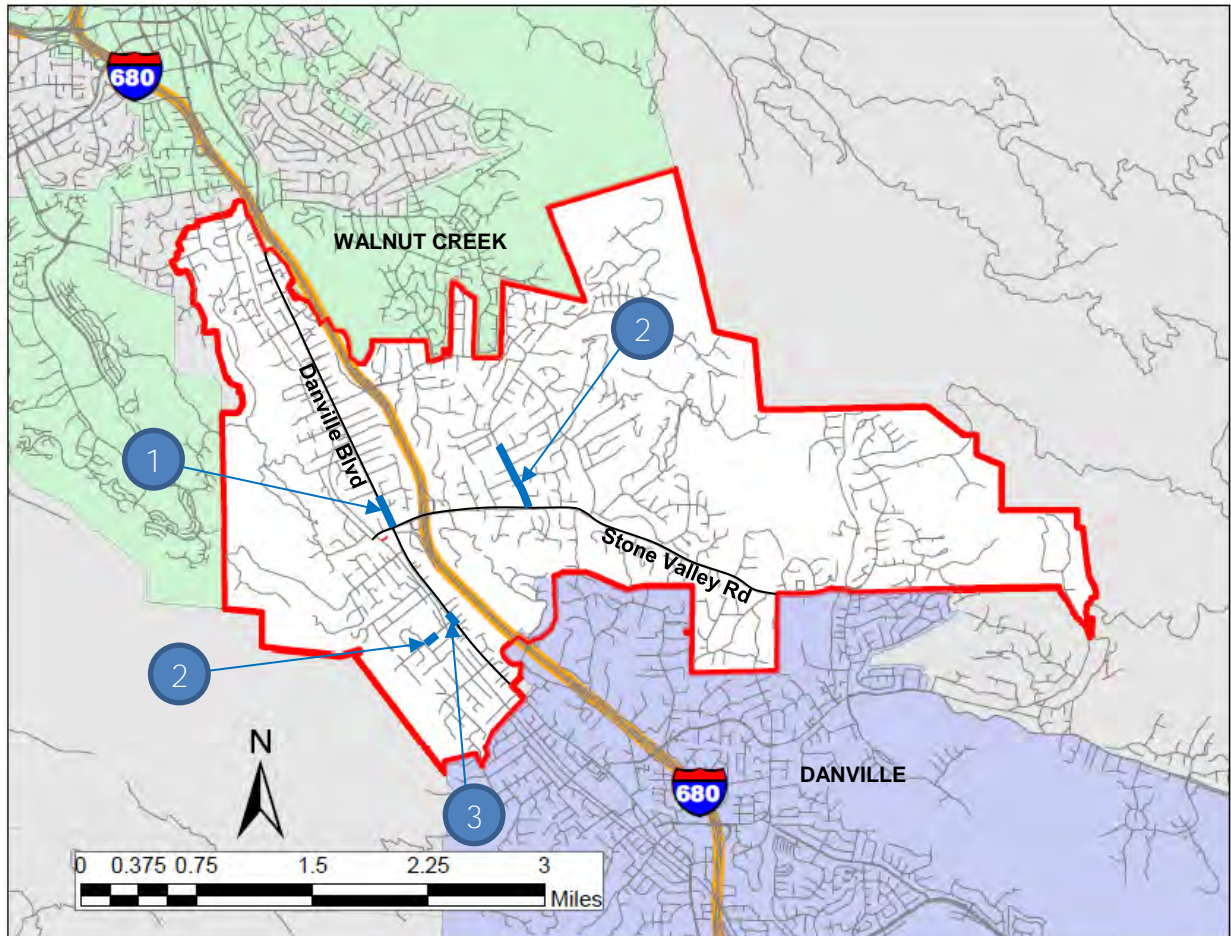
For more information about the Areas of Benefit, contact the AOB manager at (925) 313-2000 or visit the AOB website, <http://www.cccounty.us/AOB>.

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

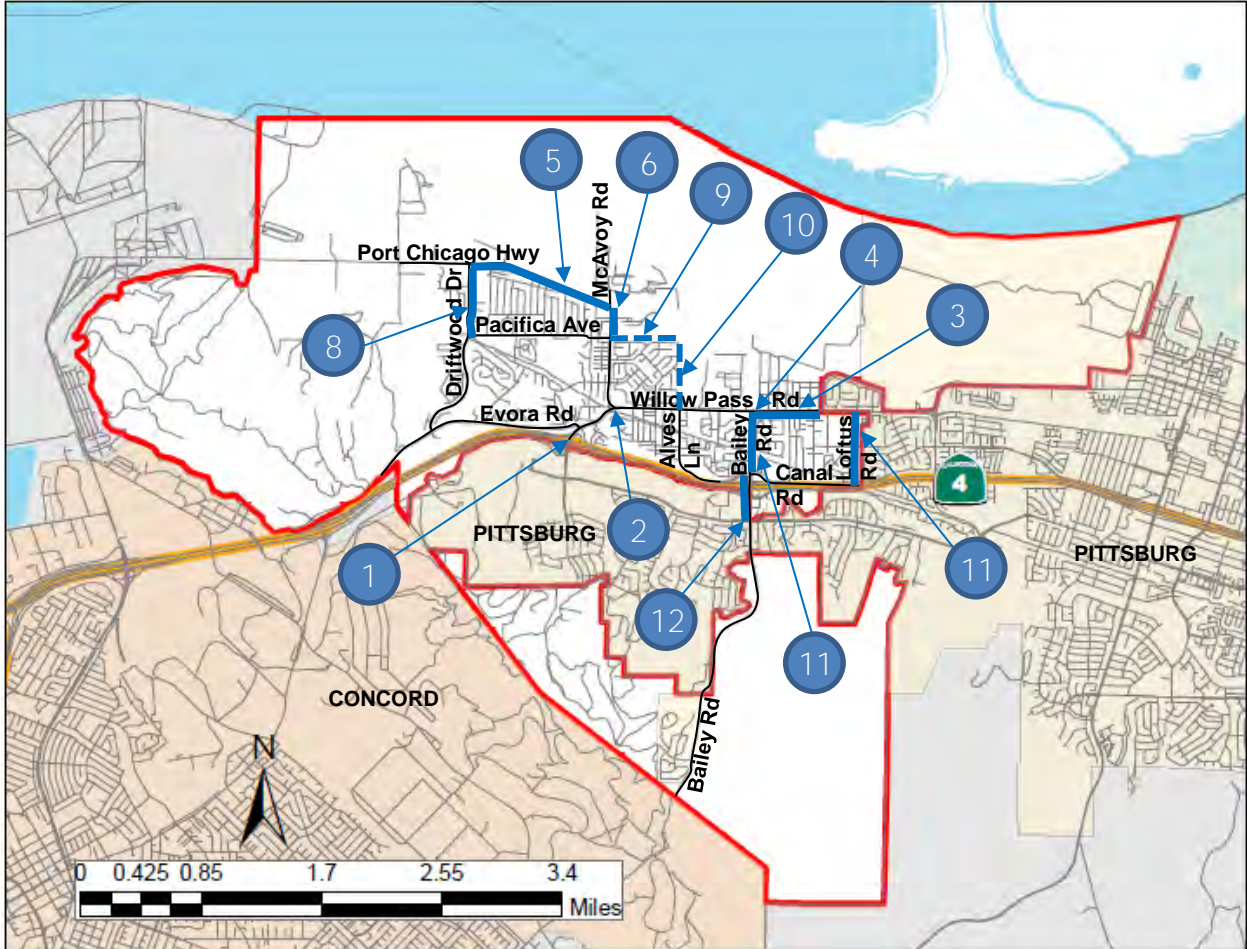


**Bay Point Area of Benefit
Project List Schedule
Current Ordinance 2016-18**

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

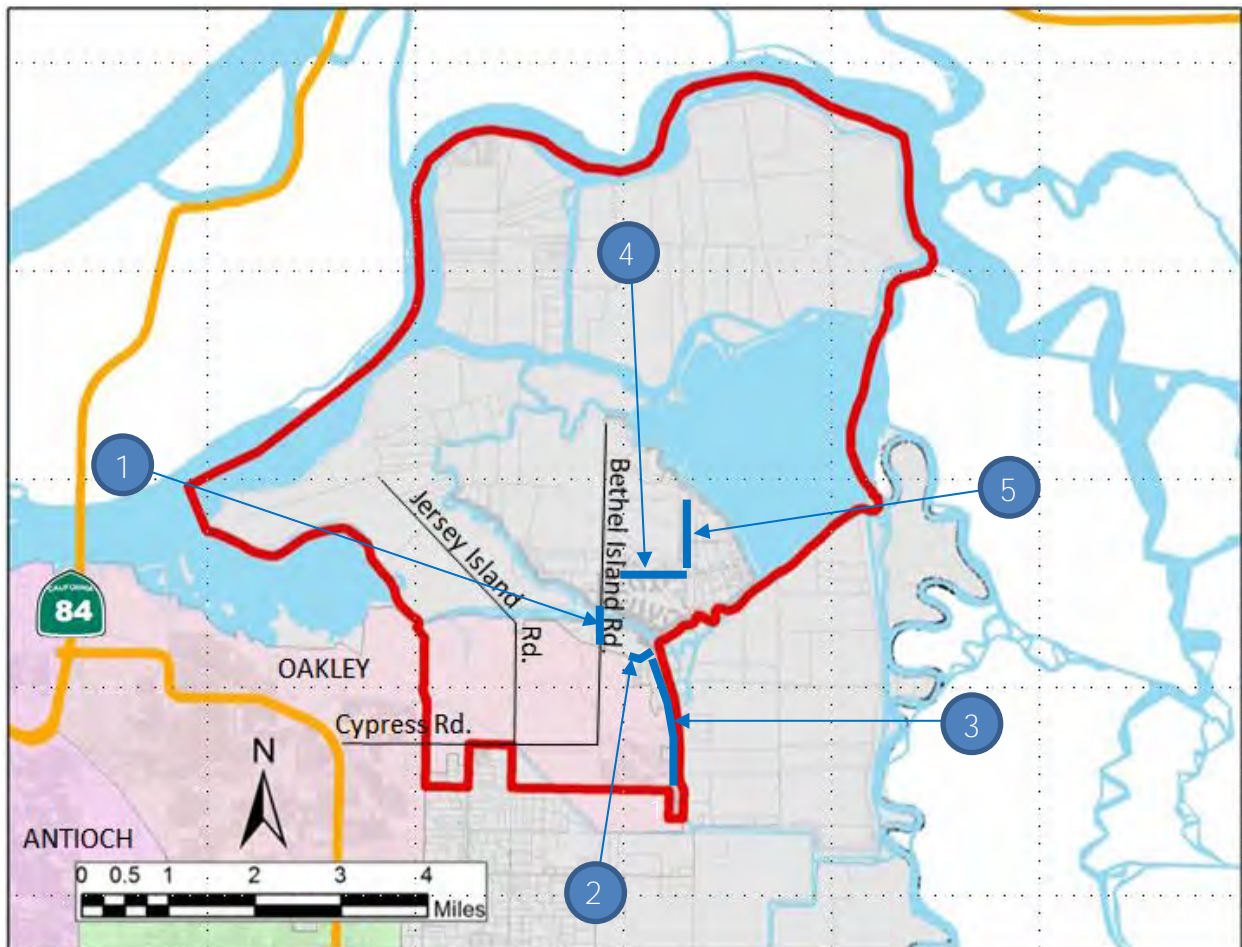


Bethel Island Area of Benefit
Project List Schedule
 Current Ordinance 2016-12

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

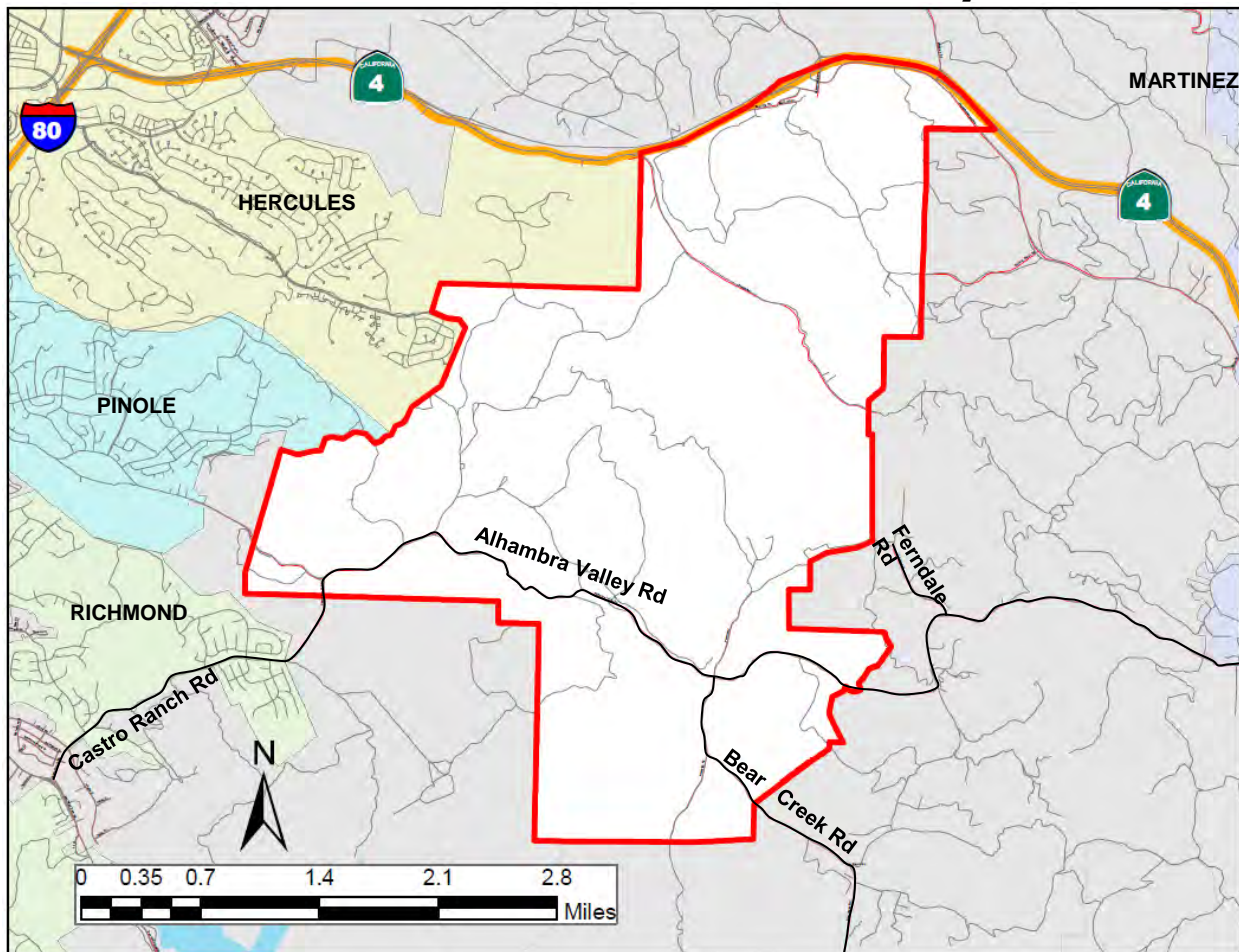


Briones Area of Benefit
Project List Schedule
Current Ordinance 88-27

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

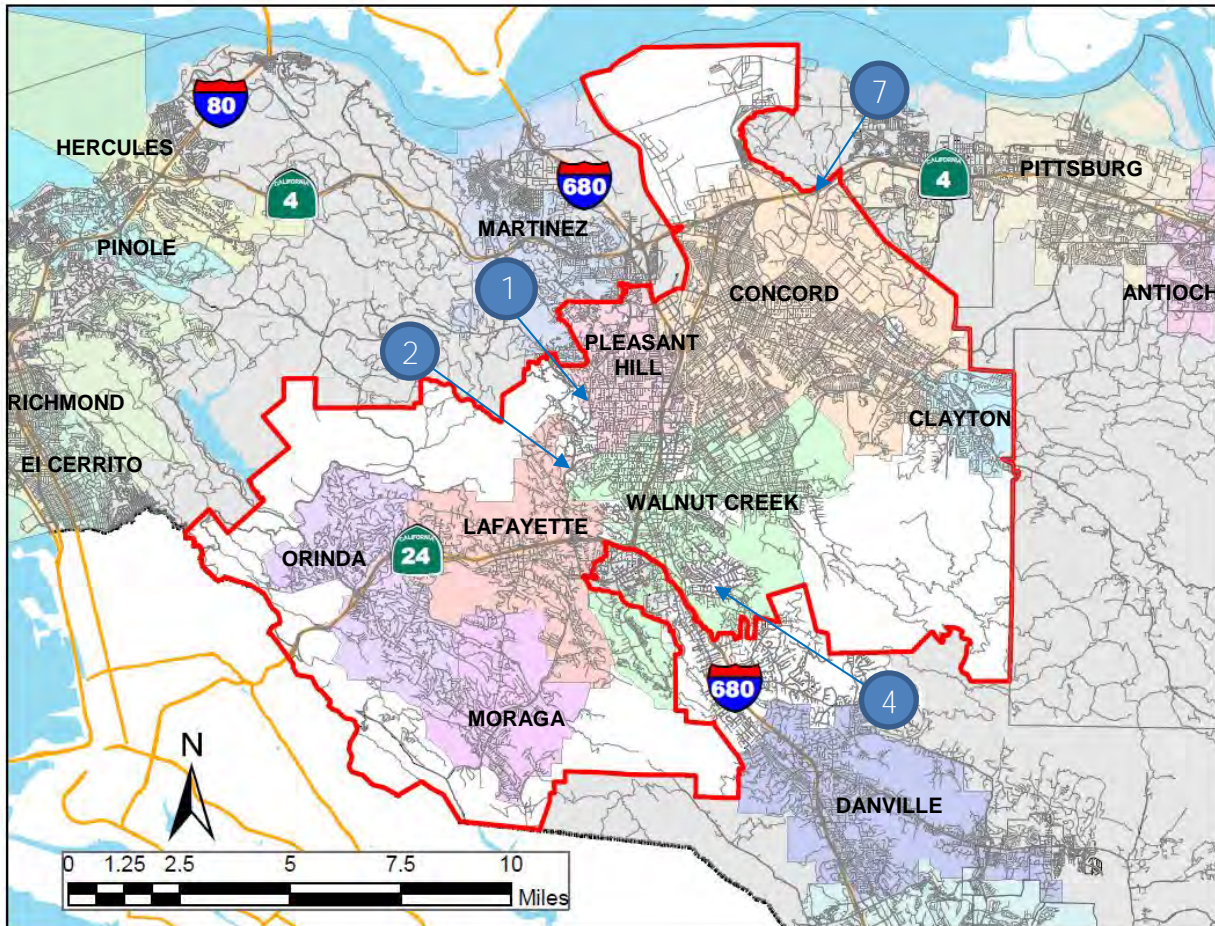


Central County Area of Benefit
Project List Schedule
Current Ordinance 95-32

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

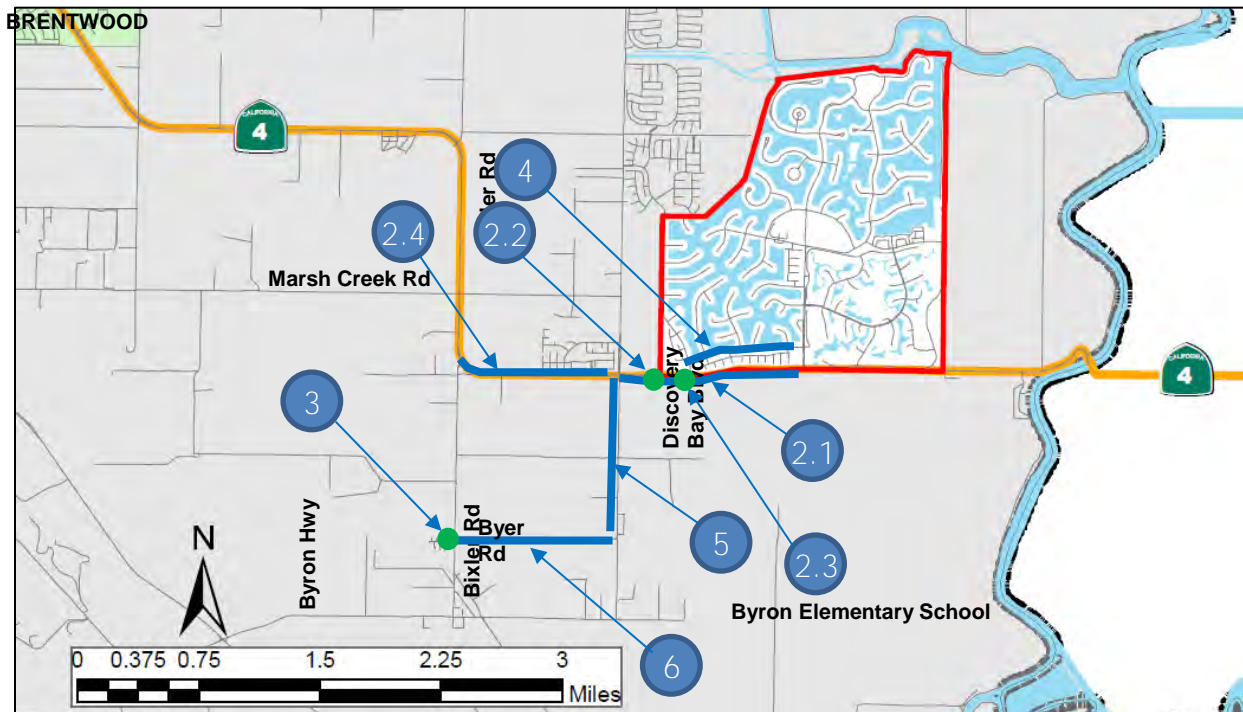


**Discovery Bay Area of Benefit
Project List Schedule
Current Ordinance 2018-16**

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

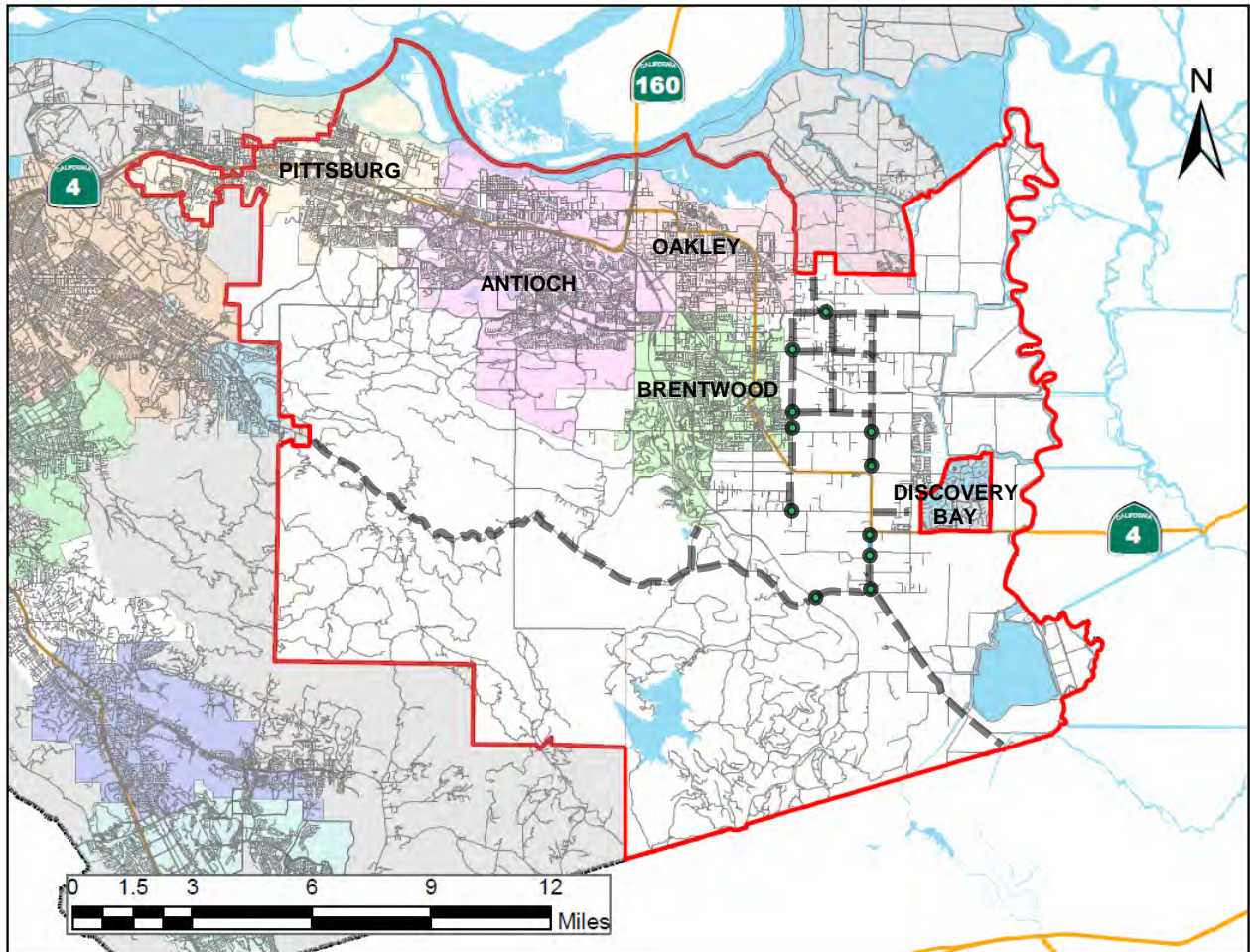


East County Regional Area of Benefit
Project List Schedule
Current Ordinance 2013-26

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:

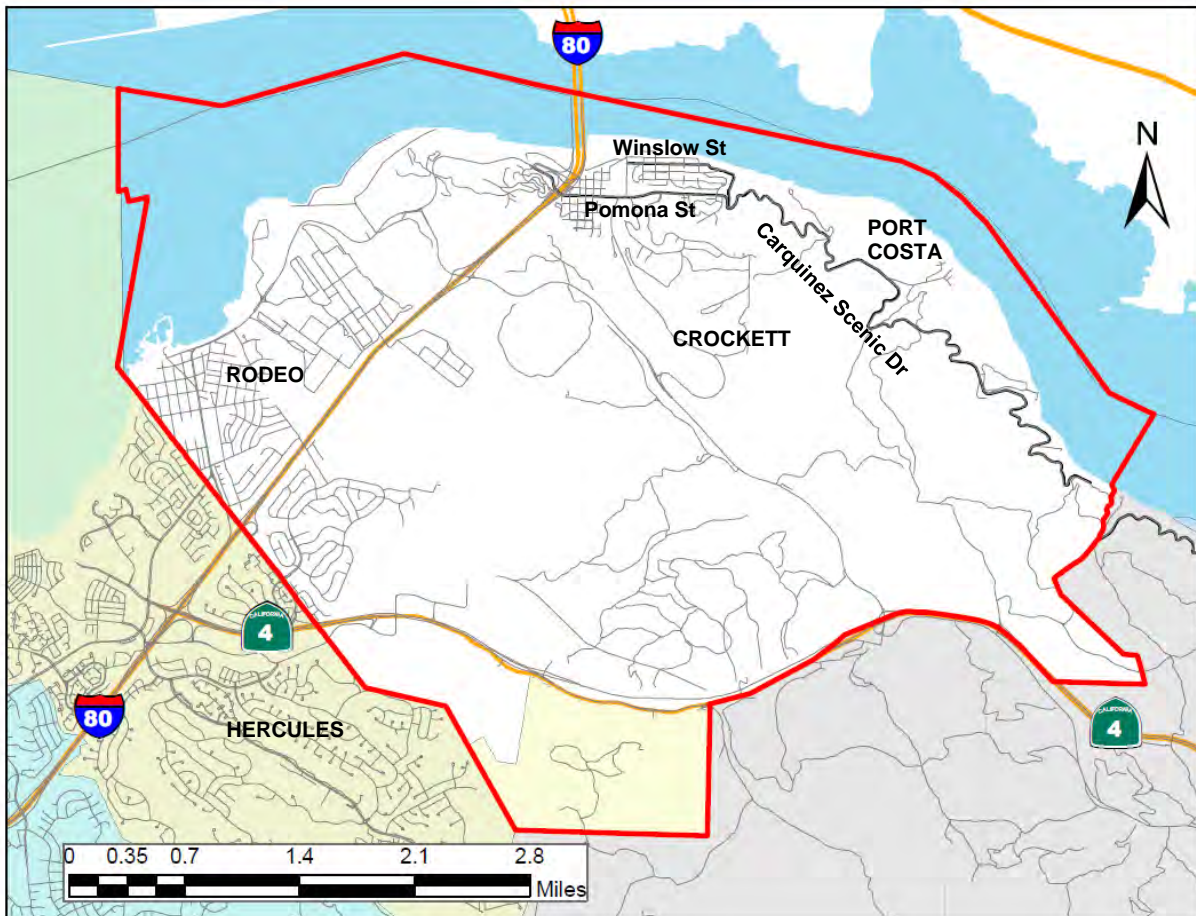
- Roadway Improvements
- Intersection Improvements

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

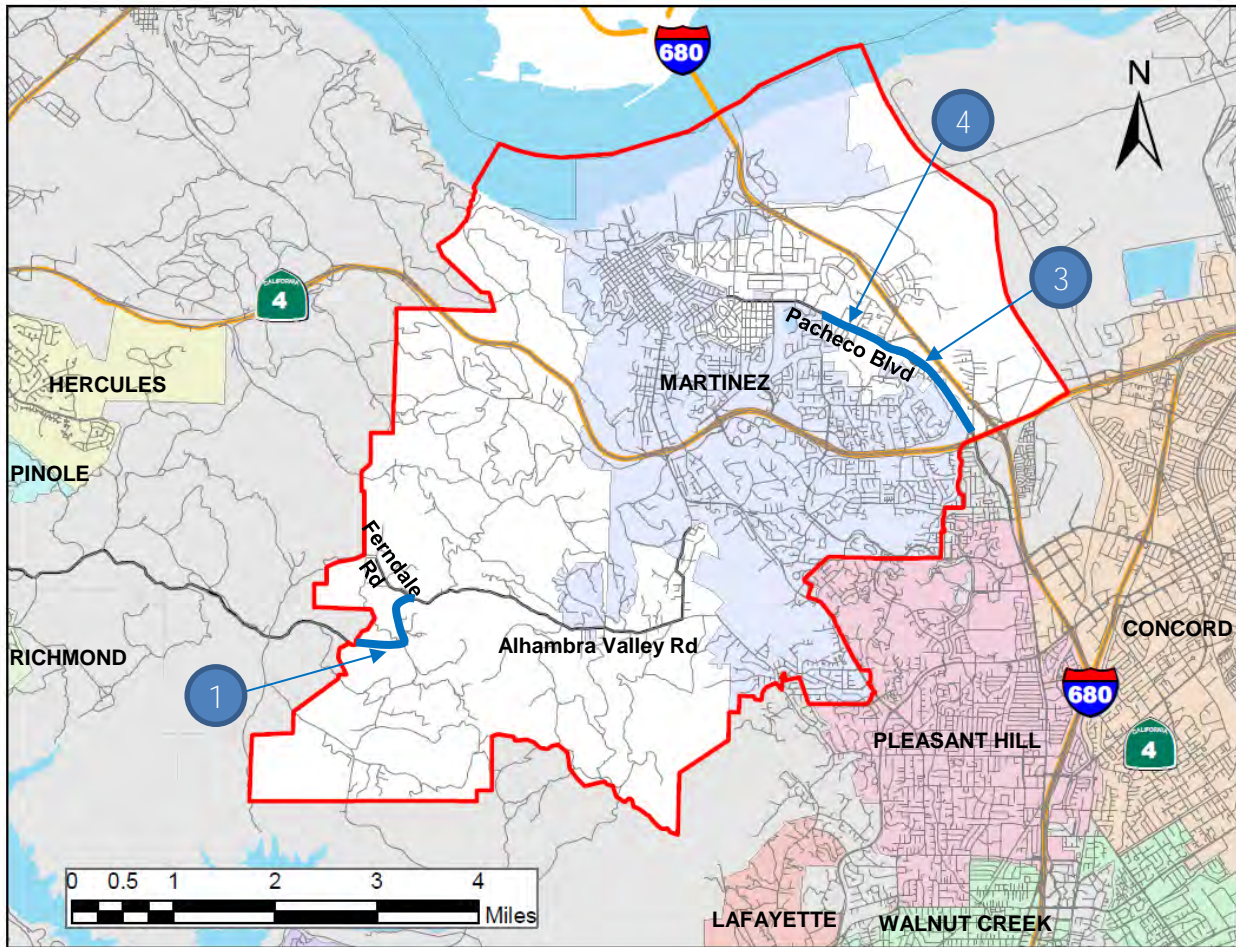


Martinez Area of Benefit
Project List Schedule
Current Ordinance 95-38

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

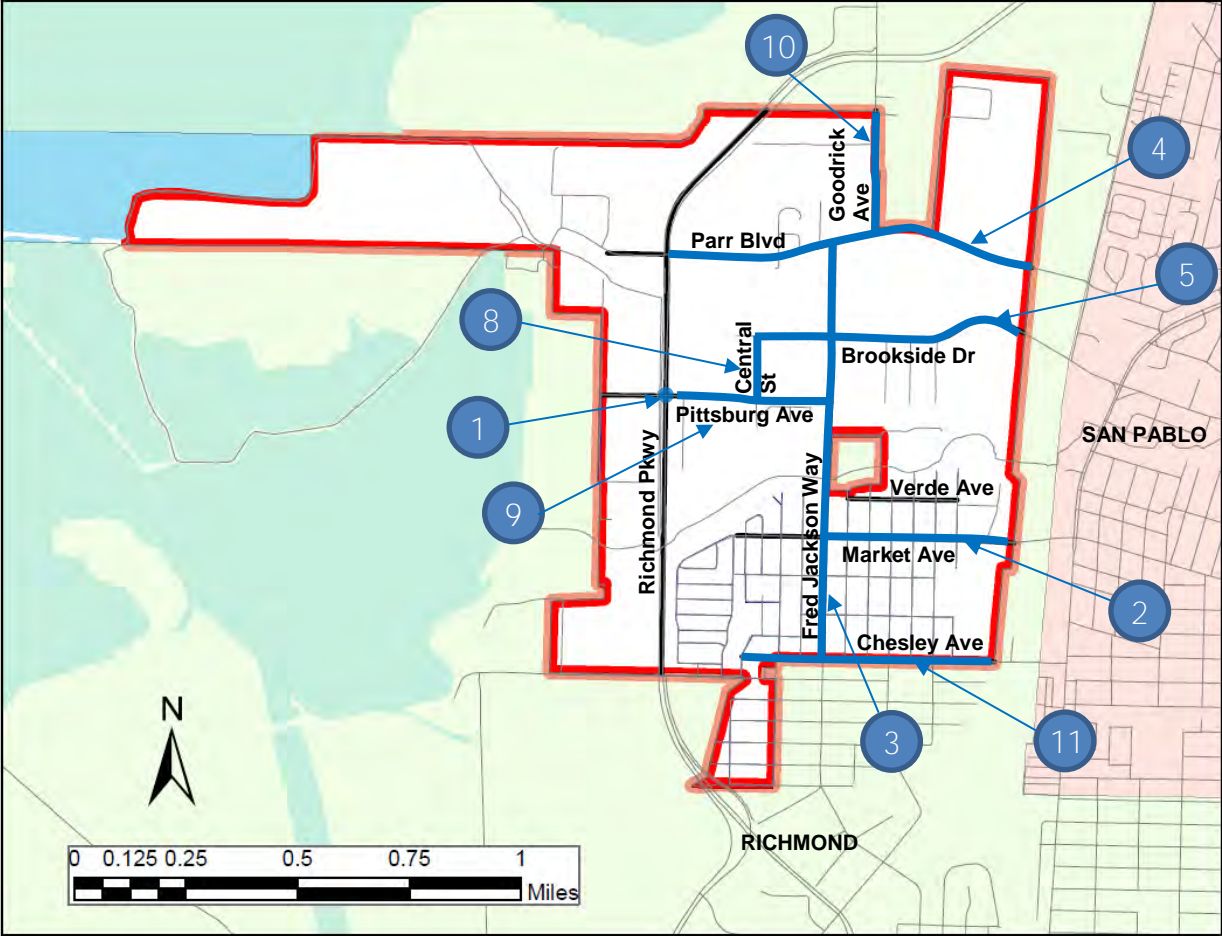


**North Richmond Area of Benefit
Project List Schedule
Current Ordinance 2017-22**

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

DRAFT

Pacheco (West Concord) Area of Benefit

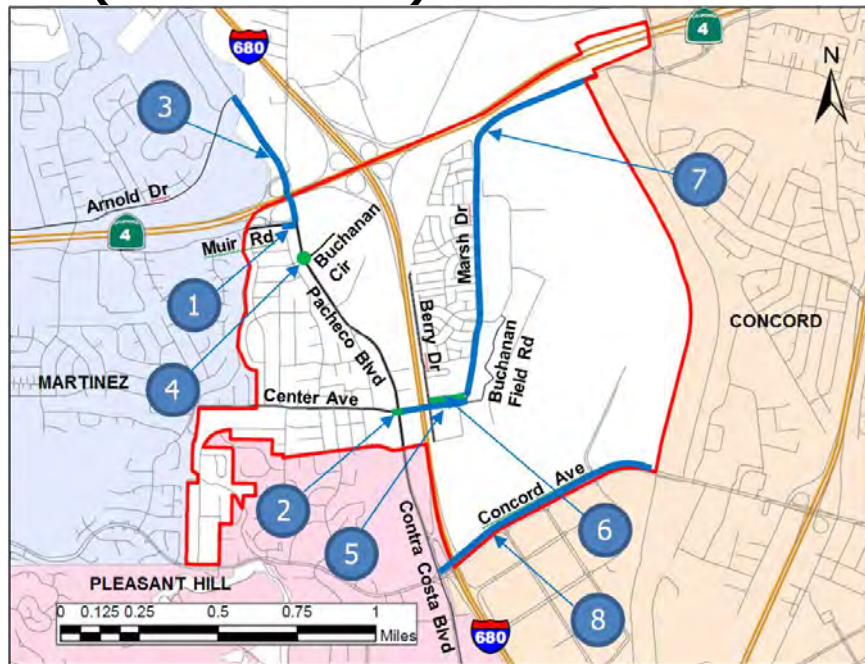
Proposed Project List Schedule

Pending Pacheco AOB update expected in 2021.

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

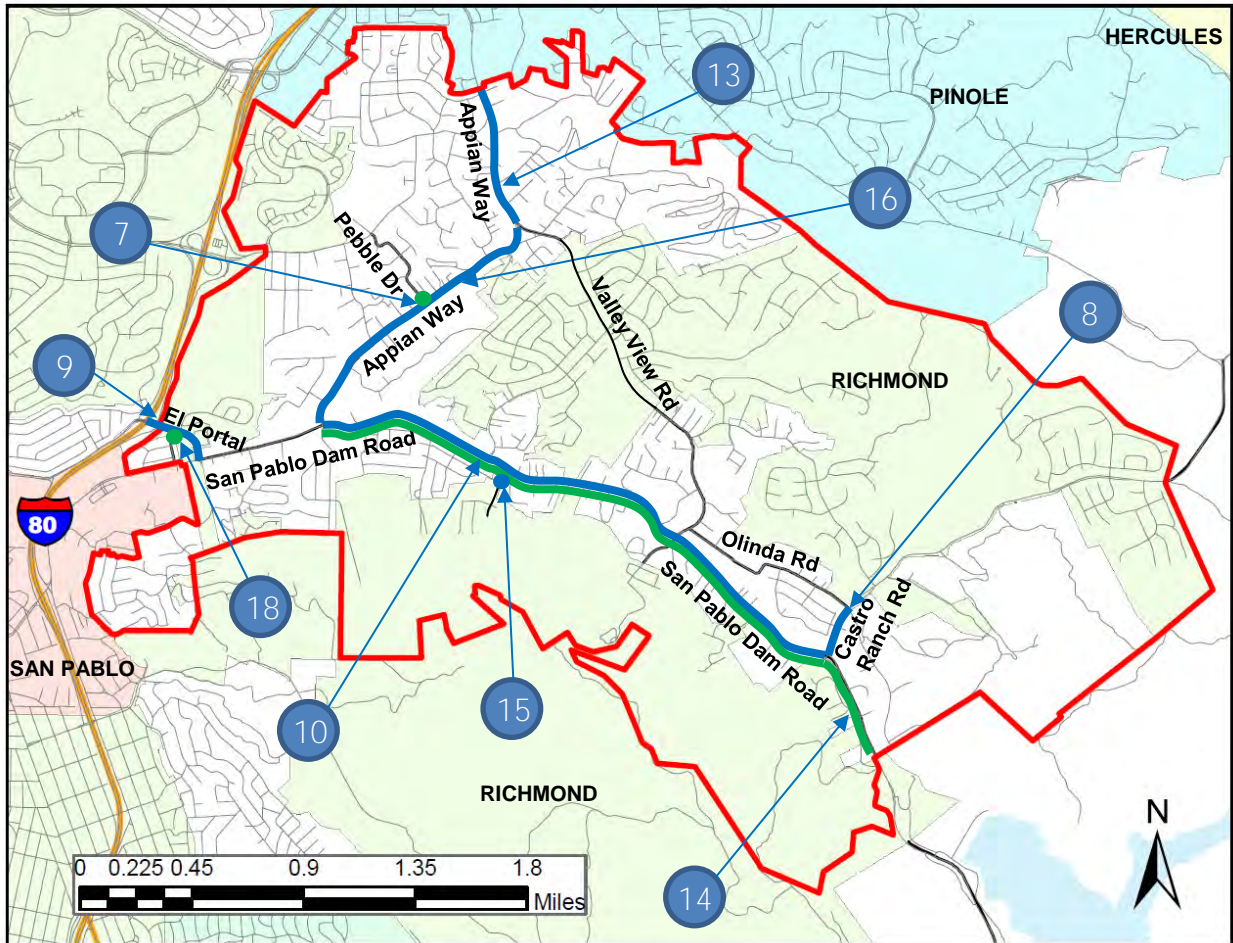


Richmond / El Sobrante Area of Benefit
Project List Schedule
Current Ordinance 91-27

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

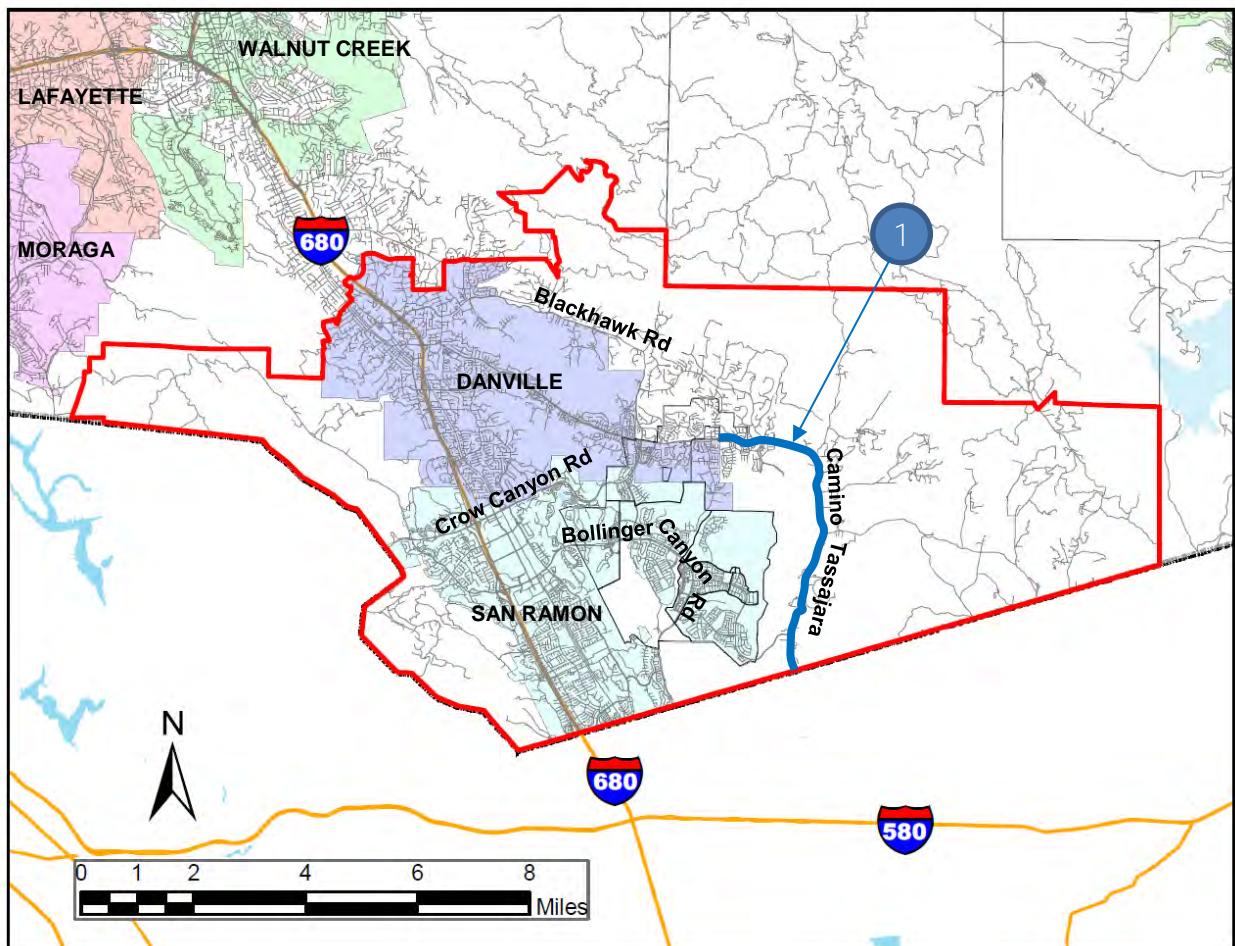


South County Area of Benefit
Project List Schedule
Current Ordinance 96-27

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

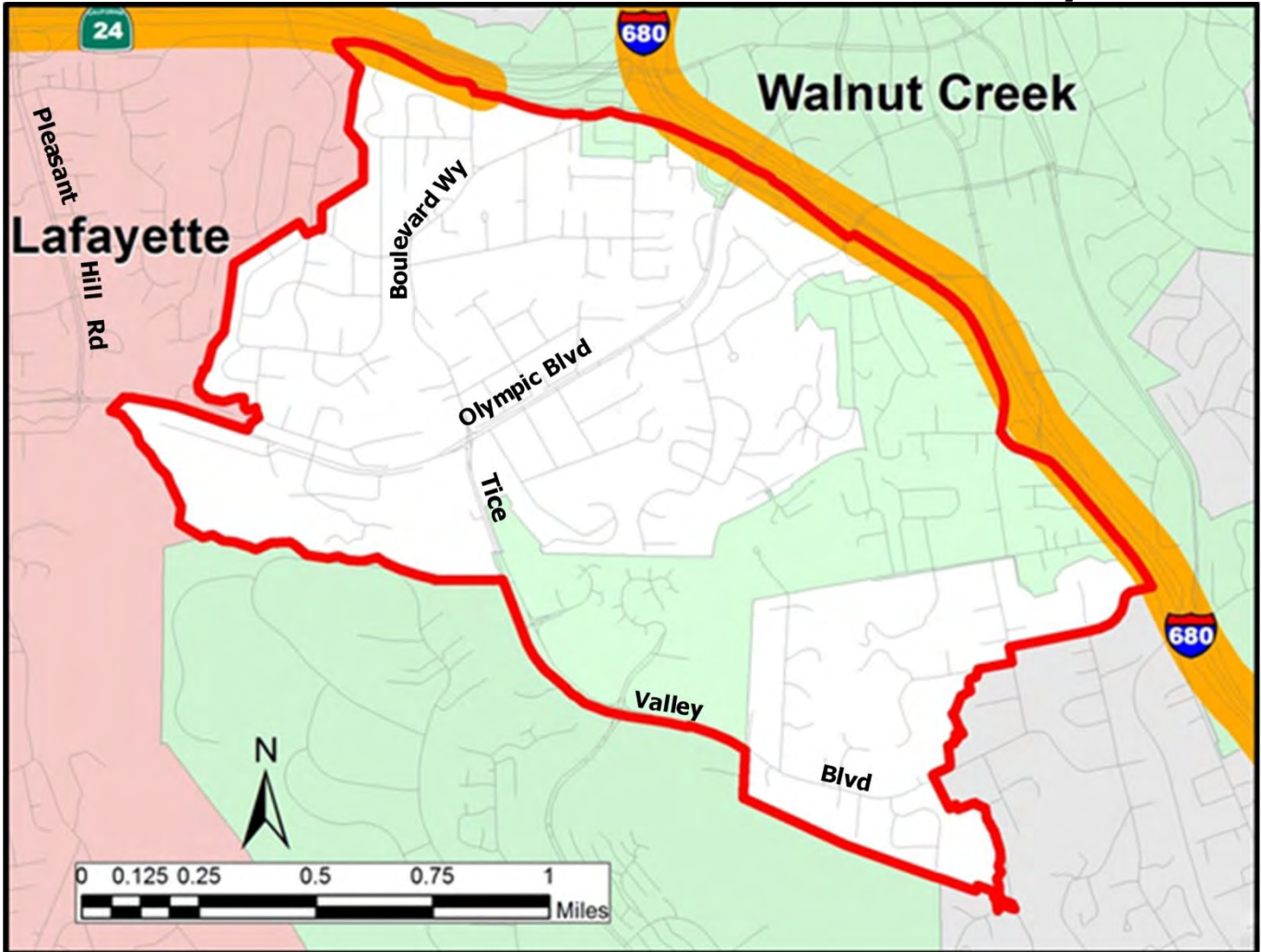


South Walnut Creek Area of Benefit
Project List Schedule
Current Ordinance 94-72

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>

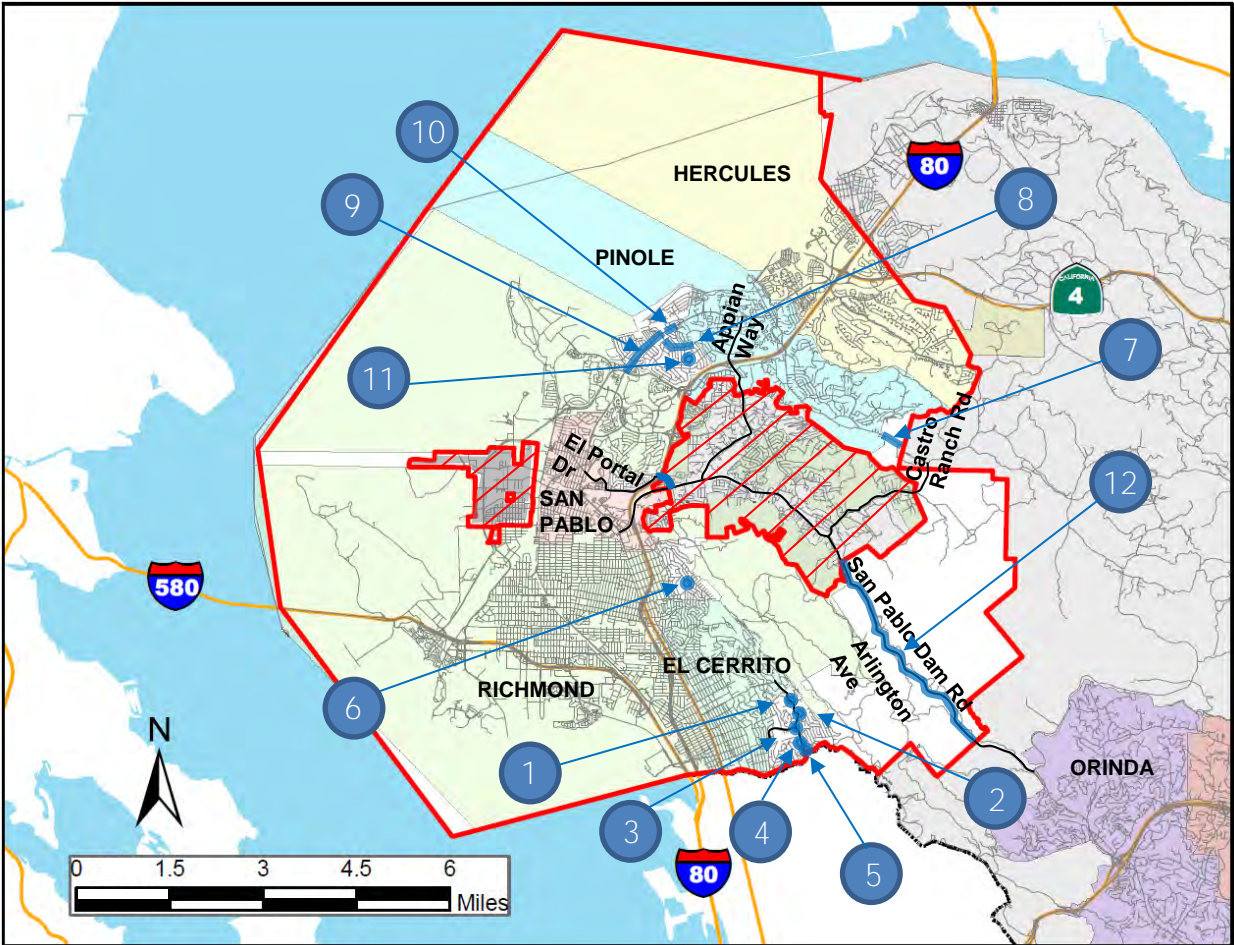
South Walnut Creek Area of Benefit Boundary



West County Area of Benefit
Proposed Project List Schedule
Pending West County AOB update expected in 2021

Item	Location	Description	Project Status
1	Arlington Avenue, Intersection with Rincon Road and Kensington Road	Intersection Safety Improvements	Incomplete
2	Arlington Avenue, Intersection with Westminster Avenue	Intersection Safety Improvements	Incomplete
3	Arlington Avenue, Intersection with Sunset Drive	Intersection Safety Improvements	Incomplete
4	Arlington Avenue, Intersection with Coventry Road	Intersection Safety Improvements	Incomplete
5	Arlington Avenue, Intersection with Amherst Avenue	Intersection Safety Improvements	Incomplete
6	Arlington Boulevard, Intersection with Vine Avenue and Highland Avenue	Intersection Safety Improvements	Incomplete
7	Pinole Valley Road, Between Pinole City Limits and AOB boundary	Safety Improvements	Incomplete
8	Tara Hills Drive, Between San Pablo Avenue and Pinole City Limits	Pedestrian Safety Improvements and Traffic Calming	Incomplete
9	San Pablo Avenue, Between Kay Road and Pinole City Limits	Bicycle Improvements	Incomplete
10	San Pablo Avenue, Between Eire Drive and the Pinole City Limits	Striped Pedestrian Crossing with Beacons	Incomplete
11	Tara Hills Elementary School, Shannon Elementary School, Pinole Middle School	Striped Pedestrian Crossing with Beacons	Incomplete
12	San Pablo Dam Road, Between the top of the San Pablo Dam Reservoir and the AOB Boundary	Safety Improvements	Incomplete

West County Area of Benefit Boundary



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



Contra
Costa
County

To: Board of Supervisors
From: Brian M. Balbas, Public Works Director/Chief Engineer
Date: April 28, 2020

Subject: FY 2020/2021 Road Maintenance and Rehabilitation Account Project List for Unincorporated Contra Costa County.

RECOMMENDATION(S):

ADOPT Resolution No. 2020/121 approving a list of projects for Fiscal Year 2020/21 funded by Senate Bill 1 (SB1): The Road Repair and Accountability Act of 2017, Road Maintenance and Rehabilitation Account funds, and DIRECT staff to submit the list to the California Transportation Commission. (All Districts)

FISCAL IMPACT:

100% allocation to the Road Fund from Road Maintenance and Rehabilitation Account program under Senate Bill 1 (SB1) in the approximate amount of \$16.4 million.

BACKGROUND:

California cities and counties are seeing a significant influx of new revenue to invest in the local street and road system from Senate Bill 1 (Beall and Frazier), a landmark transportation funding package that was signed by Governor Brown on April 28, 2017. This measure was in response to California’s significant funding shortfall to maintain the state’s multimodal transportation network.

SB1 increased several taxes and fees to raise over \$5 billion annually in new transportation

- APPROVE OTHER
- RECOMMENDATION OF CNTY ADMINISTRATOR RECOMMENDATION OF BOARD COMMITTEE

Action of Board On: **04/28/2020** 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 28, 2020

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

By: June McHuen, Deputy

Contact: Nancy Wein,
925.313.2275

revenues. SB1 also includes inflationary adjustments in the revenue to local agencies so that the purchasing power of the funds does not decrease as it has in the past. SB1 prioritizes funding towards maintenance, rehabilitation and safety improvements on state highways, local streets and roads, and bridges and to improve the state's trade corridors, transit, and active transportation facilities.

SB1 Funds were available to cities and counties starting in FY 2017/2018 and are comprised of two parts - an increase in the annual gas tax revenue that local agencies have historically been receiving and a new funding source called Road Maintenance and Rehabilitation Account (RMRA) program funds. The California State Association of Counties (CSAC) annually provides an estimate of the total gas tax revenues the County can expect to see from transportation bill, including the total estimated revenue from RMRA program funds. CSAC estimates the County will receive about \$41.7 million in total transportation funding for FY 20/21 from SB1, approximately double what the County received just a few years ago. About \$16.4 million of that amount is from the RMRA program. This amount will continue to grow in future years with the built-in inflationary index.

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 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 the Board of Supervisors to consider for submitting to CTC.

The following criteria will be used by staff when developing the current and future project lists for RMRA funds:

- 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

With the passage of SB1, the County will now receive about \$41.7 million in total transportation funding in FY 20/21, with approximately \$16.4 million of that amount from the RMRA program. The County currently uses the majority of the Gas Tax funds towards public roadway maintenance and repair for approximately 660 miles of the roadway network in the unincorporated areas of Contra Costa County to ensure a safe and convenient public travel in a variety of modes: driving, walking and bicycling. These funds are also used to improve traffic safety throughout the County by using it as the local match to leverage funds from state and federal grant programs.

The majority of the RMRA funds are designated for maintenance activities but the range of proposed projects in future years is expected to broaden as the amount of RMRA funds increases. It should be noted that project list below is a small subset of projects in overall road program and only focuses on how the RMRA funds will be expended as required by the Commission.

BACKGROUND: (CONT'D)

PROPOSED PROJECTS (Total RMRA = \$16.4 million)

Proposed Project No. 1: Road Drainage Maintenance (RMRA = \$1.2 million)-
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 = \$400,000) 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 = \$500,000) 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 = \$300,000) County Project No.: 0672-6U2316

Proposed Project No.2: Traffic Safety Devices Maintenance (RMRA = \$950,000) -
Countywide

- **Traffic Signing** – This routine maintenance item is to perform sign repair, replacement, and installation along the unincorporated County roadways. (RMRA = \$450,000) 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 = \$500,000) County Project No.: 0672-6U2505

Proposed Project No. 3: Pavement Repairs and Preparation (RMRA = \$4.2 million)-
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 = \$500,000) 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. An area of existing damaged

asphalt will be removed and excavated to allow a fabric patch to be placed. The roadway base will be compacted and leveled to support the new fabric layer and asphalt layer. (RMRA = \$500,000) 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 = \$500,000) 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 = \$525,000) 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 = \$500,000) 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 = \$600,000) 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 = \$475,000) 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 = \$600,000) County Project No.: 0672-6U2123

Proposed Project No. 4: County-Wide Surface Treatments (RMRA = \$6.9 million)

Countywide:

- **Double Chip Seal Project (2019)** – This project will apply a double chip seal to various roads as a pavement preservation project in the unincorporated Contra Costa County. Locations will include Orinda (Bear Creek Road), Franklin Canyon, Knightsen/Brentwood, Bryon and San Ramon areas. Work will also include surface preparation and pavement striping and markings. (RMRA = \$2.200,000) County Project No. 0672-6U2182

- **Asphalt Rubber Cape Seal Project** - The project will apply an asphalt rubber chip seal covered with a type II slurry seal to various roadways in the El Sobrante, North Richmond, and Alamo areas. Work will also include surface preparation and pavement striping and markings. (RMRA = \$4,750,000) County Project No. 0672-6U2184

Proposed Project No. 5: Kirker Pass Road Northbound Truck Lanes (\$3.1 million)

- The project consists of pavement widening for a truck climbing lane with 8 foot paved shoulders; relocation of HMA dike, concrete ditches, and other drainage features; retaining wall construction; installation of signage and striping; construction of two C.3 bioretention areas; relocation of existing roadside features, and pavement rehabilitation on Kirker Pass Road which consists of 0.1 feet grind and overlay of open grade rubberized hot mix asphalt (HMA). There are significant roadway conforms at Hess Road due to change in grade. (RMRA = \$3,100,000) County Project No. 0662-6R4052

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 approved by the Board of Supervisors and submitted to the CTC by the May 1, 2020 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. 2020/121

Recorded at the request of: Clerk of the Board

Return To: Public Works Department, Transportation Engineering

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

Adopted this Resolution on 04/28/2020 by the following vote:

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

NO:

ABSENT:

ABSTAIN:

RECUSE:

Resolution No. 2020/121

IN THE MATTER OF ADOPTING a list of projects for Fiscal Year 2020/21 funded by Senate Bill 1 (SB 1): The Road Repair and Accountability Act of 2017.

WHEREAS, 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 \$16.4 million in RMRA funding in Fiscal Year 2020/21 from SB 1; and

WHEREAS, this is the fourth fiscal year in which the County is receiving SB 1 funding and will enable the 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, the 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 and rehabilitate its roadways at a significantly higher level, 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

Location:

Countywide

Proposed Schedule for Completion:

- Anticipated construction year – FY 20/21

Estimated Useful Life:

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

Proposed Project No. 3: Pavement Repairs and Preparation (RMRA = \$4.2 million)- 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 = \$500,000) 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. An area of existing damaged asphalt will be removed and excavated to allow a fabric patch to be placed. The roadway base will be compacted and leveled to support the new fabric layer and asphalt layer. (RMRA = \$500,000) 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 = \$500,000) 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 = \$525,000) 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 = \$500,000) 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 = \$600,000) 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 = \$475,000) 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 = \$600,000) County Project No.: 0672-6U2123

RMRA Priority: Road Maintenance and Rehabilitation

Location:

Location:

Kirker Pass Road from Concord Pavilion to about 4,200 feet north of North Hess Road

Proposed Schedule for Completion:

- Construction year – FY 20/21

Estimated Useful Life:

- 40 years (roadway widening)

15 years (pavement surface treatment)

Contact: Nancy Wein, 925.313.2275

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 28, 2020

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

By:  June McHuen, 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
Mary N. Piepho
Karen Mitchoff
Federal D. Glover

AYE: 4

NO:

ABSENT: 1 **John Gioia**

ABSTAIN:

RECUSE:



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.

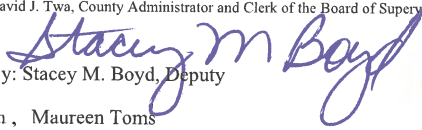
I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

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



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

5.

Meeting Date: 07/13/2020

Subject: CONSIDER report: Local, Regional, State, and Federal Transportation Issues: Legislation, Studies, Miscellaneous Updates, take ACTION as Appropriate

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 1

Referral Name: REVIEW legislative matters on transportation, water, and infrastructure.

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)674-7883

Referral History:

This is a standing item on the Transportation, Water, and Infrastructure Committee referral list and meeting agenda.

Referral Update:

In developing transportation related issues and proposals to bring forward for consideration by TWIC, staff receives input from the Board of Supervisors (BOS), references the County's adopted Legislative Platforms, coordinates with our legislative advocates, partner agencies and organizations, and consults with the Committee itself.

This report includes four sections, 1: LOCAL, 2: REGIONAL, 3: STATE, and 4: FEDERAL.

1. LOCAL

No written report in July

2. REGIONAL

No written report in July

3. STATE A written legislative status report from Mark Watts is attached and he will attend the July Committee meeting to provide a verbal report.

4. FEDERAL

No written report in July

Recommendation(s)/Next Step(s):

CONSIDER report on Local, Regional, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.

Fiscal Impact (if any):

There is no fiscal impact.

Attachments

July TWIC Leg Report

07-08-20 Secretary of State Ltr

June 19, 2020

TO: Transportation, Water, and Infrastructure Committee Meeting

FROM: Mark Watts

SUBJECT: Legislative Report – July TWIC Meeting

This report provides a brief status update on legislative or state budget activities.

Legislature

Both Houses faced parliamentary deadlines as of June 19; in the Assembly, they were required to pass bills introduced in their house by that date, while the Senate adjusted their deadline for this date to apply to consideration by fiscal committees of Senate bills. The Senate extended until June 26 the deadline to move Senate bills out of their house.

Meeting their “house of origin” deadline allowed the Assembly to take begin their summer recess, adjourning on June 19 until July 13, while the Senate will continue to work until their adjournment date, scheduled for June 26. Likewise, they will return on July 13, as well; both houses will then be in synch.

With respect to the budget, as of this writing, the budget bill and major trailer bills are pending consideration by Governor Newsom (see below). As discussions ensue between the three parties, it is anticipated by both houses that they will have one day of Floor Session in the coming week; if so, the Assembly members have been cautioned to be prepared to be called back to consider budget trailer bills to make necessary policy changes to the budget act.

Finally, the Assembly Rules Committee is expected to meet at the end of the month to make bill referrals for measures that came over from the Senate.

Governor Newsom

On Friday, June 19th, Governor Newsom made 2 appointments to the CTC, bringing to nine the requisite number of gubernatorial appointees as authorized under statute.

Jon Rocco Davis, 61, of Rocklin.

Davis has been vice president and regional manager of Laborers’ International Union of North America (LIUNA) since 2001. He is chairman of the LiUNA Pacific Southwest Regional Organizing Coalition, National Alliance for Fair Contracting, Laborers-Employers Cooperation and Education

Trust Southwest and International Accreditation Service. Rocco is a trustee of a number of affiliated entities.

Lee Ann Eager, 64, of Fresno.

Eager has been president and chief executive officer at the Fresno County Economic Development Corporation since 2009. She is a board member of the California Workforce Development Board, California Partnership for San Joaquin Valley and the California International Trade and Investment Council and a number of organizations affiliated with central valley economic interests. Eager earned a Juris Doctor degree from the University of California, Davis School of Law.

State Budget

On June 15 the Legislature acted to approve the balanced, but somewhat incomplete, 2020 State Budget. This action allowed the Legislature to meet the requirement in the State Constitution to pass a balanced State Budget by June 15th of every year.

Although the bill provides \$143 billion in General Fund appropriations for the continued functioning of the state government, legislative leaders openly acknowledged that the Budget Bill they passed, [SB 74 \(Mitchell\)](#), does not represent a final agreement with Governor Newsom and does not signify the end of state budget negotiations.

As a reminder, the initial January Budget proposal sought \$220 million in State expenditures. However, the COVID-19 pandemic responses at the state and federal levels have greatly affected state revenues and the present working “budget shortfall” was estimated to be \$54 billion. The Governor used the annual May Budget Revision to strike some of his earlier budget requests and to recommend a series of revenue actions, budgetary transfers, and other actions to form a fiscal pathway forward to meet the deficit.

In addition to the budget bill, the legislature also passed [AB 76 \(Budget\)](#), a budget trailer bill that was necessary for providing current-year funding to schools; the bill also included provisions related to victim restitution. [AB 85 \(Budget\)](#), the so-called tax revenue budget trailer bill, makes several changes to state taxes that would raise about \$4 billion. This measure was somewhat controversial, although both houses met the super majority requirement to successfully pass the measure to the governor.

The major differences that remain total billions of dollars and include whether to make deeper cuts to state programs like In Home Supportive Services (IHSS) or rely more on deferrals and borrowing, how much school funding to provide, and how to structure trigger cuts related to a possible federal aid package. The size of the unresolved issues makes it hard to predict a final

outcome on items important to counties, even where the Governor and Legislature seem to be in agreement.

Deferred Budget Actions

The Legislature and the Governor will continue to negotiate, though their timeline is unclear on items for which agreement can be reached. Rumors have it that Legislative Leaders have indicated to their members that there may be developments during the week of June 22nd and to be prepared to consider these emerging proposals.

The next practical deadline is the beginning of the fiscal year on July 1, which has not been missed since California voters gave the Legislature authority to pass a budget with a majority vote. Major budgetary actions that may eventually be agreed upon will be incorporated into what has become known as the “Budget Bill Junior” in recent years.

Budget Trailer bills

Other important policy changes necessary to ensure that the budget bill appropriations are correctly applied will follow in the coming weeks. Included among these will be a Transportation Trailer Bill that for many interested transportation agencies will contain several policy modifications and policy deferrals applicable to transit funding programs.

These will include:

- 1 – More flexibility for Good Repair and LCTOP funds.
- 2 – Temporary elimination of TDA/STA compliance penalties.
- 3 – Allocation factor language for use by Controller in calculating STA/LCTOP Good Repair programs.

Transportation Tax Rate Increases

SB 1 requires the State to adjust the gas tax rate for inflation on an annual basis, including the base 18-cents, the 17.3-cent rate that replaced the sales tax on gas in 2010, and the 12-cent SB 1 increment. The Department of Finance provides the calculation, based on the Consumer Price Index, to the Department of Tax and Fee Authority who will implement the new rate on July 1 of every year (please see attached memo for more detail on the July 1, 2020 rate increase). In total, the inflationary adjustment to all increments of the gas tax that will take effect on July 1, 2020 is 3.2-cents. The tax rate for a gallon of diesel fuel will also be adjusted for inflation, by 2.5-cents.



Secretary of the Senate

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SACRAMENTO, CA 95814

ERIKA CONTRERAS
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(916) 651-4171

July 8, 2020

TO: All Senators and Senate Staff

FROM: Erika Contreras
Secretary of the Senate

RE: Week of July 13, 2020

After careful consideration of the increase in COVID-19 cases in the Capitol community and throughout the state, the Senate has made the decision not to return to session next week, July 13-19, 2020. We will continue to monitor the public health situation, and I will notify you as soon it is determined an appropriate time to return to session.

Although we are not returning to Session, all Senate employees in member offices are expected to continue working remotely from home. One District Office staff member can go into the office as necessary to perform essential functions. As has been our practice since the beginning of the COVID-19 crisis, Capitol and D.O. office phones should be transferred to cell phones and answered during regular work hours, to continue providing resources, assistance and service to constituents.

Staff should notify their supervisor if they wish to take time off so that plans can be made for phone coverage during their absence.

All staff travel must be essential, and must be approved by the Secretary of the Senate prior to submitting it to Senate Accounting for mileage or other reimbursement. Overnight travel will not be approved except under compelling and unique circumstances approved by the Secretary of the Senate.

Rules employees should continue to follow direction from their supervisor to work remotely from home, work a modified schedule, or report to work as assigned.

Should you or anyone in your household test positive for COVID-19, please contact Senate Human Resources (916) 651-1557 and Capitol Health Services (916) 319-2514 immediately.