



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

October 10, 2022
9:00 A.M.

To slow the spread of COVID-19, in lieu of a public gathering, the meeting will be accessible via Zoom to all members of the public as permitted by Government Code section 54953(e).

Supervisor Diane Burgis, Chair
Supervisor Candace Andersen, Vice Chair

Agenda Items:	<p>Items may be taken out of order based on the business of the day and preference of the Committee.</p> <p>When: Oct 10, 2022 09:00 AM Pacific Time (US and Canada) Topic: TWIC Please click the link below to join: https://cccouny-us.zoom.us/j/82442518129 Meeting ID: 824 4251 8129 Or by telephone, dial: USA 214 765 0478 US Toll USA 888 278 0254 US Toll-free Conference code: 198675</p>
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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 May 9, 2022, Transportation, Water and Infrastructure 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) ([Page 4](#))
4. **ACCEPT the Capital Road Improvement and Preservation Program (CRIPP) for fiscal year 2022/2023 to 2028/2029 and RECOMMEND the Board of Supervisors fix a public hearing for approval of the CRIPP.** (Larry Leong, Department of Public Works) ([Page 7](#))
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) ([Page 262](#))
6. **DISCUSS and REVISE the County's 2022-23 State and Federal Legislative Platforms (TWIC Referrals Only) and DIRECT staff as appropriate.** (John Cunningham, Department of Conservation and Development) ([Page 266](#))
7. **RECEIVE Communication, News, Miscellaneous Items of Interest to the Committee and DIRECT staff as appropriate.** (John Cunningham, Department of Conservation and Development) ([Page 315](#))
8. The next meeting is currently scheduled for November 14, 2022.
9. 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) 655-2915, Fax (925) 655-2750
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: 10/10/2022

Subject: REVIEW Record of Meeting for May 9, 2022, 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)655-2915

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 May 9, 2022, Committee Meeting with any necessary corrections.

Fiscal Impact (if any):

N/A

Attachments

05-09-22 TWIC Minutes

DRAFT



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

RECORD OF ACTION FOR
May 9, 2022

Supervisor Diane Burgis, Chair
Supervisor Candace Andersen, Vice Chair

Present: Diane Burgis, Chair
Candace Andersen, Vice Chair

Staff Present: John Cunningham, DCD; Jody London, DCD; Craig Standafer, PWD; Nancy Wein, PWD; Jerry Fahy, PWD; Jeff Valeros, PWD; Maureen Tom, DCD; Alicia Nuchols, BOS - D3

- 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).**

No public comment.
- Staff recommends approval of the attached Record of Action for the March 14, 2022, Committee Meeting with any necessary corrections.

The Committee unanimously APPROVED the meeting record.
- 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 item to the full Board of Supervisors.
- REVIEW the recommended list of Road Maintenance and Rehabilitation Account (RMRA)(SB1) funded road projects, RECEIVE public comment and DIRECT staff to perform any changes or revisions to the recommended project list. RECOMMEND the Board of Supervisors approve project list, and direct staff to proceed with submitting the Fiscal Year 2022/2023 list of projects to the California Transportation Commission prior to the July 1, 2022 submittal deadline for approval.

The Committee unanimously APPROVED the staff recommendations and DIRECTED that the project list be forwarded to the Board of Supervisors.
- CONSIDER report on Local, Regional, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.

The Committee RECEIVED the report.

7. REVIEW Status Report and DIRECT staff to forward the report to the Board of Supervisors with revisions as appropriate.

The Committee APPROVED the report and DIRECTED staff to send it to the full Board of Supervisors.

8. RECEIVE information and DIRECT staff as appropriate.

The Committee RECEIVED communication, news, miscellaneous items of interest.

9. **The next meeting is currently scheduled for June 13, 2022.**

10. **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: 10/10/2022

Subject: Capital Road Improvement and Preservation Program (CRIPP) for Fiscal Year 2022/23 to 2028/29

Submitted For: Brian M. Balbas, Public Works Director/Chief Engineer

Department: Public Works

Referral No.: 1

Referral Name: Review legislative matters on transportation.

Presenter: Larry Leong, Department of Public Works

Contact: Larry Leong (925)313-2026

Referral History:

The Capital Road Improvement and Preservation Program (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:

[Note from TWIC Staff: Please see public comment on the CRIPP (re: Pinehurst Rd) forwarded from District 2 staff under agenda item 7, "RECEIVE Communication, News..."]

The County Road Program has experienced a variety of issues which have affected the construction of new infrastructure and maintenance of existing infrastructure.

Gas Tax is the primary funding source for capital projects and the maintenance program. There are many competing priorities for the fixed amount of gas tax the County annually receives from the State. For many years, the County has had to defer maintenance on its roadways, which means *repairs to infrastructure and related assets get delayed and backlogged due to budget limitations and funding constraints*. The goal over the next 7 years is to increase the amount of available funding for pavement surface treatments and the budget for routine maintenance of over 660 miles of roadways and related infrastructure like culverts, catch basins, guard rail and bridges to try and address this need.

This goal must be balanced with need for new transportation projects while considering the issues below.

- COVID has resulted in a decrease in expected gas tax revenue of millions of dollars and the roll out of some grant programs, which also has affected available funding for projects over the last two years.
- The County experienced almost \$19 million of unexpected damage to the roadway system caused by storm events in 2017 and 2019. About half of this cost was covered by state and federal funds but the balance was funded with local funds. These unforeseen projects to restore the roadways after the storm events greatly impacted the schedule and available revenue for other projects through 2022, as the last of these projects are just now being completed.
- The costs of construction materials and labor has increased almost 20% the last two years, and this is expected to continue in the future. This has made currently programmed projects more expensive to build.
- There will be many new opportunities for grants within the next 12 months, but they will all require some local match, which could be in the millions of dollars in gas tax. The road program is financially constrained, which means there is only so much money to go around. Currently there is limited capacity to provide this local match and decisions will have to be made on the best projects to construct while balancing the need to address maintenance needs on the County's existing roadway infrastructure.

In 2021, Congress approved a new federal transportation bill titled "Infrastructure Investment and Jobs Act" (IIJA). This bill creates many competitive funding programs, including categories for transportation in the millions of dollars. In addition, there will be safety grants, programs to fund bicycle and pedestrian projects, and other funding opportunities for projects.

Through the CRIPP and the Road Program, the County will continue to improve roadway safety through adoption of a Vision Zero Program and the Active Transportation Plan. Vision Zero is a change in how we think about and approach fatalities and major injuries on our roadways. Instead of accepting collisions that result in fatalities and serious injuries as inevitable, Vision Zero requires us to instead think of these collisions as preventable through a Safe System Approach. A Safe System approach addresses the five elements of a safe transportation system through a shared responsibility and redundancy: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. The objective of the Active Transportation Plan is to support a mode shift from the single-occupant vehicle to other more active and environmentally friendly modes of transportation like walking, biking, rolling, and using transit.

Our goal is to also create a sustainable transportation network to try and address the impacts of the road system on the environment. Future projects may include, cool pavements, porous pavements, complete streets, multi-modal ways to travel, recycled materials, and drought tolerant landscaping where feasible. The County is also required to install green stormwater infrastructure on many projects to treat stormwater to remove sediments and pollutants before the stormwater goes into the storm drain system. A sustainable transportation network will also positively affect climate change, greenhouse gas emissions, and water supply.

The issues of environmental justice will need to be addressed in the development of transportation projects, which is a great concern for residents and stakeholders. Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Recommendation(s)/Next Step(s):

ACCEPT the Capital Road Improvement and Preservation Program (CRIPP) for fiscal year 2022/2023 to 2028/2029 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

CRIPP FY 2022/23 - 2028/29

CAPITAL ROAD IMPROVEMENT AND PRESERVATION PROGRAM

Planning for the future



2022

INTRODUCTION

The Contra Costa County Capital Road Improvement and Preservation Program (CRIPP) aims to maintain and improve the County's infrastructure within the public road right of way. This includes roadways, bridges, storm drains, traffic lights, bike lanes, sidewalks, curb ramps and roadway landscaping.

The CRIPP is an expenditure plan that lays out the funded transportation projects in the County for the next seven years and is approved by the Board of Supervisors. It is central to the County's Road Program, which is to provide a safe, efficient, and reliable transportation system that balances social, environmental and economic needs of the County.

This capital budget presented in the CRIPP emphasizes:

- ◆ Leveraging federal and state grants with local funds to maximize available funding for new infrastructure.
- ◆ Responsibly managing funds to maintain and improve our existing infrastructure
- ◆ Planning for future demands on the transportation system
- ◆ Effectively managing fiscal resources and seeking funding opportunities.

Public Works Mission Statement: Public Works employees deliver cost effective, safe, reliable and sustainable projects, programs and quality services with a focus on our communities and provide support services that are competitive, attentive, responsive, efficient and safe to enable County Departments to provide high quality services to the public.

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- ◆ The CRIPP is a planning document. When the Board of Supervisors approves the CRIPP, it 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.
- ◆ 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.



TRANSPORTATION
ENGINEERING

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- B. County Road Improvement Program**
- C. Gas Tax Guidelines**
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- E. Complete Streets Policy**
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WHAT IS A CAPITAL PROJECT?

The Public Works Department builds capital projects to enhance or improve transportation infrastructure in the public right of way. These projects are usually more than \$100,000 and are unique with a complete funding plan. They can range from bicycle and pedestrian improvements, roadway shoulder widening, pavement surface treatments to major bridge replacement projects.

Projects often involve significant public outreach and design work, and some include regulatory permitting, and utility coordination or relocation before construction can begin. A key distinction between a capital project and one that is in the operating budget is that capital projects are distinct, usually multi-year projects that are independently funded by one or many sources that add or modify some facility or feature within the road right-of-way. In contrast, projects in the operating budget chiefly focus on maintaining the facilities we already have.



Marsh Drive Bridge Under Construction



Danville Boulevard/Orchard Court Roundabout Conceptual Drawing

WHAT ABOUT MARSH DRIVE BRIDGE?

This is a major bridge replacement project over the Walnut Creek Channel. The existing 1938 bridge will be replaced with a new one that meets current standards and allows for safe public access with bicycle and pedestrian facilities. This \$17 million project will be completed in 2022.



WHAT ABOUT DANVILLE BOULEVARD ROUNDABOUT?

This will be the first County maintained roundabout and will improve safety and traffic circulation in downtown Alamo. This project is leveraging \$2.7 million in federal funds from the Highway Safety Improvement Program. Construction of this project is scheduled for 2023 with a total estimated cost of \$6.3 million as of November 2021.



WHAT DID WE ACCOMPLISH SINCE THE LAST CRIPP?

Some of the highlights from the past two years include:

- ◆ About **92 miles of the 661 miles** of roadway maintained by the County were surface treated as part of the pavement preservation program
- ◆ **Bailey Road/SR4 Interchange Project** revamped the Caltrans off-ramp to improve pedestrian and bicycle safety and mobility at State Route 4 highway on/off ramps
- ◆ Completed **4.5 miles of centerline rumble strips** on San Pablo Dam Road to reduce crossover collisions
- ◆ **5 storm damage sites** were repaired on Alhambra Valley Road, Bear Creek Road, Happy Valley Road, and Pinehurst Road
- ◆ Approximately **0.5 miles of overhead utilities** were placed underground within Bailey Road and Willow Pass Road in Bay Point
- ◆ Added approximately **1870 feet of bikeway on Oak Road** by Pleasant Hill Bart
- ◆ Completed **2640 feet of Complete Street Improvements** along Fred Jackson Way
- ◆ Countywide Guardrail Project and Kirker Pass Road Safety Projects installed **8.5 miles of improved guardrail** along 30 miles of County roadway
- ◆ **5 sets of pedestrian-actuated flashers** were installed in the Walnut Creek, Rodeo, and Bay Point areas
- ◆ Started the **replacement of Marsh Drive Bridge** over lower Walnut Creek with a new bridge that is wider plus structurally, seismically, and hydraulically improved
- ◆ Constructed about **6000 feet of truck climbing lane** on northbound Kirker Pass Road to improve traffic flow on the steep grade

IS THE CONTRA COSTA COUNTY PUBLIC WORKS THE BEST IN THE BAY AREA?

- In 2001 the County was the first Public Works Department to be accredited in California. It was reaccredited by the American Public Works Association in 2020.
- Pioneer in Vision Zero to actively improve safety on County roads.
- Leader in the Active Transportation Program to improve safety and mobility for pedestrians, bicyclists, and transit users.



ACTIVE TRANSPORTATION PLAN



Contra Costa County is creating an Active Transportation Plan. The Plan will focus on improving walking, biking, and rolling (i.e., wheeled mobility devices used by people with disabilities, strollers, scooters, skateboards, etc.) in the unincorporated areas of the County. Input from community members has helped us develop this Plan. We appreciate everyone who shared experiences, challenges, and visions of walking, biking, and rolling with us.

At the end of the project, the Plan will have a list of prioritized project recommendations that will:

- ◆ Improve roadway infrastructure conditions and create new routes for people to walk, bike, and roll.
- ◆ Make walking, biking, and rolling to parks, schools, stores, and other community destinations safer and more comfortable.
- ◆ Prioritize community engagement efforts and project recommendations in disadvantaged communities.
- ◆ Develop a list of implementable projects to help the County improve safety and comfort for people walking, biking, and rolling.

The Plan Update process was completed in April 2022. Please visit <https://activecontracosta.org/> for more information.



VISION ZERO PROGRAM

Vision Zero is a change in how we think about and approach fatalities and major injuries on our roadways. Instead of accepting collisions that result in fatalities and serious injuries as inevitable, Vision Zero requires us to instead think of these collisions as preventable through a Safe System Approach. A Safe System approach addresses the five elements of a safe transportation system through a shared responsibility and redundancy: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.



On March 1, 2022, the County adopted the Action Plan from the Vision Zero Final Report that was crafted by the Public Works Department, the Department of Conservation and Development, and the Department of Health Services. Outside agencies and groups, such as the California Highway Patrol, the Contra Costa Transportation Authority (CCTA), 511 Contra Costa, and bicycle advocates, provided important assistance to the County in this effort.

For too long, fatalities and severe injuries from traffic collisions have been viewed as inevitable side effects of modern life. Each year, more than 40,000 people nationwide — the population of a small city — are needlessly killed in traffic collisions on American streets and thousands more are injured. While often referred to as “accidents,” the reality is that these tragedies can be prevented by taking a more proactive, preventative approach that prioritizes traffic safety as a public health issue.

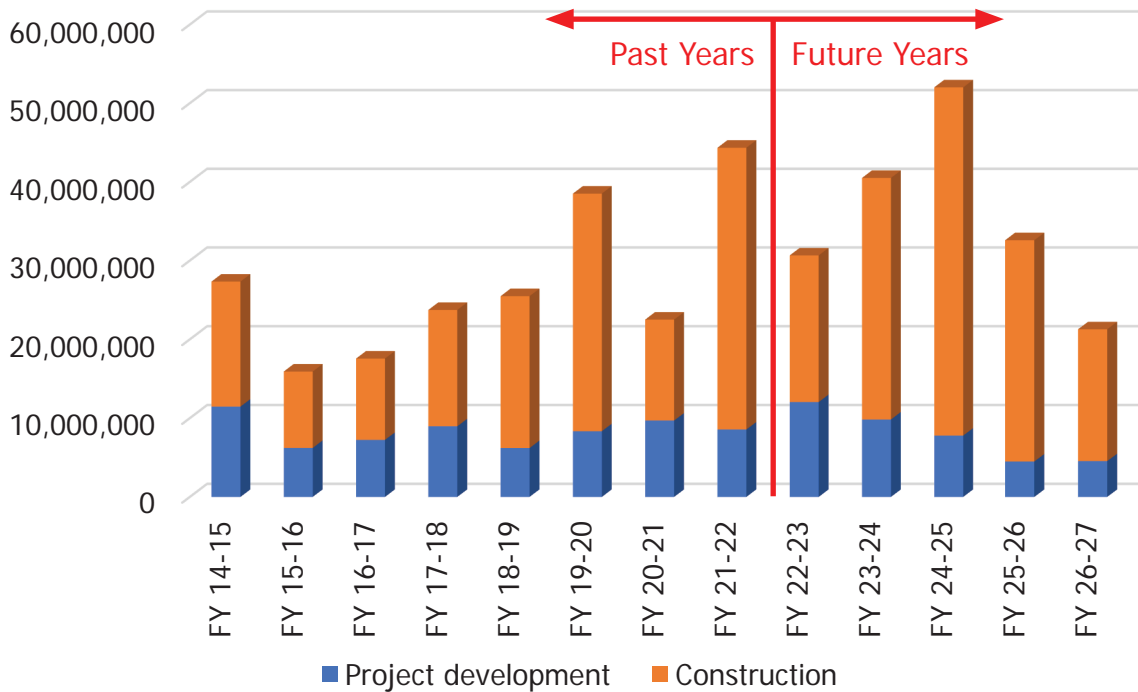
Vision Zero includes capital improvements, but it is more than that. Contra Costa’s commitment to Vision Zero brought together a multi-disciplinary group, including our transportation engineering consultant, Fehr & Peers, the Public Works Department, County Health Services, the County Department of Conservation and Development, the California Highway Patrol, 511 Contra Costa, and Bike East Bay. That group will continue to address key Vision Zero focus areas for the County using elements of the Safe System.

For more information, please visit the County’s website at:
<https://www.contracosta.ca.gov/VisionZero>

HOW MUCH CAPITAL WORK IS BEING DONE?

Public Works staff has been busier than ever the last two years. We have been successful at obtaining grants from federal, state and local funding programs to construct a variety of projects. For example, in 2021, \$20.8 million of grant funding was secured for 8 projects. The total budget for the upcoming program, including projects constructed within the past two years, is about \$282.5 million for 49 projects, including the surface treatment projects and chip seal program.

Budget Trends of the Past and for the Future



The chart shows a ratio of project development costs (blue) to construction costs (orange) per fiscal year. The average annual construction cost from FY14/15 to FY26/27 is about \$22 million. The spikes in the orange indicate that major projects or improvements, which coincide with grant cycles, have been or are proposed to be constructed in those years.

Some projects are relatively small in scope and take just a year or two to design and construct. Others have multiple phases including planning, design, environmental documentation, right-of-way acquisition, utility relocation, and the actual construction that may span several years and have multiple phases.

NEAR-TERM PROJECT OUTLOOK

This list of projects shows a snapshot of the “Road Program at Work” and a sample of work in the next 7 years. These multi-phase projects will take a lot of effort, resources, and focus on the part of the Public Works Department to deliver successfully.

◆ **Mobility Projects** are Americans with Disabilities Act (ADA) upgrades, pedestrian and bicycle improvements, and pedestrian flashers. Complete Streets projects are listed here:



- Westminster and Kenyon Avenue Accessibility Project
- Iron Horse Trail Crossing Enhancements
- Bixler Road and Regatta Drive Intersection Improvements
- Walnut Boulevard Shoulder Widening
- Mayhew Way and Cherry Lane Trail Crossing Enhancement
- Alves Lane Trail Crossing
- North Bailey Road Active Transportation Corridor
- Treat Boulevard Corridor Improvement
- Curb Ramp Projects

◆ **Safety Projects** are based on reducing vehicular collisions. Pedestrian enhancements and other non-vehicular safety projects will be listed under Mobility Project.

- Byron Highway and Byer Road Intersection Improvements
- Danville Boulevard/Orchard Court Roundabout: This is the first roundabout on a County maintained roadway.
- Briones and Crockett Guardrail Upgrades
- Kirker Pass Road Southbound Truck Climbing Lane
- San Pablo Dam Road and Bailey Road Signal Hardware Upgrades
- Norris Canyon Safety Improvements
- Vasco Road Safety – Phase 2
- Franklin Canyon Road Safety Improvements



- ◆ **Reliability Projects** are projects to improve or sustain a rating index which is a tool to assess how well something is performing. This will include the pavement condition index (PCI) which is a method to evaluate how well the existing pavement surface on a roadway is performing. It also includes the Bridge Sufficiency rating and Bridge Health Index to evaluate the status of a bridge. Projects will typically include pavement and bridge projects.



- Marsh Drive Bridge Replacement
- Pleasant Hill Road Bridge Rehabilitation
- Byron Highway Bridge Replacement
- Marsh Creek Road Bridge Replacement
- Second Avenue Bridge Replacement
- Annual Pavement Surface Treatment Projects
- Bridge Preventative Maintenance Projects (BPMP) 8 bridges

- ◆ **Efficiency Projects** are projects generated from studies that analyze roadway capacity. These projects tend to be more costly to design and construct since these involve more systematic improvements than typical localized improvement projects.

- Camino Tassajara and Tassajara Road Realignment Project



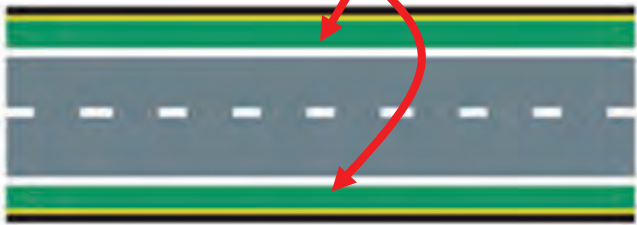
COUNTYWIDE ROADWAY INVENTORY

In order to provide a sense of scale, below is a snap shot of Contra Costa County roadway inventory.

661 miles of publicly maintained roadway (as of 2021)

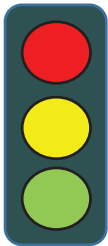


80 miles of Bikeway (Class 1 Trails, Class 2 Bike Lanes, & Class 3 Bike Routes)



Intersections:

100 Traffic
Signalized
Intersections



107 Four-
Way Stop-
Controlled
Intersections



1,234
Two-Way
Stop-
Controlled
Intersections



1,075
Crosswalks



Miscellaneous Items:

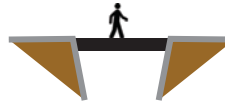
91 Vehicular
Bridges



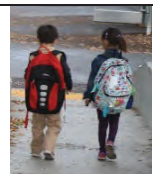
11 Bridges with
less than 20 foot
span



9 Pedestrian
Bridges



439.5
miles of
Sidewalk



COUNTYWIDE INFRASTRUCTURE NEEDS AND CHALLENGES

With so much geographic area within Contra Costa County, so many different types and conditions of roadway facilities, and such a diverse range of communities, the Public Works Department needs to consider many competing factors in order to identify needs and to generate solutions and capital projects that would meet those needs.

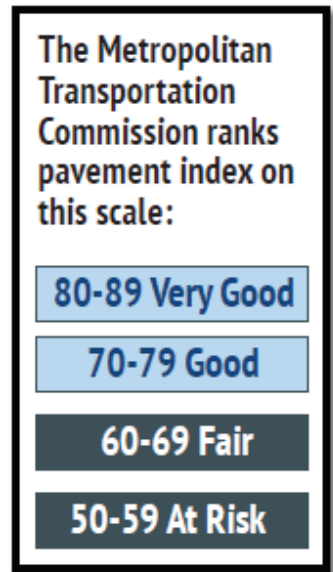
PAVEMENT CONDITION

The Contra Costa County Pavement Management System aims to monitor the roadway pavement condition every two years and keep its pavement condition index (PCI) in the good range of 70 or greater, reduce the \$57.4 million backlog in street maintenance, and encourage transit use, bicycling, walking, and carpooling. The PCI is a standard rating system that all public agencies use to rate their facilities.

This budget includes a maintenance program of more than \$8 million per year for the pavement surface treatment program, with the goal to increase this amount to \$10 million annually over the next 7 years. The County's current PCI is 71. As shown in the chart on the next page, if the County does not fully fund the surface treatment program as planned, the PCI that is projected over the next several years will drop. The budget manager must weigh all of these factors to balance the capital budget with the pavement rehabilitation budget.

Recently, the pavement management goal is to schedule areas for paving based on geographic areas to focus in on entire communities to minimize future construction impacts and to minimize transportation costs by the contractor. This will increase the efficiency and cost effectiveness of the program.

An annual paving program has multiple benefits for all street users. Maintained roadways are safer, with fewer potholes, updated striping, and often provide an opportunity for pedestrians and bicyclists improvements, as exemplified by new curb ramp installation and pavement striping for new bikeways. Every time a roadway receives a new surface, staff evaluates opportunities to install bicycle lanes or identify a street as a bike route. In addition, preventative maintenance of streets is similar to regular oil changes for a vehicle. Studies show that taken over the life cycle of the pavement, it is over twice as expensive to completely rebuild a street than to properly maintain them with a surface treatment program.



Forecasted Pavement Condition Index 2021-2025

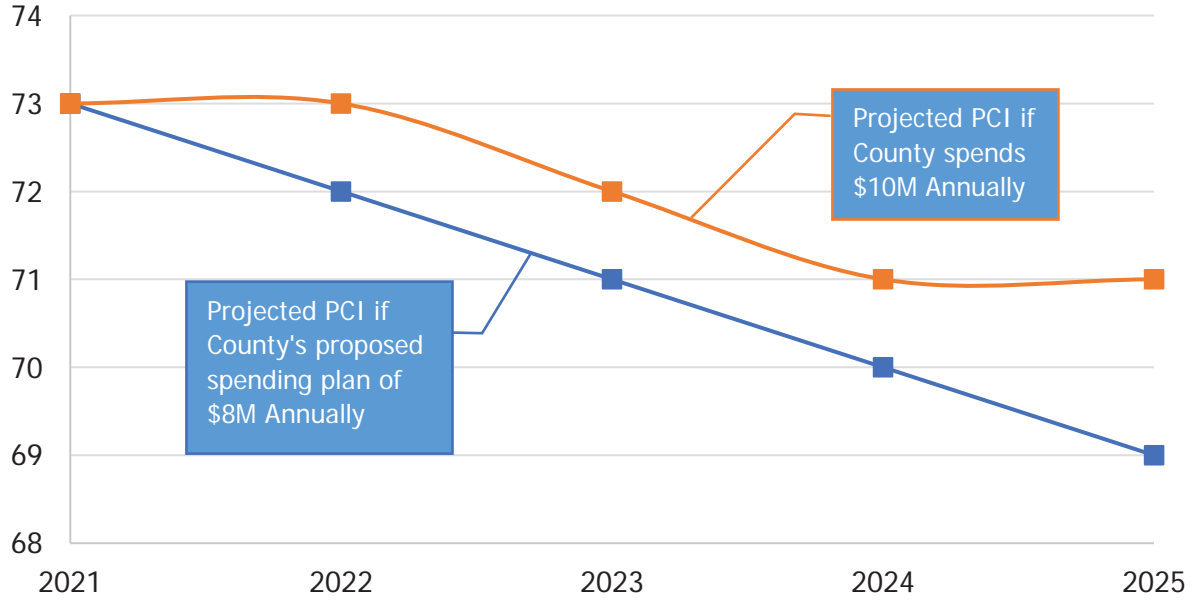


Chart Showing Forecasted Pavement Condition (*)

(*) This chart is useful in determining how the pavement budget forecasted at \$8 Million annually and at \$10 Million annually over the next couple of years affects County's overall pavement condition index. Source: Pavement Management Budget Options Report, dated March 2021



PEDESTRIAN AND BICYCLE INFRASTRUCTURE

Most roads in Contra Costa County were constructed when the car was the primary mode of transportation. Today, as we work to upgrade our facilities, we must give more thought to accommodating pedestrians, especially the disabled, and to building better connections for bicycles. The Active Transportation Plan and the Vision Zero Plan discussed above play a big role in determining which gaps in the pedestrian and bicycle projects should be filled with a project.

Sidewalks and Curb Ramps

Currently, requests for sidewalk and curb ramp installations for ADA access are received by Transportation Engineering and incorporated into a priority list. Missing curb ramps are also installed prior to a street's pavement rehabilitation as directed by State law that requires that when major construction such as a roadway replacement project occurs, pedestrian facilities must be upgraded for compliance with ADA.



The Public Works Department's sidewalk priority list contains over 38,000 feet of sidewalk gaps throughout the County. Contra Costa County roads vary from urban settings like Kensington, Bay Point, and the downtown area of Alamo to rural roads in east County like Marsh Creek Road. Roads without sidewalks are common in the rural portions of the County; however, they are a necessity for the safe mobility of residents within urban settings.

The curb ramp priority list contains about 51 curb ramps requested from the public with a high number in Kensington, Bay Point, and Alamo. These will be installed as funding allows. Also, new curb ramps are typically installed or existing ramps upgraded when a major pavement rehabilitation project that requires removal and replacement of the pavement surface takes place. This is to make the curb returns compliant with ADA requirements.

In addition to our capital project efforts to close gaps in the system, land developers are required to install sidewalks within their developments. Often they are required to construct sidewalks and bike lanes offsite from their development, depending on their impacts to the existing transportation system.

Traffic Signals



The Traffic Section maintains a traffic signal priority list, which compiles those unsignalized intersections that have been found to meet Signal Warrants. A Traffic Signal Warrant basically prequalifies an intersection for adding a traffic signal based on criteria like traffic volumes and collision history. The Public Works Department also has an Area of Benefit (AOB) program that collects fees from developers to offset their transportation impacts and fund certain projects, like signalization, that may or may not have had a warrant analysis done.

The last two major intersections that received signal modifications were the Byron Highway and Camino Diablo intersections and the State Route 4 and Bailey Road interchange intersections. It has been several years since the County installed a new traffic signal at an existing intersection.

The signal priority list contains eight possible intersections that are warranted. A new traffic signal installation that is on the signal priority list will be constructed with the Bailey Road Active Transportation Corridor project.

Bicycle Connectivity

The Contra Costa Transportation Authority, in coordination with the County, has a Bicycle Network Plan that is one tool when evaluating future bicycle projects. There are four main classes of bike facility, ranging from dedicated paths (Class I) to traditional bike lanes in the road shoulders (Class II) to bike routes where bicyclists are allowed the full use of a vehicle lane (Class III) to special bicycle lanes that are separated from vehicular traffic (Class IV).

One project that the County currently has in the planning phase that was recently funded by a grant is the Bailey Road Active Transportation Corridor Project. In this project, a Class IV bike lane will be constructed along Bailey Road between State Route 4 and Willow Pass Road, including traffic signal upgrades and intersection improvements. The public eagerly anticipates this project that will connect the commercial strip on Willow Pass Road to the Pittsburg/Bay Point Bay Area Rapid Transit (BART) station located south of Highway 4. This project is expected to be constructed in 2025.



COUNTY BRIDGE PROGRAM

As noted above, the County has 91 bridges, and they are all in various states of repair. Most of the bridges cross the various creeks and waterways within the County, whereas some cross roadways and railroad tracks. Most bridges were constructed over 50 years ago and require maintenance in order to extend the life of the bridge or are due to be replaced with a new structure.

In the past four years, the County has replaced one bridge on Marsh Creek Road over Marsh Creek, and started one 340-foot long bridge on Marsh Drive crossing the Walnut Creek flood control channel. In FY 2017-2018, County replaced a failed culvert with a new bridge on Alhambra Valley Road over Alhambra Creek, where the existing culvert failed during the rainstorms of 2017. In addition, the County has scheduled to repair or replace 10 bridges in the next 7 years.

Bridges are inspected biannually by the State of California and the County determines what treatment the bridges require. Some bridges are structurally deficient meaning they may not be able to carry the same weight they could when they were constructed. Other bridges are geometrically constrained, meaning they are often narrow and do not meet current road standards or have sharp curves approaching the bridges.



The federal government has funding available for bridge rehabilitation and replacement called the Highway Bridge Program (HBP). These funds are vitally important to maintenance of the bridges within the County. This funding mechanism is rather complex and can take a long time to realize, oftentimes longer than ten years. A local match is usually required for the funding, which is typically 20% of the total cost of the work.

GREEN STORMWATER INFRASTRUCTURE



Green Stormwater Infrastructure (GSI) is a relatively new initiative and requirement for the County on many of our projects, which is a requirement of the Bay Area Municipal Regional Storm Water National Pollution Discharge Elimination System Permit (MRP) issued by the California Regional Water Quality Control Board, Section C.3. Green Stormwater Infrastructure for roadways and new subdivisions typically includes the treatment of stormwater to remove sediments and pollutants before the water goes into the storm drain

system. Facilities like bio-retention basins or swales collect stormwater from the roadway surface and allow it to be filtered through a special soil mix before either being infiltrated into the ground or drained into the storm drain system and into a creek.

While not necessarily a capital project, the Public Works Department has been required to have GSI placed in the right-of-way since the Alamo Creek Subdivision was constructed in 2005. Recently in 2020, the Public Works Department constructed the Rodeo Downtown Infrastructure project where another GSI facility was installed. These facilities look like landscaping and most members of the public may not even recognize its environmental importance.



Recently the Public Works Department constructed bio-retention basins in their two-acre parking lot in order to demonstrate what these facilities are and how they work to people who may visit the Department. Another project that was completed in 2021 is the Kirker Pass Road Northbound Truck Climbing Lane Project where two bio-filtration basins were constructed.

of trash present in the County road right-of-way, in accordance with Section C.10, Trash Load Reduction, of the MRP. As part of the trash reduction requirements, each year the Public Works Department installs devices that collect trash in many of the drainage inlets, to reduce or eliminate the trash that flows within stormwater from being discharged directly to creeks and waterways. Not only is installation of these devices a new capital expense for the Public Works Department, these devices require enhanced annual maintenance to clean out the trash, which is a new funding challenge for the Public Works Department.

The outlook for GSI is to continue to develop new methods to implement GSI in roadway projects that comply with the MRP and fit within the project scope and budget.



Inside of a drainage inlet retrofitted with a trash capture device.

CLIMATE CHANGE

In 2015 the County has adopted the Climate Action Plan (CAP), which outlines the actions the County will take to address our changing climate. In an effort to meet CAP goals, the Public Works Department looks for ways to incorporate the following concepts and ideas when developing a transportation project and in the administration of existing programs:

1. Expand opportunities for biking and walking to reduce greenhouse gas emissions.
2. Consider Vehicles Miles Travelled (VMT) in our review of Developer Improvement Plans as a new way of viewing impacts of development required by the State.
3. Maintain the existing roadway landscaping to capture and sequester carbon gas emissions that cause global warming.
4. Consider sea level rise as a factor in the development of future projects that could be impacted by rising waters.
5. Support watershed programs for drainage inlet trash capture devices and street sweeping programs.
6. Encourage pedestrian and bicycle modes of travel through safety improvements and bike networks expansion in the next seven years.
 - The forecast is to add about 8,600 feet of bikeways (along centerline of County Roadway) through 2029.
 - Various curb ramp projects and crosswalk/trail crossing projects will be installed with several of the grants that we are applying for and prior to pavement surface treatment projects.
7. Seek opportunities to use porous concrete to increase local groundwater infiltration.
8. Advocate for new concrete mix designs that aim to reduce greenhouse emissions.
9. Construct green infrastructure to help to improve water quality and recharge local water tables.

Some examples of projects we are doing today include:

- The North Bailey Road Active Transportation Corridor project will add about 2,400 feet of dedicated two-way cycle track to the heavily traveled Bailey Road between State Route 4 and Willow Pass Road.
- Treat Boulevard Corridor Improvement Project aims to improve the safety of bicyclists between Main Street and Jones Road for about 2150 feet. This project is in close proximity to the busy I-680 ramps, Iron Horse Trail, and Pleasant Hill BART station.
- Camino Tassajara Realignment Project proposes to add a bikeway and Class I trail to connect with Dublin's trail system along Camino Tassajara from Windemere Parkway to the County Line for about 2500 feet in the County.

LIMITED RESOURCES, INCREASING COSTS AND CHANGING SOCIAL PRIORITIES

The County Road Program has experienced a variety of issues, which has affected the construction of new infrastructure and maintenance of existing infrastructure.

Gas Tax is the primary funding source for capital projects and the maintenance program. There are many competing priorities for the fixed amount of gas tax the County annually receives from the state. The goal over the next seven years is to increase the amount of available funding for pavement surface treatments and the budget for routine maintenance of over 661 miles of roadways and related infrastructure like culverts, catch basins, guard rail and bridges.

How best to balance this goal with the need for new transportation projects while considering the issues below?

- ◆ COVID has resulted in a decrease in expected gas tax revenue of millions of dollars and the roll out of some grant programs, which also has affected available funding for projects over the last two years.
- ◆ The County experienced almost \$19 million of unexpected damage to the roadway system caused by storm events in 2017. About half of this cost was covered by state and federal funds but the balance was funded with local funds. These unforeseen projects to restore the roadways after the storm events greatly impacted the schedule and available revenue for other projects through 2022.
- ◆ The costs of construction materials and labor has increased, almost 20% the past 2 years and is expected to continue in the future. This makes our projects more expensive to build.
- ◆ There will be many new opportunities for grants within the next twelve months, but they will all require some local match, which could be in the millions of dollars in gas tax. The road program is financially constrained, which means there is limited funding available. Currently there is limited capacity to provide this local match and decisions will have to be made on the best projects to submit for grant funding.

In 2021, Congress approved a new federal transportation bill titled "Infrastructure Investment and Jobs Act" (IIJA). This bill creates many competitive funding programs, including categories for transportation in the millions of dollars. In addition, there will be safety grants, programs to fund bicycle and pedestrian projects, and other funding opportunities for projects. *The requirement for a local match will need to be balanced with the available funds for the maintenance program.*

Society is changing and so is how we develop and think about transportation projects.

- ◆ Our goal is to create a sustainable transportation network to try and address the impacts of the road system on the environment. Future projects may include green infrastructure, cool pavements, porous pavements, complete streets, multi-modal ways to travel, recycled materials, and drought tolerant landscaping where feasible. A sustainable transportation network will also *positively* affect climate change, greenhouse gas emissions, and water supply.
- ◆ We need to address issues of environmental justice in the development of our projects, which is a great concern for our residents and stakeholders. Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.
- ◆ Another goal is to support a mode shift from the single-occupant vehicle to other more active and environmentally friendly modes of transportation like walking, biking, rolling, and using transit.



WHERE DOES ALL THE MONEY COME FROM FOR OUR PROJECTS?

An important step in developing a capital budget is to determine available funds, which requires revenue and expense projections. **This section contains a detailed summary of the various funding sources used for projects in the CRIPP.**

- ◆ **Gas Tax Funds**, are revenues paid by the State to cities and counties from the per-gallon motor vehicle fuel tax and is the primary funding source for the road program. 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. 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 \$15 dollars in return. Appendix B of this CRIPP shows the County-adopted guidelines for the expenditure of Gas Tax revenues following passage of Proposition 111 in 1990.



Local Funding:

- ◆ **Measure J (formerly Measure C)**: Contra Costa County voters approved the Contra Costa Transportation Improvement and Growth Management Program Ordinance (Measure C) in November 1988. Measure C provide 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.

1/2¢

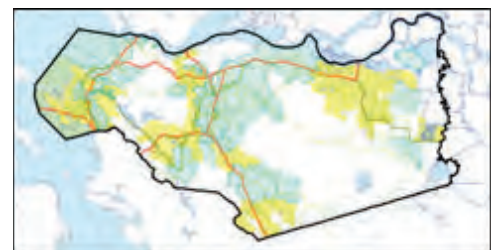
◆ **Area of Benefit (AOB).** The County has a total of 14 AOB programs within unincorporated Contra Costa County. An AOB is a development traffic mitigation fee program designed to improve the capacity and safety of the County’s road network within a defined boundary as land development occurs. AOB funds are only applied to projects within the AOB boundary and that are on the AOB project list. These funds only supplement a portion of the project; therefore, projects tend to wait until other funding becomes available by applying for grants. For more detailed information on each AOB and the AOB program in general, please see Appendix E about AOBs.



◆ **Trust (Traffic Mitigation) 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.



◆ **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 (TVTDD) Fee.





State Local Match

- ◆ State Local 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. The County receives a fixed annual amount every year.



Competitive Grant Funding Sources: ATP, HBP, HSIP, OBAG, and TDA

- ◆ ATP – The Active Transportation (Grant) Program consolidates various federal and state transportation grant programs that are offered every two to three years. 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 – The Highway Bridge Program is to replace or rehabilitate public bridges when the State and Federal Highway Administration determine that a bridge is significantly important and qualifies under the HBP program guidelines. Funding is typically ongoing, but the amount of money available compared with the number of bridges needing repair or replacement within the State is small, which means that bridge repair/replacement can remain unfunded for a long period of time.
- ◆ HSIP – The Highway Safety Improvement Program is a federal-aid program that is offered every two to three years with the goal to reduce the number of traffic fatalities and serious injuries on all public roads.

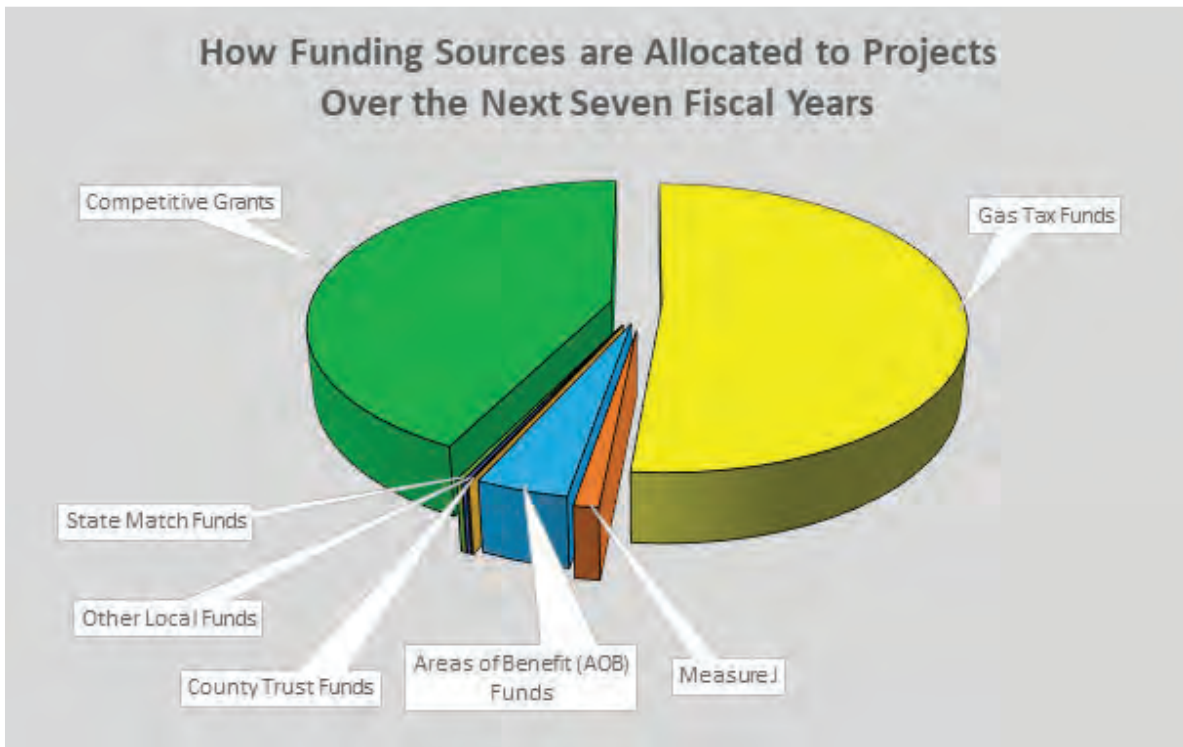


- ◆ OBAG – The One Bay Area Grant program is a Metropolitan Transportation Commission (MTC) funding approach that targets project investments in Priority Development Areas that is available every two to four years. These regional capital projects focus on the following: local street and road maintenance, streetscape enhancements, bicycle and pedestrian improvements, transportation planning, and Safe Routes to School projects.
- ◆ TDA – The Transportation Development Act is an annual competitive, regional, state-funded grant intended for projects to improve pedestrians and bicyclist safety and accessibility.



HOW DO WE ALLOCATE FUNDING TO OUR PROJECTS?

The figure below shows the relative proportions of the various revenue sources that are applied to capital projects in the County.



Once the funding sources are known, it is then possible to project out the expenditures for the various projects within the CRIPP. The budgets for each project are updated at least once a year and at major project milestones such as completing the environmental document, developing construction plans, and awarding a construction contract.

The tables on this page summarize the revenues and expenditures over the next 7 years. Note that the revenues and expenditures shown in the tables do not always match exactly because revenues may be received in a fiscal year before or after the actual expenditure occurs.

Projected Annual Revenue

(values in thousands of dollars)

Funding Source	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Gas Tax Funds	\$ 7,935	\$ 12,894	\$ 17,423	\$ 18,506	\$ 19,465	\$ 12,225	\$ 11,500	\$ 11,300	\$ 111,247
Measure J	\$ 2,425	\$ 978	\$ 0	\$ 434	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,842
Areas of Benefit (AOB) Funds	\$ 1,482	\$ 1,482	\$ 1,482	\$ 1,482	\$ 1,482	\$ 1,482	\$ 1,482	\$ 1,482	\$ 11,856
County Trust Funds	\$ 47	\$ 47	\$ 47	\$ 47	\$ 47	\$ 47	\$ 47	\$ 47	\$ 376
Other Local Funds	\$ 1,300	\$ 764	\$ 745	\$ 2,905	\$ 782	\$ 0	\$ 3,750	\$ 0	\$ 10,245
State Match Funds	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 800
Competitive Grants	\$ 17,861	\$ 11,879	\$ 18,418	\$ 26,551	\$ 11,043	\$ 5,700	\$ 0	\$ 0	\$ 91,453
Total	\$ 31,150	\$ 28,144	\$ 38,215	\$ 50,025	\$ 32,919	\$ 19,554	\$ 16,879	\$ 12,929	\$ 229,819

Projected Annual Expenditures

(values in thousands of dollars)

Funding Source	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Gas Tax Funds	\$ 7,935	\$ 12,894	\$ 17,423	\$ 18,506	\$ 19,465	\$ 12,225	\$ 11,500	\$ 11,300	\$ 111,247
Measure J	\$ 2,425	\$ 978	\$ 0	\$ 434	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,842
Areas of Benefit (AOB) Funds	\$ 466	\$ 452	\$ 323	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,241
County Trust Funds	\$ 759	\$ 567	\$ 0	\$ 329	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,655
Other Local Funds	\$ 1,300	\$ 764	\$ 745	\$ 2,905	\$ 782	\$ 0	\$ 3,750	\$ 0	\$ 10,245
State Match Funds	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Competitive Grants	\$ 17,861	\$ 11,879	\$ 18,418	\$ 26,551	\$ 11,043	\$ 5,700	\$ 0	\$ 0	\$ 91,453
Total	\$ 30,745	\$ 27,535	\$ 36,909	\$ 48,725	\$ 31,290	\$ 17,925	\$ 15,250	\$ 11,300	\$ 219,683

BUDGETS ARE COMMUNICATION TOOLS.

This CRIPP attempts to communicate the challenges, opportunities, and choices presented in maintaining and improving Contra Costa County's public roadway infrastructure.

This document and its projects have been reviewed and input obtained by many people throughout the County. This was done through public workshops and community meetings such as the area Municipal Advisory Councils. Input has also been received from members of the Board of Supervisors and staff from the Public Works Department and the Department of Conservation and Development.

CRIPP OUTLOOK:

The CRIPP provides a generally positive outlook over the next 7-year period. However, there are many competing priorities for the fixed amount of local funding (Gas tax and Measure J) the County annually receives. Gas tax is the primary funding source for the road program, with the majority going towards maintenance and the capital projects presented in the CRIPP. The goal over the next 7 years is to increase the amount of available funding for the pavement surface treatment program and routine maintenance of over 660 miles of County roadway while balancing that with the need for new, updated infrastructure. The past several years have seen also seen many external forces affecting the amount of Gas tax the County has available. These include COVID, roadway repair caused by 2017 storm events, and the increased costs of construction materials and labor of almost 20% in just the past two years.

What does the future hold for the type of projects we deliver? One important goal to create a sustainable transportation network to try and address the impacts of the road system on the environment. We also need to address issues of environmental justice in the development of our projects, which is a great concern for our residents and stakeholders.

The CRIPP is a dynamic document, ever changing and reacting to financial and social changes, legislated requirements, and community desires.

This document and its updates are available at:

<https://www.contracosta.ca.gov/383/Capital-Road-Improvement-Preservation-Pr>.



SECTION II

Capital Road Projects: Countywide and Supervisor Districts

CAPITAL ROAD IMPROVEMENT & PRESERVATION PROGRAM – Active and Completed Project List

The following pages contain the list of proposed projects for the next 2022 CRIPP publication. The **Active and Completed CRIPP project** list is sorted by Board of Supervisor Districts and Countywide projects. There are 52 listed active or completed projects; however, some projects span across two Districts and are listed more than once. Projects are considered active when funding has been secured for the project. Projects that have been completed between the publication of the 2020 CRIPP and this one are also included to ensure the list is a comprehensive representation of the County's Road Program.

The projects are sorted geographically by Countywide projects and then by County Board of Supervisor Districts (District). Each tabbed section generally contains the following information:

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.

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

Active project list within the District (excluding countywide projects as discussed above) 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.
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.

Countywide Projects

COUNTYWIDE: ACTIVE CRIPP PROJECTS

- C-1. 2022 Countywide Curb Ramp Project – This project is to retrofit existing curb ramps and install new ones throughout Contra Costa County to meet ADA standards. This is part of an annual program to upgrade or install ramps in advance of a pavement surface treatment project in the same area. This project is funded by: Gas Tax.

Preliminary work areas appear to be in Pacheco, Bay Point, Rodeo and Contra Costa Center/Walden.

- C-2. 2022 Countywide Surface Treatment – This is part of the annual pavement surface treatment program and is a project rescheduled from 2022 to 2023. This project is funded by Gas Tax.

Preliminary work areas appear to be in Pacheco, Bay Point, and Contra Costa Center.

- C-3. Tara Hills Full Trash Capture Project (2022 Trash Capture Device Installation) – This project installs prefabricated Trash Treatment Control Devices (TTCD) at three locations in the Tara Hills area. This project is funded by: Gas Tax and CCCFCD-SUA funds

- C-4. Bridge Preventative Maintenance Project (HBP) - 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. Construction is planned for 2022. This project is funded by: HBP, Gas Tax.

- C-5. Countywide Curb Ramp Program (Maintenance Division) - This program is to retrofit existing curb ramps and install new ones throughout Contra Costa County to meet ADA standards. This is a set-aside budget item to support the annual program. This project is funded by: Gas Tax.

- C-6. Pavement Surface Treatments (Maintenance Division) - This is an annual program to fund surface treatments throughout the County. Surface treatments will be performed over various years in the following areas: (Areas Subject to Change)

- Group 1 – East Richmond Heights, Rodeo, Kensington, Crockett/Walnut Creek, San Pablo Dam Road
- Group 2 – Crockett, Discovery Bay, Marsh Creek Area, Tassajara Valley
- Group 3 – Tara Hills, Saranap, Martinez, Alamo, South Walnut Creek
- Group 4 – Montalvin, Bay View, Bay Point, East Danville & Blackhawk Road

These groups are planned for in upcoming years. This program is funded by: Gas Tax.

COUNTYWIDE: COMPLETED CRIPP PROJECTS

- C-7. 2021 Countywide Surface Treatment – This project will rehabilitate roadway pavement, extend the life of the road, and reduce the long-term maintenance costs.
- C-8. 2021 Curb Ramp Project (Maintenance Division) - This project upgraded existing curb ramps that were not ADA compliant and were within the project limits of a planned pavement treatment project. Construction was finalized in 2022. This project was funded by: Gas Tax.
- Areas included North Richmond Area, Clyde Area, North Concord Area, Castle Hill Area, and Alamo Area
- C-9. Guardrail Upgrade Project (HSIP) - This project upgraded existing guardrail end treatments to the current Caltrans standard. Approximately 167 guardrail ends were upgraded with HSIP Cycle 8 Funds. Construction was completed in 2020. This project was funded by: HSIP, East County Regional AOB.

PROJECT NAME 2022 Countywide Curb Ramp Project

PROJECT DESCRIPTION The curb ramp projects are to improve curb ramps and install new ones per State law where a pavement reconstruction project was performed. Areas for this project may include Contra Costa Center/Walden, Bay Point, Pacheco, and Rodeo areas.

PURPOSE AND NEED Purpose is to improve multi-modal access along public roadways.

SUPERVISOR DISTRICT Countywide

PROJECT CATEGORY mobility

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination	5		5							
Preliminary Engineering	140		140							
Environmental	45		45							
Design Engineering										
+ Right-of-Way	30		30							
+ Construction	2,780		470	2,310						
Total	3,000		690	2,310						
+ Gas Tax (c)	3,000		690	2,310						

PROJECT NAME 2022 Countywide Surface Treatment Project

PROJECT DESCRIPTION Surface Treatment will be at various locations throughout the County. Here is a list of possible treatment areas:

Contra Costa Center, Bay Point, and Pacheco

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 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering	200		100	100						
Environmental	10			10						
Design Engineering										
+ Right-of-Way										
+ Construction	4,790			50	4,740					
Total	5,000		100	160	4,740					
+ Gas Tax (c)	5,000		100	160	4,740					



PROJECT NAME Tara Hills Full Trash Capture Project (2022 Trash Capture Device Installation)

PROJECT DESCRIPTION This project installs prefabricated Trash Treatment Control Devices (TTCD) at three locations in the Tara Hills area.

PURPOSE AND NEED This is to improve water quality as part of the Municipal Regional Permit.

SUPERVISOR DISTRICT Countywide

PROJECT CATEGORY reliability

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering										
Environmental	2		2							
Design Engineering	20		5	15						
+ Right-of-Way										
+ Construction	70			70						
Total	92		7	85						
CCCFCD-SUA	61			61						
Gas Tax	31		7	24						



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.

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 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering	1	1								
Environmental	141	39	103							
Design Engineering	350	221	128							
+ Right-of-Way	25		25							
+ Construction	728		15	713						
Total	1,245	261	271	713						
+ Gas Tax (c)	533	127	98	307						
HBP	712	134	172	406						



PROJECT NAME Countywide Curb Ramp Project

PROJECT DESCRIPTION This program is to retrofit existing curb ramps and install new ones throughout Contra Costa County to meet ADA standards. This is part of an annual program to upgrade or install ramps in advance of a pavement surface treatment project in the same area.

PURPOSE AND NEED The purpose is to improve multi-modal mobility and 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 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
+ ADMIN	11,600	1,200		1,300	1,300	1,300	1,300	1,300	1,300	1,300
Planning/Coordination										
Preliminary Engineering										
Environmental										
Design Engineering										
+ Right-of-Way										
+ Construction										
Operations										
Total	11,600	1,200		1,300	1,300	1,300	1,300	1,300	1,300	1,300
Gas Tax	11,600	1,200		1,300	1,300	1,300	1,300	1,300	1,300	1,300
Measure J RTS										



PROJECT NAME Pavement Surface Treatments

PROJECT DESCRIPTION This is an annual program to fund surface treatments throughout the County. Surface treatments will be performed over various years in the following areas:
(Areas Subject to Change)

East Richmond Heights, Rodeo, Kensington, Crockett/Walnut Creek, San Pablo Dam Road
Crockett, Discovery Bay, Marsh Creek Area, Tassajara Valley
Tara Hills, Saranap, Martinez, Alamo, South Walnut Creek
Montalvin, Bay View, Bay Point, East Danville & Blackhawk Road

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

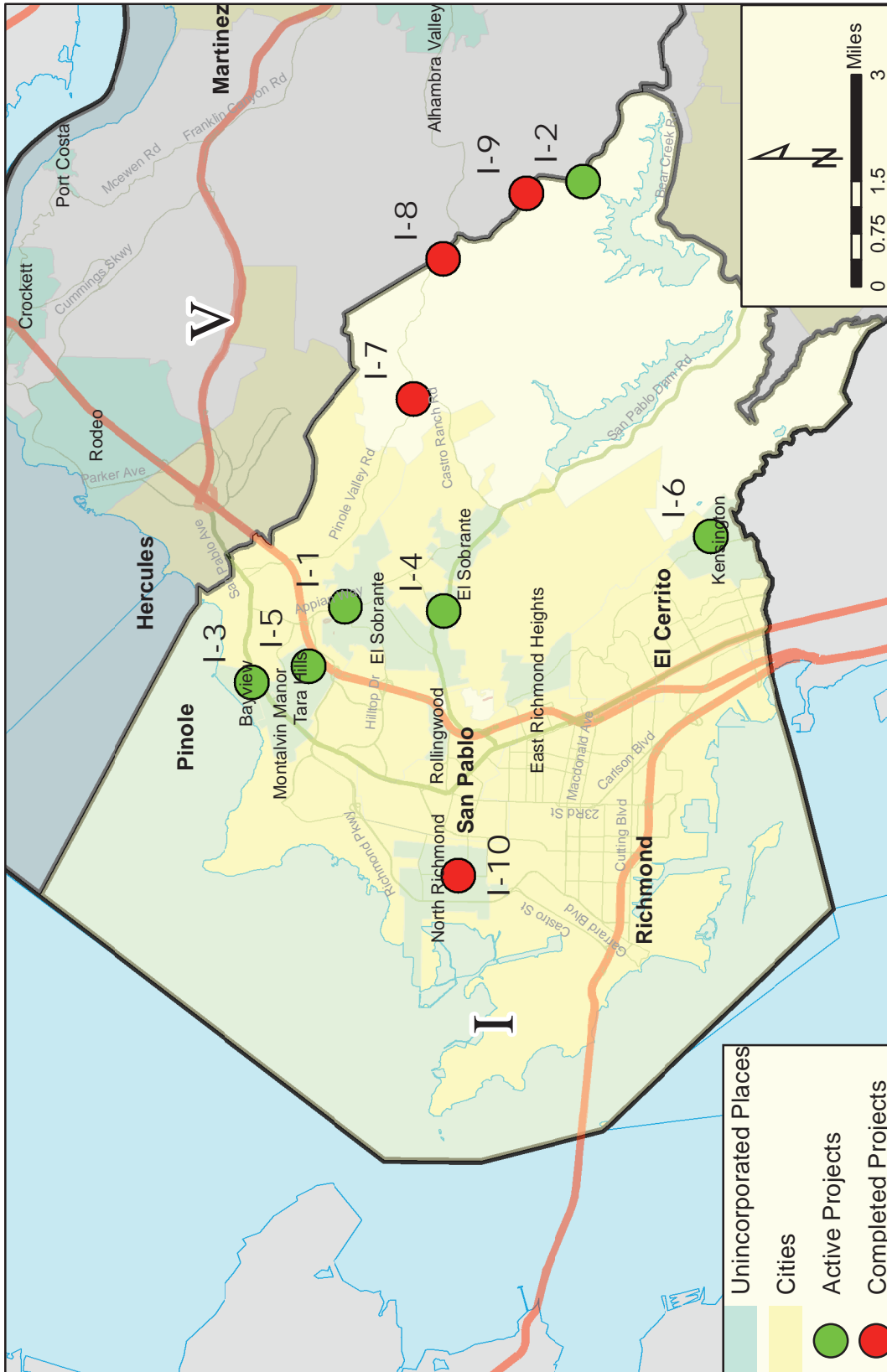
Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering										
Environmental										
Design Engineering										
+ Right-of-Way										
+ Construction	5,500	5,500								
Operations	70,000				10,000	10,000	10,000	10,000	10,000	10,000
Total	75,500	5,500			10,000	10,000	10,000	10,000	10,000	10,000
Gas Tax	71,900	1,900			10,000	10,000	10,000	10,000	10,000	10,000
Measure J RTS	3,400	3,400								

Board of Supervisors District I

Supervisor District I CRIPP Active Project Map



Note: Projects are identified with Supervisor District number and project number for its District.

SUPERVISOR DISTRICT 1: ACTIVE CRIPP PROJECTS

- I-1. Appian Way Utility Undergrounding Project (PG&E Rule 20A) - This project will underground existing overhead power lines as part of a PG&E program from the City of Pinole to Argyle Road. Construction is planned for 2028. This project is funded by: PG&E Rule 20A (Work Credits spent by PG&E), Gas Tax.
- I-2. Briones Area Guardrail Upgrades (HSIP) - This project will remove approximately 43 guardrails and replace them with new guardrails and end treatments that meet the current Caltrans standard on Bear Creek Road and Alhambra Valley Road in the unincorporated Briones area. Construction is planned for 2023. This project spans three Supervisor Districts (I, II, and V). This project is funded by: HSIP, Gas Tax.
- I-3. Del Monte Drive Bridge Painting and Polyester Concrete Overlay (Bridge No. 28C0207) (HBP) - This project is to repaint and overlay the Del Monte Drive Bridge over Burlington Northern Santa Fe railroad. Construction is planned for 2024. This project is funded by: HBP, Gas Tax.
- I-4. San Pablo Dam Road and Bailey Road Signal Hardware Upgrades (HSIP) - This project will upgrade traffic signal hardware, install Advanced Dilemma Detection Zone systems, and improve pedestrian crossing signal hardware at eleven intersections on San Pablo Dam Road and Bailey Road. Construction is planned for 2024. This project spans District I and V. This project is funded by: HSIP, Gas Tax.
- I-5. Tara Hills Curb Ramps on Shawn Drive (TDA Grant) - This project will install twelve ADA curb ramps at various intersections on Shawn Drive in the Tara Hills area of unincorporated San Pablo. Construction is planned for 2023. This project is funded by: TDA, Gas Tax.
- I-6. Westminster and Kenyon Avenue Accessibility Project (TDA Grant) - The project consists of installing fourteen curb ramps at selected intersections along Westminster Avenue and Kenyon Avenue in Kensington. Construction is planned for 2023. This project is funded by: TDA, Gas Tax

SUPERVISOR DISTRICT 1: COMPLETED CRIPP PROJECTS

- I-7. Alhambra Valley Embankment Repair Site 1 - West of Castro Ranch Road (Maintenance Division) - This project repaired the roadway embankment and restored the roadway shoulder. Project was substantially constructed in 2021 and expected to be completed in 2022. This project was funded by: Measure J Return to Source, Gas Tax.
- I-8. Alhambra Valley Road Embankment Repair (Maintenance Division) - This project realigned Alhambra Valley Road and rebuilt the roadway away from the embankment slide and the creek. Construction was completed in 2021. This project is funded by: Measure J Return to Source, Gas Tax.
- I-9. Bear Creek Road - Road Embankment Repair (Maintenance Division) - This project repaired the roadway embankment along Bear Creek Road. Project was substantially constructed in 2021 and expected to be completed in 2022. This project spans District I and V. This project was funded by: Measure J Return to Source, Gas Tax.
- I-10. Fred Jackson Way, First Mile/Last Mile Connection (ATP) - This project constructed complete street improvements along Fred Jackson Way from Brookside Drive to Grove Avenue. This project was formerly named Fred Jackson Way Improvements – Grove Avenue to Brookside Drive. Project constructed in 2022. This project was funded by: ATP, State Coastal Conservancy Prop 1, North Richmond AOB, Measure J Transportation for Livable Communities.

PROJECT NAME Appian Way Utility Undergrounding Project

PROJECT DESCRIPTION This project will underground existing overhead power lines as part of a PG&E program from the City of Pinole to Argyle Road. Construction is planned for 2028. This project is funded by: PG&E Rule 20A (Work Credits spent by PG&E), Gas Tax.

PURPOSE AND NEED Utilities will be placed underground to improve the aesthetics by removing roadside obstacles along the gateway to the El Sobrante community.

SUPERVISOR DISTRICT 1

PROJECT CATEGORY safety

Anticipated Project Expenditures

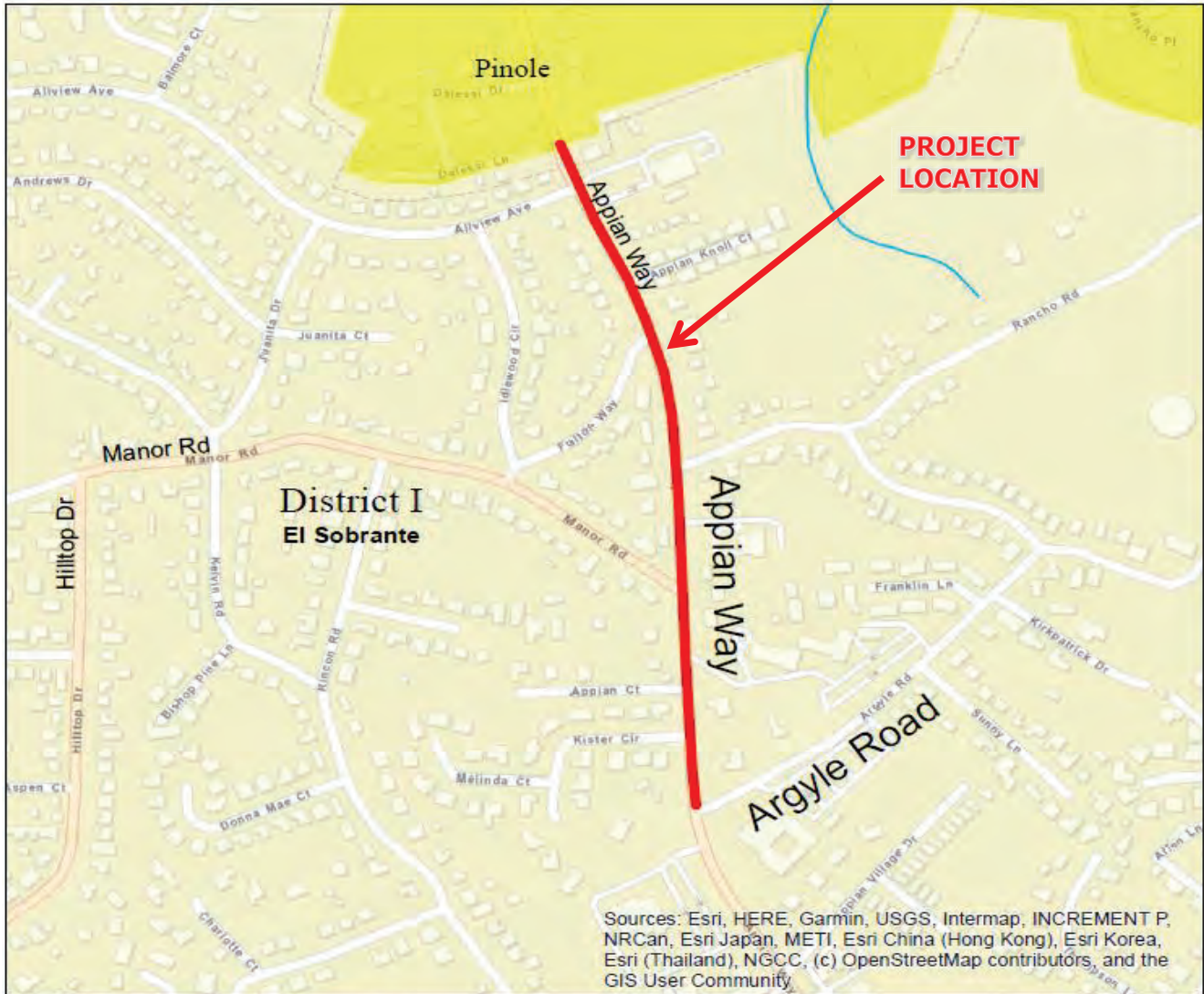
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination	225		50	25	25	25	25	25	50	
Preliminary Engineering										
Environmental										
Design Engineering										
+ Right-of-Way	300				300					
+ Construction	3,900								3,900	
Total	4,425		50	25	325	25	25	25	3,950	
+ Gas Tax (c)	675		50	25	325	25	25	25	200	
Rule 20A	3,750								3,750	



PROJECT NAME Appian Way Utility Undergrounding Project

PROJECT NUMBER I-1



0 490 980 Feet

1 in = 500 feet





PROJECT NAME Briones Area Guardrail Upgrades

PROJECT DESCRIPTION This project will remove approximately 43 guardrails and end treatments and replace them with new guardrails and end treatments that meet the current Caltrans standard on Bear Creek Road and Alhambra Valley Road in the unincorporated Briones area.

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 1, 2, 5

PROJECT CATEGORY safety

Anticipated Project Expenditures

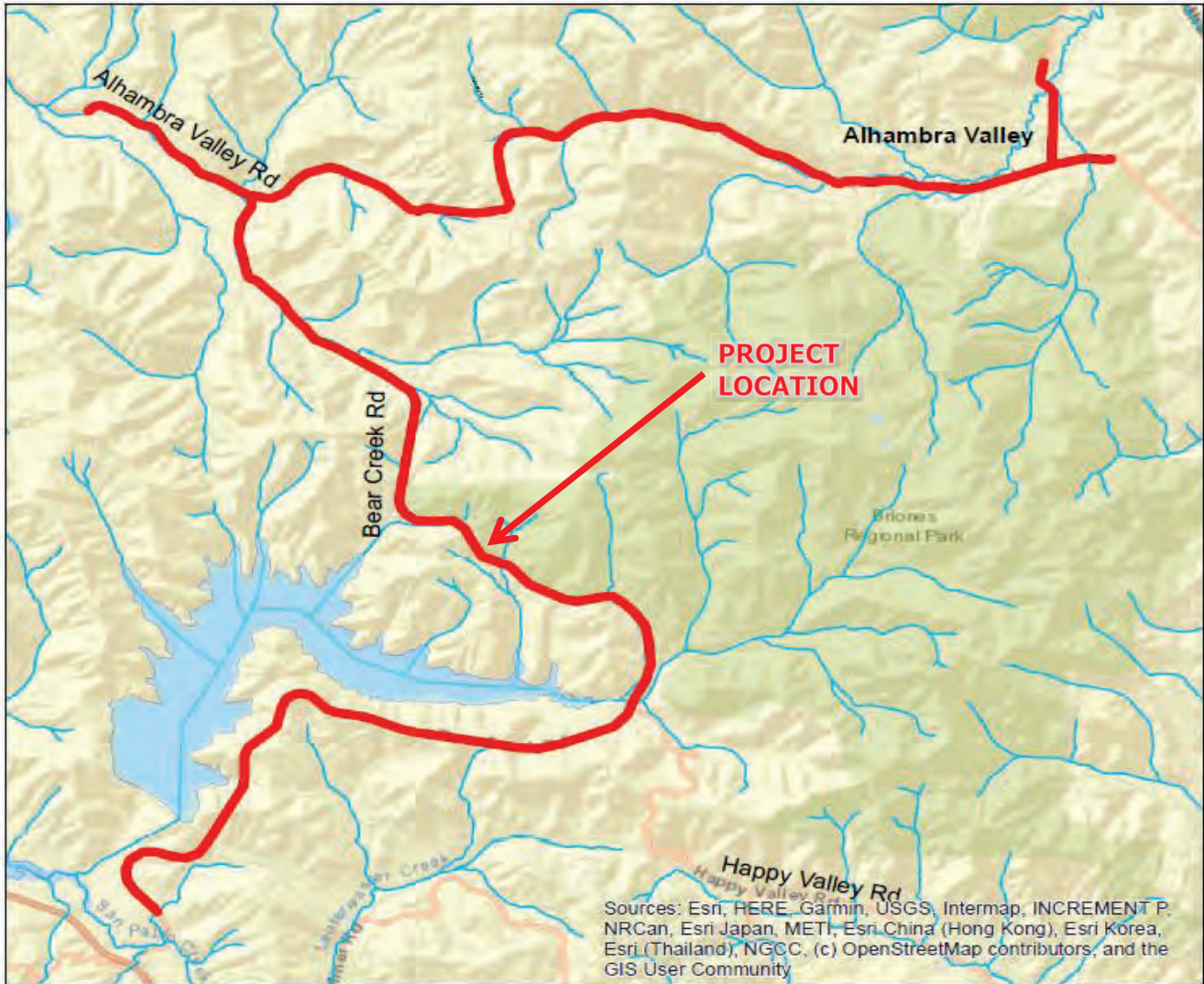
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering	15	7	8							
Environmental	75	1	74							
Design Engineering	150		150							
+ Right-of-Way	5		5							
+ Construction	1,437			120	1,317					
Total	1,682	8	237	120	1,317					
+ Gas Tax (c)	690	8	237	8	437					
HSIP	992			113	880					



PROJECT NAME Briones Area Guardrail Upgrades

PROJECT NUMBER I-2



0 4,750 9,500 Feet

1 in = 4,800 feet





PROJECT NAME Del Monte Drive Bridge Painting and Poly Overlay (Bridge No. 28C0207)

PROJECT DESCRIPTION This project is to repaint and overlay the Del Monte Drive Bridge.

PURPOSE AND NEED The existing bridge requires repair.

SUPERVISOR DISTRICT 1

PROJECT CATEGORY reliability

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering										
Environmental										
Design Engineering	355			150	150	55				
+ Right-of-Way	51				51					
+ Construction	761				100	661				
Total	1,167			150	301	716				
+ Gas Tax (c)	374			93	135	146				
HBP	793			57	166	570				



PROJECT NAME Del Monte Drive Bridge Painting and Poly Overlay (Bridge No. 28C0207)

PROJECT NUMBER I-3



0 440 880 Feet
1 in = 440 feet





PROJECT NAME San Pablo Dam Road and Bailey Road Signal Hardware Upgrades

PROJECT DESCRIPTION This project will upgrade traffic signal hardware, install Advanced Dilemma Detection Zone systems, and improve pedestrian crossing signal hardware at eleven intersections on San Pablo Dam Road and Bailey Road

PURPOSE AND NEED This project improves the safety of eleven intersections along San Pablo Dam Road and Bailey Road by upgrading traffic signal hardware, installing Advanced Dilemma Detection video systems, and upgrading pedestrian signal hardware.

SUPERVISOR DISTRICT 1, 5

PROJECT CATEGORY safety

Anticipated Project Expenditures

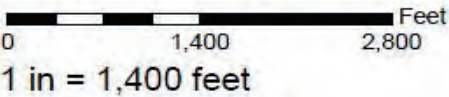
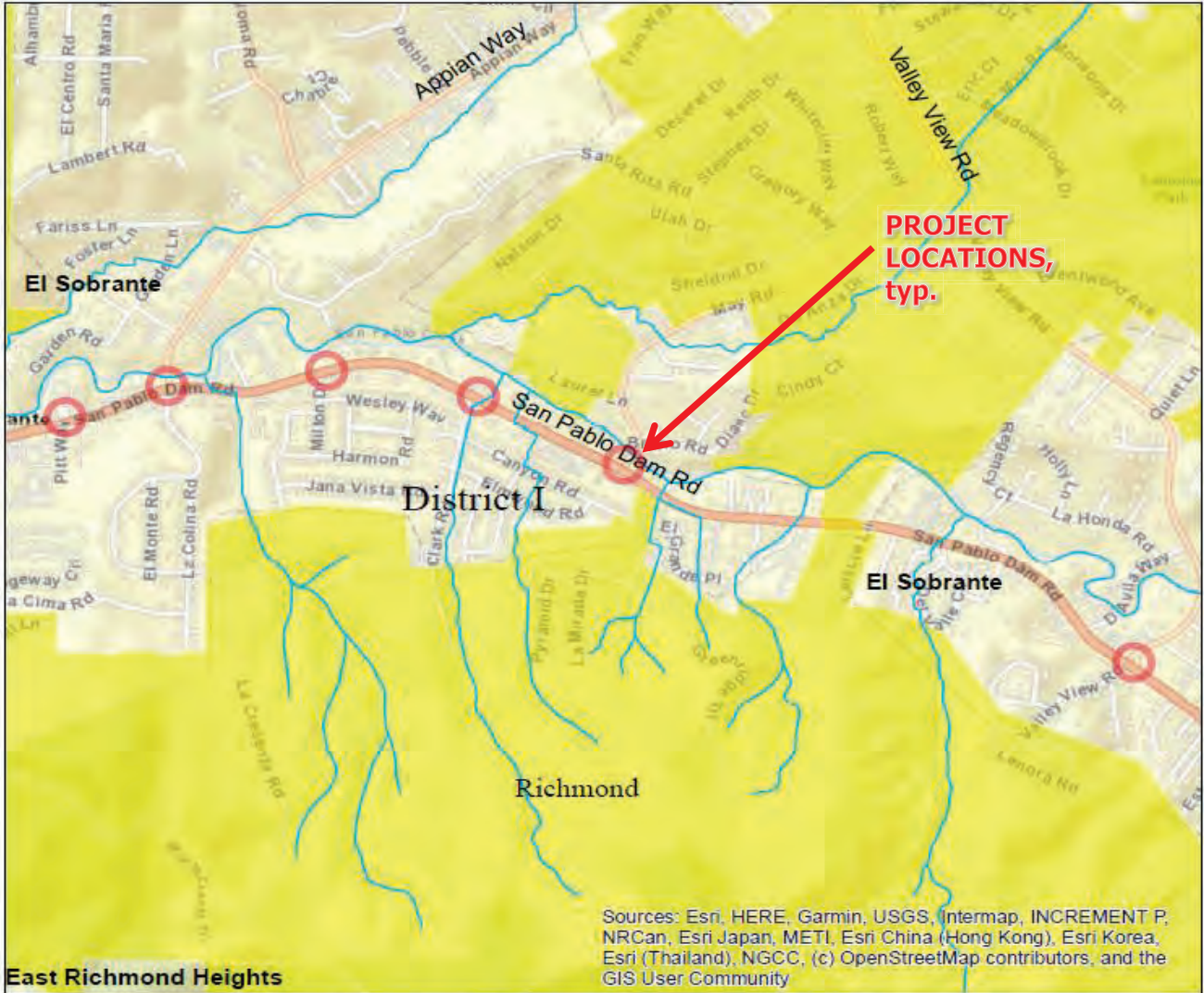
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination	25	7	18							
Preliminary Engineering	30		30							
Environmental	38	1	32	5						
Design Engineering	141		75	66						
+ Right-of-Way										
+ Construction	1,012			120	892					
Total	1,245	8	155	191	892					
Gas Tax	145	8	28	14	95					
HSIP - State	1,100		127	177	797					



PROJECT NAME San Pablo Dam Road and Bailey Road Signal Hardware Upgrades

PROJECT NUMBER I-4



Note: Intersections Not Shown:
- Castro Ranch Road
- El Portal Drive
- Hillcrest Road





PROJECT NAME Tara Hills Curb Ramps on Shawn Drive

PROJECT DESCRIPTION This project will install 12 ADA curb ramps on various intersections on Shawn Drive in the Tara Hills area of unincorporated San Pablo.

PURPOSE AND NEED Previously there was a project that installed ADA curb ramps along Dolan Way to create a walkable path leading up to Tara Hills Elementary School. This school also has a south side entrance on Shawn Drive. This project will create a walkable path to the south side entrance of the school.

SUPERVISOR DISTRICT 1

PROJECT CATEGORY mobility

Anticipated Project Expenditures

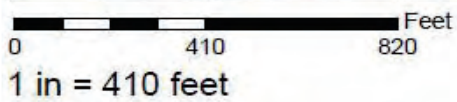
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering	10		5	5						
Environmental	5			5						
Design Engineering	55		20	35						
+ Right-of-Way										
+ Construction	263		6	257						
Total	333		31	302						
+ Gas Tax (c)	253			253						
TDA	80		31	49						



PROJECT NAME Tara Hills Curb Ramps on Shawn Drive

PROJECT NUMBER I-5





PROJECT NAME Westminster and Kenyon Avenue Accessibility Project

PROJECT DESCRIPTION The project consists of installing fourteen curb ramps at selected intersections along Westminster Avenue and Kenyon Avenue in Kensington.

PURPOSE AND NEED The purpose of this project is to improve the pedestrian infrastructure by providing ADA-compliant curb ramps along portions of Westminster Avenue and Kenyon Avenue in the Kensington area. This project is necessary to improve the safety of pedestrians and to provide ADA access to Kensington Elementary School, Kensington Park, Kensington Community Center, Kensington Library, and public transit for everyone of all capabilities.

SUPERVISOR DISTRICT 1

PROJECT CATEGORY mobility

Anticipated Project Expenditures

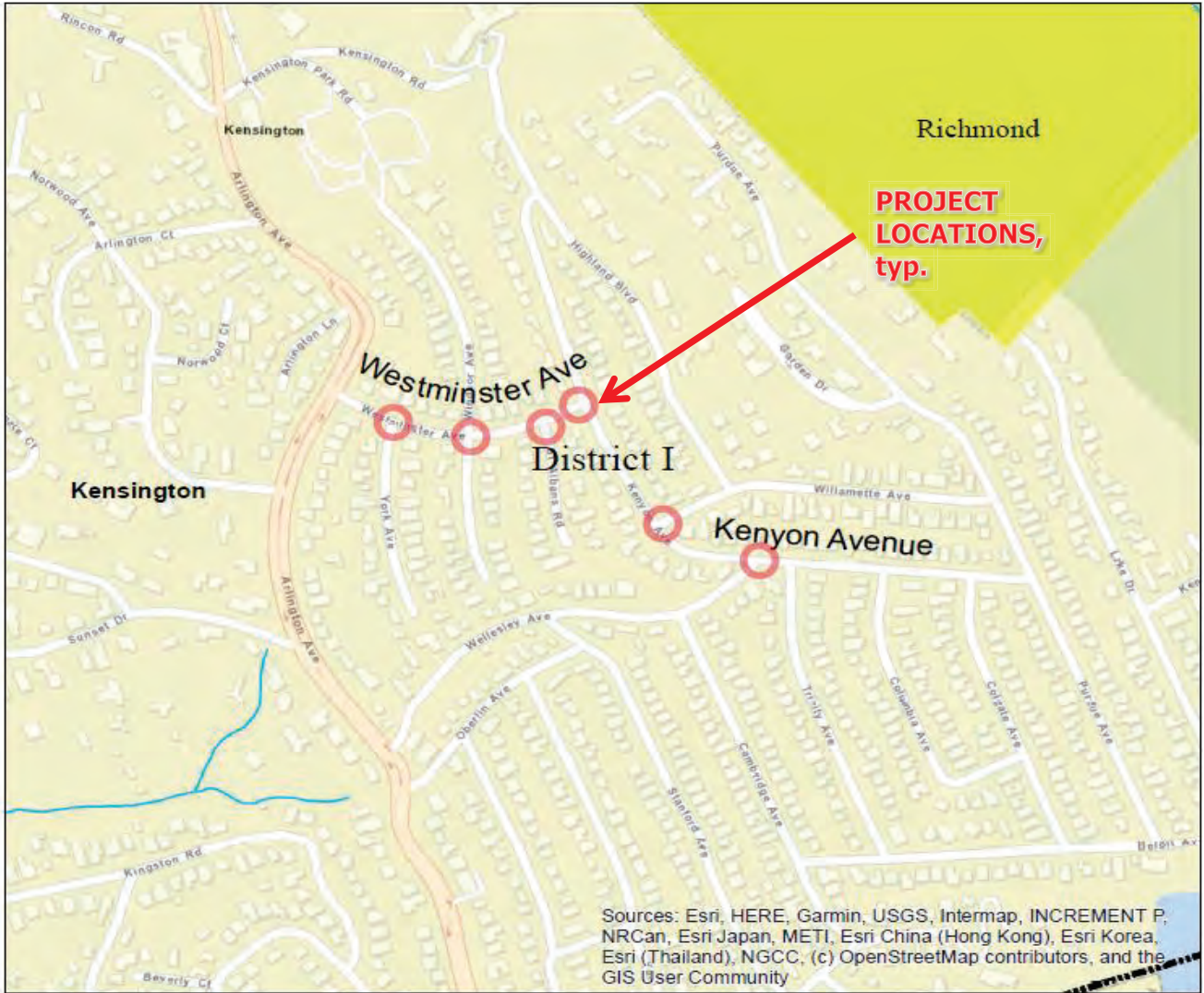
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination	19	19								
Preliminary Engineering	11		2	2	7					
Environmental	2				2					
Design Engineering	145		60	50	35					
+ Right-of-Way	10		8	2						
+ Construction	403				403					
Total	590	19	70	54	447					
+ Gas Tax (c)	547	9	38	54	447					
TDA	43	10	32							



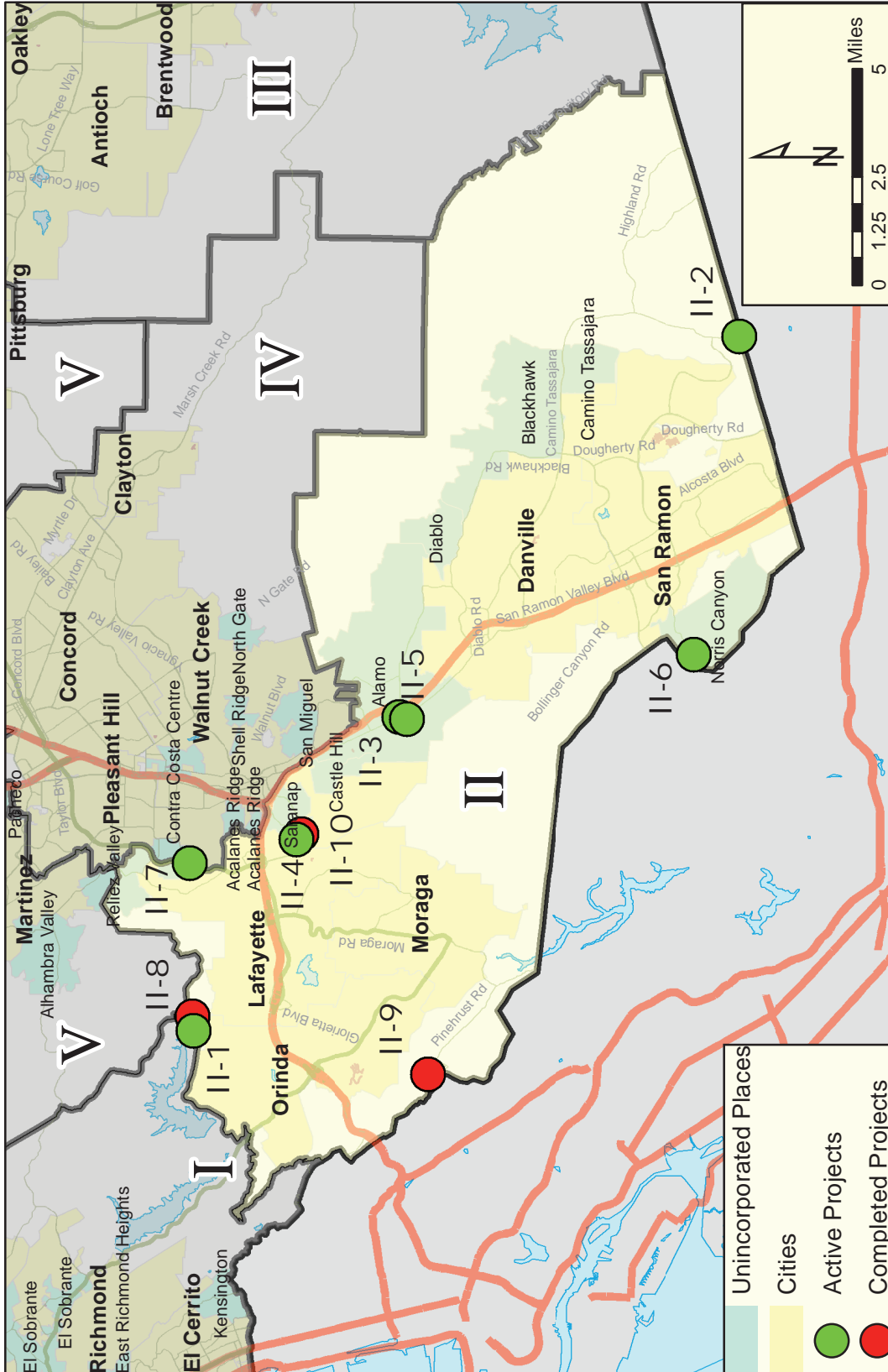
PROJECT NAME Westminster and Kenyon Avenue Accessibility Project

PROJECT NUMBER I-6



Board of Supervisors District II

Supervisor District II CRIPP Active Project Map



Note: Projects are identified with Supervisor District number and project number for its District.

SUPERVISOR DISTRICT 2: ACTIVE CRIPP PROJECTS

- II-1. Briones Area Guardrail Upgrades (HSIP) - This project will remove approximately 43 guardrails and end treatments and replace them with new guardrails and end treatments that meet the current Caltrans standard on Bear Creek Road and Alhambra Valley Road in the unincorporated Briones area. Construction is planned for 2023. This project spans three Supervisor Districts (I, II, and V). This project is funded by: HSIP, Gas Tax.
- II-2. Camino Tassajara/Tassajara Road Realignment Project - This project is to realign and widen Camino Tassajara within Contra Costa County and Tassajara Road within the City of Dublin to improve safety for motorists and increase accessibility for bicyclists and pedestrians. Construction is tentatively scheduled for 2025 subject to funding availability. This project is currently funded by: SCC Sub-Regional, Tassajara JEPAs, City of Dublin Funds.
- II-3. Danville Blvd/Orchard Ct Complete Streets Improvements (HSIP) - 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 planned for 2022. This project is funded by: HSIP, Measure J Regional, Trust 8192, Gas Tax.
- II-4. Freeman Road and Briones Valley Road Bridge Maintenance Project (HBP) – This project spans two Supervisor Districts. 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 Bridge Preventative Maintenance project, over Briones Creek, includes repainting the bridge superstructure and replacing or tightening all bolted connections between the deck and steel plates. Construction is planned for 2026. This project is funded by: HBP, Gas Tax.
- II-5. Iron Horse Trail Crossing Enhancements - Alamo (TDA) - This project will install new rectangular rapid flash beacons (RRFBs) with passive activation systems at the Hillgrade Avenue and Las Trampas Road crossings of the Iron Horse Regional Trail and will add passive activation systems to the existing flasher systems at Stone Valley Road West and Hemme Avenue crossings. Construction is planned for 2022. This project is funded by: TDA, Gas Tax.

- II-6. Norris Canyon Road Safety Improvements (Measure J) - The project will improve safety on Norris Canyon Road by widening and realigning an approximately 1,000-foot segment of Norris Canyon Road located west of Ashbourne Drive and installing a safety rail/guard rail on the south side of the roadway. Construction is planned for 2025. This project is funded by: Measure J, Gas Tax.
- II-7. Pleasant Hill Road Bridge Rehabilitation (Bridge No. 28C0154) (HBP) - This project is to extend the service life of the Pleasant Hill Road Bridge over Taylor Boulevard. This project spans Districts II and IV. Construction is planned for 2023. This project is funded by: HBP, Gas Tax.

SUPERVISOR DISTRICT 2: COMPLETED CRIPP PROJECTS

- II-8. Happy Valley Road - Embankment Repair (Maintenance Division) - This project repaired an existing slide along Happy Valley Road and restored the roadway to its original pavement width. Project was constructed in 2021. This project is funded by: Caltrans Emergency Fund, Measure J Return to Source, Gas Tax.
- II-9. Pinehurst Road - Sinkhole and Culvert Repair (Maintenance Division) - This project repaired the roadway and culvert underneath at Pinehurst Road, 2.5 miles north of Canyon Road. Construction was completed in 2021. This project was funded by: Caltrans Emergency Fund, Measure J Return to Source, Gas Tax.
- II-10. Walnut Creek Crosswalk Improvements (TDA Grant) - This project improved pedestrian safety at two crosswalk locations near unincorporated Walnut Creek. One of the two crossings was located in District II at the intersection of Olympic Boulevard and Bridgefield Road. The other project site was located in District IV at Walden Road and Westcliffe Lane. Construction was completed in 2020. This project was funded by: HSIP, TDA, Gas Tax.



PROJECT NAME Briones Area Guardrail Upgrades

PROJECT DESCRIPTION This project will remove approximately 43 guardrails and end treatments and replace them with new guardrails and end treatments that meet the current Caltrans standard on Bear Creek Road and Alhambra Valley Road in the unincorporated Briones area.

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 1, 2, 5

PROJECT CATEGORY safety

Anticipated Project Expenditures

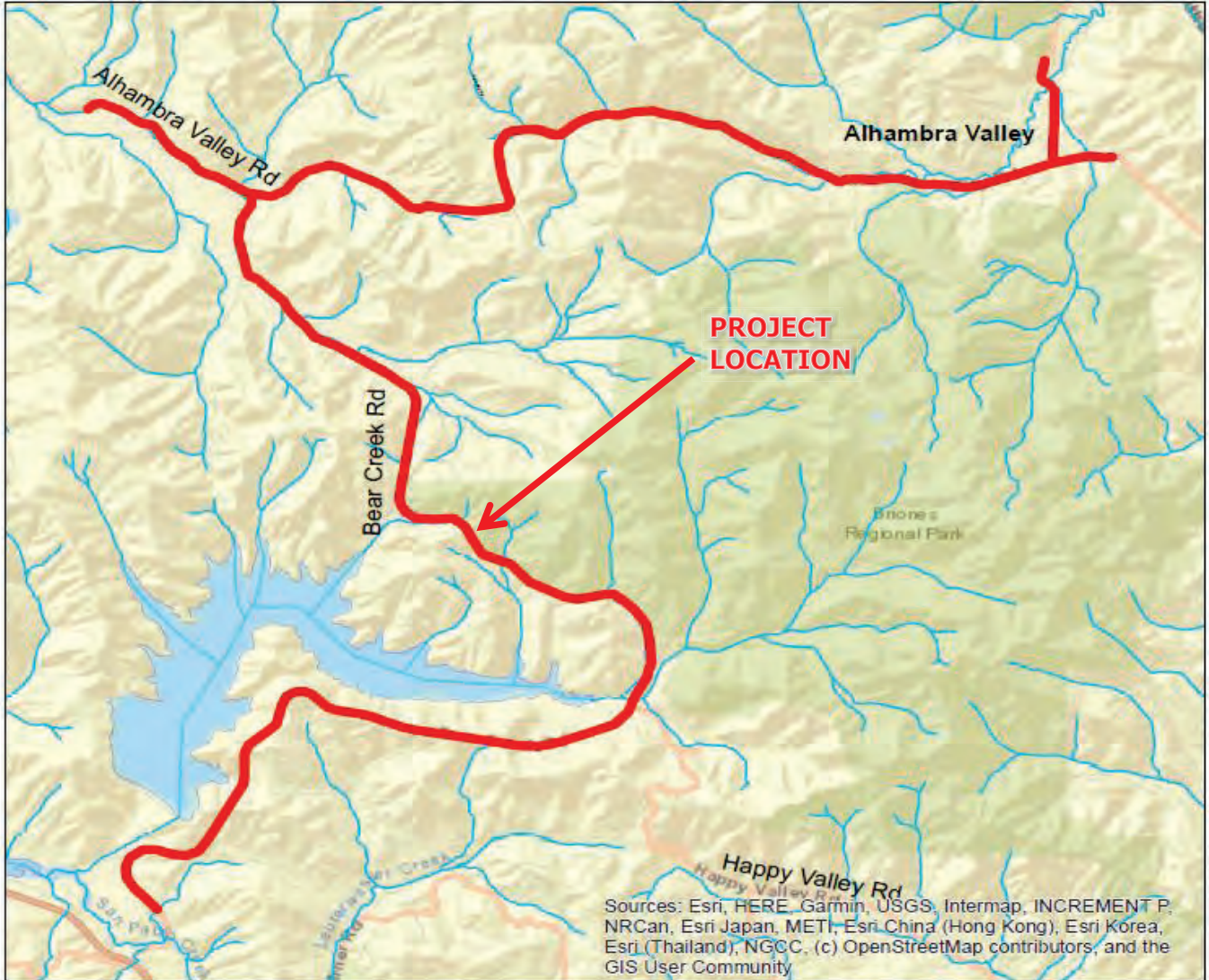
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering	15	7	8							
Environmental	75	1	74							
Design Engineering	150		150							
+ Right-of-Way	5		5							
+ Construction	1,437			120	1,317					
Total	1,682	8	237	120	1,317					
+ Gas Tax (c)	690	8	237	8	437					
HSIP	992			113	880					



PROJECT NAME Briones Area Guardrail Upgrades

PROJECT NUMBER II-1



0 4,750 9,500 Feet
1 in = 4,800 feet



PROJECT NAME Camino Tassajara/Tassajara Road Realignment Project

PROJECT DESCRIPTION This project is to realign and widen Camino Tassajara within Contra Costa County and Tassajara Road within the City of Dublin to improve safety for motorists and increase accessibility for bicyclists and pedestrians.

PURPOSE AND NEED The purpose of this project is to realign and widen Camino Tassajara within Contra Costa County (County) and Tassajara Road within the City of Dublin (City) from Windemere Parkway to Kylemore Circle/Palisades Drive. Realignment of the roadway will improve safety for motorists and accessibility for bicyclists and pedestrians along Camino Tassajara. The project will improve sight distance by removing the S-curve. Widening of the roadway from two-lanes to four lanes will also increase capacity to accommodate projected future traffic volumes, consistent with the County General Plan. The additional pavement width will provide Class II bicycle lanes in accordance with the 2018 Contra Costa Countywide Bicycle and Pedestrian Plan. An additional separated shared use path will bridge the City of Dublin's trail network to the County's existing bicycle, sidewalk, and trails along Windemere Parkway and Camino Tassajara.

SUPERVISOR DISTRICT 2

PROJECT CATEGORY mobility

Anticipated Project Expenditures **

Amounts shown in thousands of dollars

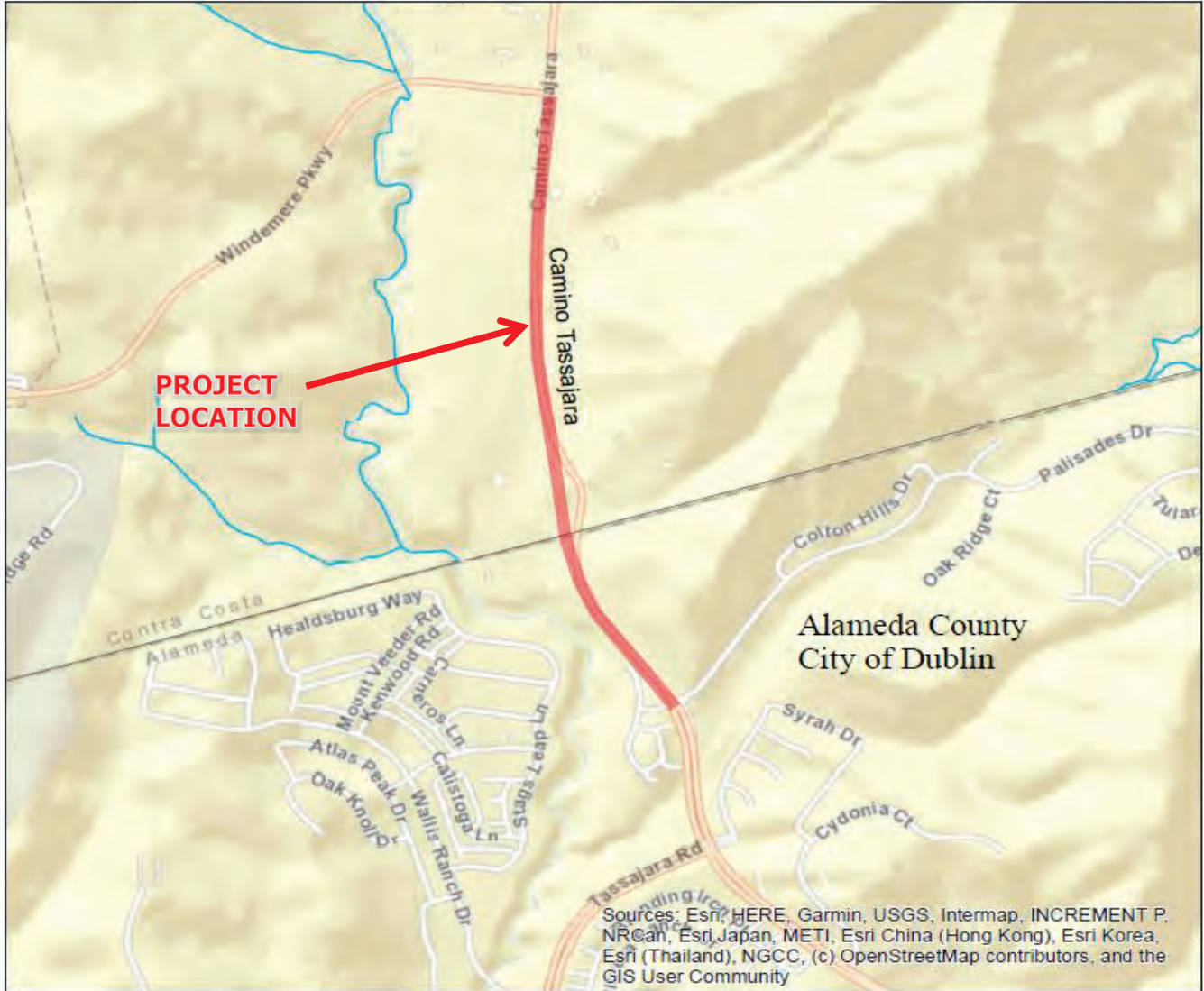
Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination	12					12				
Preliminary Engineering	73	48	10	5	5	5				
Environmental	476	23	50	25	100	279				
Design Engineering	2,393	149	200	200	300	1,544				
+ Right-of-Way	450					450				
+ Construction	65					65				
Total	3,469	219	260	230	405	2,355				
City of Dublin funds	1,271	110	130	115	203	714				
SCC Sub-Regional	1,869	110	130	115	203	1,311				
Tassajara JEPA	329					329				

** Only the Design phase is funded; ROW and Construction Activities will proceed when funding is identified and secured.



PROJECT NAME Camino Tassajara/Tassajara Road Realignment Project

PROJECT NUMBER II-2



0 1,200 2,400 Feet
1 in = 1,200 feet



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 scheduled for the summer of 2022. 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 safety

Anticipated Project Expenditures

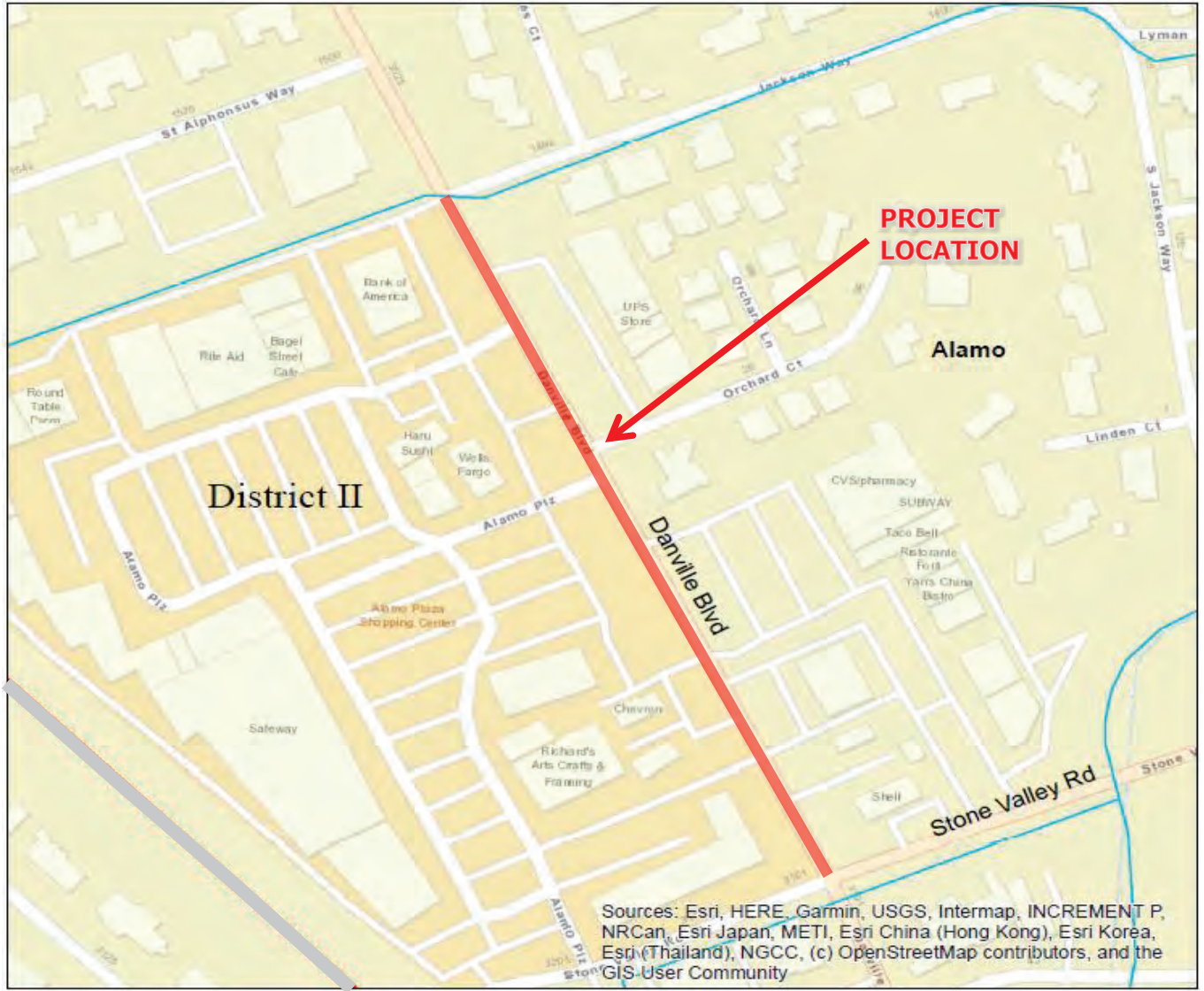
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination	9			9						
Preliminary Engineering	91	77	14							
Environmental	152	106	46							
Design Engineering	1,245	1,013	232							
+ Right-of-Way	1,371	1,171	200							
+ Construction	3,441		30	3,411						
Total	7,309	2,367	522	4,420						
+ Gas Tax (c)	3,163	1,319	114	1,730						
HSIP	2,718	399	86	2,233						
Measure J Regional	1,370	591	322	457						
Trust 8192	57	57								

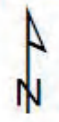
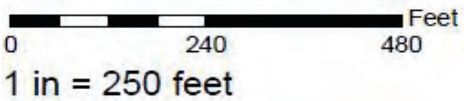


PROJECT NAME Danville Boulevard/Orchard Court Complete Streets Improvements

PROJECT NUMBER II-3



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



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 Bridge Preventative Maintenance project, over Briones Creek, 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 perform repairs and to paint the bridges for long-term upkeep.

SUPERVISOR DISTRICT 2, 3

PROJECT CATEGORY reliability

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering										
Environmental										
Design Engineering	200			100	100					
+ Right-of-Way	40				40					
+ Construction	700				100	600				
Total	940			100	240	600				
Gas Tax	217			47	80	90				
HBP	723			53	160	510				



PROJECT NAME Freeman Road and Briones Valley Road Bridge Maintenance Project

PROJECT NUMBER II-4



Note: See District III for Briones bridge location

PROJECT NAME Iron Horse Trail Crossing Enhancements - Alamo

PROJECT DESCRIPTION This project will install new flashing beacons with passive activation systems at the Hillgrade Avenue and Las Trampas Road crossings of the Iron Horse Regional Trail and will add passive activation systems to the existing flasher systems at Stone Valley Road West and Hemme Avenue crossings.

PURPOSE AND NEED The purpose of this project is to improve safety of trail users at street crossings of the Iron Horse Regional Trail in Alamo. Crossings at Hillgrade Avenue and at Las Trampas Road currently have in-ground flashers to alert motorists to pedestrian and bicyclists crossing the street. The existing in-ground flashers are difficult to see by drivers during daylight hours when the trail is most heavily used, and trail users cannot tell from the trail whether the flashers have been activated. Installing rectangular rapid flashing beacons (RRFBs) will improve bicycle and pedestrian safety at these trail crossings. These crossings, along with two crossings at Stone Valley Road West and Hemme Avenue with existing flasher systems, will be modified to include passive detection to activate the flashers for pedestrians, runners, and bicyclists without requiring them to stop. The passive detection will be in addition to the existing push button actuation. This will encourage more use of the trail by active transportation users.

SUPERVISOR DISTRICT 2

PROJECT CATEGORY mobility

Anticipated Project Expenditures

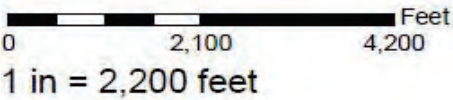
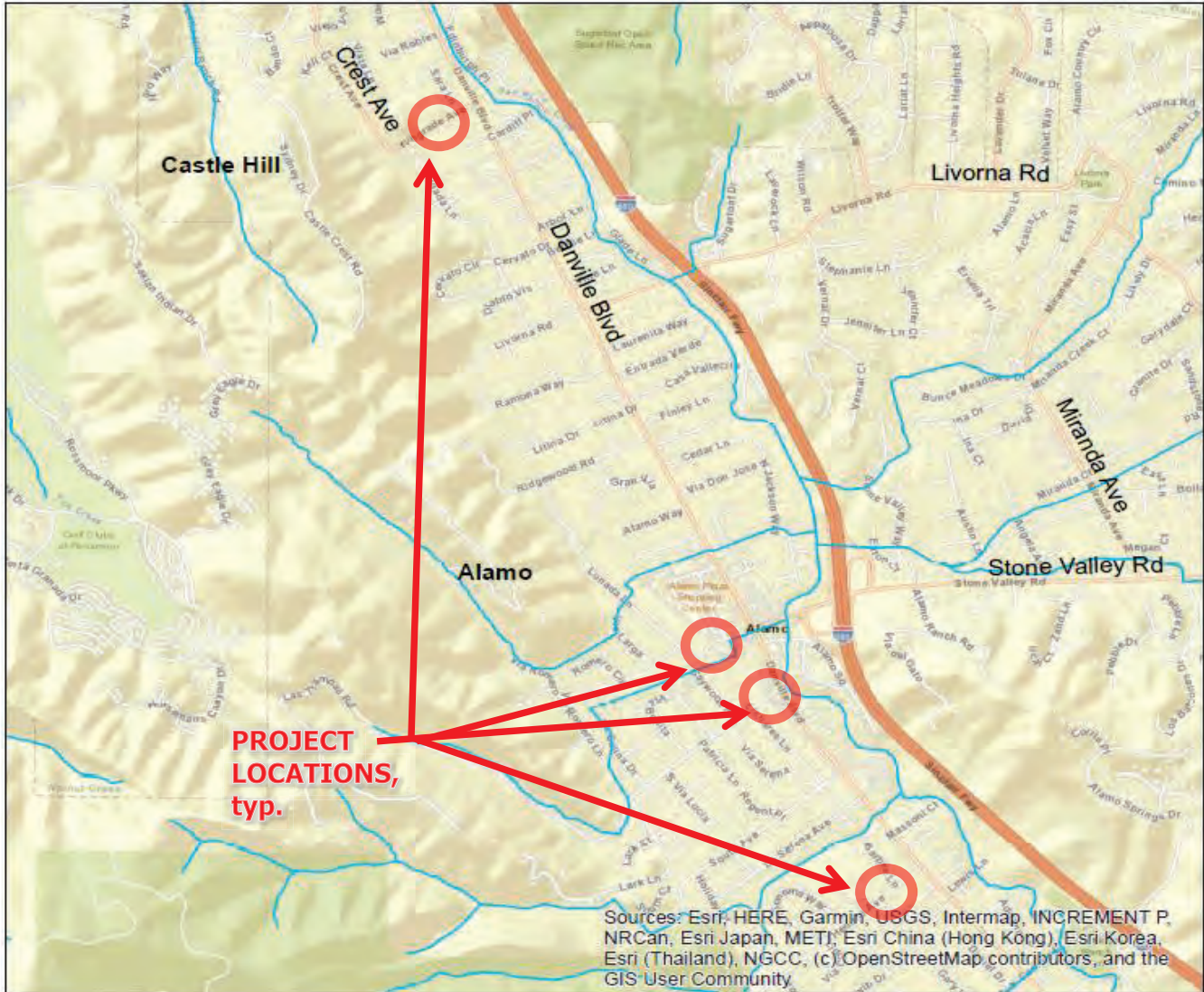
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering	5		5							
Environmental										
Design Engineering	5		5							
+ Right-of-Way										
+ Construction	89			89						
Total	99		10	89						
+ Gas Tax (c)	10		10							
TDA	89			89						



PROJECT NAME Iron Horse Trail Crossing Enhancements

PROJECT NUMBER II-5





PROJECT NAME Norris Canyon Road Safety Improvements

PROJECT DESCRIPTION The project will improve safety on Norris Canyon Road by widening and realigning an approximately 1,000-foot segment of Norris Canyon Road located west of Ashbourne Drive and installing a safety rail/guard rail on the south side of the roadway. Construction is planned for 2025. This project is funded by: Measure J, Gas Tax.

PURPOSE AND NEED The purpose of this project is to improve safety along Norris Canyon Road by widening and realigning a narrow segment of Norris Canyon Road located west of Ashbourne Drive and installing a guard rail on the south side of the roadway where there has been a history of serious collisions.

SUPERVISOR DISTRICT 2

PROJECT CATEGORY safety

Anticipated Project Expenditures

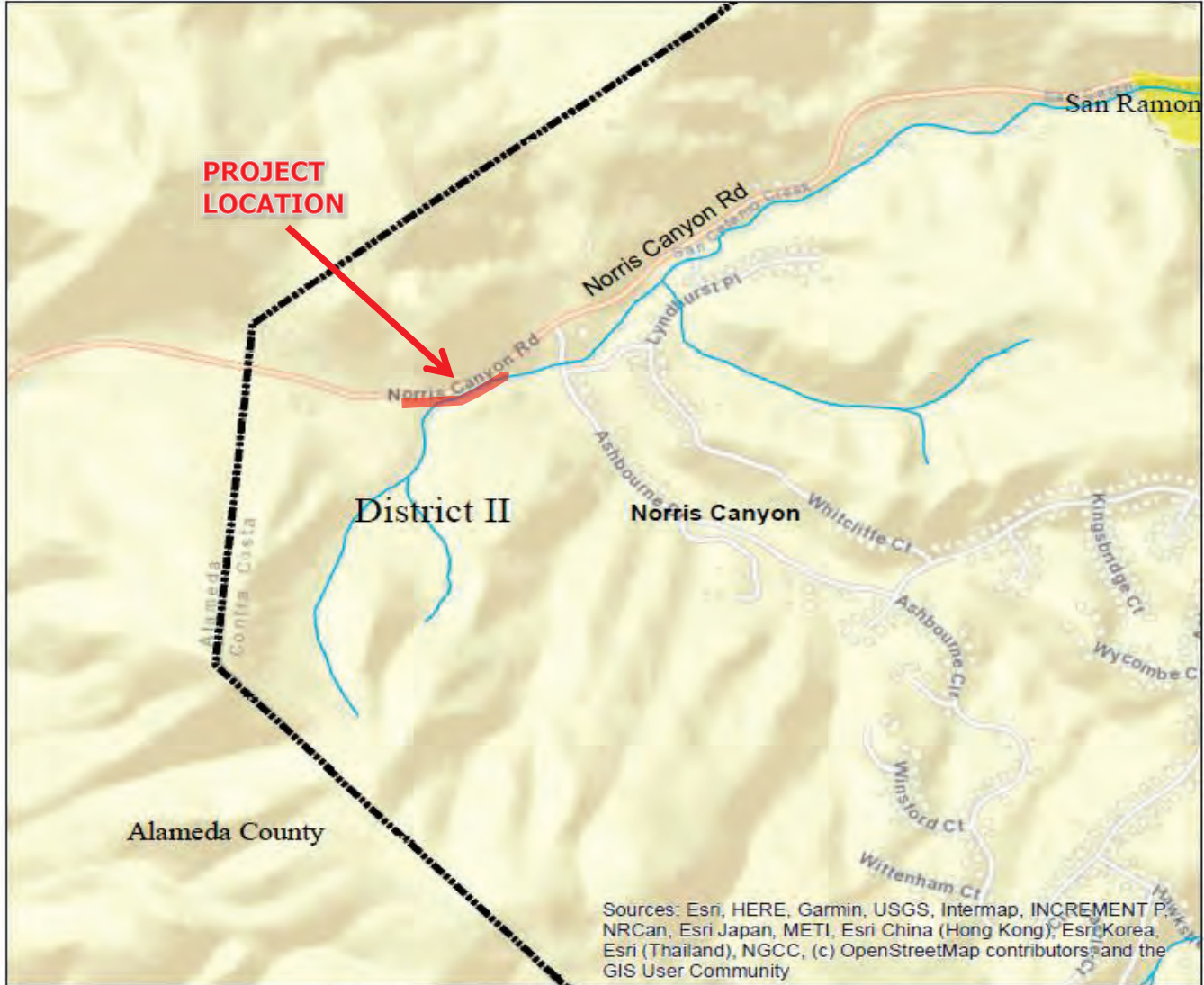
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination	144	65	45	18	4	4	8			
Preliminary Engineering	253	253								
Environmental	216	3	100	113						
Design Engineering	410		200	210						
+ Right-of-Way	251	1	70	180						
+ Construction	3,858					1,200	2,658			
Total	5,132	322	415	521	4	1,204	2,666			
+ Gas Tax (c)	3,702	266				770	2,666			
Measure J Regional	1,430	56	415	521	4	434				

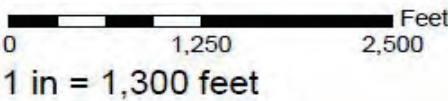


PROJECT NAME Norris Canyon Road Safety Improvements

PROJECT NUMBER II-6



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community





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.

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

SUPERVISOR DISTRICT 2, 4

PROJECT CATEGORY reliability

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering	140		140							
Environmental	10		10							
Design Engineering	203		203							
+ Right-of-Way	19		19							
+ Construction	1,856			1,700	156					
Total	2,228		372	1,700	156					
+ Gas Tax (c)	396		94	242	60					
HBP	1,832		278	1,458	96					



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

PROJECT NUMBER II-7

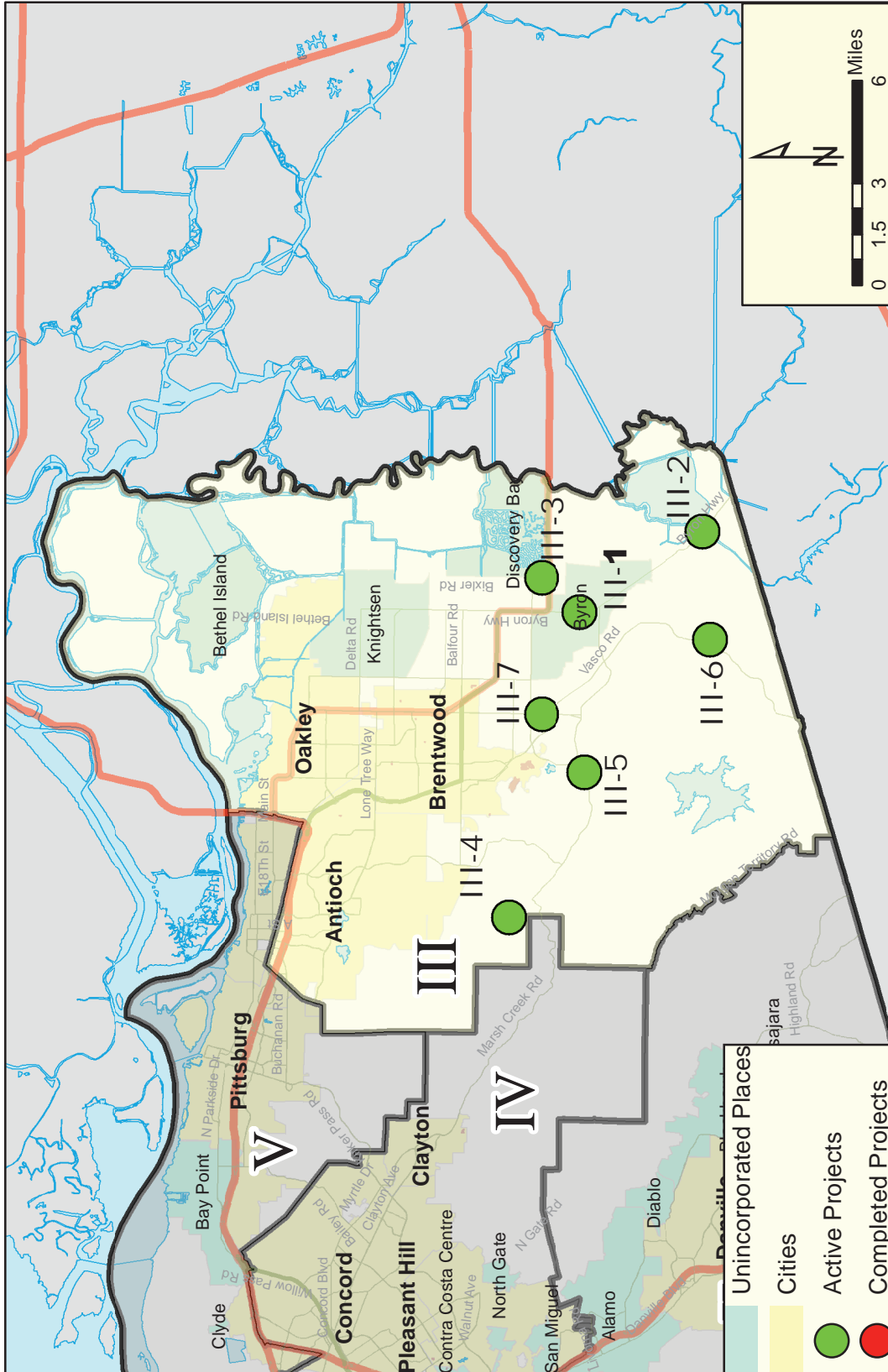


0 2,400 4,800 Feet
1 in = 2,500 feet



Board of Supervisors District III

Supervisor District III CRIPP Active Project Map



Note: Projects are identified with Supervisor District number and project number for its District.

SUPERVISOR DISTRICT 3: ACTIVE CRIPP PROJECTS

- III-1. Bixler Road and Regatta Drive Intersection Improvements (TDA Grant) - This project is to install rapid rectangular flashing beacons at existing crosswalk, reconstruct an existing path, and construct a median refuge island with advanced warning road signs and pavement striping. Construction is planned for 2023. This project is funded by: TDA, Gas Tax.
- III-2. Byron Highway Bridge Replacement over California Aqueduct (Bridge No. 28C0121) (HBP) - This project is to replace the Byron Highway Bridge, approximately 1.4 miles northwest of the Alameda County Line. Construction is planned for 2024. This project is funded by: HBP, funds from Department of Water Resources (DWR), Gas Tax.
- III-3. Byron Highway/Byer Road Intersection Improvements (HSIP) - 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 planned for 2022. This project is funded by: HSIP, Discovery Bay West Mitigation Fund, Discovery Bay AOB, East County Regional AOB, Gas Tax.
- III-4. Freeman Road and Briones Valley Road Bridge Maintenance Project (HBP) - This project spans two Supervisor Districts. 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 Bridge Preventative Maintenance project, over Briones Creek, includes repainting the bridge superstructure and replacing or tightening all bolted connections between the deck and steel plates. Construction is planned for 2026. This project is funded by: HBP, Gas Tax.
- III-5. Marsh Creek Road Bridge Replacement (Bridge No. 28C143 & 28C145) (HBP) - 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. Construction is planned for 2024. This project is funded by: HBP, East County Regional AOB, Gas Tax.

- III-6. Vasco Road Safety - Phase 2 (Safety Project) - This project proposes to widen Vasco Road 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. Construction is planned for 2024; however, the schedule may change based on funding availability. This project is funded by: Prop 1B, RM3, Measure J Regional, Measure J Return to Source, Gas Tax.

- III-7. Walnut Boulevard Shoulder Widening (TDA Grant) - This project is to construct bicycle roadway improvements along Walnut Boulevard (East County) from Marsh Creek Road to Vasco Road. Construction is planned for 2023. This project is funded by: TDA, Gas Tax.



PROJECT NAME Bixler Road and Regatta Drive Intersection Improvements

PROJECT DESCRIPTION This project includes installing a number of infrastructure improvements. Rapid rectangular flashing beacons (RRFBs) will be placed at existing crossing. Construction of center median island along with advanced warning road signs and yield lines. Project also includes the reconstruction of pedestrian path and hatched striping.

PURPOSE AND NEED The purpose of this project is to improve pedestrian safety at the intersection of Bixler Road and Regatta Drive in Discovery Bay.

SUPERVISOR DISTRICT 3

PROJECT CATEGORY mobility

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering	31		15	16						
Environmental	5			5						
Design Engineering	33		10	23						
+ Right-of-Way										
+ Construction	161		5	156						
Total	230		30	200						
+ Gas Tax (c)	130			130						
TDA	100		30	70						

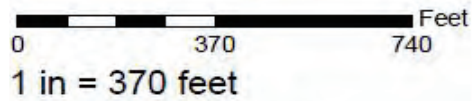


PROJECT NAME Bixler Road and Regatta Drive Intersection Improvements

PROJECT NUMBER III-1



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community





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 2024. 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

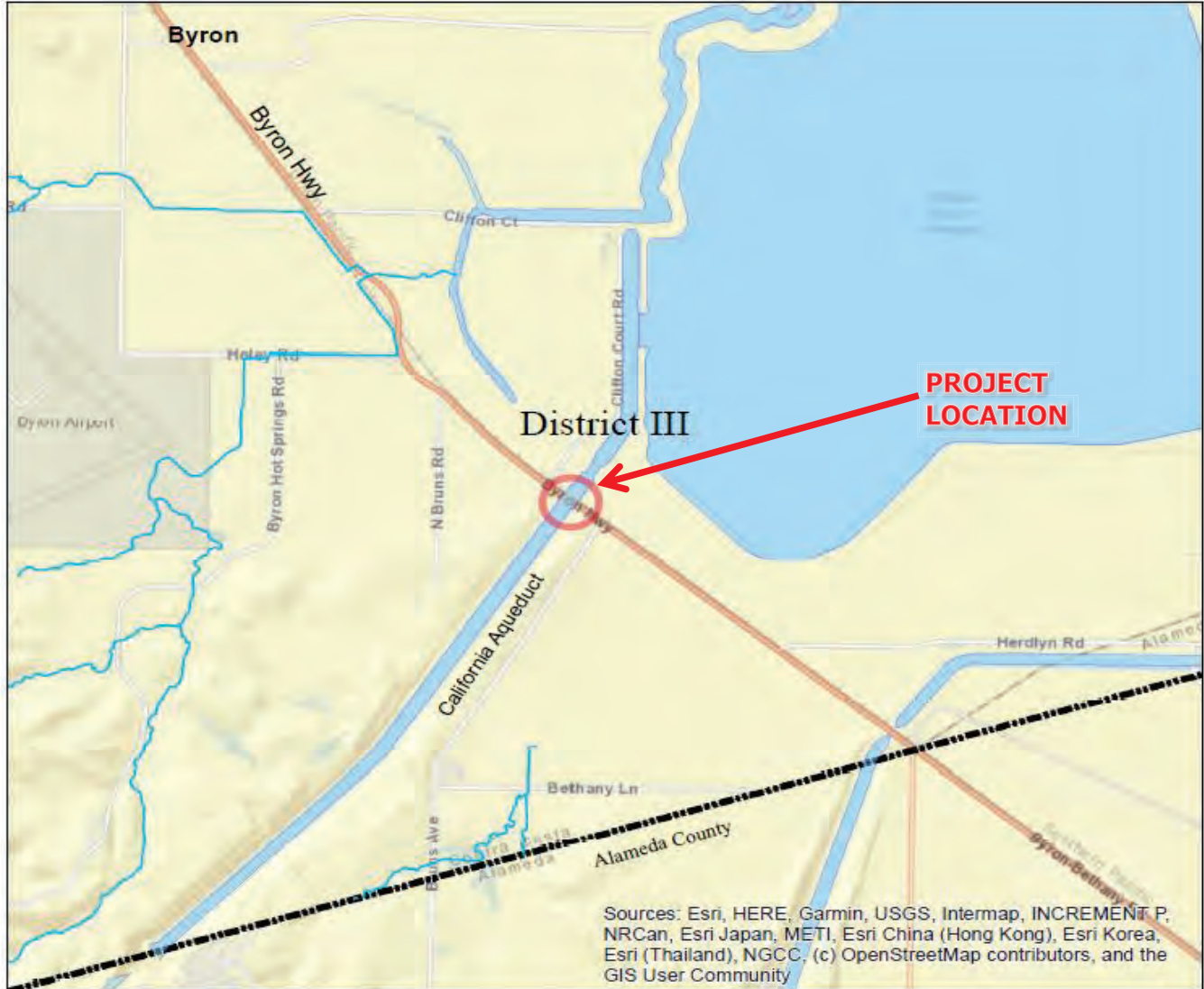
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering	30	30								
Environmental	494	494								
Design Engineering	2,138	1,132	300	320	310	76				
+ Right-of-Way	3,858	38	100	1,500	1,995	225				
+ Construction	16,715				760	8,000	7,955			
Total	23,236	1,695	400	1,820	3,065	8,301	7,955			
DWR	2,335	138	118	240	340	717	782			
+ Gas Tax (c)	1,457	730	32	90	90	263	252			
HBP	19,444	827	250	1,490	2,635	7,321	6,921			



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

PROJECT NUMBER III-2



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

0 2,900 5,800 Feet
1 in = 3,000 feet





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.

PURPOSE AND NEED The purpose of this project is to improve traffic circulation along the frontage of the Excelsior Middle School and at the uncontrolled intersection of Byron Highway and Byer Road. The Byron Union School District has requested the County's assistance in addressing a series of collisions 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 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination	51	43		8						
Preliminary Engineering	75	68	7							
Environmental	125	116	9							
Design Engineering	722	707	15							
+ Right-of-Way	305	295	10							
+ Construction	1,385		318	1,067						
Total	2,663	1,229	359	1,076						
Disco Bay AOB	165	165								
Disco Bay West	1,465	538	359	567						
East County Regional AOB	417	417								
HSIP	617	109		508						

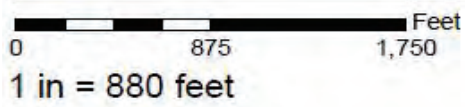


PROJECT NAME Byron Highway/Byer Road Intersection Improvements

PROJECT NUMBER III-3



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



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 Bridge Preventative Maintenance project, over Briones Creek, 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 perform repairs and to paint the bridges for long-term upkeep.

SUPERVISOR DISTRICT 2, 3

PROJECT CATEGORY reliability

Anticipated Project Expenditures

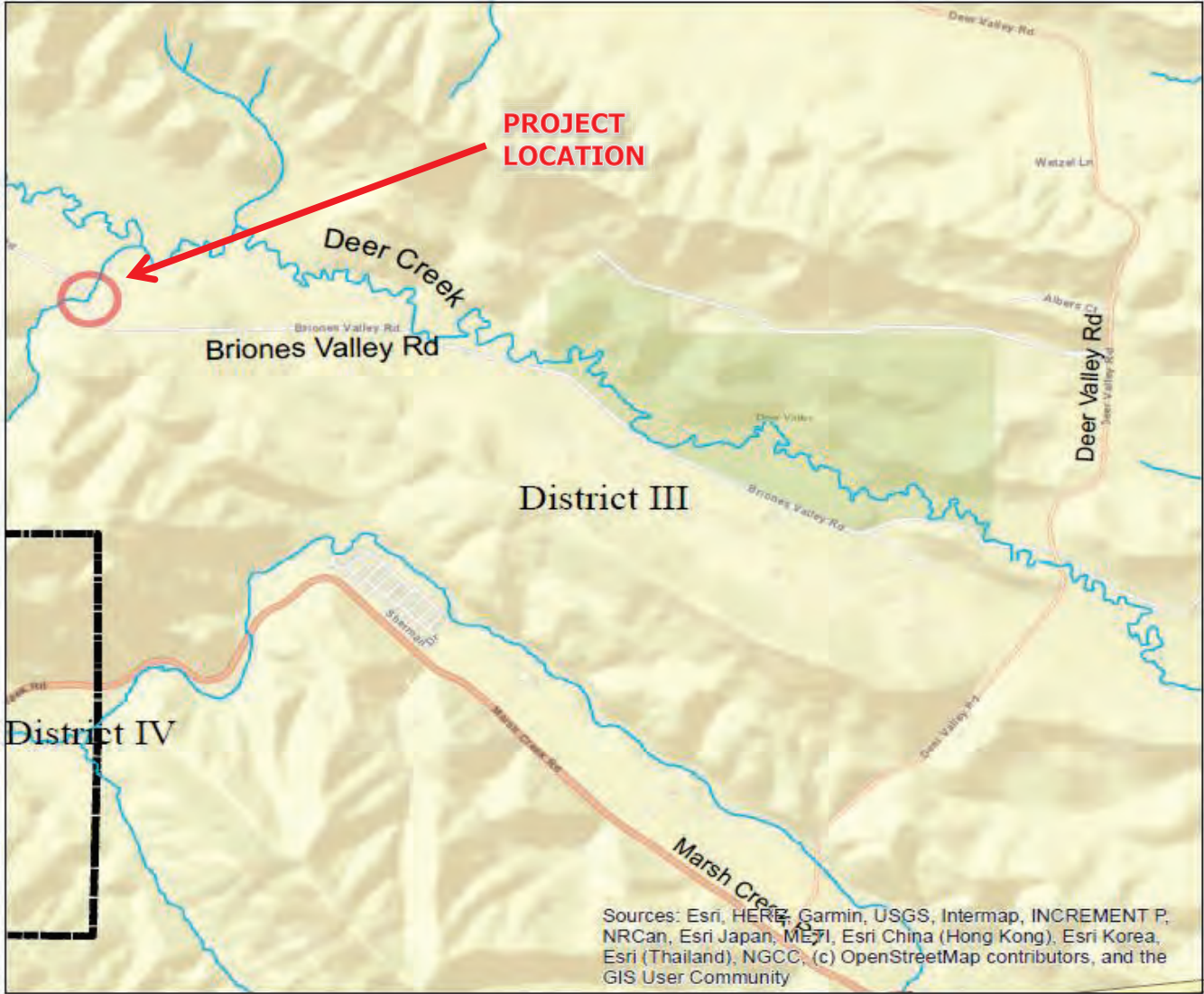
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering										
Environmental										
Design Engineering	200			100	100					
+ Right-of-Way	40				40					
+ Construction	700				100	600				
Total	940			100	240	600				
Gas Tax	217			47	80	90				
HBP	723			53	160	510				



PROJECT NAME Freeman Road and Briones Valley Road Bridge Maintenance Project

PROJECT NUMBER III-4



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, MEIT, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

0 2,000 4,000 Feet

1 in = 2,100 feet



Note: See District II for Briones bridge location



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.

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

SUPERVISOR DISTRICT 3

PROJECT CATEGORY reliability

Anticipated Project Expenditures

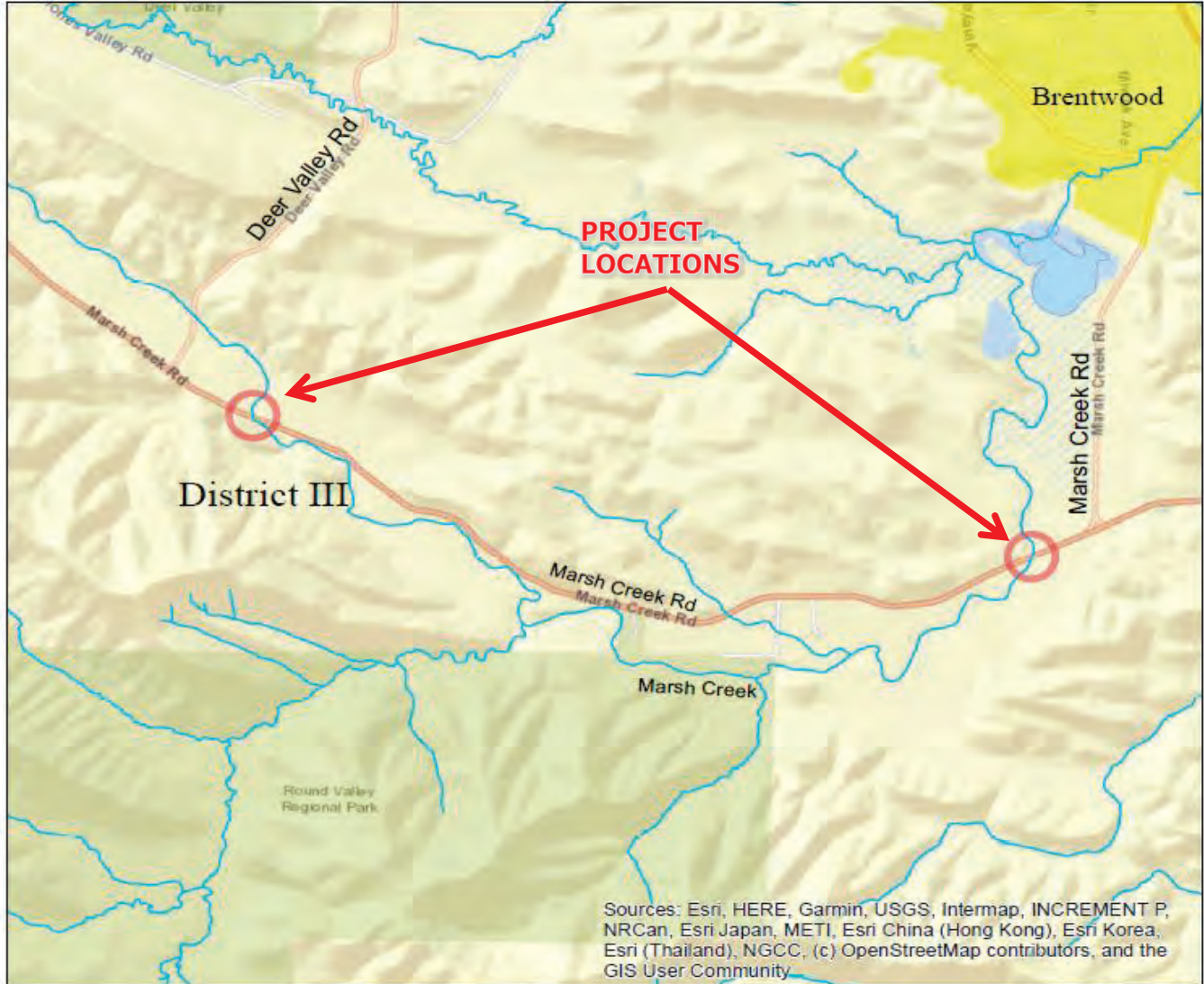
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering	5	5								
Environmental	750	740	10							
Design Engineering	2,036	1,392	420	92	123					
+ Right-of-Way	774	436	200	68	70					
+ Construction	15,210			1,090	12,520	1,600				
Total	18,775	2,573	630	1,250	12,713	1,600				
East County Regional AOB	270				270					
+ Gas Tax (c)	4,193	861	363	370	2,270	320				
HBP	14,313	1,713	267	880	10,173	1,280				



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

PROJECT NUMBER III-5



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

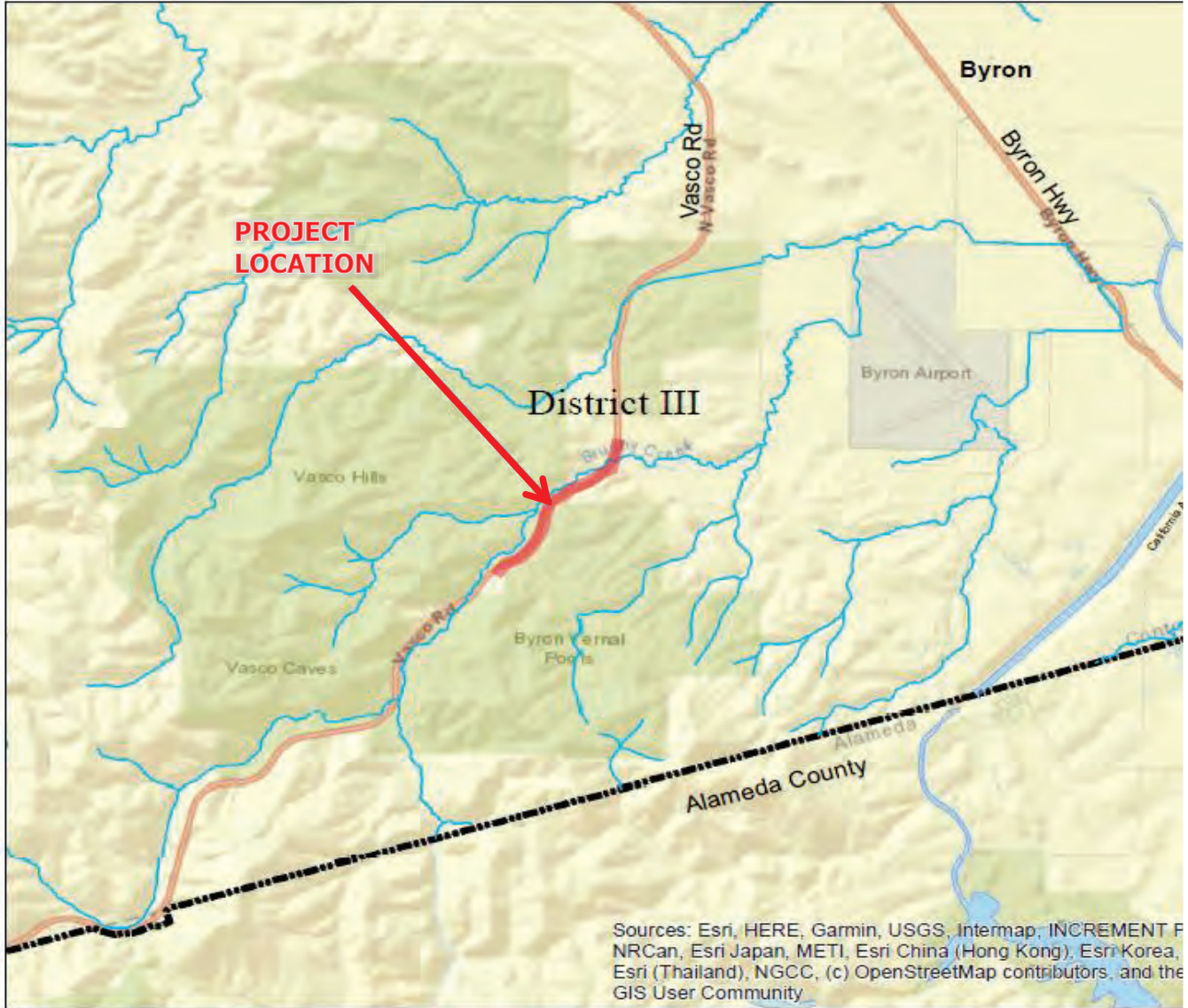
Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination	104	100	2	2						
Preliminary Engineering	17	17								
Environmental	763	204	10	29	520					
Design Engineering	1,555	1,335	50	70	100					
+ Right-of-Way	272	247		15	10					
+ Construction	20,438				2,044	16,350	2,044			
Total	23,161	1,916	62	116	2,674	16,350	2,044			
+ Gas Tax (c)	6,554	309	62	116	630	3,394	2,044			
Measure C	327	327								
Measure J RTS	80	80								
Prop 1B	1,200	1,200								
Regional Measure 3	15,000				2,044	12,956				

** Construction schedule is subject to funding availability.

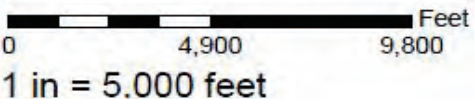


PROJECT NAME Vasco Road Safety - Phase 2

PROJECT NUMBER III-6



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community





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 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 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination	29	26		4						
Preliminary Engineering	11	9	2							
Environmental	6	4	2							
Design Engineering	361	111	50	100	100					
+ Right-of-Way										
+ Construction	550				550					
Total	957	149	54	104	650					
+ Gas Tax (c)	882	74	54	104	650					
TDA	75	75								



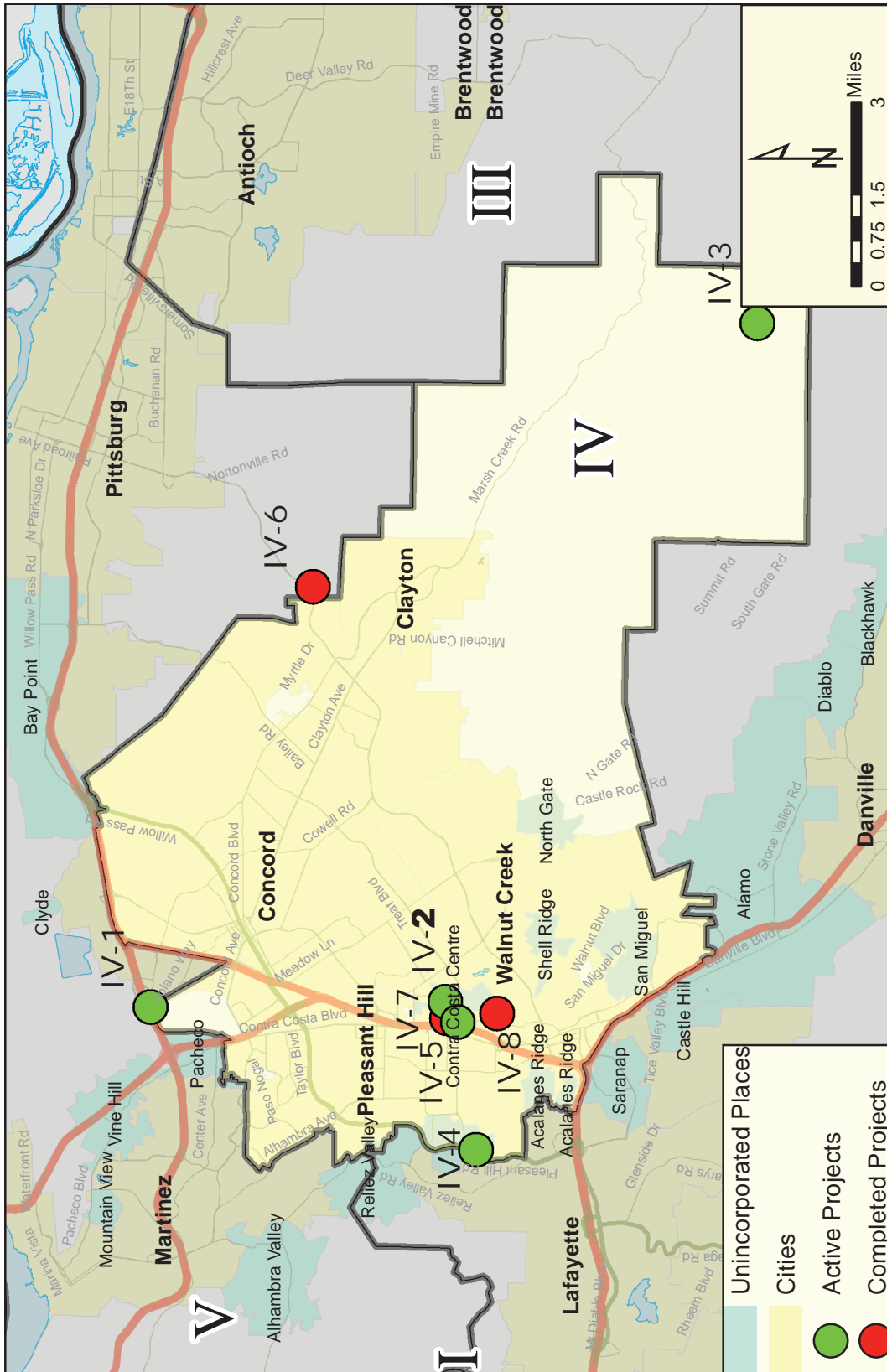
PROJECT NAME Walnut Boulevard Shoulder Widening

PROJECT NUMBER III-7



Board of Supervisors District IV

Supervisor District IV CRIPP Active Project Map



Note: Projects are identified with Supervisor District number and project number for its District.

SUPERVISOR DISTRICT 4: ACTIVE CRIPP PROJECTS

- IV-1. Marsh Drive Bridge Replacement Over Walnut Creek (HBP) - This project is to remove and replace the existing Marsh Drive Bridge in cooperation with the City of Concord. Construction started in 2021. This project spans District IV and V. This project is funded by: HBP, East Bay Regional Parks District, Pacific Gas & Electric, Contra Costa Water District, Gas Tax.
- IV-2. Mayhew Way and Cherry Lane Trail Crossing Enhancement (TDA Grant) - This project is to improve trail user safety at the intersection of the Iron Horse Trail and Mayhew Way and at the intersection of Contra Costa Canal Trail and Cherry Lane in the Pleasant Hill area. Construction is planned for 2023. This project is funded by: TDA, Gas Tax.
- IV-3. Morgan Territory Road Bridges 5.0 & 5.2 Replacement (Maintenance) - This project will replace the Morgan Territory Road Bridges at the 5.0 and 5.2 mile mark. Construction is planned for 2024. This project is funded by: Gas Tax.
- IV-4. Pleasant Hill Road Bridge Rehabilitation (Bridge No. 28C0154) (HBP) - This project is to extend the service life of the Pleasant Hill Road Bridge over Taylor Boulevard. This project spans Districts II and IV. Construction is planned for 2023. This project is funded by: HBP, Gas Tax.
- IV-5. Treat Boulevard Corridor Improvements (I-680/Treat Blvd Bicycle & Pedestrian Plan) - This project is to improve safety and connectivity for pedestrians and bicyclists along Treat Boulevard between North Main Street and Jones Road. Construction is planned for 2025. This project is funded by: STIP, Former Redevelopment Agency, Gas Tax.

SUPERVISOR DISTRICT 4: COMPLETED CRIPP PROJECTS

- IV-6. Kirker Pass Road Northbound Truck Lanes (STIP and OBAG) - This project widened Kirker Pass Road and added a northbound truck-climbing lane. In addition, this project included pavement rehabilitation on Kirker Pass Road from the City of Concord/County boundary to approximately 4,200 feet east of the northern Hess Road intersection. Construction was completed in 2021. This project spans District IV and V. This project was funded by: STIP, OBAG, Measure J, State Match, Gas Tax.

- IV-7. Oak Road Bikeway Project (TDA) - This project improved 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 was completed in 2021. This project was funded by: TDA, Gas Tax.

- IV-8. Walnut Creek Crosswalk Improvements (TDA Grant) - This project improved pedestrian safety at two crosswalk locations near unincorporated Walnut Creek. One of the two crossings was located in District II at the intersection of Olympic Boulevard and Bridgefield Road. The other project site was located in District IV at Walden Road and Westcliffe Lane. Project was completed in 2020. This project is funded by: HSIP, TDA, Gas Tax.

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.

SUPERVISOR DISTRICT 4, 5

PROJECT CATEGORY reliability

Anticipated Project Expenditures

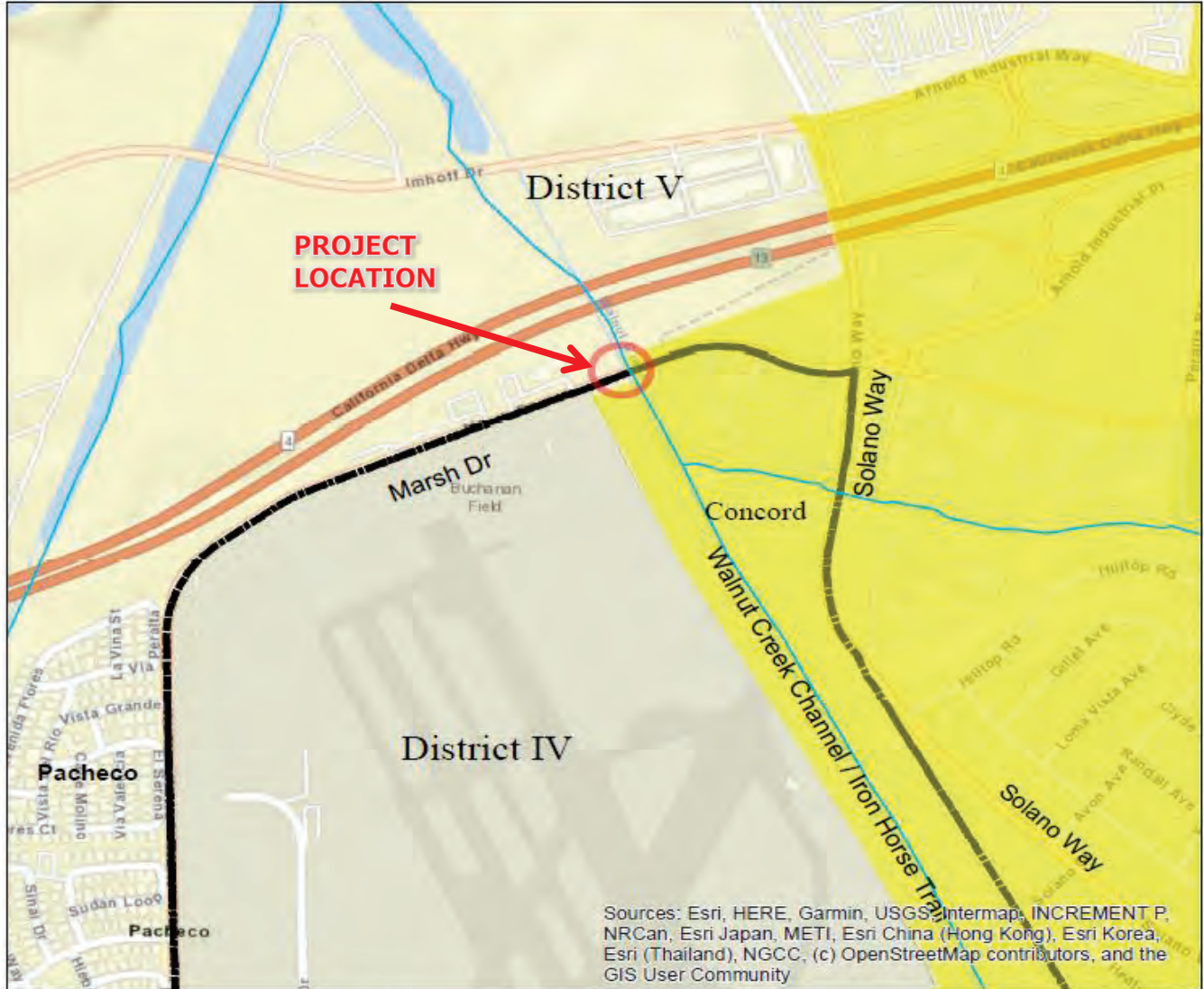
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering	36	7	29							
Environmental	349	319	30							
Design Engineering	1,631	1,583	48							
+ Right-of-Way	2,038	405	960	120	553					
+ Construction	12,535	340	8,088	4,107						
Total	16,590	2,655	9,155	4,227	553					
CCWD	29	29								
EBRPD	25		25							
+ Gas Tax (c)	2,156	704	1,008	444						
HBP	13,286	1,611	7,339	3,783	553					



PROJECT NAME Marsh Drive Bridge Replacement Over Walnut Creek

PROJECT NUMBER IV-1



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



PROJECT NAME Mayhew Way and Cherry Lane Trail Crossing Enhancement

PROJECT DESCRIPTION This project is to improve trail user safety at the intersection of the Iron Horse Trail and Mayhew Way and at the intersection of Contra Costa Canal Trail and Cherry Lane in the Pleasant Hill area.

PURPOSE AND NEED The purpose of this project is to improve trail user safety at the intersection of the Iron Horse Regional Trail and Mayhew Way and at the intersection of the Contra Costa Canal Trail and Cherry Lane in the Pleasant Hill area. Mayhew Way crossing is in the top five Iron Trail Crossing with the highest traffic volume. This is the last one to receive a traffic control device. Cherry Lane's trail crossing has existing in-ground flashers that are no longer effective; RRFBs will upgrade and improve the safety of this trail crossing.

SUPERVISOR DISTRICT 4

PROJECT CATEGORY mobility

Anticipated Project Expenditures

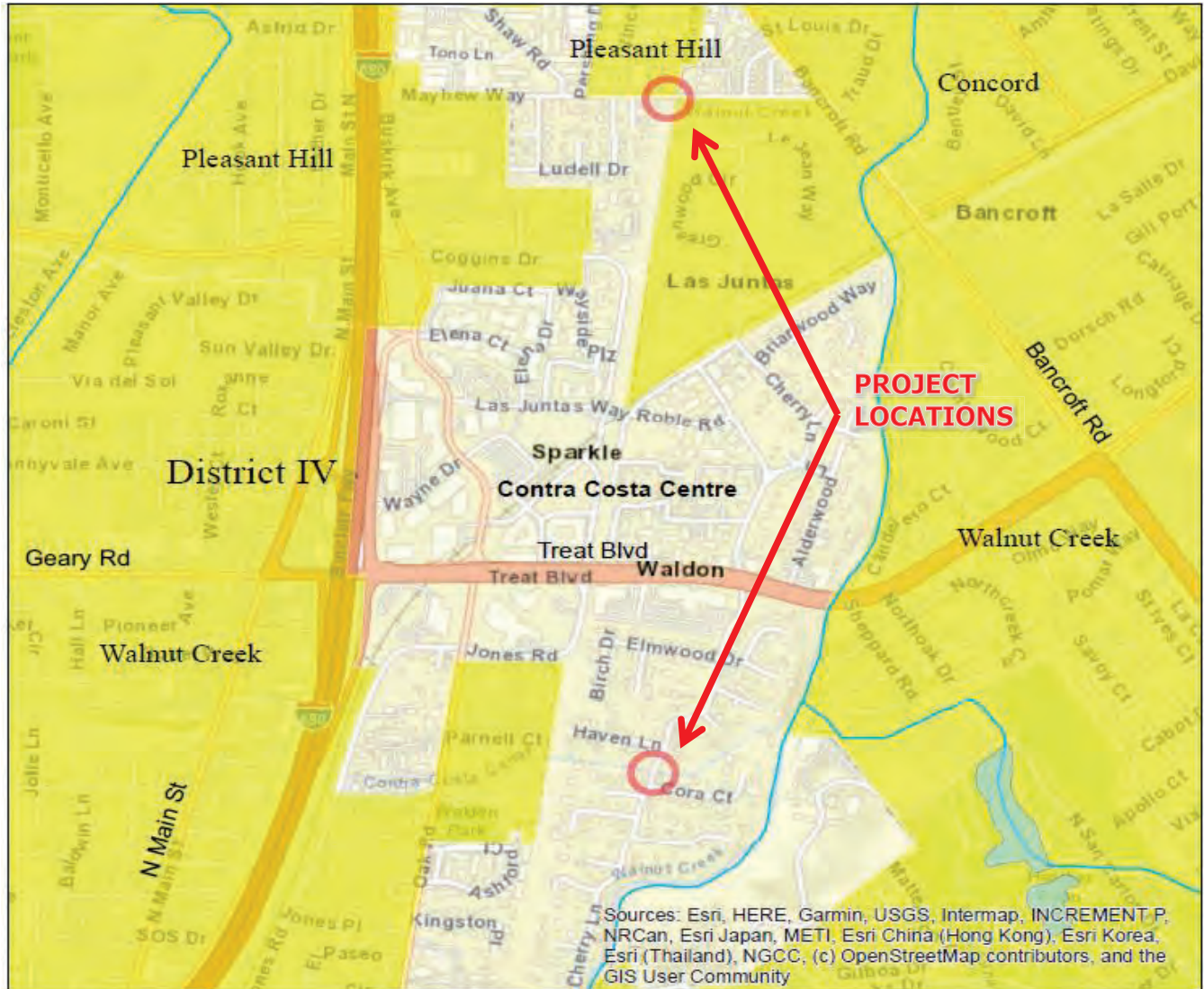
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination	19	13		6						
Preliminary Engineering	11		6	5						
Environmental										
Design Engineering	110	1	60	49						
+ Right-of-Way	30		10	20						
+ Construction	231			231						
Total	401	13	76	312						
+ Gas Tax (c)	352	3	37	312						
TDA	50	10	39							



PROJECT NAME Mayhew Way and Cherry Lane Trail Crossing Enhancement

PROJECT NUMBER IV-2



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community





PROJECT NAME Morgan Territory Road Bridges 5.0 & 5.2 Replacement

PROJECT DESCRIPTION This project will replace the Morgan Territory Road Bridges at the 5.0 and 5.2 mile mark.

PURPOSE AND NEED The bridges are near the end of their service life and need to be replaced.

SUPERVISOR DISTRICT 4

PROJECT CATEGORY reliability

Anticipated Project Expenditures

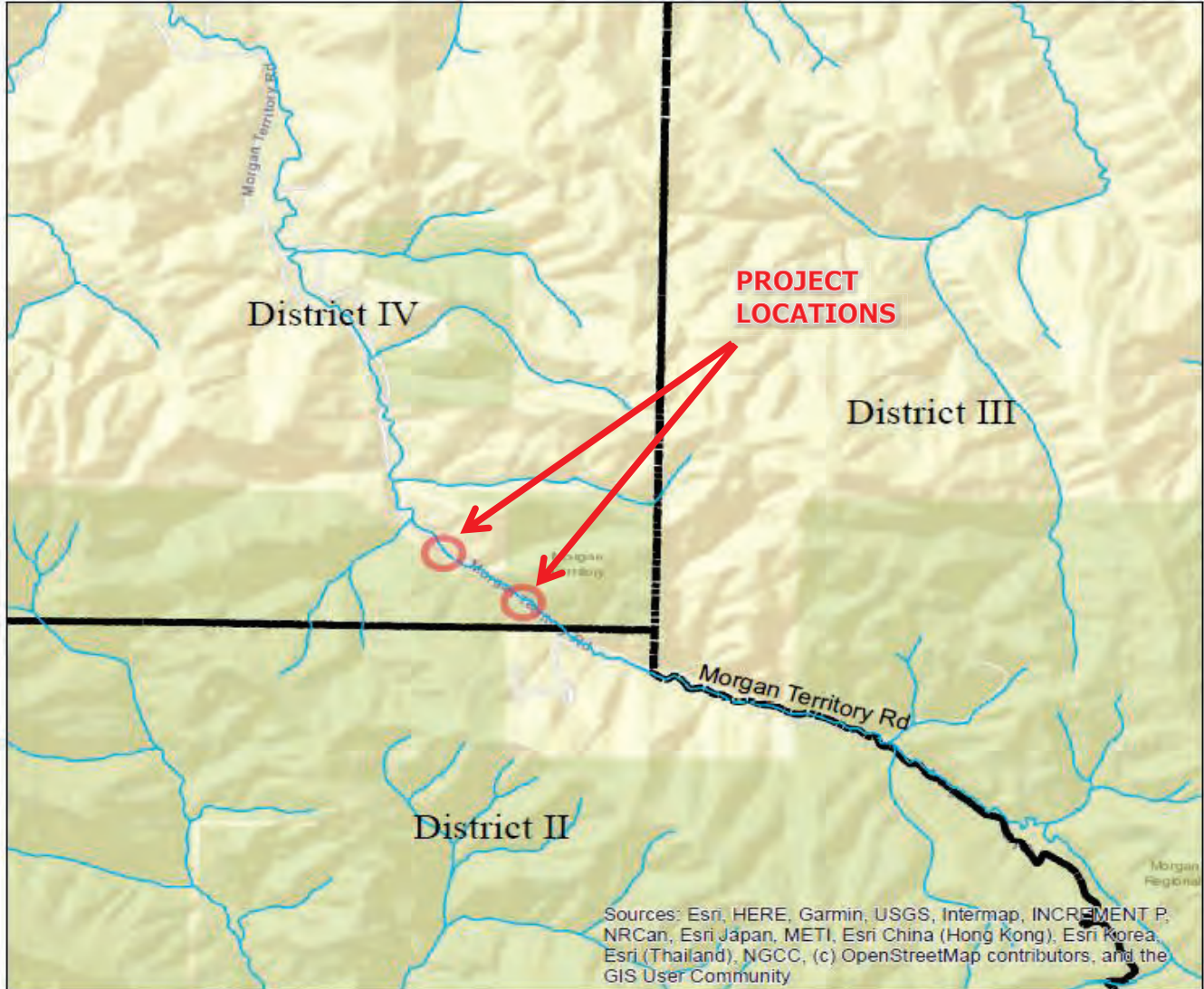
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering	251	1	250							
Environmental	252	32	100	100		20				
Design Engineering	472	222		250						
+ Right-of-Way	100			50	50					
+ Construction	2,400				600	1,800				
Total	3,475	255	350	400	650	1,820				
+ Gas Tax (c)	3,475	255	350	400	650	1,820				



PROJECT NAME Morgan Territory Road Bridges 5.0 & 5.2 Replacement

PROJECT NUMBER IV-3



0 3,100 6,200 Feet
1 in = 3,100 feet



Note: See District II for Briones bridge location



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.

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

SUPERVISOR DISTRICT 2, 4

PROJECT CATEGORY reliability

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering	140		140							
Environmental	10		10							
Design Engineering	203		203							
+ Right-of-Way	19		19							
+ Construction	1,856			1,700	156					
Total	2,228		372	1,700	156					
+ Gas Tax (c)	396		94	242	60					
HBP	1,832		278	1,458	96					

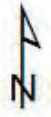
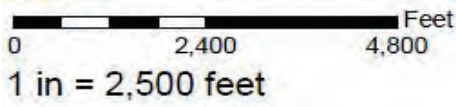


PROJECT NAME Pleasant Hill Road Bridge Rehabilitation (Bridge No. 28C0154)

PROJECT NUMBER IV-4



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community





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 4

PROJECT CATEGORY mobility

Anticipated Project Expenditures

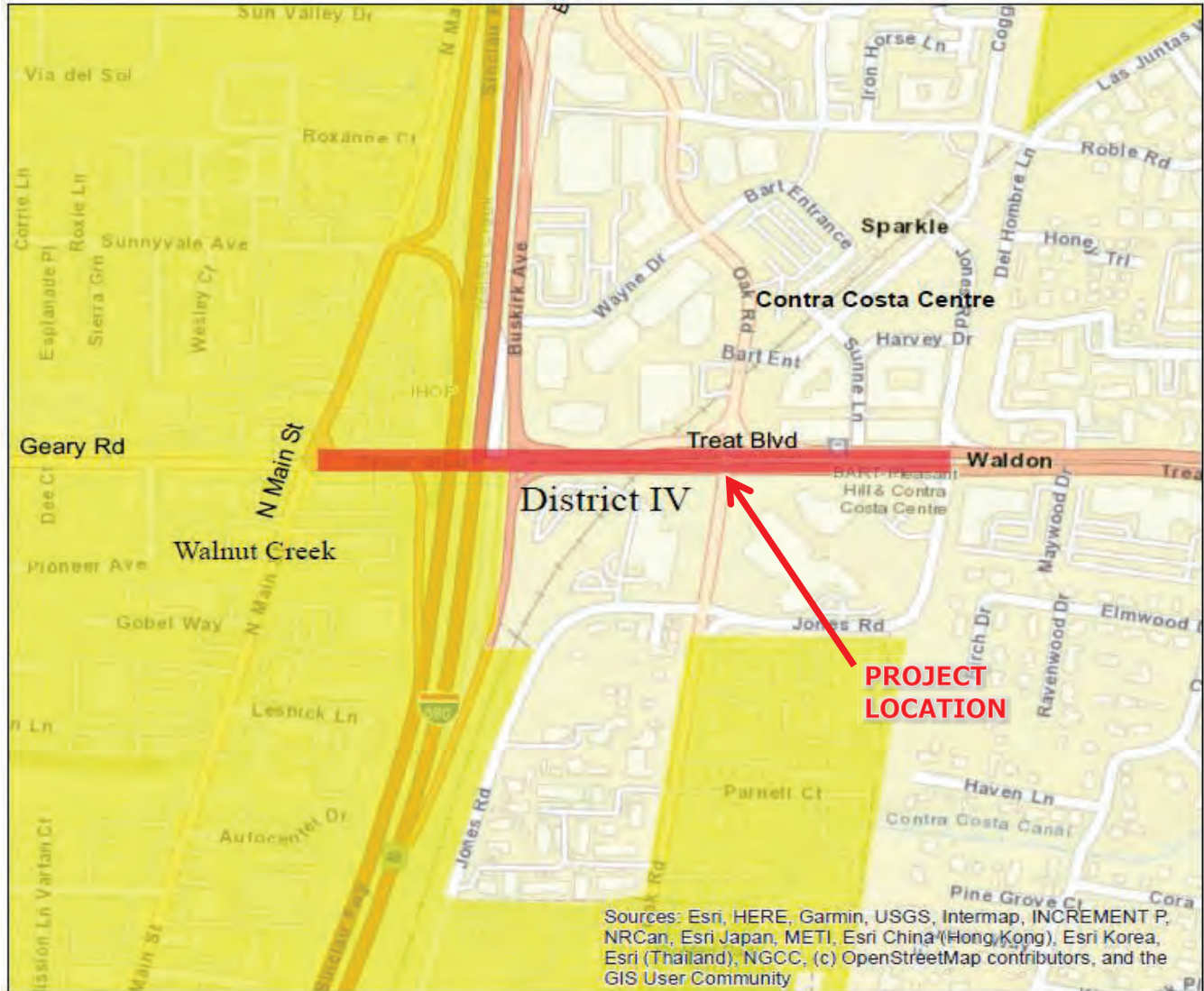
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination	95	71	24							
Preliminary Engineering										
Environmental	70		40	30						
Design Engineering	314		50	264						
+ Right-of-Way										
+ Construction	2,012				28	1,984				
Total	2,491	71	114	294	28	1,984				
Former RDA	641	71	114	294		162				
+ Gas Tax (c)	254					254				
STIP	1,596				28	1,568				



PROJECT NAME Treat Boulevard Corridor Improvements

PROJECT NUMBER IV-5

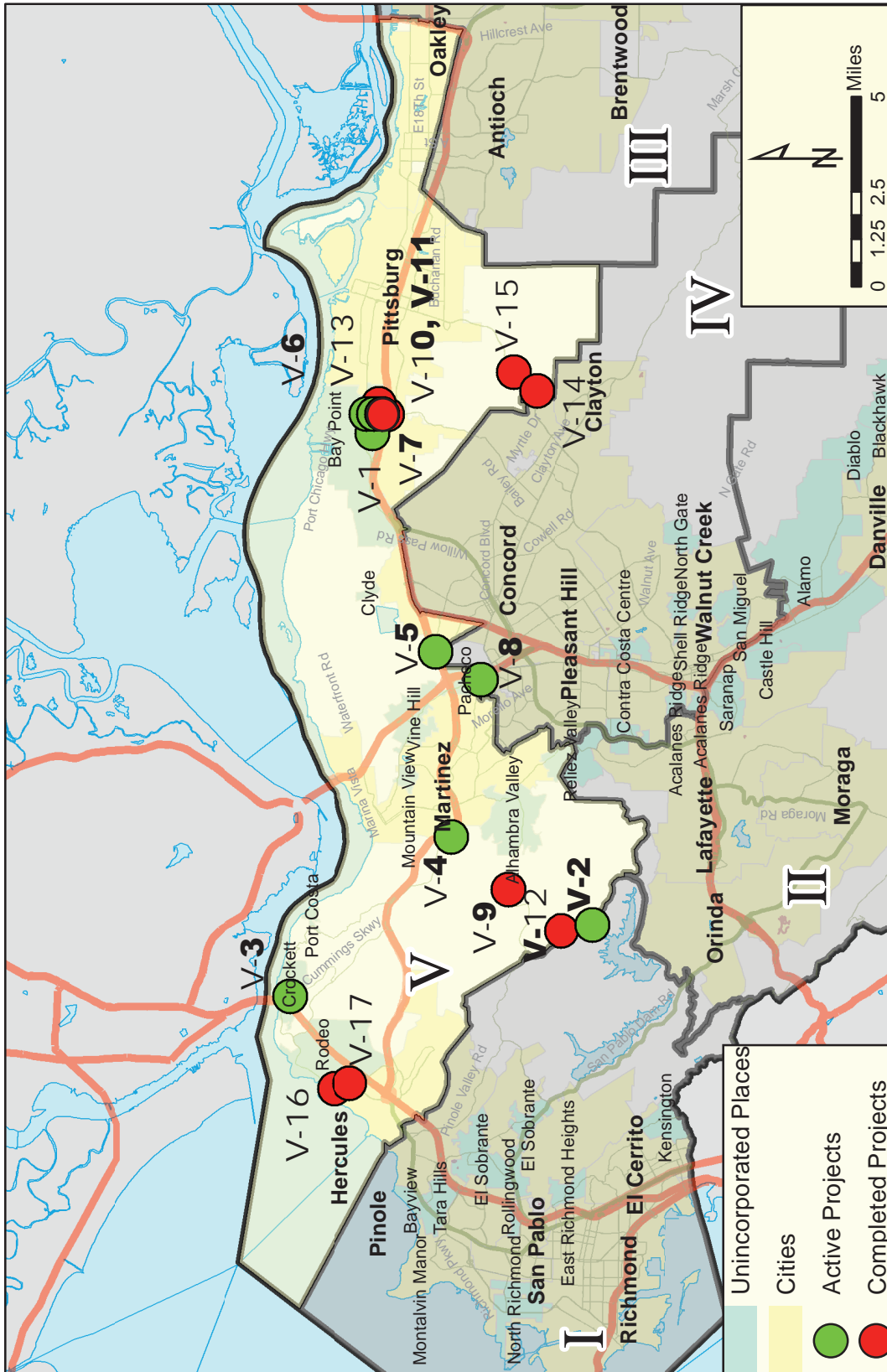


0 620 1,240 Feet
1 in = 630 feet



Board of Supervisors District V

Supervisor District V CRIPP Active Project Map



Note: Projects are identified with Supervisor District number and project number for its District.

SUPERVISOR DISTRICT 5: ACTIVE CRIPP PROJECTS

- V-1. Alves Lane Trail Crossing (TDA Grant) - This project will install a raised crosswalk at the Delta De Anza trail crossing which will slow down traffic and improve safety for pedestrians and bicyclists crossing Alves Lane. The project will also install Rectangular Rapid Flashing Beacons (RRFBs) on both sides of the crosswalk. Construction is planned for 2022. This project is funded by: TDA, Gas Tax.
- V-2. Briones Area Guardrail Upgrades (HSIP) - This project will remove approximately 43 guardrails and replace them with new guardrails and end treatments that meet the current Caltrans standard on Bear Creek Road and Alhambra Valley Road in the unincorporated Briones area. Construction is planned for 2023. This project spans three Supervisor Districts (I, II, and V). This project is funded by: HSIP, Gas Tax.
- V-3. Crockett Area Guardrail Upgrade (HSIP) - This project is to remove existing guardrails and end treatments and to replace them with current Caltrans standard guardrails and end treatments on arterials and major collector roadways in the unincorporated Crockett area. Construction was recently completed in 2022. This project is funded by: HSIP, Gas Tax.
- V-4. Franklin Canyon Road Safety Improvements (HSIP) - This project is to install 12" centerline rumble strips along the unincorporated segment of Franklin Canyon Road between Cummings Skyway and Dutra Road. Construction is planned for 2024. This project is funded by: HSIP, Gas Tax.
- V-5. Marsh Drive Bridge Replacement Over Walnut Creek (HBP) - This project is to remove and replace the existing Marsh Drive Bridge in cooperation with the City of Concord. Construction started in 2021. This project spans District IV and V. This project is funded by: HBP, East Bay Regional Parks District, Pacific Gas & Electric, Contra Costa Water District, Gas Tax.
- V-6. North Bailey Road Active Transportation Corridor (ATP Grant) - This project will construct bicycle and pedestrian improvements along Bailey Road between SR4 and Willow Pass Road. The intersection of Bailey Road with Mary Ann Lane/Placer Drive will be signalized. Construction is planned for 2025. This project is funded by: ATP, Gas Tax, Bay Point AOB.

- V-7. San Pablo Dam Road and Bailey Road Signal Hardware Upgrades (HSIP) - This project will upgrade traffic signal hardware, install Advanced Dilemma Detection Zone systems, and improve pedestrian crossing signal hardware at eleven intersections on San Pablo Dam Road and Bailey Road. Construction is planned for 2024. This project spans District I and V. This project is funded by: HSIP, Gas Tax.
- V-8. Second Avenue Bridge Replacement (Bridge No. 28C0383) (HBP) - This project is to remove and replace the existing Second Avenue Bridge over Grayson Creek. Construction is planned for 2026. This project is funded by: HBP, Gas Tax.

SUPERVISOR DISTRICT 5: COMPLETED CRIPP PROJECTS

- V-9. Alhambra Valley Road - Ferndale Site (Maintenance Division) - This project is to repair storm damage to Alhambra Valley Road east of Ferndale Road. Construction was substantially constructed in 2021 and expected to be completed in 2022. This project is funded by: Measure J, Gas Tax.
- V-10. Bay Point Utility Undergrounding Project (PG&E Rule 20A) - This project relocated overhead utilities into a trench along Bailey Road and Willow Pass Road. Construction started in 2019. This project is funded by: PG&E Rule 20A work credits (paid for by PG&E directly), Navy Mitigation, Gas Tax.
- V-11. Bailey Road/SR 4 Interchange Improvements (ATP) - This project improved safety and circulation of pedestrians and bicyclists along Bailey Road through the SR4 interchange. Construction was completed in 2021. This project is funded by: ATP, Bay Point AOB, Measure J, Navy Mitigation Funds, Keller Canyon fees, Gas Tax.
- V-12. Bear Creek Road - Road Embankment Repair (Maintenance Division) - This project repaired the roadway embankment along Bear Creek Road. Construction was substantially completed in 2022 and expected to be completed in 2022. This project spans District I and V. This project was funded by: Measure J, Gas Tax.
- V-13. Bel Air Trail Crossing Project (TDA Grant) - This project constructed 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 took place along Madison Avenue where there was once only a dirt shoulder. Construction was completed in 2021. This project is funded by: TDA, Gas Tax.

- V-14. Kirker Pass Road Northbound Truck Lanes (STIP and OBAG) - This project widened Kirker Pass Road to add a northbound truck-climbing lane. In addition, this project included pavement rehabilitation on Kirker Pass Road from the City of Concord/County boundary to approximately 4,200 feet of the northern Hess Road intersection. Construction was completed in 2021. This project spans District IV and V. This project was funded by: STIP, OBAG – LSR, Measure J, State Match, Gas Tax.
- V-15. Kirker Pass Road Safety Project (HSIP) - This project aimed to improve driver safety and awareness and reduce the severity of collisions along 3.1-mile segment of Kirker Pass Road between the city borders of Concord and Pittsburg. Improvements included guardrail installation, streetlights at the two Hess Road intersections, and median reflectors. Construction was completed in 2022. This project is funded by: HSIP, Gas Tax.
- V-16. Rodeo Downtown Infrastructure (Former Redevelopment Agency) - This project constructed sidewalks and curb ramps along Pacific Avenue and a section along Parker Avenue near 7th Street. This project improved pedestrian access to Rodeo Creek Trail on Investment Street and to fill in sidewalk gap segments. Construction was completed in 2020. This project was funded by: Former Redevelopment Act, Measure J, TDA, Gas Tax.
- V-17. Rodeo Pedestrian Enhancement Project (TDA Grant) - This project installed two ADA curb ramps on Parker Avenue at 6th Street and one set of RRFBs. Along 7th Street, pedestrian crossing enhancements were constructed in front of Saint Patrick School. Construction was completed in 2021. This project was funded by: TDA, Gas Tax.



PROJECT NAME Alves Lane Trail Crossing

PROJECT DESCRIPTION This project will install a raised crosswalk at the Delta De Anza trail crossing which will slow down traffic and improve safety for pedestrians and bicyclists crossing Alves Lane. The project will also install Rectangular Rapid Flashing Beacons (RRFBs) on both sides of the crosswalk

PURPOSE AND NEED Motorists used Alves Lane as an alternative commute route, increasing speeds and ADT on this street. Installing a raised crosswalk and RRFBs will decrease the speeds and discourage cut-through traffic on this street as well as increase safety to trail users.

SUPERVISOR DISTRICT 5

PROJECT CATEGORY mobility

Anticipated Project Expenditures

Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering	10	8	2							
Environmental										
Design Engineering	50		50							
+ Right-of-Way										
+ Construction	187		187							
Total	247	8	239							
+ Gas Tax (c)	198		198							
TDA	50	8	41							



PROJECT NAME Alves Lane Trail Crossing

PROJECT NUMBER V-1





PROJECT NAME Briones Area Guardrail Upgrades

PROJECT DESCRIPTION This project will remove approximately 43 guardrails and end treatments and replace them with new guardrails and end treatments that meet the current Caltrans standard on Bear Creek Road and Alhambra Valley Road in the unincorporated Briones area.

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 1, 2, 5

PROJECT CATEGORY safety

Anticipated Project Expenditures

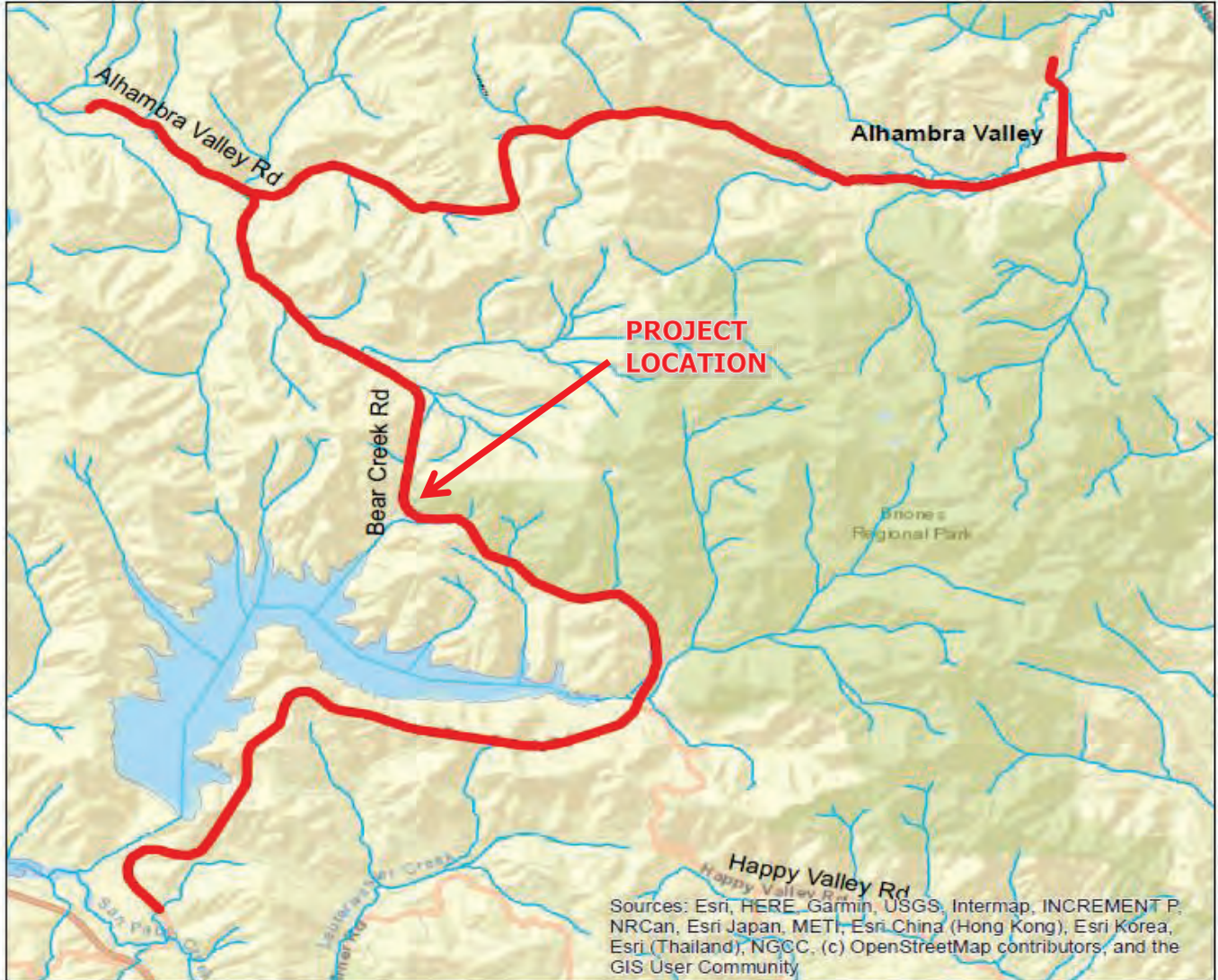
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering	15	7	8							
Environmental	75	1	74							
Design Engineering	150		150							
+ Right-of-Way	5		5							
+ Construction	1,437			120	1,317					
Total	1,682	8	237	120	1,317					
+ Gas Tax (c)	690	8	237	8	437					
HSIP	992			113	880					



PROJECT NAME Briones Area Guardrail Upgrades

PROJECT NUMBER V-2



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

0 4,750 9,500 Feet
1 in = 4,800 feet





PROJECT NAME Crocket 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 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering	26	23	3							
Environmental	28	25	3							
Design Engineering	297	257	40							
+ Right-of-Way	3	1	2							
+ Construction	1,587		1,587							
Total	1,940	305	1,634							
+ Gas Tax (c)	940	305	634							
HSIP	1,000		1,000							



PROJECT NAME Crockett Area Guardrail Upgrade

PROJECT NUMBER V-3



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community





PROJECT NAME Franklin Canyon Road Safety Improvements

PROJECT DESCRIPTION This project is to install 12" centerline rumble strips along the unincorporated segment of Franklin Canyon Road between Cummings Skyway and Dutra Road.

PURPOSE AND NEED The purpose is to improve roadway safety on this two-lane, rural, major collector with winding curves, narrow lanes, and narrow shoulders. In over 4 years, 15 collisions have been reported on the unincorporated Contra Costa County segment of Franklin Canyon Road. Among these collisions are 1 fatality, 8 severe injuries, 3 other-visible injuries, 2 complaint-of-pain injuries, and 1 property-damage-only collisions. Approximately 66% of collisions are due to lane departures passing the centerline.

SUPERVISOR DISTRICT 5

PROJECT CATEGORY safety

Anticipated Project Expenditures

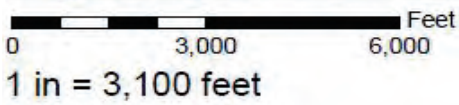
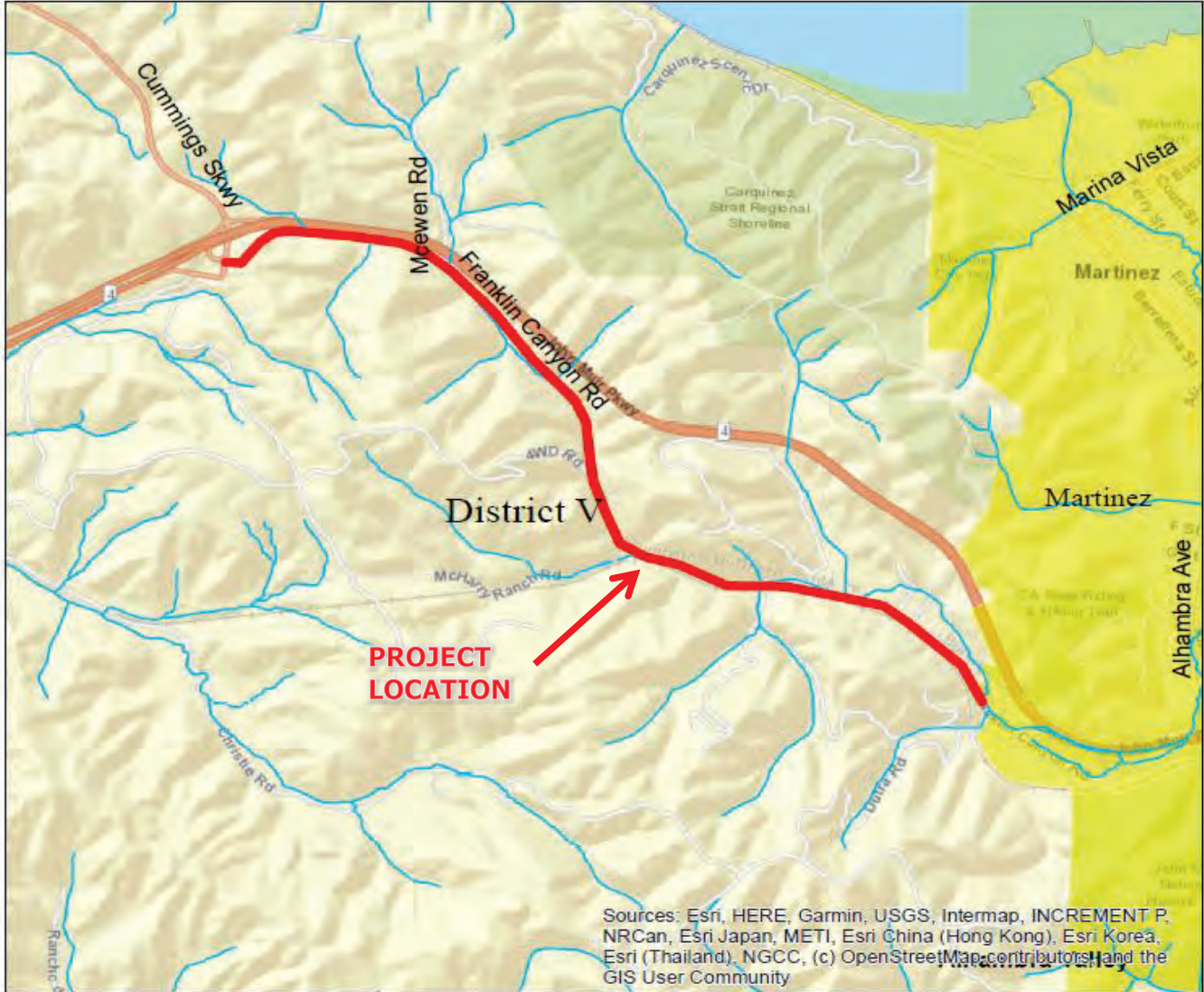
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering	15	2	8	3	2					
Environmental	15		15							
Design Engineering	120		80	40						
+ Right-of-Way										
+ Construction	462			15	447					
Total	612	2	103	58	449					
+ Gas Tax (c)	50	2	43	3	2					
HSIP	562		60	55	447					



PROJECT NAME Franklin Canyon Road Safety Improvements

PROJECT NUMBER V-4





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.

SUPERVISOR DISTRICT 4, 5

PROJECT CATEGORY reliability

Anticipated Project Expenditures

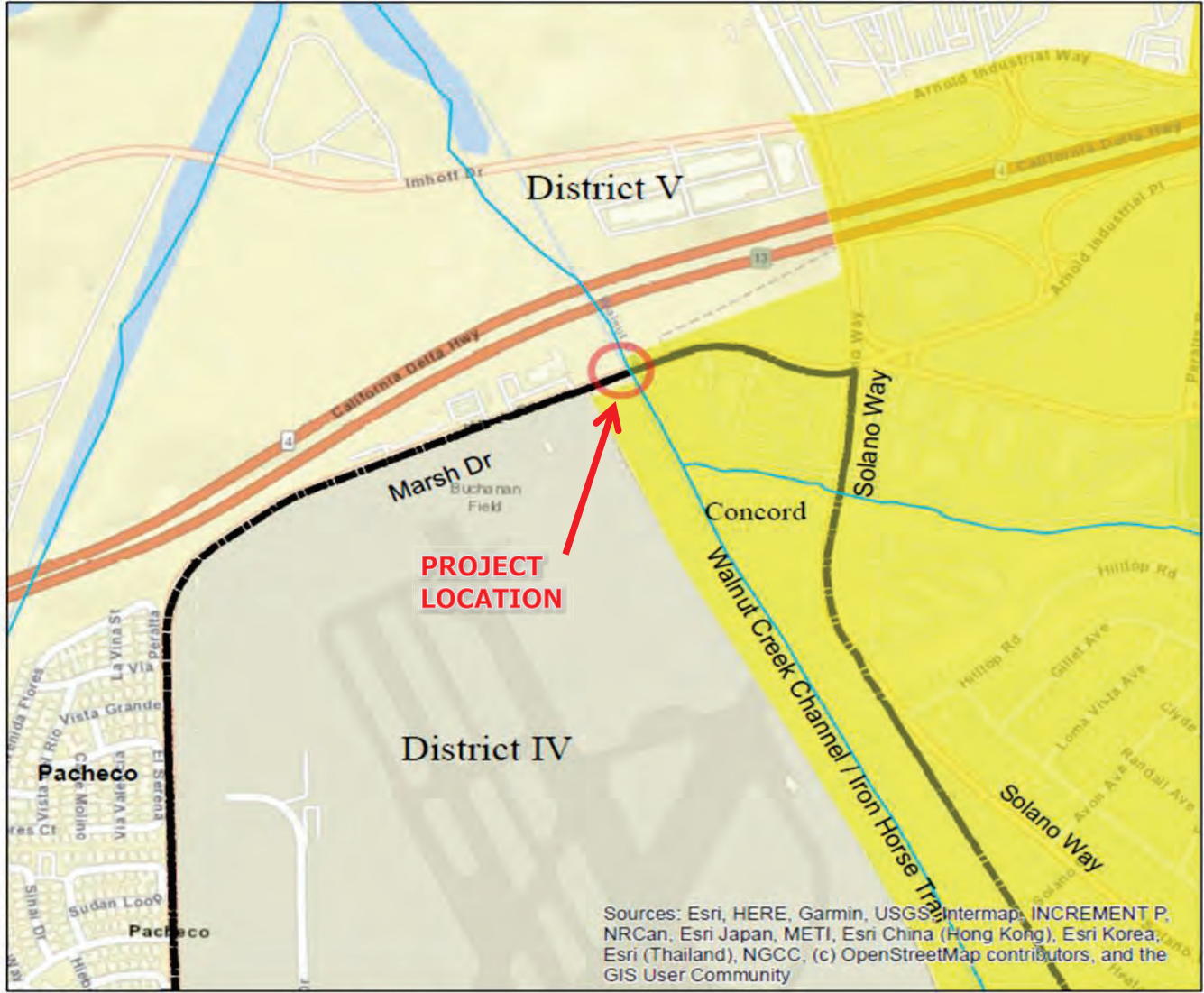
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering	36	7	29							
Environmental	349	319	30							
Design Engineering	1,631	1,583	48							
+ Right-of-Way	2,038	405	960	120	553					
+ Construction	12,535	340	8,088	4,107						
Total	16,590	2,655	9,155	4,227	553					
CCWD	29	29								
EBRPD	25		25							
+ Gas Tax (c)	2,156	704	1,008	444						
HBP	13,286	1,611	7,339	3,783	553					



PROJECT NAME Marsh Drive Bridge Replacement Over Walnut Creek

PROJECT NUMBER V-5



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



PROJECT NAME North Bailey Road Active Transportation Corridor

PROJECT DESCRIPTION This project constructs bicycle and pedestrian improvements along Bailey Road. These improvements include construction of a two-way cycle track, new landscape areas adjacent to the cycle track and in the roadway median, and intersection improvements. The intersection of Bailey Road with Mary Ann Lane/Placer Drive will be signalized.

PURPOSE AND NEED The goal of this project is to improve the pedestrian and bicycle environment along Bailey Road in Bay Point in accordance with the 2010 Bailey Road Pedestrian and Bicycle Improvement Plan. The Plan provides concepts that fulfill the community's desire for Bailey Road to be safer and more walkable, bikeable, and transit-oriented. This project fulfills a significant portion of the plan.

SUPERVISOR DISTRICT 5

PROJECT CATEGORY mobility

Anticipated Project Expenditures

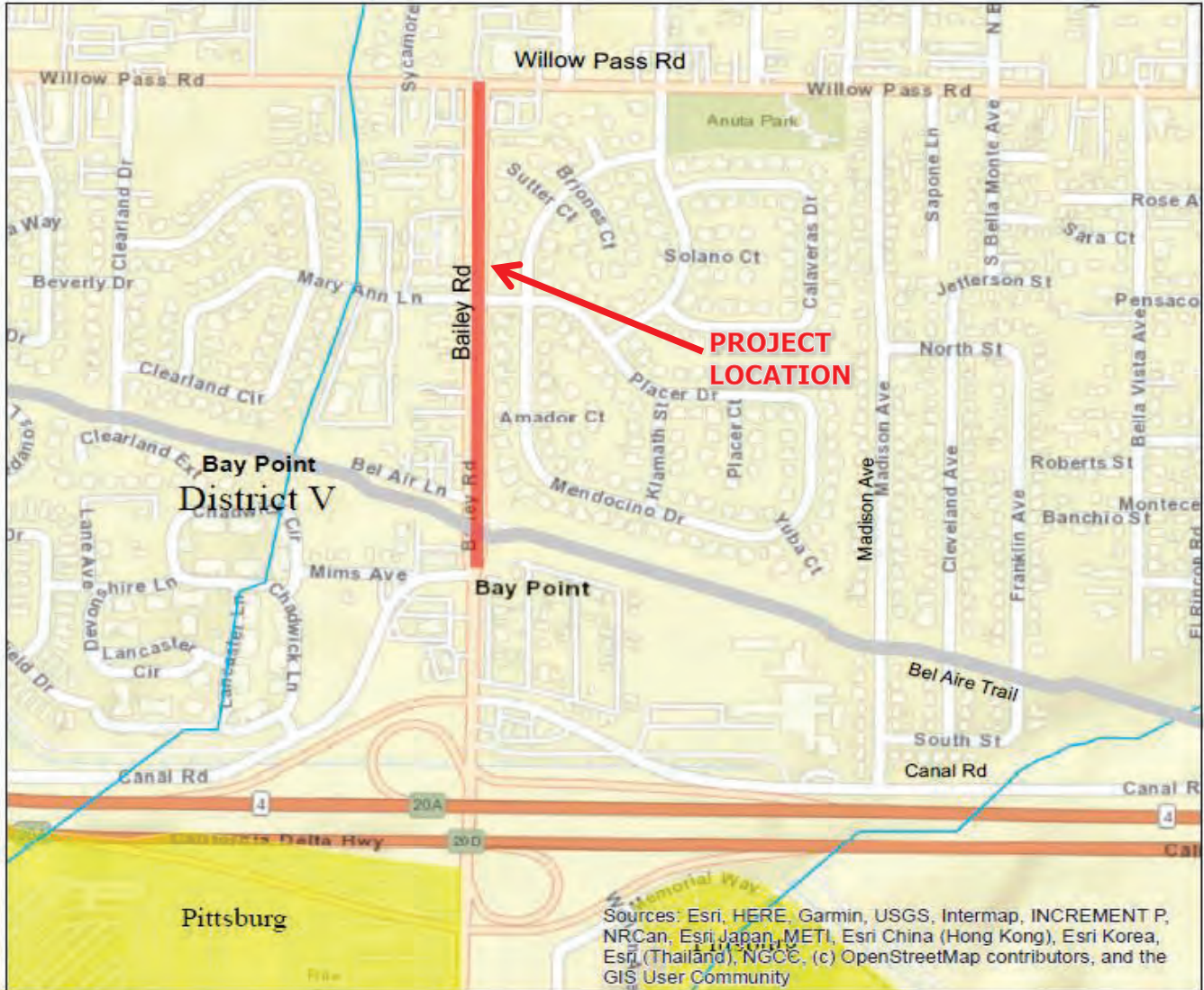
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination	83	26	45	4	4	4				
Preliminary Engineering	150		75	75						
Environmental	150		75	75						
Design Engineering	860		129	576	155					
+ Right-of-Way	25			25						
+ Construction	8,738					1,838	6,900			
Total	10,006	26	324	755	159	1,842	6,900			
Bay Point AOB	584		79	452	53					
+ Gas Tax (c)	3,263	26	45	4	106	4	3,078			



PROJECT NAME North Bailey Road Active Transportation Corridor

PROJECT NUMBER V-6





PROJECT NAME San Pablo Dam Road and Bailey Road Signal Hardware Upgrades

PROJECT DESCRIPTION This project will upgrade traffic signal hardware, install Advanced Dilemma Detection Zone systems, and improve pedestrian crossing signal hardware at eleven intersections on San Pablo Dam Road and Bailey Road

PURPOSE AND NEED This project improves the safety of eleven intersections along San Pablo Dam Road and Bailey Road by upgrading traffic signal hardware, installing Advanced Dilemma Detection video systems, and upgrading pedestrian signal hardware.

SUPERVISOR DISTRICT 1, 5

PROJECT CATEGORY safety

Anticipated Project Expenditures

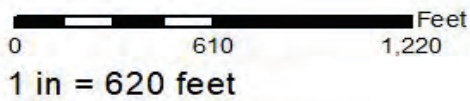
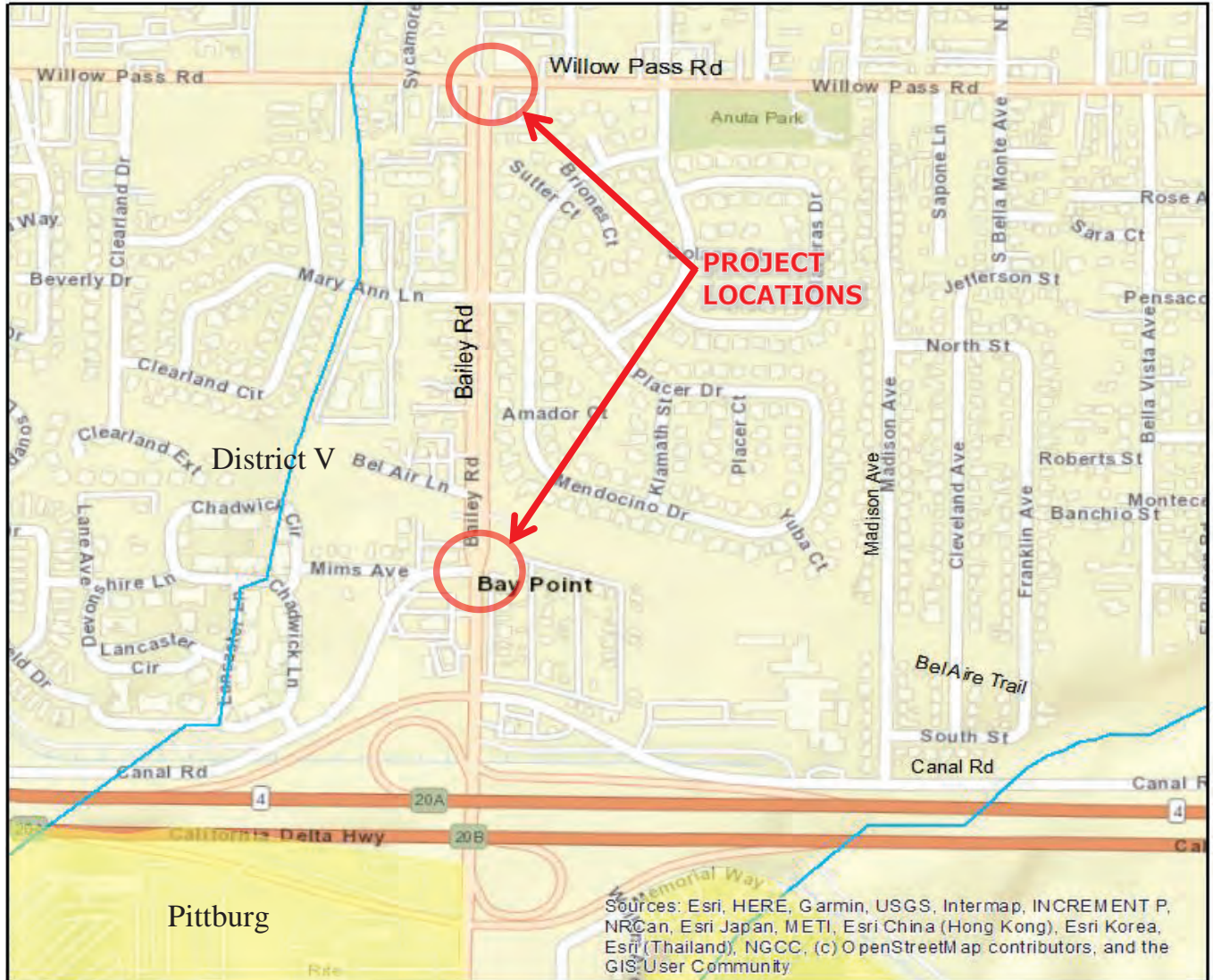
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination	25	7	18							
Preliminary Engineering	30		30							
Environmental	38	1	32	5						
Design Engineering	141		75	66						
+ Right-of-Way										
+ Construction	1,012			120	892					
Total	1,245	8	155	191	892					
Gas Tax	145	8	28	14	95					
HSIP - State	1,100		127	177	797					



PROJECT NAME San Pablo Dam Road and Bailey Road Signal Hardware Upgrades

PROJECT NUMBER V-7





PROJECT NAME Second Avenue Bridge Replacement (Bridge No. 28C0383)

PROJECT DESCRIPTION This project is to remove and replace the existing Second Avenue Bridge over Grayson Creek. This project is scheduled for construction in 2026. This project is seeking funding approval from the Highway Bridge Program (HBP) and will be supplemented with Gas Tax Funds.

PURPOSE AND NEED Bridge is near the end of its useful life and needs to be replaced.

SUPERVISOR DISTRICT 5

PROJECT CATEGORY reliability

Anticipated Project Expenditures

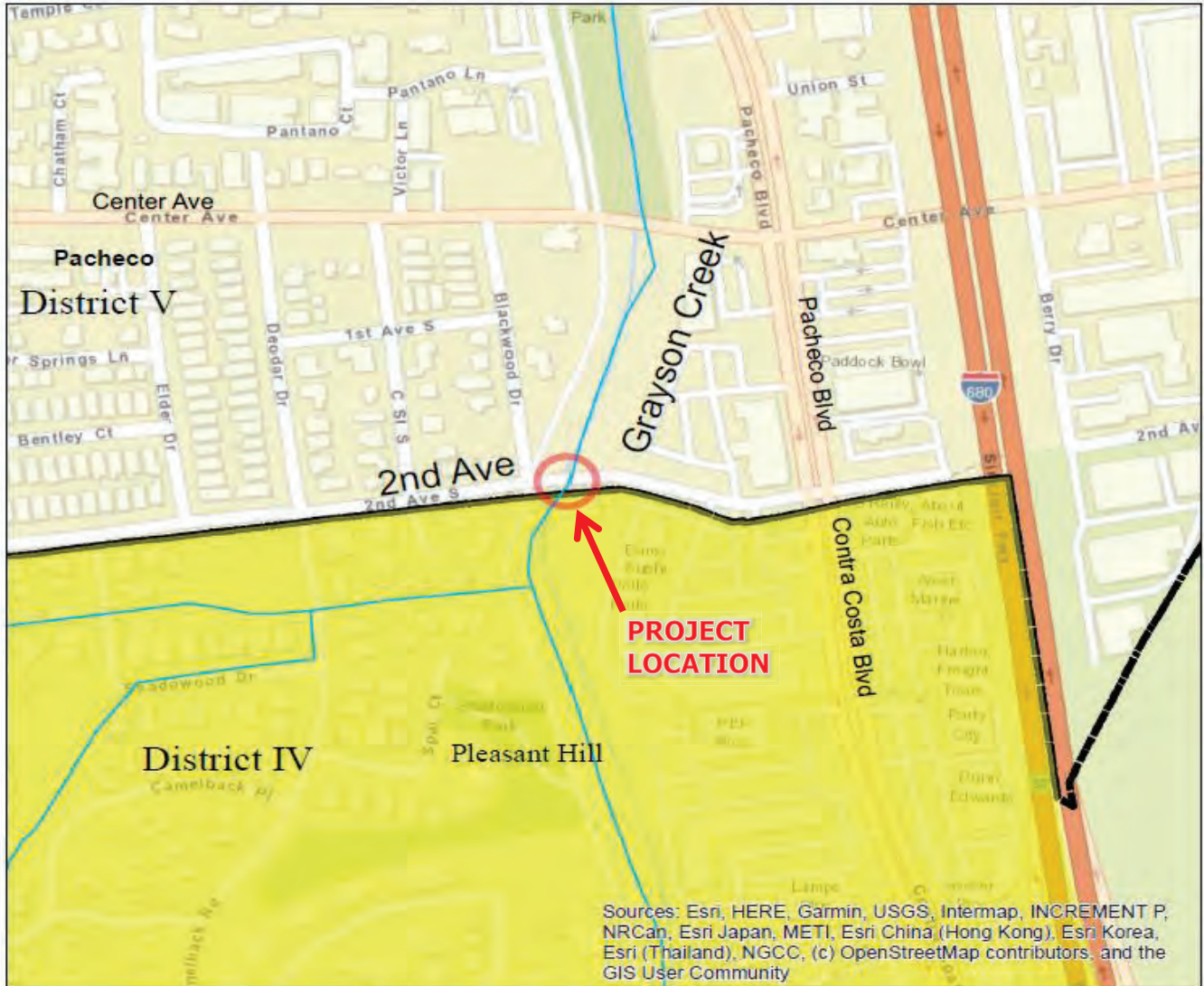
Amounts shown in thousands of dollars

Phase/Funding Source	Cost	Cost to Date	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Planning/Coordination										
Preliminary Engineering										
Environmental										
Design Engineering	1,200			200	500	500				
+ Right-of-Way	170				50	120				
+ Construction	7,000						400	6,600		
Total	8,370			200	550	620	400	6,600		
+ Gas Tax (c)	1,262			40	110	112	100	900		
HBP	7,108			160	440	508	300	5,700		



PROJECT NAME Second Avenue Bridge Replacement (Bridge No. 28C0383)

PROJECT NUMBER V-8



0 370 740 Feet
1 in = 370 feet



Appendix A: Acronyms & Definitions

Acronym	Description	Funding Type
ADA	<u>Americans with Disabilities Act</u>	N/A
AOB	<u>Area of Benefit</u>	N/A
Alamo AOB	<u>Alamo Area of Benefit</u> – Traffic Mitigation Fees	Local
ATP	<u>Active Transportation Program</u> - Funds for projects/programs that encourage increased use of active modes of transportation to reduce greenhouse gas emissions and to promote healthier communities	Federal
Bay Point AOB	<u>Bay Point Area of Benefit</u> – Traffic Mitigation Fees	Local
Bethel Island AOB	<u>Bethel Island Area of Benefit</u> – Traffic Mitigation Fees	Local
Briones AOB	<u>Briones Area of Benefit</u> – Traffic Mitigation Fees	Local
CCC	<u>Contra Costa County</u>	N/A
CCCFCD	<u>Contra Costa County Flood Control District</u> also know as Contra Costa County Flood Control Water Conservation District. This acronym was used in the Countywide Trash Capture project	N/A
CCTA	<u>Contra Costa Transportation Authority</u>	N/A
CCWD	<u>Contra Costa Water District</u> - Funds contributed by the Contra Costa Water District	Local
CDBG	<u>Community Development Block Grant</u> - Funds set aside for frontage improvements in economically depressed areas.	Federal
Cent County AOB	<u>Central County Area of Benefit</u> – Traffic Mitigation Fees	Local
CTPL	<u>Comprehensive Transportation Priority List</u> maintained by CCTA	N/A
Disco Bay AOB	<u>Discovery Bay Area of Benefit</u> – Traffic Mitigation Fees	Local
Disco Bay West	<u>Discovery Bay West Mitigation Funds</u> – Traffic Mitigation Fees	Local
DWR	<u>Department of Water Resources</u> – Co-sponsor for Bridge Improvement on Byron Highway	Local
EBRPD	<u>East Bay Regional Park District</u>	N/A

Acronym	Description	Funding Type
ECCRFFA/RTDIM	<u>East Contra Costa Regional Fee & Financing Authority/Regional Transportation Development Impact Mitigation</u>	Local
East County Regional AOB or ECRAOB	<u>East County (Regional) Area of Benefit</u> – Traffic Mitigation Fees	Local
Former RDA	<u>Former Redevelopment Agency</u> - Bond funds designated for former redevelopment areas	Local
Gas Tax	<u>Gas Tax Funds</u> - Sales tax on gasoline used to enhance road operation and maintenance.	Local
GSI	<u>Green Stormwater Infrastructure</u> – Formerly GI or Green Infrastructure	N/A
HBP	<u>Highway Bridge Program</u> - Funds for bridges in need of replacement, and for seismic retrofit program.	Federal
Herc/Rodeo/Crock AOB	<u>Hercules/Rodeo/Crockett Area of Benefit</u> – Traffic Mitigation Fees	Local
HR3	<u>High Risk Rural Road Program</u> - Funds for safety improvements to rural roads defined as high risk.	Federal
HSIP	<u>Highway Safety Improvement Program</u> - Funds for infrastructure-related highway safety improvements that lead to a significant reduction in traffic fatalities and serious injuries on all public roads.	Federal
JEPA	<u>Joint Exercise Powers Agreement</u> - Term used to identify a joint agreement between the County and another agency, Cities, etc. on a particular capital project	N/A
Keller Canyon Mit Fund	<u>Keller Canyon Landfill Mitigation Funds</u> - 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	<u>Lifeline Grant</u> are funds intended to improve mobility for low-income residents.	Federal
LOS	<u>Level of Service</u> refers to the operational status of an intersection or segment of roadway	N/A

Acronym	Description	Funding Type
Martinez AOB	<u>Martinez Area of Benefit</u> – Traffic Mitigation Fees	Local
Measure J	<u>Measure J</u> - An umbrella name for various CCTA administered local funding source	Local
Measure J PBTF	<u>Measure J Pedestrian, Bicycle and Trail Facilities Program</u> - Funds for pedestrian, bicycle, and trail facilities.	Local
Measure J Regional	<u>Measure J: Regional Funds</u> - Portion of sales tax measure designated for projects of regional significance.	Local
Measure J RTS	<u>Measure J: Return to Source Funds</u> - Portion of sales tax measure returned to local jurisdictions to be used for transportation projects within Contra Costa County.	Local
Measure J TLC	<u>Measure J Transportation for Livable Communities Program</u> - Funds for projects/programs for plans and facilities that encourage more walking, bicycling and transit use.	Local
N Richmond AOB	<u>North Richmond Area of Benefit</u> – Traffic Mitigation Fees	Local
Navy Mit	<u>Navy Mitigation Funds</u> - Mitigation funds from closure of Port Chicago Highway.	Local
OBAG	<u>One Bay Area Grant Program</u> – Grant program that focuses on transportation investments in priority development areas (PDA's).	Federal
OBAG-LSR	<u>One Bay Area Grant (for) Local Streets and Roads</u> - A specific OBAG funding source to support local streets and roads	Federal
OBAG-FAS	<u>One Bay Area Grant (for) Federal Aid Source</u> - A specific OBAG funding source for certain types of capital projects	Federal
Pacheco AOB	<u>Pacheco (West Concord) Area of Benefit</u> – Traffic mitigation fees.	Local
Phillips 66 funds	<u>Conoco Phillips 66</u> - Conoco Phillips grant program to support the community.	Local
Prop 1B	<u>Proposition 1B</u> - These state funds makes safety improvements and repairs to local streets and roads and improves seismic safety of local bridges by providing for a bond issue.	State

Acronym	Description	Funding Type
RDA	<u>Redevelopment Agency</u>	N/A
Rich/El Sobr AOB	<u>Richmond/El Sobrante Area of Benefit</u> – Traffic mitigation fees.	Local
RM3	<u>Regional Measure 3</u> - A supplemental local funding source from the State of California	Local
RRFB	<u>Rectangular Rapid Flash Beacons</u> - A pedestrian actuated feature at crosswalk to notify drivers that a pedestrian is in the vicinity of the crosswalk	N/A
RSS Abatement Fund	<u>Richmond Sanitary Service Abatement Funds</u> - Funds appropriated for the purchase of historic markers on San Pablo Dam Road.	Local
SCC	<u>South Contra Costa</u>	N/A
So County AOB	<u>South County Area of Benefit</u> – Traffic Mitigation Fees	Local
So Walnut Cr AOB	<u>South Walnut Creek Area of Benefit</u> – Traffic Mitigation Fees. This AOB has been incorporated into the Central County AOB	Local
SR	<u>State Route</u>	N/A
SR2S	<u>Safe Routes to School (State)</u> - Funds emphasize construction of infrastructure to aid in safety near schools.	Federal
State Match	<u>State Match Funds</u> - Funds to match federally funded transportation projects.	State
STIP	<u>State Transportation Improvement Program</u> - Funds transportation projects on and off the State Highway System.	Federal
SUA	<u>Stormwater Utility Assessment</u> – This is a Flood Control District funding source.	Local
TDA	<u>Transportation Development Act</u> - Funds for construction of bicycle and pedestrian facilities.	State
TVTC Fee	<u>Tri-Valley Transportation Development Fee</u> - Regional traffic mitigation fees.	Local
West County AOB	<u>West County Area of Benefit</u> – 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

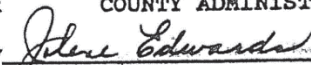
Unanimous (Absent:)
 Ayes: _____ Noes: _____
 Absent: _____ Abstain: _____

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 
 DEPUTY CLERK

Board of Supervisors
May 9, 1989
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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.



Board of Supervisors
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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.



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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.

Board of Supervisors
May 9, 1989
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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

SIGNATURE(S):

[Handwritten Signature] Tom Torvelaksen

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:bop111.112

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 *[Handwritten Signature]*, Deputy

PROPOSITION 111
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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 County's 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

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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

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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:



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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 capital 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

PROPOSITION 111
Page Six

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.

Appendix D: 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*
June McHuen, Deputy

cc:





Appendix E: Complete Street Policy

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

COMPLETE STREETS POLICY OF CONTRA COSTA COUNTY

A. Complete Streets Principles

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

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

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

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

B. Implementation

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

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

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

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

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

C. Exceptions

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

THE BOARD OF SUPERVISORS OF CONTRA COSTA COUNTY, CALIFORNIA

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

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

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



Resolution No. 2016/374

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

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

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

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

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

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

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

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

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

- Establishes performance standards with measurable outcomes.

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

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

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

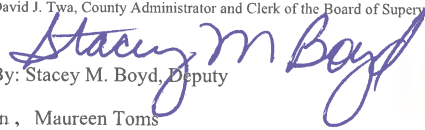
I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

Contact: John Cunningham, 674-7833

ATTESTED: July 12, 2016

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

By: Stacey M. Boyd, Deputy



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

Appendix F: Vision Zero Street Policy



Contra
Costa
County

To: Board of Supervisors
From: Brian M. Balbas, Public Works Director/Chief Engineer
Date: March 1, 2022

Subject: Contra Costa County Vision Zero Final Report and Vision Zero Action Plan, Countywide.

RECOMMENDATION(S):

CONSIDER accepting the Contra Costa County Vision Zero Final Report dated February 2022, as recommended by the Transportation, Water and Infrastructure Committee; and ADOPT the Vision Zero Action Plan, as recommended by the Public Works Director.

FISCAL IMPACT:

No fiscal impact.

BACKGROUND:

The Vision Zero Action Plan demonstrates Contra Costa County's commitment to Vision Zero: the elimination of severe injuries and fatalities resulting from traffic collisions on County roadways. The purpose of Contra Costa County's Vision Zero Action Plan is to identify opportunities for safety for all modes through implementation of a Safe System approach. This builds upon the engineering-focused Systemic Safety Analysis Report (SSAR) to provide a comprehensive, multidisciplinary, and holistic approach to safety. The Vision Zero Final Report summarizes and documents the County's Vision Zero Action Plan.

Between the study years of 2014 and 2018, 2,256 collisions occurred in unincorporated Contra Costa County that resulted in injuries of any severity. The number of annual collisions increased by 18% during this period, with collisions resulting in someone being killed or severely injured (KSI) reaching a peak in 2018, which is the last year in which data was collected for the Vision Zero Final Report. The engineering-focused recommendations in the SSAR are a key step forward in curbing the rise in KSI collisions.

APPROVE

OTHER

RECOMMENDATION OF CNTY ADMINISTRATOR

RECOMMENDATION OF BOARD COMMITTEE

Action of Board On: **03/01/2022** 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: March 1, 2022

Monica Nino, County Administrator and Clerk of the Board of Supervisors

By: June McHuen, Deputy

Contact: Monish Sen,
925.313.2187

cc:

The Final Report also identifies a High Injury Network (HIN) for the County, establishing a framework for the development of 11 collision profiles and 35 project locations. The resulting ten priority projects were selected from the project locations list by studying the collision data, collision factors, and incorporating feedback from the community (via an interactive webmap).

BACKGROUND: (CONT'D)

While the priority projects focus on infrastructure improvements, the Final Report also discusses infrastructure recommendations, including road users, safe speeds, post-crash care, equity considerations, and emerging technologies. The Safe System approach understands that humans make mistakes and are vulnerable, but the responsibility is shared, safety is proactive, and redundancy is crucial. The Vision Zero Action Plan aims to support a safety culture that includes education and engagement, cross-sector partnerships, emergency response and post-crash care, emerging technology implementation, and data collection and management.

The goal of Vision Zero is the ultimate elimination of fatalities and severe injuries on County roadways through the continuation of existing efforts and programs, along with implementation of the additional recommendations outlined in the Action Plan.

Many municipalities locally, nationally, and worldwide, such as San Francisco and the City of Fremont, have adopted a Vision Zero program. The County began this effort to create an Action Plan, in response to a spike in fatalities on County roads occurring between 2015 and 2017. The Contra Costa Transportation Authority (CCTA) is also concurrently developing a Vision Zero framework on a higher level, whereas the County's Vision Zero Action Plan focuses on unincorporated roadways. Adoption of the Vision Zero Final Report and Action Plan will also qualify as the County's requirement for the Local Road Safety Program (LRSP) that all municipalities in California are required to fulfill in order to receive One Bay Area Grant (OBAG) and Highway Safety Improvement Program (HSIP) grant funding.

The County's Vision Zero Final Report and Action Plan was prepared by transportation engineering consultant Fehr & Peers, under the direction of the Public Works Department. As part of this effort, the team launched a Technical Advisory Committee (TAC), made up of representatives of the Department of Conservation and Development, County Public Health, the California Highway Patrol, CCTA, 511 Contra Costa, and bicycle advocates. This TAC met four times over the course of six months. The TAC produced two documents that were incorporated into the final Plan.

The Systemic Safety Analysis Report (SSAR) laid out the framework for where, when, and how crashes are occurring on unincorporated County roadways. This document was finalized and accepted by the California State Department of Transportation (Caltrans). The SSAR is a more "engineering-focused" document, and while the Vision Zero Final Report contains some of the same technical information as the SSAR, it is more expansive in nature. It builds upon the the SSAR to include a more holistic approach to roadway safety for non-engineering partners, such as County Public Health, Law Enforcement, advocacy groups, and County Planning.

The Contra Costa County's Vision Zero Action Plan and Final Report is the culmination of four years' effort to improve safety on the public roads in the unincorporated areas of Contra Costa County.

On November 8, 2021, the Transportation Water and Infrastructure Committee (TWIC) accepted the draft of the Final Vision Zero Report, dated October 2021, and directed Public Works staff to incorporate comments and present to the full Board of Supervisors for adoption.

Key Takeaways

1. From 2014 to 2018, there were 252 collisions that resulted in people being killed or severely injured (KSI) on Contra Costa County roads (county-owned and maintained non-freeways), and the total number of collisions resulting in injuries increased by 18%. Of all these collisions, 70% occurred on the High Injury Network (HIN), which makes up only 22% of roadway miles.
2. Pedestrian- and bicycle-involved collisions account for a disproportionate share of KSI collisions relative to their travel mode share.
3. Eleven systemic safety profiles highlight the most common, severe, and noteworthy collision patterns in the County. Those with the most associated KSIs include the following:

- Driving Under the Influence
 - Vehicles Crossing into Opposing Lanes on Rural Roads
 - Roadway Departure Collisions on Rural Roads
 - Collisions at Signalized Intersections of Major (5+ Lanes) and Minor (3 Lanes or Fewer) Streets
 - Bicycle-Involved Collisions along Rural Roadways where Bicycle Facilities Do Not Exist
4. From these 11 systemic profiles, 35 projects have been recommended Countywide, with 10 identified as priorities. The projects address critical gaps in pedestrian and bicycle facilities, gateway locations at the rural/suburban edge (some of the busiest intersections in the County), and many locations with opportunities to work with partnering agencies and organizations.
 5. Following the Safe System approach, non-engineering countermeasures have also been identified to address the systemic profiles, including media campaigns, school and community partnerships, data-driven enforcement, post-crash care, and monitoring and evaluation.
 6. Eight of the twelve actions were identified for cross-departmental collaboration that focus on implementation, monitoring, and accountability in support of the Vision Zero goal. This list of actions is envisioned to be refreshed on a periodic basis, as necessary, to support sustained progress.

Guiding Principles

As an equity-focused and community data-driven initiative to proactively implement multimodal transportation safety improvements, this Vision Zero Plan aims to eliminate fatal and severe injuries throughout unincorporated Contra Costa County by 2035. Key elements of this approach include the following:

1. Safety is the highest priority: Motor vehicle collisions should not result in a fatality or serious injury on County roadways. They are preventable and unacceptable incidents.
2. People make mistakes: Errant driver behavior will be taken into consideration for design, construction, operation, and continuous evaluation of roads to determine the impact of such driver behavior on the most vulnerable road users.
3. Safety is a shared responsibility: The goal is to create a roadway system where users, roadway designers, law enforcement, and post-crash care cohesively reinforce safety.
4. A data-driven approach: Ongoing evaluation should continue to identify where and why traffic collisions are occurring and prioritize projects and programs that eliminate fatal and severe collisions. Proactive and reactive data-driven engineering decisions have been and will be made to design and manage roadways to reduce the severity of collisions.
5. Transportation networks must be equitable: The transportation networks in unincorporated Contra Costa County must be equitable to all road users and serve all ages and abilities. Equity Priority Communities will be considered as projects are developed. New safety interventions will not worsen equity concerns, especially as it relates to enforcement.
6. Vision Zero will be accountable and transparent: Evaluation through an equity lens will be ongoing. The County strives to be transparent in its communications on roadway designs, prioritizing competing improvements, and use of resources needed to reduce fatal and severe collisions on County roadways.

CONSEQUENCE OF NEGATIVE ACTION:

Failure to adopt the Vision Zero Final Report will disqualify the County from receiving Highway Safety Improvement Program (HSIP) and One Bay Area Grant (OBAG) funding due to the State's requirement that each jurisdiction adopt a Local Roadway Safety Plan (LRSP), or equivalent, such as a Vision Zero Plan.

CLERK'S ADDENDUM

Speakers: No name given; Caller 6770; Huan, West County resident; Peter;

ATTACHMENTS

Final Vision Zero Report, dated 02.2022

Vision Zero PowerPoint

Vision Zero Projects

Tier Zero: (Projects currently underway.)

1. Camino Diablo from Vasco Road to Byron Highway
2. Franklin Canyon Road from just west of McHarry Ranch Road to Wolcott Lane
3. Kirker Pass Road from Clayton Avenue to Buchanan Road
4. San Pablo Dam Road from Kennedy Grove Entrance to Bear Creek Road
5. Treat Boulevard from Buskirk Avenue to Sheppard Road

Tier One: (Projects that have been scoped and prepared for grant submittals.)

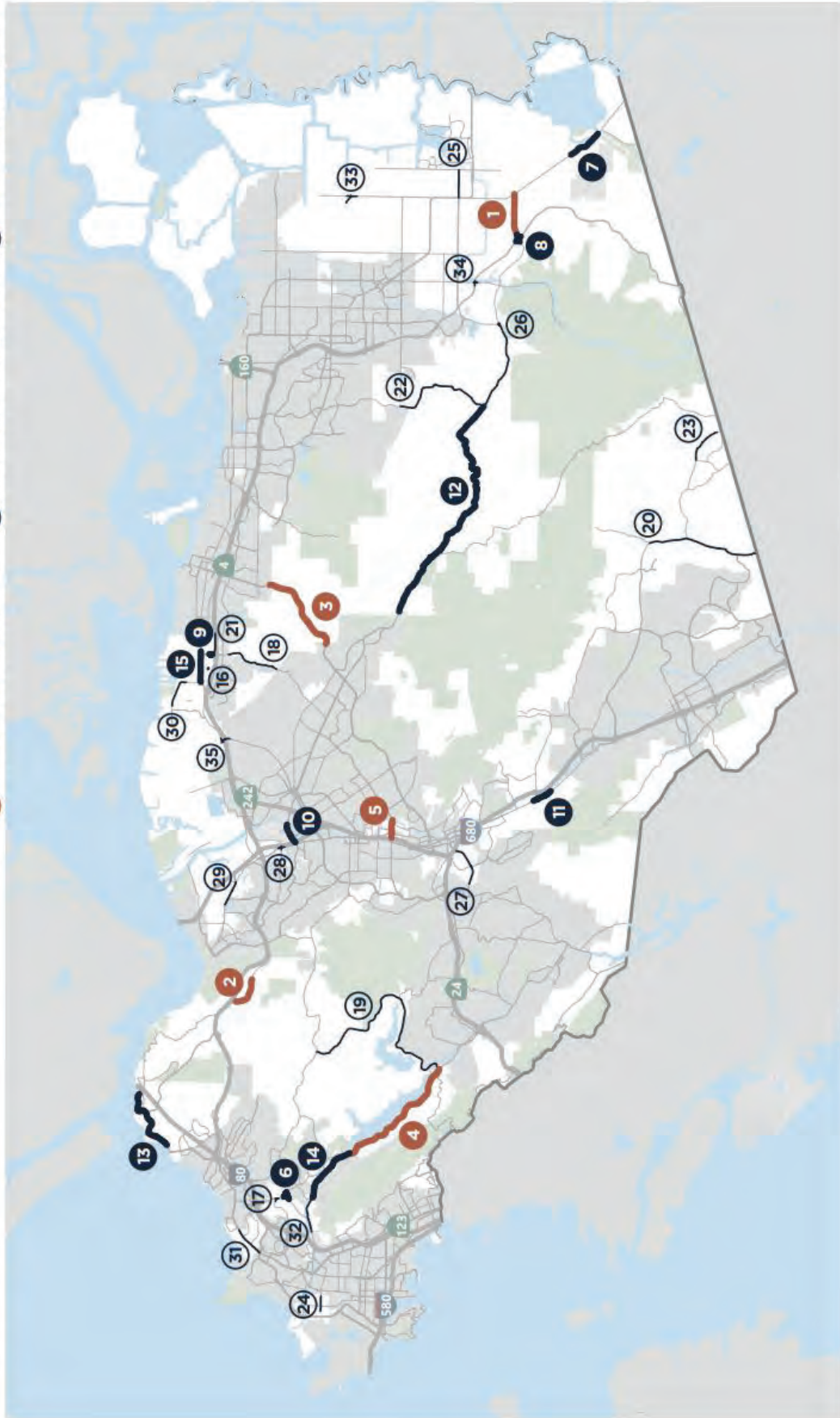
6. Appian Way/Valley View Road/Sobrante Avenue intersection
7. Byron Highway from Clifton Court Road to the California Aqueduct crossing
8. Camino Diablo/Vasco Road intersection
9. Canal Road/Bailey Road intersection and the De Anza Trail crossing
10. Concord Avenue from I-680 to the Walnut Creek channel
11. Danville Boulevard from Jackson Way to La Serena Avenue
12. Marsh Creek Road from west of Deer Valley Road to Clayton city limits
13. San Pablo Avenue from California Street to Merchant Street
14. San Pablo Dam Road from May Road to Kennedy Grove entrance
15. Willow Pass Road from Port Chicago Highway to North Broadway Avenue

Tier Two: (Other potential projects that promote safety.)

16. Alves Lane/Medanos Avenue/Hill Street intersection
17. Appian Way/Manor Road intersection
18. Bailey Road from Concord city limits to Willow Avenue
19. Bear Creek Road from Camino Pablo to Alhambra Valley Road
20. Camino Tassajara from Finley Road to just south of Windmere Parkway
21. Canal Road from Bailey Road to Loftus Road
22. Deer Valley Road from Marsh Creek Road to Balfour Road
23. Highland Road from Carneal Road to Manning Road
24. Market Avenue from Jade Street to UP tracks
25. Marsh Creek Road from Bixler Road to Byron Highway
26. Marsh Creek Road from Deer Valley Road to Camino Diablo
27. Olympic Boulevard from Windtree Court to I-680
28. Pacheco Boulevard/Center Avenue intersection
29. Pacheco Boulevard from Wygal Drive to Arthur Road
30. Port Chicago Highway from Driftwood Drive to Pacifica Avenue
31. San Pablo Avenue from Richmond Parkway to Golden Gate Park
32. San Pablo Dam Road from El Portal Drive to May Road
33. Sunset Road/Byron Highway intersection
34. Walnut Boulevard/Vasco Road intersection
35. Willow Pass Road/Evora Road/SR-4 interchange

Map of Project Locations

5 TIER ZERO PROJECTS 10 TIER ONE PROJECTS 20 TIER TWO PROJECTS



Appendix G: Active Transportation Plan



Contra
Costa
County

To: Board of Supervisors
From: Brian M. Balbas, Public Works Director/Chief Engineer
Date: April 26, 2022

Subject: Contra Costa County Active Transportation Plan Final Report, Countywide.

RECOMMENDATION(S):

CONSIDER accepting the Contra Costa County Active Transportation Plan Final Report dated April 2022, as recommended by the Transportation, Water and Infrastructure Committee, Countywide.

FISCAL IMPACT:

No fiscal impact.

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

Action of Board On: **04/26/2022** 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 26, 2022

Monica Nino, County Administrator and Clerk of the Board of Supervisors

By: June McHuen, Deputy

Contact: Jerry Fahy,
925.313.2276

cc:

BACKGROUND:

The Active Transportation Plan (ATP) demonstrates that Contra Costa County is committed to enhancing active transportation by promoting access and connectivity for all modes of travel besides automobile travel. By definition, active transportation comprises any self-propelled, human-powered travel, such as walking and bicycling. The purpose of Contra Costa County's ATP is to serve as a roadmap to enhance active transportation safety and mode share for unincorporated areas in Contra Costa County by providing a comprehensive look at the County's active transportation needs and opportunities. The plan outlines investments in new bicycle facilities, upgraded crossings, enhanced trail connections, and improved walkways. These investments prioritize improvements within historically underserved and impacted communities. The ATP Final Report is the culmination of three years of effort by County staff and their consultants.

The process of developing this ATP began with documenting community needs and input and builds off the County's efforts in the recently adopted Vision Zero Action Plan. The Vision Zero Action Plan includes a systemic look at safety and collision history within the County, including improvements for bicyclists and pedestrians. This ATP is intended to serve as an implementing action of the Vision Zero Action Plan, as well as guide future grant applications and funding for active transportation projects that support mode shift to walking and bicycling. Additionally, this ATP is consistent with other documents such as the County's General Plan, the County's Complete Streets Policy, Plan Bay Area 2050, Contra Costa Transportation Authority's (CCTA) Countywide Bicycle and Pedestrian Plan, and the County's Climate Action Plan.

The ATP's vision statement is as follows: Contra Costa County will have an equitable transportation system that supports active transportation for users of all ages and abilities, allowing all to travel conveniently, reliably, and free from harm.

The goals and objectives for the ATP were developed in support of this vision and with consideration of other local and State plans and policies, desires of local residents, and emerging trends and opportunities in active transportation. This ATP was created to facilitate the following goals:

1. Prioritize active transportation investments based on factors such as collision history or systemic risk, location in an impacted community, location near key destinations, and funding opportunities.
2. Shift trip modes by Contra Costa County residents and visitors from motor vehicles to active modes such as walking and biking to create a more sustainable community and reduce greenhouse gas emissions.
3. Provide a vision for arterials and collectors within the unincorporated County roadway network to assist County departments in planning for private development, capital projects, and maintenance efforts.

Obtaining input from Contra Costa County residents was an important component of the ATP development process. A project website was created and a number of community engagement tools were utilized to gather feedback from a wide range of residents with an emphasis on high-priority areas within the County. Community participation was solicited via targeted social media ads, community meetings, pop-up engagement events, sidewalk decals directing residents to the project website, virtual community workshops, online survey, and interactive web map.

The projects proposed in the ATP were developed and prioritized based on a variety of factors such as: fatal or severely injured collision history, projects within CCTA's Pedestrian Priority Areas, projects along CCTA's Bicycle Backbone Network, recommendations from previous regional efforts, feedback from key stakeholders and the community, proximity to key destinations (e.g., schools, hospitals, affordable housing, transit stops, parks), projects within impacted areas as defined by multiple resources (i.e. Metropolitan Transportation Commission's Equity Priority Areas, Healthy Places Index, CalEnviroScreen, American Community Survey data, Community Air Risk Evaluation Program, and the California Department of Education), and ease of constructability.

Given the scope of projects within this ATP, implementation will take many years to complete. Implementation of each project is dependent upon the availability and acquisition of funding. The County will periodically update this plan, ideally on a five-year timeline, to reflect evolving needs and progress toward completion.

On March 14, 2022, the Transportation Water and Infrastructure Committee (TWIC) accepted the draft of the Active Transportation Plan Report, dated March 2022, and directed Public Works staff to incorporate comments and present to the full Board of Supervisors for adoption. Since then this report has been updated and the Final Report is dated April 2022.

CONSEQUENCE OF NEGATIVE ACTION:

Failure to adopt the Active Transportation Plan Final Report will impact the competitiveness of the County in securing granting funding from multiple grant programs such as the Active Transportation Program and One Bay Area Grant Program.

CLERK'S ADDENDUM

Speakers: Caller 6770.

ATTACHMENTS

ATP Report

Power Point Presentation

Active Transportation Plan Projects 1/6

Roadway Name	From	To	Miles	Neighborhood/ Area of Benefit	Project Type	Bikeway Type	Project Description	Cost Estimate	Priority	Supervisor District
4th St	Garretson Ave	Vaqueros Ave	0.28	Rodeo	Complete Streets	Class IIIB	Enhance crosswalks especially where hilly terrain creates challenging sight lines. Consider median islands at uncontrolled crossings with poor sight lines. Implement traffic calming and bicycle boulevard.	\$\$	High	5
7th Street	Willow Ave	Garretson Ave	0.11	Rodeo	Complete Streets	Class III	Construct bicycle boulevard with robust traffic calming for pedestrian comfort. Design expected to include 1-2 neighborhood traffic circles and speed humps along the extent. Update sidewalks and corners as needed for ADA accessibility.	\$	High	5
Applan Way	San Pablo Dam Rd	Valley View Rd	1.19	El Sobrante	Complete Streets	Class IV	Upgrade existing sidewalk for ADA compliance. Install new Class IV bicycle facilities. Provide bicyclist and pedestrian crossings through traffic signal modifications or installation of a roundabout at intersection with Valley View Road.	\$\$\$	High	1
At Canal/Mims and Delta de Anza Trail	--	Bay Point	--	Bay Point	Intersection	--	Install crosswalk on north leg at the Canal Road intersection. update clearance intervals and install advanced dilemma zone detection at Canal Road, coordinate (or cluster) Canal Road and the De Anza Trail crossing. Coordinate with Class IV bikeway on Bailey Rd. At Mims, enhance existing crosswalk with high-visibility striping, implement signal modifications like leading pedestrian interval and consider prohibiting eastbound RTOR. Add traffic calming at corner to slow right turning vehicles.	\$\$	High	5
Bella Vista Ave	Willow Pass Rd	End/Delta de Anza	0.45	Bay Point	Complete Streets	Class IIIB	Construct bicycle boulevard with robust traffic calming for pedestrian comfort. Design expected to include 1-2 neighborhood traffic circles and speed humps along the extent. Long-term project would complete continuous sidewalk on one side.	\$	High	5
Brookside Dr	Central St	UPRR	0.64	North Richmond	Complete Streets	Class III	Construct sidewalk on one side, stripe shared lane bikeway markings, and install high-visibility crosswalks at intersections.	\$\$\$	High	1
Canal Rd	Bailey Rd	County Limit	0.75	Bay Point	Bike	Class IIIB	Calm traffic and upgrade bike lane to class IIB, improve intersection at Bailey Rd with leading pedestrian interval and two-stage bike turn boxes.	\$	High	5
Central Street	Brookside Dr	Pittsburg Ave	0.14	North Richmond	Pedestrian	--	Install new sidewalk to close gaps along Central Street.	\$\$	High	1
Chesley Ave	Ruby Ave	County boundary	0.55	North Richmond	Complete Streets	Class IIIB	Construct bicycle boulevard with robust traffic calming for pedestrian comfort. Design expected to include 2-3 neighborhood traffic circles and speed humps along the extent. Long-term project would widen sidewalk to a consistent width of 7-8 ft.	\$	High	1
Concord Ave	I-680	Iron Horse Trail/Walnut Creek	0.84	Pacheco	Complete Streets	Class IV	Study road diet along Concord Ave in coordination with the City of Concord. Consider protected bike lanes, protected intersections, and removal of slip lanes, as well as realignment of crosswalks to provide shorter crossing distances. Install protected left turn phasing at John Glen Dr and New Dr.	\$\$\$	High	4
Contra Costa Canal Trail	Driftwood Dr	Bailey Rd	2.49	Bay Point	Trail	Class I	Construct new Class I trail along canal to connect with existing trail. Install high-visibility raised crossings at neighborhood streets and wayfinding signage to bikeway network.	\$\$\$\$	High	5
Cummings Skyway	San Pablo Ave	Franklin Canyon Rd	4.21	Rural	Bike	Class IIIB	Close bike lane gaps, widen and buffer bike lanes. Stripe conflict markings through intersections.	\$\$\$	High	5
Fred Jackson Way	Wildcat Creek Trail	Parr Blvd	0.53	North Richmond	Complete Streets	Class IV	Construct streetscape improvements to include new/wider sidewalks, street trees, bike lanes, pedestrian path	\$\$\$	High	1
Giaranita St.	Chesley Ave	Wildcat Creek Trail	0.42	North Richmond	Complete Streets	Class IIIB	Construct bicycle boulevard with robust traffic calming for pedestrian comfort. Design expected to include 1-2 neighborhood traffic circles and speed humps along the extent. Long-term project would widen sidewalk to a consistent width of 7-8 ft on west side of roadway.	\$	High	1
Market Ave	Jade St	County boundary	0.64	North Richmond	Complete Streets	Class I	Install pedestrian improvements and traffic calming improvements along Market Ave between Fred Jackson Way and 7th Street. Potential to construct wide shared use path/sidewalk on one side for bicycle and pedestrian access. Consider 2-3 raised crosswalks at key desire line intersections.	\$\$\$	High	1
Pacifica Ave	Port Chicago Hwy	Driftwood Dr	1.00	Bay Point	Bike	Class IV	Short term project: asphalt berms to close sidewalk gaps, uncontrolled crossing enhancement. Long term project: two-way cycle track on south side- trail to trail connection and safe route to school. Includes concrete sidewalk gap closures.	\$\$\$	High	5

Active Transportation Plan Projects 2/6

Roadway Name	From	To	Miles	Neighborhood/ Area of Benefit	Project Type	Bikeway Type	Project Description	Cost Estimate	Priority	Supervisor District
Parr Blvd	Richmond Parkway	BNSF Rail	0.97	North Richmond	Complete Streets	Class II	Construct sidewalk on one side, stripe Class II bike lanes, and install high-visibility crosswalks at intersections where needed for access to destinations	\$	High	1
Pittsburg Ave	Richmond Parkway	Fred Jackson Way	0.37	North Richmond	Complete Streets	Class III	Construct sidewalk on one side and install shared lane bikeway markings. Install wayfinding signage between trail segments from Wildcat Creek Trailhead when undercrossing at Richmond Parkway is flooded.	\$	High	1
Pomona St	San Pablo Ave	I-80	0.25	Crockett	Bike	Class IIB	Stripe Class IIB buffered bike lanes to connect San Pablo Ave to Crockett.	\$	High	5
Pomona St	San Pablo Ave	I-80	0.38	Crockett	Trail	Class I	Repave, widen, and provide improved wayfinding for path under I-80	\$	High	5
Port Chicago Hwy	Pacifica Ave	McAvoy Rd	0.20	Bay Point	Complete Streets	Class IV	Add separated bikeway and sidewalk connecting to Bay Point Regional Shoreline and future Great Delta Trail.	\$	High	5
Port Chicago Hwy	Willow Pass Rd	Pacifica Ave	0.53	Bay Point	Complete Streets	Class IV	Study and implement road diet to install Class IV separated bikeways. Intersection safety improvements, and high-visibility crosswalks. Study slip lane closure at Port Chicago/Willow pass with trail crossing to Delta de Anza Trail.	\$	High	5
Richmond Pkwy	County limit (north)	Pittsburg Ave	0.76	North Richmond	Trail	Class I	Upgrade and widen existing Class I path, with ADA and crossing improvements	\$\$\$	High	1
Richmond Pkwy	Pittsburg Ave	W. Gertrude Ave	0.63	North Richmond	Trail	Class I	Upgrade and widen existing Class I path, with ADA and crossing improvements	\$	High	1
San Marco Blvd	Willow Pass	County border/Hwy 4	0.22	Bay Point	Complete Streets	Class IV	Improve safety at interchange. Construct Class IV bikeways and coordinate with City of Pittsburg and Caltrans to make bicycle and pedestrian connection to Leland.	\$	High	5
San Pablo Ave	Richmond Parkway	County Boundary (Pinole)	1.04	Tara Hills	Complete Streets	Class IV	Study on-street low-stress bikeway or off-street path. Upgrade sidewalks to meet ADA standards. Close sidewalk gap on east side of roadway from Richmond Parkway to Kay Road.	\$\$\$	High	1
San Pablo Ave	Parker Ave	Pomona Street/I-80 on ramps	2.86	Crockett/Rodeo	Bike	Class IV	Implement road diet and install new two-way barrier-separated shared-use path along roadway to serve as a connection between Bay Trail segments.	\$\$\$\$	High	5
San Pablo Ave	Rodeo Ave	Parker Ave	0.08	Rodeo	Bike	Class III	Add green-back sharrows and wayfinding to connect Bay Trail terminus to San Pablo Ave bike lanes.	\$	High	5
San Pablo Creek Trail	Richmond Pkwy	Fred Jackson Way	0.38	North Richmond	Trail	Class I	Construct Class I path along south side of San Pablo Creek	\$	High	1
San Pablo Creek Trail	Wildcat Marsh Trail	Richmond Pkwy	0.28	North Richmond	Trail	Class I	Construct Class I path along south side of San Pablo Creek	\$	High	1
San Pablo Dam Rd	El Portal Dr	Appian Way	1.24	El Sobrante	Complete Streets	Class IV	Complete Streets corridor project including low-stress bicycle facility and intersection improvements.	\$\$\$	High	1
Wildcat Creek Trail	At Richmond Pkwy	--	--	North Richmond	Trail	Class I	Upgrade trail undercrossing to prevent flooding or provide at-grade trail crossing	\$	High	1
Willow Pass Rd	Port Chicago Hwy	Crivello Ave	1.47	Bay Point	Complete Streets	Class IV	Complete Streets corridor project, including installation of class IV separated bikeways, intersection safety improvements, crosswalk enhancements, and sidewalk gap closures.	\$\$\$	High	5
Willow Pass Rd	Evora Rd	Port Chicago Hwy	0.25	Bay Point	Bike and Ped	Class IV	Construct two-way Class I bike path or Class IV cycle track and sidewalk on south side of Willow Pass Rd.	\$	High	5
7th Street	Creek Trail	Willow Ave	0.07	Rodeo	Bike	Class IIB	Stripe Class IIB buffered bike lanes.	\$	Medium	5
Alhambra Valley Rd	County limit	County limit	9.42	Briones	Bike	Class III	Rural route safety project: mark bike lanes and shared lanes, calm traffic (speed feedback/edge lines), provide safety measures like warning or speed feedback signs at key locations.	\$\$\$	Medium	1, 5
Appian Way	Valley View Rd	County Boundary	0.69	El Sobrante	Complete Streets	Class IV	Upgrade existing sidewalk for ADA compliance. Install new Class IV bicycle facilities.	\$	Medium	1
Appian Way	At Valley View Rd	--	--	El Sobrante	Intersection	--	Reconstruct intersection with new signal OR roundabout. Remove slip lanes and provide bicycle and pedestrian safety improvements.	\$	Medium	1
Appian Way	At Santa Rita Rd	--	--	El Sobrante	Intersection	--	Uncontrolled crosswalk safety improvements - evaluate countermeasure (RRFB or PHB) and potentially include with Appian Complete Streets project.	\$	Medium	1
Arlington Blvd	McBryde Ave	Aqua Vista Rd	1.23	East Richmond Heights	Bike	Class III	Install traffic calming and shared lane markings. Traffic calming may include edgeline striping, safety signage, and speed feedback signs.	\$	Medium	1
Arlington Blvd	Amherst Ave	Highland Blvd	1.10	Kensington	Bike	Class III	Install traffic calming and shared, lane markings. Traffic calming may include edgeline striping, safety signage, and speed feedback signs.	\$	Medium	1

Active Transportation Plan Projects 3/6

Roadway Name	From	To	Miles	Neighborhood/ Area of Benefit	Project Type	Bikeway Type	Project Description	Cost Estimate	Priority	Supervisor District
Arlington Blvd	At McBryde	--	--	East Richmond Heights	Intersection/ Pedestrian	--	Intersection improvements: stripe crosswalks, close slip lane, study for three-way stop.	\$	Medium	1
Bailey Rd	At Maylard St	--	--	Bay Point	Intersection/ Pedestrian	--	Stripe all four legs of crosswalk with high-visibility, upgrade ramps. Coordinate ped improvements with City of Pittsburg.	\$	Medium	5
Balfour Rd	Deer Valley Rd	Heritage HS	1.40	East County	Bike	Class IV	Install Class IV bike lanes along Balfour Rd.	\$\$\$	Medium	3
Bay Trail/CSSLT	I-80	Carquinez Scenic Dr. Existing Class I	4.69	Crockett/Port Costa	Trail	Class I	Construct Class I path. Alignment includes segments on Loring Dr. and Carquinez Scenic Dr.	\$\$\$\$	Medium	5
Bay Trail/CSSLT	Carquinez Scenic Dr. Existing Class I	County boundary (Martinez)	1.69	Martinez	Trail	Class I	Construct Class I path. Alignment includes segments on Carquinez Scenic Dr.	\$\$\$	Medium	5
Bixler Rd	Orwood Rd	Hwy 4	3.46	East County/Disco Bay	Bike	Class IIB	Upgrade existing bike lanes to Class II buffered. Pave shoulders and stripe bike lanes where missing	\$	Medium	3
Blum Rd	Pacheco Blvd	Imhoff Dr	0.31	Martinez	Bike	Class III	Stripe shared lanes and improve intersections with high visibility crosswalks.	\$	Medium	5
Boulevard Way	Garden Ct	Olympic Blvd	0.47	Saranap	Complete Streets	Class IIB	Construct traffic calming, close sidewalk gaps, and mark shared lane.	\$	Medium	2
Brentwood Blvd/UP tracks/Byron Hwy Buchanan Field Path	Main Canal	County Limit	8.90	East County	Trail	Class I	Construct Class I path along Union Pacific tracks.	\$\$\$\$	Medium	3
Marsh Dr	Marsh Dr	Concord Ave	0.62	Pacheco	Trail	Class I	Identify alignment and construct Class I path through golf course to Concord Ave.	\$	Medium	4
Byron Hwy	Hwy 4	Camino Diablo	1.31	East County/Byron	Bike	Class IV	Pave shoulders and construct Class II or Class IV bikeway. Construct pedestrian safety improvements in developed areas such as constructing a sidewalk on the west side and high-visibility crosswalks on the stretch between Byers and Holway. Provide traffic calming and multi-modal safety improvements at intersection of Byron Hwy and Holway Dr.	\$\$\$	Medium	3
Camino Diablo	Marsh Creek Rd	Byron Hwy	5.20	East County	Bike	Class II	Add Class II/shoulder bike lanes along Camino Diablo	\$\$\$	Medium	3
Center Ave	Blackwood Dr	Contra Costa Canal	0.53	Pacheco	Complete Streets	Class IV	Close sidewalk gaps, widen sidewalks, upgrade pedestrian crossings, and construct Class IV separated bikeway. Potential for two-way cycle track on south side with fewer driveways and connection to trails. Narrow curb to curb roadway significantly to calm traffic.	\$	Medium	2, 5
Center Ave	Pacheco Blvd	Blackwood Dr	0.12	Pacheco	Complete Streets	Class IIB	Stripe buffered bike lanes and close sidewalk gaps. Widen sidewalks and construct accessible ramps	\$	Medium	2, 5
Center Ave	Marsh Dr	Pacheco Blvd	0.21	Pacheco	Complete Streets	Class II	Stripe Class II bike lanes and close sidewalk gaps. Provide improved lighting in freeway overpass for pedestrian comfort and personal security.	\$	Medium	2, 5
Crockett Blvd	Crockett Ranch Trailhead	Cummings Skyway	1.71	Crockett	Bike	Class IIB	Stripe Class IIB or Class IV bike lane.	\$	Medium	5
Crockett Blvd	Pomona St	Crockett Ranch Trailhead	0.22	Crockett	Trail	Class I	Construct Class I path connecting Pomona St. and schools to Crockett Ranch Trailhead	\$	Medium	5
Crockett Blvd	At Pomona St	--	--	Crockett	Intersection	--	Update intersection with ADA ramps, crosswalks, and bicycle connections.	\$	Medium	5
Danville Blvd	El Portal Dr	Rudgear Rd	3.70	Alamo	Complete Streets	Class IIB	Upgrade to buffered bike lanes and improve intersections to continue bikeways. Design and implement dedicated bicycle facilities at Rudgear Rd, Livorna Rd, and Stone Valley Rd. Implement project recommendations from Vision Zero, including intersection improvements, sidewalk gap closures, and crossing improvements.	\$\$\$	Medium	2
Deer Valley Rd	Antioch city limits	Marsh Creek Rd	4.69	East County	Bike	Class II	Add Class II bike lanes along Deer Valley Rd.	\$\$\$	Medium	3
Diablo Rd	Calle Arroyo	San Andreas Dr	1.30	Blackhawk/Diablo	Bike	Class II	Install Class II bike lanes to close gap.	\$	Medium	2
Franklin Canyon Rd	Cummings Skyway	Alhambra Ave	4.36		Trail	Class I	Study feasibility of a Class I side path. Coordinate with regional partners on potential alignments.	\$\$\$\$	Medium	5
Garretson Ave	4th St	1st St	0.29	Rodeo	Bike	Class IIB	Construct bicycle boulevard with robust traffic calming for pedestrian comfort. Design expected to include 1-2 neighborhood traffic circles and speed humps along the extent. Include wayfinding to Bay Trail.	\$	Medium	5

Active Transportation Plan Projects 4/6

Roadway Name	From	To	Miles	Neighborhood/ Area of Benefit	Project Type	Bikeway Type	Project Description	Cost Estimate	Priority	Supervisor District
Garretson Ave	7th St	4th St	0.39	Rodeo	Complete Streets	Class IIIB	Study school access. Potential to convert parking to angled on one side only with a shared use path. Project assumes significant reconfiguration and some sidewalk construction to address school access and safety.	\$-\$	Medium	5
Great Delta Trail	County Limit (east)	McAvoy Rd	1.94	Bay Point	Trail	Class I	Support planning and construction of the Great Delta Trail in collaboration with the Delta Protection Commission and the East Bay Regional Park District.	\$\$\$	Medium	5
Hanlon Way	Bella Vista Ave	County Limit	0.34	Bay Point	Complete Streets	Class IIIB	Construct bicycle boulevard with robust traffic calming for pedestrian comfort. Design expected to include 1-2 neighborhood traffic circles and speed humps along the extent. Long-term project would complete continuous sidewalk on one side.	\$	Medium	5
Hwy 4	Willow Pass Rd	Port Chicago Hwy	1.42	Bay Point	Trail	Class I	Multi-jurisdictional effort needed to close major gap between Central and East County. Opportunity to collaborate with Caltrans via bike superhighway process. Alignment under study as part of the Great California Delta Trail process.	\$\$\$	Medium	5
Imhoff Dr	Blum Rd	Solano Way	1.22	Pacheco/Concord	Bike	Class IV	Construct Class IV separated bikeway. Coordinate with connection to future Iron Horse Trail extension and connection along Hwy 4.	\$\$\$	Medium	5
Iron Horse Trail	Existing Iron Horse Trail (Marsh Drive)	Waterfront Rd	2.96	Martinez	Trail	Class I	Complete Iron Horse Trail to Waterfront Rd in coordination with the East Bay Regional Park District and other regional partners.	\$\$\$\$	Medium	5
Livorna Rd	Iron Horse Trail	Miranda Ave	1.39	Alamo	Bike	Class II	Close Class II bike lane gaps and improve crossings at freeway interchange.	\$-\$	Medium	2
Loftus Rd	Canal Rd	Willow Pass Rd	0.50	Bay Point	Complete Streets	Class IIIB	Construct bicycle boulevard with robust traffic calming for pedestrian comfort. Design expected to include 1 neighborhood traffic circles (Hanlon project overlap) and speed humps along the extent. Long-term project would complete continuous sidewalk on one side.	\$	Medium	2, 4
Main Canal	Marsh Creek	County Limit	8.44	East County	Trail	Class I	Construct Class I path along both sides of Main Canal up to Bixler Rd. and on north side up to county limit.	\$\$\$\$	Medium	3
Marsh Creek Rd	Clayton city limits	Deer Valley Rd	9.14	East County	Bike	Class II	Add Class II bike lanes along Marsh Creek Rd	\$\$\$\$	Medium	3, 4
Marsh Dr	Iron Horse Trail	Center Ave	1.25	Pacheco	Trail	Class I	Construct Class I path along Buchanan Field.	\$\$\$	Medium	4, 5
May Rd	San Pablo Dam Rd	County border	0.39	El Sobrante	Bike	Class IV	Road diet with Class II buffered or Class IV separated bike lanes, including Safe Routes to School component. Include intersection safety improvements.	\$-\$	Medium	1
McAvoy Rd	Port Chicago Hwy	Great Delta Trail	0.13	Bay Point	Complete Streets	Class IV	Construct sidewalks and Class IV bikeways connecting to future Great Delta Trail. Time project with planning of Great Delta Trail.	\$	Medium	5
Muir Rd	County limit (Contra Costa Canal Trail)	Pacheco Blvd	0.19	Pacheco	Bike	Class IV	Study connection from Contra Costa Canal Trail to Pacheco Blvd. Provide safe crossing of Hwy 4 ramps.	\$	Medium	5
Newell Ave	Olympic Blvd	I-680	0.53	Saranap	Pedestrian	--	Close sidewalk gaps between Walnut Creek and Olympic Blvd.	\$-\$	Medium	2
Olympic Blvd	Pleasant Hill Blvd	I-680	1.71	Saranap	Complete Streets	Class IV	Implement Olympic Boulevard Corridor Trail Connector (2018 study) with Class IV bikeway. Implement pedestrian crossing and sidewalk gap improvements with project.	\$\$\$	Medium	2
Pacheco Blvd	Blum Rd	2nd Ave S	0.99	Pacheco	Complete Streets	Class IV	Complete Streets corridor project, including Class IV separated bikeways, intersection safety improvements, crosswalk improvements, sidewalk gap closures. Construct protected intersections or bikeway striping at intersections of bike facilities.	\$\$\$	Medium	4, 5
Pacheco Blvd	Martinez Ave	Arthur Rd	1.73	Martinez	Complete Streets	Class IV	Complete Streets corridor project, including Class IV separated bikeways, intersection safety improvements, crosswalk improvements, and sidewalk gap closures.	\$\$\$	Medium	5
Pacheco Blvd	Arthur Rd	Blum Rd	1.29	Pacheco/North Concord	Complete Streets	Class IV	Complete Streets corridor project, including Class IV separated bikeways, intersection safety improvements, crosswalk improvements, sidewalk gap closures. Construct protected intersections or bikeway striping at intersections of bike facilities.	\$\$\$\$	Medium	5
Pinehurst Rd	County limit	County limit	5.05	Canyon	Bike	Class III	Rural route safety project: mark bike lanes and shared lanes, calm traffic, adding speed feedback signs, and provide safety measures at key locations such as widened shoulders in some areas, and potentially some grading changes with repaving.	\$\$\$	Medium	2

Active Transportation Plan Projects 5/6

Roadway Name	From	To	Miles	Neighborhood/ Area of Benefit	Project Type	Bikeway Type	Project Description	Cost Estimate	Priority	Supervisor District
Pomona St	I-80	2nd Ave	0.20	Crockett	Bike	Class III	Stripe Class II bike lane in uphill direction. Update wayfinding signage and implement traffic calming including speed feedback and safety signage in downhill direction.	\$	Medium	5
Pomona St	2nd Ave	Rolph Ave	0.20	Crockett	Bike	Class IIB	Upgrade existing Class II bike lanes to buffered bike lanes.	\$	Medium	5
Port Chicago Hwy	Sussex St	Medburn St	0.10	Clyde	Trail	Class I	Close gap in existing trail.	\$	Medium	5
Richmond Pkwy	At Parr	--	--	North Richmond	Trail	Class I	Install crossing improvements including high-visibility crossing, new ramps, and curb extensions. Include passive actuation for bicyclists.	\$\$	Medium	1
San Pablo Ave	At Willow Ave	--	--	Rodeo	Intersection	--	Install intersection improvements for bicycle and pedestrian safety. Coordinate with Hercules on bicycle and pedestrian connections. Stripe high-visibility crosswalks; study slip lane closure on north and south corners. Provide enhanced bicycle facilities including two-stage turn boxes.	\$\$	Medium	5
San Pablo Dam Rd	Valley View Rd	Castro Ranch Rd	0.77	El Sobrante	Complete Streets	Class IV	Complete Streets project including Class IV bicycle facility and intersection improvements. Close sidewalk gaps.	\$\$\$	Medium	1
San Pablo Dam Rd	May Rd	Valley View Rd	0.86	El Sobrante	Complete Streets	Class IV	Complete Streets project including road diet, Class IV bicycle facility, uncontrolled crosswalks at bus stops, and intersection improvements. Close sidewalk gaps.	\$\$\$	Medium	1
San Pablo Dam Rd	Castro Ranch Rd	Existing Bike Lane (37.942893, -122.266069)	0.95	El Sobrante	Complete Streets	Class IIB	Install buffered bike lane to connect to existing bicycle facility.	\$	Medium	1
Shell Rd	County limit (north)	Pacheco Blvd	0.53	Martinez	Bike	Class II	Pave shoulder and stripe bike lane in uphill direction. Coordinate with Martinez to connect to Marina Vista Ave.	\$\$	Medium	5
Stone Valley Rd	Danville Blvd	Green Valley Rd	3.09	Alamo	Bike	Class IIB	Upgrade to buffered bike lanes.	\$\$	Medium	2
Tice Valley Blvd	Tice Valley Ln	Crest Ave	0.89	Alamo	Bike	Class II	Extend Class II bike lanes to Crest Ave.	\$\$	Medium	2
Valley View Rd	San Pablo Dam Rd	County limit at De Anza High School	0.65	El Sobrante	Bike	Class II	Study road diet; lane narrowing, and/or parking removal to close bike lane gaps for school access. Provide minimum Class II buffered bike lanes. Widen and buffer existing bike lanes.	\$	Medium	1
Walnut Blvd	Armstrong Rd	Camino Diablo	3.05	East County	Bike	Class II	Add Class II bike lanes along Walnut Blvd.	\$\$\$	Medium	3
Willow Pass Rd	Avila Rd	Evora Rd	0.29	Bay Point	Bike	Class IV	Coordinate with Caltrans on a bicycle safety project through interchange.	\$	Medium	5
Willow Pass Rd	At Evora Rd and Willow Pass Ct (west)	--	--	Bay Point	Intersection	Class I	With extension of Delta de Anza Trail, reconstruct intersection with trail crossing.	\$\$	Medium	5
Willow Pass Rd	At Evora Rd and San Marco Blvd (east)	--	--	Bay Point	Intersection	--	Reconstruct, potentially as a protected intersection. Provide bike/bed crossings on all legs. With Willow Pass cycle track project, construct two-way bike crossings.	\$\$	Medium	5
Balfour Rd	Sellers Ave	Bixler Rd	3.01	East County	Bike	Class IIB	Upgrade to buffered Class II bike lanes where possible.	\$\$	Low	3
Bear Creek Rd	Alhambra Valley Rd	San Pablo Dam Rd	8.30	Rural	Bike	Class II and III	Rural route safety project; mark bike lanes where space in shoulder and shared lanes where not; calm traffic, adding speed feedback and warning signs, and provide safety measures at key locations such as widened shoulders in some areas. Repair pavement where needed for safety. Coordinate with neighboring jurisdictions where ROW is not continuous.	\$\$\$\$	Low	1
Bethel Island Rd	Wells Rd	Gateway Rd	0.63	Bethel Island	Complete Streets	Class II	Consider road diet and install Class II or Class IV bike lanes. Close sidewalk gaps and enhance pedestrian crossings.	\$	Low	3
Boulevard Way	County limit Del Hambre Cir	Garden Ct	0.48	Saranap	Complete Streets	Class IIB	Implement road diet, upgraded pedestrian crossings, and buffered bike lanes.	\$	Low	2
Canyon Rd	Pinehurst Rd	Valle Vista trailhead	0.66	Canyon	Bike	Class II	Close bike lane gap between Valle Vista trailhead and Pinehurst Rd.	\$	Low	2
E Cypress Rd	Knightsen Ave	Jersey Island Rd	0.50	East County/Oakley	Bike	Class IIB	Repare and stripe Class II bike lanes, and upgrade buffered bike lanes where ROW permits.	\$	Low	3
Franklin Canyon Rd	Sycamore Ave	Cummings Skyway	3.51	Rural	Class I	Class I	Study feasibility of a Class I side path. Coordinate with regional partners on potential alignments. Potential Class I connection along Hwy 4 with Caltrans partnership.	\$\$\$\$	Low	5
Gateway Rd	Bethel Island Rd	Stone Rd	1.68	Bethel Island	Trail	Class I	Construct Class I shared use path on north side.	\$\$\$	Low	3

Active Transportation Plan Projects 6/6

Roadway Name	From	To	Miles	Neighborhood/ Area of Benefit	Project Type	Bikeway Type	Project Description	Cost Estimate	Priority	Supervisor District
Grayson Creek Trail	2nd Ave	Aspen Dr	0.12	Pacheco	Trail	Class I	Pave existing path and coordinate with Concord to connect trail corridor.	\$	Low	4
Hemme Ave	Danville Blvd	End (Ringtail Cat Staging Area)	0.50	Alamo	Complete Streets	Class IIIB	Complete sidewalks on north side between Danville Blvd and La Sonoma Way. Provide bike boulevard traffic calming along entire length, including speed humps and shared lane markings. Enhance and traffic calm iron horse trail crossing and strip high visibility crosswalks at Danville Blvd.	\$	Low	2
Holway Dr	Byron Hwy	Main Street	0.17	Byron	Pedestrian	--	Construct sidewalk on one side, with high-visibility crosswalks at Main St and close sidewalk gap on Main St between the intersection and the post office.	\$\$	Low	3
Los Vaqueros Watershed Trail	Walnut Blvd	Los Vaqueros Blvd	11.11	East County	Trail	Class I	Coordinate with Contra Costa Water District to provide bicycle/pedestrian access through watershed.	\$	Low	3
Marsh Creek Rd	Deer Valley Rd	Vasco Rd	5.11	East County	Trail	Class I	Construct Class I path along Marsh Creek Rd	\$\$\$\$	Low	3
Marsh Creek Trail	Concord Ave	Marsh Creek Rd	0.76	East County	Trail	Class I	Complete Marsh Creek Trail.	\$\$\$	Low	3
Miranda Ave	Stone Valley Rd	Livorna Rd	1.24	Alamo	Bike	Class IIB	Upgrade to buffered bike lanes.	\$	Low	2
Mokelumne Coast to Crest Trail	Garin Pkwy	County Limit	7.07	East County	Trail	Class I	Construct Class I path along pipeline right of way.	\$\$\$\$	Low	3
Mountain View Blvd	Palmer Rd	Mynah Ct	0.06	Rudgear	Pedestrian	--	Close sidewalk gaps and provide crosswalks for access to bus stops.	\$	Low	4
Pacheco Blvd	At Arthur Rd	--	--	Vine Hill	Intersection	--	Intersection safety project including high-visibility crosswalks, curb ramps, and potentially slip lane closure with further study.	\$	Low	5
Palmer Rd	Mountain View Blvd	Holly Hill Dr	0.33	Rudgear	Pedestrian	--	Close sidewalk gaps on one side and provide high-visibility crosswalks at Mountain View Blvd, Hawthorne Dr, and Holly Hill Dr where needed to transition between sidewalks. Prioritize sidewalk connections to bus stops.	\$	Low	4
Piper Rd	Gateway Rd	Willow Rd	0.95	Bethel Island	Trail	Class I	Construct Class I shared use path on east side.	\$\$\$	Low	3
Pleasant Hill Rd	Camino Verde	Rancho View Dr	1.09	West Pleasant Hill	Bike	Class II	Close gaps for continuous Class II bike lane on Pleasant Hill Rd and study protected/off-street facilities	\$	Low	2.4
Pleasant Hill Rd	At Taylor Blvd	--	--	Pleasant Hill	Intersection	--	Reconfigure intersection to improve bicycle and pedestrian safety. Provide controlled and separated crossings.	\$	Low	2.4
Pomona St	Rolph Ave	Baldwin Ave	0.59	Crockett	Bike	Class II	Install traffic calming and uphill bike lanes. Update wayfinding signage and implement traffic calming including speed feedback and safety signage in downhill direction.	\$	Low	5
Reliez Valley Rd	County limit (near Brookwood)	Alhambra Valley Rd	0.57	Briones	Bike	Class III	Rural route safety project: mark bike lanes and shared lanes, calm traffic (speed feedback/edge lines), provide safety measures like warning signs at key locations.	\$	Low	5
Reliez Valley Rd	Grayson Rd	Gloria Ter	0.70	West Pleasant Hill	Trail	Class I	Construct Class I path along Reliez Valley Rd	\$	Low	2
Sellers Ave	Delta Rd	Brentwood Blvd	3.93	East County	Bike	Class II	Pave shoulder and stripe Class II bike lanes. Upgrade to buffered bike lanes where feasible within existing right of way. Coordinate with Brentwood on implementation.	\$\$\$\$	Low	3
Sycamore Ave	Franklin Canyon Rd	County Border	0.35	Hercules	Bike	Class IIB	Stripe Class IIB buffered bike lanes to connect to Franklin Canyon Trail.	\$	Low	5
Waterbird Way	Waterfront Rd	Meadowlark Ridge Loop	0.18	Martinez	Bike	Class II	Stripe bike lanes.	\$	Low	5
Waterfront Rd	I-680	Waterbird Way	0.59	Martinez	Bike	Class IIB	Pave shoulder and stripe Class II buffered bike lanes. Connect to the Iron Horse Trail extension and the planned Pacheco Marsh Park.	\$	Low	5
Waterfront Rd	Waterbird Way	Future Iron Horse Trail	1.15	Martinez	Bike	Class II	Extend bike lanes on Waterfront Rd to future Pacheco Marsh Park.	\$\$	Low	5

Appendix H: Board Order Approving the 2022 Capital Road Improvement and Preservation Program and the 2022 TWIC Report

Information to be provided after BOS review and approval of the CRIPP

Appendix I: Areas of Benefit Project Lists, Maps, and Revenue Forecast

AREA OF BENEFIT PROGRAM

The unincorporated areas of Contra Costa County are divided into several Areas of Benefit (AOBs) for road improvements focused on mitigating impacts of new development on the transportation network. This appendix shows the following information for each AOB: current ordinance number, project list, boundary map, and forecast of revenues and expenditures. If the AOB is funding an active project, the project is listed with the funding amount and the fiscal year in which the expenditures will occur.

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 AOBs project list.

HOW DOES THE AOB PROGRAM FIT INTO THE CRIPP?

As explained in the CRIPP Introduction, the CRIPP is a planning document for funded projects in the next 7 years that the Department has scheduled at the time of this publication. The AOB is one funding source for County road projects. Road improvement projects funded by AOB revenues must be identified on an AOB Nexus study that is adopted by the County Board of Supervisors.

Projects on the AOB project lists appear in either the active project list in the main body of this CRIPP or in the unfunded list contained in Appendix J. Some of the projects on the AOB project lists fall outside of the seven-year, active-project, planning window but are included in the unfunded 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 AOB is included:

- Ordinance number
- Approved/Proposed Project List
- Boundary Map for the AOB
- Approximate Project Location on the AOB Boundary Map

The AOB program consists of 14 separate areas that cover the entire County. 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.

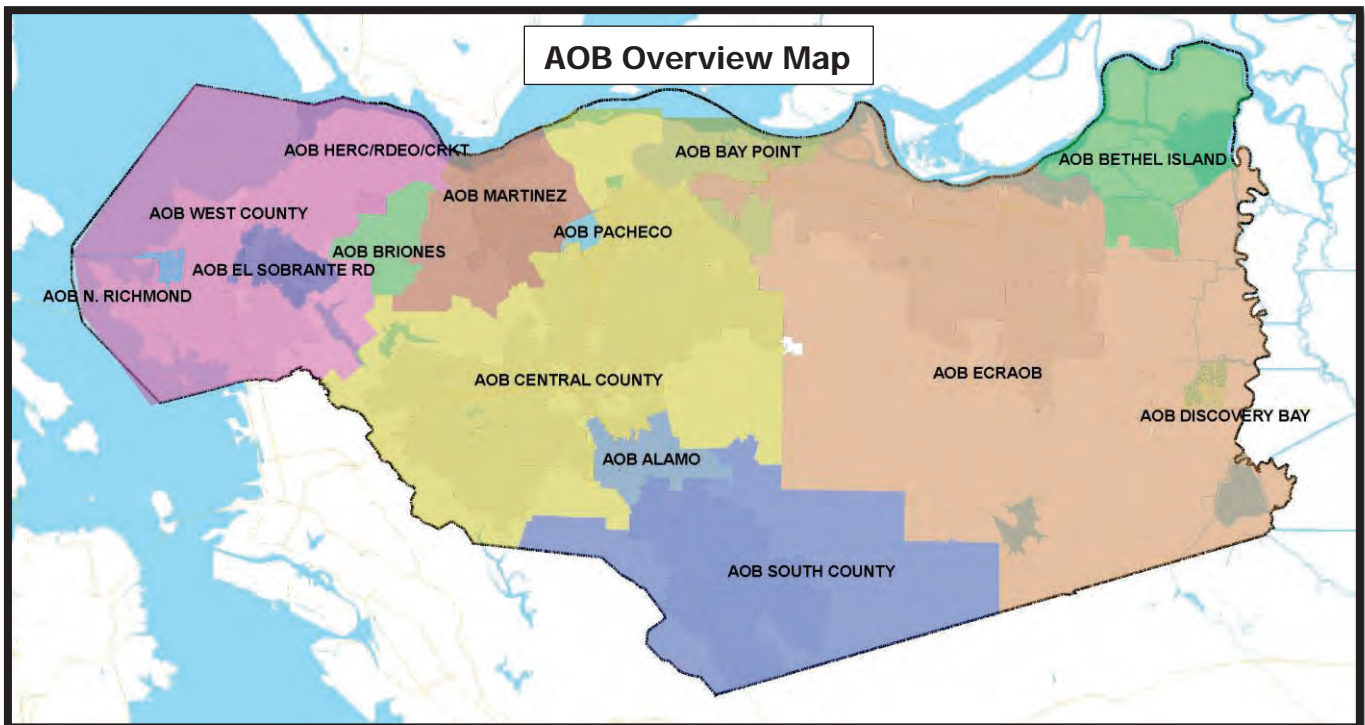
The following AOBs have active capital projects within the next seven-year outlook.

- East County (Regional) AOB
- North Richmond AOB

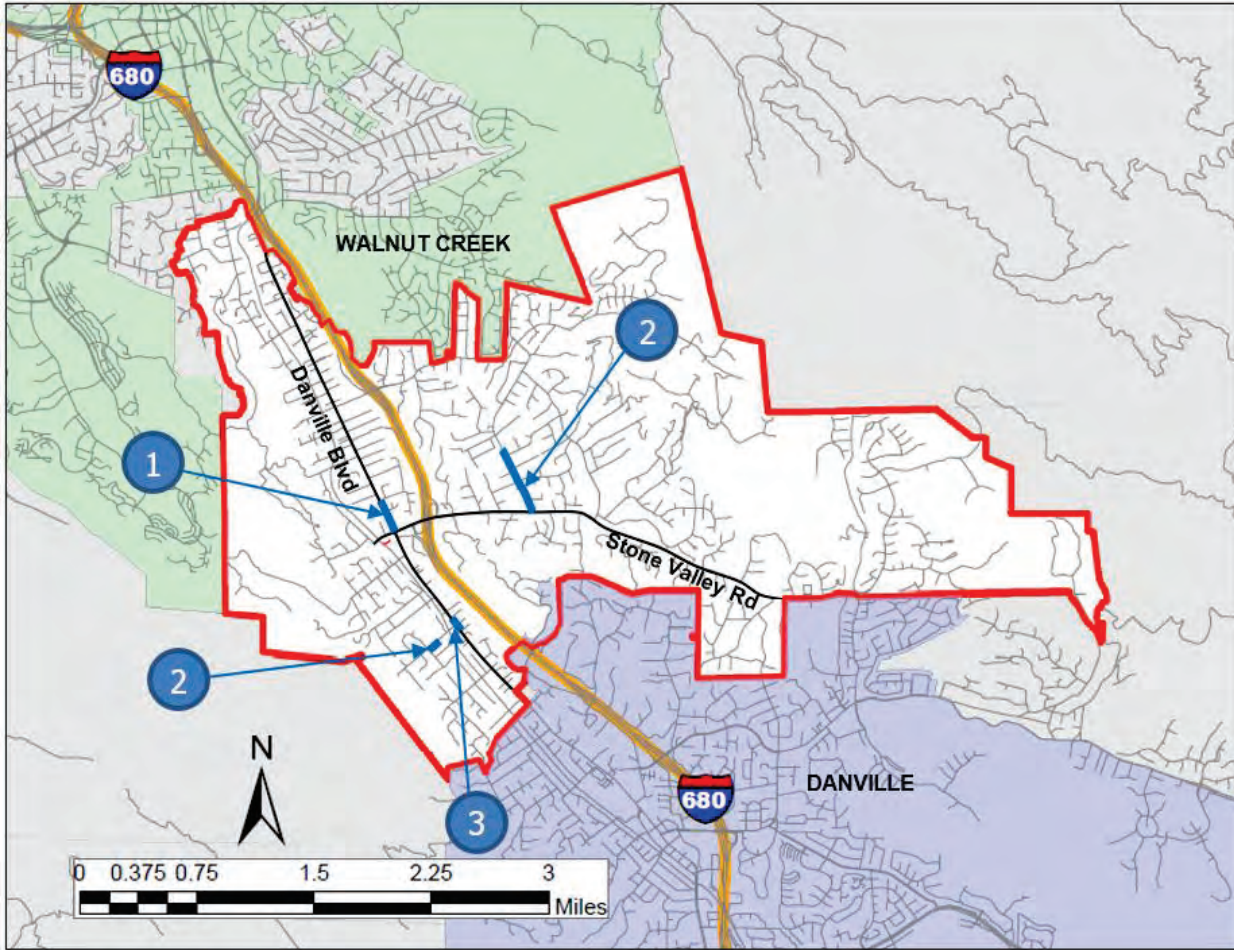
In the past CRIPP, AOB administrative expenditures were shown but are no longer considered as a capital improvement project. As a result, the following AOBs have no active projects, but will be shown for the potential revenue forecast and their respective balance:

- Alamo AOB
- Bay Point AOB
- Bethel Island AOB
- Briones AOB
- Central County AOB
- Discovery Bay AOB
- Hercules/Crockett/Rodeo AOB
- Martinez AOB
- Pacheco (West) AOB
- Richmond/El Sobrante AOB
- South County AOB
- West County AOB

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



Alamo Area of Benefit



Current Ordinance 2016-25
PROJECT LIST SCHEDULE

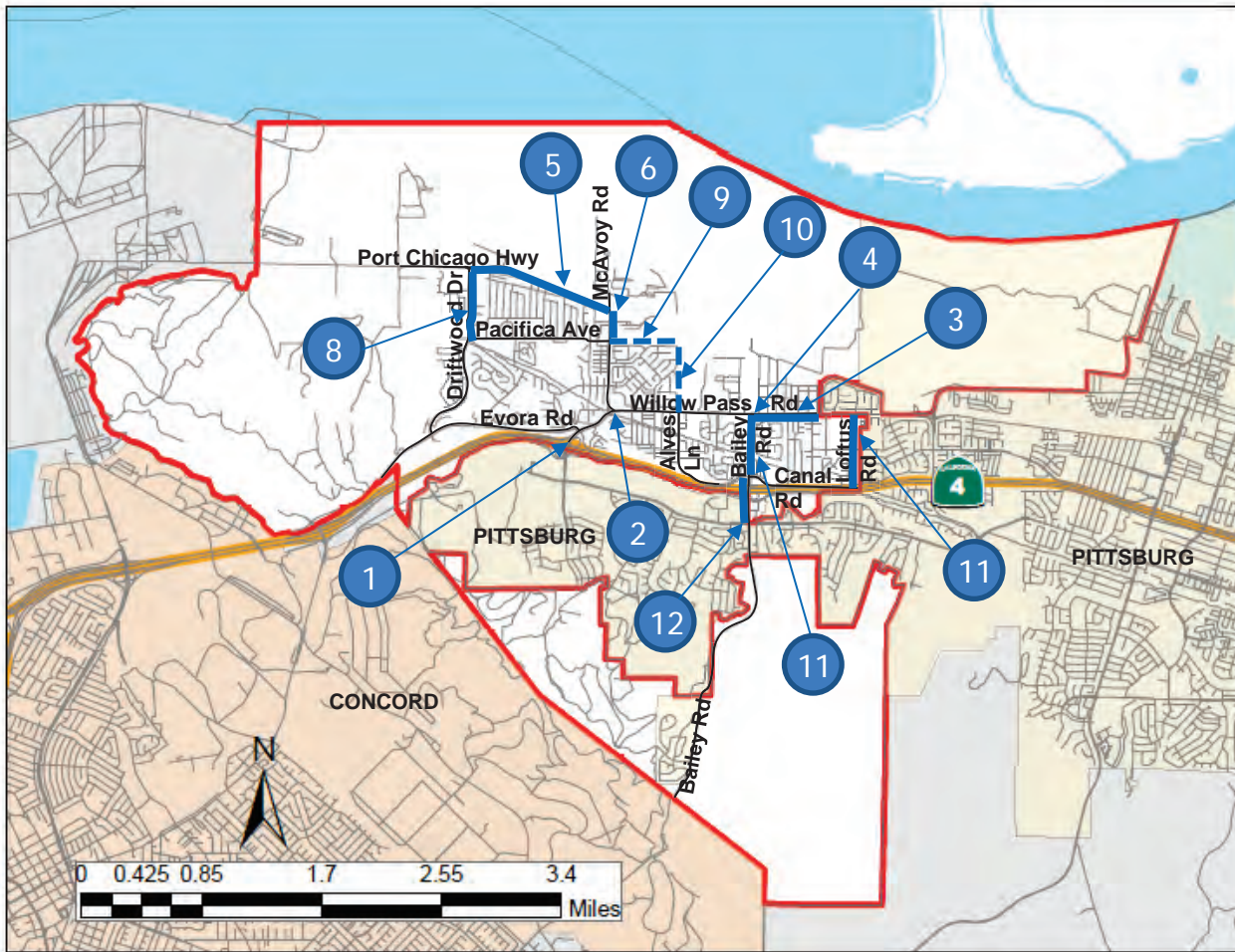
Item	Location	Description	Project Status
1	Danville Boulevard/Orchard Court Complete Streets Improvements	Construct roundabout and complete streets features	In Design
2	Alamo Schools	Construct pedestrian safety improvements at Stone Valley Middle School, Alamo Elementary School, and Rancho Romero Schools. 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)	Pending
3	Danville Boulevard at Hemme Avenue	Intersection safety improvements.	Pending

Alamo AOB Revenue Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 20/21 Balance	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
End of Year Balance	\$ 1,139	\$ 1,239	\$ 1,339	\$ 1,439	\$ 1,539	\$ 1,639	\$ 1,739	\$ 1,839	\$ 1,939

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Projected Revenue	\$ 800	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100

Bay Point Area of Benefit



Current Ordinance 2016-18 PROJECT LIST SCHEDULE

Item	Location (Nexus Id)	Description	Project Status
1	Willow Pass Road (1.1)	Signalize EB and WB off-ramps at west interchange of SR4	Pending
2	Willow Pass Road (1.2)	Intersection improvements at Willow Pass Road and Evora Road to facilitate traffic flow to WB SR 4.	Pending
3	Willow Pass Road (2.1)	Restriping from Bailey Road to Pittsburg City Limits to improve capacity.	Pending
4	Willow Pass Road (2.2)	Bailey Road intersection improvements.	Pending
5	Port Chicago Highway (3.1)	Widen to accommodate bicycle and pedestrian improvements from Driftwood Drive to west of McAvoy Road.	Pending

6	Port Chicago Highway (3.2)	Realign from west of McAvoy Road to Pacifica Avenue.	Pending
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.	Pending
9	Pacifica Avenue (6)	Extend roadway from Port Chicago Highway to Alves Lane extension.	Pending
10	Alves Lane (7)	Extend roadway from Willow Pass Road to Pacifica Avenue extension.	Pending
11	Loftus Road (8)	Construct bicycle and pedestrian safety improvements from Canal Road to Willow Pass Road.	Pending
12	Bailey Road (9)	Bicycle and pedestrian improvements from Willow Pass Road to Canal Road.	In Design Phase
13	Bailey Road (10)	Bicycle and pedestrian improvements from Canal Road to BART.	Complete

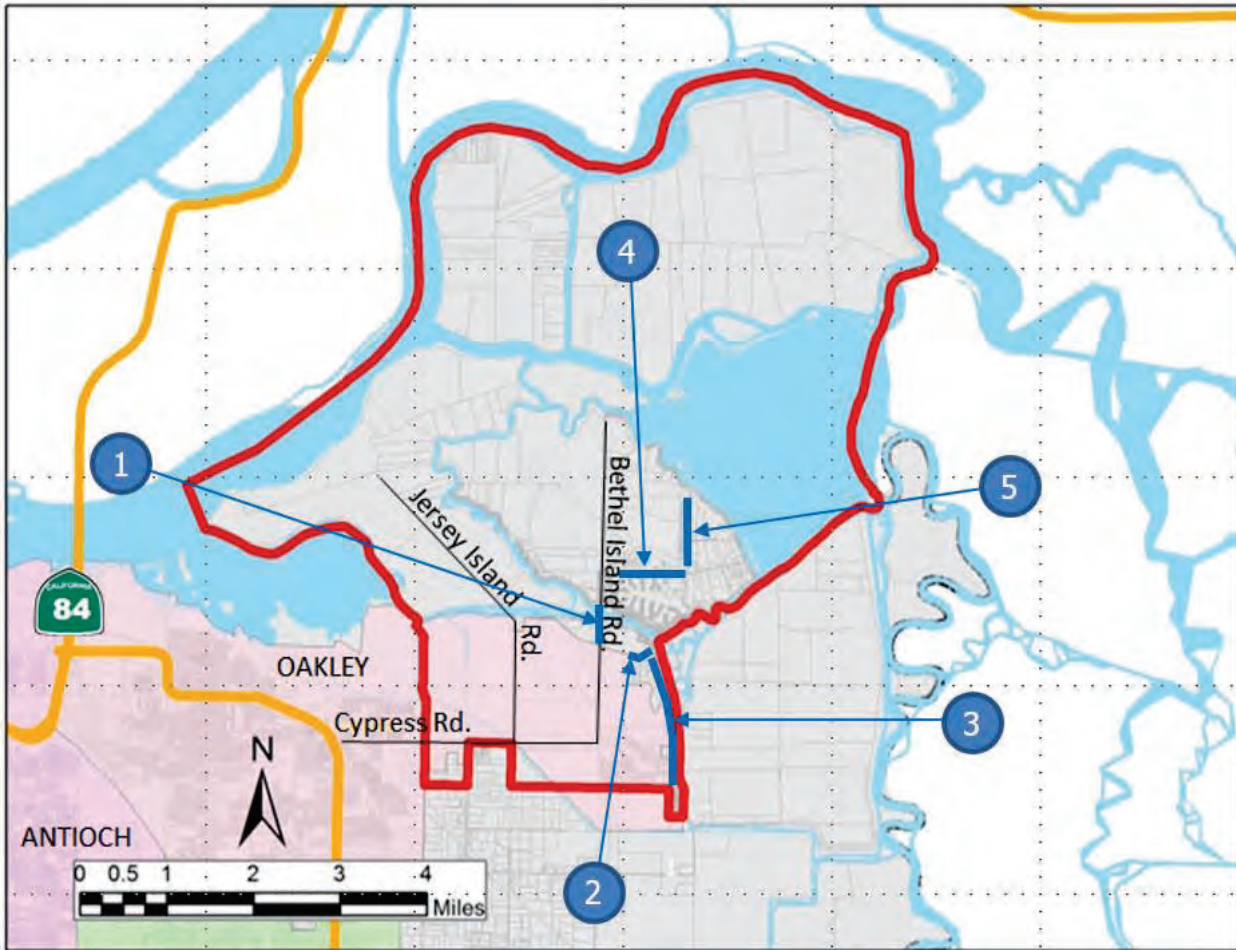
Bay Point AOB Revenue & Expenditure Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 20/21 Balance	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
End of Year Balance	\$ 1,993	\$ 2,014	\$ 1,662	\$ 1,709	\$ 1,809	\$ 1,909	\$ 2,009	\$ 2,109	\$ 2,209

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Projected Revenue	\$ 800	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Total of All Projects	\$ 584	\$ 79	\$ 452	\$ 53	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
North Bailey Road Active Transportation Corridor	\$ 584	\$ 79	\$ 452	\$ 53	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Bethel Island Area of Benefit



Current Ordinance 2016-12 PROJECT LIST SCHEDULE

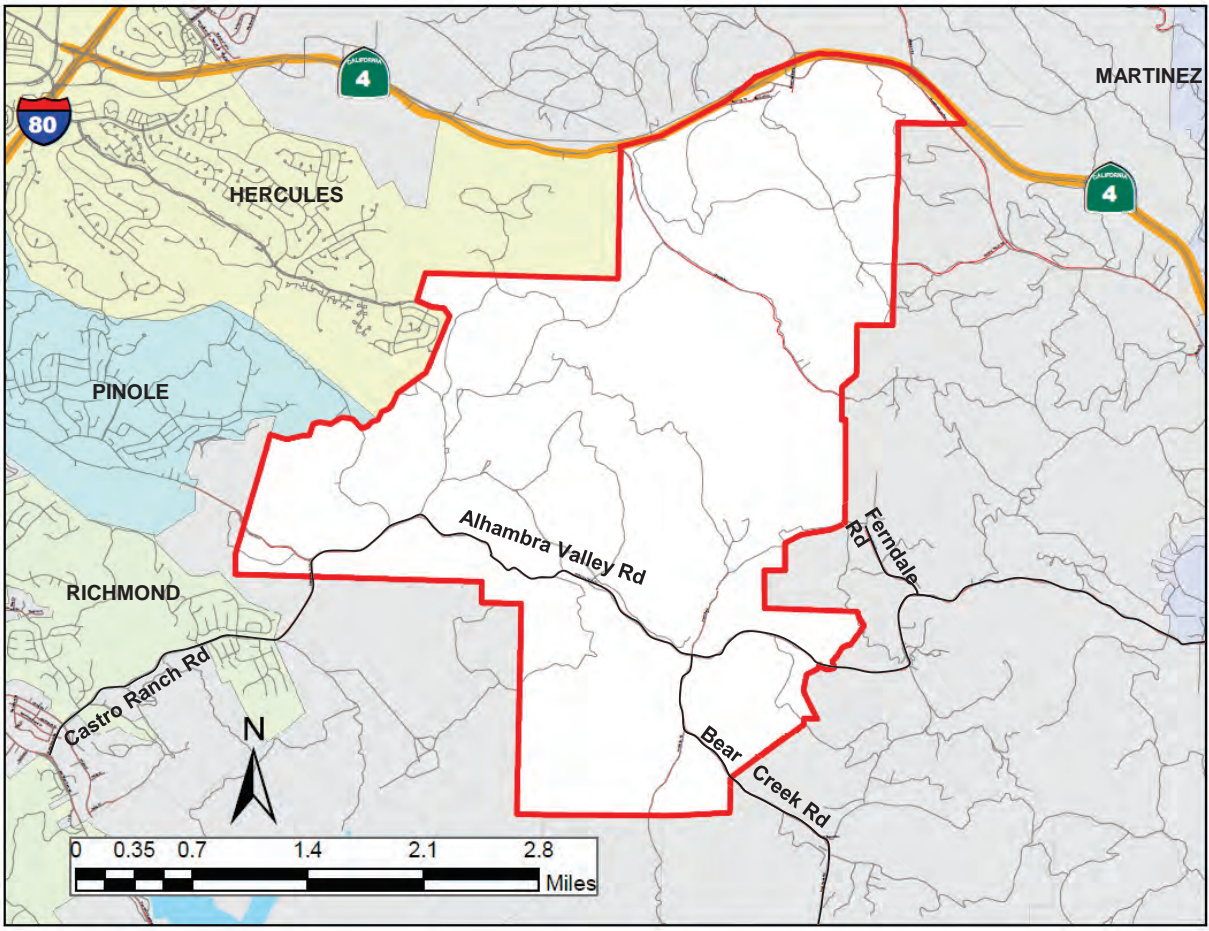
Item	Location	Description	Project Status
1	Bethel Island Road	Add bicycle and pedestrian improvements from Taylor Road to Sandmound Boulevard	Pending
2	Sandmound Boulevard	Add bicycle and pedestrian improvements from Oakley City Limits to Mariner Road	Pending
3	Sandmound Boulevard	Add bicycle and pedestrian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

Bethel Island AOB Revenue Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 20/21 Balance	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
End of Year Balance	\$ 304	\$ 314	\$ 324	\$ 334	\$ 344	\$ 354	\$ 364	\$ 374	\$ 384

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Projected Revenue	\$ 80	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10

Briones Area of Benefit



Current Ordinance 88-27
PROJECT LIST SCHEDULE

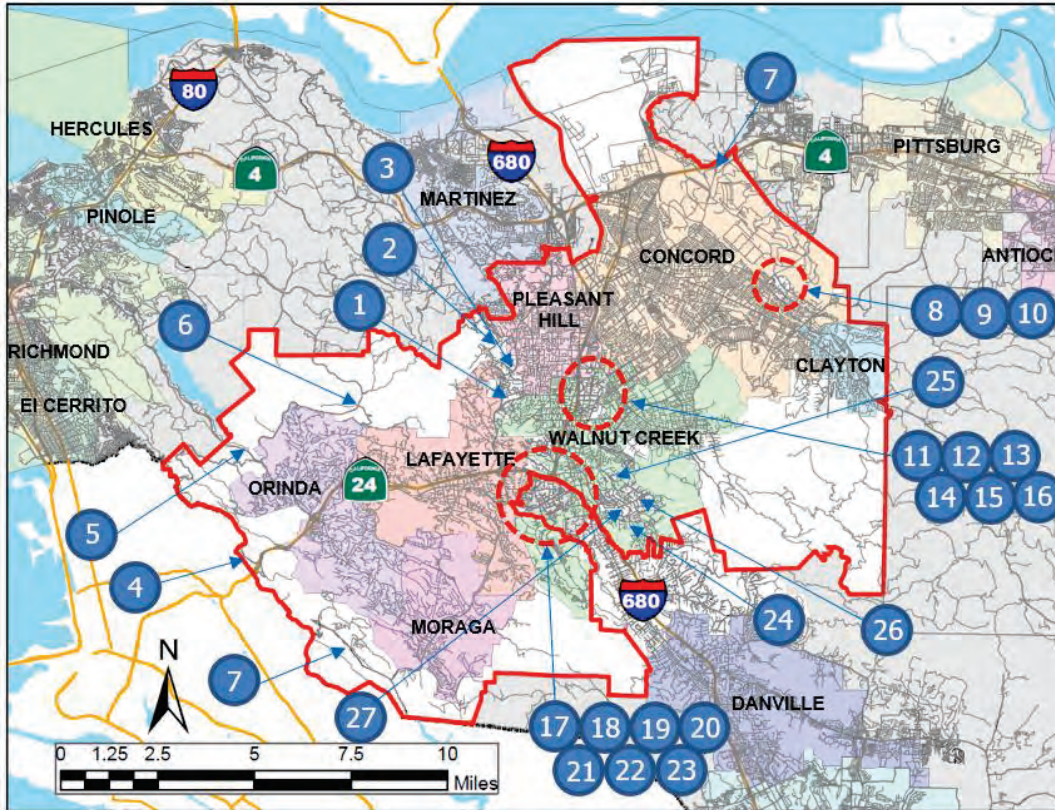
Item	Location	Description	Project Status
1	Alhambra Valley Road	Realign curves at Ferndale Road (mile post 5.6), Main Road (mile post 6.2), and 4000 feet northwest of Bear Creek road (mile post 2.9)	Pending

Briones AOB Revenue Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 20/21 Balance	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
End of Year Balance	\$ 541	\$ 542	\$ 543	\$ 544	\$ 545	\$ 546	\$ 547	\$ 548	\$ 549

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Projected Revenue	\$ 8	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1

Central County Area of Benefit



Current Ordinance 2021-37 PROJECT LIST SCHEUDLE

Item	Location/Roadway (Nexus ID)	Description	Project Status
1	Pleasant Hill Road (WPH2)	Bicycle improvements from Geary Road to Taylor Boulevard	Pending
2	Reliez Valley Road (WPH3)	Bicycle improvements from North of Grayson Road to Withers Avenue	Pending
3	Taylor Boulevard (WPH4)	Safety improvements at the Intersection at Gloria Terrace	Pending
4	Fish Ranch Road (NL1)	Safety improvements from SR-24 to Grizzly Peak Road	Pending
5	San Pablo Dam Road (NL2/3)	Roadway safety improvements, West of Camino Pablo	Pending
6	Bear Creek Road (NL5)	Intersection improvements at the Intersection at Happy Valley Road	Pending
7	Pinehurst Road (SL1)	Bicycle improvements, West of Canyon Road	Pending
8	Ayers Road (EC2)	Intersection improvements at the Intersection at Concord Avenue	Pending

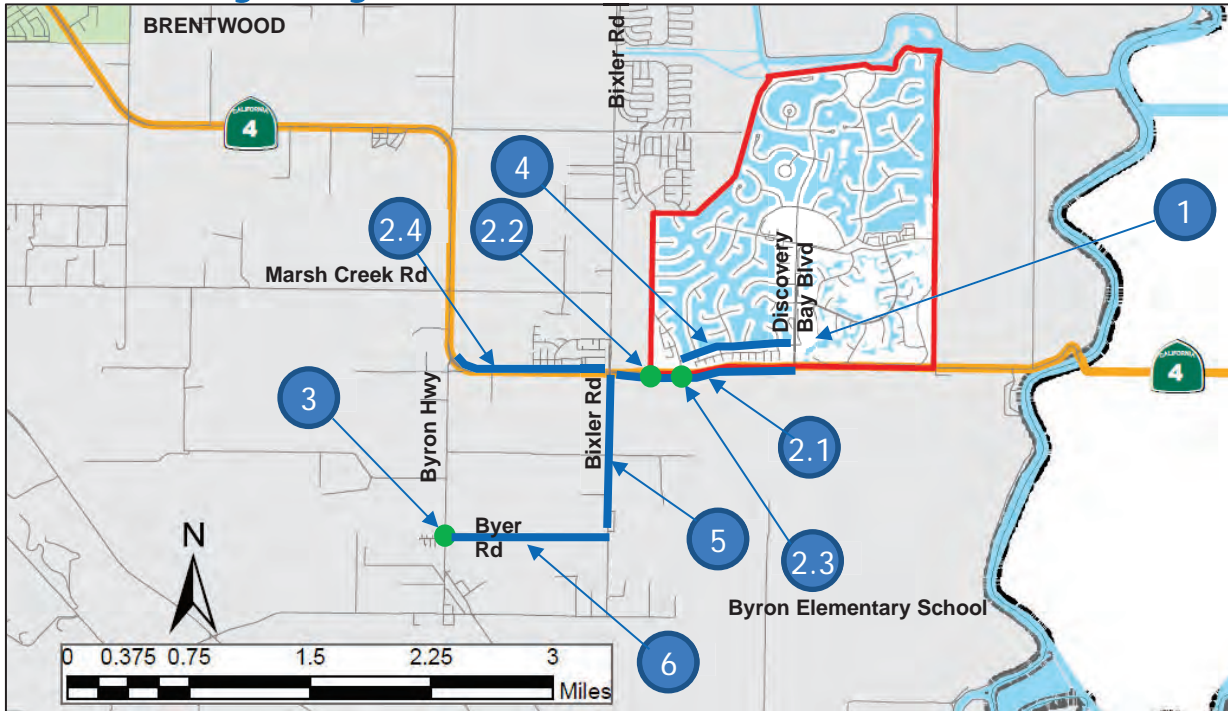
9	Ayers Road (EC3)	Intersection improvements at the Intersection at Laurel Avenue	Pending
10	Bailey Road (EC4/6)	Intersection Improvements at the Intersection and segment at Myrtle Drive to include adding shoulder	Pending
11	Las Juntas Road (CCC1)	Intersection improvements at the Intersection at Coggins Drive	Pending
12	Buskirk Avenue (CCC2)	Roadway improvements, North of Treat Boulevard	Pending
13	Treat Boulevard (CCC3/5)	Complete Street Improvements From I-680 Overpass to Jones Road	In-Progress
14	Treat Boulevard (CCC4)	Complete Street Improvements From Jones Road to Walnut Creek Bridge	Pending
15	Treat Boulevard (CCC6)	Intersection improvements at the Intersection at Jones Road	In-Progress
16	Mayhew Way (CCC8)	Pedestrian improvements, West of Bancroft Avenue	Pending
17	Olympic Boulevard (SWC2)	Intersection improvements at the Intersection at Boulevard Way/Tice Valley Boulevard	Pending
18	Olympic Boulevard (SWC7)	Intersection improvements at the Intersection at Bridgefield Road	Pending
19	Olympic Boulevard (SWC9)	Bicycle and pedestrian improvements from Windtree Court to I-680	Pending
20	Dewing Lane (SWC3)	Connection of South Walnut Creek to Iron Horse Trail Between Dewing Lane and So Villa Way	Pending
21	Tice Valley Boulevard (SWC4)	Complete Street Improvements from Tice Valley Lane to 200' east of Tice Hollow Court	Pending
22	Springbrook Road (SWC6)	Complete Street Improvements from 170 ft east of Gilmore Street to 460 ft east of Regency Court	Pending
23	Boulevard Way (SWC8)	Sidewalk project from Warren Road to Olympic Boulevard	Pending
24	Rudgear Rd (SM1)	Intersection safety improvements at the Intersection at San Miguel Dr	Pending
25	Walnut Blvd (SM2)	Pedestrian improvements from View Lane to 250' northwest of Walnut Ct	Pending
26	Mountain View Blvd (SM3)	Pedestrian improvements from Blackwood Dr to Walnut Blvd	Pending
27	San Miguel Dr (SM4)	Pedestrian improvements from Rudgear Rd to Blackwood Dr	Pending

Central County AOB Revenue Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 20/21 Balance	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
End of Year Balance	\$ 5,288	\$ 5,388	\$ 5,488	\$ 5,588	\$ 5,688	\$ 5,788	\$ 5,888	\$ 5,988	\$ 6,088

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Projected Revenue	\$ 800	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100

Discovery Bay Area of Benefit



Current Ordinance 2018-16 PROJECT LIST SCHEDULE

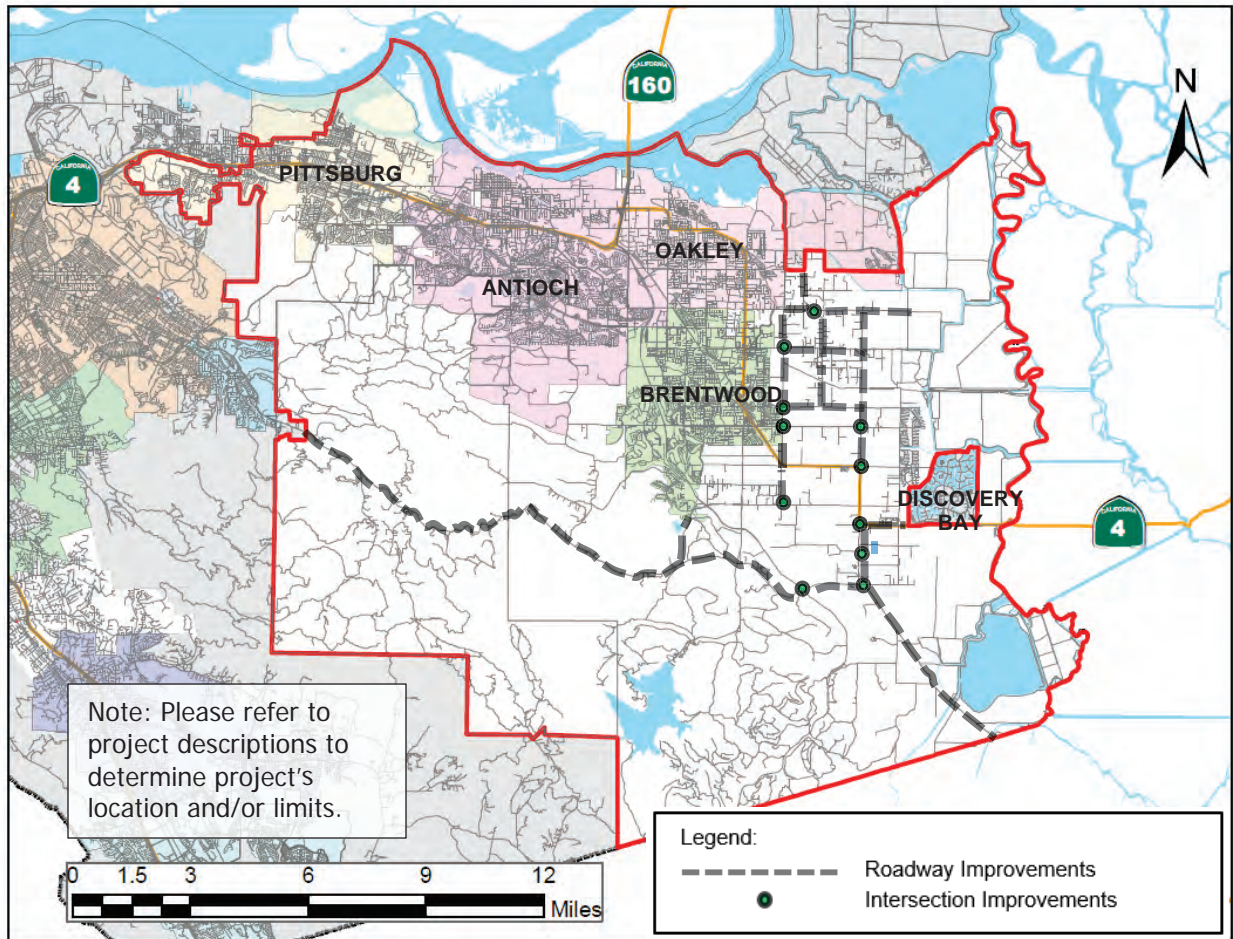
Item	Location	Description	Project Status
1	Discovery Bay Boulevard	Construct intersection improvements at Clipper Drive	Pending
2.1	State Route 4	Widen and provide pedestrian and bicycle improvements between Bixler Road and Discovery Bay Boulevard	Pending
2.2		Rebuild bridge to accommodate four lanes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

Discovery Bay AOB Revenue Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 20/21 Balance	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
End of Year Balance	\$ 92	\$ 142	\$ 192	\$ 242	\$ 292	\$ 342	\$ 392	\$ 412	\$ 432

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Projected Revenue	\$ 340	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 20	\$ 20

East County Regional Area of Benefit Boundary



East County (Regional) Area of Benefit

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 20/21 Balance	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
End of Year Balance	\$ 4,397	\$ 4,618	\$ 5,218	\$ 5,548	\$ 6,148	\$ 6,748	\$ 7,348	\$ 7,948	\$ 8,548

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Projected Revenue	\$ 4,800	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Total of All Projects	\$ 649	\$ 379	\$ 0	\$ 270	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Countywide Guardrail Upgrades	\$ 379	\$ 379	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Marsh Creek Road Bridge Replacement (Bridge No. 28C143 & 28C145)	\$ 270	\$ 0	\$ 0	\$ 270	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

8	Byron Highway	Construct two way left turn lane at Byron Elementary School	Pending
9	SR 4/Byron Highway intersection	Widen southern intersection of Byron Highway with SR 4 (Phase 2)	Pending
10	Knightsen Avenue	Widen roadway from East Cypress Rd to Delta Rd	Pending
11	Delta Road	Widen roadway from Sellers Ave to Byron Highway	Pending
12	Sellers Avenue	Widen roadway from Delta Rd to Chestnut St	Pending
13	Sellers Avenue	Widen roadway from Main canal to Marsh Creek Rd	Pending
14	Byron Highway	Widen roadway from Delta Rd to Chestnut St	Pending
15	Byron Highway	Widen roadway from Chestnut St to SR 4	Pending
16	Byron Highway	Widen roadway from SR 4 to Camino Diablo	Pending
17	Camino Diablo	Widen roadway from Vasco Rd to Byron Highway	Pending
18	Knightsen Ave/Delta Rd intersection	Construct intersection improvements	Pending
19	Byron Highway/Camino Diablo intersection	Construct intersection improvements	Pending
20	Byron Highway/SR 4 /Point of Timber intersection	Construct intersection improvements	Pending
21	Sellers Ave/Marsh Creek Rd intersection	Construct intersection improvements	Pending
22	Balfour Rd/Byron Highway intersection	Construct intersection improvements	Pending
23	Sellers Ave/Sunset Rd intersection	Construct intersection improvements	Pending
24	Sellers Ave/Chestnut St intersection	Construct intersection improvements	Pending
25	Sellers Ave/Balfour Rd intersection	Construct intersection improvements	Pending

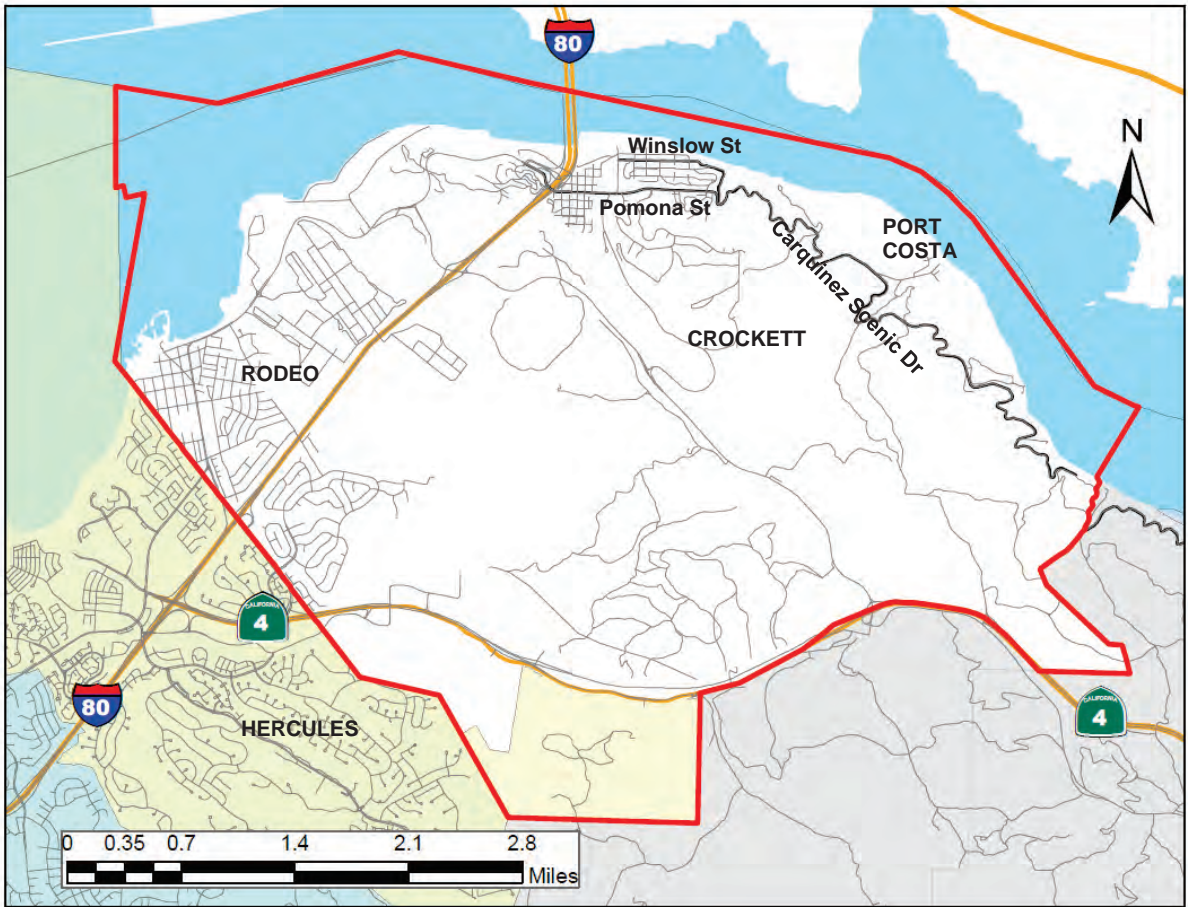
East County Regional AOB Revenue & Expenditure Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 20/21 Balance	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
End of Year Balance	\$ 4,397	\$ 4,618	\$ 5,218	\$ 5,548	\$ 6,148	\$ 6,748	\$ 7,348	\$ 7,948	\$ 8,548

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Projected Revenue	\$ 4,800	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Total of All Projects	\$ 649	\$ 379	\$ 0	\$ 270	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Countywide Guardrail Upgrades	\$ 379	\$ 379	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Marsh Creek Road Bridge Replacement (Bridge No. 28C143 & 28C145)	\$ 270	\$ 0	\$ 0	\$ 270	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Hercules/Rodeo/Crockett AOB Revenue Forecast



Current Ordinance 88-27 PROJECT LIST SCHEDULE

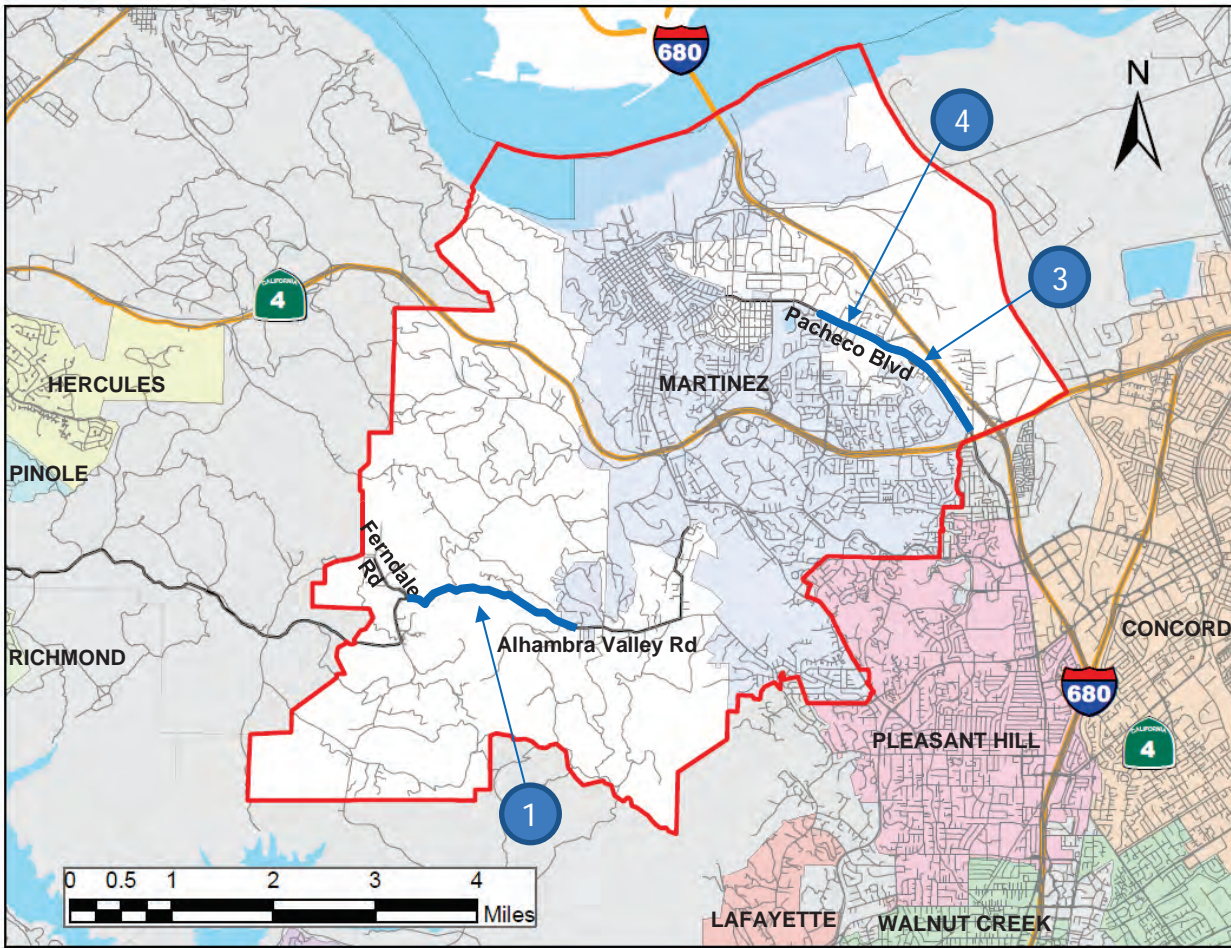
Item	Location	Description	Project Status
1	Pomona Street	Widen to provide shoulder from Crockett Boulevard to 2nd street	Complete
2	Pomona St / Winslow Ave / Carquinez Scenic	Alignment study	Pending
3	Crockett Boulevard	Widen to three lane arterial to provide for truck climbing lane from Pomona Street 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

Hercules/Rodeo/Crockett AOB Revenue Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 20/21 Balance	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
End of Year Balance	\$ 21	\$ 22	\$ 23	\$ 24	\$ 25	\$ 26	\$ 27	\$ 28	\$ 29

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Projected Revenue	\$ 8	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1

Martinez Area of Benefit



Current Ordinance 95-38 PROJECT LIST SCHEDULE

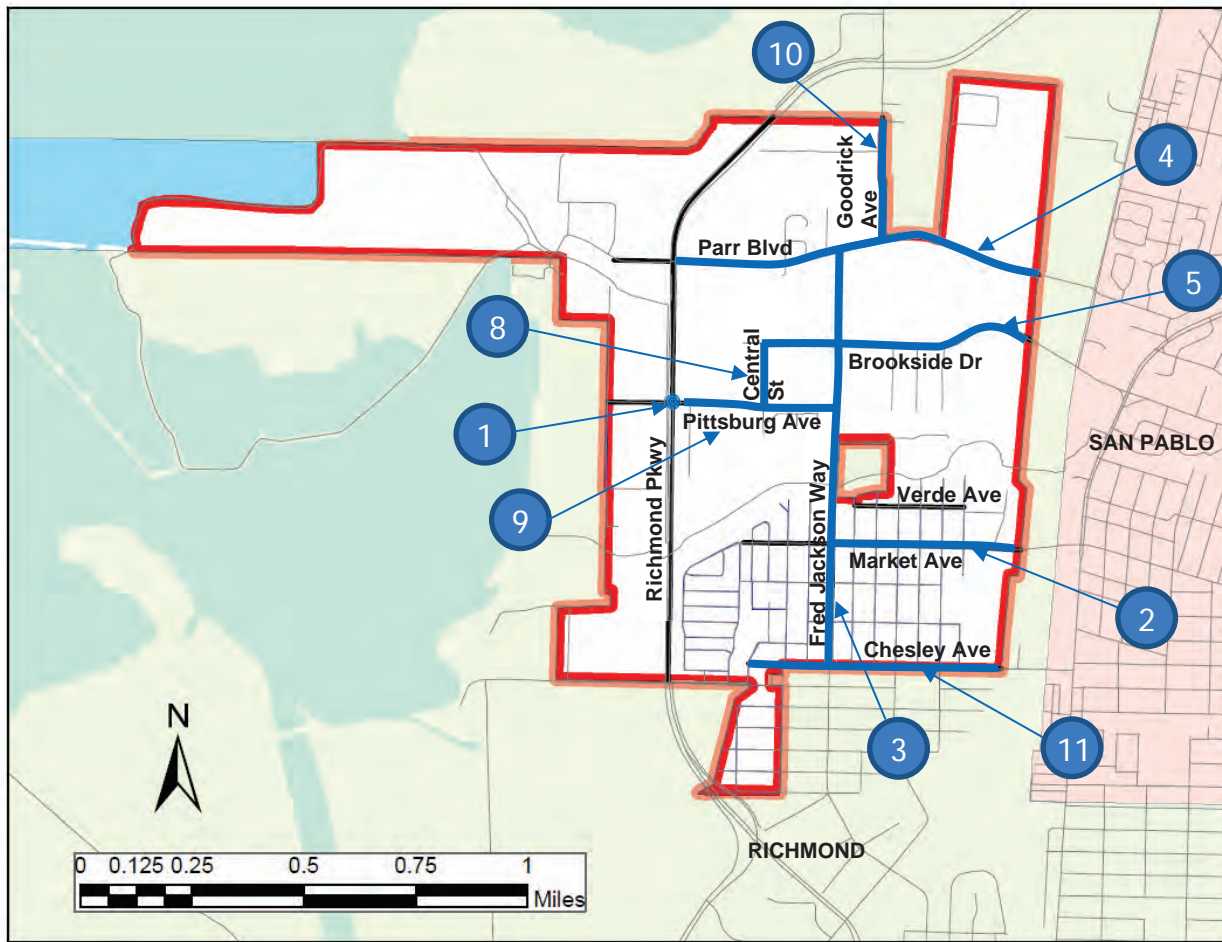
Item	Location	Description	Project Status
1	Alhambra Valley Road	Safety and capacity improvements from Martinez city limit to Ferndale Road	Pending
2	Alhambra Valley Road	Realign curves at Ferndale Road	Complete
3	Pacheco Boulevard	Realign grade crossing with AT&SF	Pending
4	Pacheco Boulevard	Widen to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

Martinez AOB Revenue Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 20/21 Balance	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
End of Year Balance	\$ 2,592	\$ 2,692	\$ 2,792	\$ 2,892	\$ 2,992	\$ 3,092	\$ 3,192	\$ 3,292	\$ 3,392

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Projected Revenue	\$ 800	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100

North Richmond Area of Benefit



Current Ordinance 2017-22 Project List Schedule

Item	Location	Description	Project Status
1	Pittsburg Avenue at Richmond Parkway Intersection	Improve intersection operations which may include modification to traffic signal, additional turn lanes, or other safety improvements	Pending
2	Market Avenue Complete Streets Project	Improvements to include pedestrian infrastructure and traffic/truck calming measures	Pending
3	Fred Jackson Way	Improvements to include pedestrian and bicycle infrastructure and traffic/truck calming measures between Chesley Avenue and Parr Boulevard.	Pending
4	Parr Boulevard	Improvements to include pedestrian and bicycle infrastructure between Richmond Parkway and BNSF railroad tracks.	Pending
5	Brookside Drive	Improvements to include pedestrian and bicycle infrastructure between Central Street and AT&SF railroad tracks.	Pending

6	Truck route between Verde Avenue and Parr Boulevard	Determine a bypass route for trucks to minimize truck traffic through the residential area.	Pending
7	Circulation and safety improvements for Verde Elementary School	Improve circulation and safety to Verde Elementary School including a potential secondary access.	Pending
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.	Pending
9	Pittsburgh Avenue Complete Streets Project	Improvements to include pedestrian and bicycle infrastructure between Richmond Parkway and Fred Jackson Way.	Pending
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.	Pending
11	Chesley Avenue	Install traffic calming measures on Chesley Avenue to create a pedestrian friendly environment.	Pending

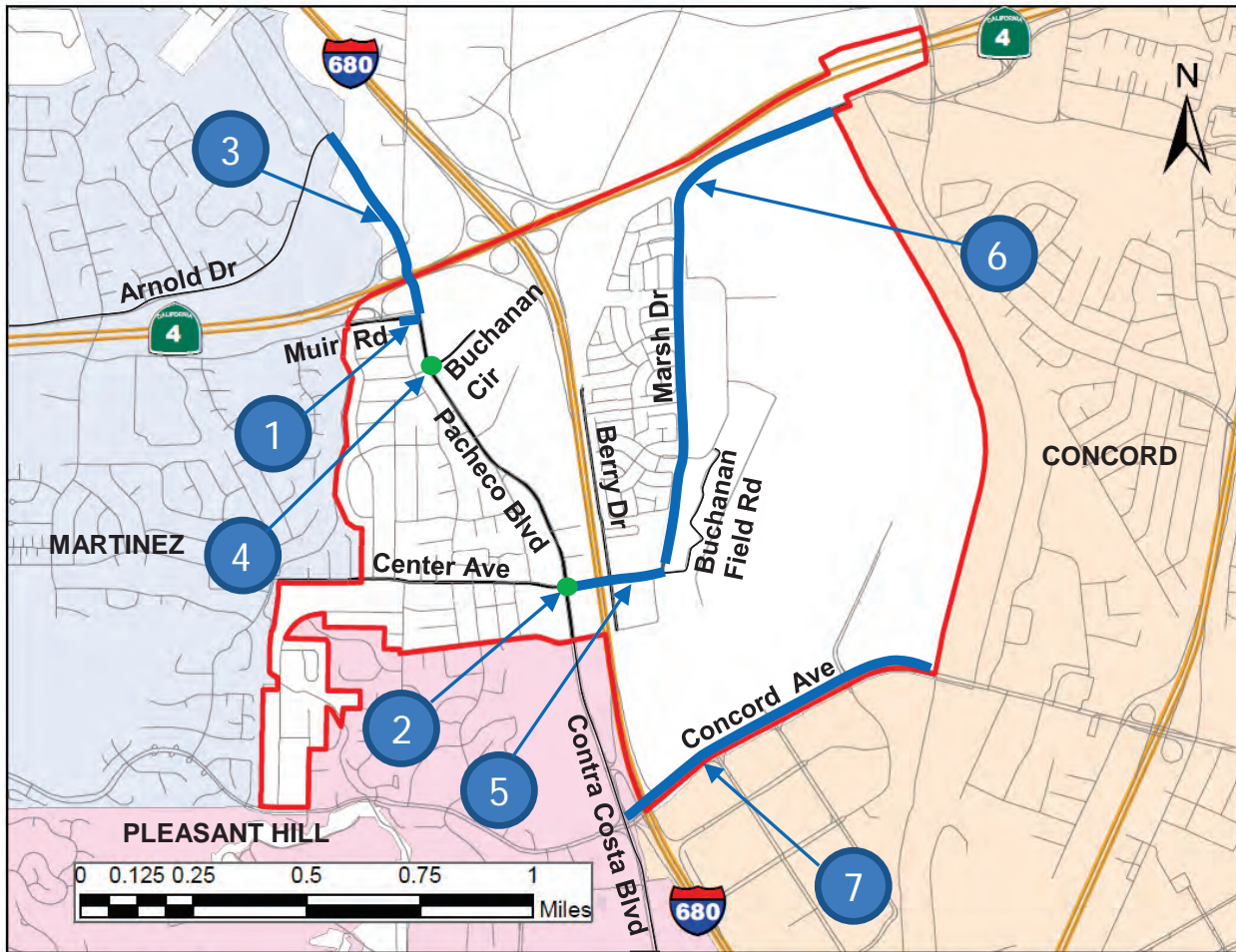
North Richmond AOB Revenue & Expenditure Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 20/21 Balance	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
End of Year Balance	\$ 4,168	\$ 4,360	\$ 4,560	\$ 4,760	\$ 4,960	\$ 5,160	\$ 5,360	\$ 5,560	\$ 5,760

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Projected Revenue	\$ 1,600	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Total of All Projects	\$ 8	\$ 8	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Fred Jackson Way, First Mile/Last Mile Connection	\$ 8	\$ 8	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Pacheco Area of Benefit



Current Ordinance 2021-12 Project List Schedule

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	Pending
2	Pacheco Boulevard and Center Avenue	Improve traffic circulation improvements at the intersection of Pacheco Boulevard and Center Avenue	Pending
3	Pacheco Boulevard from Arnold Drive to Muir Road	Construct bike lanes from Arnold Drive to Muir Road	Pending
4	Pacheco Boulevard and Carolos Drive/N. Buchanan Circle	Construct traffic signal at intersection of Pacheco Boulevard and Carolos Drive/N. Buchanan Circle	Pending
5	Center Avenue from Pacheco Boulevard to Marsh Drive	Construct continuous multi-modal infrastructure improvements on Center Avenue from Pacheco Boulevard to Marsh Drive	Pending

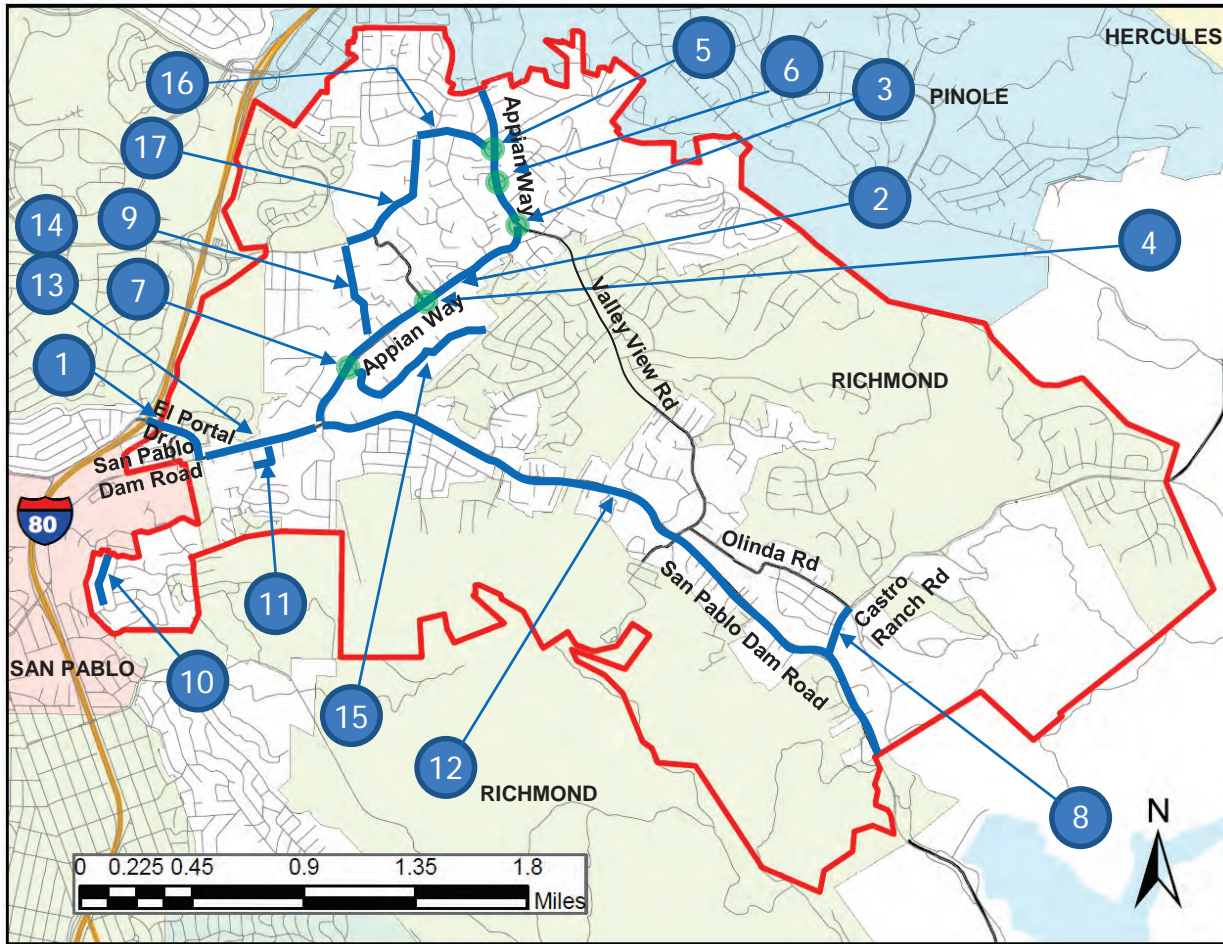
6	Marsh Drive from Center Avenue to the bridge near the Iron Horse Regional Trail	Construct shoulders and bike lanes along Marsh Drive from Center Avenue to Iron Horse Trail	Pending
7	Concord Avenue from Contra Costa Boulevard to the Iron Horse Regional Trail	Construct a shared-use path along Concord Avenue starting near Contra Costa Boulevard to the Iron Horse Regional Trail	Pending

Pacheco AOB Revenue Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 20/21 Balance	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
End of Year Balance	\$ 416	\$ 421	\$ 426	\$ 431	\$ 436	\$ 441	\$ 446	\$ 451	\$ 456

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Projected Revenue	\$ 40	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5

Richmond / El Sobrante Area of Benefit



DRAFT

DRAFT

(Current Ordinance 91-27 – not shown)
DRAFT Project List Schedule dated 2021 below

Item	Location	Description	Project Status
1	El Portal Drive (RES2)	Provide Uniform Roadway Adjoining City of Richmond between I-80 and San Pablo Dam Road	Pending
2	Appian Way (RES3)	Complete Streets Improvements from Allview Ave to San Pablo Dam Road	Pending
3	Appian Way (RES3.1)	Intersection Improvements at the intersection with Valley View Road	Pending
4	Appian Way (RES1)	Intersection Improvements at the intersection with Pebble Drive	Pending
5	Appian Way (RES5)	Intersection Improvements at the intersection with Manor Road	Pending
6	Appian Way (RES6)	Intersection Improvements at the intersection with Argyle Road	Pending
7	Appian Way (RES7)	Intersection Improvements at the intersection with Santa Rita Road	Pending

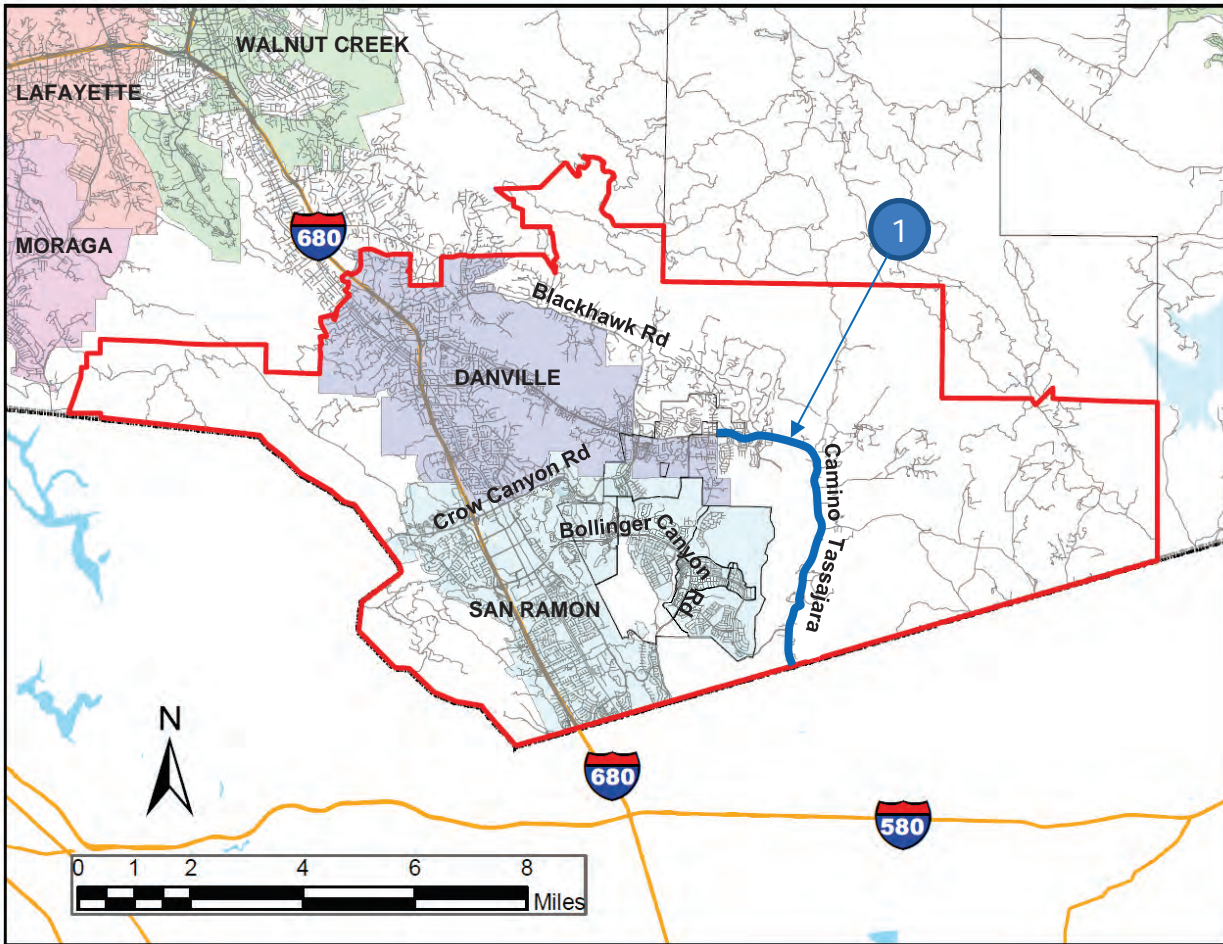
8	Castro Ranch Road (RES8)	Complete Streets and Safety Improvements between San Pablo Dam Road and Hillside Drive	Pending
9	La Paloma Road (RES9)	Complete Streets Improvements from Hilltop Drive to Appian Way	Pending
10	Hillcrest Road (RES11)	Complete Streets Improvements between Morrow Drive to Alpine Road	Pending
11	Hillcrest Road (RES12)	Build New Connecting Roadway between Hillcrest Road and Pitt Way	Pending
12	San Pablo Dam Road (RES10)	Complete Streets and Safety Improvements from east of Appian Way to AOB limits	Pending
13	San Pablo Dam Road (RES13)	Complete Street Improvements between El Portal Drive, Hill Crest Road and Appian Way	Pending
14	San Pablo Dam Rd (RES14)	Shared Use Path across San Pablo Creek From the Richmond city limits (east of El Portal Drive) to Appian Way	Pending
15	Santa Rita Road (RES15)	Complete Streets and Safety Improvements between Appian Way and Richmond city limits	Pending
16	Manor Road (RES 16)	Complete Streets and Safety Improvements between Hilltop Drive and Appian Way	Pending
17	Hilltop Drive (RES17)	Complete Streets and Safety Improvements between La Paloma Road and Manor Road	Pending

Richmond/El Sorbrante AOB Revenue Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 20/21 Balance	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
End of Year Balance	\$ 373	\$ 398	\$ 423	\$ 448	\$ 473	\$ 498	\$ 523	\$ 548	\$ 573

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Projected Revenue	\$ 200	\$ 25	\$ 25	\$ 25	\$ 25	\$ 25	\$ 25	\$ 25	\$ 25

South County Area of Benefit



Current Ordinance 96-27 Project List Schedule

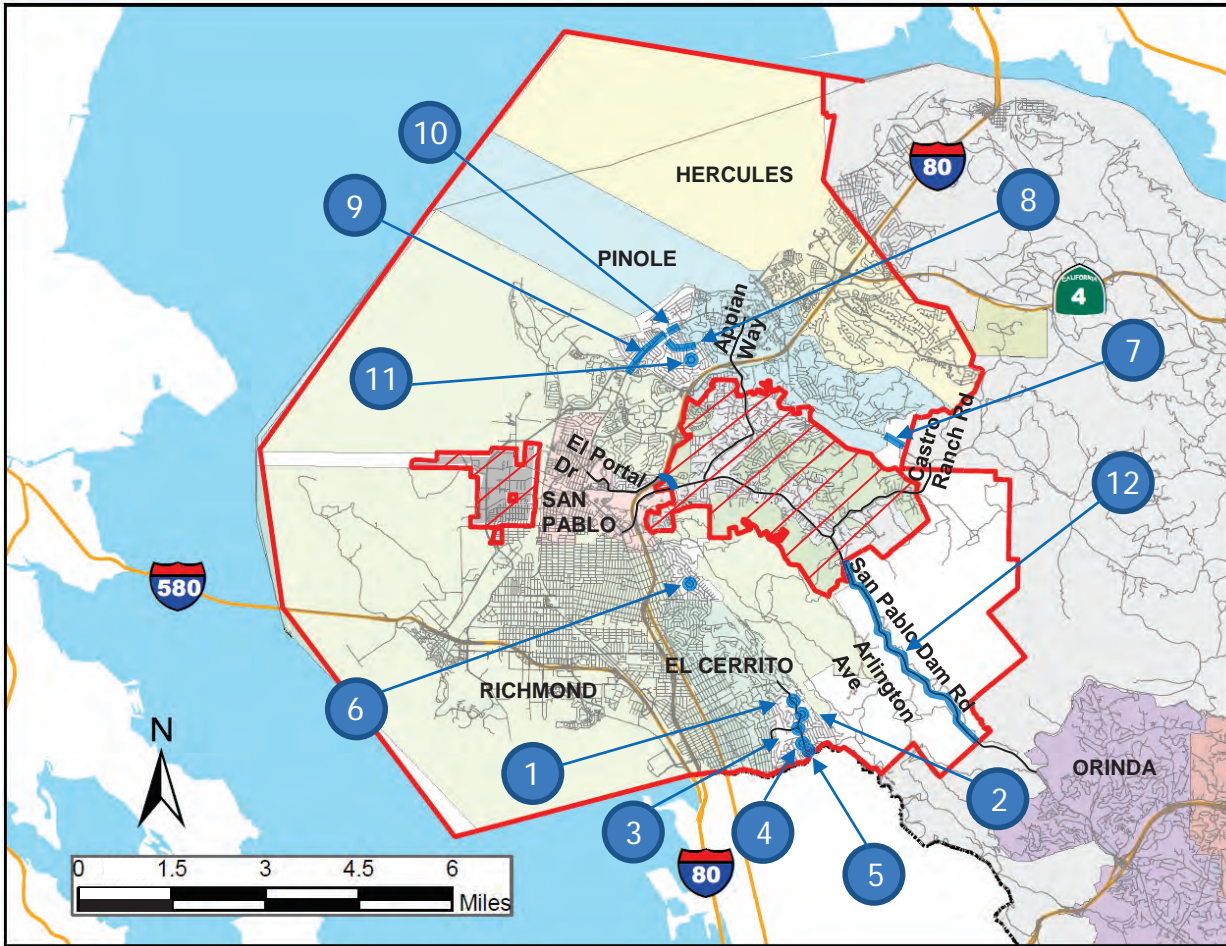
Item	Location	Description	Project Status
1	Camino Tassajara	Improve County portion to two lane rural highway standard	Pending
2	Crow Canyon Road	Various safety and capacity improvements, including a truck climbing lane (* Crow Canyon Road Incorporated into the City of San Ramon)	N/A*

South County AOB Revenue Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 20/21 Balance	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
End of Year Balance	\$ 2,681	\$ 2,831	\$ 2,981	\$ 3,131	\$ 3,281	\$ 3,431	\$ 3,581	\$ 3,731	\$ 3,881

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Projected Revenue	\$ 1,200	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150

West County Area of Benefit



Pending West County AOB update expected in 2023
Proposed Project List Schedule

Item	Location	Description	Project Status
1	Arlington Avenue, Intersection with Rincon Road and Kensington Road	Intersection Safety Improvements	Pending
2	Arlington Avenue, Intersection with Westminster Avenue	Intersection Safety Improvements	Pending
3	Arlington Avenue, Intersection with Sunset Drive	Intersection Safety Improvements	Pending
4	Arlington Avenue, Intersection with Coventry Road	Intersection Safety Improvements	Pending
5	Arlington Avenue, Intersection with Amherst Avenue	Intersection Safety Improvements	Pending
6	Arlington Boulevard, Intersection with Vine Avenue and Highland Avenue	Intersection Safety Improvements	Pending

7	Pinole Valley Road, Between Pinole City Limits and AOB boundary	Safety Improvements	Pending
8	Tara Hills Drive, Between San Pablo Avenue and Pinole City Limits	Pedestrian Safety Improvements and Traffic Calming	Pending
9	San Pablo Avenue, Between Kay Road and Pinole City Limits	Bicycle Improvements	Pending
10	San Pablo Avenue, Between Eire Drive and the Pinole City Limits	Striped Pedestrian Crossing with Beacons	Pending
11	Tara Hills Elementary School, Shannon Elementary School, Pinole Middle School	Striped Pedestrian Crossing with Beacons	Pending
12	San Pablo Dam Road, Between the top of the San Pablo Dam Reservoir and the AOB Boundary	Safety Improvements	Pending

West County AOB Revenue Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 20/21 Balance	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
End of Year Balance	\$ 128	\$ 138	\$ 148	\$ 158	\$ 168	\$ 178	\$ 188	\$ 198	\$ 208

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Projected Revenue	\$ 70	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10

Appendix J: Unfunded Project List

UNFUNDED PROJECT LIST

The following is a list of projects that have varying levels of project scoping and either have an incomplete funding plan or do not have funding identified. Many projects have not been evaluated for consistency with County Planning documents, policies, or goals. The unfunded project list varies widely in the range of scoping. For example, some preliminary engineering has been performed on projects that are in the County Area of Benefit program, which include Nexus Studies. Other projects are more of a "wish list" where little to no scoping has occurred. In all of the cases, funding sources have not been identified, with the exception of Area of Benefit funding that only partially funds the given projects. However, the list remains a ready source for potential projects when grant opportunities come up from time to time. In total, the unfunded project list is a list of project "ideas" from various sources, presented "for informational purposes only."

The unfunded project list has been compiled from many sources, including the County Area of Benefit Program, Transportation Studies, and internal County sources (County Board of Supervisors, Department of Conservation and Development, and the various divisions and work groups within the Public Works Department). These unfunded projects are within the purview of the Transportation Engineering Division to support improving and preserving the County's network of roadways, sidewalks, bicycle lanes, and other modes of travel. There are 242 unfunded projects listed.

This list will act as a reminder of project concepts to be further evaluated when funding opportunities become available and the project becomes a Public Works Department priority.

List of Unfunded Projects (in alphabetical order):

1. 6th Street Rodeo Sidewalk Project - Parker Avenue to Garretson (Traffic Section) - This project proposes to provide sidewalk along one side of 6th Street between Parker Avenue and Garretson Avenue. Supervisor District: 5
2. 7th Street Sidewalk Project - Parker Avenue to Garretson (Traffic Section) - This project proposes to provide sidewalk along one side of 7th Street between Parker Avenue and Garretson Avenue. Supervisor District: 5
3. Alamo Area Pedestrian and Bicycle Improvements (PWD) - This project proposes to construct pedestrian and bicycle improvements in the Alamo area. Supervisor District: 2
4. Alhambra Valley Road Realignment near Wanda Way and Millthwait Drive (Martinez/Briones AOB Update) - This project proposes to realign the reversing curves of Alhambra Valley Road to improve drivers' safety and sight distance. Supervisor District: 5
5. Alhambra Valley Road Safety Improvements (Various Locations) (PWD) - This project proposes to construct safety improvements along Alhambra Valley Road. Supervisor District: 1, 5
6. Alves Lane Extension - Willow Pass Road to Pacifica Avenue (Bay Point AOB) - This project is to construct a new roadway extension and modify the existing traffic signal at Alves Lane and Willow Pass Road. Supervisor District: 5
7. Appian Way & Argyle Drive Intersection Improvements (Richmond/EI Sobrante AOB) - This project proposes to construct signal improvements to improve the safety at the intersection of Appian Way and Argyle Drive. Supervisor District: 1
8. Appian Way & Manor Road Intersection Improvements (Richmond/EI Sobrante AOB) - This project proposes to construct intersection improvements at the intersection of Appian Way and Manor Road. Supervisor District: 1
9. Appian Way and Pebble Drive Intersection Improvements (Richmond/EI Sobrante AOB) - This project proposes to construct signal improvements to improve safety at the intersection of Appian Way and Pebble Drive. Supervisor District: 1
10. Appian Way and Santa Rita Road Intersection Improvements (Richmond/EI Sobrante AOB) - This project proposes to construct signal improvements to improve the safety at the intersection of Appian Way and Santa Rita Road. Supervisor District: 1
11. Appian Way at Valley View Intersection Project (Appian Way Corridor Study) - This project proposes to construct complete street safety improvements at the intersection. Supervisor District: 1
12. Appian Way Complete Streets Project - San Pablo Dam Road to Valley View Road (Richmond/EI Sobrante AOB) - This 'Complete Streets Project' proposes to improve pedestrian and bicycle safety along Appian Way from San Pablo Dam Road to Valley View Road. Supervisor District: 1

13. Appian Way Complete Streets Project - Valley View Road to Pinole City Limits (Richmond/El Sobrante AOB) - This 'Complete Streets Project' proposes to improve pedestrian and bicycle safety along Appian Way from Valley View Road to the Pinole city limit. Supervisor District: 1
14. Arlington Avenue & Amherst Avenue Intersection Safety Improvements (West County AOB) - This project proposes to construct safety improvements at the intersection. Supervisor District: 1
15. Arlington Avenue & Coventry Road Intersection Safety Improvements (West County AOB) - This project proposes to construct safety improvements at the intersection. Supervisor District: 1
16. Arlington Avenue & Rincon Road/Kensington Park Road Intersection Safety Improvements (Proposed West County AOB) - This project proposes to construct safety improvements at the intersection. Supervisor District: 1
17. Arlington Avenue & Sunset Drive Intersection Safety Improvements (West County AOB) - This project proposes to construct safety improvements at the intersection. Supervisor District: 1
18. Arlington Boulevard & Vine Avenue/Highland Avenue Intersection Safety Improvements (Proposed West County AOB) - This project proposes to construct safety improvements at the intersection. Supervisor District: 1
19. 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. Supervisor District: 4
20. 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. Supervisor District: 4
21. Bailey Road & Myrtle Drive Intersection Improvements (Central County AOB) - This project is to improve safety at the intersection at Bailey Road and Myrtle Drive by widening Bailey Road for a new through-lane and westbound left turn pocket. Supervisor District: 4
22. Bailey Road Bicycle and Pedestrian Improvements - Canal Road to BART (PWD) - This project is to construct bicycle and pedestrian improvements along the Bailey corridor to service the Bay Point BART station. Supervisor District: 5
23. Bailey Road Overlay Project - SR4 to Keller Canyon Landfill Entrance (Developer Fee) - This project is to overlay Bailey Road. Supervisor District: 5
24. Bailey Road Shoulder Improvements (Central County AOB) - This project is to provide bicycle improvements. Supervisor District: 4, 5
25. 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). Supervisor District: 3
26. Balfour Road Shoulder Widening - Deer Valley Road to Brentwood City Limits (ECCRFFA) - This project proposes to widen about 1.2 miles of Balfour Road between Deer Valley Road and Brentwood City Limits. Supervisor District: 3

27. Bay Point Bicycle and Pedestrian Improvements (CTPL) - This project proposes to improve bicycle and pedestrian safety in Bay Point area. Supervisor District: 5
28. Bay Trail Gap Closure (Various Locations) (Study) - This project proposes to assist and close gaps in the Bay Trail. Supervisor District: 5
29. Bear Creek Road & Happy Valley Road Intersection Improvements (Central County AOB) - This project proposes to install an all-way stop at the T-intersection of Happy Valley Road and Bear Creek Road. Supervisor District: 1, 2
30. Bear Creek Road Safety Improvements (CTPL) - This project proposes to construct safety improvements along Bear Creek Road between Alhambra Valley Road and the City of Orinda. Supervisor District: 1, 5
31. Bella Vista Infrastructure Improvements (Study) - This project is to construct capital improvements in accordance with the Bella Vista Infrastructure Study. Supervisor District: 5
32. Bethel Island Road Bicycle and Pedestrian 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. Supervisor District: 3
33. Bixler Road Widening and Bicycle Improvements, between SR4 and Byer Road (Discovery Bay AOB) - This project proposes to widen Bixler Road to include shoulders and bike lane from SR4 south to Byer Road. Supervisor District: 3
34. Boulevard Way Bicycle and Pedestrian Project (PWD) - This project is to construct bicycle and pedestrian improvements along Boulevard Way. Supervisor District: 2
35. Boulevard Way Bridge Repair at Las Trampas Creek (CTPL) – This project is to repair degraded creek invert and armor the banks. Supervisor District: 2
36. Boulevard Way Sidewalk Project (Central County AOB) - This project is to construct pedestrian improvements along Boulevard Way. Supervisor District: 2
37. Brookside Drive Complete Streets Project - Central Street to BNSF Railroad (North Richmond AOB) - This project proposes to widen Brookside Drive from Central Street to the Union Pacific Railroad and provide complete street improvements. Supervisor District: 1
38. Bryon Highway Extension: Delta Road to north of Rock Slough (CTPL) - Extend Byron Highway northward, from its current northern terminus at Delta Road, to the City of Oakley boundary at the north end of Rock Slough. Project requires construction of a bridge over Rock Slough. Supervisor District: 3
39. Bryon Highway Safety Improvements (ECCRFFA) - This project proposes to improve safety to Byron Highway by improving intersections and by adding shoulder to the road. Supervisor District: 3
40. 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. Supervisor District: 4

41. Byer Road Widening and Bicycle Improvements (Discovery Bay AOB) - This project proposes to widen Byer Road to include shoulder and bike lane from Byron Highway east to Bixler Road. Supervisor District: 3
42. Byron Highway & Point of Timber Intersection Improvements (East County Regional AOB) - This project is to improve the intersection. Supervisor District: 3
43. Byron Highway Safety Improvements (Various Locations) (CTPL) - This project proposes to construct safety improvements at various locations along Byron Highway to include shoulder widening, drainage improvements, and intersection improvements. Supervisor District: 3
44. 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. Supervisor District: 3
45. Byron Highway Widening - Chestnut Street to SR4 (East County Regional AOB) - This project proposes to widen shoulders for 1.6 miles of Byron Highway from Chestnut Street to SR4. Supervisor District: 3
46. 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. Supervisor District: 3
47. Byron Highway Widening - SR4 to Camino Diablo (East County Regional AOB) - This project proposes to widen shoulders along Byron Highway from SR4 south to Camino Diablo. Supervisor District: 3
48. 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. Supervisor District: 3
49. Camino Tassajara Safety Improvements (Various Locations) (CTPL) - This project proposes to construct various roadway and intersection improvements along Camino Tassajara to include shoulder widening and drainage improvements. Supervisor District: 2
50. Canal Road Sidewalk Project (CTPL) - This project proposes to construct sidewalk along a segment of Canal Road between Chadwick Lane and 420 feet south of Winterbrook drive. Supervisor District: 5
51. Castro Ranch Road Pedestrian Safety Improvements - San Pablo Dam Road to Hillside Drive (Richmond - El Sobrante AOB) - This project proposes to install complete streets improvements and safety improvements. Supervisor District: 1
52. Center Avenue Complete Streets Improvements (Pacheco AOB) - This project is to construct bike lanes, widen the roadway by reducing the existing sidewalk, and construct new sidewalk to provide a continuous path of travel along Center Avenue. Supervisor District: 5
53. Center Avenue Widening (Pacheco AOB) - This project is to construction intersection modifications at Pacheco Boulevard and Center Avenue and westerly along Center Avenue. Supervisor District: 5

54. Central Street Complete Street - Brookside Drive and Pittsburg Avenue (North Richmond AOB) - This project is to construct complete streets improvements along Central Avenue between Brookside Drive and Pittsburg Avenue. Supervisor District: 1
55. Chestnut Street Widening - Sellers Avenue to Byron Highway (East County AOB) - This project proposes to widen shoulders along Chestnut Street from Sellers Avenue east to Byron Highway. Supervisor District: 3
56. Clifton Court Road Bridge Repair (Bridge No. 28C0403) (Bridge Inspection) - This project proposes to repair and maintain the bridge on Clifton Court Road. Supervisor District: 3
57. Clipper Drive Traffic Calming Measures (Discovery Bay AOB) - This project proposes to construct traffic-calming measures along Clipper Drive from Newport Drive east to Discovery Bay Boulevard. Supervisor District: 3
58. Clyde Extensions - Essex Street and Middlesex Street to Port Chicago Highway (CTPL) - This project proposes to extend both Essex Street and Middlesex Street one block westward to Port Chicago Highway. Supervisor District: 5
59. 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. Supervisor District: 1
60. Concord Avenue Bicycle Improvements - I-680 off-ramp to Iron Horse Trail (Pacheco AOB) - This project is to construct a 10' wide Class 1 shared use path on the south side of Concord Avenue from Contra Costa Boulevard to the Iron Horse Trail. Supervisor District: 4
61. Concord Avenue Improvements Project (Pacheco AOB) - This project is to construct safety roadway improvement to support Complete Streets along Concord Avenue. Supervisor District: 4
62. Countywide Safe Routes to Schools Program (County) (CTPL) - This is a program to study Safe Routes to Schools in the County. Supervisor District: Countywide
63. Countywide Surface Treatments (PWD) - This is a program to maintain streets with a surface treatment throughout the County. Supervisor District: Countywide
64. Countywide Traffic Betterment - New Sign and Striping Program (CTPL) - This is a program to maintain signing and striping. Supervisor District: Countywide
65. Countywide Traffic Calming (PWD) - This program is to install traffic-calming elements. Supervisor District: Countywide
66. Countywide Traffic Program (CTPL) - This program provides for safety and efficient movement of vehicular and pedestrian traffic while preserving neighborhood character and minimizing disruption to the residents. This includes Safety Investigation, Traffic Operation, Traffic Data & Records, and Traffic Signal & Traffic Management. Supervisor District: Countywide
67. Crockett Downtown Upgrade Project (PWD) - This project will upgrade the pedestrian facilities in the Downtown Crockett Area. Supervisor District: 5

68. Cummings Skyway - Widen Interchange at I-80 (CTPL) - This project is to improve the Cummings Skyway interchange at I-80 to provide bicycle lanes and turn pockets. Supervisor District: Countywide
69. Cummings Skyway Truck Lane Extension (CTPL) - This project is to extend the existing eastbound truck-climbing lane on Cummings Skyway. Supervisor District: 5
70. Danville Boulevard & Hemme Avenue Intersection Improvements (Alamo AOB) - This project is to extend the existing northbound left turn lane on Danville Boulevard at the intersection of Danville Boulevard and Hemme Avenue. This is also located near Rancho Romero Elementary School. Supervisor District: 2
71. Danville Boulevard at Hemme Avenue Intersection Safety Improvements (Alamo AOB) - This project is to construct safety improvements at the intersection. Supervisor District: 2
72. Danville Boulevard Improvements (Alamo AOB) - Construct bicycle and pedestrian improvements along Danville Boulevard. Supervisor District: 2
73. Deer Valley Road Safety Improvements (Various Locations) (ECCRFFA) - This project proposes to construct safety improvements along Deer Valley Road at various locations. Supervisor District: 3
74. Deer Valley Road Widening Project (ECCRFFA) - This project proposes to widen the road from northern Antioch City limit to Empire Mine Road. Supervisor District: 3
75. Del Monte Drive Bridge Replacement (Bridge No. 28C0207) (PWD) - This project is to replace the bridge. Supervisor District: 1
76. Delta De Anza Trail Crossing Project (PWD) - This project improves the remaining intersection crossings of the Delta De Anza Trail between Port Chicago Highway and Bailey Road. Supervisor District: 5
77. Delta De Anza Trail Gap Closure (Various Locations) (PWD) - This project is to provide gap closures to the Delta De Anza Trail. Supervisor District: 5
78. 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. Supervisor District: 3
79. 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. Supervisor District: 3
80. Dewing Lane Pedestrian Bridge over Las Trampas Creek (Central County AOB) - This project is to construct a pedestrian bridge over Las Trampas Creek in the vicinity of Dewing Lane (unincorporated Walnut Creek). Supervisor District: 2
81. Diablo Road Widening - Avenida Nueva to Blackhawk Road (Proposed South County AOB) - Widen approximately 925 feet of Diablo Road to two-lane rural road standard. Supervisor District: 2
82. 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. Supervisor District: 3

83. Driftwood Drive Pedestrian and Bicycle Safety Improvements - Port Chicago Highway to Pacifica Avenue (Bay Point AOB) - This project proposes to construct six-foot shoulders and six-and-a-half-foot wide sidewalks on both sides of Driftwood Drive. Supervisor District: 5
84. 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. Supervisor District: 3
85. El Portal Drive Improvements - I-80 to San Pablo Dam Road (Richmond-El Sobrante AOB) - This project proposes to provide uniformity between the existing roadway and the segment of City of Richmond. Supervisor District: 1
86. Evora Road Extension - Current western terminus of Evora Road to Port Chicago Highway (Evora Road Extension Traffic Study) - This project proposes to extend Evora Road westward to Port Chicago Highway in Concord. Supervisor District: 5
87. Evora Road Widening - Willow Pass Road (Bay Point) to Willow Pass Road (Concord) (ECCRFFA) - This project proposes widening of Evora Road to four lanes. Supervisor District: 5
88. Fish Ranch Road Safety Improvements - SR 24 to Grizzly Peak Road (Central County AOB) - This project is to enhance vehicle and bicycle safety by widening Fish Ranch Road to provide roadway shoulders between Grizzly Peak Road to SR24. Supervisor District: 2
89. Franklin Canyon Undercrossing -- Sobrante Ridge to Carquinez Strait Trail (CTPL) - This project proposes to construct a Franklin Canyon undercrossing to facilitate regional trail access. Supervisor District: 5
90. Fred Jackson Way/Goodrick Avenue Realignment (CTPL) - This project proposes to realign these streets to form one intersection instead of two offset intersections. Supervisor District: 1
91. 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. Supervisor District: 1
92. Fred Jackson Way Complete Streets Project - Between Chesley Avenue and Parr Boulevard (North Richmond AOB) - This project is to install pedestrian and bicycle improvements along Fred Jackson Way between Chesley Avenue and Parr Boulevard. This project is to meet the County's Complete Street Policy. Supervisor District: 1
93. Fred Jackson Way Improvements (North Richmond AOB) - This project is to install pedestrian and bicycle improvements along Fred Jackson Way between Chesley Avenue and Parr Boulevard. This project is to meet the County's Complete Street Policy. Supervisor District: 1
94. Gateway Road Bicycle and Pedestrian Improvements - Bethel Island Road to Piper Road (Bethel Island AOB) - Project work includes widening Gateway Road to County standards and provide bicycle and pedestrian improvements. Travel lanes will be widened from 10 feet to 12 feet, and 8-foot shoulders will be constructed along both sides of the roadway. Supervisor District: 3
95. Gateway Road Widening - Piper Road to Stone Road (CTPL) - This project proposes to widen travel lanes and provide walkable shoulders along Gateway Road. Supervisor District: 3

96. Gloria Terrace Sidewalk Project -- Taylor Boulevard to Reliez Valley Road (CTPL) - This project proposes to provide a sidewalk or walkable shoulders on Gloria Terrace. Supervisor District: 2
97. Goodrick Avenue Safety Improvements - Parr Boulevard to AOB Boundary (550' South of Richmond Parkway) (North Richmond AOB) - This project would enhance vehicle, bicycle, and pedestrian safety by providing bike lanes and sidewalks along Goodrick Avenue. Supervisor District: 1
98. Hemme Avenue Sidewalk Improvements (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. Supervisor District: 2
99. Highland Road Improvements - Camino Tassajara to Alameda County Line (CTPL) - This project proposes to construct safety improvements along Highland Road from Camino Tassajara to the Alameda County Line. Supervisor District: 2
100. Hillcrest Road Safety Improvements - Morrow Drive to Alpine Road (Richmond-El Sobrante AOB) - This complete street projects proposes to improve safety. Supervisor District: 1
101. Hilltop Drive Complete Streets Intersection Improvements - La Paloma Road to Manor Road (Richmond-El Sobrante AOB) - This project proposes to implement complete street and intersection improvements. Supervisor District: 1
102. Holway Drive Safety Improvements - Main Street to Camino Diablo Road (CPTL) - This project proposes to connect sidewalks, curb ramps, and crosswalks along Holway Drive. Supervisor District: 3
103. Iron Horse Trail Flashers and Signage (CTPL) - This project proposes to install flashers and signage at select locations along the full length of the Iron Horse Trail. Supervisor District: 2
104. Jones Road Bikeway (CTPL) - This project proposes to provide a Class III bike route along Jones Road. Supervisor District: 4
105. Kirker Pass Road Bikeway (CTPL) - This project is to construct a bikeway between the City of Concord and the City of Pittsburg. Supervisor District: 5
106. Kirker Pass Road Northbound Runaway Truck Ramp (BOS) - This project is to construct a northbound trunk runaway truck ramp along Kirker Pass Road prior to the City of Pittsburg. Supervisor District: 5
107. Kirker Pass Road Safety Improvements (PWD) - This project is to construct safety improvements at various locations. Supervisor District: 5
108. Kirker Pass Road Southbound Truck Lanes (ECCRFFA) - This project is to construct a southbound truck-climbing lane along Kirker Pass Road. Supervisor District: 5
109. 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. Supervisor District: 3
110. Knightsen Avenue and Eden Plains Road Widening - Delta Road to Chestnut Street (East County Regional AOB) - This project is to widen Knightsen Avenue and Eden Plains Road. Supervisor District: 3

111. Knightsen Avenue Widening - East Cypress Road to Delta Road (East County Regional AOB) - This project proposes to widen shoulders on Knightsen Avenue for about 1.6 miles from East Cypress Road to Delta Road. Supervisor District: 3
112. La Paloma Road Pedestrian and Roadway Improvements (Richmond/EI Sobrante AOB) - This project proposes to install traffic safety and pedestrian improvements along La Paloma Road. Supervisor District: 1
113. Las Juntas Way & Coggins Drive Intersection Improvements (Central County AOB) - This project is to improve the intersection level of service through intersection modifications at Las Juntas Way and Coggins Drive near the Pleasant Hill Bart Station. Supervisor District: 4
114. Livorna Road Bikeway (PWD) - Widen Road to create space for Bike Lanes on Livorna Road from Douglas Court to Acacia Lane. Supervisor District: 2
115. Loftus Road Bicycle and Pedestrian Improvements - Willow Pass Road to Canal Road (Bay Point AOB) - This project is to provide pedestrian and bicycle facilities close to the Willow Cove Elementary School. Supervisor District: 5
116. Lone Tree Way (Anderson Lane) Bike Lane Gap Closure - Anderson Lane to Virginia Drive (CTPL) - This project is to provide bike lanes for the last County-maintained portion of Lone Tree Way for a quarter-of-a-mile stretch of roadway. Coordination with the City of Brentwood may be required. Supervisor District: 3
117. Manor Road Pedestrian Safety Improvements - Hilltop Drive to Appian Way (Richmond/EI Sobrante AOB) - This project will construct pedestrian safety improvements on Manor Road from Hilltop Drive to Appian Way. Supervisor District: 1
118. Market Avenue Complete Streets - Fred Jackson Way to AOB Boundary (North Richmond AOB) - This project proposes to install pedestrian improvements and traffic calming improvements along Market Avenue between Fred Jackson and 7th Street. Supervisor District: 1
119. Marshall Drive Sidewalk -- Indian Valley Elementary School/City of Walnut Creek line 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. Supervisor District: 4
120. Marsh Creek Road & Camino Diablo Intersection Improvements (CTPL) - This project proposes to construct safety improvements at the intersection of Marsh Creek Road and Camino Diablo. Supervisor District: 3
121. Marsh Creek Road & Deer Valley Road Intersection Improvements (PWD) - This project proposes to widen the roadway and construct turn pockets at the intersection of Marsh Creek Road and Deer Valley Road. Supervisor District: 3
122. Marsh Creek Road and Morgan Territory Road Intersection Improvements (CTPL) - This project is to improve the intersection. Supervisor District: 3
123. Marsh Creek Road Improvements - Clayton City Limits to Brentwood City Limits (East County Regional AOB) - This project is to construct various roadway and intersection improvements along Marsh Creek Road that includes shoulder widening to enhance bicycle use and drainage improvements. Supervisor District: 3, 4

124. Marsh Creek Road Safety Enhancements (ECCRFFA) - This project proposes to construct safety improvements along Marsh Creek Road. Supervisor District: 3, 4
125. Marsh Creek Trail (DCD) - 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. Supervisor District: 3, 4
126. Marsh Drive Bicycle and Safety Improvements - Center Avenue to Walnut Creek Channel Bridge (Pacheco AOB) - This project is to provide bicycle and pedestrian improvements. Supervisor District: 4
127. Mayhew Way Pedestrian Improvements - West of Bancroft Road (Central County AOB) - This project will construct pedestrian safety improvements along Mayhew Way. Supervisor District: 4
128. Miranda Avenue Natural Pathway (Alamo AOB) - This project proposes to construct a path along Miranda Avenue from Stone Valley Middle School to Stone Valley Road and install bike lanes. Supervisor District: 2
129. Mitchell Canyon Road Bike Lanes (PWD) - This project is to improve safety along Mitchell Canyon Road near the Mitchell Canyon Visitor Center. Supervisor District: 4
130. 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. Supervisor District: 5
131. Morgan Territory Road Safety Improvements (CTPL) - This project proposes to construct safety improvements at various locations along Morgan Territory Road. Supervisor District: 3
132. Mountain View Boulevard Complete Streets 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. Supervisor District: 4
133. Norris Canyon Road Safety Improvements (PWD) - This project will construct safety improvements along the roadway at various locations. Supervisor District: 2
134. Northern Waterfront Goods Movement Infrastructure (CCTA) – This project is to construct and improve intermodal and arterial connections between economic development centers along the Northern Waterfront area of Contra Costa County. Supervisor District: 4
135. North Richmond Area Infrastructure Improvements (PWD) – This project is to construct various Infrastructure Improvements for motorists and bike/pedestrian throughout North Richmond. Supervisor District: 1
136. North Richmond Circulation and Safety Improvements for Verde Elementary School (North Richmond AOB) - Construct Pedestrian improvements for the Verde Elementary School. Supervisor District: 1

137. North Richmond Improvements - Pittsburg Avenue Extension 3rd Street to the proposed 7th Street extension (CTPL) - This project proposes to extend Pittsburg Avenue from Fred Jackson Way to the projection of 7th Street. Supervisor District: 1
138. North Richmond Sidewalk Replacement (PWD) - This project is to construct sidewalk/curb improvements in North Richmond. Supervisor District: 1
139. North Richmond Truck Route - Parr Boulevard to Market Avenue (North Richmond AOB) - This project proposes to reduce truck traffic in the residential area of North Richmond by upgrading existing roadways or constructing new roads to accommodate truck traffic from Parr Boulevard to Market Avenue. Supervisor District: 1
140. Olinda Road Pedestrian Improvements - Valley View Road to 850 ft. 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. Supervisor District: 1
141. Olympic Boulevard & Boulevard Way/Tice Valley Boulevard Intersection Improvements (Central County AOB) - This project is to improve the intersection. Supervisor District: 2
142. Olympic Boulevard and Boulevard Way/Tice Valley Boulevard Intersection Improvements (Central County AOB) - This project is to provide a traffic signal at the intersection. Supervisor District: 2
143. Olympic Corridor Pedestrian and Bicycle Improvements - Long Term (Central County AOB) - This project is to construct long-term pedestrian and bicycle improvements along the Olympic Boulevard Corridor to connect South Walnut Creek to the Iron Horse Trail. Supervisor District: 2
144. Olympic Corridor Pedestrian and Bicycle Improvements - Short Term (Central County AOB) - This project is to construct pedestrian and bicycle improvements along the Olympic Boulevard Corridor to connect South Walnut Creek to the Iron Horse Trail. Supervisor District: 2
145. Pacheco Boulevard & Center Avenue Intersection Improvements (Pacheco AOB) - This project is to construct modifications to the intersection of Pacheco Boulevard and Center Avenue. Supervisor District: 5
146. Pacheco Boulevard & Muir Road Intersection Improvements (Pacheco AOB) - This project is to construct an intersection modification at Pacheco Boulevard and Muir Road. Supervisor District: 5
147. Pacheco Boulevard & North Buchanan Circle Intersection Improvements (Pacheco AOB) - This project is to signalize the intersection at Pacheco Boulevard and Carlos Drive/North Buchanan Circle. Supervisor District: 5
148. Pacheco Boulevard Grade Crossing Improvements at BNSF Railroad (CTPL) - This project is to realign Pacheco Boulevard and reconstruct the railroad overcrossing, Supervisor District: 5
149. Pacheco Boulevard Improvements - Arnold Drive to Muir Road (Pacheco AOB) - This project is to construct complete streets improvements in accordance with the Pacheco Planning Study and Pacheco AOB. Supervisor District: 5
150. Pacheco Boulevard Improvements - Arthur Road to BNSF Railroad (Pacheco AOB) - This project is to construct complete streets improvements in accordance with the planning study. Supervisor District: 5

151. Pacheco Boulevard Improvements - BNSF Railroad to Arnold Drive (Pacheco AOB) - This project is to construct complete streets improvements in accordance with the Pacheco Planning Study and in coordination with the City of Martinez. Supervisor District: 5
152. Pacheco Boulevard Improvements - Morello Avenue to Arthur Road (Pacheco AOB) - This project is to construct complete street improvements and roadway widening according to the Pacheco Planning Study. Supervisor District: 5
153. Pacifica Avenue Extension - Port Chicago Highway to Alves Lane (Bay Point AOB) - This project proposes to construct a new roadway and to modify the existing traffic signal at Pacifica Avenue and Port Chicago Highway. Supervisor District: 5
154. Pacific Avenue Bridge Replacement (Bridge No. 28C0379) (PWD) - This project is to replace the Pacific Avenue Bridge over the Union Pacific Railroad (UPRR) right-of-way. Supervisor District: 1
155. Parr Boulevard Complete Streets Project -- Richmond Parkway to BNSF Railroad (North Richmond AOB) - This project proposes to widen Parr Boulevard from Richmond Parkway to the UPRR crossing and to provide complete street improvements. Supervisor District: 1
156. Peach Street Closure Project (CTPL) - This project proposes to barricade Peach Street to prevent traffic from cutting through from Shell Avenue to Pacheco Boulevard. Supervisor District: 5
157. Pedestrian and Bicycle Improvements on Livorna Road, Stone Valley Road, and Danville Boulevard (Alamo AOB) - This project is to construct pedestrian and bicycle improvements along Livorna Road, Stone Valley Road, and Danville Boulevard. Supervisor District: 2
158. Pedestrian Improvements near Rodeo Hills Elementary School (PWD) - This project is to construct pedestrian improvements near the Rodeo Hill Elementary School in Rodeo. Supervisor District: 1
159. Pinehurst Road Bicycle Improvements (Central County AOB) - This project is to construct bicycle turnouts/rest stops every half-mile along Pinehurst Road and Canyon Road. Supervisor District: 2
160. Pinehurst Road Roadway Stabilization Project (BOS) – This project is to rehabilitate Pinehurst Road in Canyon. Supervisor District: 2
161. Pinole Valley Road Safety Improvements - Pinole City Limits to AOB boundary (West County AOB) - This project proposes safety improvements on Pinole Valley Road between the Pinole City Limits and the AOB Boundary. Supervisor District: 1
162. Piper Road Improvements - Gateway Road to Willow Road (Bethel Island AOB) - This project proposes to widen the travel lanes from 10 feet to 12 feet and to construct 5-foot shoulders and 2-foot shoulder backing along Piper Road. Supervisor District: 3
163. Pittsburg Avenue at Richmond Parkway Intersection Improvements (North Richmond AOB) - This project aims to construct intersection improvements at the Pittsburg Avenue and Richmond Parkway intersections. Supervisor District: 1
164. Pittsburg Avenue Complete Streets Project - Richmond Parkway to Fred Jackson Way (North Richmond AOB) - This project proposes to construct complete street improvements on Pittsburg Avenue from Richmond Parkway to Fred Jackson Way. Supervisor District: 1

165. Pitt Way Roadway Improvements (Richmond/El Sobrante AOB) - 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. Supervisor District: 1
166. Pleasant Hill Road Pedestrian and Bicycle Improvements (Central County AOB) - This project proposes to construct curb, gutter and sidewalk and prohibit curbside parking to create bicycle lanes along Pleasant Hill Road. Supervisor District: 4
167. Pleasant Hill Road Sidewalk Project - 1700 Block to Diablo View Road west side (CTPL) - This project proposes to construct a sidewalk on the west side of Pleasant Hill Road. Supervisor District: 4
168. Pomona Street/Winslow Avenue/Carquinez Scenic Drive Safety Alignment Study (Hercules/Rodeo/Crockett AOB) - This project is to conduct a safety alignment study along Pomona Street, Winslow Avenue, and Carquinez Scenic Drive. Supervisor District: 5
169. Pomona Street Sidewalk Project - 3rd Avenue to Rolph Park Drive (south side of road) (CTPL) - This project is to construct sidewalk on the south side of Pomona Street. Supervisor District: 5
170. 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. Supervisor District: 5
171. Port Chicago Highway Improvements (PWD) - This project proposes to construct safety, pedestrian and bicycle improvements along Port Chicago Highway. Supervisor District: 5
172. Port Chicago Highway Realignment Project - McAvoy Road to Pacifica Avenue (Bay Point AOB) - This project will realign the sharp horizontal curve on Port Chicago Highway, add an eastbound left turn pocket at McAvoy Road, and add sidewalks along both sides of Port Chicago Highway. Supervisor District: 5
173. Reliez Valley Road Bicycle Improvements. (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. Supervisor District: 5
174. Reliez Valley Road Complete Streets - Alhambra Valley Road to Grayson Road (Martinez AOB) - This project will widen the roadway to two lanes and add left turn pockets/lanes to Reliez Valley Road from Alhambra Valley Road to Grayson Road. Supervisor District: 5
175. Reliez Valley Road Improvements and Multi-Use Path - Alhambra Valley Road to 0.25 Miles North of Carter Acres Lane (Martinez/Briones AOB Update) - This project is to widen Reliez Valley Road to construct a pedestrian/bicycle path and a left turn pocket/lane to match the County's precise alignment plan. Supervisor District: 5
176. Rincon Road Widening and Pedestrian Improvements Project - Arlington Avenue to Arlington Avenue (CTPL) - This project proposes to widen Rincon Road and construct pedestrian improvements between the two Arlington Avenue intersections. Supervisor District: 1
177. Rudgear Road & San Miguel Drive Intersection Improvements (Central County AOB) - This project would install a mini-roundabout at the intersection of Rudgear Road and San Miguel Drive. Supervisor District: 4

178. Rudgear Road/San Miguel/Walnut Boulevard/Mountain View Boulevard Safety Improvements (CTPL) - This project will construct safety improvements on the listed roads. Supervisor District: 4
179. Sandmound Boulevard Bicycle and Pedestrian 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. Supervisor District: 3
180. Sandmound Boulevard Bicycle and Pedestrian Improvements - 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 the Oakley City Limits to Mariner Road. Supervisor District: 3
181. San Miguel Drive Bicycle and Pedestrian Improvements (Central County AOB) - This project is to construct a pedestrian path along the west side of San Miguel Drive from Blackwood Drive to Rudgear Road. Supervisor District: 4
182. San Pablo Avenue/Parker Avenue Sidewalk (Board of Supervisors) – This project adds 800 feet of sidewalk at the border between the City of Hercules and Rodeo. Supervisor District: 5
183. San Pablo Avenue Bicycle Improvements - Kay Road to City of Pinole (West County AOB) - Construct Bicycle improvements on San Pablo Avenue from Kay Road to City of Pinole. Supervisor District: 1
184. San Pablo Avenue Complete Streets Project - Rodeo to Crockett (Study) - This project is to construct improvement in accordance with the San Pablo Avenue Complete Streets Feasibility Report from Rodeo to Crockett. Supervisor District: 5
185. San Pablo Avenue Pedestrian Safety Improvements - Eire Drive to Pinole City Limits (West County AOB) – This project is to construct pedestrian improvements on San Pablo Avenue from Eire Drive to City of Pinole. Supervisor District: 1
186. San Pablo Avenue Transit Corridor Improvements - Various Locations (WCCTAC) - This project will improve various sections of the San Pablo Avenue corridor. This project includes costs in the cities. Supervisor District: 1, 5
187. San Pablo Creek Trail - Richmond City Limit (East of El Portal) to Appian Way (Richmond- El Sobrante AOB) - This project proposes the construction of a shared use path. Supervisor District: 2
188. San Pablo Dam Road & Greenridge Drive Signal Improvements (Signal Priority List) - This project proposes to install a new traffic signal at the intersection of San Pablo Dam Road and Greenridge Drive. Supervisor District: 1
189. San Pablo Dam Road Bicycle and Pedestrian Improvements - Tri Lane to Appian Way (CTPL) - This project proposes to install pedestrian and bicycle improvements along San Pablo Dam Road from Tri Lane to Appian Way. This project will be built with other San Pablo Dam Road projects. Supervisor District: 1
190. San Pablo Dam Road Bicycle Improvements -- Orinda City Limit to Northerly AOB Boundary (Central County AOB) - This project proposes bicycle improvements along San Pablo Dam Road. Supervisor District: 1

191. San Pablo Dam Road Downtown Improvements -- El Portal Drive to Castro Ranch Road (WCCTAC) - This project proposes complete street improvements on San Pablo Dam Road. Supervisor District: 1
192. San Pablo Dam Road Improvements (Various Locations) (PWD) - This project proposes to construct safety improvements and bicycle improvements along San Pablo Dam Road. Supervisor District: 1
193. San Pablo Dam Road Intersection Improvements (Various Locations) (CTPL) - This project proposes to construct intersection improvements along San Pablo Dam Road. Supervisor District: 1
194. San Pablo Dam Road Multimodal and Safety Improvements - Appian Way to AOB Boundary (Richmond - El Sobrante AOB) - This project proposes to construct safety improvements and bicycle improvements along San Pablo Dam Road and within the West County AOB limit. Supervisor District: 1
195. San Pablo Dam Road Pedestrian Crossing Safety Improvements -- El Portal Drive to Hillcrest Road/Appian Way (Richmond-El Sobrante AOB) - This project proposes complete streets improvements by providing additional pedestrian crossing. Supervisor District: 1
196. San Pablo Dam Road Roadway Safety Improvements -- City of Orinda Limit to Northerly AOB Boundary (Central County AOB) - This project proposes Roadway improvements along San Pablo Dam Road. Supervisor District: 1
197. San Pablo Dam Road Safety Improvements - San Pablo Reservoir to AOB Boundary (West County AOB) - This project proposes to install safety improvements along San Pablo Dam Road from the San Pablo Reservoir to the AOB Boundary. Supervisor District: 1
198. Santa Rita Road Pedestrian Safety Improvements - Appian Way to Richmond City Limit (Richmond-El Sobrante AOB) - This project proposes to implement complete streets principles and improve pedestrian safety. Supervisor District: 1
199. Sellers Ave & 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. Supervisor District: 3
200. 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. Supervisor District: 3
201. 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. Supervisor District: 3
202. 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. Supervisor District: 3
203. Sellers Avenue Intersection Improvements (Various Locations) (PWD) - This project is to improve various intersections. Supervisor District: 3
204. Sellers Avenue Widening - Main Canal to Marsh Creek Road (East County Regional AOB) - This project is to widen Sellers Avenue. Supervisor District: 3

205. Sellers Avenue Widening - Brentwood City Limits to Marsh Creek Road (East County Regional AOB) - This project proposes to widen shoulders for about 1.5 miles of Sellers Avenue from the East Contra Costa Irrigation District (ECCID) canal south to Marsh Creek Road. Supervisor District: 3
206. 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. Supervisor District: 3
207. Springbrook Road Bicycle and Pedestrian Improvements (Central County AOB) - This project is to construct sidewalk improvements and stripe shoulder along Springbrook Road starting near Gilmore Court to about Regency Court. Supervisor District: 2, 4
208. SR239 - Preconstruction Activities (ECCRFFA) - Preconstruction activities includes full environmental approval, design and ROW protection. No construction costs are in this phase. This project also excludes all activities associated with the Vasco Road-Byron Highway Connector segment. Supervisor District: 3
209. SR239: Vasco Road – Byron Highway Connector Segment (ECCRFFA) - New 2-lane roadway between Vasco Road and Byron Highway and associated local improvements. Supervisor District: 3
210. SR4 & Byron Highway Intersection Improvements South (East County Regional AOB) - This project is to improve the intersection. Supervisor District: 3
211. SR4 & Discovery Bay Boulevard Intersection Improvements (CTPL) - This project is to improve the intersection. Supervisor District: 3
212. SR4 & Newport Drive Intersection Improvements (Discovery Bay AOB) - This project proposes to signalize the intersection of SR4 and Newport Drive to address a future LOS deficiency. Supervisor District: 3
213. SR4 Bicycle Facilities Improvements - Newport Drive to Discovery Bay Boulevard (Discovery Bay AOB) - This project is to study and construct bicycle facilities along SR4 in the Discovery Bay area. Supervisor District: 3
214. SR4 Bridge Widening at Bixler Road and Discovery Bay Boulevard (Discovery Bay AOB) - This project is to widen the bridges on SR4. Supervisor District: 3
215. SR4 West Bikeway (CTPL) - The project will construct a bicycle path parallel to SR4 West. Supervisor District: 5
216. SR4 Widening - Byron Highway and Regatta Drive (Discovery Bay AOB) - Project will widen SR4 to provide four 12-foot travel lanes between Byron Highway and Regatta Drive. Supervisor District: 3
217. SR4 Widening - Bixler Road to Discovery Bay Boulevard (Discovery Bay AOB) - This project proposes to widen about 1.2 miles of R 4 from Bixler Road to Discovery Bay Boulevard in cooperation with Caltrans. Supervisor District: 3
218. SR4 Widening Project - Marsh Creek Road to San Joaquin County (CTPL) - This project will widen SR4 from a 2-lane roadway to a 4-lane arterial from Marsh Creek Road to the San Joaquin County line. Supervisor District: 3

219. Stone Valley Road & Roundhill Road Intersection Improvements (CTPL) - This project proposes to construct crosswalk improvements at the Roundhill Road intersection. Supervisor District: 2
220. Stone Valley Road & Smith Road Intersection Improvements (CTPL) - This project proposes to install a left turn lane at Smith Road. Supervisor District: 2
221. 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. Supervisor District: 3
222. Tara Hills Drive Pedestrian Safety Improvements and Traffic Calming - San Pablo Avenue to City of Pinole (West County AOB) - This project proposes to install vehicle and pedestrian improvements along Tara Hills Drive in the Tara Hills area. Supervisor District: 1
223. Tice Valley Boulevard Bicycle and Pedestrian Improvements (Central County AOB) - This project is to construct complete streets improvements along Tice Valley Boulevard. Supervisor District: 2
224. Treat Boulevard & Jones Road Intersection Improvements (Central County AOB) - This project modifies the intersection of Treat Boulevard and Jones Road to improve its level of service. The project will construct an additional left turn bay to the southbound approach of Jones Road, as well as a new right turn lane to northbound Jones Road. Supervisor District: 4
225. Treat Boulevard Bicycle Improvements - Jones Road to Walnut Creek City Limits (Central County AOB) - This project is to improve bicycle accessibility and safety along Treat Boulevard east of Jones Road. Supervisor District: 4
226. Valley View Road Improvements - Appian Way to City of Richmond (CTPL) - This project proposes to improve Valley View Road from Appian Way to the City of Richmond. Supervisor District: 1
227. Valley View Road Improvements - City of Richmond to San Pablo Dam Road (CTPL) - This project proposes to widen Valley View Road from City of Richmond to San Pablo Dam Road. Supervisor District: 1
228. Vasco Road/Camino Diablo Intersection Improvements (PWD) - This project will construct additional features to improve the safety of the Vasco Road/Camino Diablo intersection. Supervisor District: 3
229. Vasco Road Safety Improvements (Phase 2) (PWD) - This project proposes to widen the roadway and to construct a median barrier for about 1.5 miles of Vasco Road. Work also includes widening a single span bridge, constructing wildlife crossings, and constructing mechanically stabilized earth (MSE) retaining walls. Supervisor District: 3
230. Vasco Road Safety Improvements (Various Locations) (PWD) - This project will construct multiple safety improvements along Vasco Road. Supervisor District: 3
231. Vasco Road Widening (ECCRFFA) - This project widens Vasco Road to four lanes from Marsh Creek Road to the County line. Supervisor District: 3
232. Via Verde - San Pablo Creek Bridge to downtown San Pablo Dam Road (Richmond/El Sobrante AOB) - This project is to construct a pedestrian bridge over San Pablo Creek between Via Verde and Appian Way. Supervisor District: 1

233. Walnut Boulevard Bicycle and Pedestrian Improvements (ECCRFFA) - This project is to provide bicycle and pedestrian improvements to Walnut Boulevard. Supervisor District: 4
234. Walnut Boulevard Road Widening Project - City of Brentwood to Marsh Creek Road (CTPL) - This project is to widen Walnut Boulevard between Marsh Creek Road and the City of Brentwood line to four lanes. Supervisor District: 3
235. Walnut Boulevard Pedestrian Improvements (Central County AOB) - This project is to install sidewalks on both sides of Walnut Boulevard from View Lane to 250 feet northwest of Walnut Court. Supervisor District: 4
236. Waterfront Road Grade Change Project (PWD) - This project is to raise the roadway in anticipation of global sea level rise. McNabney Marsh and other wetlands that occasionally spill onto the roadway border a portion of the roadway. Supervisor District: 5
237. West County Striped Intersection with Beacons - Various Schools (West County AOB) - This project is improve pedestrian crossing at two schools in the Tara Hills area. Supervisor District: 1
238. Whyte Park Avenue Sidewalk Project - Boulevard Way to Bridge Road (CTPL) – This project proposes to construct sidewalk between Boulevard Way and Bridge Road. Supervisor District: 2
239. Willow Pass Road and Evora Road Intersection Improvements (Bay Point AOB) - This project proposes intersection improvements, including signal modifications and the addition of second left turn lanes at westbound Evora Road and northbound Willow Pass Road, and a right turn lane at eastbound Evora Road. Supervisor District: 5
240. Willow Pass Road (West) and SR4 Interchange Improvements (Bay Point AOB) - This project is to install new traffic signals at the interchange of Willow Pass Road (West) and SR4 westbound and eastbound off ramps. Supervisor District: 5
241. Willow Pass Road Improvements - Bailey Road to Pittsburg City Limits (ECCRFFA) - This project proposes to widen Willow Pass Road to provide four travel lanes and an application of slurry. Supervisor District: 5
242. Willow Pass Road Improvements - Evora Road to SR4 (Bay Point AOB) - This project is to widen Willow Pass Road to add a second right turn on southbound Evora Rd onto the westbound SR4 on-ramp and two left turn pockets onto the SR4 eastbound on-ramp. The project also modifies the signal at the Evora Road/Willow Pass Road intersection. Supervisor District: 5
243. Willow Pass Road Restriping - Bailey Road to Pittsburg City Limit (Bay Point AOB) - This project proposes to restripe Willow Pass Road to provide four travel lanes and an application of slurry. Supervisor District: 5



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

5.

Meeting Date:	10/10/2022		
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)655-2915

Referral History:

CONSIDER report on Local, State, Regional, and Federal Transportation Related Legislative Issues and take ACTION as appropriate. (John Cunningham, Department of Conservation and Development)

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

Accessible Transportation Strategic (ATS) Plan

Staff from the County and the Contra Costa Transportation Authority (CCTA) continue to pursue the implementation of the ATS Plan under the direction of the ATS Task Force.

Updates:

- A memorandum of understanding (MOU) between the County and CCTA for the use of Measure X funds is scheduled for the October 18th Board of Supervisors meeting.
- Status of the four specific ATS initiatives approved for Measure X funding:
 - **Establishment of a Coordinating Entity (CE):** The ATS Task Force directed staff to focus on one option for the CE, the “hybrid” approach. This would be a partnership between a nonprofit and CCTA in implementing the ATS Plan. Staff will present their focused staff report and recommendations at the ATS Task Force's October 20th meeting. Staff is anticipating bringing a final CE recommendation to the BOS and the CCTA Board before the end of the year. Concurrence between the BOS and CCTA on the form of the CE is included in the Measure X funding MOU.
 - **One Seat Ride:** The ATS staff and consultant team continues to meet with the transit operators to iron out the financial, operational, and policy unknowns of the program.
 - **One-Call/On-Click:** This program is on hold until the establishment of the Coordinating Entity
 - **Low Income Fare Subsidy Program:** The operational details of this program are being worked out, staff anticipates the program will be running in early 2023.

2. REGIONAL

No report in May.

3. STATE

Mark Watts, the County's legislative advocate will be in attendance at the October meeting to provide an update. The following items will be covered:

1. Legislation Update:

AB 2438: Transportation funding: guidelines and plans - VETOED

AB 2441: Public employment: local public transit agencies: autonomous transit vehicle technology - VETOED

AB 1951: Sales and use tax: exemptions: manufacturing - VETOED

2. Climate Action Plan for Transportation Infrastructure (CAPTI) Report (CalSTA)

3. Budget Report

4. FEDERAL

No report in October.

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):

n/a

Attachments

October 2022 Tracked Legislation

Access New State Net

Private File: Master

View: Standard

List Visualize

Filters

Clear Filters
Refresh List

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Edit Columns Save View

BILL	TITLE	AUTHOR	SUMMARY	PROGRESS	LOCATION	LAST STATUS	UPCOMING DATES	EFFECTIVE DATES	TAGS	PRIORITY	POSITION
<input type="checkbox"/> CA AB 1789	California Recreational Trails System Plan	Bennett (D)	Requires the California Recreational Trails System Plan to include recommended priorities for... more...	✔	Chaptered	09/25/2022 more...	Chaptered by Secretary of State. Chapter No. 2022-522	01/01/2023 [code impact]			
<input type="checkbox"/> CA AB 2097	Residential, Commercial, or Other Development Types	Friedman (D)	Prohibits a public agency from imposing any minimum automobile parking requirement on any... more...	✔	Chaptered	09/22/2022 more...	Chaptered by Secretary of State. Chapter No. 2022-459	01/01/2023 [code impact]			
<input type="checkbox"/> CA AB 2295	Local Educational Agencies: Housing Development Project	Bloom (D)	Deems a housing development project an allowable use on any real property owned by a local... more...	✔	Chaptered	09/28/2022 more...	Chaptered by Secretary of State. Chapter No. 2022-652	01/01/2023 [code impact]			
<input type="checkbox"/> CA AB 2346	Outdoor Recreation: Outdoors for All Program	Gabriel (D)	Establishes in the Natural Resources Agency the Outdoors for All Program to support access to... more...	⊖	Assembly Appropriations Committee	05/19/2022 more...	In ASSEMBLY Committee on APPROPRIATIONS: Held in...				
<input type="checkbox"/> CA AB 2419	Environmental Justice: Federal Infrastructure	Bryan (D)	Requires a minimum of 40% of funds received by the state under the Infrastructure Investment and... more...	⊖	Senate Appropriations Committee	08/11/2022 more...	In SENATE Committee on APPROPRIATIONS: Held in...				
<input type="checkbox"/> CA AB 2428	Mitigation Fee Act: Fees for Improvements: Timeline	Ramos (D)	Requires a local agency that requires a qualified applicant to deposit fees for improvements, as... more...	⊖	Assembly Local Government Committee	03/03/2022 more...	To ASSEMBLY Committees on LOCAL GOVERNMENT and...				
<input type="checkbox"/> CA AB 2438	Transportation Funding: Guidelines and Plans	Friedman (D)	Requires, no later than specified date, the guidelines or plans applicable to certain programs to... more...	⊖	Vetoed	09/29/2022 more...	Vetoed by GOVERNOR.	12/05/2022	Hearing Date		

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BILL	TITLE	AUTHOR	SUMMARY	PROGRESS	LOCATION	LAST STATUS	UPCOMING DATES	EFFECTIVE DATES	TAGS	PRIORITY	POSITION
<input type="checkbox"/> CA AB 2645	Local Emergency Plans: Integration of Access	Rodriguez (D)	Relates to local emergency plans. Requires a county to address specific additional plan elements.... more...		Chaptered	09/06/2022 more...	Chaptered by Secretary of State. Chapter No. 2022-247	01/01/2023 [code impact]			
<input type="checkbox"/> CA SB 1067	Housing Development Projects: Automobile Parking	Portantino (D)	Prohibits these provisions from reducing, eliminating, or precluding the enforcement of any... more...		Assembly Appropriations Committee	08/11/2022 more...	In ASSEMBLY Committee on APPROPRIATIONS: Held in...				
<input type="checkbox"/> CA SB 1251	Governor's Office of Business and Economic Development	Gonzalez (D)	Continues the zero-emission vehicle division of the Governor's Office of Business and Economic... more...		Chaptered	09/16/2022 more...	Chaptered by Secretary of State. Chapter No. 2022-372	01/01/2023 [code impact]			



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

6.

Meeting Date: 10/10/2022

Subject: DISCUSS and REVISE the County's 2022-23 State and Federal Legislative Platforms (TWIC Referrals Only) and DIRECT staff 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) 655-2915

Referral History:

The Transportation, Water, and Infrastructure Committee (TWIC) conducts a biennial review of the State and Federal Legislative Platforms for revisions to sections under its purview. Recommendations are forwarded to the full Board of Supervisors who then adopts the platforms in January.

Staff with responsibility for items on TWIC's referral list are provided the option to bring platform revisions to either TWIC or the Legislation Committee given the dual responsibility for the platform update. In the event that legislative platform modifications for TWIC referred items are brought to the Legislation Committee, staff is requested to inform TWIC of the changes.

Lara Delaney, the County's staff lead on legislation, sent out a request for review and comment on the platform. This item is in response to that request. Ms. Delaney included several other requests of interest to TWIC:

- *Policy positions, when included in the Platform, should be refashioned to "principles". This is intended to streamline the documents, moving away from program, project, or legislation-specific policy statements and toward more general principles.*
- *The prioritization of your advocacy needs (including state or federal funding needs) should be clearly articulated in your submittal.*

Referral Update:

At the time the packet was posted staff did not have any recommended changes to either the state or federal platforms. Staff may bring revisions for consideration by the Committee at their October 10th meeting.

Recommendation(s)/Next Step(s):

DISCUSS and REVISE the County's 2022-23 State and Federal Legislative Platforms (TWIC Referrals Only) and DIRECT staff as appropriate.

Fiscal Impact (if any):

n/a

Attachments

[2021-22 Adopted Federal Platform--as amended 03.09.21](#)

[2021-22 Adopted State Platform--as amended 01.18.22](#)



2021-22 Adopted Federal Platform

Contra Costa County

Website: www.contracosta.ca.gov

As Amended March 9, 2021



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INTRODUCTION

County Profile

One of the original 27 counties established in California in 1850, Contra Costa County is home to more than one million people, making it the ninth most populous county in the state. Physically, Contra Costa is over 733 square miles and extends from the northeastern shore of the San Francisco Bay easterly about 50 miles to San Joaquin County. The County is bordered on the south and west by Alameda County and on the north by the Suisun and San Pablo Bays. The western and northern shorelines are highly industrialized, while the interior sections are suburban/residential, commercial and light industrial.



About 40 percent of the county is under the jurisdiction of 19 incorporated cities and towns, and large portions of the remaining unincorporated area are part of public park systems. Most of the population is consolidated along the major transportation corridors--Interstates 80 and 680, Highways 4 and 24, and the BART lines. Contra Costa County is also very diverse, with communities that range from small agricultural towns like Byron, with a population density of about 200 people

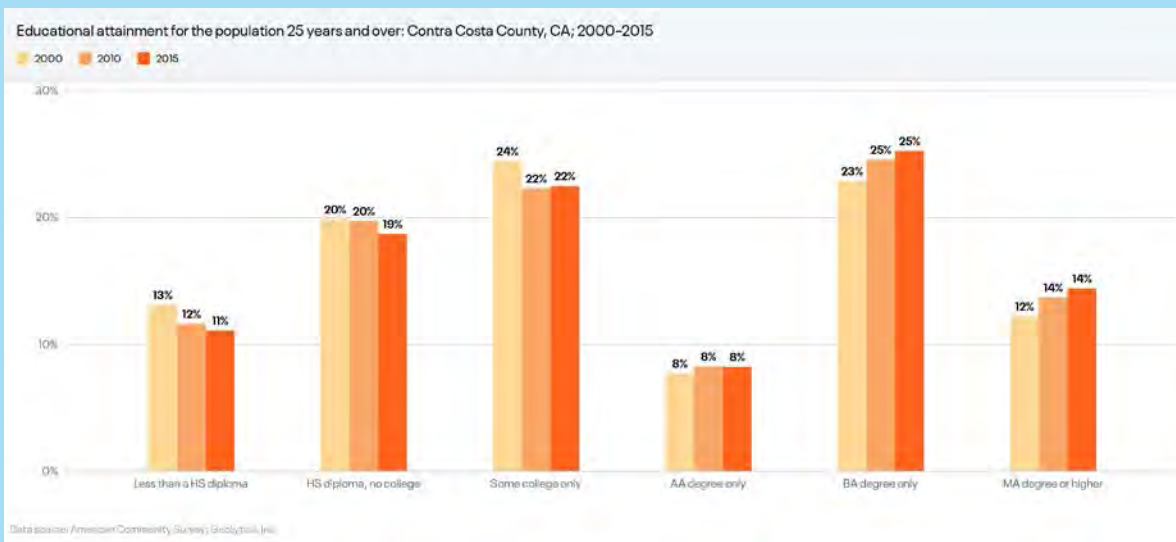
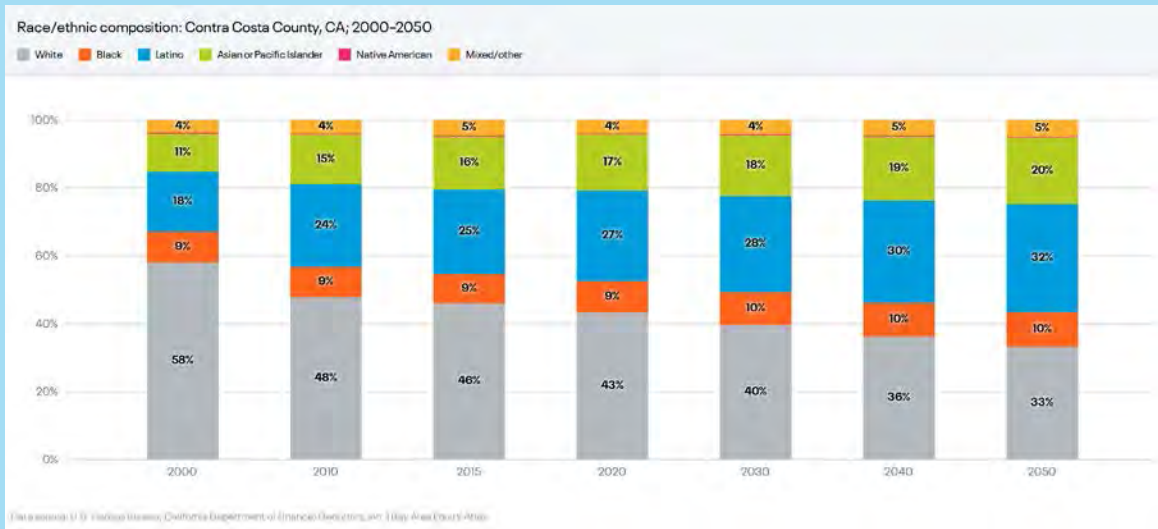
per square mile, to urban population centers like Contra Costa Centre, a bustling transit village with a population density of 8,400 people per square mile.

With its strategic location as **The Capital of The Northern California Mega-Region™** and easy access to suppliers and customers, Contra Costa County is a business destination full of opportunity.

Demographic Highlights

Approximately 1.1 million people live in Contra Costa County; only 15%, or about 172,513 people, reside in the unincorporated areas of the county. The median age of Contra Costa County residents is 39 years old. Our population of seniors age 60 or older is expected to grow by approximately 47% between 2020 and 2050, making this age group our fastest growing.

The majority (44%) of County residents are white, with significant proportions of Asian (16.5%) and African American (8%) people. The Census tracks Latinx ethnicity separately from other populations; in total, the Hispanic/Latino population makes up approximately 26% of the total population.

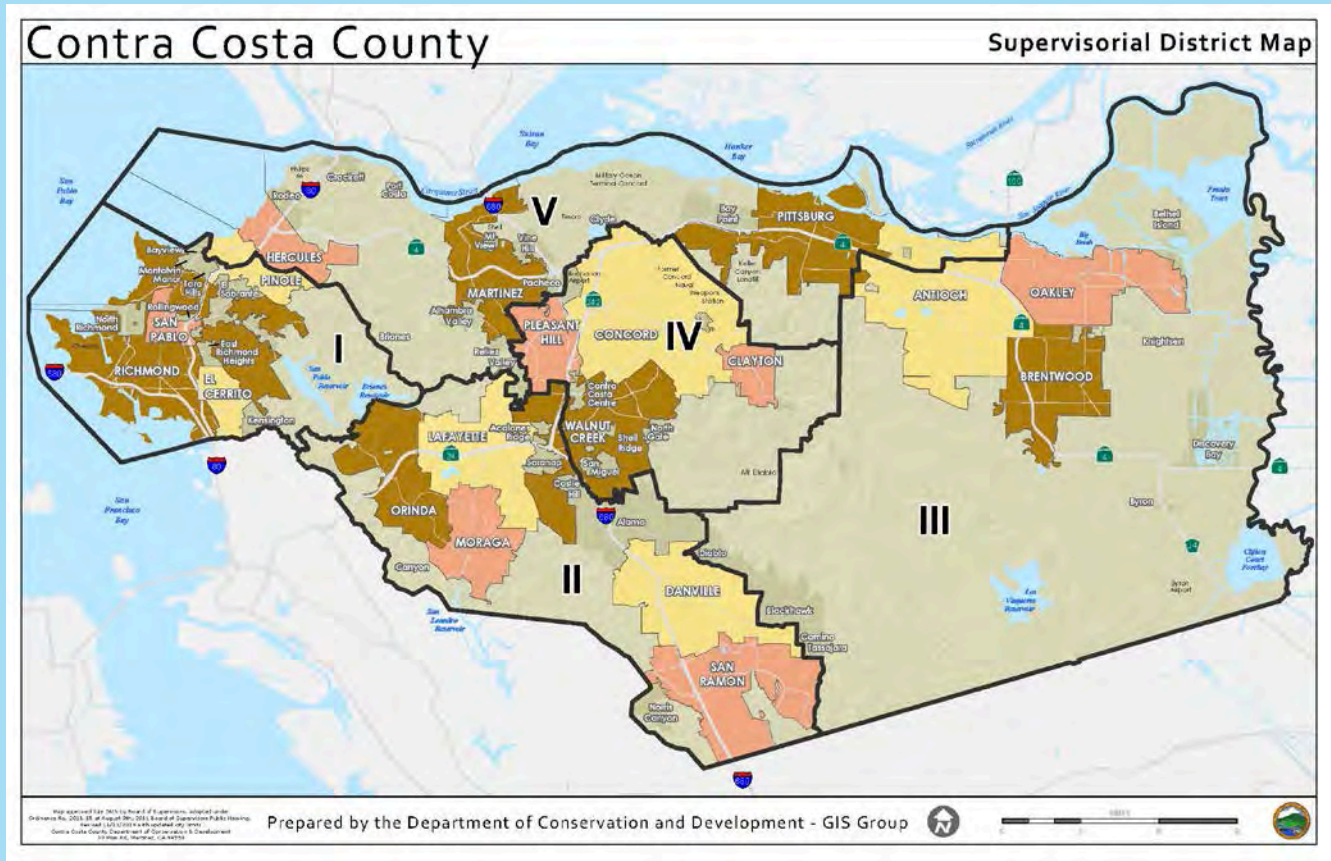


Governance

A five-member Board of Supervisors, each elected to four-year terms, serves as the legislative body of the County, which has a general law form of government. Also elected are the County Assessor, Auditor-Controller, Clerk-Recorder, District Attorney, Sheriff-Coroner and Treasurer-Tax Collector. The County Administrator, Monica Nino, is appointed by the Board and is responsible for running the day-to-day business of the County.

Contra Costa County Board of Supervisors:

- District I: John M. Gioia
- District II: Candace Andersen
- District III: Diane Burgis
- District IV: Karen Mitchoff
- District V: Federal D. Glover



Legislative Platform Purpose

The Legislative Platform establishes the priorities, principles, and policy statements of the Contra Costa County Board of Supervisors and establishes the basis for its advocacy efforts, alerting our legislative partners of the greatest needs of our residents and where we need additional help. The Platform also provides general direction to County departments and agencies, legislative advocates, delegation members, and the public on our positions on key policy matters that would impact the way the County does business.

Throughout the legislative session, the County will review and take positions on various policy and regulatory proposals. When a recommended position is consistent with existing County policy, as adopted in the Platform, the CAO's office or department staff will prepare a County position letter for signature by the Board Chair.

Contra Costa County has also adopted a **Delta Water Platform** to identify and promote activities and policy positions that support the creation of a healthy Sacramento-San Joaquin Delta. Contra Costa County uses this Delta Water Platform to guide its actions and advocacy regarding the future of the Delta.

Mission, Vision, and Values

Contra Costa County has adopted the following Mission, Vision and Values statement:



The graphic features the Contra Costa County seal in the top left corner. The title "Contra Costa County" is prominently displayed in a large, white, serif font across the top. Below the title, the text is organized into three columns: Mission, Vision, and Values. The bottom of the graphic is a collage of diverse people in various professional and community roles, including a firefighter, a woman with a dog, a construction worker, a man with a keyboard, a woman with books, a woman with a child, a nurse, a police officer, and a man with a tool.

Mission
Contra Costa County is dedicated to providing public services which improve the **quality of life** of our residents and the economic viability of our businesses.

Vision
Contra Costa County is recognized as a **world-class service organization** where innovation and partnerships merge to enable our residents to enjoy a safe, healthy and prosperous life.

Values
Contra Costa County **serves people,** businesses and communities. Our organization and each one of our employees value:

- Clients and communities
- Partnerships
- Quality Services
- Accountability
- Fiscal prudence
- Organizational excellence

FEDERAL FUNDING NEEDS: *PROJECT SPECIFIC*

1. Secure funding for the Army Corps' *annual maintenance dredging of the federal channels* along the County's borders that maintain the ship channel to the authorized depth of -35 feet.
2. Advocate for and support the *San Francisco to Stockton Navigation Improvement Project* that proposes to deepen the ship channel to realize transportation efficiencies.
3. *Mount Diablo Mercury Mine*. Support legislation in the Water Resources Development Act that would give authority to the Army Corps of Engineers to build remediation projects in the Remediation of Abandoned Mine Sites program.
4. *Buchanan Field and Byron Airports*: Secure funding for Master Plan/Business Plan Implementation.





Surface Transportation Funding Needs

- ✓ **Vasco Road Safety Improvements:** Project components (barriers, shoulders, passing facilities) will eliminate cross median collisions, wildlife undercrossing/overcrossing will preserve migration patterns.
- ✓ **North Richmond Community Supportive Transportation Improvements:** Alternate truck route/regulations, trail/school access improvements to address community safety, public health and livability needs, and general transportation improvements to support job growth and priority development area access.
- ✓ **Eastern Contra Costa Multi-use Trail Network:** Active mode access improvements for planned and existing mass transit stations, schools, and activity centers.
- ✓ **Brentwood Intermodal Transit Center:** Multimodal station access improvements and the extension of mass transit from the Antioch BART station.
- ✓ **Iron Horse Corridor Enhancement Program:** Improvements to trail access (to/from activity center and other regional trails), additional facilities for different active modes, overcrossings, and at grade intersection improvements.



- ✓ **State Route 4 / Old River Bridge Study:** The existing structure is narrow; improvements would address safety and traffic flow.
- ✓ **West Contra Costa High Capacity Transit:** Implementation of the WCCTAC High Capacity Transit Study.
- ✓ **Kirker Pass Truck Climbing Lane (southbound) and Turn Channelization:** Needed for improved traffic flow and safety.
- ✓ **Vasco Road – Byron Highway Connector:** Connection between two major arterials improving connectivity while removing through/truck traffic from the Byron community.



FEDERAL FUNDING NEEDS: *PROGRAM SPECIFIC*

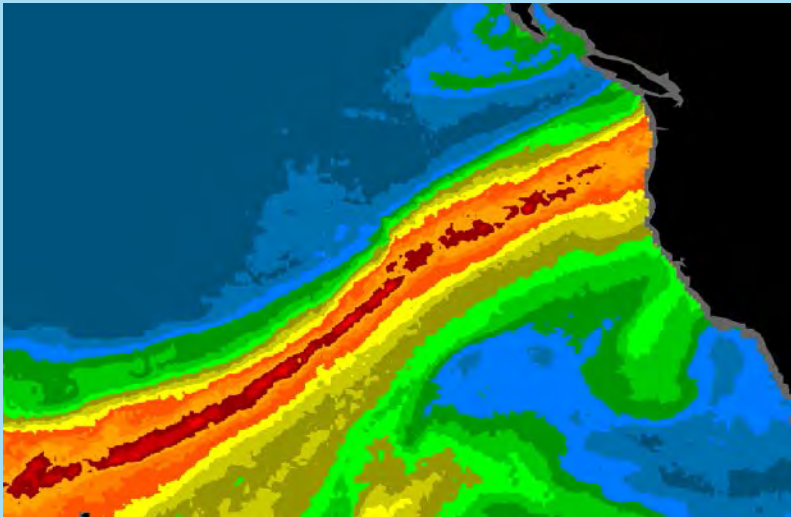
1. **Housing:** Support funding for economic development and affordable housing for local agencies engaged in building stronger, more economically viable communities.
2. **Local Cost Share.** Support legislation that would give the Army Corps of Engineers the authority to reduce the project cost share in disadvantaged communities to 10% local match.
3. **Multimodal National Freight Network:** Support increases in funding for National Freight Strategic Plan implementation specifically to fulfill the goals of the Northern Waterfront initiative and to address congestion in the I-680 Corridor.
4. **Rail Safety:** Support measures to enhance the safety of rail transportation of hazardous materials with an emphasis on: increased state oversight of railroad bridges; funding for first responder training; funding to improve rail safety and prevent rail trespass fatalities; funding to improve the rail system to address the impacts of Sea Level Rise; improved regulations for tank car safety standards for hazardous materials; funding for enforcement; data sharing requirements between state emergency managers, local responders and rail operators; support for improved partnerships between state and federal regulators; and addressing the enhanced hazard from incompatible hazardous materials being stored or transported in proximity to each other.
5. **Rural Road Funding Program:** Support the creation of a new program to modernize rural roads consistent with emerging safety, complete streets, active mode policies.
6. **Stormwater Program Funding:** Support additional funding through the EPA to enable compliance with the Clean Water Act.



7. **Surface Transportation Program/Increases in Highway (road/rail) Bridge Funding:** Consistent with the National Association of Counties (NACo) position, regulation changes are needed that allow for direct funding to qualified local jurisdictions to expedite economic benefits, increase purchasing power, and bolster travel, business and economic growth.

8. **Transportation Funding for Disabled, Low-income, and Elderly Persons:** Support increased capital and operations funding, in addition to funding and policy changes that would address local, state, and federally identified needs for coordination improvements.

9. **Flood Risk and Water Supply Forecasting:** Support coordination and funding for the Advanced Quantitative Precipitation Information (AQPI) radar system. <https://psl.noaa.gov/aqpi/>



PRIORITY POLICY STATEMENTS

Climate Change

- ENSURE that the recovery from the COVID-19 pandemic supports the following:
 - ✓ Technologies that support the County's climate goals, including battery energy storage and microgrids, solar and wind energy, electric vehicles, and electric vehicle charging infrastructure;
 - ✓ Energy efficiency programs that encourage whole house retrofits and address asthma triggers in the built environment;
 - ✓ Planning work for adapting to rising sea levels;
 - ✓ Planning and implementation of microgrids;
 - ✓ Active transportation and green infrastructure programs;
 - ✓ Job training for careers in clean energy, clean transportation, and green infrastructure.
- SUPPORT legislative and administrative efforts that: address the impacts of climate change; support climate adaptation and resilience efforts; support the Green Business program; address the disproportionate impacts that some communities bear because they are located near large industrial facilities; reduce exposure to toxic air pollutants and reduce greenhouse gases; study and recognize the health impacts of global and regional climate change; and study the economic, workforce and social impacts of transitioning away from fossil fuels.
- SUPPORT the concept of establishing a national price on carbon-based fuels to address the costs to society of emissions from those fuels.



Criminal Justice and Mental Health

- SUPPORT policies and approaches that would enhance the ability of county officials and our partners to prevent and treat mental health and substance use disorders, both in the community and within the confines of the criminal justice system.
- SUPPORT policies and programs that divert non-violent individuals struggling with mental illness and/or substance use disorders from local jails into more appropriate treatment programs.
- SUPPORT legislation and regulations that would amend the federal Medicaid Inmate Exclusion Policy (MIEP) and allow non-convicted individuals to have continued access to necessary treatment through federal health benefits such as Medicaid, Medicare, CHIP and VA health benefits.

The Delta

- SUPPORT protection and restoration of a healthy sustainable Delta ecosystem including adequate water quality, inflow and outflow, and water supply, to support fisheries, wildlife and habitat in perpetuity and managing or eradicating invasive species.

- SAFEGUARD Delta Counties' responsibilities related to land use, water resources, flood management, tax revenues, public health and safety, economic development, agricultural stability, recreation, and environmental protection in any projects, policies, or operations.



- SUPPORT rehabilitation, improvement, and maintenance of levees throughout the Delta.
- SUPPORT the Delta pool, in which the common resource provides quality freshwater supply to all Delta users, requiring mutual responsibility to maintain, restore, and protect the common resource.
- REPRESENT and include local government in any governance structures for the Delta.
- OPPOSE isolated conveyance.

Health Care

- SUPPORT full funding of the Federal Medicaid program. OPPOSE federal efforts to reduce Medicaid funding or restrict access to Medicaid benefits and services. OPPOSE federal legislation and administrative efforts to privatize Medicaid and/or to impose work requirements as a condition of Medicaid (Medi-Cal) eligibility.
- OPPOSE efforts to repeal the Affordable Care Act or to replace it with any proposals that represent significant, permanent structural alterations to current subsidized segments of the health care system. SUPPORT efforts to strengthen the ACA and expand eligibility, regardless of immigration status.
- OPPOSE new block-granting proposals, harsh cuts, or proposals that will significantly and/or permanently shift the structure of health and human service funding and programming that would lead to the restriction or elimination of safety-net programs.



- OPPOSE efforts to eliminate or reduce funding for essential public health services, inclusive of funding for immunization, HIV/Ryan White, Communicable Disease and Tuberculosis Control, Hansen's Disease, Teen Pregnancy, Public Health Preparedness and Maternal Child Health Funding.
- OPPOSE changes to Title X Family Planning Program, enacted in 1970, dedicated solely to providing individuals with comprehensive family planning and related preventive health services.
- OPPOSE efforts to privatize Medicaid and/or impose work requirement as a condition of Medicaid (Medi-Cal) eligibility.
- SUPPORT Medicaid (Medi-Cal) funding for same day mental health appointments.
- SUPPORT reauthorization of funding for HIV/Ryan White Care, Maternal Child Health Funding including Maternal Infant Early Childhood Home Visiting (MIECHV), and CHIP (Children's Health Insurance Program).
- SUPPORT legislation and administrative changes that will enhance counties' ability to provide comprehensive Behavioral Health Services.
- PROTECT funding for core local public health and prevention efforts.
- ADVOCATE for federal resources to address local pandemic response efforts, including vaccination efforts, that provide direct allocations to local governments to offset revenue losses and maximize local flexibility for use of such funds.

Homeless Services

- SUPPORT the continuation and expansion of funding for fair and equitable affordable housing, homelessness assistance and prevention programs, and strategic local and regional responses to homelessness that promote transparency, equity and data informed decision-making and enhance access to resources that support the County's compliance with federal and state anti-homelessness and anti-poverty initiatives and requirements.
- SUPPORT increasing and maintaining affordable housing stock and housing stability by way of supporting funding, policy, or regulations that promote fair and equitable housing for the most vulnerable low, very low, and extremely low-income households, including the production and preservation of various housing types and the protection of stable housing for vulnerable persons experiencing homelessness.
- SUPPORT removal of barriers in planning processes, regulatory frameworks, funding programs, healthcare access, and policy to promote increased equity, innovation, transparency and data-driven approaches to addressing homelessness and housing affordability, with the goals of increasing affordable housing and eliminating discrimination and disparate treatment of individuals



based on race, ethnicity, gender, gender identify, sexual orientation, ability, housing status, income, or other household characteristics.

- SUPPORT wide variety of housing types and formats, for all persons regardless of personal characteristic or status, and actively promote the equitable distribution and access to affordable units and holistic services, in line with evidence-based practices, to ensure the elimination of discrimination and disparate treatment of individuals, particularly vulnerable individuals and those from communities of color.
- SUPPORT increasing funding, policy, and regulations for disaster planning and relief efforts that allow the County and the County's homeless system to plan for and equitably respond to disasters and pandemics, including for purposes of supporting the health and safety of providers and persons experiencing homelessness, particularly the most vulnerable and those from communities of color.

Human Services

Older Adults and Aging

- OPPOSE elimination or cuts to funding for older adult programs and services. SUPPORT funding for programs that support older adults, veterans, disabled individuals, the homeless, and low-income individuals, especially the most vulnerable in racial minority communities.
- SUPPORT funding and policies to provide older adults with holistic (culturally appropriate) services and treatment modalities that support well-being, health, and mental health.
- SUPPORT health insurance programs that maintain or expand current services and protections under Medicare, Medicaid and the Affordable Care Act (ACA), including – but not limited to – protections for preexisting conditions.
- SUPPORT funding to maintain or increase Social Security.
- SUPPORT funding to maintain SSI and Federal Disability programs.



Safety Net Programs

- SUPPORT funding for entitlement programs that help low-income families, especially the ethnic minority communities, to reach self-sufficiency. This includes efforts to expand eligibility to the Earned Income Tax Credit (EITC) program to all tax filers regardless of immigration status.
- SUPPORT funding for retroactive and future COVID-19 related expenses at the state, and ideally, county level, with flexibility to address county-specific needs and ensure protections and the access to treatment modalities in the racial and ethnic communities disproportionately impacted.

- SUPPORT the extension of flexibilities and waivers for benefit program administration.
- OPPOSE actions that would result in cost shifts on federal entitlement programs to state and localities or which would result in greater dependency on county-funded programs.
- SUPPORT efforts to increase SNAP benefit amounts to better meet recipients' nutritional needs, adjust SNAP eligibility requirements to include populations with significant need, and remove current federal barriers that prevent some nutrition programs from employing EBT technology.
- OPPOSE efforts to eliminate states' flexibility in taking high cost of living into eligibility determinations; OPPOSE restoration of asset tests for SNAP.
- OPPOSE funding cuts or block granting benefit programs, including SNAP and Medicaid.
- SUPPORT efforts that allow people to apply for benefits while incarcerated. OPPOSE efforts to limit eligibility for individuals with certain criminal records or to impose work requirements on them for benefit programs, including SNAP and Medicaid.
- SUPPORT efforts to eliminate time limits for TANF recipients and provide families who are working with modest cash assistance grants to supplement low earnings.
- SUPPORT reauthorization and increase the TANF Block Grant. OPPOSE changes to TANF that will require counties to invest new funds to administer the program.
- OPPOSE efforts to restrict allowable state maintenance-of-effort expenditures and end federal efforts to impose a national TANF error rate.
- SUPPORT federal and state financial assistance to aid county and local government efforts to meet unfunded federal mandates.
- OPPOSE elimination and reduction in funding for programs that help low-income families pay their heating bills and reduce energy bills by making homes more energy efficient, including LIHEAP and WAP.

Child Welfare Services

- SUPPORT legislation that increases and protects the safety and well-being of children at risk of abuse, neglect and exploitation.
- OPPOSE the elimination or cuts to funding streams for child welfare programs.
- SUPPORT increasing prevention dollars to help children who are victims of abuse, neglect and exploitation remain safely in their own homes or family-based settings and provide support to their caregivers.

- SUPPORT efforts to provide states with financial incentives, as opposed to monetary penalties, and minimize the significant administrative burden associated with child welfare review processes.

Early Childhood Development

- SUPPORT efforts that ensure all children have access to quality care by expanding high quality learning opportunities for children, expanding subsidized childcare and tax credits, increasing new childcare slots, increasing access to home visiting programs, and making funding available for First 5 commissions, increasing wages and supporting infrastructure of ECE programs.
- SUPPORT policies that increase or align eligibility guidelines to ensure more access of services for low income working families to programs such as Head Start.
- OPPOSE actions that would reduce funding for early childhood education, including Head Start and Early Head Start programs.
- SUPPORT funding and initiatives to support children's mental health and studies on the long-term impacts of COVID-19 on the physical and mental health of adults and children



Immigration, Inclusion, and Racial and Ethnic Equity

- OPPOSE actions to repeal DACA (Deferred Action for Childhood Arrivals) as well as legislation and administrative efforts that negatively target immigrants.
- OPPOSE actions which discourage or prevent immigrant populations from accessing public benefits and housing, including proposed changes to the Public Charge rule.
- OPPOSE any efforts that would restrict a full Census count from including all residents of the county regardless of immigration status. SUPPORT efforts to fully canvas hard-to-count communities.
- SUPPORT the inclusion of historically marginalized communities in the development of housing, workforce and health policies including COVID-19 vaccine allocation strategies and clinical trials.
- SUPPORT legislation and administrative actions that address inequities in health, education, economic development, reentry and criminal justice.

Violence Prevention

- SUPPORT efforts to prevent, interrupt and end gun violence, child abuse, domestic violence, sexual assault, elder abuse and human trafficking in all its forms.
- OPPOSE any elimination and cuts to grant programs for violence prevention, human/labor trafficking, victim services, and federal grants related to the Violence Against Women Act.
- SUPPORT efforts that increase access to cultural responsiveness and language support for victims of crime.
- SUPPORT efforts to protect housing access and employment rights for victims of harassment and survivors of interpersonal violence.
- SUPPORT programs and actions that address suicide, injury and violence prevention.
- SUPPORT efforts aimed at reducing health disparities and inequities associated with violence against women, communities of color, and the LGBTQ+ community.
- SUPPORT increased funding for Lethality Assessment Protocols (LAP) and reallocation strategies to support other prevention programs and social services.

Workforce Development

- SUPPORT policies that meet the needs of serving businesses, workers, job seekers, and youth under the Workforce Innovation & Opportunity Act (WIOA) that preserve local decision-making relative to spending, direction of work, and other functions of local workforce boards.
- SUPPORT establishing a higher minimum wage.
- SUPPORT additional funding for WIOA programs and activities including education, training, apprenticeships, job seeker support, and job placements. SUPPORT additional funding for racial-ethnic minority communities impacted by COVID job loss and displacement.
- SUPPORT policies that increase access to training and education for social workers and staff in Aging, including programs that assist students in obtaining a social work degree.
- SUPPORT policies that drive innovation in training and apprenticeships for jobs of the future and expansion of equitable economic opportunity.



Land Use

- SUPPORT legislative efforts to evaluate, clean up and redevelop contaminated sites.

Library Services

- SUPPORT funding for the Institute of Museum and Library Services (IMLS), the primary source of federal support for the nation's approximately 120,000 libraries and 35,000 museums and related organizations.
- SUPPORT the reauthorization and funding for the Library Services and Technology Act (LSTA) including the Museum and Library Services Act.



Natural Resources/Permit Streamlining

- SUPPORT locally-controlled resource permitting to streamline economic development activities and conserve and recover species and the habitats upon which they depend, natural resources, watersheds and open space.

Pipeline Safety

- SUPPORT legislative efforts that increase the safety of the shipment of hazardous materials by pipeline through better monitoring, technical seismic vulnerability studies, leak detection, operational practices and equipment.

Telecommunications and Broadband

- SUPPORT the expansion of broadband (high speed internet service) and the deployment of emergency technologies, such as small cell 5G, to drive economic development and job opportunities, support county service delivery, and improve health, education and public safety outcomes for residents.
- SUPPORT the restoration of net neutrality to ensure open and nondiscriminatory access to online information.
- SUPPORT preservation of local government ownership and control of the local public rights-of-way and ensure reasonable compensation for their use.
- OPPOSE Federal Communications Commission (FCC) rulemaking that would reduce franchise fee obligations which fund community television operations and the General Fund.
- ENSURE nondiscriminatory treatment of Public, Educational and Government (PEG) channels by cable system operators. SUPPORT continued funding for PEG channels.

- SUPPORT local decision-making and accountability of local elected officials and OPPOSE any actions that would preempt or limit the zoning and siting authority of local governments.

Transportation, Mobility Management and Coordination

- SUPPORT and seek opportunities to streamline the regulatory process as well as encourage the development of regulations that are appropriate and flexible.
- SUPPORT policies, programs and funding increases that enable new technologies, practices, and services to improve mobility to vulnerable populations.
- SUPPORT legislative efforts to increase and improve waterborne transportation of goods when it increases safety.

Veterans

- SUPPORT legislation to increase availability, accessibility, and utilization of Veterans Benefits.
- SUPPORT legislation to provide America's veterans organizations with resources to make necessary repairs to or replacement of their meeting halls and facilities.



Waste Management

- SUPPORT legislation that protects human health and the environment from exposure to hazardous materials and hazardous wastes.
- SUPPORT legislative efforts that establish producer responsibility for management of products at the end of their useful life including pharmaceuticals, batteries, sharps, and veterinary medicine.
- SUPPORT legislative efforts that reduce the quantity of harmful pharmaceuticals (including veterinary medicine) that ultimately enter wastewater treatment facilities, bodies of water, and landfills.





2021-22 Adopted State Legislative Platform

Contra Costa County

Website: www.contracosta.ca.gov

Adopted January 19, 2021

Amended January 18, 2022



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INTRODUCTION

County Profile

One of the original 27 counties established in California in 1850, Contra Costa County is home to more than one million people, making it the ninth most populous county in the state. Physically, Contra Costa is over 733 square miles and extends from the northeastern shore of the San Francisco Bay easterly about 50 miles to San Joaquin County. The County is bordered on the south and west by Alameda County



and on the north by the Suisun and San Pablo Bays. The western and northern shorelines are industrialized, while the interior sections are suburban/residential, commercial and light industrial.

About 40 percent of the county is under the jurisdiction of 19 incorporated cities and towns, and large portions of the remaining unincorporated area are part of public park systems and a habitat conservancy.



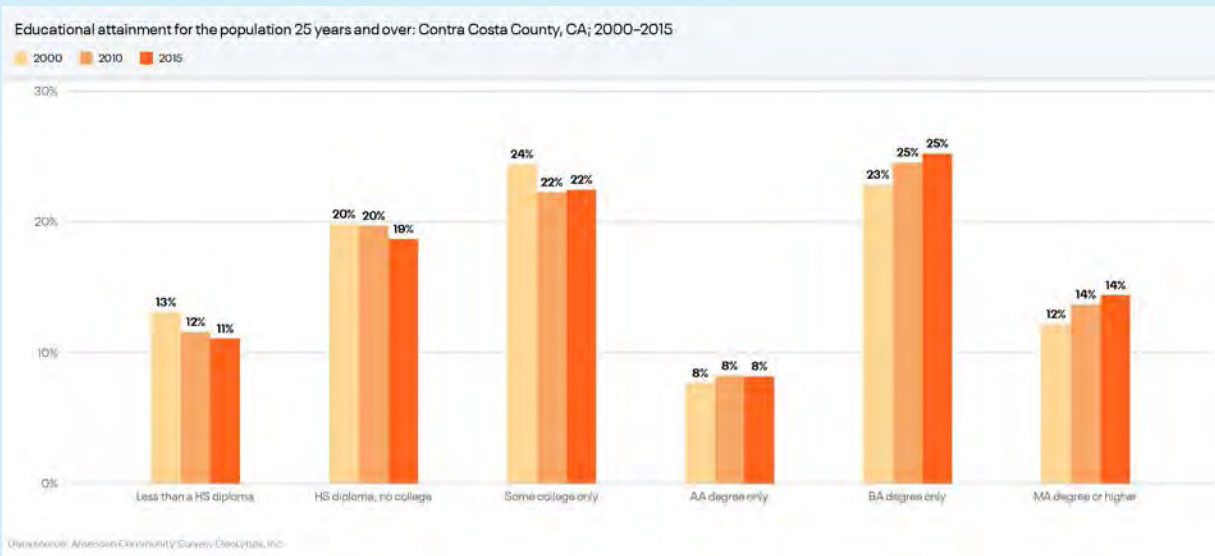
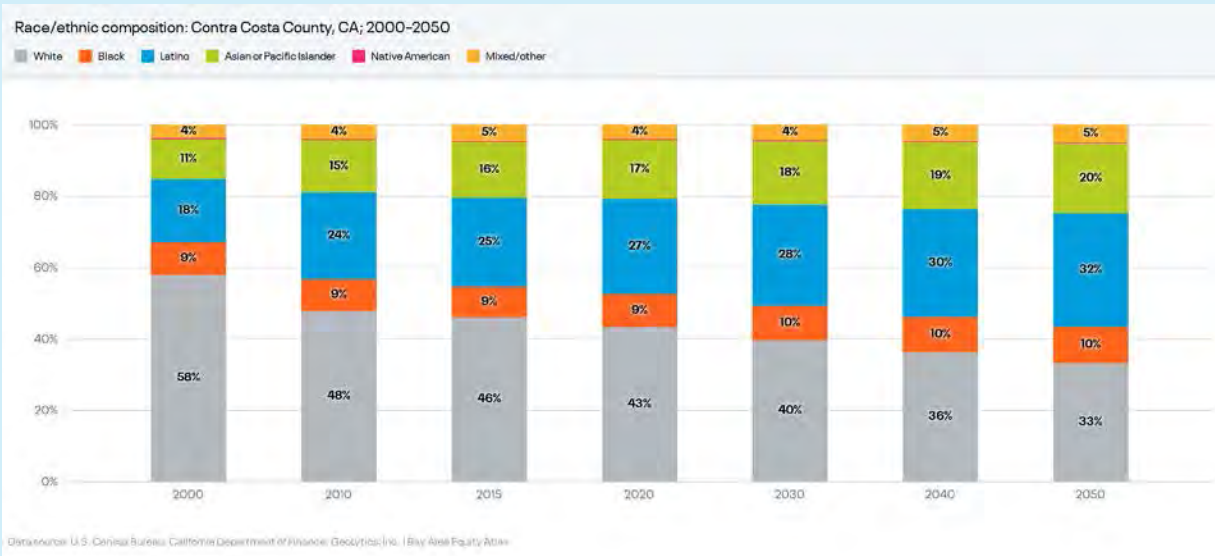
Contra Costa County is very diverse, with communities that range from small agricultural places like Byron, with a density of about 200 people per square mile, to urban population centers like Contra Costa Centre, a bustling transit village with a density of 8,400 people per square mile.

With its strategic location as **The Capital of The Northern California Mega-Region™** and easy access to suppliers and customers, Contra Costa is a business destination full of opportunity.

Demographic Highlights

Approximately 1.1 million people live in Contra Costa County; only 15%, or about 172,513 people, reside in the unincorporated areas of the county. The median age of County residents is 39 years old. Our population of seniors age 60 or older is expected to grow by approximately 47% between 2020 and 2050, making this age group our fastest growing.

The majority (44%) of County residents are white, with significant proportions of Asian (16.5%) and African American (8%) people. The Census tracks Latinx ethnicity separately from other populations; in total, the Hispanic/Latino population makes up approximately 26% of the total population.

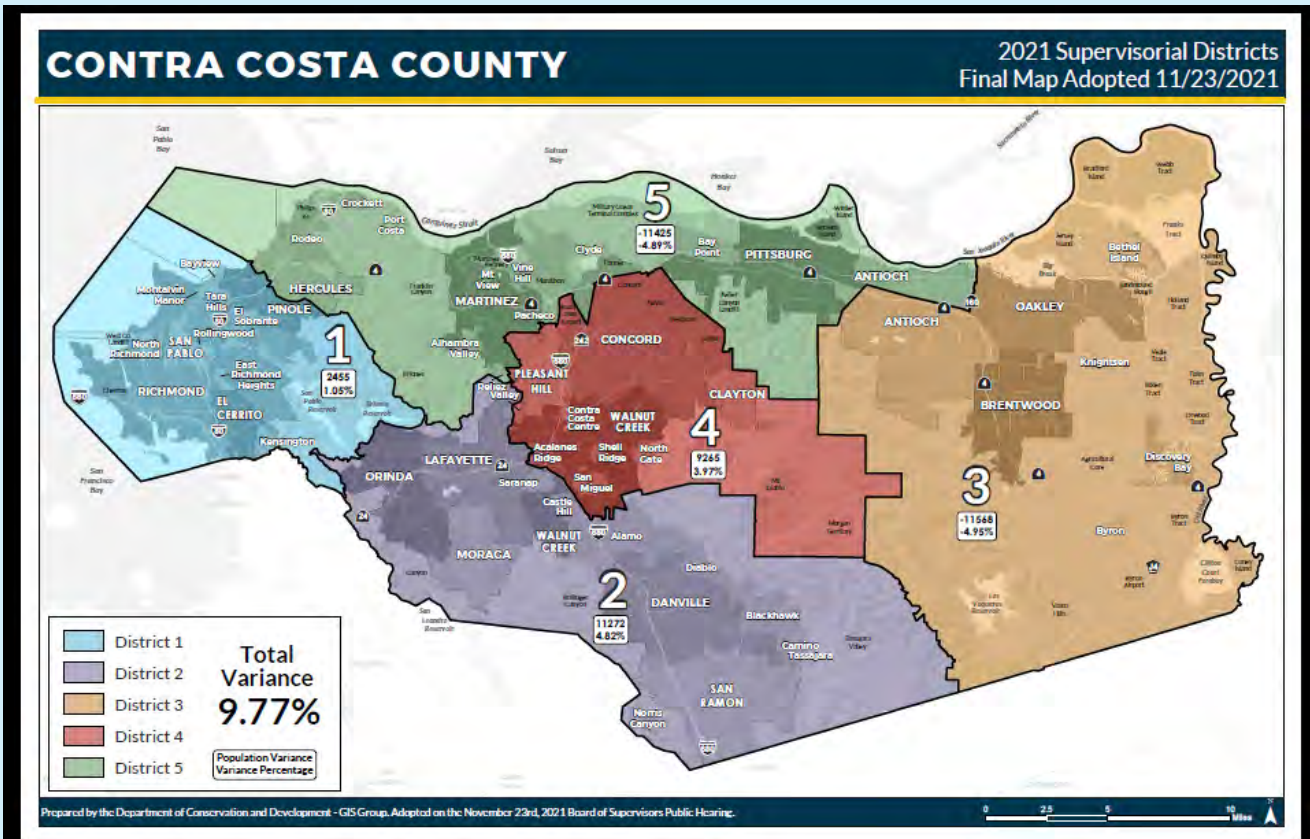


Governance

A five-member Board of Supervisors, each elected to four-year terms, serves as the legislative body of the County, which has a general law form of government. Also elected are the County Assessor, Auditor-Controller, Clerk-Recorder, District Attorney, Sheriff-Coroner and Treasurer-Tax Collector. The County Administrator, Monica Nino, is appointed by the Board and is responsible for running the day-to-day business of the County.

Contra Costa County Board of Supervisors:

- District I: John M. Gioia
- District II: Candace Andersen
- District III: Diane Burgis
- District IV: Karen Mitchoff
- District V: Federal D. Glover



Legislative Platform Purpose

The Legislative Platform establishes the priorities, principles, and policy statements of the Contra Costa County Board of Supervisors and creates the basis for its advocacy efforts, alerting our legislative partners of the greatest needs of our residents and where we need additional help. The Platform provides general direction to County departments and agencies, legislative advocates, delegation members, and the public on our positions on key policy matters that would impact the way the County does business. The Platform also includes new bill requests for which legislation is sought from Contra Costa County.

Throughout the legislative session, the County will review and take positions on various policy and State Budget items. When a recommended position is consistent with existing County policy, as adopted in the Platform, the CAO's office or department staff will prepare a County position letter for signature by the Board Chair.

Contra Costa County has also adopted a **Delta Water Platform** to identify and promote activities and policy positions that support the creation of a healthy Sacramento-San Joaquin Delta. Contra Costa County uses this Delta Water Platform to guide its actions and advocacy regarding the future of the Delta.

Mission, Vision, and Values

Contra Costa County has adopted the following Mission, Vision and Values statement:



The graphic features the Contra Costa County seal in the top left corner. The title "Contra Costa County" is prominently displayed in a large, white, serif font at the top center. Below the title, the text is organized into three columns: Mission, Vision, and Values. The bottom of the graphic is a collage of diverse people in various professional and community roles, including a firefighter, a nurse, a teacher, a police officer, and a construction worker, representing the community the county serves.

Mission
Contra Costa County is dedicated to providing public services which improve the **quality of life** of our residents and the economic viability of our businesses.

Vision
Contra Costa County is recognized as a **world-class service organization** where innovation and partnerships merge to enable our residents to enjoy a safe, healthy and prosperous life.

Values
Contra Costa County **serves people,** businesses and communities. Our organization and each one of our employees value:

- Clients and communities
- Partnerships
- Quality Services
- Accountability
- Fiscal prudence
- Organizational excellence

SPONSORED BILLS AND LEGISLATIVE PRIORITIES

Sponsored Bill #1: Legislation to revise state statute to allow for greater monetary penalties for persons who illegally dump commercial quantities, loss of license, paying for the cost of removal, and posting the information publicly in a manner set forth by the court.

Budget Proposal #1: Budget request to provide \$15 monthly stipends for the purchase of hygiene products by female, transgender, and non-binary Welfare-to-Work recipients, aged 11-55.

Budget Proposal #2: Budget request to provide \$20 million for the *Aging in Place Campus* project of Choice in Aging.

Budget Proposal #3: Budget request to provide \$3 million in seed money for a regional responders complex at the former Concord Naval Weapons Station to advance planning concepts, define facility needs, and begin civil design work.

Budget Proposal #4: Budget request to provide individual or group psychotherapy, psychotropic medication, and discharge planning services to behavioral health patient inmates within County detention facilities, including those committed incompetent to stand trial: \$5 million (*approximately*)

Budget Proposal #5: Funding to support the East Contra Costa County Habitat Conservancy: conservation grazing infrastructure, tree die-off investigation, land acquisition funding, and habitat restoration funding.

Advocacy Priorities

- ✓ **COVID-19 Response and Economic Recovery**
- ✓ **Climate Change**
- ✓ **Health Care, including Mental Health, Behavioral Health and Substance Use Disorder (SUD) services**
- ✓ **Housing and Homelessness**
- ✓ **Justice Reform**
- ✓ **The Delta/Water and Levees**



PRINCIPLES AND POLICY STATEMENTS

Agriculture and Weights & Measures

- SUPPORT actions to ensure sufficient state funding for pest and disease control and eradication efforts to protect both agriculture and the native environment.
- SUPPORT funding for agricultural land conservation programs and agricultural enterprise programs, and revisions to State school siting policies to protect and enhance the viability of local agriculture.
- SUPPORT legislation to facilitate the efforts by the California Department of Food and Agriculture and the Department of Boating and Waterways to survey and treat all infestations in the Delta of invasive aquatic species through integrated pest management.
- SUPPORT legislation that preserves the integrity of the Williamson Act, eliminates abuses resulting in unjustified and premature conversions of contracted land for development, and fully restores Williamson Act subventions.
- SUPPORT legislation that would preserve or enhance protections now afforded to consumers for commercial transactions involving commercial weighing or measuring devices (scales, meters and scanners) or computed by point-of-sale systems.
- SUPPORT efforts to ensure sufficient funding for weights and measures programs that protect consumers and promote fair competition in the marketplace.

Animal Services

- SUPPORT actions to protect local revenue sources designated for use by the Animal Services Department; i.e., animal licensing, fines and fees.
- SUPPORT actions to protect or increase local control and flexibility over the scope and level of animal services. SUPPORT efforts to protect and/or increase County flexibility to provide animal services consistent with local needs and priorities.
- SUPPORT actions to protect against unfunded mandates in animal services or mandates that are not accompanied by specific revenue sources which completely offset the costs of the new mandates, both when adopted and in future years. SUPPORT efforts to ensure full funding of State animal services mandates.
- SUPPORT efforts to preserve the integrity of existing County policy relating to Animal Services (e.g., the Animal Control Ordinance and land use requirements).



Child Support Services

- SUPPORT recognition, promotion and enhancement of the child support program as a safety net program.
- SUPPORT efforts that create new child support collection tools and methods or enhance existing child support collection tools and methods. OPPOSE efforts that eliminate or limit existing child support collection tools and methods.
- SUPPORT efforts to increase funding for the child support program. OPPOSE efforts to reduce funding for the child support program.
- SUPPORT efforts that enhance or create new data collection tools and methods. OPPOSE efforts that eliminate or limit existing data collection tools and methods.

Climate Change

- ENSURE that the recovery from the COVID-19 pandemic supports the following:
 - ✓ Technologies that support the County's climate goals, including battery energy storage and microgrids, solar and wind energy, electric vehicles, and electric vehicle charging infrastructure;
 - ✓ Energy efficiency programs that encourage whole house retrofits and address asthma triggers in the built environment;
 - ✓ Planning work for adapting to rising sea levels;
 - ✓ Planning and implementation of microgrids;
 - ✓ Active transportation and green infrastructure programs;
 - ✓ Job training for careers in clean energy, clean transportation, and green infrastructure.
- SUPPORT actions that: address the impacts of climate change; support climate adaptation and resilience efforts; support the Green Business program; address the disproportionate impacts that some communities bear because they are located near large industrial facilities; reduce exposure to toxic air pollutants and greenhouse gases; study and recognize the health impacts of global and regional climate change; and study the economic, workforce and social impacts of transitioning away from fossil fuels.
- ENSURE that the implementation of AB 32 and successor bills results in harmony between the greenhouse gas reduction target created by the Air Resources Board for each regional/local agency, the housing needs numbers provided by the state Department of Housing and Community Development pursuant to housing element law, and the Sustainable Communities Strategy developed through the Regional Transportation Plan processes.



- SUPPORT efforts that favor allocation of funding and infrastructure from the California Climate Investments Program to jurisdictions within whose boundaries are the largest emitters of greenhouse gas, have vulnerable and/or disadvantaged communities that are disproportionately affected by climate change and environmental pollution, have Natural Community Conservation Plans or similar land conservation efforts that will address climate change and have demonstrated a local commitment to climate protection.
- SUPPORT revisions to the Public Resources Code and the Air Resources Board's Investment Plans to provide California Climate Investments funding for the conservation of natural lands, parks and open space through fee title acquisition as well as easements.
- SUPPORT efforts to expand eligible expenditures of the Climate Investments to investments in accessible transit/transportation systems (serving seniors, disabled, and veterans) which result in more efficient service and corresponding reductions in greenhouse gas production, and in investments in infrastructure and programs to promote active transportation, particularly bicycling and walking.
- OPPOSE changes to the California Environmental Protection Agency's protocols for designating disadvantaged communities which result in a reduction in the number or size of disadvantaged communities in Contra Costa County prioritized for receipt of California Climate Investment funds.
- SUPPORT efforts to ensure life-cycle costs are considered when planning new projects in the state.
- SUPPORT the autonomy of community choice aggregators (CCAs) in policymaking and decision-making. OPPOSE legislation and regulatory policies that unfairly disadvantage CCAs or CCA customers or reduce or undermine local decision-making autonomy by the CCA.
- SUPPORT continuing development of local renewable energy resources and supply, including protection of local autonomy to administer energy efficiency programs and install and utilize integrated distributed energy resources, and SUPPORT effective leveraging of energy efficiency programs tailored to address local needs and concerns.
- SUPPORT complete transparency of all energy procurement practices, stranded costs, and departing load charges; fair competition in statewide energy markets for community choice aggregators (CCAs) and municipal or other publicly owned utilities; legislation and regulatory policies that protect CCA customers from improper cost allocation; and OPPOSE legislation that conflicts with or diminishes CCA procurement autonomy.
- SUPPORT requirements for investor-owned and public energy utilities to provide local governments with energy usage data for all facilities in their jurisdictions for purposes of developing inventories of greenhouse gas emissions within their boundaries.
- SUPPORT resources for local governments to use in addressing impacts of rising water levels caused by a warming climate.



The Delta

- PROTECTION and RESTORATION of a healthy sustainable Delta ecosystem including adequate water quality, inflow and outflow, and water supply, to support fisheries, wildlife and habitat in perpetuity and managing or eradicating invasive species.
- RESPECT and SAFEGUARD Delta Counties' responsibilities related to land use, water resources, flood management, tax revenues, public health and safety, economic development, agricultural stability, recreation, and environmental protection in any projects, policies, or operations.
- SUPPORT rehabilitation, improvement, and maintenance of levees throughout the Delta.
- SUPPORT the Delta pool concept, in which the common resource provides quality freshwater supply to all Delta users, requiring mutual responsibility to maintain, restore, and protect the common resource.
- REPRESENT and include local government in any governance structures for the Delta.
- OPPOSE isolated conveyance.

Economic Development

- ADVOCATE for jobs-oriented incentive programs for jurisdictions that have met their Regional Housing Needs Assessment (RHNA) numbers. State legislators will continue to advance bills that make it easier to build housing, but it would also benefit the county to have those streamlining measures apply to jobs-oriented development like office and advanced manufacturing as well.
- SUPPORT an amendment to the California Competes Tax Credit program guidelines to consider qualifying low-income census tracts within unincorporated areas of a county in the enhanced scoring category.

Elections

- SUPPORT full state reimbursement for state mandates imposed upon local registrars by the Secretary of State, including special state elections.

Emergency Preparedness, Emergency Response

- ADVOCATE for disaster recovery funding that addresses tax backfills, debris removal, resiliency, forest health, and economic assistance. SUPPORT legislation that will improve forest management and emergency communications systems.
- SUPPORT funding for defensible space inspections, community wildfire risk mitigation, and for hardening of existing homes from wildfire exposure.
- SUPPORT more authority to train volunteers, provide funding for Community Emergency Response Training (CERT), and help clean-up oil spills without taking on additional legal liability.
- SUPPORT a sales tax exemption for public safety related apparatus and/or equipment over a certain value (e.g., \$250,000).
- SUPPORT exemptions from CEQA for wildfire risk mitigation projects and Essential Services Facilities (ESF) such as fire stations, and exemptions from fees and air quality limitations for emergency generators at fire stations.
- SUPPORT changes to EMS regulations that hinder the transport of patients to alternate destinations, provide community paramedicine programs, and engage in other programs that alter or enhance the delivery of 911 emergency ambulance transport.
- SUPPORT a permanent resolution to the reimbursement for air ambulance providers.
- ENSURE that development impact fees provide adequate funding for public safety facilities and ongoing operations.
- SUPPORT legislation to improve telephone access or back-up during emergencies.
- SUPPORT actions that increase the safety of the shipment of hazardous materials by pipeline through better monitoring, technical seismic vulnerability studies, leak detection, operational practices, and equipment.

Flood Control and Clean Water

- SUPPORT legislation that would improve integration of planning between member agencies of an Integrated Regional Water Management Planning group, thereby increasing multi-benefit projects.
- SUPPORT legislation that would require Metropolitan Planning Organizations to integrate local and regional stormwater needs into their Capital Assets and Operations Planning process.

Finance and Administration

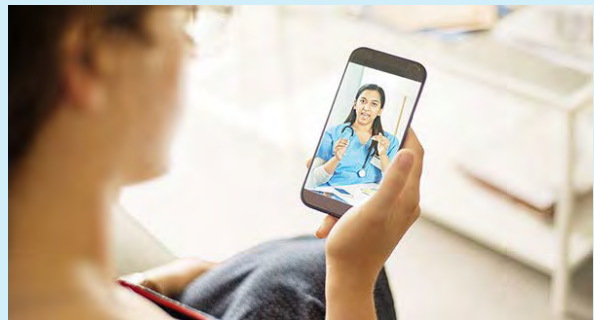
- SUPPORT the State's effort to balance its budget through actions that do not adversely affect County revenues, services, or ability to carry out its governmental responsibilities.
- OPPOSE any state-imposed redistribution, reduction or use restriction on general purpose revenue, sales taxes or property taxes unless financially beneficial to the County.
- OPPOSE efforts to limit local authority over transient occupancy taxes (TOT).
- OPPOSE any efforts to increase the County's share-of-cost, maintenance-of-effort requirements or other financing responsibility for state-mandated programs, absent new revenues sufficient to meet current and future program needs.
- SUPPORT efforts to ensure that Contra Costa County receives its fair share of state allocations.
- SUPPORT efforts to receive reimbursement for local tax revenues lost pursuant to sales and property tax exemptions approved by the Legislature and the State Board of Equalization.
- SUPPORT efforts to reform the state/local relationship in a way that makes both fiscal and programmatic sense for local government and conforms to the adopted 2010 CSAC Realignment Principles, with an emphasis on maximum flexibility for counties to manage the existing and realigned discretionary programs.
- SUPPORT a reduction in the 2/3rd vote requirement to 55% voter approval for locally-approved special taxes that fund health, education, economic, stormwater services, library, transportation and/or public safety programs and services.
- SUPPORT efforts to authorize counties to impose forfeitures for violations of ordinances, as authorized for cities.
- SUPPORT efforts to redefine the circumstances under which commercial and industrial property is reassessed to reduce the growing imbalance between the share of overall property tax paid by residential property owners versus commercial/industrial owners.
- SUPPORT efforts to reduce County costs for Workers' Compensation, including the ability to control excessive medical utilization and litigation.
- SUPPORT actions that maximize federal, state and local revenues for county-run services and programs.



- SUPPORT legislative compliance with both the intent and language of Proposition 1A.
- OPPOSE efforts of the state to avoid state mandate claims through the practice of repealing the statutes then re-enacting them. SUPPORT timely, full payments to counties by the state for programs operated on their behalf or by mandate.
- SUPPORT full state participation in funding the County's retiree and retiree health care unfunded liability.
- OPPOSE the establishment of specific or stricter standards for the use of personal services contracts by counties that would make contracting with community-based organizations more difficult.
- ENABLE the use of Progressive Design-Build project delivery for construction contracts.
- ENABLE local governments to continue offering opportunities for public meeting attendance, participation, and accessibility through technological means after the pandemic has ended.
- SUPPORT legislation that will facilitate more efficient and effective public service delivery and financial management under alternative governance and administrative structures supported by the Board.

Health Care

- SUPPORT legislation and administrative policy changes that will continue into the future the flexibilities in use of Telehealth services that have so benefited our community during the Public Health Emergency.
- SUPPORT state action to increase health care access and affordability.
- SUPPORT Medi-Cal reimbursement rate increases to incentivize providers to participate in the program. SUPPORT Medi-Cal reimbursement rate increases through Proposition 56 funding to provide quality reproductive health care services.
- SUPPORT reimbursement for a maximum of 2 visits taking place on the same day at one location if the patient suffers illness/ injury requiring additional diagnosis/ treatment, or if the patient has a medical visit and mental health or dental visit.
- SUPPORT actions that address provider shortages (including physicians, particularly specialists, and nurses). Innovative programs, such as loan forgiveness programs, should be expanded.



- SUPPORT actions that implement comprehensive systems of care, including case management, for frequent users of emergency care and those with chronic diseases and/or dual (or multiple) diagnoses.
- SUPPORT actions that provide sufficient time for detailed data gathering of current safety net funding in the system and the impact of any redirection of funds on remaining county responsibilities.
- SUPPORT measures that maximize federal reimbursement from Medicaid and S-CHIP.
- SUPPORT state action to implement a Medi-Cal waiver in a manner that maximizes the drawdown of federal funds for services and facilities, provides flexibility, and ensures that counties receive their fair share of funding.
- SUPPORT actions to extend Drug Medi-Cal and Minor Consent Medi-Cal Coverage to incarcerated youths, many of whom are in custody due to drug related crimes.
- SUPPORT coverage of medically necessary alcohol and substance use related disorder treatment at the same level as other medical conditions.
- SUPPORT legislation that extends the restrictions and prohibitions against the smoking of, and exposure to, tobacco products; and the promotion of cessation among young people and adults.
- SUPPORT actions that further align a statewide regulatory framework for the commercial cannabis industry and that continue to authorize local jurisdictions to adopt more restrictive measures to protect the health, safety and welfare of their residents. OPPOSE legislation and state regulation that seeks to weaken or eliminate local control over the commercial cannabis industry.
- SUPPORT necessary County infrastructure and adequate funding related to education, regulation, testing and enforcement functions associated with cannabis regulatory controls.
- SUPPORT restricting the sale and use of powdered alcohol and other similar products marketed to youth; restrictions on advertising of cannabis products targeting youth and near places frequented by youth or alcohol and other drug treatment facilities.
- SUPPORT legislation that extends the restrictions and prohibitions against the smoking of, and exposure to, cannabis products in various places, including, but not limited to, places of employment, school campuses, public buildings, day care facilities, multi-family housing, health facilities, alcohol and other drug treatment facilities, and homeless shelters.
- SUPPORT actions to seek a state ban on electronic devices that deliver flavored e-liquids as well as the e-juice itself.

- SUPPORT actions aimed at reducing the misuse of prescription drugs, most especially opioids, and increase prevention and treatment of opioid disorders to eliminate overdoses and combat the opioid epidemic.
- SUPPORT population-based chronic disease prevention efforts such as the creation and funding of a State Wellness Trust.
- SUPPORT developing a workforce with gerontological expertise to manage the exponential growth in the chronically ill aging population.
- SUPPORT efforts that would advance a Health-In-All-Policies approach to policy work done across the County. This implies consideration of how health is influenced by the built environment and a connection with land use planning and development.
- SUPPORT ongoing study of the health impacts of global and regional climate change and ongoing countywide mitigation and adaptation efforts.
- SUPPORT actions that would preserve the nature and quality and continuity of care associated with safety net services historically provided at the local level, such as the California Children's Services (CCS) and Child Health and Disability Prevention (CHDP) programs.
- SUPPORT actions that promote aging in place through the utilization of long-term supports and services and caregiver support services.
- SUPPORT increasing the level of funding for Long-Term Services and Supports (LTSS) and Home and Community Based Services (HCBS) to meet the increase in cost to provide services and to meet the tremendous increase in the aging population.
- SUPPORT funding, streamlined processes, and greater flexibility for use of state and federal funding to respond to Public Health Emergency Preparedness initiatives including Pandemic Influenza, emerging diseases, and continued funding for all categories related to Public Health Preparedness.
- SUPPORT increased funding and policy changes for Tuberculosis (TB) prevention and treatment to reflect the increased risk of transmission faced across the Bay Area.
- SUPPORT increased funding for the public health infrastructure, capacity and prevention services.
- SUPPORT Local Public Health Departments as an authorized provider for direct billing reimbursement related to the provision of Immunization, Family Planning, HIV, STD and TB services.
- SUPPORT the reversal of the pre-emption language regarding local Menu-Labeling that is included the Affordable Care Act.

- SUPPORT enhanced funding and capacity for public health programs.
- SUPPORT efforts to strengthen needle exchange programs as part of an overall program to combat the spread of HIV and other diseases.
- SUPPORT legislative efforts to reduce or eliminate lead and toxic substances in consumer products, particularly those used by infants and children.
- SUPPORT funding, policy and programs dedicated to suicide, injury and violence prevention.
- SUPPORT legislation to tax certain beverages that contain added sugars.
- SUPPORT efforts that support healthy meals, adequate meal time, and increased physical activity/education for school-age children.
- SUPPORT funding that sustains and expands non-infrastructure *Safe Routes to School* programs that educate students, parents, and school staff about safe walking and bicycling to school.
- SUPPORT efforts to address the underlying determinants of health and health equity, such as housing and prevention of displacement, educational attainment and livable wage jobs, and accessible transportation.

Homeless Services


- SUPPORT the continuation and expansion of funding for fair and equitable affordable housing, homelessness assistance and prevention programs, and strategic local and regional responses to homelessness that promote transparency, equity and data informed decision-making and enhance access to resources that support the County's compliance with federal and state anti-homelessness and anti-poverty initiatives and requirements.
- SUPPORT increasing and maintaining affordable housing stock and housing stability by way of supporting funding, policy, or regulations that promote fair and equitable housing for the most vulnerable low, very low, and extremely low-income households, including the acquisition, production and preservation of various housing types and the protection of stable housing for vulnerable persons experiencing homelessness.
- SUPPORT removal of barriers in planning processes, regulatory frameworks, funding programs, healthcare access, and policy to promote increased equity, innovation, transparency and data-driven approaches to addressing homelessness and housing affordability, with the goals of increasing affordable housing and eliminating discrimination and disparate treatment of individuals based on race, ethnicity, gender, gender identity, sexual orientation, ability, housing status, income, or other household characteristics.



- SUPPORT a wide variety of housing types and formats, for all persons regardless of personal characteristic or status, and actively promote the equitable distribution and access to affordable units and holistic services, in line with evidence-based practices, to ensure the elimination of discrimination and disparate treatment of individuals, particularly vulnerable individuals and those from communities of color.
- SUPPORT increasing funding, policy, and regulations for disaster planning and relief efforts that allow the County and the County's homeless system to plan for and equitably respond to disasters and pandemics, including for purposes of supporting the health and safety of providers and persons experiencing homelessness, particularly the most vulnerable and those from communities of color.

Human Services

Older Adults

- SUPPORT actions that promote individual choice by easing access to In Home Supportive Services (IHSS). SUPPORT funding to reduce the intake wait-time for eligibility and delivery of in-home care.
 - SUPPORT allowing counties to use alternative IHSS reassessment approaches including, but not limited to, telephonic reassessments.
 - SUPPORT programs that increase seniors' access to technology and internet connection.
 - SUPPORT fully funding the administration of IHSS.
- 
- SUPPORT funding to recruit, train, and retain IHSS home health care workers. SUPPORT increased state investment in livable wages for IHSS care providers.
 - SUPPORT actions to provide respite for caregivers.
 - SUPPORT the creation of funding opportunities and policies which promote the development of aging-friendly communities.
 - SUPPORT actions that strengthen the capacity and funding of Adult Protective Services (APS) to address all forms of abuse and neglect.
 - SUPPORT funding to expand services for older adults and people with disabilities.
 - SUPPORT actions to promote the safety of social workers and all in-home care providers.

Safety Net Programs

- OPPOSE actions that result in reduced level of services to families, children, adults and seniors, or that lead to preemption of local control.
 - SUPPORT continuous investment in safety net programs, including the California Earned Income Tax Credit (Cal EITC) and the Supplemental Security Income/State Supplementary Payment (SSI/SSP) Program.
 - SUPPORT fully funding administrative costs for administering programs. SUPPORT continued flexibilities and waivers in benefits program administration for the benefit of individuals and families who are struggling.
 - SUPPORT actions to improve and expand access to food, including emergency food assistance networks (e.g. local food banks, and food pantries), increasing the amount and flexibility of CalFresh and other local assistance programs.
 - SUPPORT actions to streamline benefit applications, align verifications between programs, and have the same appointment for multiple applications.
- IMPACTED BY WILDFIRES?
APPLY FOR CALFRESH TODAY!**

If you are in need of food now, visit your local food bank

 - Contra Costa: Food Bank for Contra Costa & Solano
 - Lake: Clear Lake Gleaners, Inc
 - Mariposa: Mariposa Merced County Food Bank
 - Monterey: Food Bank for Monterey County
 - Napa: Community Action of Napa Valley
 - Nevada: Food Bank of Nevada County
 - San Bernardino: Community Action Partnership of San Bernardino County
 - Santa Barbara: Foodbank of Santa Barbara County
 - Santa Clara/San Mateo: Second Harvest of Silicon Valley
 - Santa Cruz: Second Harvest Food Bank serving Santa Cruz
 - Sonoma: Redwood Empire Food Bank
 - Tuolumne: Amador-Tuolumne Community Action Agency
 - Yolo: Yolo Food bank

CalFresh
FOOD
- SUPPORT the ease of data sharing and coordination of care across safety net programs, including those administered by the Health Department, such as WIC.
 - SUPPORT actions to ease access to Medi-Cal and its services.
 - SUPPORT actions which would expand eligibility to CalWORKS.
 - SUPPORT increased access to employment training programs and subsidized work programs for vulnerable populations, including access to community colleges.
 - SUPPORT establishing a General Assistance Program with a state share of funding.
 - SUPPORT actions to create whole family care through a more comprehensive safety net of services that enable families to be stable and have economic opportunities.
 - SUPPORT research that describes and assesses local service needs and gaps.

Child Welfare Services

- SUPPORT funding for services that stabilize children and families in the foster care system.

- SUPPORT full funding of efforts to support the Continuum of Care Reform.
- SUPPORT initiatives which would expand benefits and support for reunified families.
- SUPPORT restorative justice and healing-centered framework initiatives and programs that seek to eliminate the school-to-prison pipeline and end the criminalization of youth.
- SUPPORT funding and initiatives to support children's mental health and studies on the long-term impacts of COVID-19 on the physical and mental health of adults and children.

Early Childhood Development

- SUPPORT legislation to expand early childcare, education, mental health and other comprehensive services and holistic approaches.
- SUPPORT increased funding and support preschool enrichment programs with family engagement to provide quality care and parent education in early life.
- SUPPORT policies and systems changes to foster holistic family and early childhood development and resilience.
- SUPPORT early childhood home visitation to enhance parenting skills and promote health child development.
- SUPPORT early childhood mental health and trauma prevention programs.



Violence Prevention

- SUPPORT actions that seek to address the impact of gun violence, domestic violence, sexual assault, human trafficking, elder abuse and child abuse.
- SUPPORT actions that seek to prevent the underlying causes of all forms of violence and invest in upstream strategies.
- SUPPORT actions to increase cross-agency and cross-system collaboration on cases involving violence, including the sharing of confidential or protected information in multidisciplinary team settings.
- SUPPORT actions to reduce the effects of toxic stress, trauma, and adverse childhood experiences.
- SUPPORT alternatives to the criminal justice system that center community and survivor needs.

- SUPPORT actions to support successful transition from incarceration and detention to the community.
- SUPPORT increase in funding for Lethality Assessment Protocols and reallocation strategies to support other prevention and social services.

Immigration, Equity and Inclusion

- SUPPORT the continued expansion of benefits and services for immigrants, refugees, and asylum seekers regardless of immigration status. SUPPORT efforts to expand full scope Medi-Cal to include Deferred Action for Childhood Arrivals (DACA) youth, seniors, and all remaining uninsured residents regardless of their immigration status.
- SUPPORT increased language access and culturally responsive social services for all immigrants. SUPPORT funding for the hiring and training of bilingual-bicultural social case workers.
- SUPPORT actions to assist immigrants who experience domestic or sexual assault to receive resources, including services to prevent homelessness, and legal resources to help attain citizenship.
- SUPPORT funds for education and outreach to engage immigrants, refugees, asylum-seekers, and non-legal status communities to help them access benefits, mitigate concerns around public charge, and address other issues related to their enrollment to safety net programs
- OPPOSE any changes that may penalize immigrants for using vital public benefits they are legally allowed to access. OPPOSE any changes to sponsor requirements which add limiting threshold criteria.
- SUPPORT funding and other resources for day labor programs and other workforce development programs that serve immigrant communities and undocumented workers.
- SUPPORT actions that would eliminate systemic racism and structural inequities, including efforts to refocus Medi-Cal and other social safety net programs toward reducing health disparities.



Justice Systems

- SUPPORT justice reform efforts that reduce racial and ethnic disparities.
- SUPPORT justice reform efforts that reduce barriers to success for system-involved youth and adults. SUPPORT legislation that encourages and increases youth engagement.
- SUPPORT justice reform legislation that recognizes adolescent brain development and the unique needs of transition-aged youth.
- SUPPORT an ongoing commitment to investing in community based organizations and community alternatives to incarceration and detention.
- SUPPORT legislation to restore pretrial detainee access to federal health benefits.
- SUPPORT legislation raising the maximum age limit for juvenile court jurisdiction, allowing youths to remain on juvenile probation supervision through age 24, with an elevated focus on rehabilitation and restorative justice.
- SUPPORT local flexibility and funding to implement justice diversion programs.
- OPPOSE legislation that would shift the responsibility of parolees from the state to the counties without adequate notification, documentation and funding.
- SUPPORT legislation that will help counties implement 2011 Public Safety Realignment as long as the proposal would provide for county flexibility, eliminate redundant or unnecessary reporting, and would not transfer more responsibility without funding.
- SUPPORT legislation that will combat the negative impact that human trafficking has on victims in our communities, including the impact that this activity has on a range of County services and supports, and support additional tools, resources and funding to help counties address this growing problem.
- SUPPORT legislative reform of current bail provisions that will replace reliance on money bail with a system that incorporates evidence-based pretrial release decisions. ADVOCATE for funding for any new or revised responsibilities for counties, including the assessment and supervision of people charged with crimes.
- SUPPORT legislation that provides a solution to addressing the problems of metal theft and abandoned and trespassing vessels and ground tackle.



Land Use/Community Development/Natural Resources

- ASSIST in the development and preservation of low and moderate income housing through support of programs that: 1) provide access to federal, state and local financing, 2) ensure timely review of residential projects, 3) provide financial and/or regulatory incentives where feasible and appropriate to offset or reduce the costs of affordable housing development, and 4) promote the re-use of existing publicly-owned assets.
- MAINTAIN local agency land use authority.
- SUPPORT ways to streamline overall compliance with State legislation, while opposing efforts to expedite a particular development project.
- ENSURE Contra Costa residents of all income categories have access to adequate housing.
- GROW more jobs countywide, particularly in those parts of the County with the longest commutes and most acute jobs-housing imbalance.
- SUPPORT historically under-invested communities in their equitable economic growth.
- IDENTIFY new or enhanced revenue to support residents' quality of life.
- ESTABLISH, fund and support locally-controlled resource permitting to streamline economic development activities and conserve and recover species and the habitats upon which they depend, natural resources, watersheds and open space.
- SUPPORT legislative actions that reduce the risk to students from the accidental release of hazardous materials by requiring risk assessments that account for all sources of hazardous materials as part of school siting and rebuilding decisions.
- SUPPORT legislative actions to evaluate, clean up, and redevelop contaminated sites.



Library

- SUPPORT State funding for the operation of public libraries, including full funding of the Public Library Fund (PLF) and the California Research and Education Network (CalREN).
- SUPPORT State bonds for public library construction.
- SUPPORT funding for the California Library Literacy and English Acquisition Services Program, which provides matching funds for public library adult literacy programs that offer free, confidential, one-on-one basic literacy instruction to English-speaking adults who want to improve their reading, writing, and spelling skills.



Telecommunications and Broadband

- SUPPORT preservation of local government ownership and control of the local public rights-of-way and ensure reasonable compensation for their use.
- SUPPORT continued funding for Public, Educational and Government Access (PEG) channels to provide local community access and benefits and increase flexibility in the use of PEG funds.
- ENSURE nondiscriminatory treatment of Public, Educational and Government Access Channels by Cable System Operators.
- SUPPORT the expansion of broadband (high speed internet service) to drive economic development and job opportunities, support county service delivery, and improve health, education and public safety outcomes for residents.

Transportation

- PROVIDE an integrated, multi-modal transportation system that safely and efficiently meets the transportation needs of all economic and social segments of the County and provides for the transport of goods and services throughout Contra Costa County.
- EMPHASIZE the efficient use of the existing transportation system and cost-effective enhancements to this system. New and emerging policy direction includes an increase in the support for active transportation modes, support for the development of aging-friendly communities, and a decreasing emphasis on automotive capacity expanding projects which increase greenhouse gas production.
- SUPPORT the provision of a safe, reliable, efficient, and accessible transportation system that balances social, environmental, and economic needs of the County.
- SUPPORT increased flexibility in the use of transportation funds.

- Increased regional coordination, while reflecting local input, is necessary for public transit (paratransit and fixed route), roads, trails, advanced mobility technology, and greenhouse gas reduction related projects.
- ENSURE complete life-cycle costs, including an emphasis on environmentally friendly construction resources, are considered during state and local project development.
- SUPPORT improvements in safety throughout the transportation system, specifically for vulnerable users of the system (children, pedestrians, cyclists, etc.).
- PROMOTE the streamlining of transportation safety projects.
- SUPPORT actions to put in place local planning coordination mechanisms and requirements for state funded or regulated facilities such as schools, roads, courts, jails, and OPPOSE efforts to compromise the County's road authority and the ability to protect public health, safety, and welfare.
- SUPPORT regional, coordinated aviation transportation planning efforts to improve service delivery and to provide options to the surface transportation system for people and goods movement.
- SUPPORT actions to increase waterborne transport of goods, in particular relative to the San Francisco to Stockton Ship Channel.
- SUPPORT measures to enhance rail safety with an emphasis on; increased state oversight of railroad bridges, funding for first responder training, funding to improve rail safety and prevent rail trespass fatalities, improved regulations for tank car safety standards, and data sharing requirements between state emergency managers, local responders, and rail operators.
- OPPOSE linking transportation funding to housing production.
- OPPOSE reducing or eliminating development impact fees (without secured backfill) in an effort to increase housing production.
- INCREASE requirements for coordination between transportation agencies and utilities.
- SUPPORT funding increases for active transportation projects and planning with an emphasis on facilities and investments that increase the likelihood of a mode shift away from automobiles.



- PROVIDE resources to facilitate the deployment of electric vehicles and electric vehicle charging infrastructure, including funding for vehicles, chargers, and facility upgrades, and improvements to the electric distribution and transmission grids to safely accommodate increased load.
- SUPPORT actions to increase and improve waterborne transportation of goods when it increases safety.

Veterans

- SUPPORT legislation and budget actions that will continue the state's annual local assistance for County Veterans Service Offices at a minimum of \$11 million.
- SUPPORT legislation and funding that will provide veterans organizations with resources to operate and make necessary repairs to, or replacement of, their meeting halls and facilities.
- SUPPORT legislation that will improve the timeliness and quality of both VA benefits claim decisions and VA healthcare services.



Waste Management

- MAINTAIN the County's existing discretionary authority over matters pertaining to waste management, recovery and disposal. ENSURE new or expanded responsibilities are not imposed on the County, either directly or indirectly, without providing statutory authority to guarantee funding to implement actions necessary to adequately enforce or comply.
- SUPPORT legislation that provides new or additional funding sources for local implementation of applicable solid waste and waste diversion mandates.
- SUPPORT legislation to provide alternative management standards for the Treated Wood program at the Department of Toxic Substance Control so treated wood could be processed at Class II landfills and transfer stations with a composite line.
- SUPPORT legislation that:
 - ✓ Protects local decision-making authority regarding solid waste facility siting;
 - ✓ Protects local solid waste franchising authority;
 - ✓ Expands local solid waste and recycling fee-setting authority;
 - ✓ Protects local governments' authority to direct the flow of waste; and
 - ✓ Seeks to remedy lack of sufficient authority to address statutory responsibilities.
- SUPPORT legislation promoting the diversion of recyclables and organics from landfills unless burdensome or impractical for local governments to implement.

- SEEK more robust local regulatory and enforcement authority relative to the storage, transport, processing, recovery and disposal of waste within our jurisdictional boundaries.
- SUPPORT statewide regulation for hauling solid waste and enforcing increased penalties for illegal dumping.
- SUPPORT legislation that prioritizes, incentivizes, and innovates waste reduction and reuse practices of the waste hierarchy over traditional recycling.
- SUPPORT actions to improve and diversify markets for recyclable materials and that encourages:
 - ✓ Solutions to global policy reforms and development of local recycling markets;
 - ✓ Creation of economic incentives for the use of recycled materials;
 - ✓ Increased use of recycled content in products manufactured or sold in California; and
 - ✓ Increased use of materials that are biodegradable and compostable.
- OPPOSE legislation that requires diversion of materials for which there is not adequate markets.
- ENSURE manufacturers are held accountable for proper end-of-life management of products and packing materials they produce, including pharmaceuticals, batteries, sharps, and veterinary medicine, to create effective producer-lead reduction, reuse and recycling programs and foster more environmentally sustainable product/packaging design and reduce the quantity of harmful pharmaceuticals (including veterinary medicine) that ultimately enter wastewater treatment facilities, bodies of water, and landfills.
- SUPPORT actions that will shift the financial burden of end-of-life management of products from individuals to producers and sellers.
- SUPPORT statewide regulation and enforcement to limit production or sale of items that negatively impact the environment or human health.
- SUPPORT legislation that protects human health and the environment from exposure to hazardous materials and hazardous wastes.
- OPPOSE actions that require counties to site, fund, approve, build and/or operate organic processing facilities, including composting operations.
- SUPPORT actions to protect and expand waste diversion credits or disposal reduction credits.



- SUPPORT the development of conversion technologies as an alternative to land filling and provides state funding to local jurisdictions for such projects; and, provides that all energy produced by such projects be designated as renewable energy.
- SUPPORT new or additional funding for expanded recycling and organics processing infrastructure.
- SUPPORT funding for CalRecycle to assist in the implementation of laws focused on diverting organic and recyclable waste from landfill.
- SUPPORT state investment in expanded clean composting, anaerobic digestion and recyclable materials manufacturing.
- SUPPORT legislation to enable additional food rescue and recovery of edible food, including expansion of good Samaritan laws, and support legislation that establishes funding for food recovery programs and develops policies for safe but consistent food date labeling.
- SUPPORT legislation that provides for less burdensome recovery of Household Hazardous Waste.

Workforce Development

- SUPPORT increasing the flexibility of Workforce Development Board spending and ability to partner with community agencies and other county bureaus to increase supportive services and respond to local workforce needs.
- SUPPORT establishing a higher minimum wage. SUPPORT paid and job-protected leave policies.
- SUPPORT funding for wage stipends for COVID positive workers and other direct cash assistance to COVID impacted families, most critically for ethnic-racial minority front line workers in the non-benefited employment sector.
- SUPPORT increased teacher training and education, including funding to support employees to obtain a teaching credential.
- SUPPORT policies and programs that increase economic opportunity for women and improve gender equity.
- SUPPORT actions that promote training, capacity building and deeper understanding for students, educators and county staff on trauma informed care, interpersonal violence, adverse childhood experiences, and healthy workplaces and schools.
- SUPPORT expansion of education and educational materials in multiple languages related to labor rights, wage theft, proper compensation, and other work-related issues for all workers.





Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

7.

Meeting Date: 10/10/2022
Subject: RECEIVE Communication, News, Miscellaneous Items of Interest to the Committee & DIRECT staff as appropriate.
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)655-2915

Referral History:

This is a standing item on the TWIC agenda.

Referral Update:

Communication Received:

8-30-2022 email from Leland Frayseth (Contra Costa resident) re: "Sites Reservoir - Leadership failure and accountability"

9-7-2022 email from Jonathan Goodwin & Sveinn Erik Ólafsson (Canyon residents) re: Re: Report on Needed Capital Improvements to Pinehurst Road in District 2

9-14-22 Mass email from Seamus Murphy, Executive Director, San Francisco Bay Area Water Emergency Transportation Authority re: A note to WETA/SF Bay Ferry stakeholders

Recommendation(s)/Next Step(s):

RECEIVE information and DIRECT staff as appropriate.

Fiscal Impact (if any):

N/A

Attachments

Public Comment: Canyon: "Needed Repairs on Pinehurst Road"

WETA Response to News Article

8-30-2022 email from Leland Frayseth (Contra Costa resident) re: "Sites Reservoir - Leadership failure and accountability"

September 7, 2022

To: The Contra Costa Supervisors Transportation, Water & Infrastructure Committee (TWIC)
From: Jonathan Goodwin & Sveinn Erik Ólafsson (Canyon residents)
Re: Report on Needed Capital Improvements to Pinehurst Road in District 2

Introduction

In several places Pinehurst Road has need of structural stabilization which, if neglected, could lead to serious debilitation of the roadway. We request that these repairs be included in the County's CRIPP (Capital Road Improvement & Preservation Program), particularly in light of the public safety considerations involved.

General Background

Pinehurst Road is the only road serving the southwest area of the County because there is zero redundancy in this part of the road network. From an emergency response perspective, it is imperative to harden this road to make it as reliable and resilient as possible. The late Supervisor Gayle Uilkema told us it was listed in an emergency response plan as a vital alternative route, but we are unable to verify that at this time. However, on recent youtube videos, one can find Moraga-Orinda Fire Chief David Winnacker explaining that Pinehurst Road is an important evacuation route for the Town of Moraga (to which one can add South Orinda).

On a regional scale, Pinehurst Road would be a primary evacuation route out of the Piedmont Pines/Montclair sections of Oakland. Additionally, it is increasingly becoming an important commuter route, especially with phone apps now directing drivers to it. Recreational use of this road has increased since the current pandemic began and will increase more so when East Bay Regional Park District opens up their Eastport addition to Sibley with its inter-connecting bike trails in 2023.

Locally, the community of Canyon is 100% reliant on Pinehurst Road as the one and only connection to the County Road network and the only access road for emergency services of any sort. It is the only County Road located in a large section of a Very High Fire Severity Zone which augments its importance.

Summary of Needed Repairs

We are calling your attention to typical challenges found along a roadway which twists along the contours of a steep hillside articulated by numerous side creeks; that is, these all have to do with damage caused by the flow of water. Some instances involve a failed culvert, others are due to surface water sliding off and carving away the hillside supporting the road, and some appear to be due to the action of the creek. All of these are remediable.

Conclusion

We hope this report amply demonstrates to the TWIC that a conversation about this with Public Works is needed. We trust you will ask them to study the matter and offer recommendations which might be added into the CRIPP.

Please see the photos and descriptions below of the areas we feel are most in need of prompt attention. Thank you very much for your consideration of this matter.

Areas threatening Pinehurst Road in District 2, listed in order of apparent severity



Repair Location 1 - On Pinehurst Road near postmile 0.2 there is a culvert washout needing repair with possibly a gabion wall, or interlocking concrete bars or some other form of structural support and possible culvert replacement.



Areas threatening Pinehurst Road in District 2, listed in order of apparent severity



Repair Location 2 – postmile 1.7 two washouts in close proximity, one with black plastic, and one without. The one without black plastic is the site of a fatal accident on December 28, 2009 when a Canyon resident drove into the creek at this site. These sites would benefit from a gabion basket wall or interlocking concrete bars. a culvert replacement and perhaps a guardrail.



Areas threatening Pinehurst Road in District 2, listed in order of apparent severity



Repair Location 3 – postmile 4.6-4.7. Culvert washout undermining road. Replace culvert and establish erosion control such as gabion baskets or interlocking concrete bars, and guardrail.



Areas threatening Pinehurst Road in District 2, listed in order of apparent severity



Repair location 4 – postmile 4.3 Earlier repair that needs new wood and extension to cover undermining shoulder.

Areas threatening Pinehurst Road in District 2, listed in order of apparent severity



Repair location 5 – postmile 4.2 This is the long-term narrow spot that requires widening to remove the two-way stop. Right-of-way issues may be involved as well as possible grading and reinforced wall on the uphill side. Relatively low priority.



Areas threatening Pinehurst Road in District 2, listed in order of apparent severity



Repair location 6 – postmile 0.3 excess soil has been placed over a likely culvert opening and creek crossing. This situation prevents easy maintenance and could cause mud closing of road in a big rainstorm. Relatively low priority.

John Cunningham

From: Seamus Murphy <murphy@watertransit.org>
Sent: Wednesday, September 14, 2022 11:39 AM
To: John Cunningham
Subject: A note to WETA/SF Bay Ferry stakeholders

WATER EMERGENCY TRANSPORTATION AUTHORITY



Dear SF Bay Ferry Stakeholder,

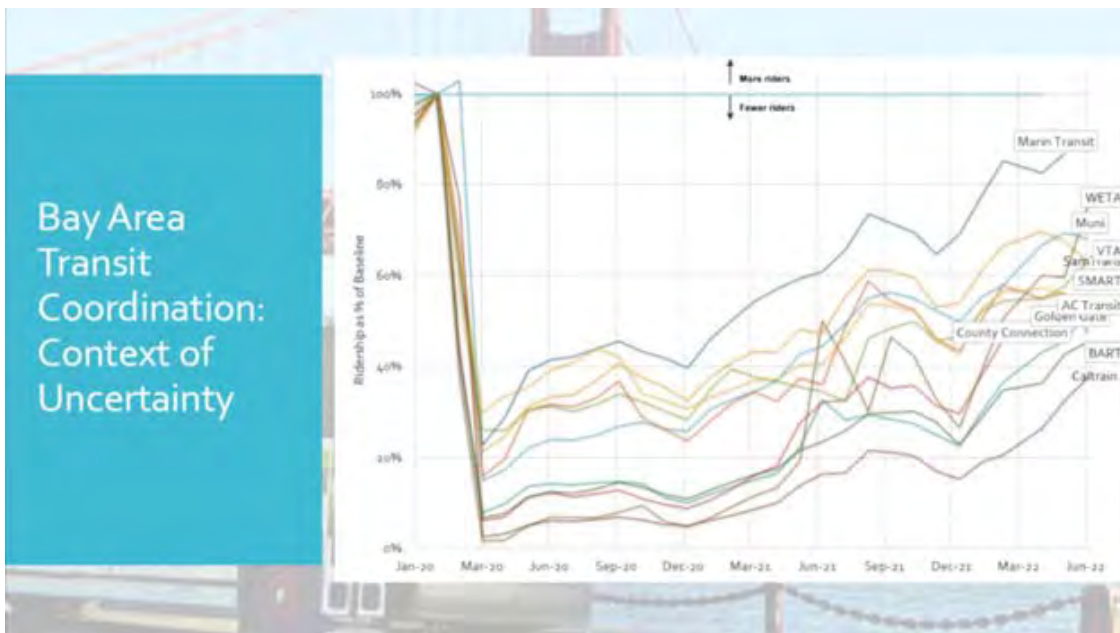
You may have seen a recent story in the Mercury News/East Bay Times about the expense of ferry service (<https://www.eastbaytimes.com/2022/09/13/343-a-trip-san-francisco-ferry-costs-led-nation-despite-slashed-service/>). While the story focuses primarily on the Golden Gate Ferry system, it also mentions data for the SF Bay Ferry system that WETA operates.

Despite the points made in the article, **SF Bay Ferry's operating costs are very much in line with other ferry operators and other transit systems providing regional service.**

FLAWED DATA ANALYSIS

The data in the story is from Fiscal Year 2020-21, when transit ridership was at an all-time low, and systems like SF Bay Ferry were maintaining service for essential workers. Data from this period is clearly tainted by the pandemic and cannot represent a viable or accurate reflection of the cost-effectiveness of the region's ferry services.

Since then, SF Bay Ferry became the first Bay Area transit agency to restore full service. At the same time, the agency lowered fares to make sure that the system would be accessible and affordable to a broad and diverse ridership base. We are in a transformative time for transit and how we measure efficiency and effectiveness is changing. COVID relief funding was made available to transit agencies to restore service and preserve jobs for transit workers, and that is exactly what it is being used for at SF Bay Ferry. **After restoring service, ridership SF Bay Ferry ridership nearly doubled immediately and it has risen steadily, putting WETA near the top of the list when it comes to ridership return.**



Looking at pandemic data isn't illustrative of the enormous shift we're undergoing. This is especially true given the need to preserve reliable transit for lower income travelers and essential workers in the health care, service, and construction industries. With respect to WETA, we also have a mandate to respond to disasters that disrupt the transportation network with emergency water transit. We cannot do that without investing in the employment of skilled captains, engineers and crews and to keep the fleet well-maintained and ready.

FERRY/REGIONAL TRANSIT COST-PER-MILE

The article also fails to distinguish between local and regional systems. Local systems like bus agencies carry passengers over a relatively short distance, so their cost/passenger is comparatively low. Regional commuter rail, intercity rail and ferry systems carry riders further. Longer trips reduce a larger share of emissions, and they also cost more to operate. **A more accurate analysis would look at cost per passenger mile and would demonstrate that the cost effectiveness of ferry service is comparable to other modes.**



UNIQUE BENEFITS OF WATER TRANSIT

Ferry transit is also different from other modes in some unique ways. Ferries can carry up to 445 passengers. These capacities provide superior congestion relief on freeways, bridges, and other transit modes. The system also provides access to areas that other modes don't. **SF Bay Ferry's Vallejo route provides the only single seat transit option connecting Solano County and San Francisco, and there are no BART stations on Alameda Island, where SF Bay Ferry operates three routes.** These are huge reasons why SF Bay Ferry saw its ridership double from 2012 through 2019, and why the ridership rebound from pandemic lows has been so impressive. They are also evidence that more ferry service will be needed to serve the tremendous amount of job and population growth that the Bay Area is seeing on the waterfront.

NEW TRANSIT INVESTMENT IS MORE IMPORTANT THAN EVER

Bay Area transit recovery has a long way to go and maintaining service over the next several years will almost certainly require new investment. But like other transit operators, WETA is not simply waiting for passengers to reappear. The region has been working collaboratively to improve our transit network so that we can attract a larger share of travelers to our systems. **For SF Bay Ferry that means aligning our fares with other modes, efficiently adding service during the off-peak, coordinating new first/last mile connections, and bringing enhancements like real-time departure info to the system.**

It is unfortunate that the article above uses flawed data to question the value of this transit service at a time when the focus should be on investing more in our regional network so that it can survive, evolve, and thrive as the region recovers. Thank you, as always, for your continued support of WETA, SF Bay Ferry, and our transit partners. If you have any questions or concerns, please be in touch (murphy@watertransit.org).

Sincerely,
Seamus Murphy and the SF Bay Ferry Team

[Unsubscribe john.cunningham@dcd.cccounty.us](#)

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Sent by murphy@watertransit.org powered by



John Cunningham

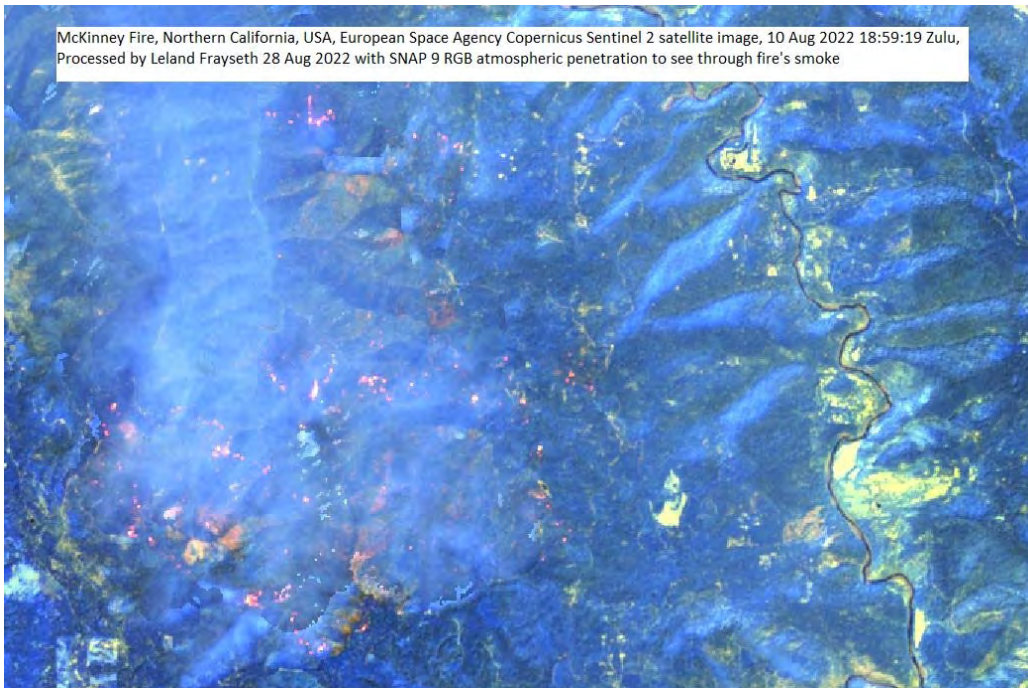
From: Leland Frayseth
Sent: Tuesday, August 30, 2022 8:53 PM
To: Samantha.Arthur@cwcc.ca.gov; Alexandre.Makler@cwcc.ca.gov; daniel.curtin@cwcc.ca.gov; Matthew.Swanson@cwcc.ca.gov; Kimberly.Gallagher@cwcc.ca.gov; fern.steiner@cwcc.ca.gov; jose.solorio@cwcc.ca.gov; cwcc@water.ca.gov; Shoemaker, Brianna@DWR; amy.young@water.ca.gov; Cambra, Paul@CWC; Yun, Joseph@DWR; John Cunningham; john@goldenstatesalmon.org; Obegi, Doug; Dan Bacher; Scott Anderson; syarbrough@sitesproject.org; aforsythe@sitesproject.org; jbrown@sitesproject.org; Kristal.Davis-Fadtke@wildlife.ca.gov; Chuck.Bonham@wildlife.ca.gov; Katja
Subject: Sites Reservoir - Leadership failure and accountability

Subject: Sites Reservoir - Leadership failure and accountability

Dear CWC Commissioners, Sites Reservoir JPA Directors, Staff and the Public,

This is my 49th letter to the California Water Commission (CWC). Please embed this public comment into the 16 Sept 2022 Sites Reservoir Joint Powers Authority (JPA) Board and 21 Sept 2022 CWC meeting agendas under public comment.

I enjoy rowing, swimming and fishing in the Sacramento San Joaquin Delta. Sites Reservoir has failed me due to leadership failure through vacillating project scope. It is time to hold the leaders responsible accountable by asking for their resignations so please consider this my request for Sites JPA Directors resignations. CWC Staff, please return Sites Early Funding invoices to the JPA that were received prior to 18 Mar 2022 as "Non Reimbursable". The Sites JPA's 18 Mar 2022 meeting, agenda item 2.1, is the most recent scope do over.




Klamath News Joined + Invite Q ...

S Craig Tucker
Admin · August 6 at 4:11 PM · 🌐

These pictures were taken by Karuk Tribe Fisheries between Indian Creek which flows through Happy Camp and Selad Creek about 20 miles further upstream.

Observations suggest that this was a temporal event. That is to say a massive debris slide out of areas impacted by the McKinney Fire entered the mainstream Klamath River at or near Humbug Creek and McKinney Creeks. This led to dissolved oxygen levels dropping to 0 on the nights of August 3 and 4 according to Karuk Selad Creek water quality station. The result was a fish kill in this reach of river. We think the impact is limited to 10 or 20 miles of river in this reach and the fish we are seeing in Happy Camp and below are floating downstream from the 'kill zone.'

We are still working to better understand the event and the Karuk Tribe continues to monitor the situation. New information will be shared as Karuk Fisheries continues the investigation.




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Visible
Anyone can find this group.

Topics in this group

#klamath 🌟
Pinned by admin · 2 posts

Recent media



[See all](#)

Alicia Forsythe
aforsythe@sitesproject.org
12/11/2020 4:06:58 PM

California Fish and Wildlife Public Records Act Request of 29 Nov 2021, Reference # R002056-112921
Received: 26 Aug 2022 Leland Fraysteh

Sites Reservoir Follow-Up Discussion with Chuck Bonham

To: "Jerry Brown" <jbrown@sitesproject.org>
"Marcia Kivett" <MKivett@sitesproject.org>
"Marcia Kivett" <MKivett@sitesproject.org>
"Bonham, Chuck@Wildlife" <Chuck.Bonham@wildlife.ca.gov>
"Davis-Fadtke, Kristal@Wildlife" <Kristal.Davis-Fadtke@wildlife.ca.gov>
TBettner@gcid.net
"Fritz Durst" <fdurst@rd108.org>

Copy: "Marcia Kivett" <MKivett@sitesproject.org>
"Laoyan, Gem@Wildlife" <Gem.Laoyan@wildlife.ca.gov>

Warning: This email originated from outside of CDFW and should be treated with extra caution.

All – Attached is an agenda for our meeting this coming Monday. Also attached is a schematic that we will walk through. We look forward to the discussion.

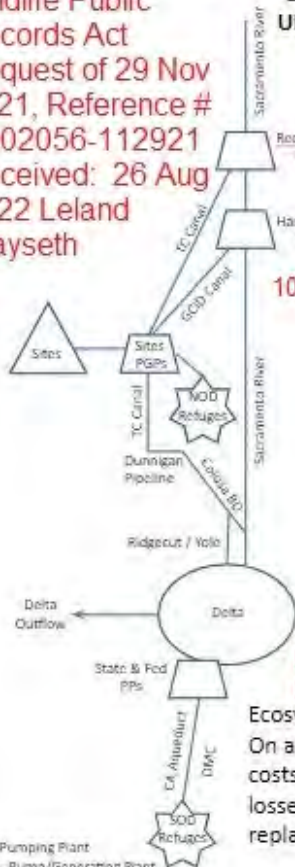
I hope everyone has a great weekend.

Ali

Alicia Forsythe | Environmental Planning and Permitting Manager | Sites Reservoir Project | 916.880.0676 | aforsythe@sitesproject.org | www.SitesProject.org

California Fish and Wildlife Public Records Act
Request of 29 Nov 2021, Reference # R002056-112921
Received: 26 Aug 2022 Leland Frayseth

LHF redline 29 Aug 2022
Ecosystem Water O&M Cost Factors
UNFUNDED (Prop 1 only pays capital)



Cost Factors for Diversion/Fills:

1. Redbluff PP
2. TC Canal wheeling*
3. Hamilton City PP
4. GCID Canal wheeling*
5. Sites PP (net)

100 year Energy costs

Cost Factors for Storage and Release:

1. Evap Losses

100 year LOX costs to control HABS

- NOD Refuges –
2. GCID Canal wheeling*

SOD Refuges* and Delta Flows –

2. TC Canal wheeling*
3. Colusa BD losses (assumes no \$)
4. Sac River Losses
5. Delta Losses*
6. State & Fed PPs*
7. CA Aqueduct and DMC wheeling**
8. Refuge conveyance agreements**
(local agreements for delivery)

* Conveyance and wheeling agreements are assumed to include costs and water losses.
** Excludes incremental Level 4 Refuge water.

LOX liquid oxygen

HABS hazardous algal blooms

Ecosystem Water is ~20% of the project.
On a proportionate basis these unfunded costs would be ~\$4M/yr and ~30%/yr losses, not accounting for renewal and replacement.

PP – Pumping Plant
PGP – Pump/Generating Plant
NOD – North of Delta
SOD – South of Delta
Colusa BD – Colusa Basin Drain

Working Draft – Subject to Change
December 30, 2020



California Fish and Wildlife Public Records Act Request of 29 Nov 2021, Reference # R002056-112921 Received: 26 Aug 2022 Leland Frayseth

Criteria	Alternative A2 - 91 TAF CVP OpFlex - Preliminary Effects Analysis (VP-7 October 2020 criteria)
Baseline	
Baseline model	RoC on LTO PA
Fixed Flows	
American River	No
T Trinity River	Yes - All
Regulations (Not Sites Specific)	
Fremont Weir	Fremont Weir Notch
Sites Project Facilities	
<i>Sites Reservoir</i>	
Reservoir Capacity	1.5 MAF
Dead Pool Size	120 TAF
Dead pool transfer to TCCA in drought periods	60 TAF
<i>Red Bluff Diversion/Tehama-Colusa Canal</i>	
Red Bluff Diversion Capacity	2,100 cfs
Red Bluff Bypass Flow	3,250 cfs
<i>Hamilton City Diversion/Glenn-Colusa Canal</i>	
Hamilton City Diversion Capacity	1,800 cfs
Hamilton City Bypass Flow	4,000 cfs
GCC Maintenance Window	2 weeks (Jan/Feb)
<i>Dunnigan Pipeline</i>	
Dunnigan release capacity	1,000 cfs
Dunnigan Pipeline endpoint	Colusa Basin Drain
Regulations (Sites Specific)	
Bend Bridge Pulse Protection	First pulse
Scaled Diversions	None
Wilkins Slough Bypass Flow	8,000 cfs April/May; all-other times, 5,000 cfs
Fremont Weir Notch Criteria	Prioritize the Fremont Weir Notch, Yolo-Bypass preferred alternative, flow over weir within 9%
Flows into the Sutter Bypass System	Prioritize flows over Moulton, Colusa, and Tisdale Weirs within 25%
Freeport Bypass Flow	Maintain Delta Water Quality (15,000 cfs in January; 13,000 cfs in December and February through June; 11,000 cfs all other times)
Net Delta Outflow Index (NDOI) Prior to Project Diversions	None

* 10,700 cfs Oct-Jun
* 5,000 cfs Sept
* None

* 18 Mar 2022 Agenda Item 2.1 Sites Joint Authority Board and Reservoir Committee meeting *
Preliminary Draft – Subject to Change – Not for Public Distribution

I believe when Sites project estimators dial in 100 years of inflation adjusted electricity costs to pump water uphill into the reservoir and 100 years of inflation adjusted liquid oxygen costs to control reservoir algal blooms this project will be astronomically expensive. Liquid oxygen is costly and energy intensive to manufacture and there is not the capacity to manufacture it on the scale needed to control algal blooms in California that are popping up everywhere. I do not think any fisherwoman or fisherman would approve of California Fish and Wildlife subsidizing Sites off-stream reservoir Operations and Maintenance costs; that is a crazy idea.

I believe the West's Colorado, Sacramento and San Joaquin rivers do not have enough water to fill existing reservoirs now and in the foreseeable future and building new off-stream reservoirs is wasteful and unnecessary. California agriculture is 2.6% of GDP farmers and ranchers need to move to the Mississippi river basin where there is an abundance of water. We do not have water, it does not rain and snow here anymore.

Thank you for reading this comment and studying the embedded images.

Leland Frayseth