



Contra Costa County
Public Works
Department

Capital Road Improvement and Preservation Program (CRIPP) 2024 through 2031



Contra Costa County Public Works Department
255 Glacier Drive, Martinez, CA 94553
www.contracosta.ca.gov/227/Public-Works
Phone 925-313-2000
Email admin@pw.cccounty.us

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The CRIPP

The Contra Costa County Capital Road Improvement and Preservation Program (CRIPP) describes how the Public Works Department (PWD) maintains and improves the County's infrastructure within the public road right of way. The CRIPP explains upcoming projects and their budgets to improve the County's roadways, bridges, storm drains, traffic lights, bike infrastructure, sidewalks, curb ramps, and roadway landscaping. See Appendix A for an abbreviation index and Appendix B.1 for the CRIPP policy.

The CRIPP also 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 pivotal to the County's Road Program, which aims 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 *existing* infrastructure;
- Planning for future demands on the transportation system; and
- Effectively managing fiscal resources and seeking funding opportunities.

It is also important to note:

- 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 document. Each project in the CRIPP is subject to its own separate public environmental review, engineering feasibility analysis, and environmental assessment.
- As information is gathered about each project, PWD may determine that the project cost will likely vary significantly from what was originally estimated for reasons not known at the time the CRIPP was published. In such cases, the PWD will study various alternatives to find a solution to address the funding shortfall or by identifying other funding sources. PWD will adjust subsequent CRIPPs to reflect the changes to the project scope or cost.

How to Use This CRIPP Document

The CRIPP is divided into two sections. The first section provides an in-depth explanation of the Road Program and summarizes the status of the Road Program over the last two years since the previous CRIPP was adopted.

This introduction also describes elements of the road program that are not necessarily capital projects such as Vision Zero and the implementation of the County's Active Transportation Plan. It also provides information on the various types of funding available and provides a summary of the overall capital budget.

The second section summarizes all active projects and how all funding revenue will be allocated over the next seven years. Project worksheets describe each project and provide budget information in further detail.

The appendices contain additional information. Appendix A is helpful because it contains an abbreviation list. The transportation industry uses many abbreviations, which are not always indicated in the text and tables. Appendix B contains useful policies, staff reports, and background on the CRIPP and the elements that make up the CRIPP.

Budgets are Communication Tools

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

This document and its projects have been reviewed by a number of people throughout the County including various County staff and members of the public prior to its adoption. This outreach was accomplished through public workshops and community meetings such as those held by area Municipal Advisory Councils. Input has also been received from members of the Board of Supervisors and their staff, from PWD staff, and from Department of Conservation and Development (DCD) staff.



Accomplishments since the previous CRIPP

Highlights from the past two years include the following:

- About 92 miles of the 657 miles of roadway that is maintained by the County were surface treated as part of the pavement preservation program.
- Conducted pavement dig out and base failure repair projects at sites in Bay Point, Lafayette, Pacheco, Contra Costa Centre, and Kirker Pass Road.
- Installed 14 curb ramps at selected intersections in Kensington, two curb ramps in Rodeo, and 12 curb ramps in Bay Point.
- Made complete streets improvements including the County's first roundabout on Danville Boulevard in Alamo.

CRIPP Projects

Capital road projects are located in the unincorporated portions of the County and have unique scopes of work such as adding sidewalks, bike lanes, cross walks, curb ramps, traffic signals, and other safety devices.

Capital road projects often involve significant public outreach and design. 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

Recently Completed Projects

San Pablo Dam Road and Bailey Road Signal Hardware Upgrades

This project upgraded the signal hardware for traffic lights on important intersections on San Pablo Dam Road and Bailey Road. This included upgrading the cabinets that house the signal controls of the intersections, as well as installing cameras for safety features known as "advanced dilemma detection" at the intersections. This \$1.5 million project was being completed in 2024 at the time the CRIPP was published.

Marsh Drive Bridge

This was a major bridge replacement project over the Walnut Creek Channel. The existing 1938 bridge was replaced with a new one that meets current standards and allows for safe public access with bicycle and pedestrian facilities. This \$17 million project was completed in 2023.



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 began in 2023 with a project cost of \$8 million. The project was being completed in 2024 at the time the CRIPP was being published.

multi-year projects that are independently funded by one or many sources, or 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 the County already has.

In some cases, a maintenance cycle job such as a chip or slurry seal may be considered a capital project if it uses a contractor instead of PWD maintenance forces.

The Mission and Goals of the CRIPP

The mission of the Capital Road Program is to finance, design, build, and maintain roadway infrastructure in the unincorporated areas of the County. Each capital project is selected based on criteria that PWD has developed, which meet one or more of the following six goals:

- **Safety:** This type of project improves a road or an intersection such that it either tends to cause people to drive more slowly, provides a separation between motorists and bicyclists and pedestrians, or warns motorists if they may be departing their lane. The goal is to reduce the frequency and severity of collisions.
- **Reliability:** This type of project or activity restores a road or other piece of infrastructure to a better condition. As a road degrades, surface treatment activities like slurry or chip seals improve the condition of the road. However, if a road degrades too far before such treatment is performed, the road will further degrade and may require a much more expensive treatment, which could include removing the old pavement and replacing it with new pavement. As roads age, they get exponentially more expensive to repair. PWD has typically performed less expensive but more frequent surface treatments that extend the life of the pavement. However, there have been budgetary pressures that have caused PWD to defer the maintenance to later years. The consequence of deferring maintenance is that it borrows money from the future in terms of pavement replacement costs because PWD could otherwise use a less expensive method.
- **Efficiency:** This type of project typically adds capacity or improves efficiency for motor vehicles travelling on County roads. Efficiency projects are designed to improve the level of service (LOS) of roadway corridors and intersections. LOS is a measure of how much delay a motorist encounters on corridors and at intersections. These projects may include adding new travel lanes or turning lanes. They also include signal timing adjustments that require analysis of how each intersection operates. As local, state, and federal policies have moved toward complete streets, the County has focused on performing fewer efficiency projects, with more focus on achieving other goals. With the State of California's new emphasis on reducing Vehicle Miles Traveled (VMT) with the passage of SB 743

(Steinberg, 2013), LOS analysis for the automobile is no longer evaluated under the California Environmental Quality Act (CEQA).

- Multi-Modal Mobility: This type of project includes improving bicycle, pedestrian, and transit uses within the right of way. Pedestrian and bicycle infrastructure is built where feasible in accordance with the County's Complete Streets Policy and Active Transportation Plan (ATP). Infrastructure that promotes connectivity of all roadway users, especially pedestrian, bicycle, and transit promotes a thriving community. One key advantage of focusing on multi-modal projects is they often result in fewer cars using the corridor because of the mode shift (i.e. drivers become pedestrians or bicyclists). This in turn would improve LOS, and thus benefit the efficiency goal discussed above.
- Equity/Environmental Justice: Environmental Justice means the just treatment and meaningful involvement of all people, regardless of income, race, color, or other defining characteristic in decision-making that affects human health and the environment so that people are fully protected from disproportionate and adverse human health, environmental effects, and hazards such as those caused by the construction and operation of transportation facilities. Equity is a large part of that, and one aspect of it is with regard to socio-economic status. For example, people who live in communities that are considered "impacted" because their median income falls below a certain level are being given a higher priority than other communities because there has been a push by governments in recent years to apply more resources to these underserved areas. Another form of equity is the Americans with Disabilities Act and the requirements to make the road right of way accessible to all users, regardless of disability. Most grant opportunities that are offered today rate equity and environmental justice as a high criterion for project selection. This means there is substantial investment being made in impacted communities to boost safety and multi-modal mobility.
- Sustainability: Today there is more focus on the longevity of projects than there was in the past, which is especially true in the face of climate change. Sustainability projects may consider sea level rise by modifying a location that is within the path of inundation. They may also consider a reduction in greenhouse gas emissions, which are a byproduct of vehicle exhaust linked to climate change. This provides further justification for multi-modal projects and projects that decrease traffic congestion.

Countywide Roadway Inventory

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

- 657 miles of Publicly Maintained Roadway (as of 2024)
- 81 miles of Bikeway (Class 1 Trails, Class 2 Bike Lanes, and Class 3 Bike Routes)
- 105 Traffic Signalized Intersections
- 107 Four-Way Stop-Controlled Intersections
- 1,234 Two-Way Stop-Controlled Intersections
- 1,075 Crosswalks
- 86 Vehicle Bridges with more than a 20-foot span
- 11 Vehicle Bridges with less than a 20-foot span
- 9 Pedestrian Bridges
- 440 miles of Sidewalk

Meeting the Needs of Transportation Users

The transportation network is an always-evolving system with a wide variety of users and needs that must be met safely and efficiently. The need to create new safe systems while maintaining existing facilities is important. PWD gathers the needs of its constituents by analyzing various data such as demographics, economic indicators, health statistics, collision data, and social trends. This data-driven approach helps the County to identify areas of concern and to understand the specific needs of different communities.

The County has also used this data to develop plans and programs that address a range of transportation issues in the County. Most communities have safety and traffic issues as common areas of concern. The development and implementation of plans and policies such as the ATP, Vision Zero, and Complete Streets are proven methods of planning and programs that help address these issues.

Active Transportation Plan



Contra Costa County has created an Active Transportation Plan (ATP), which focuses 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 helped to develop this plan. Everyone who shared experiences, challenges, and visions of walking, biking, and rolling was very helpful.

The ATP has 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.

An update process for the ATP was completed in April 2022. Please see Appendix B.2 or visit <https://www.contracosta.ca.gov/ActiveTransportation> for more information.



Vision Zero Program

Vision Zero is a change in how to think about and approach fatalities and major injuries on the roadways. Instead of accepting collisions that result in fatalities and serious injuries as inevitable, Vision Zero requires people 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 shared responsibility and redundancy using the following elements: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.



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.

On March 1, 2022, the County adopted the Action Plan from the Vision Zero Final Report that was crafted by the PWD, DCD, and the Contra Costa Health Department. Outside agencies and groups, such as the California Highway Patrol (CHP), the Contra Costa Transportation Authority (CCTA), 511 Contra Costa, and bicycle advocates provided important assistance to the County in this effort. The County passed a resolution on November 28, 2023, making Contra Costa County an official Vision Zero County in California.

Vision Zero includes capital improvements, but it is more than that. Contra Costa’s commitment to Vision Zero brought together a multi-disciplinary group that became the Technical Advisory Committee (TAC) that formed to address key Vision Zero focus areas for the County using the Safe System Approach into the future.

For more information, please see Appendix B.3 or visit the County’s website at <https://www.contracosta.ca.gov/VisionZero>.

Complete Streets

Contra Costa County adopted a Complete Streets Policy on July 12, 2016. (See Appendix B.4.) Complete Streets are planned, designed, operated, and maintained to provide safe and comfortable travel for users of all ages and abilities. Complete Streets allow use of all modes of transportation, including pedestrians, bicyclists, transit, and motorists, as well as emergency response, road maintenance, and goods movement.

The Complete Streets Policy is closely related to the ATP and Vision Zero Plan. This policy advocates for streets that accommodate the diverse needs of all road users, and implementing Complete Streets delivers that objective without compromising any one group. Prioritizing Complete Streets projects within transportation planning and design fosters a holistic approach, which means planning that prioritizes safety and accessibility for all road users.

Ultimately, the synergistic integration of ATP, Vision Zero, and Complete Streets represents a forward-thinking approach to transportation safety and mobility that aligns with the County's goal of making streets safe and accessible to all. By promoting active transportation while simultaneously prioritizing road safety and accessibility for all users, communities can create more livable, sustainable, and equitable transportation systems.

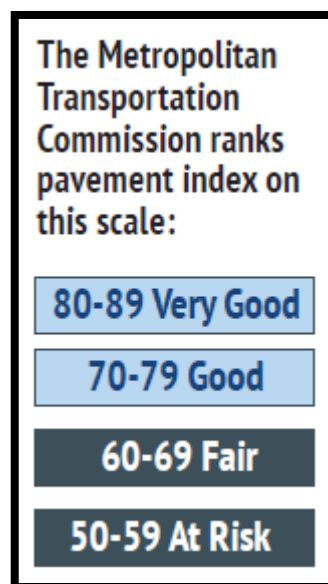
Transportation Infrastructure Challenges

With a large geographic area, many roadway facilities in various conditions, and many diverse communities throughout the County, PWD needs to consider many competing factors in order to identify needs and to generate solutions and capital projects to meet those needs.

Pavement Condition

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

The transportation budget includes a maintenance program of more than \$18 million per year for the pavement surface treatment program, with the intent to increase this amount each year. The County's current PCI is 73 with arterial roads having a PCI of 75, collector roads 73, and residential roads 72. 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 these factors to balance the capital budget with the pavement rehabilitation budget.

The Pavement Management System's goal is to schedule areas for paving based on geographic limits so as to focus on entire communities to minimize construction impacts and to minimize transportation costs by the contractor. This increases the efficiency and cost effectiveness of the program.

An annual paving program has multiple benefits for all street users. Maintained roadways are safer, have fewer potholes, produce less wear and tear on vehicles, have updated striping, and often provide an opportunity to incorporate pedestrian and bicyclist 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.



Pavement Upgrades, Byron Highway

Pedestrian and Bicycle Infrastructure

Most roads in Contra Costa County were constructed when the car was the primary mode of transportation. Today, as PWD works to upgrade the facilities, planners and engineers must give more thought to accommodating pedestrians, especially the disabled, and to building better connections for bicycles. The ATP and the Vision Zero Plan discussed above play a big role in determining where gaps in pedestrian and bicycle infrastructure exist and where they should be filled with a project.

Sidewalks and Curb Ramps

Currently, requests for sidewalk and curb ramp installations for ADA access are received by the Transportation Engineering Division, and if approved, are incorporated into a

priority list. Missing curb ramps are also installed prior to a street's pavement rehabilitation as directed by Federal law which requires that when major construction such as a roadway replacement project occurs, pedestrian facilities must be upgraded for compliance with ADA.



ADA Curb Ramp

PWD's sidewalk priority list contains over 28,000 linear feet of sidewalk gaps throughout the County. 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.

In addition to PWD's efforts to close gaps in the sidewalk 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.

The curb ramp priority list contains about 41 curb ramps requested from the public with a high number in Bay Point and Alamo. These will be installed as funding allows.

Bicycle Connectivity

CCTA, in coordination with the County, has developed a Bicycle Network Plan that is used to evaluate potential bicycle projects. There are four main classes of bike facilities, 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 and that was funded by a grant is the North Bailey Road Active Transportation Corridor Project in Bay Point. For this project,



Bicyclists, Walnut Boulevard

a Class IV two-way cycle track will be constructed along Bailey Road between State Route 4 and Willow Pass Road. The public eagerly anticipates that this project will connect the commercial strip on Willow Pass Road and the Delta DeAnza Trail with the Pittsburg/Bay Point Bay Area Rapid Transit (BART) station located south of Highway 4. This project is expected to be constructed in 2026.

Another bicycle connectivity project that the County is working on is the Treat Boulevard Corridor Improvements project which has also received State Transportation Improvement Program funding. This project will construct Class IV bike lanes along the very busy Treat Boulevard to connect the Contra Costa Centre area of the County to the surrounding City of Walnut Creek. The project also includes intersection improvements that prioritize bicycle and pedestrian traffic and increase their safety while still allowing the high volume of vehicular traffic on Treat Boulevard to flow through as efficiently as possible. This project is projected to be built in 2026.

The County is also starting the scoping process for a Safe Routes to School project along Pacifica Avenue in the Bay Point that will add a two-way cycle track, pedestrian crossings, and traffic calming features. This project has received ATP funding and is projected to be built in 2027.

Another ATP project that has received funding and is currently being scoped is the San Pablo Avenue Complete Streets / Bay Trail Gap Closure Project. This project will implement a road diet to reduce the road from four lanes to two lanes each direction with a center left turn lane. It will also construct a Class I shared use (pedestrians and bikes) path which will become the San Francisco Bay Trail between Rodeo and Crockett. This project is projected to be built in 2027.

Traffic Signals

The Traffic Section maintains a traffic signal priority list that currently contains eight potential projects. The priority list was compiled from those unsignalized intersections that have been found to meet “traffic signal warrants.” A traffic signal warrant is an engineering document that prequalifies an intersection for adding a traffic signal, based on criteria such as traffic volumes, turning counts, and collision history.

Traffic signals are often funded through dedicated capital projects that may include grant funding. In order to accelerate the construction of some of the signals, the PWD also developed an Area of Benefit (AOB) program that collects fees from developers to offset their transportation impacts within the area of influence of the development. These fees are eventually used by the County to fund projects that improve



traffic. These projects include signalization of intersections that may or may not have had a prior signal warrant analysis done.

The last two major intersections that received signal modifications were the Byron Highway and Camino Diablo intersection and the State Route 4 and Bailey Road interchange intersection. It has been several years since the County installed a new traffic signal at an existing intersection; however, a new signal is expected with the North Bailey Road Active Transportation Corridor project that will be constructed in the Bay Point area near Willow Pass Road in 2026.

County Bridge Program

As noted above, the County has an inventory of 106 bridges. Most of the bridges cross creeks and waterways within the County, whereas some cross roadways and railroad tracks. Some of the County's 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.

During the last four years, the PWD replaced one of the Marsh Creek Road bridges over Marsh Creek and the bridge on Marsh Drive that crosses the Walnut Creek flood control channel near Concord. Upcoming bridge replacement projects include two more bridges on Marsh Creek Road, bridges on Byron Highway, Morgan Territory Road and Freeman Road, and a poly overlay and painting of the Del Monte Drive bridge in the San Pablo area.



Rodeo Creek Bridge

Vehicle bridges over 20 feet long are inspected every two years by the State of California, and the County determines what maintenance treatment the bridges require. Based on these inspections some bridges are structurally deficient, meaning they may not be able to carry the same weight they could when they were constructed or are vulnerable to an earthquake. Other bridges are geometrically constrained, meaning they may be too 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 under the Highway Bridge Program (HBP). These funds are vitally important to maintenance of 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 roughly 12 percent of the total cost of the work.

Green Stormwater Infrastructure

Green Stormwater Infrastructure (GSI) is required by the County on many of its projects and 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. GSI for roadways and new subdivisions typically includes the treatment of stormwater to remove sediments and pollutants before the water is discharged 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 ultimately into a creek, the bay, or other waterway.



GSI Parkway Strip

While not necessarily a capital project, PWD has been



GSI, San Ramon

required to have GSI placed in the right-of-way since the Alamo Creek Subdivision was constructed in 2005. In 2020, PWD 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 their environmental importance. In 2021, Kirker Pass Road Northbound Truck Climbing Lane Project built two bio-filtration basins.

Another element of GSI and storm water treatment is trash capture. In 2012, PWD began to inventory the amount of trash

present in the County road right-of-way, in accordance with Section C.10, Trash Load Reduction, of the Municipal Regional Permit. As part of the trash reduction requirements,

PWD installs devices that collect trash in many of the drainage inlets, at major manholes, or at outlets into channels, 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 PWD, but these devices also require annual maintenance to clean out the trash, which presents a new funding challenge.



Trash Capture Device Interior

PWD will continue to develop new methods to implement GSI in roadway projects that comply with the MRP and fit within the project scope and budget.

Additional information about green infrastructure can be found in the County's Green Infrastructure Plan at https://cccleanwater.org/wp-content/uploads/2024/04/CCCPW-GI-Plan_Final_07-29-19.pdf.

Climate Change

In 2015 the County adopted the Climate Action Plan (CAP), which outlines the actions that will be taken to address the changing climate. To meet CAP goals, PWD looks for ways to incorporate the following concepts and ideas when developing transportation projects and in the administration of existing transportation programs:

- Expand opportunities for biking and walking to reduce greenhouse gas emissions.
- Consider VMT in the review of land development applications as a new way of viewing impacts of development.
- Maintain the existing roadway landscaping to capture and sequester carbon gas emissions that cause global warming.
- Consider sea level rise as a factor in the development of future projects that could be impacted by rising waters.
- Support watershed programs for drainage inlet trash capture devices and street sweeping programs.
- Encourage pedestrian and bicycle modes of travel through safety improvements and bike network expansion.
- Seek opportunities to use permeable pavement to increase local groundwater infiltration.

- Advocate and use new concrete mix designs that aim to reduce greenhouse gas emissions.
- Construct GSI to help to improve water quality and recharge local water tables.

Some examples of projects that help meet CAP goals 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. This is scheduled to be constructed in 2026.
- The Treat Boulevard Corridor Improvement project aims to improve the safety of bicyclists between Main Street and Jones Road for about 2,150 feet. It will encourage biking along this heavily trafficked corridor. This project is near the busy I-680 ramps, Iron Horse Trail, and Pleasant Hill BART station. It is scheduled to be constructed in 2026.
- The Camino Tassajara Realignment Project proposes to add a bikeway and Class I trail to connect with the City of Dublin's trail system along Camino Tassajara from Windemere Parkway to the County Line for about 2,500 feet. This project is scheduled to be constructed in 2027.

Additional information about the Climate Action Plan can be found on the County's website at <https://www.contracosta.ca.gov/8678/Climate-Action-Plan>.

Limited Resources

PWD has been successful at receiving federal, state, and local grants from various funding sources. In 2021, Congress approved a new federal funding bill titled "Infrastructure Investment and Jobs Act" (IIJA). This bill created many competitive funding programs, including categories for transportation in the millions of dollars. In addition, there were safety grants, programs to fund bicycle and pedestrian projects, and other funding opportunities for projects. However, each grant requires a local match that ranges from approximately five percent to over twenty percent of the total project cost.

The County has allotted general fund money from the County budget to be used as the local match for grant programs funded by IIJA projects, which in effect frees up other funds such as gas taxes for other important items. These general funds have allowed PWD to not only fund these new projects, but to keep existing projects moving that may otherwise have needed to be delayed as a result of prioritizing the local match.

Limited resources can heavily influence how transportation projects are implemented. Funding, deadlines, staff size, and material constraints all play a role in whether a project can be done efficiently. Oftentimes, these resources are competing against each other,

which leads to prioritizing projects based on available resources and urgent needs. This prioritization process usually involves trade-offs, potentially delaying projects that would otherwise be completed if resources were not limited. The requirement for a local match will need to be balanced with the available funds for the maintenance program.

Increasing Costs

Inflation always occurs and its effect can play a crucial role in the planning and execution of projects. Infrastructure projects often involve large sums of money and long design-to-construction timelines, sometimes spanning several years. During this time, inflation can significantly impact project costs due to fluctuations in prices of materials and the cost of labor. Inflation may limit the real value of available revenues, so engineers and planners must carefully consider inflation when estimating project budgets and securing grants.

During the onset of the COVID-19 pandemic, there was year-to-year inflation as high as thirteen percent. This meant that projects that were conceived and budgeted several years prior had to be reevaluated with new budgets. Since revenue increases did not keep pace with the cost of inflation, several projects from the last CRIPP had to be delayed in order to maintain the overall budget. One major issue is that grant funds are fixed at the time they are received and do not escalate with the cost of inflation. This means grant writers must be cautious when setting unit prices at levels they are expected to be at years in the future.

Grant fund amounts do not typically increase to accommodate inflation. When project costs go up, the costs must be borne by the existing funds. As explained above, a local match is required by all projects, and these sources are already heavily utilized. If additional funding cannot be found, then the project may have to be canceled and all grant funds returned to the funder, including amounts already spent. So far, the County has a history of meeting its commitments to all projects that have been funded.

In addition to inflation, the County experienced almost \$19 million of unexpected damage to the roadway system caused by storm events in 2022. About half of this cost will be covered by federal and state funds but the balance will be paid for with local funds. These unforeseen projects to restore the roadways after the storm events greatly impacts the schedule and available revenue for other projects.

Changing Priorities

The County Road Program has experienced a variety of factors that have affected the construction of new infrastructure and maintenance of existing infrastructure. The County currently face the following challenges:

- Determining how to best balance the need for increased maintenance with the funding opportunities for capital improvements while considering all the issues below.
- Keeping up with current trends and regulations, including addressing how projects affect the environment. PWD strives to create a sustainable transportation network to address the impacts of the road system on the environment. Future projects may include GSI, cool pavements, permeable pavements, complete streets, multi-modal ways to travel, recycled materials, and drought tolerant landscaping, where feasible. A sustainable transportation network will *positively* affect climate change, reduce greenhouse gas emissions, and improve water quality.
- Addressing issues of environmental justice in the development of projects, which is a great concern for the 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.
- Supporting a mode shift from the single-occupancy vehicle to other more active and environmentally friendly modes of transportation like walking, biking, rolling, carpooling, and using transit.

The Next Seven Years

A major goal for the County over the next seven years is to increase the amount of available funding for surface treatments and the budget for routine maintenance of the over 657 miles of roadways and related infrastructure like culverts, catch basins, guard rails and bridges. As noted above, since there are no other sources of funds for maintenance, the only place these funds can come from is the capital budget. This places a large burden on the County to utilize its existing funding sources to apply for and receive grant



funds, to wisely distribute local funds that need to be used as the local match for projects, and to do all of this as efficiently and effectively as possible to maximize the available resources.

Revenue Sources

An important step in developing a capital budget is to determine available funds, which requires revenue and expense projections as discussed below:

Gas Tax Funds

Gas Tax Funds are revenues paid by the state to cities and counties from the per-gallon motor vehicle fuel tax and from vehicle registration taxes. Gas Tax funds are the primary funding source for the County's 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 the local match on capital projects. Without these funds the County would miss an opportunity to obtain additional outside funding to help construct much needed safety and multi-modal transportation improvements. Gas taxes also fund staff time to prepare the actual grant application. See Appendix B.5 and B.6 for 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 1/2-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 1/2 - 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 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 comprise a portion of the project cost and projects tend to wait until other funding becomes available in the

form of grants. Every year PWD collects roughly \$1,500,000 from developers in all AOBs. Some AOBs have more development activity than others; therefore, the value collected varies from AOB to AOB. For more detailed information on each AOB and the AOB program in general, please see Appendix C.

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 are held in trust by the County and are listed as separate funding sources in this CRIPP. Every year PWD collects roughly \$50,000 in trust funds.



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 except for how they may be utilized for projects. 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 Commission (WCCTC), and the Tri-Valley Transportation Development (TVTD) fee.

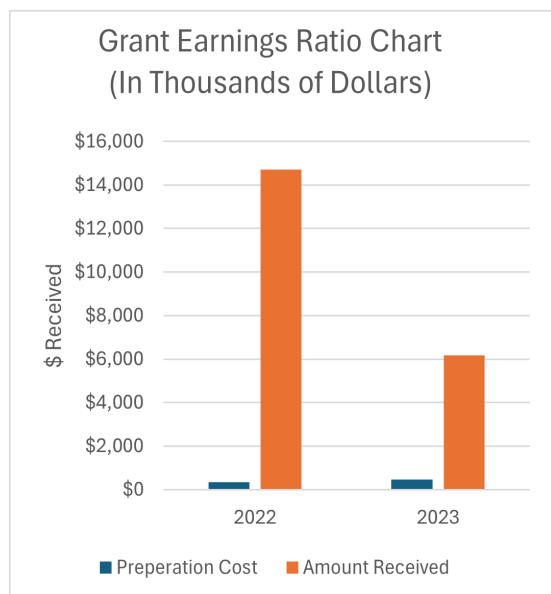
State Funding

State Local Match: These funds are revenues paid by the State to Counties from the State Highway Account. The funds are used for transportation purposes to match federally-funded transportation projects. The County receives a fixed amount of \$100,000 every year.



How Competitive are Grants?

The County has been successful in winning grants. For example, in 2022 the County was awarded \$14,719,000 in grant funding for four projects, and in 2023 the County was awarded \$6,170,000 for seven projects.



Grant preparation costs are shown in blue and represent how much it costs for staff to write and submit all of the grants. Grant earnings are shown in orange, and the chart demonstrates an impressive ratio of 37.67, which means that for every \$1.00 that the County spent to write and submit the grants, the County is poised to receive \$37.67 back.

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

Competitive Grant Funding

PWD staff has been successful at obtaining grants from federal, state, and local funding programs to construct a variety of projects. Grants help leverage a small amount of funds for large projects. The types of competitive grants are listed below:

ATP – The Active Transportation Program consolidates various federal and state transportation grant programs that are offered every two 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 provides funds to replace or rehabilitate public bridges when the State and Federal Highway Administration (FHWA) determines 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 years with the goal of reducing 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

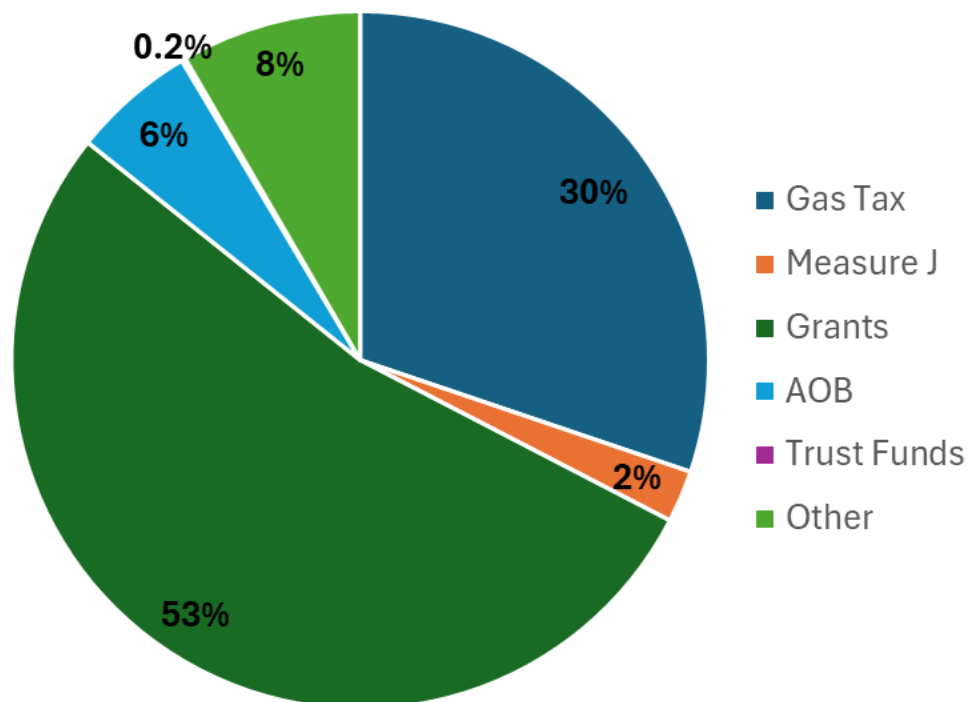
investments in Priority Development Areas and is available every two to four years. These regional capital projects focus on the following: local street and road maintenance, streetscape enhancements, bicycle and pedestrian improvements, transportation planning, and Safe Routes to School projects.

TDA – The Transportation Development Act is an annual competitive, regional, state-funded grant intended for projects to improve pedestrian and bicyclist safety and accessibility.

IIJA – The Infrastructure Investment and Jobs Act is a federal funding program passed by Congress that is intended to fund road maintenance, public transit systems, and promote the adoption of electric vehicles. The goal of the IIJA is to modernize and improve the nation’s infrastructure. The Safe Streets for All (SS4A) and the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) are two IIJA grant programs that PWD has applied for. The PWD received Rural and Tribal Assistance Pilot Program funds for planning and engineering on Vasco Road in east County.

Tabulation of Revenues and Expenses

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 of a construction contract.

The table below summarizes the revenues and expenditures over the next seven plus years:

Revenue & Expenses for Fully Funded Active Projects

	Funding Source	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY29/30 to Future	Total
Revenues	Gas Tax	\$7,389	\$6,183	\$22,130	\$3,293	\$103	\$39,097
	Measure J	\$1,089	\$775	\$1,264	\$0	\$0	\$3,127
	Grants	\$3,473	\$14,682	\$41,738	\$8,905	\$0	\$68,797
	AOB	\$1,482	\$1,482	\$1,482	\$1,482	\$1,482	\$7,410
	Trust Funds	\$47	\$47	\$47	\$47	\$47	\$235
	Other	\$770	\$2,383	\$3,791	\$2	\$3,900	\$10,845
	TOTAL	\$14,249	\$25,552	\$70,451	\$13,729	\$5,532	\$129,513
	Funding Source	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY29/30 to Future	Total
Expenses	Gas Tax	\$7,389	\$6,183	\$22,130	\$3,293	\$103	\$39,097
	Measure J	\$1,089	\$775	\$1,264	\$0	\$0	\$3,127
	Grants	\$3,473	\$14,682	\$41,738	\$8,905	\$0	\$68,797
	AOB	\$2,922	\$3,724	\$3,864	\$0	\$0	\$10,510
	Trust Funds	\$57	\$66	\$834	\$0	\$0	\$957
	Other	\$770	\$2,383	\$3,791	\$2	\$3,900	\$10,845
	TOTAL	\$15,700	\$27,813	\$73,620	\$12,200	\$4,003	\$133,335

Note: \$ amount is shown in thousands.

Road Program Outlook

With the COVID-19 crisis now basically in the past, the CRIPP shows a generally positive outlook over the next seven-year period. However, inflation and competing priorities for the fixed amount of local funding the County annually receives such as gas tax and Measure J is a significant challenge.

One concern is that gas tax revenues are once again in decline. A large reason for this decline is the proliferation of electric vehicles. These vehicles get their energy from the electric grid instead of from the gas pump, which is generally good for the environment because of the reduction of greenhouse gases. However, these vehicles contribute significantly to wear and tear on the roads due to the weight of the batteries but are not funding their share. There is legislation to move toward a mileage-based tax system, but there are many issues, including issues of privacy, that need to be addressed first before this revenue stream becomes a reality.

The County has been successful at receiving grant funds and will be administering these projects for the next several years. However, grant funds come with a challenge because they must include a local match, and historically the main source for these local match funds is the finite gas tax. Fortunately, the Road Program received a welcome boost when the Board of Supervisors voted to provide additional monies out of general fund revenue to fund large infrastructure projects awarded under the IIJA. These projects could not be built if these additional funds were not provided.

Another significant challenge for the next several years is the repair of infrastructure from damage caused by the winter storms that occurred during the winter of 2022/23. The County had a total of 47 projects that requested Emergency Relief federal funds. Federal funds do not cover the entire cost of these projects, which causes yet another significant challenge for deciding how to allocate local funds.

A major goal over the next seven years is to continue to increase the amount of available funding for the pavement surface treatment program and routine maintenance of over 657 miles of County roadway. Investing in maintenance of roads is remunerative because if a road deteriorates further than a surface treatment can fix, it will require a much more expensive pavement replacement. A major challenge for maintenance is that the funding source per year is fixed and there are very few if any grants available to fund maintenance.

A new challenge to PWD is funding multi-modal and green street maintenance. These facilities require specialized equipment and staff training, which substantially increases the cost per mile of roadway when compared with a similar roadway that was designed twenty or more years ago for the efficient throughput of automobiles. This means that unless new funding sources are found, it is likely that the overall level of maintenance will decrease, which will lead to an even greater share of the funds needing to go to reactive maintenance such as pothole filling and base failure repairs. This may ultimately cut into the capital improvement budget, which would make highly needed projects unfundable.

What does the future hold for the types of road projects that the County delivers? The future will include building projects that are safe, reliable, efficient, multi-modal,

sustainable, and equitable. This biennially published CRIPP is a dynamic, ever-changing document that reacts to financial and social changes, legislated requirements, and community desires while balancing the needs of the communities that the County serves.

This document and its updates are available at:

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



Capital Road Projects: Countywide and Supervisor Districts

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

The following pages contain the list of active and complete projects for the 2024 CRIPP publication. The **Active and Completed CRIPP project** list is sorted by Board of Supervisor Districts and Countywide projects. There are 41 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 2022 CRIPP and this one are also included to ensure the list is a comprehensive representation of the County's Road Program.

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 AOB studies. Efficiency projects tend to be more costly to design and construct since these are more systemic improvement than localized improvements.
Multi-Modal Mobility	Accessibility project include ADA upgrades, pedestrian and bicycle improvements, and pedestrian flashers. Complete street projects are usually placed in this category.
Sustainability	Sustainable projects include projects that reduce the negative impacts on the environment. Projects that reduce greenhouse gases and encourage active transportation are considered sustainability projects.
Equity / Environmental Justice	Equity projects in transportation seek to address fairness in mobility and accessibility. These projects provide equitable access for transportation based on a communities transportation needs, particularly for underserved communities.

Countywide Projects

Countywide Active Projects

C-1. 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 scheduled for 2025. This project is funded by: HBP, Gas Tax.

C-2. Countywide Guardrail Upgrades - Phase 2 - (HSIP) - This project will upgrade existing guardrails by replacing sub-standard MBGR guardrails with Caltrans standard MGS guardrails and end treatments. Construction is scheduled for 2025. This project is funded by: HSIP, Gas Tax.

Countywide Complete Projects

C-1c. 2022 Countywide Surface Treatment Project - (Maintenance) - This project will apply various surface treatments to County roadways. Construction was completed in 2022. This project was funded by: RMRA, Gas Tax.

C-2c. 2022 Countywide Curb Ramp Project - (Maintenance) - This project will install ADA compliant curb ramps at multiple locations in the unincorporated Bay Point, Pacheco, Rodeo, and Contra Costa Centre areas. Construction was completed in 2022. This project was funded by: Gas Tax, TDA.

C-3c. 2022 Trash Capture Device Installation - (Maintenance Division) - This project installed trash capture devices at various locations in unincorporated County. Construction was completed in 2022. This project was funded by: Gas Tax.

Supervisor District: Countywide

Countywide

In-Progress

Project No. C-1

Bridge Preventative Maintenance Project

Purpose & Need: Ensure the maintenance and safety of the existing bridges throughout the County.

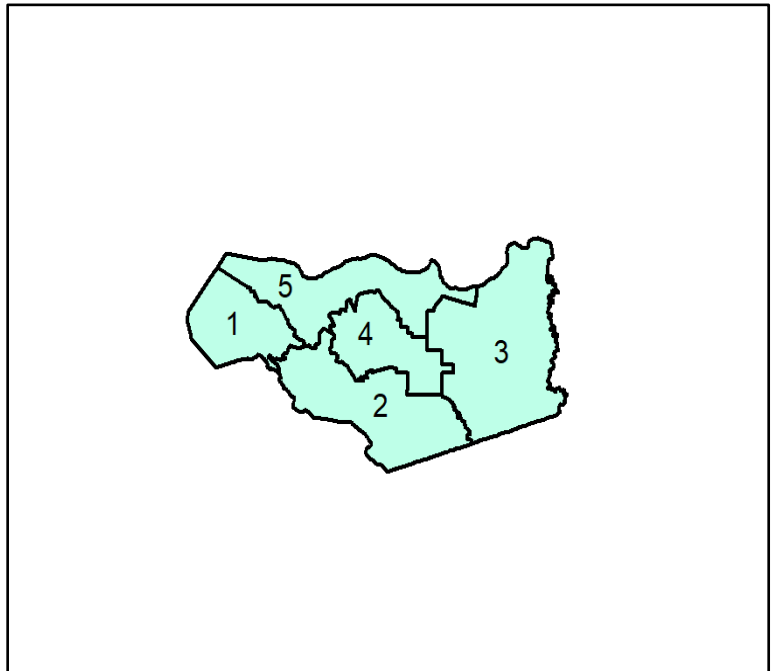
Project Description: This project is to perform maintenance such as surface treatments to various bridges in the County based on the periodic bridge inspections of County bridges.

Funding Sources: HBP, Gas Tax

Construction Year: 2025

Total Estimated Project Cost: \$1,217,000

Project Goals:
Reliability



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$13,000	\$4,000	\$6,000	\$3,000		
	Environmental	\$170,000	\$165,000	\$5,000			
	Design Engineering	\$511,000	\$461,000	\$50,000			
	Right-of-Way	\$2,000	\$2,000				
	Construction	\$521,000		\$521,000			
	Non-Infrastructure						
TOTAL		\$1,217,000	\$632,000	\$582,000	\$3,000		
Source	Local Gas Tax	\$541,000	\$457,000	\$81,000	\$3,000		
	Local HBP	\$676,000	\$175,000	\$501,000			

Supervisor District: Countywide

Countywide

In-Progress

Project No. C-2

Countywide Guardrail Upgrades - Phase 2

Purpose & Need: The purpose is to improve roadway safety and reduce the seriousness of collisions throughout the County. Because this treatment has a high benefit in reducing serious collisions, it is a top priority for the County to continue upgrading our guardrails until all of them meet current standards.

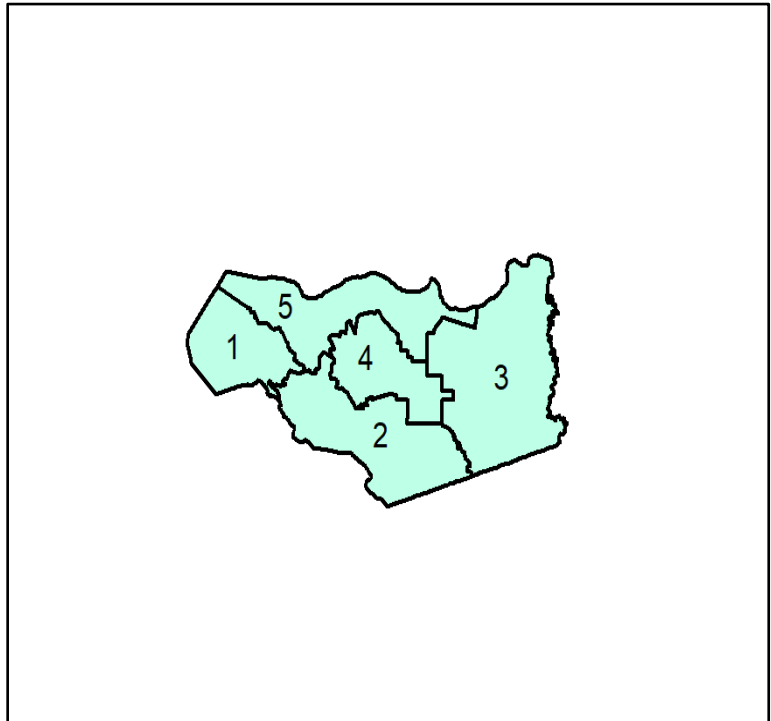
Project Description: This project will upgrade existing guardrails by replacing sub-standard MBGR guardrails with Caltrans standard MGS guardrails and end treatments.

Funding Sources: HSIP, Gas Tax

Construction Year: 2025

Total Estimated Project Cost: \$2,194,00

Project Goals:
Safety, Reliability



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$24,000		\$20,000	\$4,000		
	Environmental	\$85,000		\$85,000			
	Design Engineering	\$367,000		\$367,000			
	Right-of-Way						
	Construction	\$1,718,000		\$514,000	\$1,204,000		
	Non-Infrastructure						
TOTAL		\$2,194,000		\$986,000	\$1,208,000		
Source	Local Gas Tax	\$1,194,000		\$532,000	\$662,000		
	Local HSIP - State	\$1,000,000		\$454,000	\$546,000		

Board of Supervisors District I

Supervisor District I Active Projects

I-1. Appian Way at Fran Way Crosswalk Enhancements - (HSIP) - (El Sobrante) - This project is to construct pedestrian refuge islands and install rapid rectangular flashing beacons at the intersection. Construction is scheduled for 2025. This project is funded by: HSIP, TDA, Gas Tax.

I-2. Appian Way Utility Undergrounding Project - (Rule 20A) - (El Sobrante) - This project undergrounds existing overhead power lines on Appian Way as part of a PG&E program. Construction is scheduled for 2028. This project is funded by: PG&E Rule 20A, Gas Tax.

I-3. Briones Area Guardrail Upgrades - (HSIP) - (Briones) - This project will remove approximately 43 guardrails and replace them with new guardrails that meet the current Caltrans standard. Construction is scheduled for 2024. This project is funded by: HSIP, Gas Tax.

I-4. Del Monte Drive Bridge Painting and Poly Overlay (Bridge No. 28C0207) - (HBP) - (Montalvin Manor) - This project proposes to paint the bridge superstructure and apply a Poly Overlay to the bridge deck. Construction is scheduled for 2025. This project is funded by: HBP, Gas Tax.

I-5. Tara Hills Curb Ramps on Shawn Drive - (TDA Grant) - (Tara Hills) - The proposed project will install twelve ADA curb ramps on Shawn Drive. These ADA curb ramps will include detectable warning surfaces. Existing stop bars will be shifted a few feet away from the intersection. Construction is scheduled for 2024. This project is funded by: TDA, Gas Tax.

I-6. Market Avenue at UPRR Crossing Improvements Project - (Railroad-Highway Grade Crossing Program) - (North Richmond) - This project is to reconstruct the existing railroad crossing to current standards. The project is joint between the County, CPUC, UPRR, and Caltrans. Construction is scheduled for 2025. This project is funded by: Railroad-Highway Grade Crossing Program, Gas Tax.

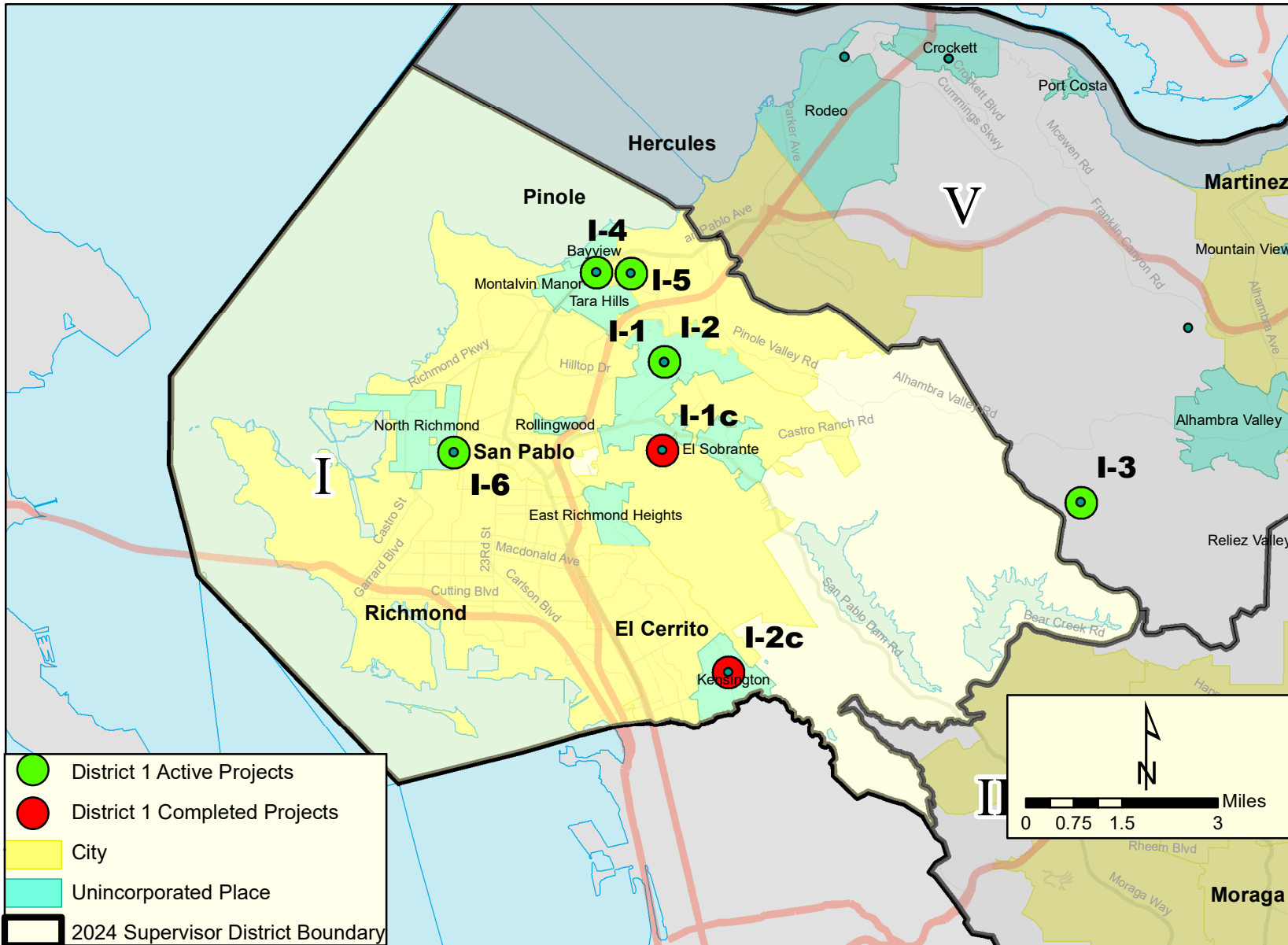
Supervisor District I Complete Projects

I-1c. San Pablo Dam Road and Bailey Road Signal Hardware Upgrades - (HSIP) - (El Sobrante/Bay Point) - This project installed signal hardware upgrades at 11 intersections on San Pablo Dam Road, including: new LED signal heads, back plates, illuminated street name signs, 2070E controllers, conflict monitor units, video camera detection systems, touchless pedestrian push buttons, and pedestrian countdown signal heads. Construction was completed in 2023. This project was funded by: HSIP, Gas Tax.

I-2c. Westminster and Kenyon Avenue Accessibility Project - (TDA Grant) - (Kensington)
- This project installed fourteen curb ramps along selected intersections on Westminster Avenue and Kenyon Avenue and installed a double-sided RRFB system at the intersection of Kenyon Avenue and Trinity Avenue. Construction was completed in 2023. This project was funded by: TDA, Gas Tax.

Supervisor District I

CRIPP Project Map



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

Supervisor District: I

El Sobrante

In-Progress

Project No. I-1

Appian Way at Fran Way Crosswalk Enhancements

Purpose & Need: Increase pedestrian safety at crosswalk; blind curve does not provide sufficient decision sight distance for vehicular drive to react to crossing pedestrian.

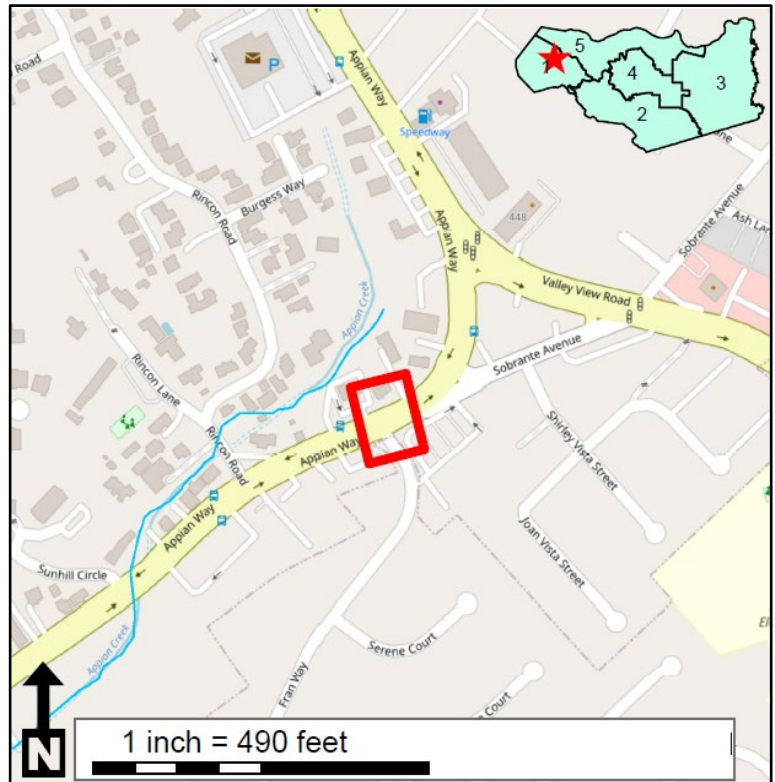
Project Description: This project is to construct pedestrian refuge islands and install RRFB system at the intersection.

Funding Sources: HSIP, TDA, Gas Tax

Construction Year: 2025

Total Estimated Project Cost: \$535,000

Project Goals:
Safety, Mobility



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$60,000	\$21,000	\$39,000			
	Environmental	\$5,000		\$5,000			
	Design Engineering	\$160,000		\$70,000	\$90,000		
	Right-of-Way	\$5,000		\$5,000			
	Construction	\$305,000			\$305,000		
	Non-Infrastructure						
TOTAL		\$535,000	\$21,000	\$119,000	\$395,000		
Source	Local HSIP - State	\$250,000			\$250,000		
	Local Rich/El Sobr AOB	\$185,000		\$40,000	\$145,000		
	Local TDA	\$100,000	\$21,000	\$79,000			

Supervisor District: I

El Sobrante

In-Progress

Project No. I-2

Appian Way Utility Undergrounding Project

Purpose & Need: Utilities will be placed underground to improve the aesthetics by removing roadside obstacles along the gateway to the El Sobrante community.

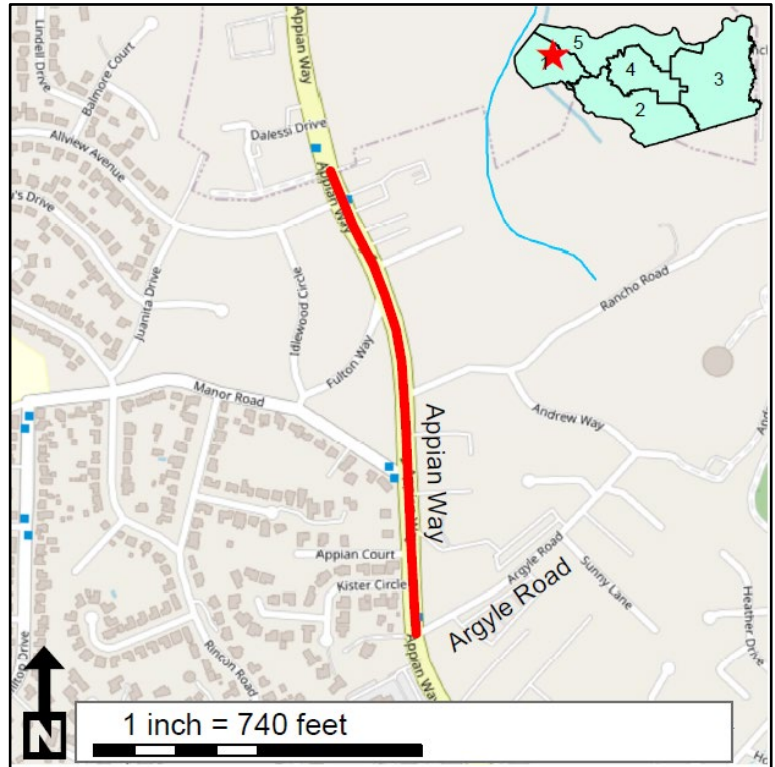
Project Description: This project undergrounds existing overhead power lines on Appian Way as part of a PG&E program.

Funding Sources: PG&E Rule 20A, Gas Tax

Construction Year: 2028

Total Estimated Project Cost: \$4,433,000

Project Goals:
Safety, Reliability



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$178,000	\$20,000	\$28,000	\$20,000	\$60,000	\$50,000
	Environmental	\$5,000	\$5,000				
	Design Engineering						
	Right-of-Way	\$300,000				\$300,000	
	Construction	\$3,950,000					\$3,950,000
	Non-Infrastructure						
TOTAL		\$4,433,000	\$25,000	\$28,000	\$20,000	\$360,000	\$4,000,000
Source	Local Gas Tax	\$533,000	\$25,000	\$28,000	\$20,000	\$360,000	\$100,000
	Local Rule 20A	\$3,900,000					\$3,900,000

Supervisor District: I

Briones

In-Progress

Project No. I-3

Briones Area Guardrail Upgrades

Purpose & 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.

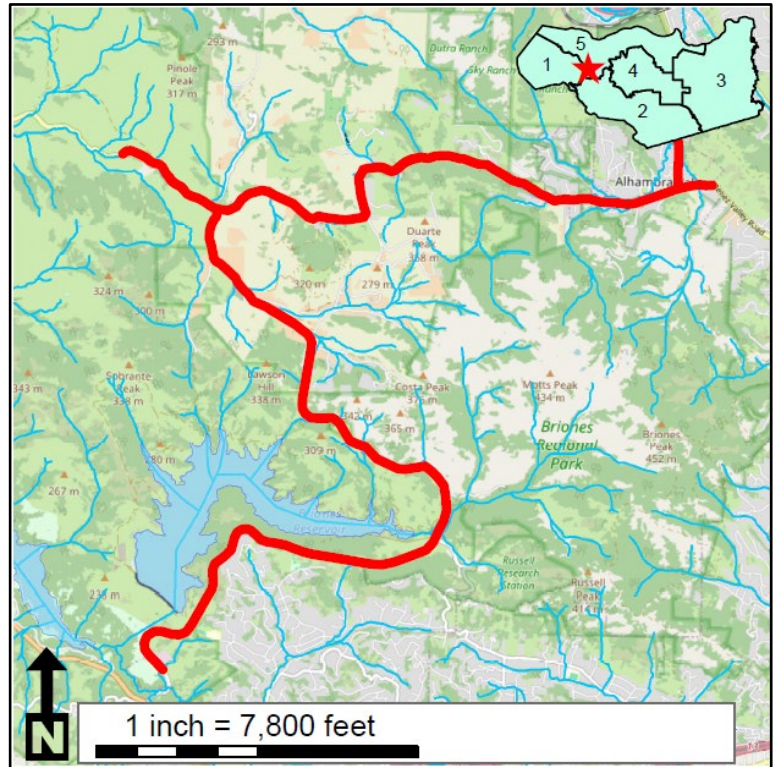
Project Description: This project will remove approximately 43 guardrails and replace them with new guardrails that meet the current Caltrans standard.

Funding Sources: HSIP, Gas Tax

Construction Year: 2024

Total Estimated Project Cost: \$2,611,000

Project Goals:
Safety, Reliability



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$40,000	\$19,000	\$21,000			
	Environmental	\$90,000	\$22,000	\$68,000			
	Design Engineering	\$266,000	\$145,000	\$121,000			
	Right-of-Way						
	Construction	\$2,215,000		\$2,215,000			
	Non-Infrastructure						
TOTAL		\$2,611,000	\$186,000	\$2,425,000			
Source	Local Gas Tax	\$1,619,000	\$186,000	\$1,433,000			
	Local HSIP	\$992,000		\$992,000			

Supervisor District: I

Montalvin Manor

In-Progress

Project No. I-4

Del Monte Drive Bridge Painting and Poly Overlay

Purpose & Need: The existing bridge requires repair.

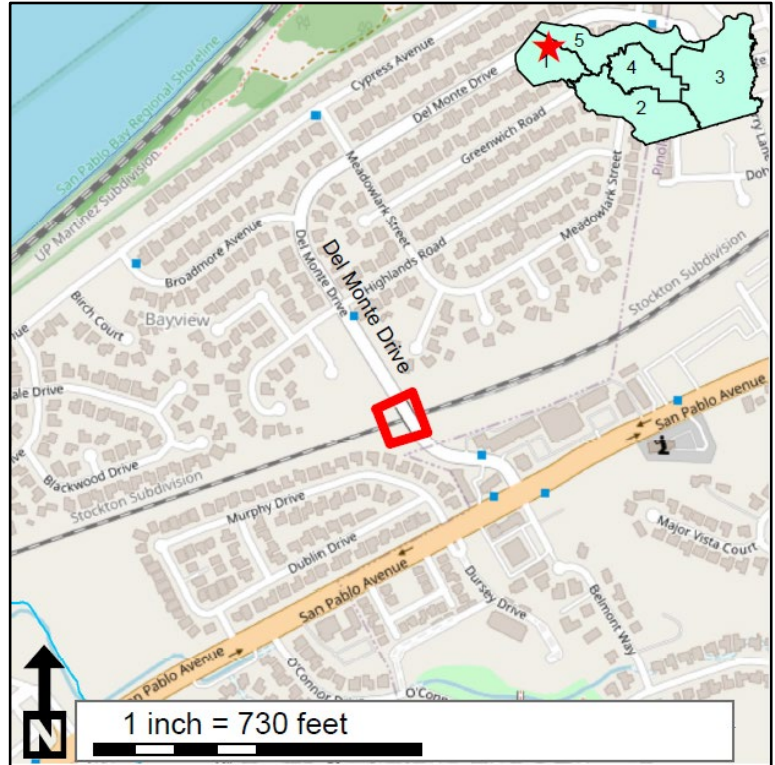
Project Description: This project proposes to paint the bridge superstructure and apply a Poly Overlay to the bridge deck.

Funding Sources: HBP, Gas Tax

Construction Year: 2027

Total Estimated Project Cost: \$1,284,000

Project Goals:
Reliability



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$12,000		\$3,000	\$6,000	\$3,000	
	Environmental	\$80,000		\$40,000	\$40,000		
	Design Engineering	\$276,000		\$138,000	\$138,000		
	Right-of-Way	\$50,000			\$50,000		
	Construction	\$866,000			\$866,000		
	Non-Infrastructure						
TOTAL		\$1,284,000		\$181,000	\$1,100,000	\$3,000	
Source	Local Gas Tax	\$353,000		\$50,000	\$300,000	\$3,000	
	Local HBP	\$931,000		\$131,000	\$800,000		

Supervisor District: I

Tara Hills

In-Progress

Project No. I-5

Tara Hills Curb Ramps on Shawn Drive

Purpose & Need: This project will create a walkable path to a local school and will improve pedestrian safety in the community.

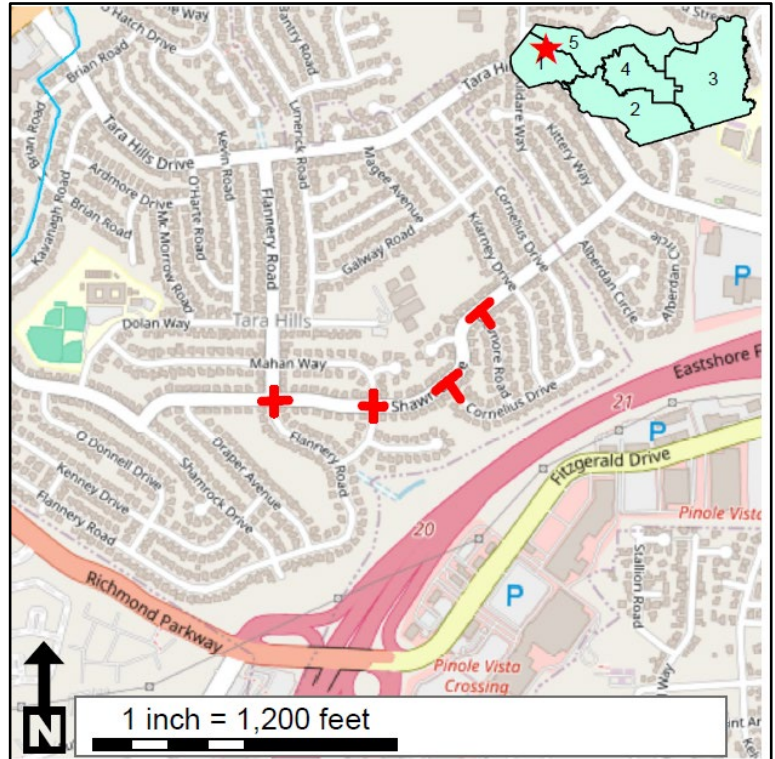
Project Description: The proposed project will install twelve ADA curb ramps on Shawn Drive. These ADA curb ramps will include detectable warning surfaces. Existing stop bars will be shifted a few feet away from the intersection.

Funding Sources: TDA, Gas Tax

Construction Year: 2024

Total Estimated Project Cost: \$731,000

Project Goals:
Safety. Mobility, Equity



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$112,000	\$11,000	\$101,000			
	Environmental	\$4,000		\$4,000			
	Design Engineering	\$219,000	\$35,000	\$184,000			
	Right-of-Way						
	Construction	\$396,000		\$396,000			
	Non-Infrastructure						
TOTAL		\$731,000	\$46,000	\$685,000			
Source	Local Gas Tax	\$651,000	\$33,000	\$618,000			
	Local TDA	\$80,000	\$13,000	\$67,000			

Supervisor District: I

North Richmond

In-Progress

Project No. I-6

Market Avenue at UPRR Crossing Improvements

Purpose & Need: The crossing is ranked very high on the list of deficient railroad crossings due to recent serious collisions and incidents.

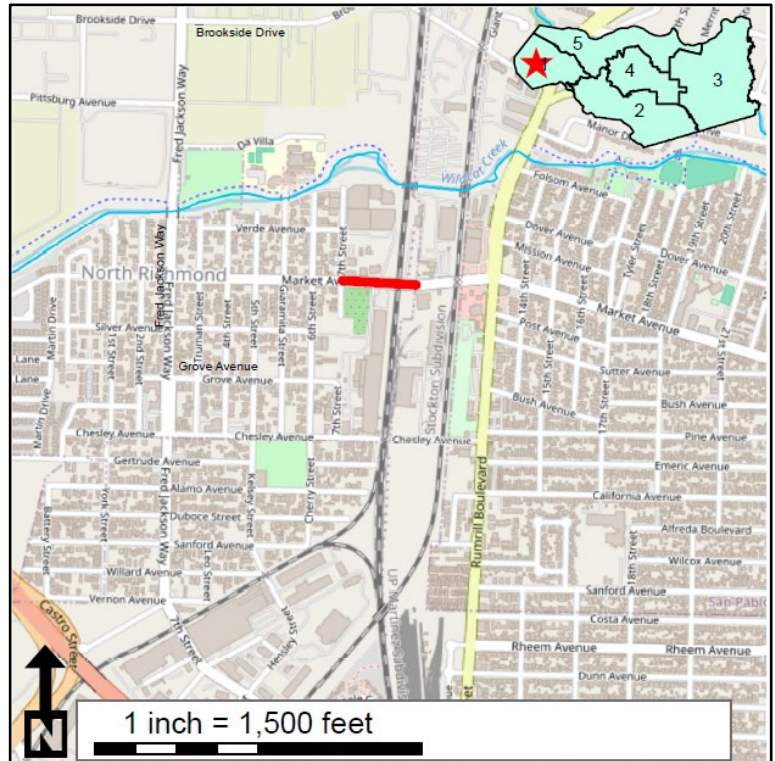
Project Description: This project is to reconstruct the existing railroad to current standards. The project is joint between the County, CPUC, UPRR, and Caltrans.

Funding Sources: Railroad-Highway Grade Crossings Program, Gas Tax

Construction Year: 2025

Total Estimated Project Cost: \$1,622,000

Project Goals:
Safety, Equity



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$240,000	\$58,000	\$182,000			
	Environmental	\$25,000	\$2,000	\$23,000			
	Design Engineering	\$200,000		\$200,000			
	Right-of-Way						
	Construction	\$1,157,000			\$1,157,000		
	Non-Infrastructure						
TOTAL		\$1,622,000	\$60,000	\$405,000	\$1,157,000		
Source	Local Gas Tax	\$50,000	\$9,000	\$35,000	\$6,000		
	Local Section 130	\$1,572,000	\$51,000	\$370,000	\$1,151,000		

Board of Supervisors District II

Supervisor District II Active Projects

II-1. Camino Tassajara/Tassajara Road Realignment Project - (Alignment Study) - (Tassajara Valley) - This project proposes to realign and reconstruct Camino Tassajara and Tassajara Road from a 2-lane roadway to a 4-lane divided roadway and add Class II and Class I bike lanes, median island installation, and drainage improvements. Construction is scheduled for 2025. This project is funded by: SCC Sub-Regional, Tassajara JEPA

II-2. Danville Blvd/Orchard Ct Complete Streets Improvements - (HSIP) - (Alamo) - The project will construct a roundabout at the Danville Boulevard/Orchard Court intersection, reconstruct sidewalks through the corridor along with curb extensions and curb ramps in order to meet ADA requirements and accommodate existing mature trees in the sidewalk. Construction is scheduled for 2024. This project is funded by: HSIP, Measure J Regional, Trust 8192, Gas Tax.

II-3. Freeman Road and Briones Valley Road Bridge Maintenance Project - (HBP) - (Saranap) - In District II, the purpose of the Freeman Road Bridge Maintenance Project 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, the Briones Valley Road 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 scheduled for 2026 for the Freeman Road Bridge and 2028 for the Briones Valley Road Bridge. This project is funded by: HBP, Gas Tax.

II-4. Livorna Road Shoulder Widening - (TDA) - (Alamo) - The proposed project includes widening the southern shoulder of Livorna Road along a 200-ft segment to a uniform 5-ft shoulder for bicycle travel. Construction is scheduled for 2024. This project is funded by: TDA, Gas Tax.

II-5. Norris Canyon Road Slide Repair and Safety Improvements - (Measure J) - (Unincorporated San Ramon) - The project will widen and realign an approximately 1,000-foot segment of Norris Canyon Road and install a safety rail/guard rail on the south side of the roadway. Construction is scheduled for 2025. This project is funded by: Measure J, Gas Tax.

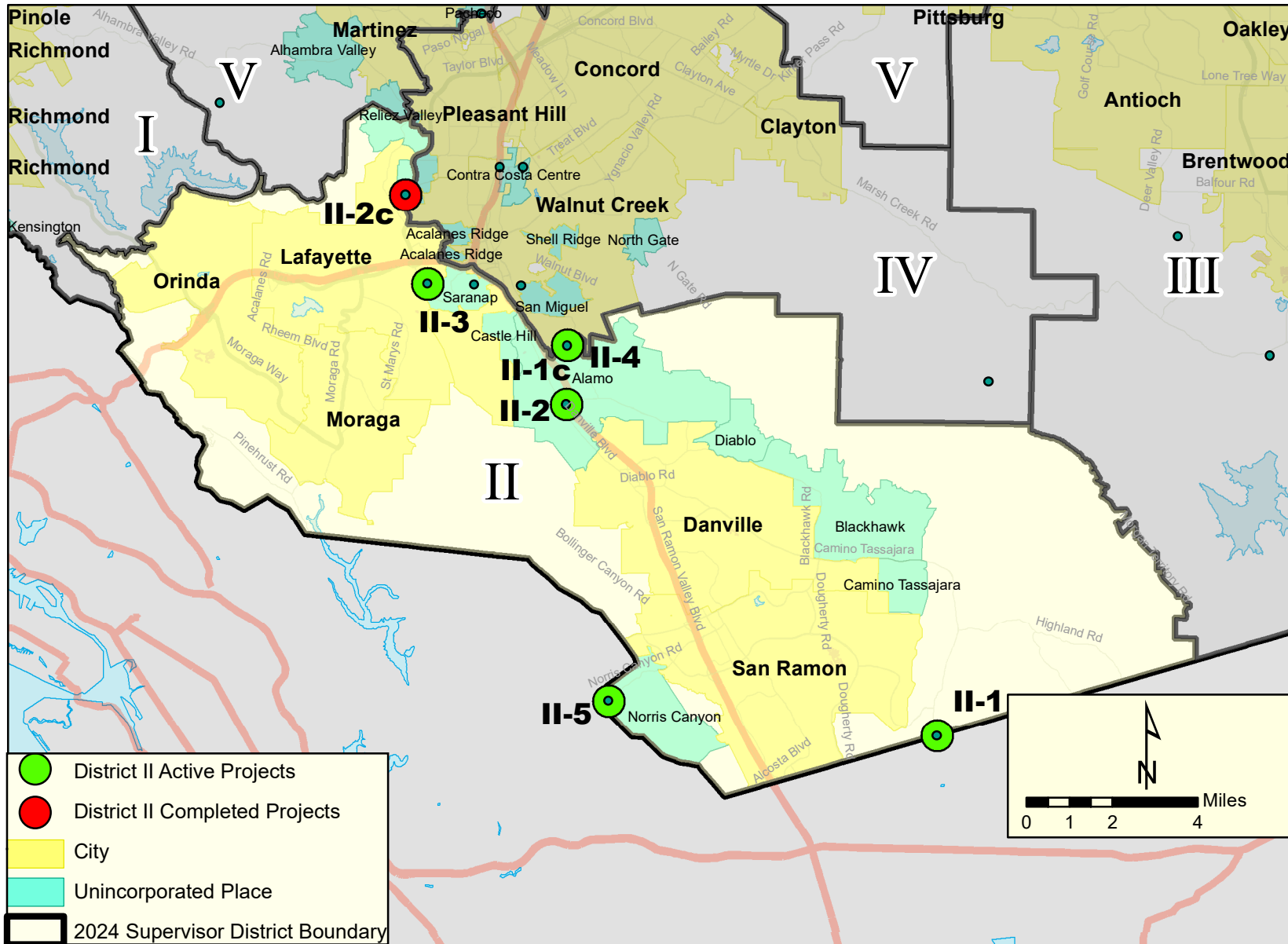
Supervisor District II Complete Projects

II-1c. Iron Horse Trail Crossing Enhancements - (TDA Grant) - (Alamo) - This project installed new RRFBs with passive activation systems at the Hillgrade Avenue and Las Trampas Road crossings of the Iron Horse Regional Trail and added passive activation systems to the existing flasher systems at Stone Valley Road West. Construction was completed in 2023. This project was funded by: TDA, Gas Tax.

II-2c. Pleasant Hill Road Bridge Rehabilitation - (HBP) - (Unincorporated Pleasant Hill)
- This project rehabilitated the bridge to extend its service life. Construction was completed in 2023. This project was funded by: HBP, Gas Tax.

Supervisor District II

CRIPP Project Map



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

Supervisor District: II

Tassajara Valley

In-Progress

Project No. II-1

Camino Tassajara & Tassajara Road Realignment Project

Purpose & Need: The purpose of this project is to realign and widen Camino Tassajara to improve safety for motorists and accessibility for bicyclists and pedestrians. The roadway realignment will also improve sight distance by removing the S-curve.

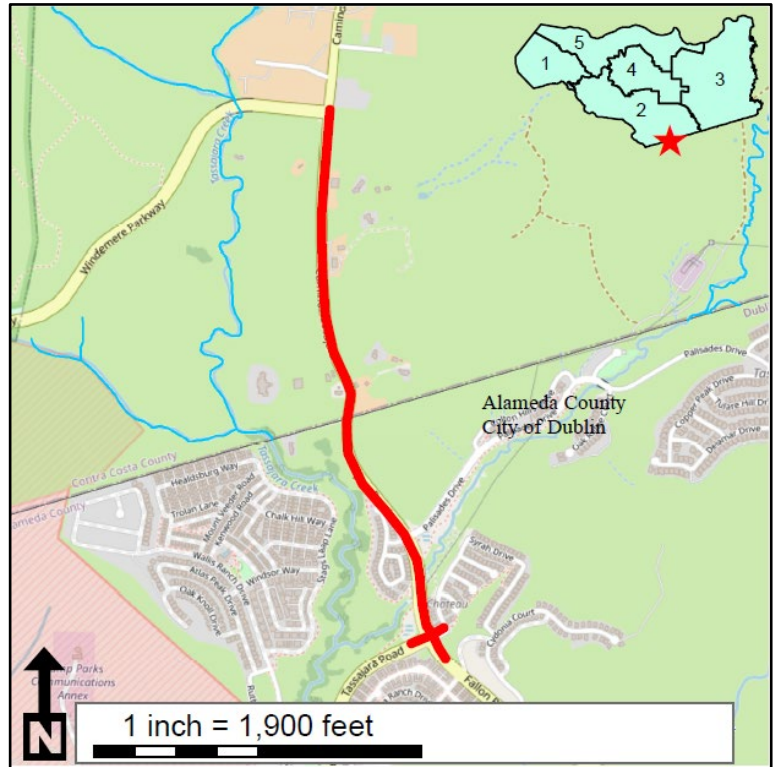
Project Description: This project proposes to realign and reconstruct Camino Tassajara and Tassajara Road from a 2-lane roadway to a 4-lane divided roadway and add Class II and Class I bike lanes, median island installation, and drainage improvements.

Funding Sources: SCC Sub-Regional, Tassajara JEPA

Construction Year: TBD

Total Estimated Project Cost: \$3,469,000

Project Goals:
Safety, Efficiency



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$113,000	\$104,000	\$9,000			
	Environmental	\$469,000	\$189,000	\$280,000			
	Design Engineering	\$2,355,000	\$1,300,000	\$1,055,000			
	Right-of-Way	\$467,000	\$17,000	\$450,000			
	Construction	\$65,000		\$65,000			
	Non-Infrastructure						
TOTAL		\$3,469,000	\$1,610,000	\$1,859,000			
Source	City of Dublin funds	\$1,277,000	\$185,000	\$1,092,000			
	SCC Sub-Regional	\$1,863,000	\$199,000	\$1,664,000			
	Tassajara JEPA	\$329,000		\$329,000			
	Gas Tax	\$0	\$1,226,000	\$1,226,000			

Supervisor District: II

Alamo

In-Progress

Project No. II-2 Danville Boulevard & Orchard Court Complete Streets Improvements

Purpose & 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 proposed improvements will help increase safety for all users at the intersection.

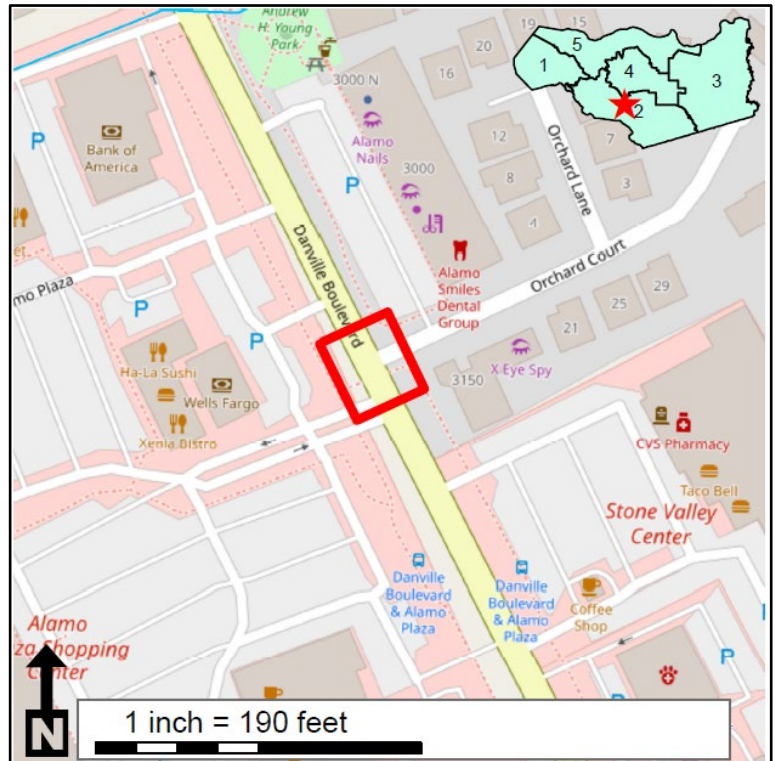
Project Description: The project will construct a roundabout at the Danville Boulevard/Orchard Court intersection, reconstruct sidewalks through the corridor along with curb extensions and curb ramps in order to meet ADA requirements and accommodate existing mature trees in the sidewalk.

Funding Sources: HSIP, Measure J Regional, Trust 8192, Gas Tax

Construction Year: 2024

Total Estimated Project Cost: \$7,984,000

Project Goals:
Safety, Mobility, Sustainability



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$99,000	\$96,000	\$3,000			
	Environmental	\$110,000	\$110,000				
	Design Engineering	\$1,469,000	\$1,469,000				
	Right-of-Way	\$1,781,000	\$1,781,000				
	Construction	\$4,525,000	\$1,179,000	\$3,346,000			
	Non-Infrastructure						
TOTAL		\$7,984,000	\$4,635,000	\$3,349,000			
Source	Alamo AOB	\$900,000		\$900,000			
	Gas Tax	\$2,979,000	\$3,465,000	\$(486,000)			
	HSIP	\$2,678,000	\$448,000	\$2,230,000			
	Measure J Regional	\$1,370,000	\$665,000	\$705,000			
	Trust 8192	\$57,000	\$57,000				

Supervisor District: II

Saranap

In-Progress

Project No. II-3 *Freeman Road and Briones Valley Road Bridge Maintenance Project*

Purpose & Need: This is a bridge maintenance project to perform repairs and to paint the bridges for long-term upkeep.

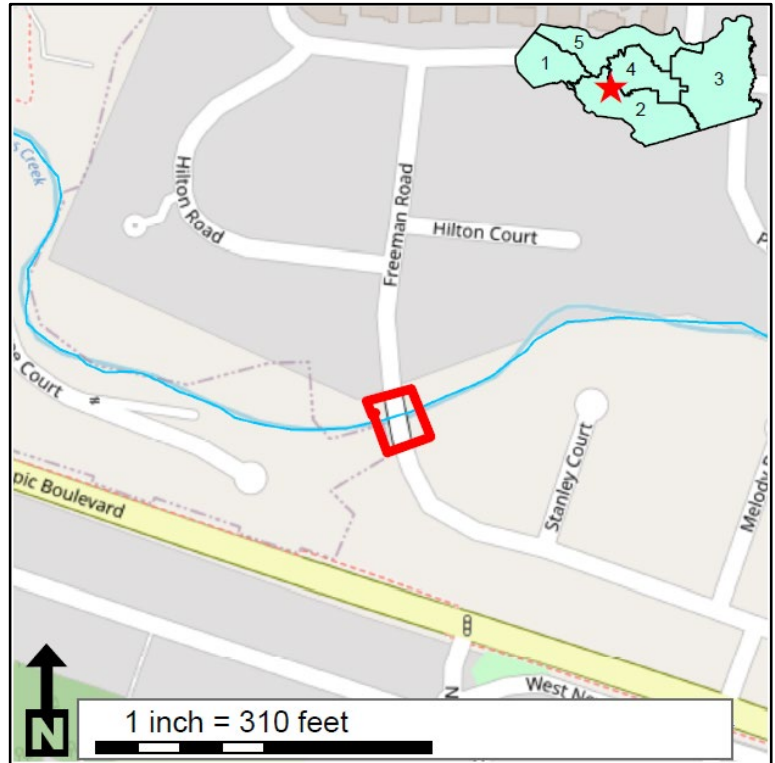
Project Description: In District II, the scope of the Freeman Road Bridge Maintenance Project is to clean and repaint all structural steel members, replace joint seals at the abutments, backfill any eroded embankment slope paving with concrete, and seal the concrete curbs and roadway deck. In District III, the scope of the Briones Valley Road Preventative Maintenance project includes repainting the bridge superstructure and replacing or tightening all bolted connections between the deck and steel plates.

Funding Sources: HBP, Gas Tax

Construction Year: F-2026
B-2028

Total Estimated Project Cost: \$1,368,000

Project Goals:
Reliability



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$15,000		\$3,000	\$6,000	\$6,000	
	Environmental						
	Design Engineering	\$240,000		\$110,000	\$130,000		
	Right-of-Way						
	Construction	\$1,113,000			\$851,000	\$262,000	
	Non-Infrastructure						
TOTAL		\$1,368,000		\$113,000	\$987,000	\$268,000	
Source	Local Gas Tax	\$647,000		\$113,000	\$376,000	\$158,000	
	Local HBP	\$721,000			\$611,000	\$110,000	

Supervisor District: II

Alamo

In-Progress

Project No. II-4

Livorna Road Shoulder Widening

Purpose & Need: The project will improve bicyclist safety by widening the roadway shoulder on a 200-ft segment of Livorna Road and will complete bicycle accessibility from I-680.

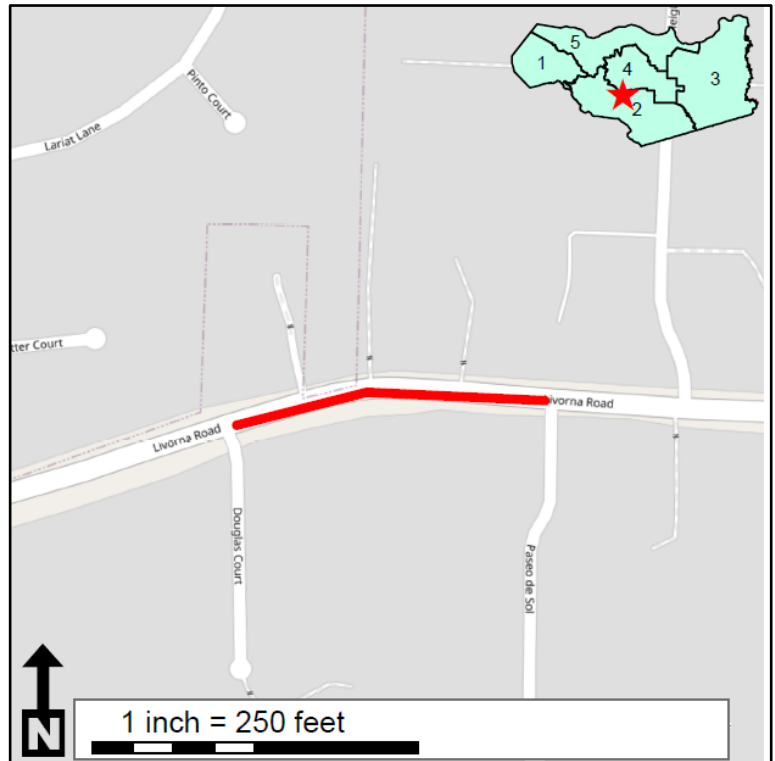
Project Description: The proposed project includes widening the southern shoulder of Livorna Road along a 200-ft segment to a uniform 5-ft shoulder for bicycle travel.

Funding Sources: TDA, Gas Tax

Construction Year: 2024

Total Estimated Project Cost: \$393,000

Project Goals:
Safety, Mobility



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$13,000	\$5,000	\$8,000			
	Environmental	\$4,000	\$1,000	\$3,000			
	Design Engineering	\$150,000	\$66,000	\$84,000			
	Right-of-Way						
	Construction	\$226,000		\$226,000			
	Non-Infrastructure						
TOTAL		\$393,000	\$72,000	\$321,000			
Source	Local Gas Tax	\$293,000	\$69,000	\$224,000			
	Local TDA	\$100,000	\$3,000	\$97,000			

Supervisor District: II

San Ramon (unincorporated)

In-Progress

Project No. II-5 *Norris Canyon Road Slide Repair and Safety Improvements*

Purpose & 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.

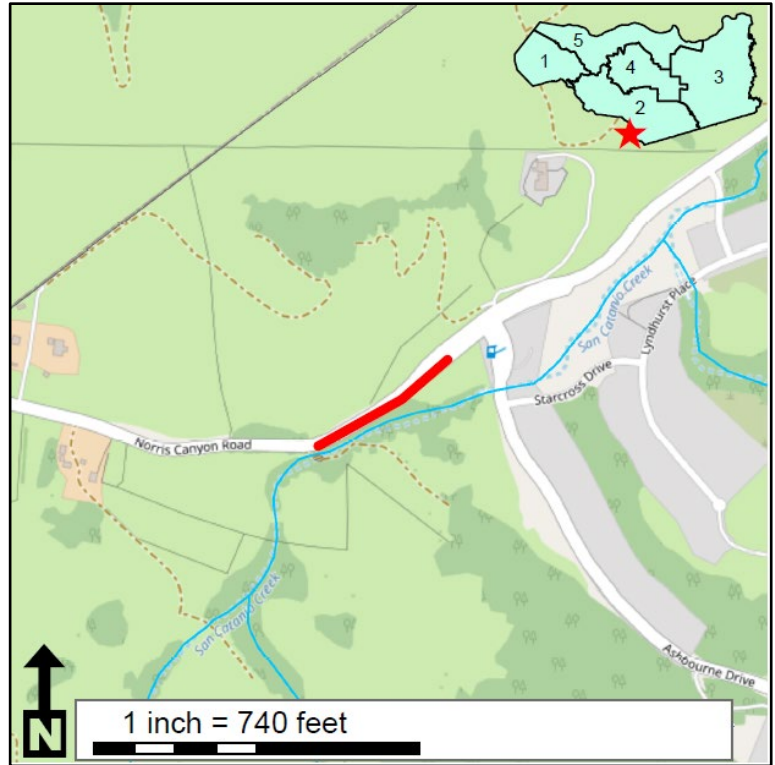
Project Description: The project will widen and realign an approximately 1,000-foot segment of Norris Canyon Road and install a safety rail/guard rail on the south side of the roadway.

Funding Sources: Measure J, Gas Tax

Construction Year: 2025

Total Estimated Project Cost: \$4,351,000

Project Goals:
Safety, Reliability



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$142,000	\$128,000	\$8,000	\$3,000	\$3,000	
	Environmental	\$203,000	\$103,000	\$100,000			
	Design Engineering	\$585,000	\$351,000	\$234,000			
	Right-of-Way	\$51,000	\$26,000	\$25,000			
	Construction	\$3,120,000			\$3,120,000		
	Non-Infrastructure	\$250,000			\$250,000		
TOTAL		\$4,351,000	\$608,000	\$367,000	\$2,456,000		
Source	FHWA/FEMA/Cal OES	\$2,346,000		\$367,000	\$1,979,000		
	Gas Tax	\$225,000	\$222,000			\$3,000	
	Measure J Regional	\$1,430,000	\$386,000		\$1,044,000		
	TVTC Fee	\$350,000			\$350,000		

Board of Supervisors District III

Supervisor District III Active Projects

III-1. Bixler Rd and Regatta Dr Intersection Improvements - (TDA Grant) - (Discovery Bay) - This project includes installing a number of infrastructure improvements such as an RRFB system, advanced warning signs, a median island, and a pedestrian path, as well as updated striping and pavement markings. Construction is scheduled for 2025. This project is funded by: TDA, Gas Tax.

III-2. Byron Highway Bridge Replacement over California Aqueduct (Bridge No. 28C0121) - (HBP) - (Byron) - This project will replace the bridge. Construction is scheduled for 2024. This project is funded by: HBP, DWR, Gas Tax.

III-3. Byron Highway Safety Improvements - (HSIP) - (Byron) - This project will add intersection lighting, add segment lighting; install dynamic/variable speed warning signs; and install edgeline rumble strips/stripes. Construction is scheduled for 2025. This project is funded by: HSIP, Gas Tax.

III-4. Deer Valley Road Traffic Safety Improvements - (HSIP) - (East County) - This project will install traffic safety improvements such as dynamic/variable speed feedback signs, guardrails, and curve shoulder widening. Construction is scheduled for 2025. This project is funded by: HSIP, Gas Tax.

III-5. Vasco Road Safety - Phase 2 - (Safety Project) - (Byron) - This project will continue the concrete median barrier in the northerly direction through the existing 3-lane segment for an approximate length of 1.5 miles. Associated pavement widening, signing, striping, turn pockets, retaining walls, drainage improvements will also occur. Construction is scheduled for 2026. This project is funded by: Prop 1B, RM3, Measure J Regional, Measure J Return To Source, Gas Tax.

III-6. Vasco Road Safety Improvements - (HSIP) - (Byron) - This project will install median rumble strips, channelizers, striping, and traffic signal hardware upgrades consisting of retroreflective back plates. The traffic signal located on the northeast corner of Vasco Road and Walnut Boulevard will be relocated further away from the road to better accommodate turning trucks. Construction is scheduled for 2025. This project is funded by: HSIP, Gas Tax.

III-7. Walnut Boulevard Shoulder Widening - (TDA) - (East County) - The project will widen the roadway shoulder and add Class II bike lanes for the southbound direction along approximately 850 feet of Walnut Boulevard. The existing centerline rumble strip will be removed and reconstructed at the new roadway centerline location. Construction is scheduled for 2024. This project is funded by: HSIP, TDA, Gas Tax.

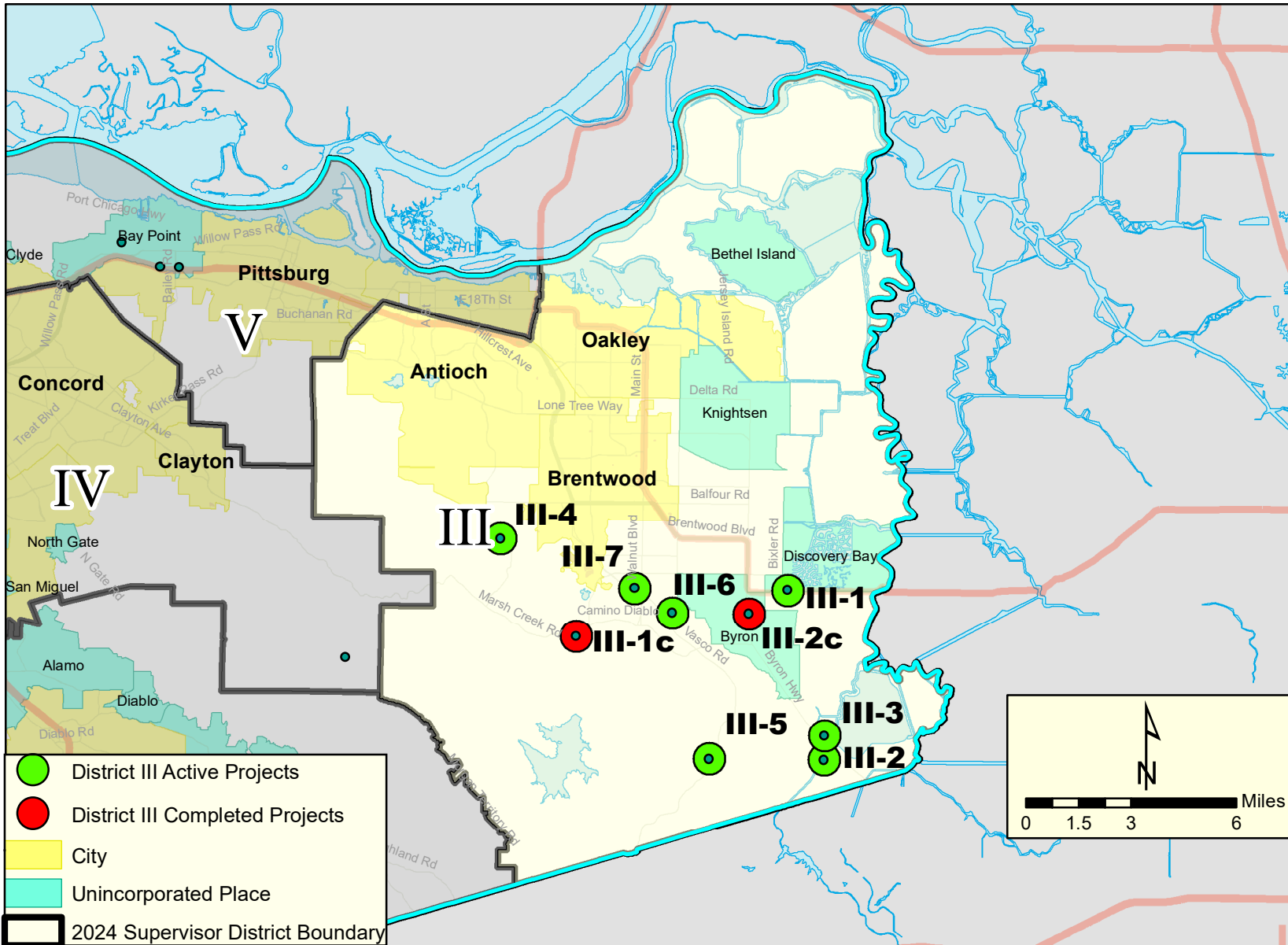
Supervisor District III Complete Projects

III-1c. Marsh Creek Road Bridge Replacement - (HBP) - (East County) - This project is to replace the bridge to extend its service life. Construction was completed in 2023. This project was funded by: HBP, East County Regional AOB, Gas Tax.

III-2c. Byron Highway and Byer Road Intersection Improvements - (HSIP) - (Byron) - The project will install traffic safety improvements along 2000 feet of Byron Highway including a dedicated left turn pocket at Byer Road, a two-way left turn lane, and wider 6-foot, paved shoulders. Construction was completed in 2022. This project is funded by: HSIP, Discovery Bay West Mitigation, Discovery Bay AOB, East County AOB, Gas Tax.

Supervisor District III

CRIPP Project Map



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

Supervisor District: III

Discovery Bay

In-Progress

Project No. III-1 *Bixler Road and Regatta Drive Intersection Improvements*

Purpose & Need: The purpose of this project is to improve pedestrian safety at the intersection of Bixler Road and Regatta Drive in Discovery Bay.

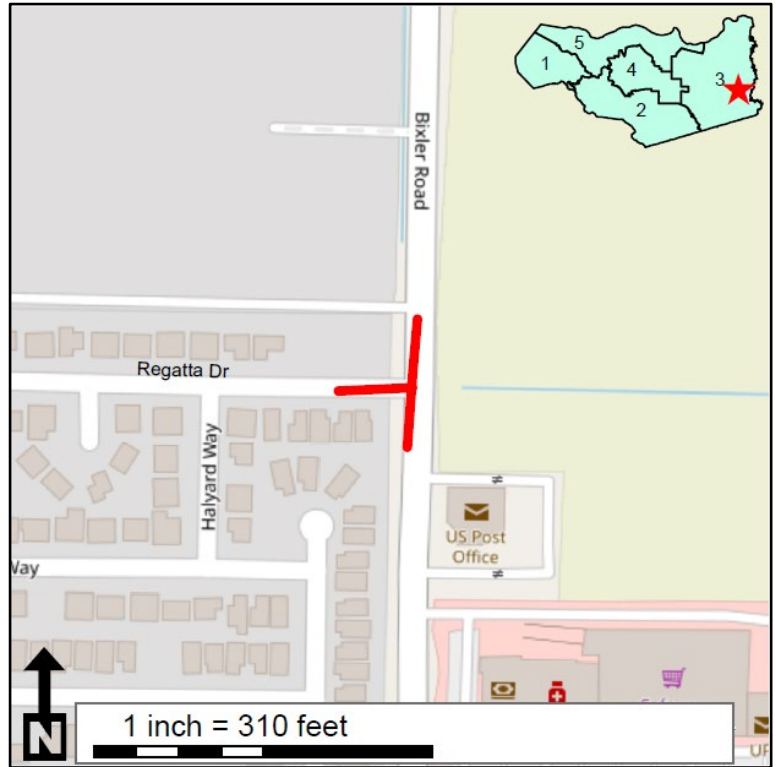
Project Description: This project includes installing a number of infrastructure improvements such as an RRFB system, advanced warning signs, a median island, and a pedestrian path, as well as updated striping and pavement markings.

Funding Sources: TDA, Gas Tax

Construction Year: 2025

Total Estimated Project Cost: \$487,000

Project Goals:
Safety, Mobility



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$30,000	\$9,000	\$21,000			
	Environmental	\$4,000		\$4,000			
	Design Engineering	\$175,000		\$175,000			
	Right-of-Way	\$3,000		\$3,000			
	Construction	\$275,000		\$275,000			
	Non-Infrastructure						
TOTAL		\$487,000	\$9,000	\$478,000			
Source	Local Gas Tax	\$387,000		\$387,000			
	Local TDA	\$100,000	\$9,000	\$91,000			

Supervisor District: III

Byron

In-Progress

Project No. III-2 *Byron Highway Bridge Replacement over California Aqueduct*

Purpose & Need: The existing bridge is approaching the end of its service life.

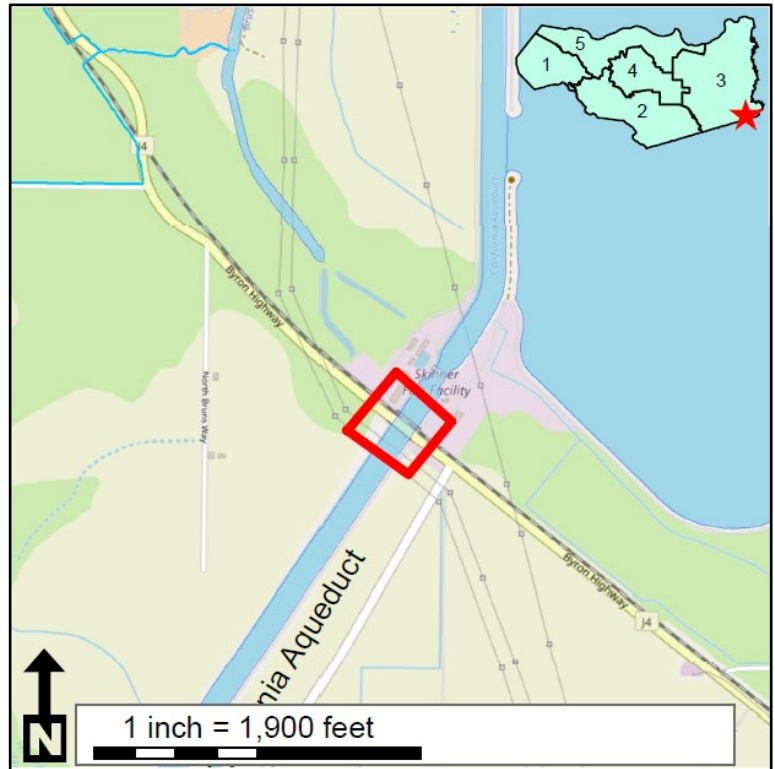
Project Description: This project will replace the bridge.

Funding Sources: HBP, DWR, Gas Tax

Construction Year: 2025

Total Estimated Project Cost: \$25,083,000

Project Goals:
Reliability



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$17,000	\$2,000	\$6,000	\$6,000	\$3,000	
	Environmental	\$447,000	\$407,000	\$40,000			
	Design Engineering	\$2,130,000	\$1,885,000	\$245,000			
	Right-of-Way	\$5,337,000	\$312,000	\$5,025,000			
	Construction	\$17,152,000		\$2,665,000	\$14,487,000		
	Non-Infrastructure						
TOTAL		\$25,083,000	\$2,606,000	\$7,981,000	\$14,493,000	\$3,000	
Source	Local DWR	\$2,917,000	\$268,000	\$673,000	\$1,974,000	\$2,000	
	Local Gas Tax	\$2,295,000	\$498,000	\$243,000	\$1,553,000	\$1,000	
	Local HBP	\$19,871,000	\$1,840,000	\$7,065,000	\$10,966,000		

Supervisor District: III

Byron

In-Progress

Project No. III-3

Byron Highway Safety Improvements

Purpose & Need: The purpose is to decrease the number of collisions on this stretch of Byron Highway. The two-lane principle arterial is set in a rural area with winding curves, narrow lanes, and narrow shoulders.

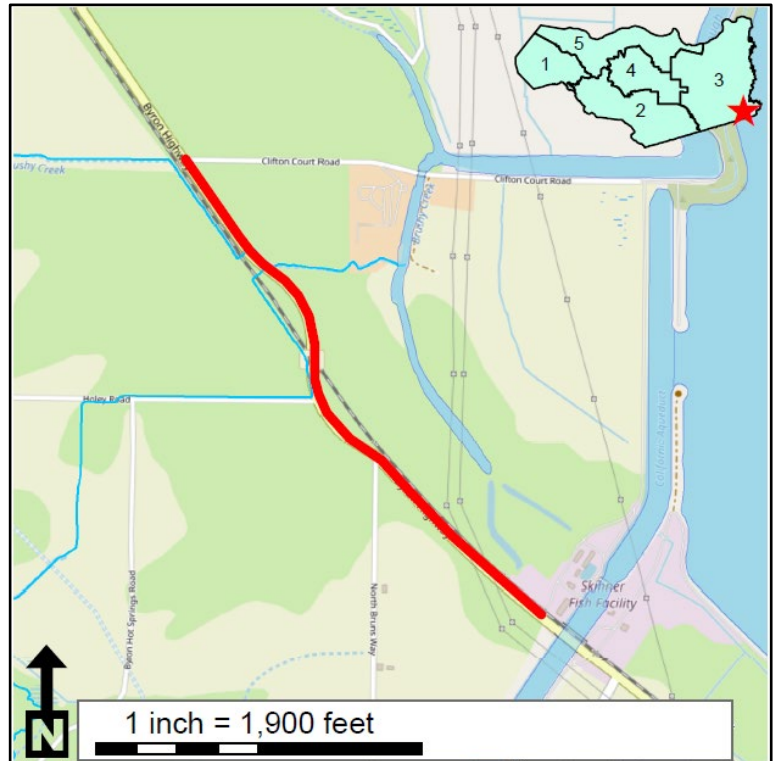
Project Description: This project will add intersection lighting, add segment lighting; install dynamic/variable speed warning signs; and install edgeline rumble strips/stripes.

Funding Sources: HSIP, Gas Tax

Construction Year: 2025

Total Estimated Project Cost: \$2,023,000

Project Goals:
Safety, Reliability



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$52,000	\$15,000	\$37,000			
	Environmental	\$20,000		\$15,000	\$5,000		
	Design Engineering	\$408,000		\$224,000	\$184,000		
	Right-of-Way						
	Construction	\$1,543,000		\$41,000	\$1,502,000		
	Non-Infrastructure						
TOTAL		\$2,023,000	\$15,000	\$317,000	\$1,691,000		
Source	Local Gas Tax	\$706,000	\$8,000	\$164,000	\$534,000		
	Local HSIP - State	\$1,317,000	\$7,000	\$153,000	\$1,157,000		

Supervisor District: III

East County (unincorporated)

In-Progress

Project No. III-4

Deer Valley Road Traffic Safety Improvements

Purpose & Need: This project aims to improve the overall roadway safety at the identified curves along the rural Deer Valley Road and reduce the severity of injuries for possible future collisions. This project will install dynamic/variable speed feedback signs, guardrails, and curve widening to aid drivers as they navigate these curves. The dynamic/variable speed feedback signs will alert drivers of their speed as they approach the curves. Installation of guardrails will protect the drivers from striking the utility poles and chevron signs. Curve widening will allow for a recovery area for a driver to regain control of the vehicle.

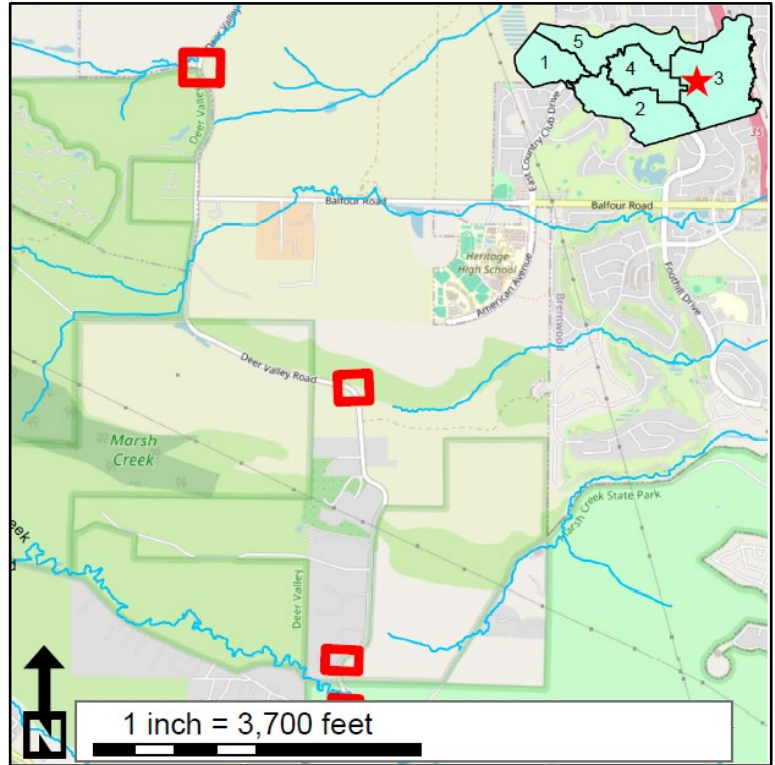
Project Description: This project will install traffic safety improvements such as dynamic/variable speed feedback signs, guardrails, and curve shoulder widening.

Funding Sources: HSIP, Gas Tax

Construction Year: 2025

Total Estimated Project Cost: \$1,866,000

Project Goals:
Safety



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$44,000		\$43,000	\$1,000		
	Environmental	\$75,000		\$75,000			
	Design Engineering	\$371,000		\$371,000			
	Right-of-Way						
	Construction	\$1,376,000		\$19,000	\$1,357,000		
	Non-Infrastructure						
TOTAL		\$1,866,000		\$508,000	\$1,358,000		
Source	Local Gas Tax	\$740,000		\$247,000	\$493,000		
	Local HSIP - State	\$1,126,000		\$261,000	\$865,000		

Supervisor District: III

Byron

In-Progress

Project No. III-5

Vasco Road Safety - Phase 2

Purpose & Need: Vasco Road is a major rural arterial that is heavily traveled by commuters and has a history of severe collisions. These long term upgrades and improvements will provide substantial safety improvements to the roadway.

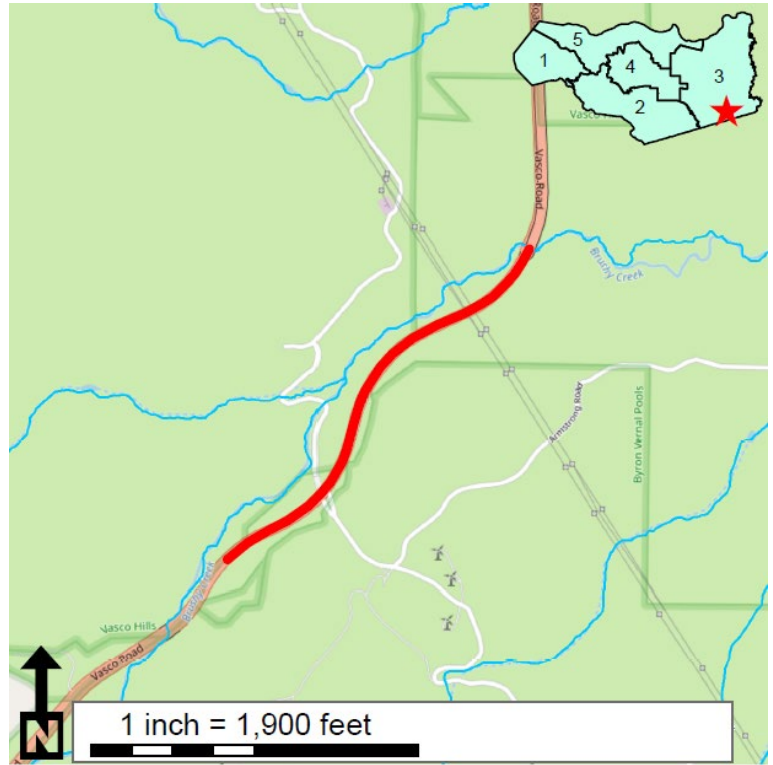
Project Description: This project will continue the concrete median barrier in the northerly direction through the existing 3-lane segment for an approximate length of 1.5 miles. Associated pavement widening, signing, striping, turn pockets, retaining walls, and drainage improvements will also occur.

Funding Sources: Prop 1B, RM3, Measure J Regional, Measure J Return To Source, Gas Tax

Construction Year: 2026

Total Estimated Project Cost: \$30,132,000

Project Goals:
Safety, Efficiency



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$155,000	\$149,000	\$4,000	\$2,000		
	Environmental	\$739,000	\$519,000	\$220,000			
	Design Engineering	\$1,480,000	\$1,430,000	\$50,000			
	Right-of-Way	\$241,000	\$241,000				
	Construction	\$27,517,000	\$13,000		\$27,504,000		
	Non-Infrastructure						
TOTAL		\$30,132,000	\$2,352,000	\$274,000	\$18,506,000		
Source	ECCRFFA Fee	\$3,100,000			\$3,100,000		
	Gas Tax	\$10,425,000	\$745,000	\$274,000	\$9,406,000		
	Measure C	\$327,000	\$327,000				
	Measure J RTS	\$80,000	\$80,000				
	Prop 1B	\$1,200,000	\$1,200,000				
	Regional Measure 3	\$15,000,000			\$15,000,000		

Supervisor District: III

Byron

In-Progress

Project No. III-6

Vasco Road Safety Improvements

Purpose & Need: Vasco Road is a two-lane undivided highway that experiences high vehicular traffic volumes in both directions of travel. This project will help mitigate the serious collisions on Vasco Road.

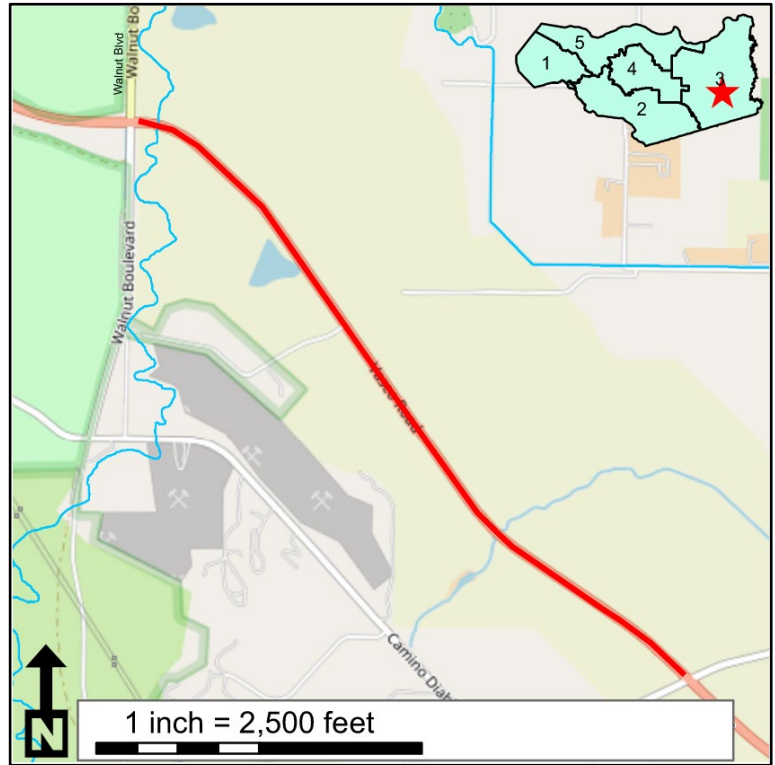
Project Description: This project will install median rumble strips, channelizers, striping, and install traffic signal hardware upgrades consisting of retroreflective back plates. The traffic signal located on the northeast corner of Vasco/Walnut will be relocated further away from the road to better accommodate turning trucks.

Funding Sources: HSIP, Gas Tax

Construction Year: 2025

Total Estimated Project Cost: \$1,197,000

Project Goals:
Safety



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$72,000	\$5,000	\$65,000	\$2,000		
	Environmental	\$20,000		\$20,000			
	Design Engineering	\$157,000		\$157,000			
	Right-of-Way						
	Construction	\$948,000		\$310,000	\$638,000		
	Non-Infrastructure						
TOTAL		\$1,197,000	\$5,000	\$552,000	\$640,000		
Source	Local Gas Tax	\$481,000		\$138,000	\$342,000		
	Local HSIP - State	\$716,000	\$5,000	\$414,000	\$298,000		

Supervisor District: III

East County (unincorporated)

In-Progress

Project No. III-7

Walnut Boulevard Shoulder Widening

Purpose & Need: This project will improve bicyclist safety along the corridor. 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.

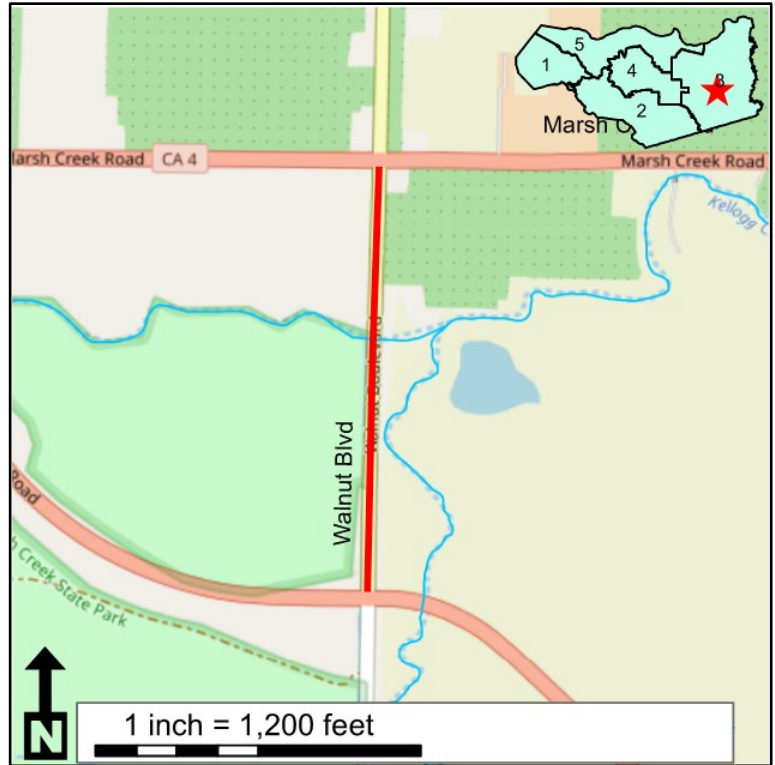
Project Description: The project will widen the roadway shoulder and add Class II bike lanes for the southbound direction along approximately 850 feet of Walnut Boulevard. The existing centerline rumble strip will be removed and reconstructed at the new roadway centerline location.

Funding Sources: HSIP, TDA, Disco Bay West

Construction Year: 2024

Total Estimated Project Cost: \$1,281,000

Project Goals:
Safety, Mobility



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$59,000	\$59,000				
	Environmental	\$13,000	\$13,000				
	Design Engineering	\$384,000	\$384,000				
	Right-of-Way						
	Construction	\$825,000		\$825,000			
	Non-Infrastructure						
TOTAL		\$1,281,000	\$456,000	\$825,000			
Source	State Disco Bay West	\$957,000	\$381,000	\$576,000			
	Local HSIP - State	\$249,000		\$249,000			
	Local TDA	\$75,000	\$75,000				

Board of Supervisors District IV

Supervisor District IV Active Projects

IV-1. Morgan Territory Road Bridges 5.0 and 5.2 Replacement - (Maintenance Division) - (East County) - This project will replace two bridges on Morgan Territory Road. Construction is scheduled for 2024. This project is funded by: Gas Tax.

IV-2. San Miguel Pedestrian Path - (TDA) - (Unincorporated Walnut Creek) - This project proposes to construct an all-weather, ADA-compliant pedestrian path along the southern side of San Miguel Drive. The scope of work includes two primary components: (1) an asphalt pathway and berm; and (2) concrete sidewalk, curb, and gutter within the City of Walnut Creek. In addition, the project scope includes installation of storm drain lines within the City of Walnut Creek. Construction is scheduled for 2025. This project is funded by: TDA, Gas Tax.

IV-3. Treat Boulevard Corridor Improvements - (I-680/Treat Blvd Bicycle and Pedestrian Plan) - (Contra Costa Centre) - This project will construct bicycle infrastructure and pedestrian enhancements along the Treat Boulevard Corridor, including: lane reconfiguration to establish Class IV buffered bicycle lanes and a new Class I shared use path, closing three free right-turn lanes, ADA improvements such as curb tamps and improved passageways, and signal modifications. Construction is scheduled for 2026. This project is funded by: STIP, Gas Tax, Former RDA.

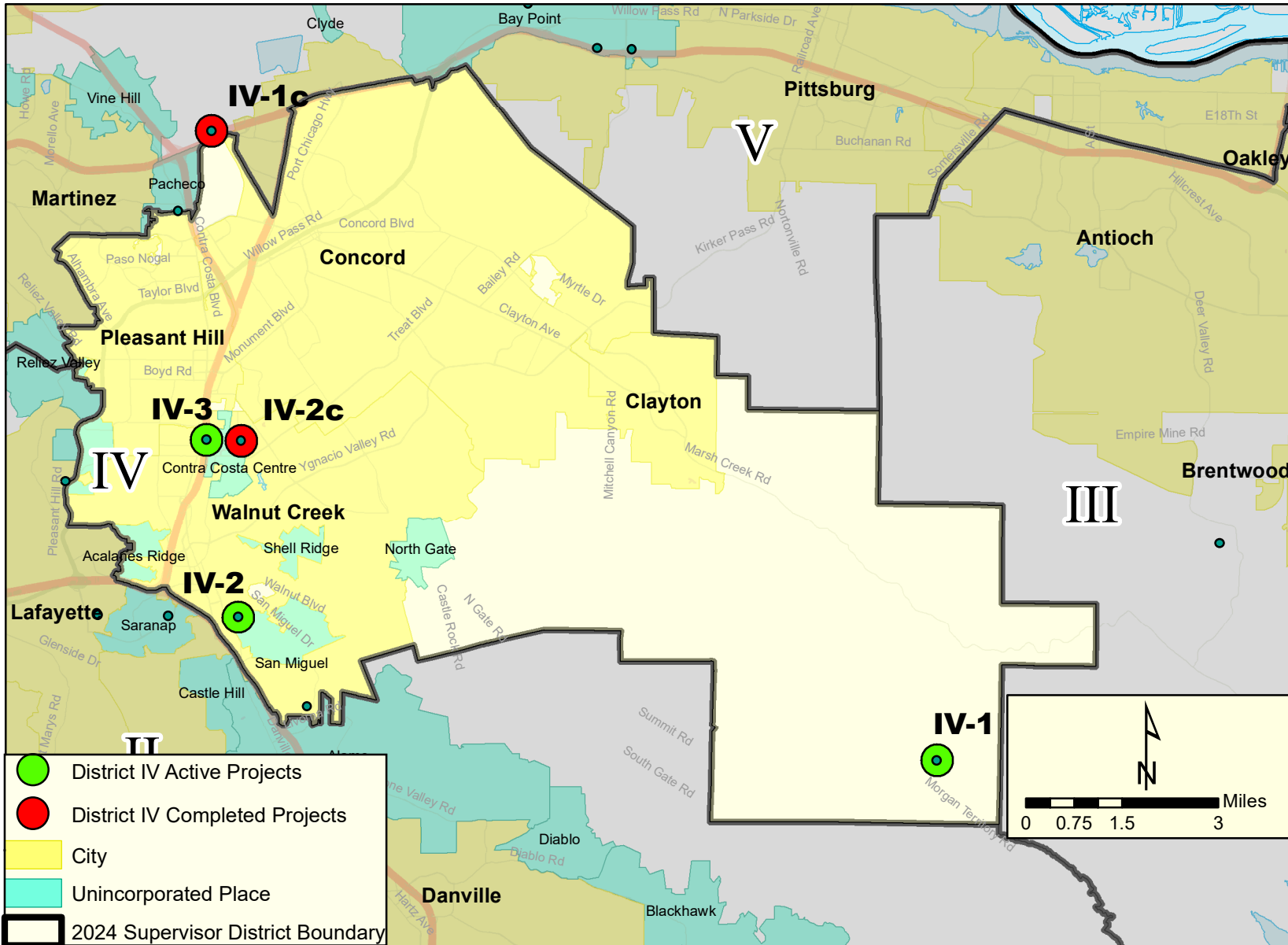
Supervisor District IV Complete Projects

IV-1c. Marsh Drive Bridge Replacement Over Walnut Creek - (HBP) - (East County) - This project is to replace the bridge. Construction was completed in 2022. This project was funded by: HBP, EBRPD, PG&E, CCWD, Gas Tax.

IV-2c. Mayhew Way and Cherry Lane Trail Crossing Enhancement - (TDA) - (Contra Costa Centre) - Mayhew Way's project site constructed two separated bulb-outs to provide a chicane on Mayhew Way at the Iron Horse Regional Trail crossing. These bulb-outs provided an island for two rectangular rapid flash beacons (RRFBs). Cherry Lane's project site updated the Contra Costa Canal trail crossing. The existing in-ground pavement flashers were obsolete and were replaced. Construction was completed in 2022. This project was funded by: HBP, EBRPD, PG&E, CCWD, Gas Tax.

Supervisor District IV

CRIPP Project Map



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

Supervisor District: IV

East County (unincorporated)

In-Progress

Project No. IV-1

Morgan Territory Road Bridges 5.0 & 5.2 Replacement

Purpose & Need: The bridges are near the end of their service life and need to be replaced.

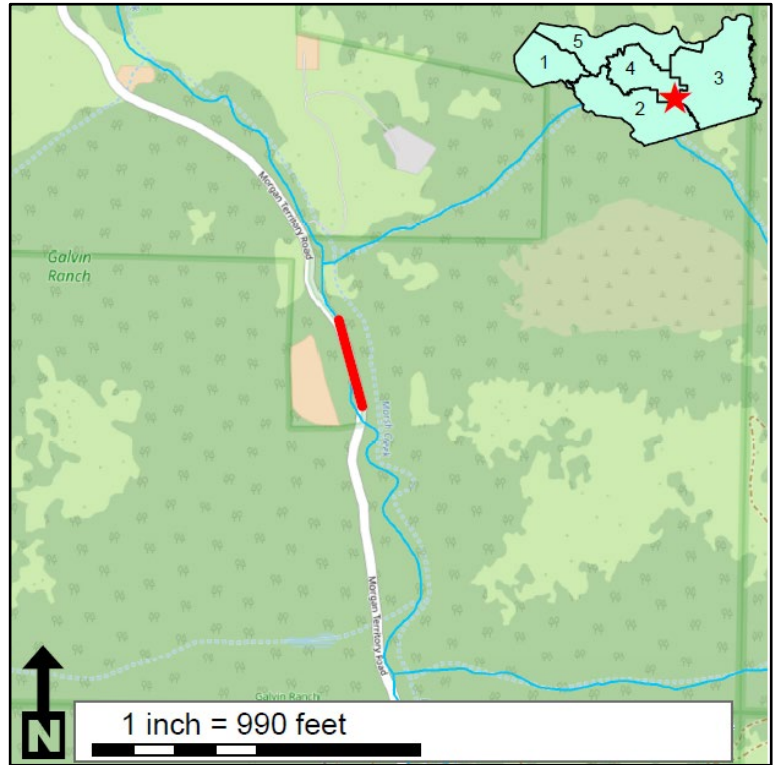
Project Description: This project will replace two bridges on Morgan Territory Road.

Funding Sources: Gas Tax

Construction Year: 2024

Total Estimated Project Cost: \$5,927,000

Project Goals:
Reliability



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$17,000	\$5,000	\$6,000	\$6,000		
	Environmental	\$198,000	\$58,000	\$105,000	\$35,000		
	Design Engineering	\$517,000	\$367,000	\$150,000			
	Right-of-Way	\$50,000		\$50,000			
	Construction	\$5,145,000		\$644,000	\$4,501,000		
	Non-Infrastructure						
TOTAL		\$5,927,000	\$430,000	\$955,000	\$4,542,000		
Source	Local Gas Tax	\$5,927,000	\$430,000	\$955,000	\$4,542,000		

Supervisor District: IV

Walnut Creek (unincorporated)

In-Progress

Project No. IV-2

San Miguel Drive Pedestrian Path

Purpose & Need: This project aims to install a pedestrian path to improve pedestrian safety and connectivity and encourage an alternative travel mode to driving. The road currently has two travel lanes with narrow shoulders and horizontal curves and is absent pedestrian pathways, resulting in pedestrians walking close to or within the travel lane.

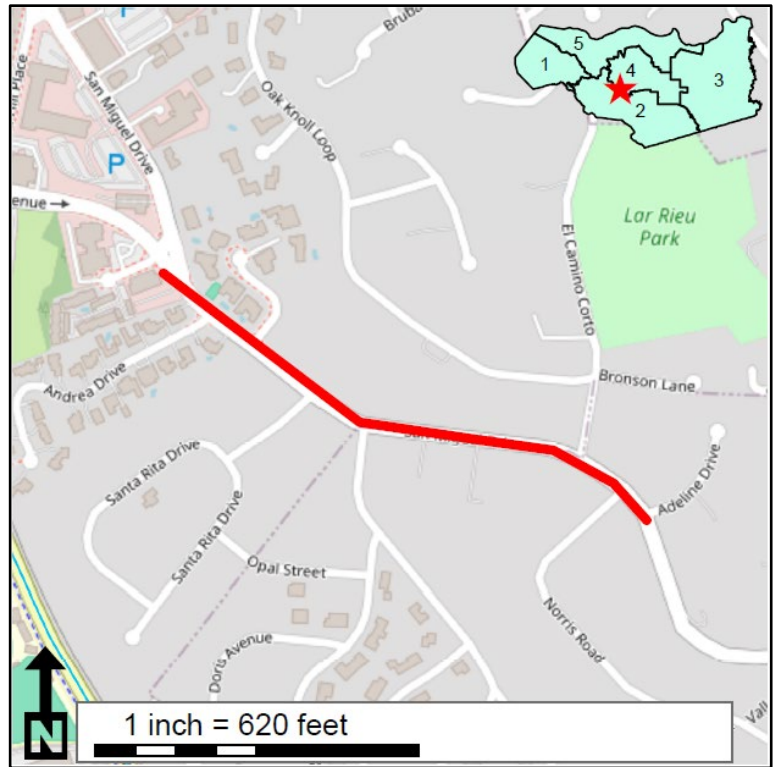
Project Description: This project proposes to construct an all-weather, ADA-compliant pedestrian path along the southern side of San Miguel Drive. The scope of work includes two primary components: (1) an asphalt pathway and berm; and (2) concrete sidewalk, curb, and gutter within the City of Walnut Creek. In addition, the project scope includes installation of storm drain lines within the City of Walnut Creek.

Funding Sources: TDA, Gas Tax

Construction Year: 2025

Total Estimated Project Cost: \$1,522,000

Project Goals:
Safety, Mobility



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$23,000		\$23,000			
	Environmental	\$6,000		\$6,000			
	Design Engineering	\$268,000		\$155,000	\$113,000		
	Right-of-Way	\$29,000			\$29,000		
	Construction	\$1,196,000			\$1,196,000		
	Non-Infrastructure						
TOTAL		\$1,522,000		\$184,000	\$1,338,000		
Source	State Cent County AOB	\$562,000		\$14,000	\$548,000		
	State City of Walnut Creek	\$839,000		\$85,000	\$754,000		
	Local TDA	\$121,000		\$85,000	\$36,000		

Supervisor District: IV

Contra Costa Centre

In-Progress

Project No. IV-3

Treat Boulevard Corridor Improvements

Purpose & Need: The purpose of this project is to improve safety and connectivity for pedestrians and bicyclists along Treat Boulevard. Treat Boulevard currently creates challenges for the users of transit as the wide roadways (up to nine lanes) and intersections become barriers for pedestrians to cross.

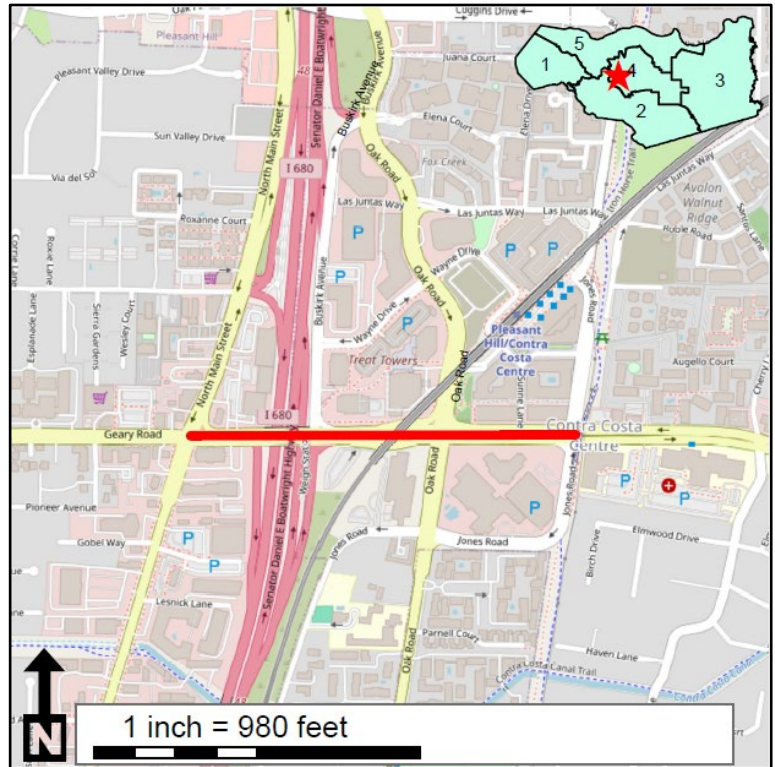
Project Description: This project will construct bicycle infrastructure and pedestrian enhancements along the Treat Boulevard Corridor, including: lane reconfiguration to establish Class IV buffered bicycle lanes and a new Class I shared use path, closing three free right-turn lanes, ADA improvements such as curb ramps, improved passageways, and signal modifications.

Funding Sources: STIP, Gas Tax, Former RDA

Construction Year: 2026

Total Estimated Project Cost: \$4,747,000

Project Goals:
Safety, Efficiency



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$202,000	\$132,000	\$60,000	\$10,000		
	Environmental	\$133,000	\$13,000	\$120,000			
	Design Engineering	\$931,000	\$171,000	\$760,000			
	Right-of-Way						
	Construction	\$3,481,000		\$28,000	\$3,453,000		
	Non-Infrastructure						
TOTAL		\$4,747,000	\$316,000	\$968,000	\$3,463,000		
Source	State City of Walnut Creek	\$553,000			\$553,000		
	Local Former RDA	\$682,000	\$316,000	\$204,000	\$162,000		
	Local Gas Tax	\$1,916,000		\$736,000	\$1,180,000		
	Local STIP	\$1,596,000		\$28,000	\$1,568,000		

Board of Supervisors District V

Supervisor District V Active Projects

V-1. Franklin Canyon Road Safety Improvements - (HSIP) - (Unincorporated Martinez) - This project is to install 12 inch centerline rumble strips along the unincorporated segment of Franklin Canyon Road. Construction is scheduled for 2024. This project is funded by: HSIP, Gas Tax.

V-2. North Bailey Road Active Transportation Corridor - (ATP Grant) - (Bay Point) - This project will construct bicycle and pedestrian improvements including 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. Construction is scheduled for 2025. This project is funded by: ATP, Gas Tax.

V-3. Pacifica Avenue Safe Routes to School - (ATP) - (Bay Point) - This project will construct 2,400 feet of a Class IV two-way cycle track bike facility, 400 feet of new sidewalk, 500 feet of widened sidewalk, bulb-outs, and 3 raised crosswalks. Construction is scheduled for 2027. This project is funded by: ATP, Gas Tax.

V-4. San Pablo Avenue Complete Streets/Bay Trail Gap Closure - (ATP) - (Rodeo) - This project will implement a road diet and construct a Class I shared use path along the San Francisco Bay Trail. The project will also construct new sidewalk and ADA improvements, truck climbing lanes, and intersection improvements. Construction is scheduled for 2027. This project is funded by: ATP, Gas Tax.

V-5. Second Avenue Bridge Replacement (Bridge No. 28C0383) - (HBP) - (Pacheco) - This project will replace the Second Avenue Bridge over Grayson Creek. Construction is scheduled for 2028. This project is funded by: HBP, Gas Tax.

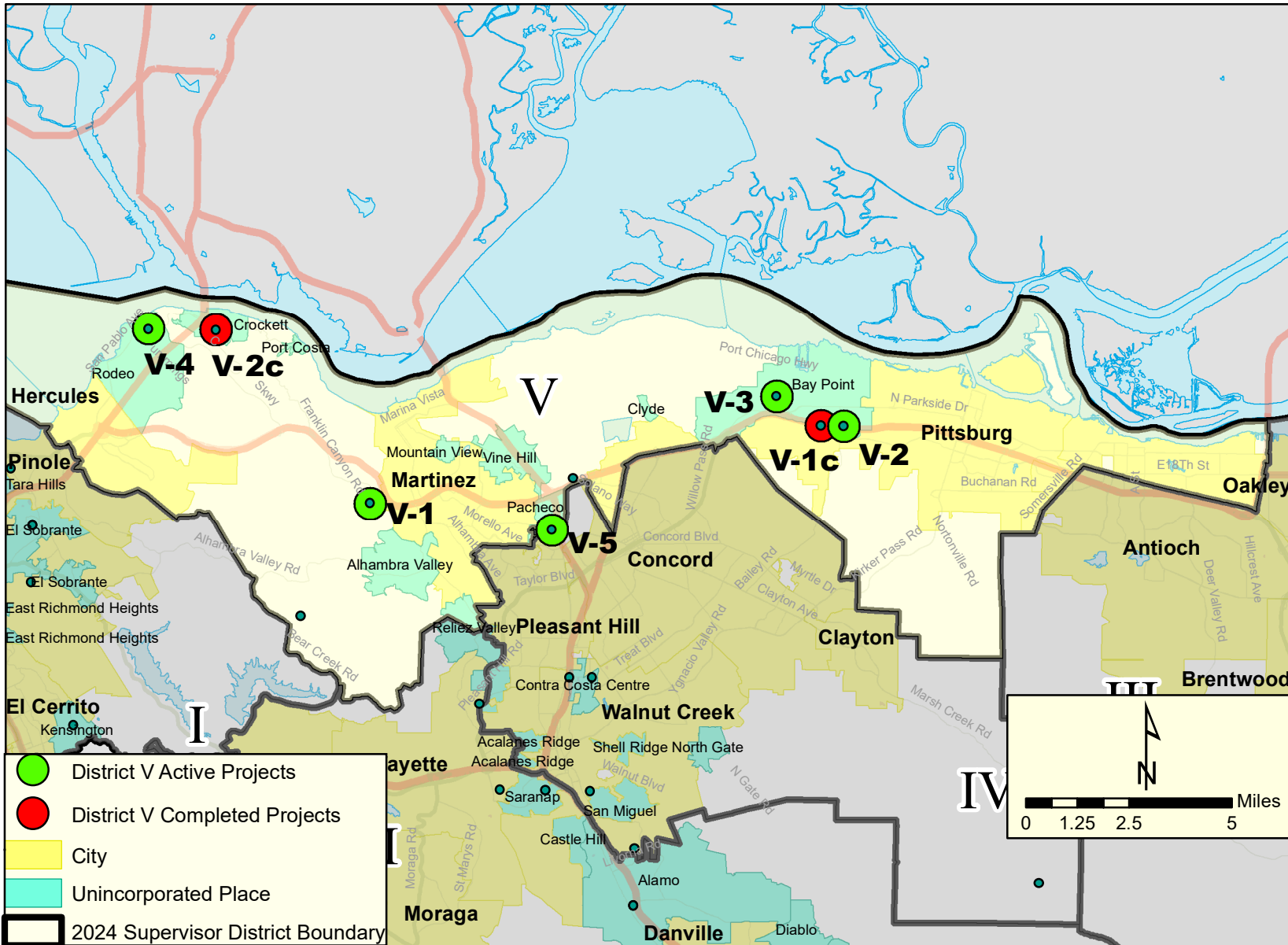
Supervisor District V Completed Projects

V-1c. Alves Lane Trail Crossing - (TDA) - (Bay Point) - This project installed rectangular rapid flashing beacons (RRFBs), a raised crosswalk, striping with accompanying signage, red curbs, and ADA compliant detectable warning surfaces. Construction was completed in 2022. This project was funded by: TDA, Gas Tax.

V-2c. Crockett Area Guardrail Upgrades - (HSIP) - (Crockett) - This project removed approximately 41 guardrails and replaced them with new guardrails that meet the current Caltrans standard on arterials and major collectors in the unincorporated Crockett area. Construction was completed in 2022. This project was funded by: HSIP, Gas Tax.

Supervisor District V

CRIPP Project Map



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

Supervisor District: V

Martinez(unincorporated)

In-Progress

Project No. V-1

Franklin Canyon Road Safety Improvements

Purpose & Need: The purpose is to improve roadway safety on this two-lane, rural, major collector with winding curves, narrow lanes, and narrow shoulders.

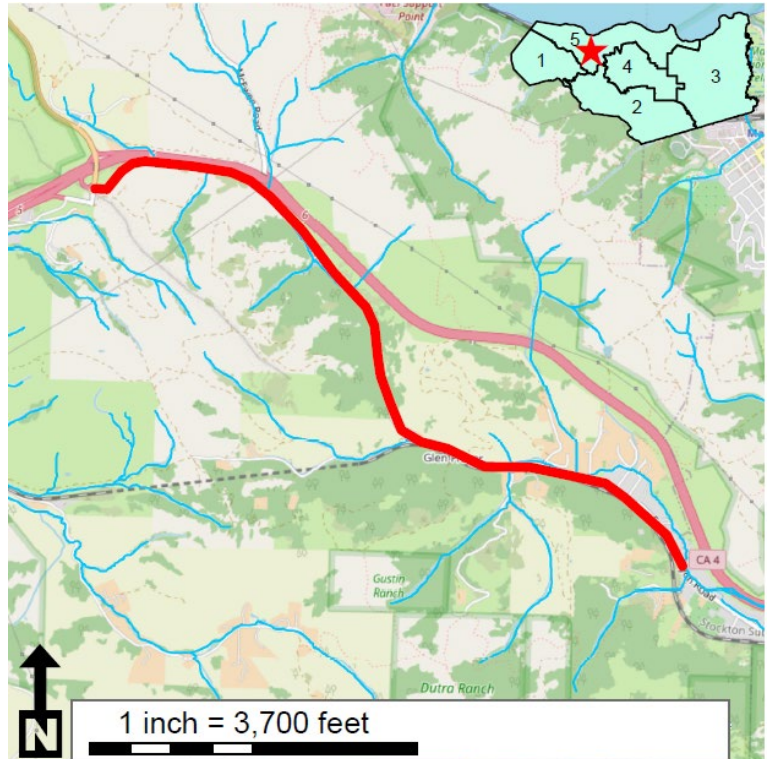
Project Description: This project is to install 12" centerline rumble strips along the unincorporated segment of Franklin Canyon Road.

Funding Sources: HSIP, Gas Tax

Construction Year: 2024

Total Estimated Project Cost: \$532,000

Project Goals:
Safety



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$19,000	\$14,000	\$5,000			
	Environmental	\$3,000	\$3,000				
	Design Engineering	\$114,000	\$114,000				
	Right-of-Way						
	Construction	\$396,000	\$2,000	\$394,000			
	Non-Infrastructure						
TOTAL		\$532,000	\$133,000	\$399,000			
Source	Local Gas Tax	\$80,000	\$57,000	\$23,000			
	Local HSIP	\$452,000	\$76,000	\$376,000			

Supervisor District: V

Bay Point

In-Progress

Project No. V-2

North Bailey Road Active Transportation Corridor

Purpose & 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.

Project Description: This project will construct bicycle and pedestrian improvements including 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.

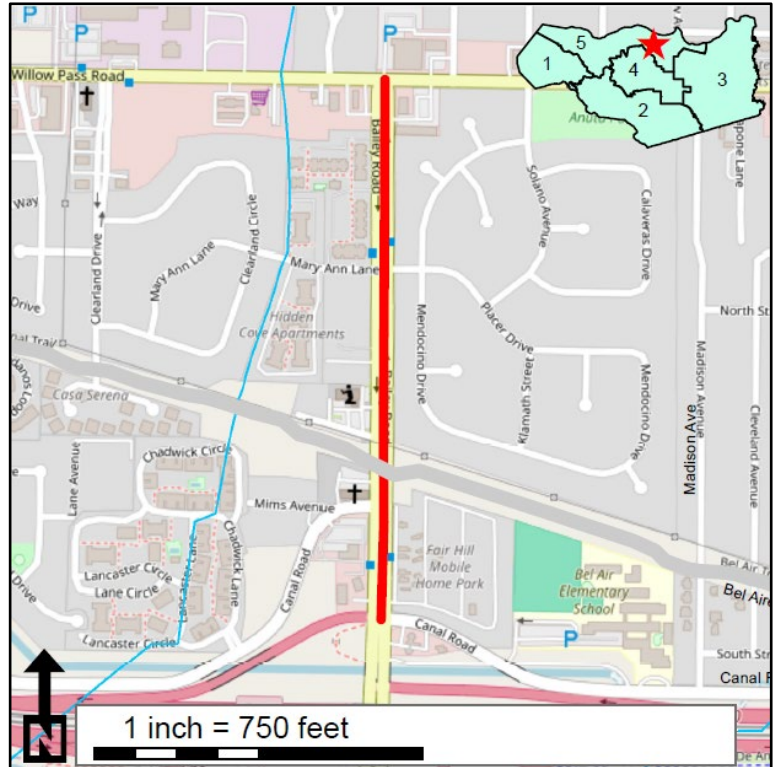
Funding Sources: ATP, Gas Tax, Navy Mitigation Funds

Construction Year: 2025

Total Estimated Project Cost: \$10,760,000

Project Goals:

Safety, Mobility, Sustainability, Equity



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$235,000	\$219,000	\$13,000	\$3,000		
	Environmental	\$50,000	\$50,000				
	Design Engineering	\$950,000	\$550,000	\$400,000			
	Right-of-Way	\$175,000		\$175,000			
	Construction	\$9,350,000			\$9,350,000		
	Non-Infrastructure						
TOTAL		\$10,760,000	\$819,000	\$588,000	\$9,353,000		
Source	ATP - State	\$6,159,000	\$104,000	\$395,000	\$5,660,000		
	Bay Point AOB	\$197,000		\$127,000	\$70,000		
	Gas Tax	\$3,504,000	\$715,000		\$2,789,000		
	Navy Mit	\$900,000		\$66,000	\$834,000		

Supervisor District: V

Bay Point

In-Progress

Project No. V-3

Pacifica Avenue Safe Routes to School

Purpose & Need: The existing conditions on Pacifica Avenue offer many challenges for students walking, biking, and rolling to school such as narrow sidewalk, a gap in pedestrian infrastructure, vehicles parking in the bike lane, vehicle speeds, midblock crossings, and no separation between non-motorized and motorized users on segments of the roadway. This project will improve the multi-modal transportation network and increase roadway safety for active transportation and encourage a mode-shift to walking, biking, and rolling for the communities' local trips.

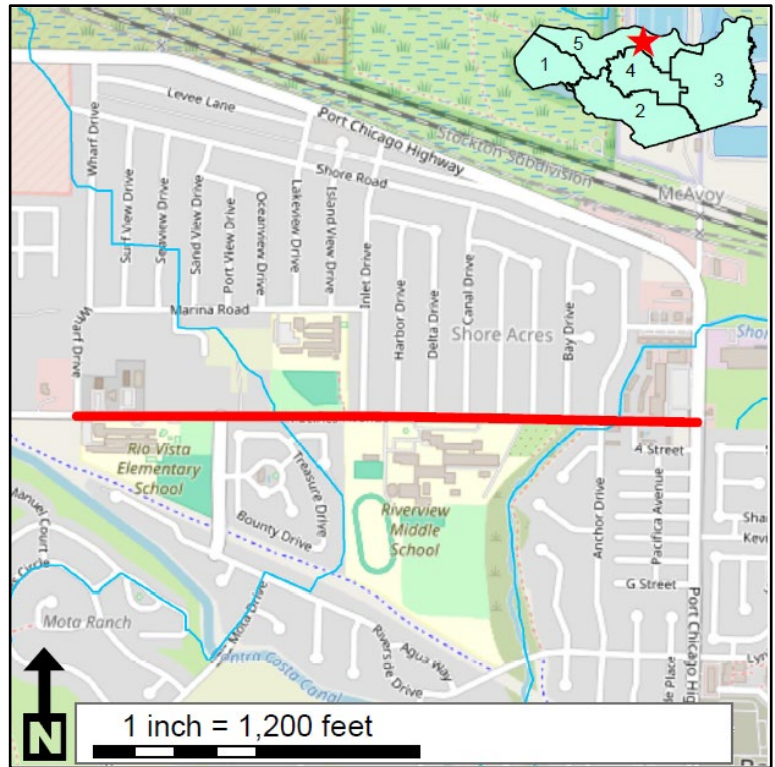
Project Description: This project will construct 2,400 feet of a Class IV two-way cycle track bike facility, 400 feet of new sidewalk, 500 feet of widened sidewalk, bulb-outs, and 3 raised crosswalks.

Funding Sources: ATP, Gas Tax

Construction Year: 2027

Total Estimated Project Cost: \$4,842,000

Project Goals:
Safety, Mobility, Equity



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$103,000	\$1,000	\$69,000	\$30,000	\$3,000	
	Environmental	\$130,000		\$130,000			
	Design Engineering	\$732,000		\$340,000	\$392,000		
	Right-of-Way	\$150,000			\$150,000		
	Construction	\$3,727,000			\$110,000	\$3,617,000	
	Non-Infrastructure						
TOTAL		\$4,842,000	\$1,000	\$539,000	\$682,000	\$3,620,000	
Source	Federal ATP	\$3,902,000		\$365,000	\$317,000	\$3,220,000	
	Local Gas Tax	\$940,000	\$1,000	\$174,000	\$365,000	\$400,000	

Supervisor District: V

Rodeo

In-Progress

Project No. V-4 *San Pablo Avenue Complete Streets/Bay Trail Gap Closure*

Purpose & Need: With San Pablo Avenue being a commercial trucking route, the physical separation between motorists and bicylists/pedestrians provided by the Class I path will be very important for the safety of non-motorized users.

Project Description: This project will implement a road diet and construct a Class I shared use path along San Francisco Bay Trail. The project will also construct new sidewalk and ADA improvements, truck climbing lanes, and intersection improvements.

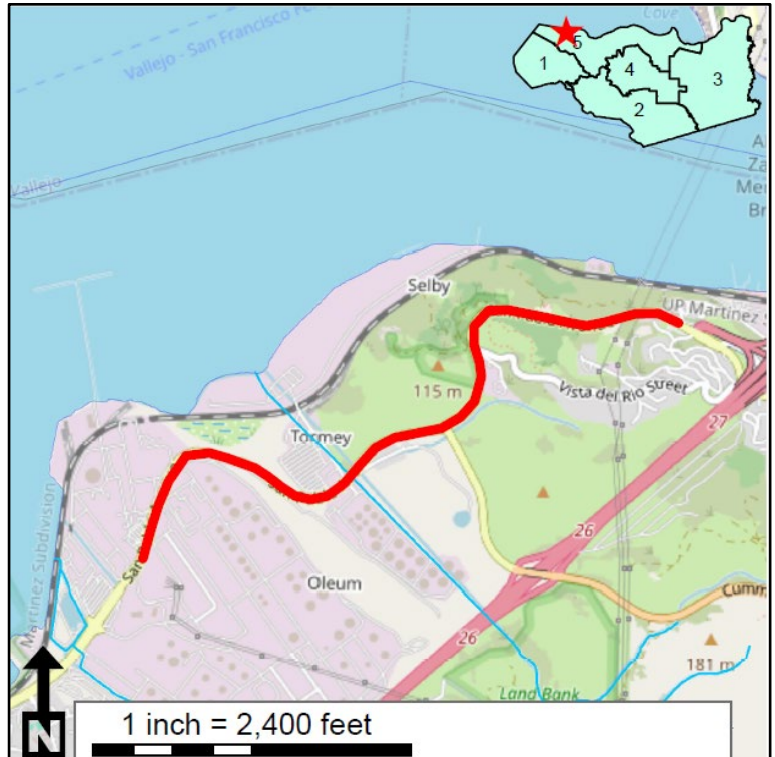
Funding Sources: ATP, Gas Tax

Construction Year: 2027

Total Estimated Project Cost: \$13,727,000

Project Goals:

Safety. Mobility, Sustainability, Equity



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$157,000	\$14,000	\$98,000	\$25,000	\$20,000	
	Environmental	\$210,000		\$210,000			
	Design Engineering	\$1,843,000		\$850,000	\$993,000		
	Right-of-Way						
	Construction	\$11,517,000			\$2,485,000	\$9,032,000	
	Non-Infrastructure						
TOTAL		\$13,727,000	\$14,000	\$1,158,000	\$3,503,000	\$9,052,000	
Source	Federal ATP - State	\$10,517,000		\$1,000,000	\$1,285,000	\$8,232,000	
	Local Gas Tax	\$2,010,000	\$14,000		\$1,176,000	\$820,000	
	Local STMP	\$1,200,000		\$158,000	\$1,042,000		

Supervisor District: V

Pacheco

In-Progress

Project No. V-5

Second Avenue Bridge Replacement

Purpose & Need: Bridge is near the end of its useful life and needs to be replaced.

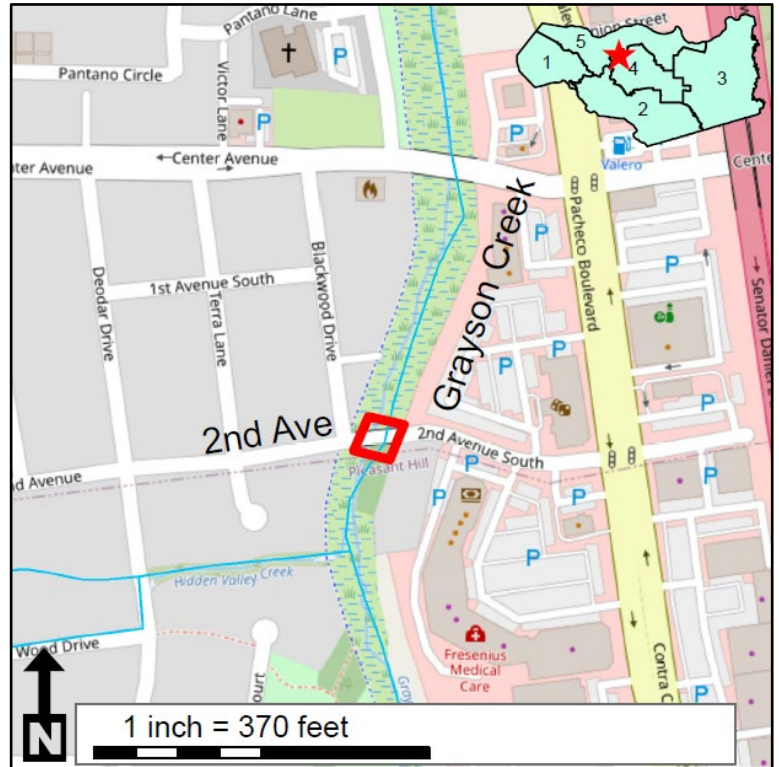
Project Description: This project will replace the Second Avenue Bridge over Grayson Creek.

Funding Sources: HBP, Gas Tax

Construction Year: 2028

Total Estimated Project Cost: \$9,411,000

Project Goals:
Reliability



		Total	Prior	FY23/24 to FY24/25	FY25/26 to FY26/27	FY27/28 to FY28/29	FY30/31 to Future
Phase	Prelim Engineering	\$23,000		\$8,000	\$6,000	\$6,000	\$3,000
	Environmental						
	Design Engineering	\$1,448,000		\$28,000	\$1,320,000	\$100,000	
	Right-of-Way	\$100,000			\$100,000		
	Construction	\$7,840,000				\$7,840,000	
	Non-Infrastructure						
TOTAL		\$9,411,000		\$36,000	\$1,426,000	\$7,946,000	\$3,000
Source	Local Gas Tax	\$2,765,000		\$36,000	\$356,000	\$2,370,000	\$3,000
	Local HBP	\$6,646,000			\$1,070,000	\$5,576,000	

Appendix A: Abbreviation Index

Acronym	Description
ADA	<u>Americans with Disabilities Act</u>
AOB	<u>Area of Benefit</u>
Alamo AOB	<u>Alamo Area of Benefit</u> – Traffic Mitigation Fees
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
Bay Point AOB	<u>Bay Point Area of Benefit</u> – Traffic Mitigation Fees
Bethel Island AOB	<u>Bethel Island Area of Benefit</u> – Traffic Mitigation Fees
Briones AOB	<u>Briones Area of Benefit</u> – Traffic Mitigation Fees
CCC	<u>Contra Costa County</u>
CCCFC	<u>Contra Costa County Flood Control District</u> also know as <u>Contra Costa County Flood Control Water Conservation District</u> . This acronym was used in the Countywide Trash Capture project
CCTA	<u>Contra Costa Transportation Authority</u>
CCWD	<u>Contra Costa Water District</u> - Funds contributed by the Contra Costa Water District
CDBG	<u>Community Development Block Grant</u> - Funds set aside for frontage improvements in economically depressed areas.
Cent County AOB	<u>Central County Area of Benefit</u> – Traffic Mitigation Fees
CPUC	<u>California Public Utilities Commission</u>
CTPL	<u>Comprehensive Transportation Priority List</u> maintained by CCTA
Disco Bay AOB	<u>Discovery Bay Area of Benefit</u> – Traffic Mitigation Fees
Disco Bay West	<u>Discovery Bay West Mitigation Funds</u> – Traffic Mitigation Fees
DWR	<u>Department of Water Resources</u> – Co-sponsor for Bridge Improvement on Byron Highway
EBRPD	<u>East Bay Regional Park District</u>

Acronym	Description
ECCRFFA/RTDIM	<u>East Contra Costa Regional Fee & Financing Authority/Regional Transportation Development Impact Mitigation</u>
East County Regional AOB or ECRAOB	<u>East County (Regional) Area of Benefit</u> – Traffic Mitigation Fees
Former RDA	<u>Former Redevelopment Agency</u> - Bond funds designated for former redevelopment areas
Gas Tax	<u>Gas Tax Funds</u> - Sales tax on gasoline used to enhance road operation and maintenance.
GSI	<u>Green Stormwater Infrastructure</u> – Formerly GI or Green Infrastructure
HBP	<u>Highway Bridge Program</u> - Funds for bridges in need of replacement, and for seismic retrofit program.
Herc/Rodeo/Crock AOB	<u>Hercules/Rodeo/Crockett Area of Benefit</u> – Traffic Mitigation Fees
HR3	<u>High Risk Rural Road Program</u> - Funds for safety improvements to rural roads defined as high risk.
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.
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
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.
Lifeline Grant	<u>Lifeline Grant</u> are funds intended to improve mobility for low-income residents.
LOS	<u>Level of Service</u> refers to the operational status of an intersection or segment of roadway

Description

Acronym	
	<u>Martinez Area of Benefit</u> – Traffic Mitigation Fees
Martinez AOB	<u>Measure J</u> - An umbrella name for various CCTA administered local funding source
Measure J	<u>Measure J Pedestrian, Bicycle and Trail Facilities Program</u> - Funds for pedestrian, bicycle, and trail facilities.
Measure J PBTF	<u>Measure J: Regional Funds</u> - Portion of sales tax measure designated for projects of regional significance.
Measure J Regional	<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.
Measure J RTS	<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.
Measure J TLC	<u>North Richmond Area of Benefit</u> – Traffic Mitigation Fees
N Richmond AOB	<u>Navy Mitigation Funds</u> - Mitigation funds from closure of Port Chicago Highway.
Navy Mit	<u>One Bay Area Grant Program</u> – Grant program that focuses on transportation investments in priority development areas (PDA's).
OBAG	<u>One Bay Area Grant (for) Local Streets and Roads</u> - A specific OBAG funding source to support local streets and roads
OBAG-LSR	<u>One Bay Area Grant (for) Federal Aid Source</u> - A specific OBAG funding source for certain types of capital projects
OBAG-FAS	<u>Pacheco (West Concord) Area of Benefit</u> – Traffic mitigation fees.
Pacheco AOB	<u>Conoco Phillips 66</u> - Conoco Phillips grant program to support the community.
Phillips 66 funds	<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.
Prop 1B	

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

Appendix B: Staff Reports and Resolutions

B.1 Adoption of County Road Improvement & Preservation Policy, 1989

This staff report approved the creation of the CRIPP that allowed the County to implement a growth element management, adopt a plan to identify the use of developer fees, and to further the development of stable funding sources.

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.

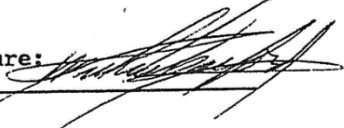
III. REASONS FOR RECOMMENDATION/BACKGROUND

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

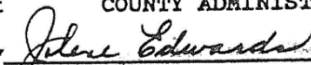
Unanimous (Absent)
Ayes: Noes:
Absent: Abstain:

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
Page Two

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

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

IV. CONSEQUENCES OF NEGATIVE ACTION

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

THE BOARD OF SUPERVISORS OF CONTRA COSTA COUNTY, CALIFORNIA

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

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

NOES: None

ABSENT: None

ABSTAIN: None

RESOLUTION NO. 89/306

SUBJECT: COUNTY ROAD IMPROVEMENT POLICY

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

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

The Board of Supervisors FINDS and DECLARES as follows:

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

Board of Supervisors
May 9, 1989
Page Two

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

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

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

I. PROGRAM PRIORITY

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

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

II. PROGRAM LEVELS

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

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

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

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

B. Measure "C" Revenue Priorities.

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

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

C. Area of Benefit Revenues.

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

D. Additional Funding Sources.

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

III. PROGRAM PROCEDURE

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

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

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

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

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

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

By Jolene Edwards, Deputy

B.2 Implementation of Gas Tax Board Order, 1989

This staff report approved the increase and distribution of Gas Tax starting in 1990. Gas Tax is an important funding source for capital projects and helps maintain the level of service for the roads. This board order outlined how the Gas Tax revenue would be split up for the types of work needed in the County.

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

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

I. Recommended Action:

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

II. Financial Impact:

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

Continued on Attachment: X SIGNATURE: _____

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

Tom Torelaksan

SIGNATURE(S): _____

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

VOTE OF SUPERVISORS
X UNANIMOUS (ABSENT III)
 AYES: _____ NOES: _____
 ABSENT: _____ ABSTAIN: _____

RMA:cl:fp
 c:bop111.112

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 *J. O. [Signature]*, Deputy

III. Reasons for Recommendations and Background:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PROPOSITION 111
Page Five

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.

B.3 Board Order for Approval of Projects funded by SB1

This staff report approved the list of projects to be funded by SB1. SB1 is an important senate bill that added a lot of revenue for transportation projects. SB1 prioritizes funding towards maintenance, rehabilitation and safety improvements on state highways, local streets and roads, and bridges.



Contra
Costa
County

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

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

RECOMMENDATION(S):

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

FISCAL IMPACT:

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

BACKGROUND:

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

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

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

Action of Board On: **04/28/2020** APPROVED AS RECOMMENDED OTHER

Clerks Notes:

VOTE OF SUPERVISORS

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

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

ATTESTED: April 28, 2020

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

By: June McHuen, Deputy

Contact: Nancy Wein,
925.313.2275

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

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

SB1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, in order to be eligible for RMRA funding,

state statute requires cities and counties to provide basic RMRA project reporting to the California Transportation Commission (CTC).

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

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

- Road Maintenance and Rehabilitation
- Safety Projects
- Railroad Grade Separations
- Complete Streets Components (including active transportation purposes, pedestrian

and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project)

- Traffic Control Devices

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

Staff has developed a recommended list of projects the Board of Supervisors to consider for submitting to CTC.

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

- Eligibility criteria for RMRA funds
- Emergency storm damage projects that exceeded existing road fund revenue capacity
- Maintenance and rehabilitation priorities
- Roadway safety

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

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

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

BACKGROUND: (CONT'D)

PROPOSED PROJECTS (Total RMRA = \$16.4 million)

Proposed Project No. 1: Road Drainage Maintenance (RMRA = \$1.2 million)-
Countywide

- **Ditch Cleaning** – This routine maintenance item is to perform drainage ditch cleaning to remove debris and vegetation which may obstruct the passage of stormwater and cause local flooding. (RMRA = \$400,000) County Project No.: 0672-6U2303
- **Clean Catch Basin** – This routine maintenance item is to perform cleaning of sediment and prevent obstructions of catch basins (drainage inlets) and related pipe systems. The County has over twenty thousand catch basins throughout the unincorporated portions of the County. (RMRA = \$500,000) County Project No.: 0672-6U2308
- **Inspect Catch Basin** – This routine maintenance item is to perform inspections of catch basins and associated systems. This includes a visual inspection of the drainage inlet and any clean water inserts. Follow-up video inspections may be required for deeper inlets and/or suspected structural issue concerning the inlets. (RMRA = \$300,000) County Project No.: 0672-6U2316

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

- **Traffic Signing** – This routine maintenance item is to perform sign repair, replacement, and installation along the unincorporated County roadways. (RMRA = \$450,000) County Project No.: 0672-6U2504
- **Traffic Striping** – This routine maintenance item is to perform new painting, routine painting and replacement of pavement striping along the unincorporated County roadways to enhance public safety. (RMRA = \$500,000) County Project No.: 0672-6U2505

Proposed Project No. 3: Pavement Repairs and Preparation (RMRA = \$4.2 million)-
Countywide

- **Pot Hole Patching** – This routine maintenance item is to perform spot pavement repairs of pot holes along the unincorporated County roadways to eliminate surface hazards. (RMRA = \$500,000) County Project No.: 0672-6U2101
- **Pavement Fabric Patching** – This routine maintenance item is to perform pavement fabric patching along the unincorporated County roadways to correct minor pavement defects and prevent further cracking. An area of existing damaged

asphalt will be removed and excavated to allow a fabric patch to be placed. The roadway base will be compacted and leveled to support the new fabric layer and asphalt layer. (RMRA = \$500,000) County Project No.: 0672-6U2102

- **Pavement Failure Repair - Backhoe** – This routine maintenance item is to conduct pavement failure repair along the unincorporated County roadways. This task requires the removal of a larger area of cracked or damaged pavement with a backhoe. The roadway base will be compacted and overlaid with new asphalt. (RMRA = \$500,000) County Project No.: 0672-6U2103
- **Pull Box Paving** – This is a roadway paving operation to place asphalt on localized roadway depressions to provide a smooth riding surface for the motorized public along the unincorporated County roadways. (RMRA = \$525,000) County Project No.: 0672-6U2104
- **Hand Patching** – This is similar to pot hole patching to conduct spot pavement repairs along unincorporated County roadway, but on a smaller scale. (RMRA = \$500,000) County Project No.: 0672-6U2105
- **Crack Sealing** – This pavement preservation task is to seal cracks in the roadway. Cracks are typically filled in to seal the roadway structural section from water penetration. The goal is to prolong the service life of the pavement and/or prepare the roadway surface for an overlay. (RMRA = \$600,000) County Project No.: 0672-6U2106
- **Leveling** – This task is associated with leveling of large settlements, depressions, surface irregularities and recent large pavement repairs. This is to provide a smooth riding surface for the motorized public along unincorporated County roadways. (RMRA = \$475,000) County Project No.: 0672-6U2107
- **Pavement Failure Repair – Grinder** – This task is to remove badly cracked or broken pavement. The roadway is then replaced with new asphalt and roadway base rock. This task supports pavement preservation operations and also extends the service life of the roadway pavement. (RMRA = \$600,000) County Project No.: 0672-6U2123

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

Countywide:

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

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

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

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

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

CONSEQUENCE OF NEGATIVE ACTION:

If a project list is not approved by the Board of Supervisors and submitted to the CTC by the May 1, 2020 deadline, the County will not be eligible to receive its portion of RMRA funds and the projects listed above will not be constructed.

ATTACHMENTS

Resolution No. 2020/121

Recorded at the request of: Clerk of the Board

Return To: Public Works Department, Transportation Engineering

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

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

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

NO:

ABSENT:

ABSTAIN:

RECUSE:

Resolution No. 2020/121

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

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

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

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

WHEREAS, the County, will receive an estimated \$16.4 million in RMRA funding in Fiscal Year 2020/21 from SB 1; and

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

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

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

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

WHEREAS, the SB 1 project list and overall investment in our local streets and roads infrastructure with a focus on basic

Location:

Countywide

Proposed Schedule for Completion:

- Anticipated construction year – FY 20/21

Estimated Useful Life:

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

Proposed Project No. 3: Pavement Repairs and Preparation (RMRA = \$4.2 million)- Countywide

Description:

· **Pot Hole Patching** – This routine maintenance item is to perform spot pavement repairs of pot holes along the unincorporated County roadways to eliminate surface hazards. (RMRA = \$500,000) County Project No.: 0672-6U2101

· **Pavement Fabric Patching** – This routine maintenance item is to perform pavement fabric patching along the unincorporated County roadways to correct minor pavement defects and prevent further cracking. An area of existing damaged asphalt will be removed and excavated to allow a fabric patch to be placed. The roadway base will be compacted and leveled to support the new fabric layer and asphalt layer. (RMRA = \$500,000) County Project No.: 0672-6U2102

· **Pavement Failure Repair - Backhoe** – This routine maintenance item is to conduct pavement failure repair along the unincorporated County roadways. This task requires the removal of a larger area of cracked or damaged pavement with a backhoe. The roadway base will be compacted and overlaid with new asphalt. (RMRA = \$500,000) County Project No.: 0672-6U2103

· **Pull Box Paving** – This is a roadway paving operation to place asphalt on localized roadway depressions to provide a smooth riding surface for the motorized public along the unincorporated County roadways. (RMRA = \$525,000) County Project No.: 0672-6U2104

· **Hand Patching** – This is similar to pot hole patching to conduct spot pavement repairs along unincorporated County roadway, but on a smaller scale. (RMRA = \$500,000) County Project No.: 0672-6U2105

· **Crack Sealing** – This pavement preservation task is to seal cracks in the roadway. Cracks are typically filled in to seal the roadway structural section from water penetration. The goal is to prolong the service life of the pavement and/or prepare the roadway surface for an overlay. (RMRA = \$600,000) County Project No.: 0672-6U2106

· **Leveling** – This task is associated with leveling of large settlements, depressions, surface irregularities and recent large pavement repairs. This is to provide a smooth riding surface for the motorized public along unincorporated County roadways. (RMRA = \$475,000) County Project No.: 0672-6U2107

· **Pavement Failure Repair – Grinder** – This task is to remove badly cracked or broken pavement. The roadway is then replaced with new asphalt and roadway base rock. This task supports pavement preservation operations and also extends the service life of the roadway pavement. (RMRA = \$600,000) County Project No.: 0672-6U2123

· RMRA Priority: Road Maintenance and Rehabilitation

Location:

Location:

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

Proposed Schedule for Completion:

- Construction year – FY 20/21

Estimated Useful Life:

- 40 years (roadway widening)

15 years (pavement surface treatment)

Contact: Nancy Wein, 925.313.2275

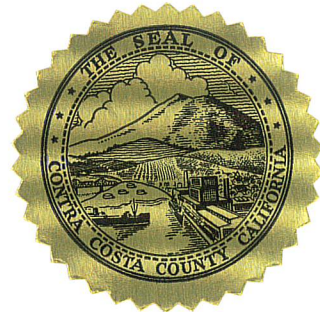
I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

ATTESTED: April 28, 2020

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

By:  June McHuen, Deputy

cc:



B.4 Adoption of Complete Streets Policy

This staff report adopted the Complete Streets Policy in the County. Complete Streets describes a comprehensive transportation network with infrastructure design that is safe for all users.

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"/> 4	Mary N. Piepho
		Karen Mitchoff
		Federal D. Glover
NO:	<input type="checkbox"/>	
ABSENT:	<input checked="" type="checkbox"/> 1	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.

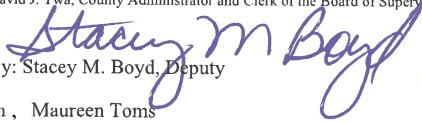
I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

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

B.5 Adoption of Vision Zero Action Plan

This staff report adopted the Vision Zero Action Plan in the County. Vision Zero describes the commitment to the elimination of severe injuries and fatalities resulting from traffic collisions on County roadways. The Action Plan identifies opportunities for safety for all modes of transportation. The Board of Supervisors also adopted The Vision Zero Resolution below the Action Plan staff report, in order to achieve zero annual transportation-related fatalities and severe injuries on unincorporated county roads.



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

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

Recorded at the request of: Clerk of the Board
Return To: Public Works Dept

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

Adopted this Resolution on 11-28-2023 by the following vote:

AYE: John Gioia, Candace Andersen, Diane Burgis, Ken Carlson, Federal D. Glover
NO:
ABSENT:
ABSTAIN:
RECUSE:

Resolution No. 2023/622

IN THE MATTER OF

**Adopting the Vision Zero Resolution to
Achieve Zero Annual Transportation-Related Fatalities and
Severe Injuries on Unincorporated County Roads**

WHEREAS, on March 1, 2022, the Contra Costa County Board of Supervisors accepted the Vision Zero Final Report and adopted the Vision Zero Action Plan that was generated using a data-informed approach and the support of a multi-disciplinary team in an initial, strong effort to increase safety for people traveling along roadways, sidewalks, and bicycle lanes, and

WHEREAS, at the time the Final Vision Zero Action Plan and Report was accepted and adopted in March 2022, the Board of Supervisors affirmed that they intended to adopt a resolution of support for Vision Zero, to eliminate all transportation-related fatalities and severe injuries in County jurisdiction; and

WHEREAS, from 2012 through 2022, 129 people died and 487 suffered severe, life-changing injuries within the unincorporated County, which is an average of 12 fatalities and 44 severe injuries per year over that eleven-year span; and

WHEREAS, many of the people killed or severely injured were among the most vulnerable roadway users, including transit users, (and disproportionately youth, seniors, people of lower incomes, and people of color) who were walking, rolling, or riding a bicycle or personal mobility device; and

WHEREAS, communities of color, low income, youth, and seniors were disproportionately killed in transportation-related incidents countywide, as shown by the statistics contained in the Vision Zero Report and follow-up analyses; and

WHEREAS, Vision Zero is a data-informed strategy to eliminate transportation-related fatalities and severe injuries, while increasing the provision of safer, healthier, and more equitable mobility for all; and

WHEREAS, the Board of Supervisors and the County will value people first, because human life and more equitable health should be prioritized before vehicular speed, vehicle throughput, convenience for motorists, mobility, congestion management, on street parking, and other objectives for the transportation and circulation system; and

WHEREAS, data reveal the primary collision factors that have contributed to transportation-related fatalities and serious injuries include unsafe speeds, distracted driving, driving under the influence, at the expense of the most vulnerable roadway users; and

WHEREAS, the County Board of Supervisors adopted the Complete Streets Policy by Resolution No. 2016/374 on July 12, 2016, that requires the County to plan and design complete streets, which accommodate the needs of all multi-modal road and trail users, including pedestrians, bicyclists, users of micromobility and smaller, narrower and lighter vehicles, and public transit in a balanced and safe manner; and

WHEREAS, the County Board of Supervisors adopted the Active Transportation Plan on March 29, 2022, which has many elements of complete streets such as separating the vulnerable road users from people driving (vehicles) at unsafe speeds, in different contexts and conditions (such as inclement weather); and

WHEREAS, implementing Vision Zero-focused transportation safety projects, including quick-build method and materials projects, which can be opportunities for lower costs, should create opportunities to invite authentic engagement and meaningful input from the community, experience how potential improvements "feel" before they become permanent or more widely implemented in different contexts, including residents that are disproportionately killed, severely injured by, and burdened by the economic and societal costs from traffic collisions, and traditionally had been underserved by the transportation infrastructure that serves them; and

WHEREAS, Vision Zero is founded on a Safe System approach of safe road users that includes safe vehicles, safe speeds, safe roads, and post-crash care and recognizes people will make mistakes and roadway systems, policies, and projects should be designed and implemented to protect people and the "greater good" to maximize public benefit in the public right-of-way first by implementing redundancies and shared responsibilities and by minimizing the transfer of kinetic energy per individual collision; and

WHEREAS, the State of California Department of Transportation (Caltrans) Strategic Highway Safety Plan, which guides safety funding and strategy for the state of California is in support of Vision Zero and the Safe System Approach that includes a system-wide, method of project development for transportation infrastructure such as intersections, sidewalks, bike lanes, and trail crossings where common characteristics that cause severe collisions exist at multiple locations; and

WHEREAS, all transportation-related fatalities and severe injuries on Contra Costa County's roads and trail crossings are avoidable and preventable through implementation of the Safe Systems Approach; and

NOW THEREFORE, BE IT RESOLVED that the County will consider in all of its decision-making a less reactive approach that only focuses on specific areas with the highest collision rates to achieve Vision Zero, but will increasingly implement a more proactive "Safe Systems" approach, that focuses on other areas within the County that have similar characteristics of roadway infrastructure and/or driver behavior to those high-collision rate locations; and

BE IT FURTHER RESOLVED that the County's Capital Road Improvement and Preservation Program (CRIPP), pavement rehabilitation plan, projects lists, grant applications, funding strategy, Climate Action Plan Annual Work Plan, Complete Streets Policy, Active Transportation Plan, and Vision Zero Action Plan among other programs and plans, will each strive to follow policies and plans adopted by the Contra Costa Transportation Authority (CCTA), the Metropolitan Transportation Commission (MTC), the California Transportation Commission (CTC), Caltrans, the Federal Highway Safety Administration, and other agencies that promote Vision Zero; and

BE IT FURTHER RESOLVED that Contra Costa County is committed to improving equity in all aspects of Vision Zero, including health, transportation options, accessibility, mobility, and data analysis that acknowledges and addresses reporting biases, incomplete data, evolving availability of data; utilizing enforcement strategies that protect against racial profiling and follow a data-informed and transparent approach; and promoting project prioritization efforts to incentivize investment in historically under-invested communities, which are often areas with the highest pedestrian and bicycle collision rates that have historically lacked network connectivity that is physically protected, and

BE IT FURTHER RESOLVED that the Vision Zero Technical Advisory Committee (VZTAC), a multi-disciplinary team, will convene regularly and provide direction to the program as conditions change. When the VZTAC makes significant changes or implements elements of the Vision Zero Action Plan, these will be reported to relevant oversight committees, such as the Transportation, Water, and Infrastructure Committee, the Equity Committee, the Sustainability Committee, the Health Commission or relevant Health Advisory Committee(s), and the Board of Supervisors; and

BE IT FURTHER RESOLVED that the County shall prioritize speed-reducing characteristics such as reducing vehicular lane widths, or the total width and number of lanes on bi-directional roadways, and shall consider that projects which deviate from this approach would benefit from a higher level of review and analysis from multi-disciplinary professional disciplines and the Transportation, Water, and Infrastructure Committee, which will regularly have Vision Zero as an agenda item for discussion and consideration; and

BE IT FURTHER RESOLVED that the Contra Costa County Board of Supervisors adopts this Vision Zero Resolution to achieve zero annual transportation-related fatalities and severe injuries on unincorporated county roads.

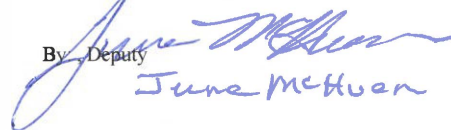
I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

Contact:

ATTESTED:

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

By, Deputy



June McHuan

Cc:

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.)

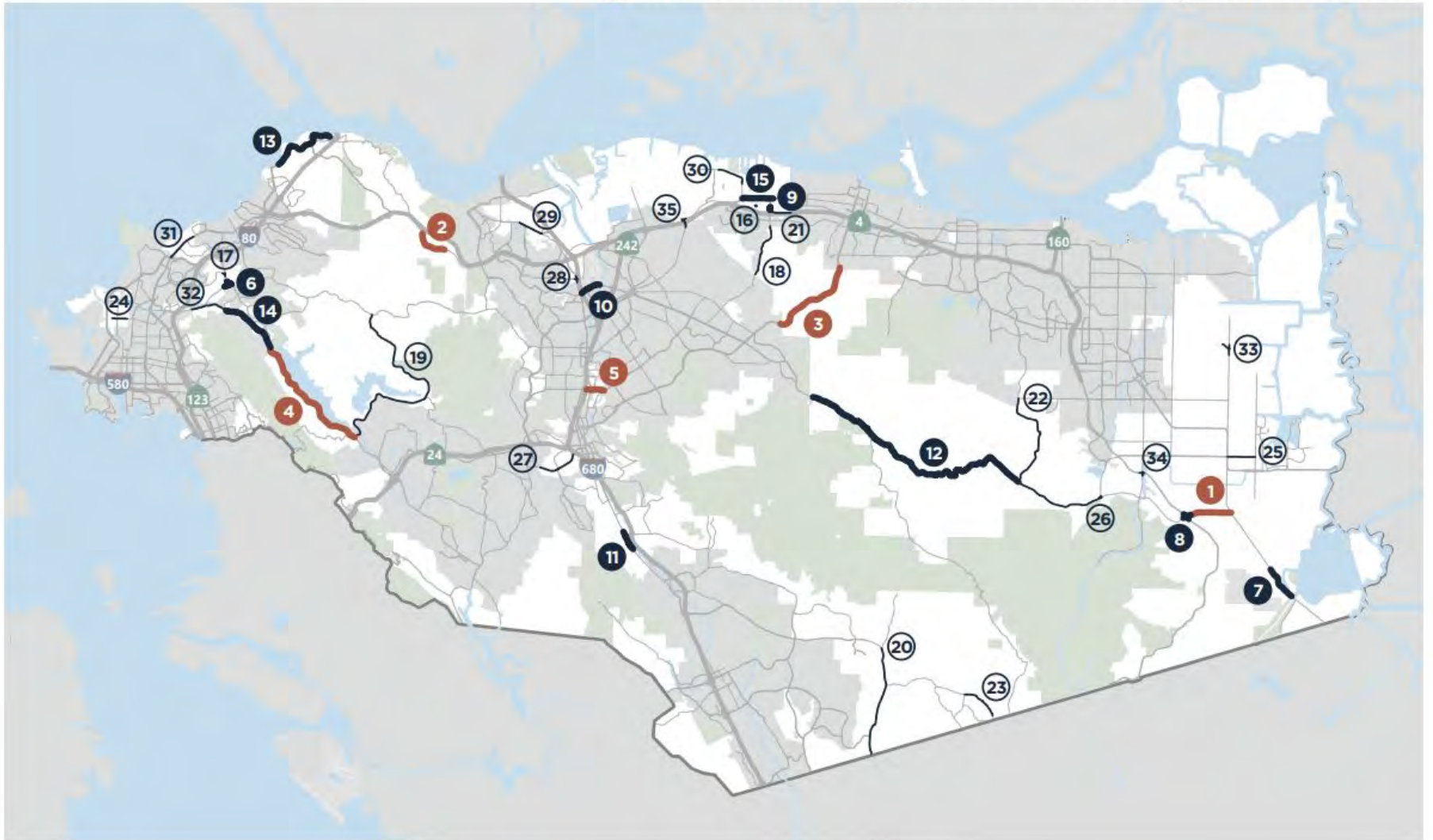
6. Appian Way/Valley View Road/Sobrante Avenue intersection
7. Byron Highway from Clifton Court Road to the California Aqueduct crossing
8. Camino Diablo/Vasco Road intersection
9. Canal Road/Bailey Road intersection and the De Anza Trail crossing
10. Concord Avenue from I-680 to the Walnut Creek channel
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



B.6 Acceptance of Active Transportation Plan

This staff report accepted the Active Transportation Plan in the County. The Active Transportation Plan describes the commitment to the enhancement of active transportation by promoting access for all modes of travel besides automobile.



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

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
Appian 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	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 IIB	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 IIB	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
Giaramita 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	--	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 IIIB	Construct traffic calming, close sidewalk gaps, and mark shared lane.	\$\$	Medium	2
Brentwood Blvd/UP tracks/Byron Hwy	Main Canal	County Limit	8.90	East County	Trail	Class I	Construct Class I path along Union Pacific tracks.	\$\$\$\$	Medium	3
Buchanan Field Path	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 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. 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 III B	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 III B	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 III B	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/ped 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	Repave 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	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 IIB	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 B.7: Staff Report to Adopt 2024-2025 CRIPP

Appendix C: Areas of Benefit Project List, 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 congestion 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 their proportional share of these projects. The fee amount varies depending on which AOB the property is located in, the amount of traffic generated by the development, and the cost of the projects identified on that AOB's project list.

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 seven years that the Department has scheduled at the time of publication. AOBs are local funding sources for County road projects. Road improvement projects funded by AOB revenues must be identified on an AOB Development Program Report 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 on the unfunded list 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. 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 a new AOB ordinance is adopted by the Board of Supervisors. The update of a CRIPP does not constitute an update of an AOB.

The following information for each adopted AOB is included:

- Ordinance number
- Approved/Proposed Project List
- Boundary Map
- Map of Approximate Project Locations

The AOB program comprises 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 is yet to be approved by the Board of Supervisors.

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

- Alamo
- Bay Point
- Central County
- East County (Regional)
- Richmond/El Sobrante

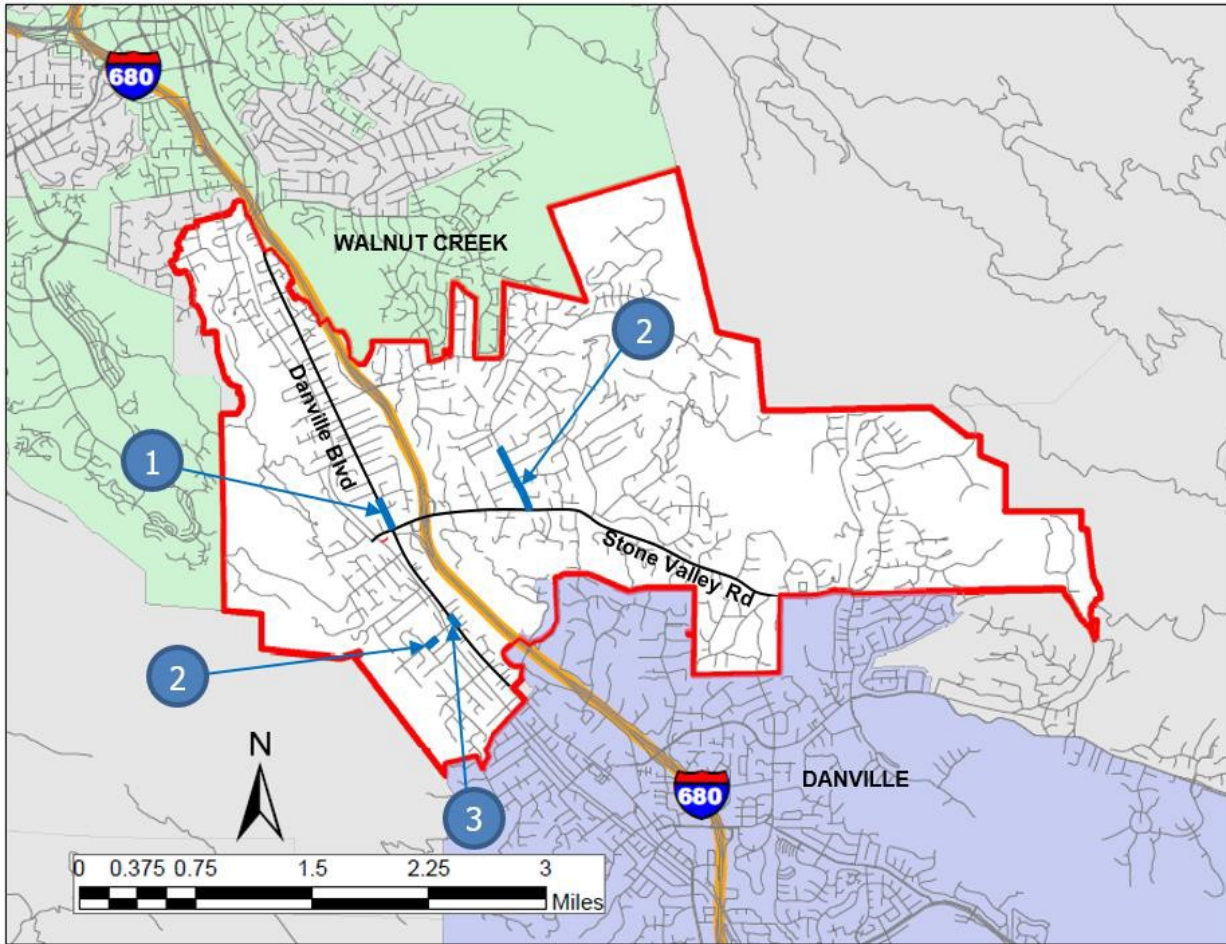
In the past CRIPP, AOB administrative expenditures were shown but are no longer considered as a capital improvement project. As a result, the following AOBs have no active projects, but will be shown for the potential revenue forecast and their respective balance:

- Bethel Island
- Briones
- Discovery Bay
- Hercules/Crockett/Rodeo
- Martinez
- North Richmond
- Pacheco
- South County
- West County

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 Construction
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

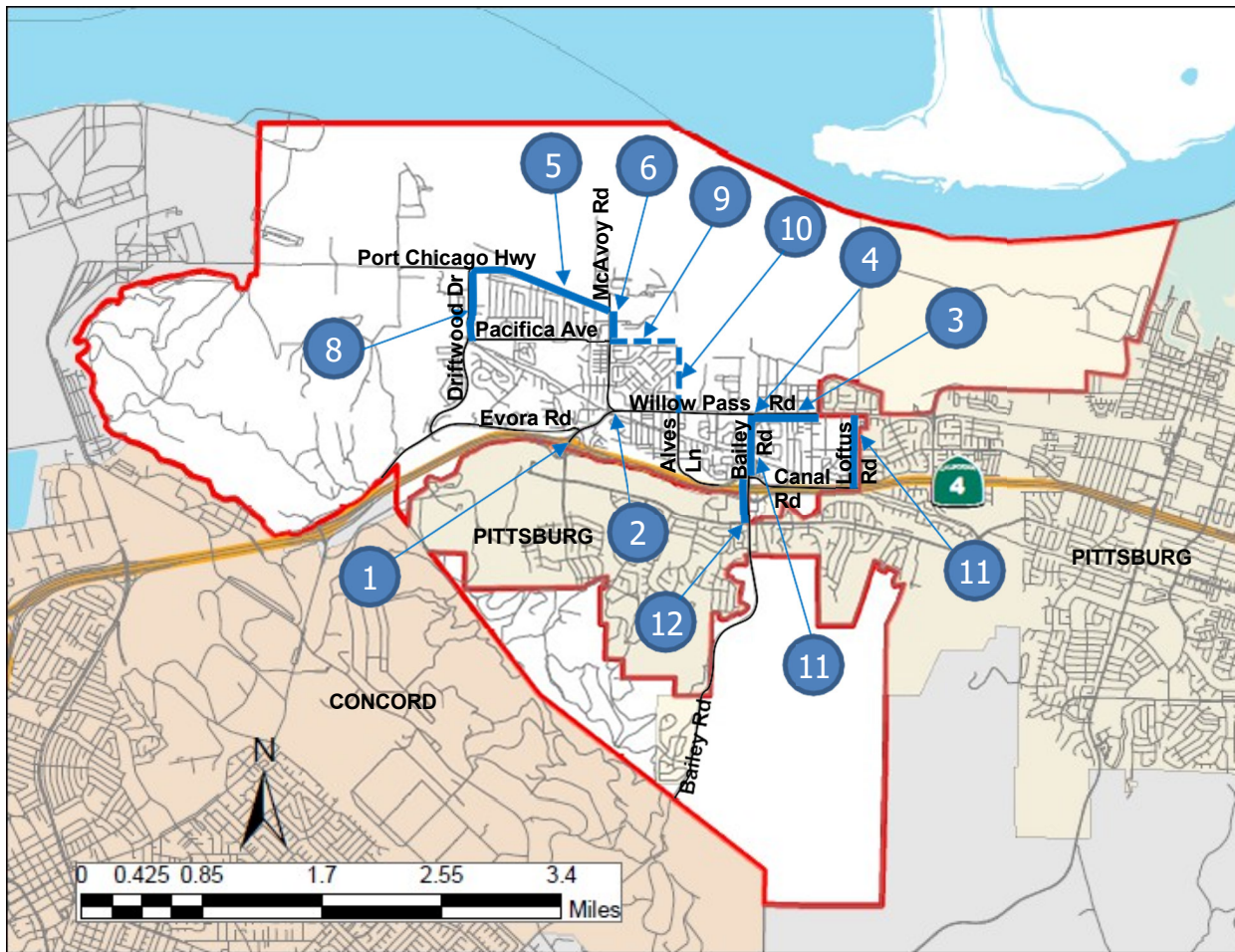
Alamo AOB Revenue Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 22/23 Balance	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
End of Year Balance	\$ 1,357	\$ 557	\$ 657	\$ 757	\$ 857	\$ 957	\$ 1,057	\$ 1,157	\$ 1,257

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
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 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Total of All Projects	\$ 900	\$ 900	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Danville Boulevard/Orchard Court Complete Street Improvements	\$ 900	\$ 900	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Miranda Avenue Safe Routes to School		\$ 0			\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

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 East and West 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
13	Bailey Road (10)	Bicycle and pedestrian improvements from Canal Road to BART.	Complete

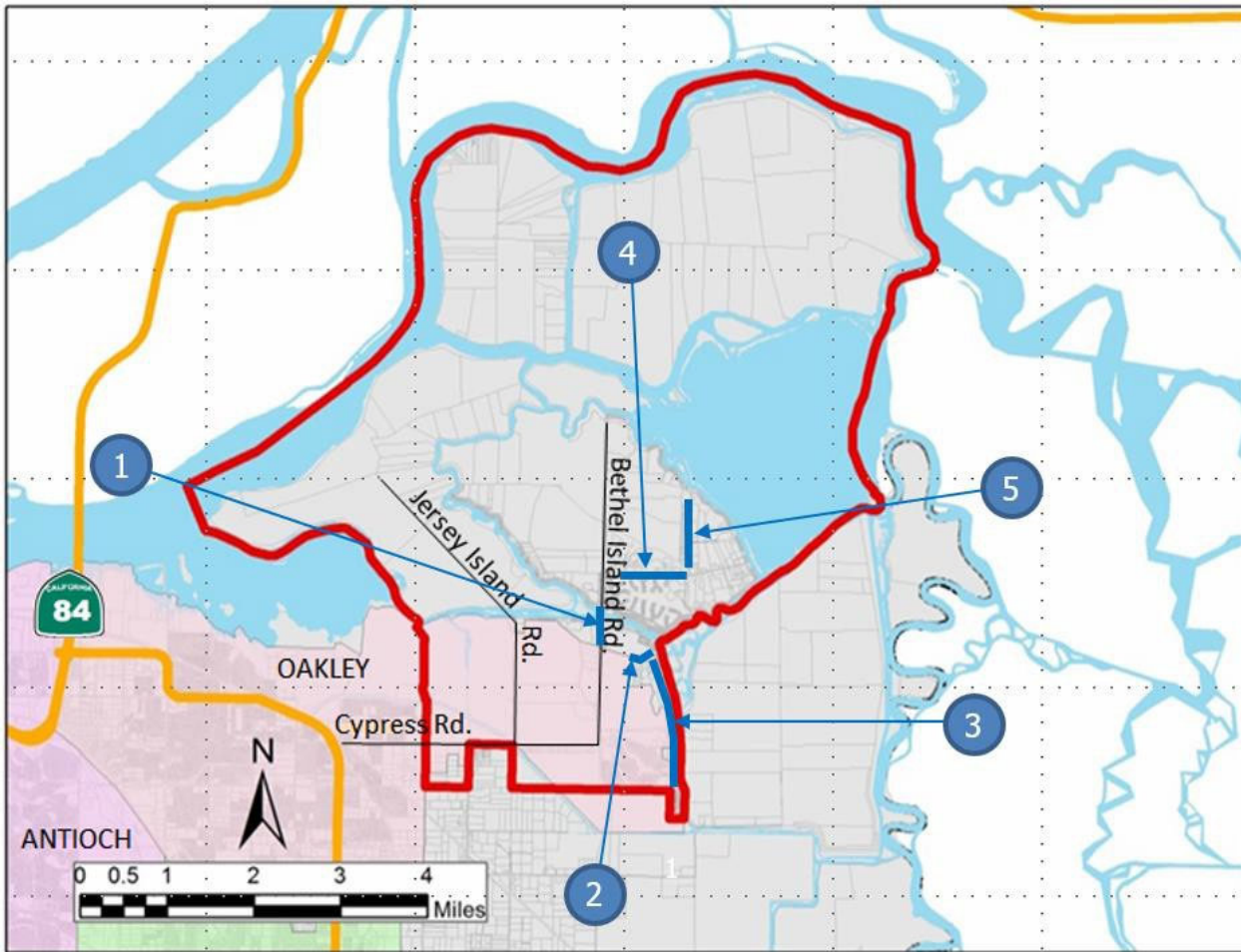
Bay Point AOB Revenue & Expenditure Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 22/23 Balance	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
End of Year Balance	\$ 3,109	\$ 2,802	\$ 2,902	\$ 2,932	\$ 3,032	\$3,132	\$ 3,232	\$ 3,332	\$ 3,432

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
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 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Total of All Projects	\$ 477	\$ 407	\$ 0	\$ 70	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
North Bailey Road Active Transportation Corridor	\$ 477	\$ 407	\$ 0	\$ 70	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Bethel Island Area of Benefit



Current Ordinance 2016-12 Project List Schedule

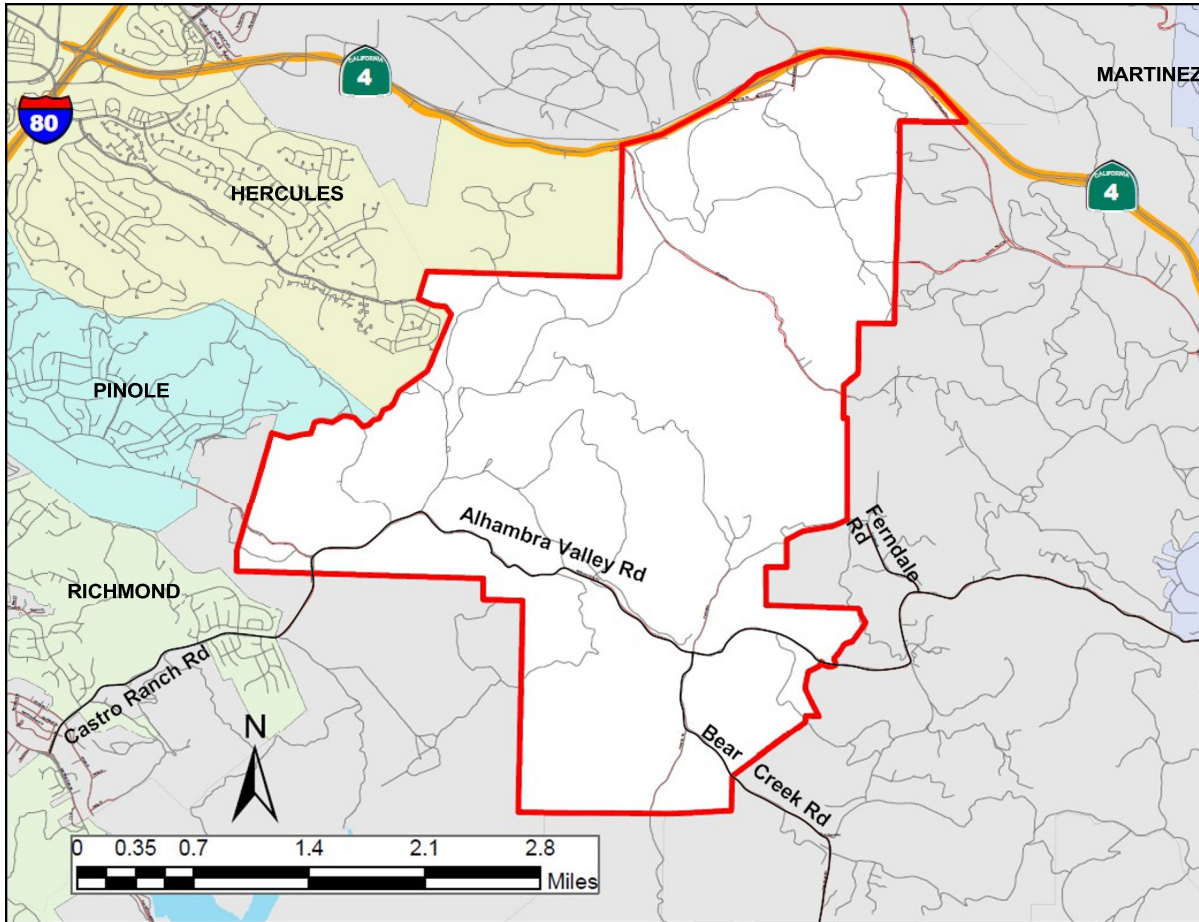
Item	Location	Description	Project Status
1	Bethel Island Road	Add bicycle and pedestrian improvements from Taylor Road to Sandmound Boulevard	Pending
2	Sandmound Boulevard	Add bicycle and pedestrian improvements from Oakley City Limits to Mariner Road	Pending
3	Sandmound Boulevard	Add bicycle and pedestrian 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 22/23 Balance	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
End of Year Balance	\$ 312	\$ 322	\$ 332	\$ 342	\$ 352	\$ 362	\$ 372	\$ 382	\$ 392

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Projected Revenue	\$ 80	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10

Briones Area of Benefit



Current Ordinance 88-27 Project List Schedule

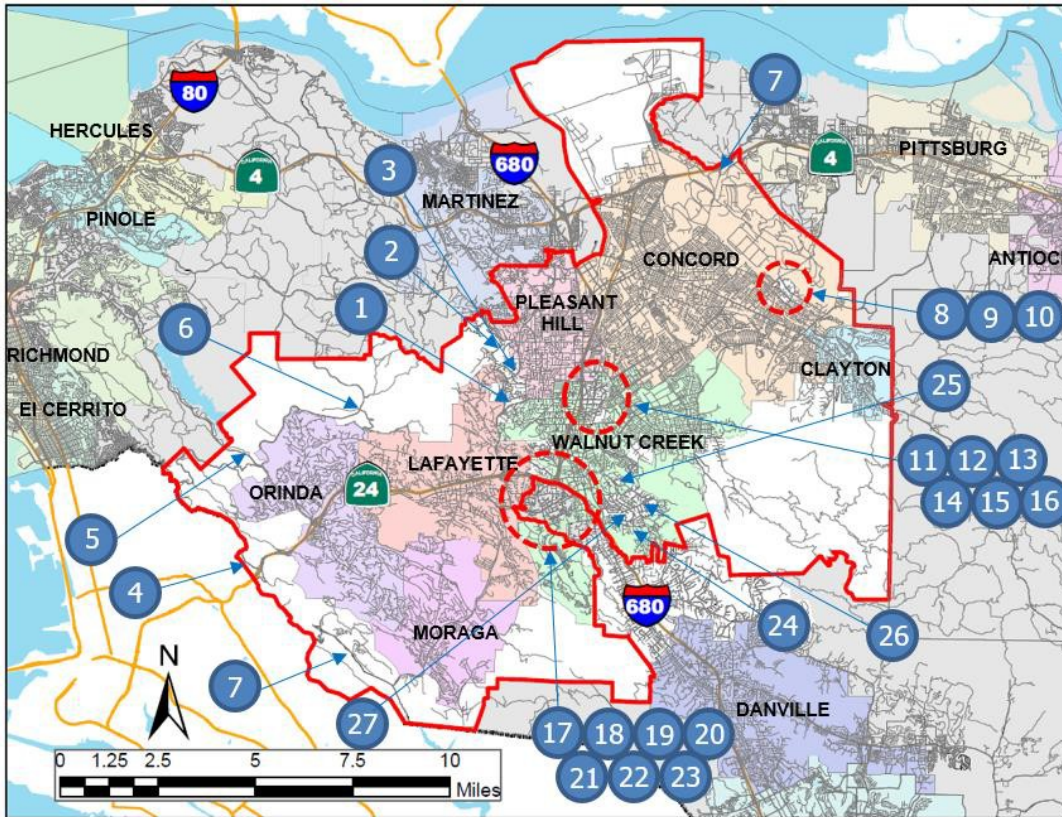
Item	Location	Description	Project Status
1	Alhambra Valley Road	Realign curves at Ferndale Road (mile post 5.6), Main Road (mile post 6.2), and 4000 feet northwest of Bear Creek road (mile post 2.9)	Pending

Briones AOB Revenue Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 22/23 Balance	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
End of Year Balance	\$ 548	\$ 549	\$ 550	\$ 551	\$ 552	\$ 553	\$ 554	\$ 555	\$ 556

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Projected Revenue	\$ 8	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1

Central County Area of Benefit



Current Ordinance 2021-37 Project List Schedule

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 fom I-680 Overpass to Jones Road	In Design
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 Design
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 South Villa Way	Pending
21	Tice Valley Boulevard (SWC4)	Complete Street improvements from Tice Valley Lane to 200 feet east of Tice Hollow Court	Pending
22	Springbrook Road (SWC6)	Complete Street Improvements from 170 feet east of Gilmore Street to 460 feet 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 feet northwest of Walnut Court	Pending
26	Mountain View Blvd (SM3)	Pedestrian improvements from Blackwood Drive to Walnut Boulevard	Pending
27	San Miguel Dr (SM4)	Pedestrian improvements from Rudgear Road to Blackwood Drive	In Design

Central County AOB Revenue Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 22/23 Balance	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
End of Year Balance	\$ 5,428	\$ 5,528	\$ 5,613	\$ 5,646	\$ 5,264	\$ 5,364	\$ 5,464	\$ 5,564	\$ 5,664

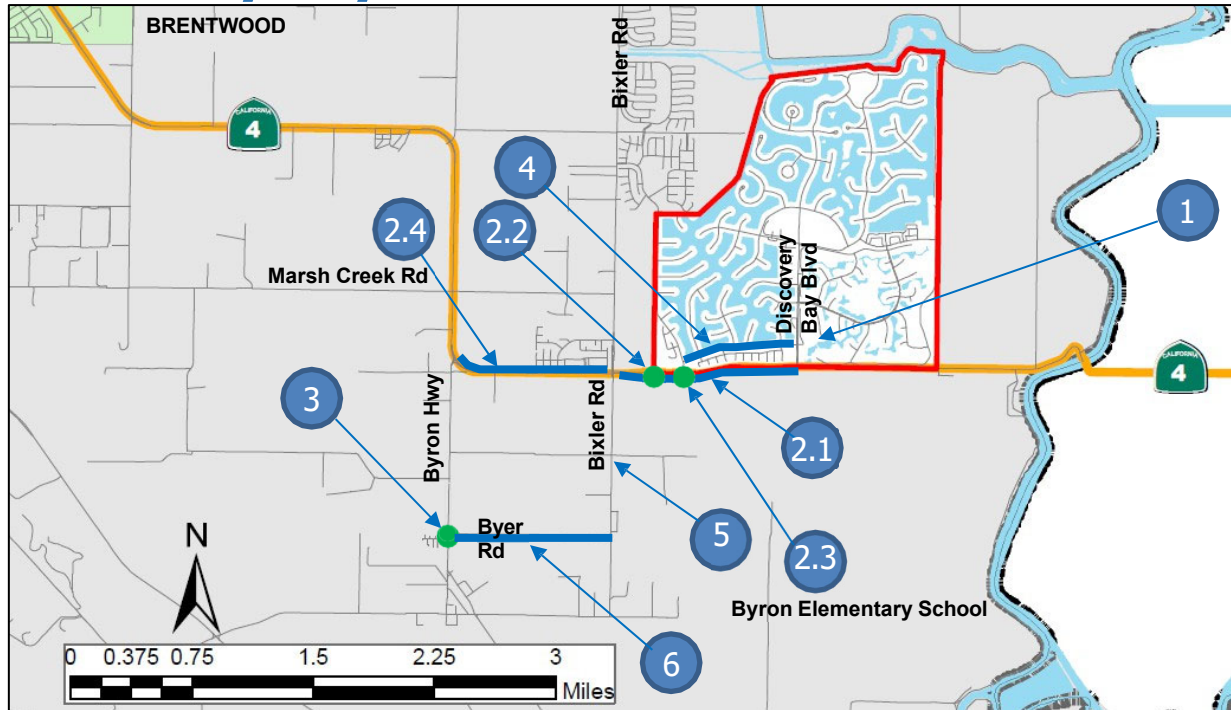
Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Projected Revenue	\$ 800	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100

Capital Road Improvement and Preservation Program (CRIPP)
 Report for 2024 through 2031.



Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Total of All Projects	\$ 564	\$ 0	\$ 15	\$ 67	\$ 482	\$ 0	\$ 0	\$ 0	\$ 0
San Miguel Drive Pedestrian Path	\$ 564	\$ 0	\$ 15	\$ 67	\$ 482	\$ 0	\$ 0	\$ 0	\$ 0

Discovery Bay Area of Benefit



Current Ordinance 2018-16 Project List Schedule

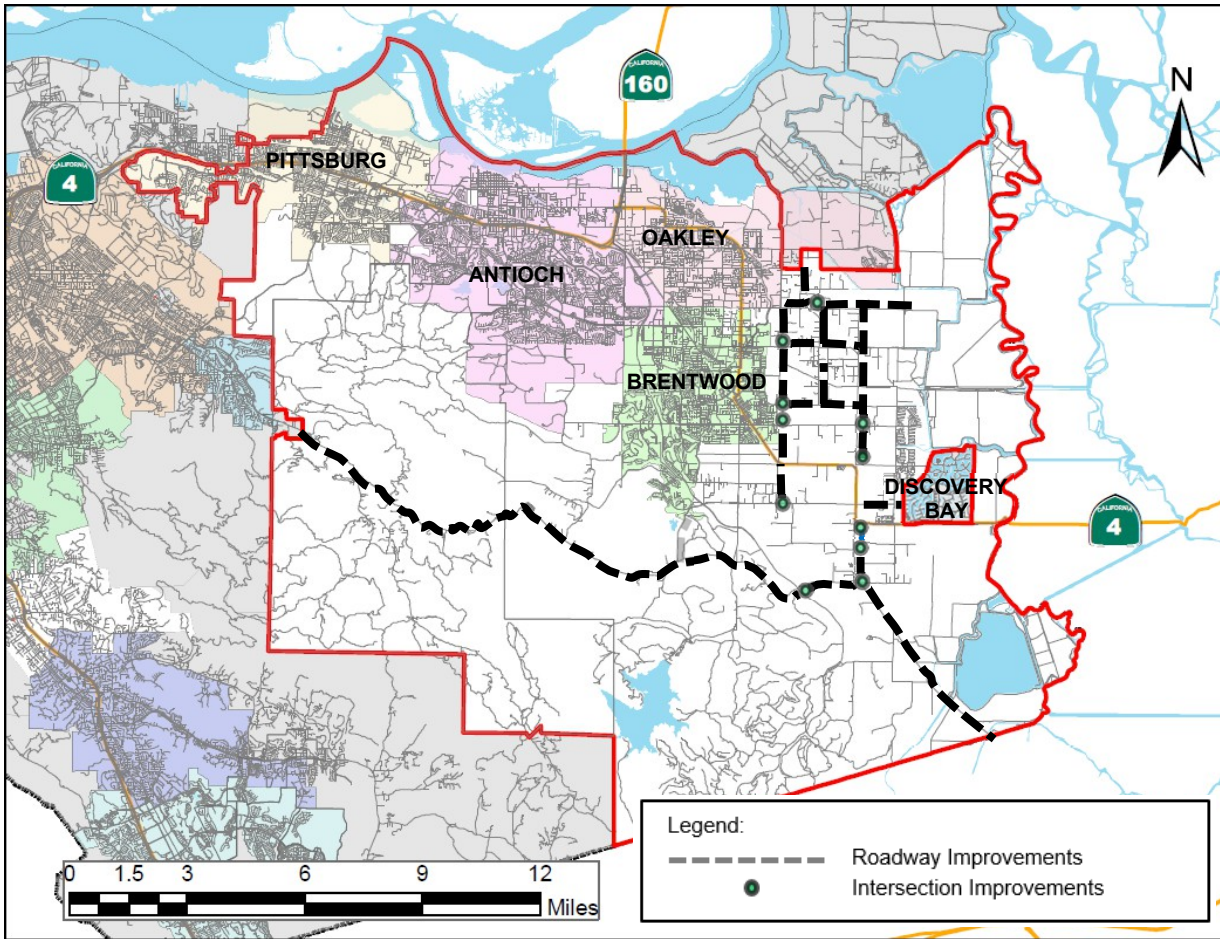
Item	Location	Description	Project Status
1	Discovery Bay Boulevard	Construct intersection improvements at Clipper Drive	Pending
2.1	State Route 4	Widen and provide pedestrian and bicycle improvements between Bixler Road and Discovery Bay Boulevard	Pending
2.2		Rebuild bridge to accommodate four lanes 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 22/23 Balance	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
End of Year Balance	\$ 148	\$ 198	\$ 248	\$ 298	\$ 348	\$ 398	\$ 448	\$ 498	\$ 548

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Projected Revenue	\$ 400	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50

East County Regional Area of Benefit



Current Ordinance 2013-26 Project List Schedule

Item	Location	Description	Project Status
1	Vasco Road/Camino Diablo intersection	Construct intersection improvements	Pending
2	Marsh Creek Road	Construct safety improvements	In Design
3	Chestnut Street	Widen roadway from Sellers Avenue to Byron Highway	Pending
4	Delta Road	Widen roadway from Byron Highway to Holland Tract Road	Pending
5	Knightsen Avenue & Eden Plains Road	Widen roadway from Delta Road to Chestnut Street	Pending
6	Sunset Rd	Widen roadway from Sellers Ave to Byron Highway	Pending
7	Byron Highway	Widen roadway from Camino Diablo to the Alameda County Line	Pending

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 Road to Delta Road	Pending
11	Delta Road	Widen roadway from Sellers Avenue to Byron Highway	Pending
12	Sellers Avenue	Widen roadway from Delta Road to Chestnut Street	Pending
13	Sellers Avenue	Widen roadway from Main canal to Marsh Creek Road	Pending
14	Byron Highway	Widen roadway from Delta Road to Chestnut Street	Pending
15	Byron Highway	Widen roadway from Chestnut Street to SR 4	Pending
16	Byron Highway	Widen roadway from SR 4 to Camino Diablo	Pending
17	Camino Diablo	Widen roadway from Vasco Road 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

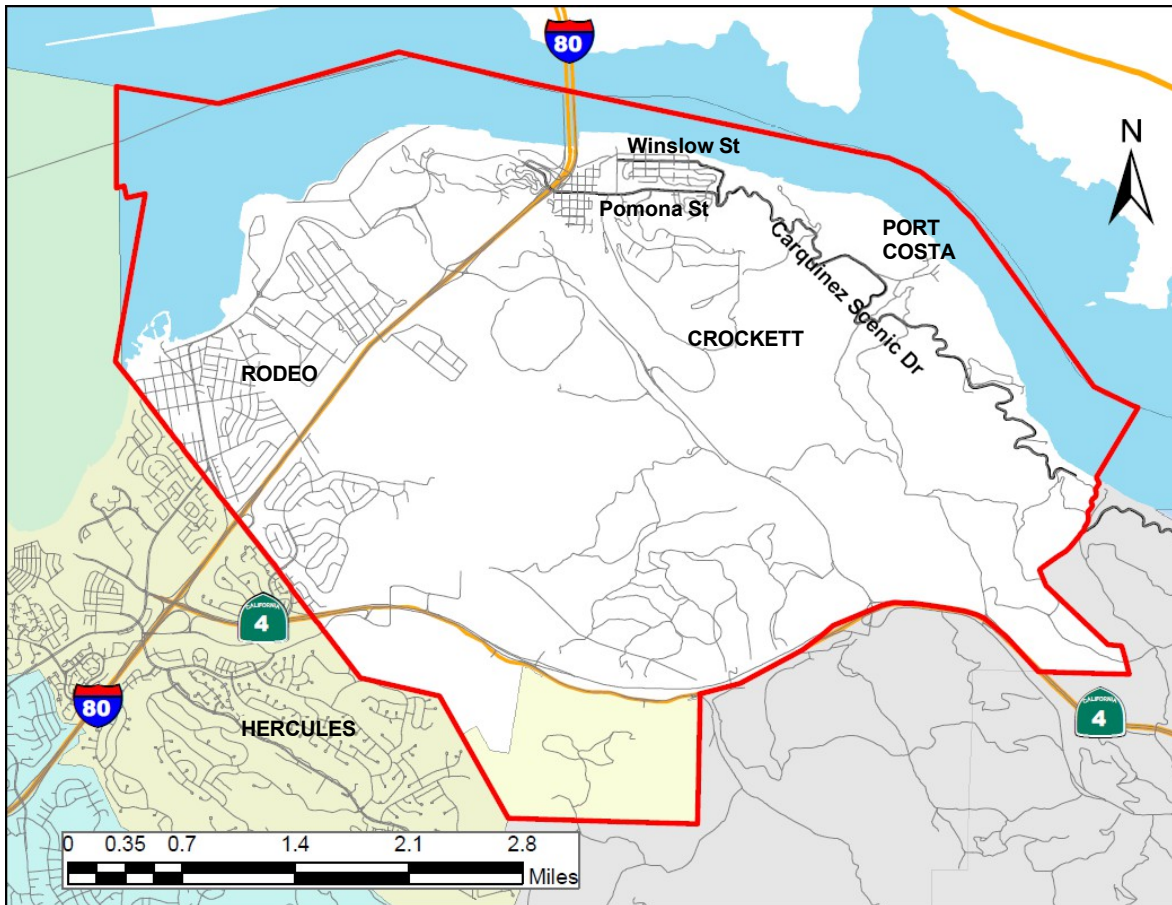
East County Regional AOB Revenue & Expenditure Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 22/23 Balance	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
End of Year Balance	\$ 4,638	\$ 4,968	\$ 4,558	\$ 5,158	\$ 5,758	\$ 6,358	\$ 6,958	\$ 7,558	\$ 8,158

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
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 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Total of All Projects	\$ 1,280	\$270	\$ 1,010	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Marsh Creek Road Bridge Replacement (Bridge No. 28C143 & 28C145)	\$ 1,280	\$ 270	\$1,010	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Hercules/Rodeo/Crockett AOB Revenue Forecast



Current Ordinance 88-27 Project List Schedule

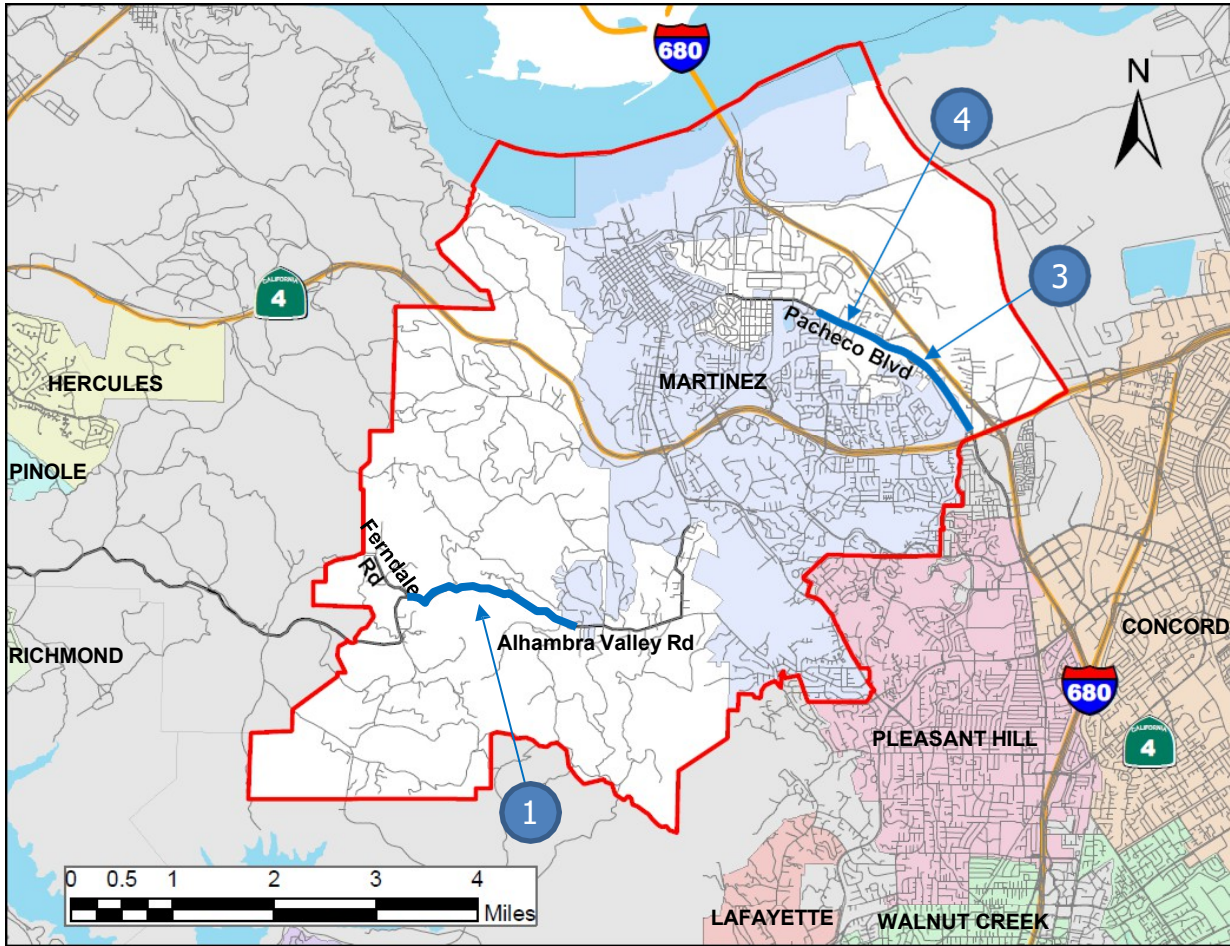
Item	Location	Description	Project Status
1	Pomona Street	Widen to provide shoulder from Crockett Boulevard to 2nd street	Complete
2	Pomona St / Winslow Ave / Carquinez Scenic	Alignment study	Pending
3	Crockett Boulevard	Widen to three lane arterial to provide for truck climbing lane from Pomona Street 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 22/23 Balance	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
End of Year Balance	\$ 30	\$ 31	\$ 32	\$ 33	\$ 34	\$ 35	\$36	\$ 37	\$ 38

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
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 BNSF	Pending
4	Pacheco Boulevard	Widen to arterial standard	Pending

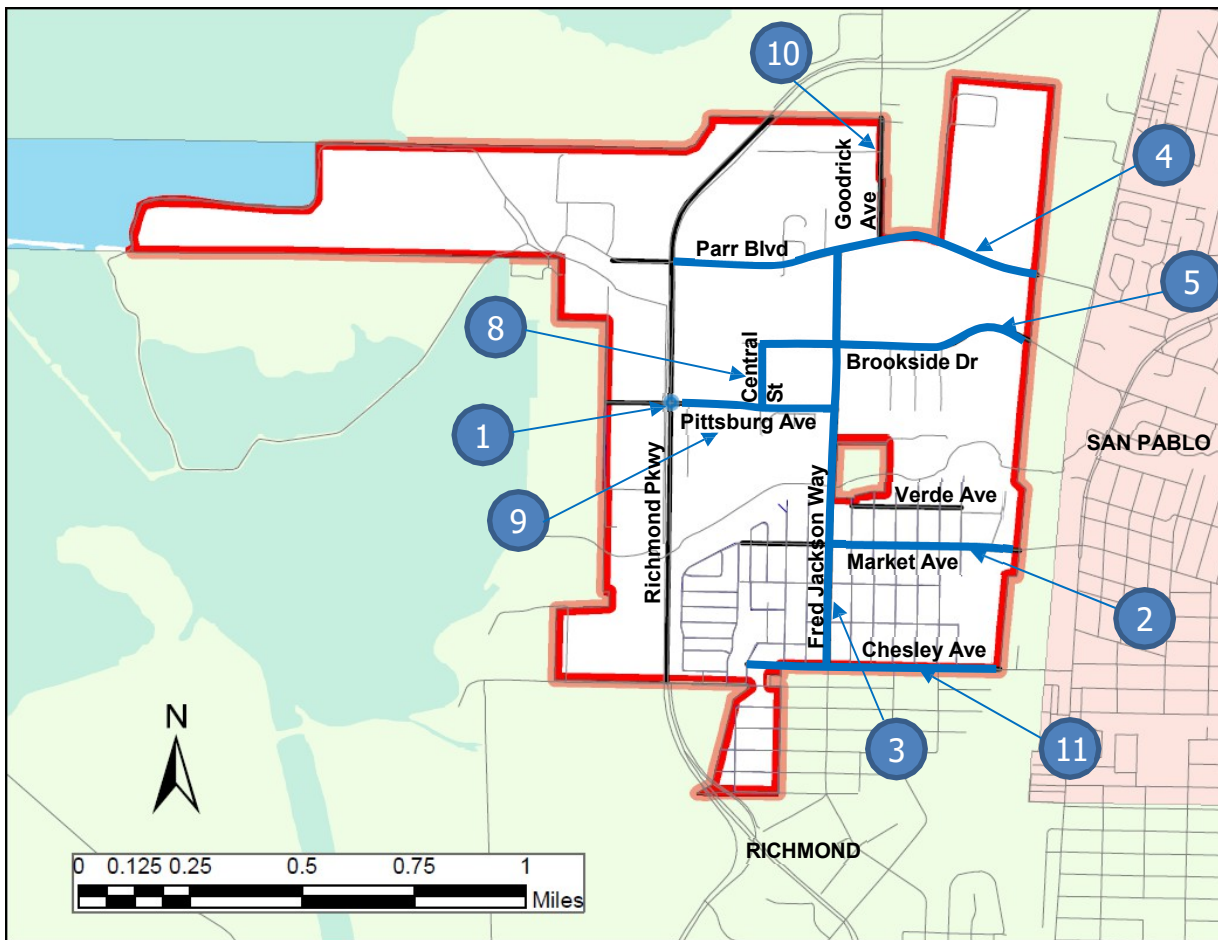
Martinez AOB Revenue Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 22/23 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	\$ 2,664	\$ 2,595	\$ 2,575	\$ 2,650	\$ 2,725	\$ 2,800	\$ 2,875	\$ 2,950	\$ 3,025

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 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Total of All Projects	\$ 439	\$ 169	\$ 120	\$ 25	\$ 25	\$ 25	\$ 25	\$ 25	\$ 25
Pacheco Boulevard Improvements	\$ 439	\$ 169	\$ 120	\$ 25	\$ 25	\$ 25	\$ 25	\$ 25	\$ 25

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	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.	Complete
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 BNSF railroad tracks.	Pending

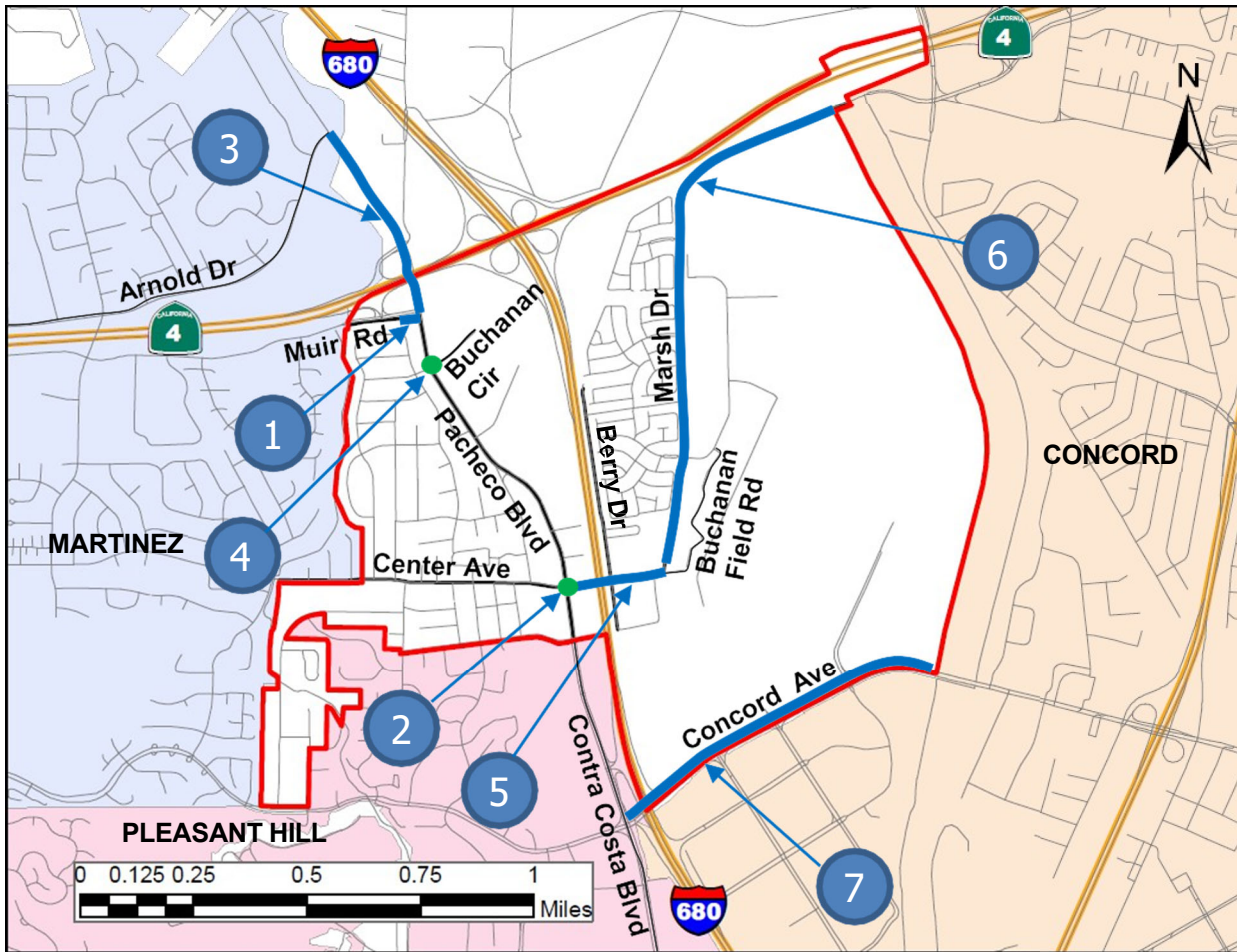
6	Truck route between Verde Avenue and Parr Boulevard	Determine a bypass route for trucks to minimize truck traffic through the residential area.	Pending
7	Circulation and safety improvements for Verde Elementary School	Improve circulation and safety to Verde Elementary School including a potential secondary 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 feet 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.	Complete

North Richmond AOB Revenue & Expenditure Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 22/23 Balance	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
End of Year Balance	\$ 6,099	\$ 6,299	\$ 6,499	\$ 6,699	\$ 6,899	\$ 7,099	\$ 7,299	\$ 7,499	\$ 7,699

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Projected Revenue	\$ 1,600	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200

Pacheco Area of Benefit



Current Ordinance 2021-12 Project List Schedule

Item	Location	Description	Project Status
1	Pacheco Boulevard and Muir Road	Construct second 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/North 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

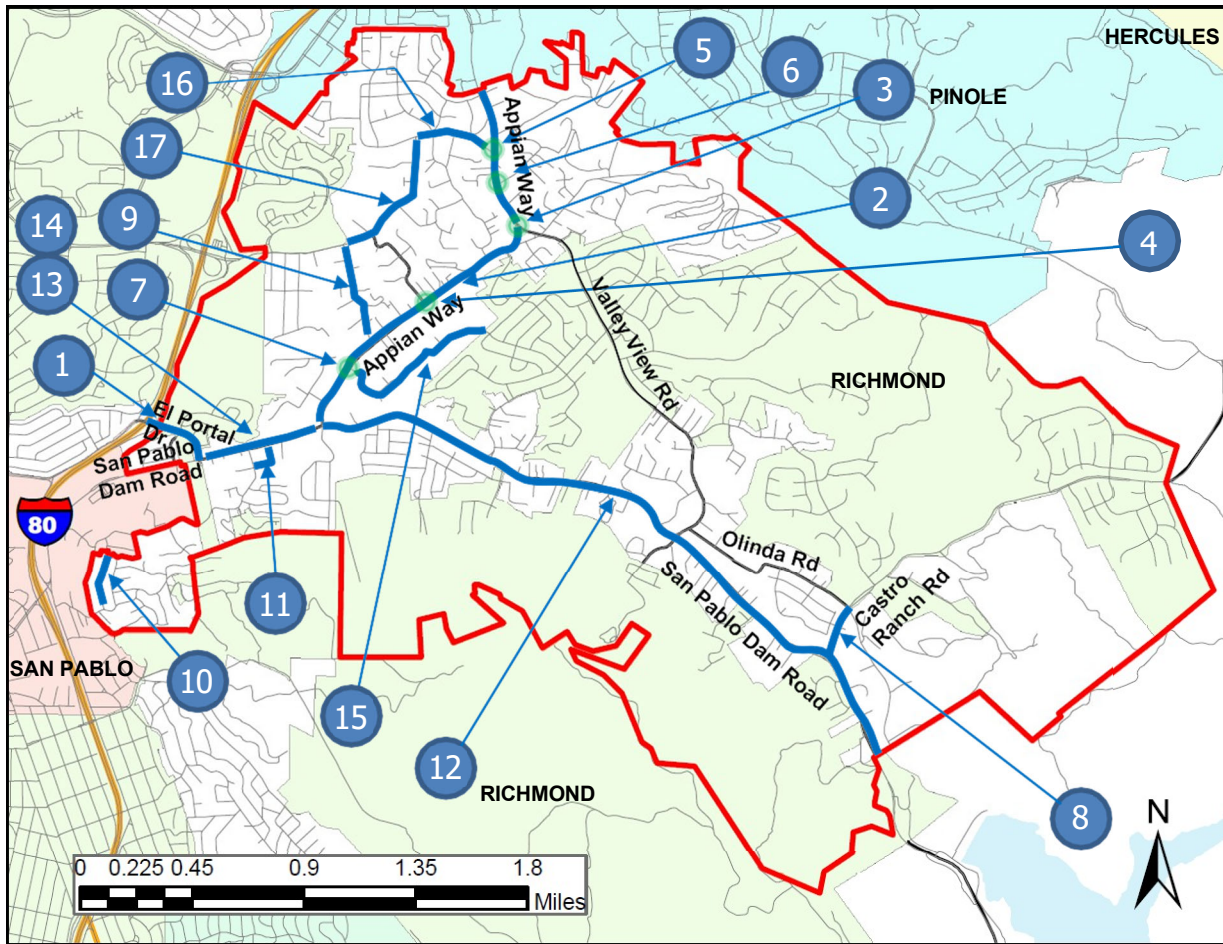
6	Marsh Drive from Center Avenue to the bridge near the Iron Horse Regional Trail	Construct shoulders and bike lanes along Marsh Drive from Center Avenue to Iron Horse Trail	Pending
7	Concord Avenue from Contra Costa Boulevard to the Iron Horse Regional Trail	Construct a shared-use path along Concord 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 22/23 Balance	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
End of Year Balance	\$ 581	\$ 586	\$ 591	\$ 596	\$ 601	\$ 606	\$ 611	\$ 616	\$ 621

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Projected Revenue	\$ 40	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5

Richmond / El Sobrante Area of Benefit



Current Ordinance 2017-22

Project List Schedule

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 Avenue to San Pablo Dam Road	In Design
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 Streets 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

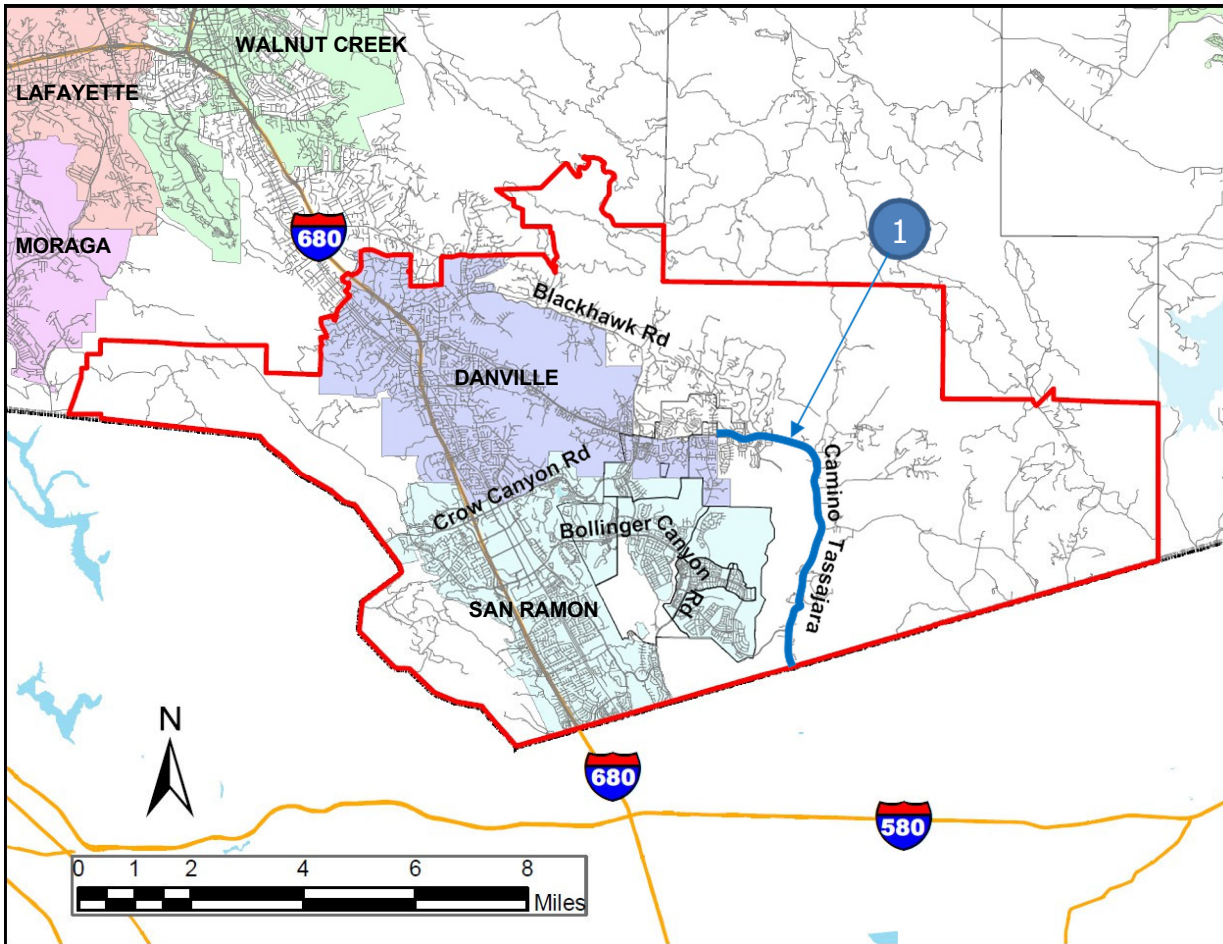
Richmond/El Sobrante AOB Revenue Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 22/23 Balance	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
End of Year Balance	\$ 368	\$ 393	\$ 378	\$ 305	\$ 283	\$ 308	\$ 333	\$ 358	\$ 383

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Projected Revenue	\$ 200	\$ 25	\$ 25	\$ 25	\$ 25	\$ 25	\$ 25	\$ 25	\$ 25

Estimated Project Expenditures (in 1,000's of Dollars)	Expenditure Total	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Total of All Projects	\$ 185	\$ 0	\$ 40	\$ 98	\$ 47	\$ 0	\$ 0	\$ 0	\$ 0
Appian Way at Fran Way Pedestrian Crosswalk Improvements	\$ 185	\$ 0	\$ 40	\$ 98	\$ 47	\$ 0	\$ 0	\$ 0	\$ 0

South County Area of Benefit



Current Ordinance 96-27 Project List Schedule

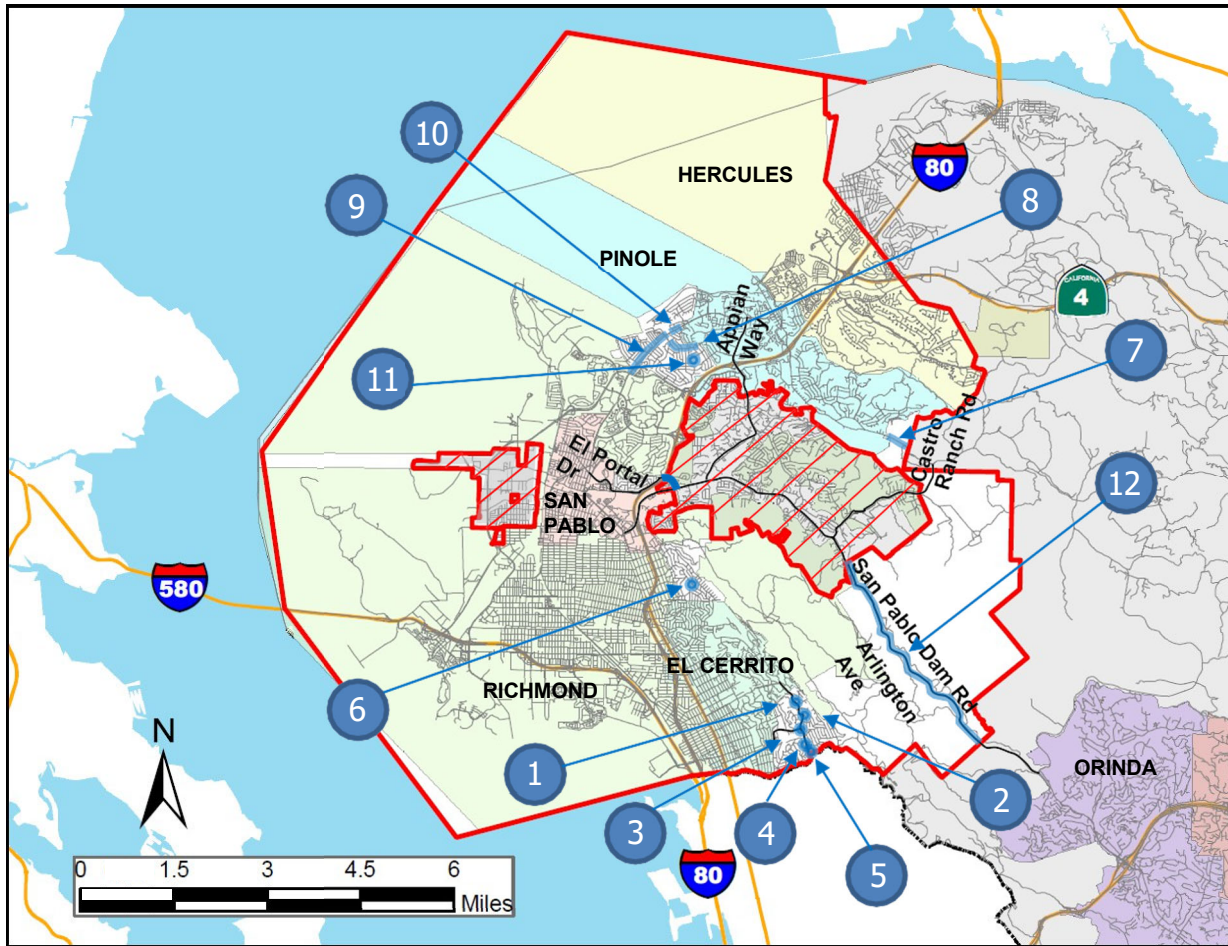
Item	Location	Description	Project Status
1	Camino Tassajara	Improve County portion to two lane rural highway standard	Pending
2	Crow Canyon Road	Various safety and capacity improvements, including a truck climbing lane (* Crow Canyon Road Incorporated into the City of San Ramon)	N/A*

South County AOB Revenue Forecast

End of Year Cash Balance (in 1,000's of Dollars)	End of FY 22/23 Balance	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
End of Year Balance	\$ 2,791	\$ 2,941	\$ 3,091	\$ 3,241	\$ 3,391	\$ 3,541	\$ 3,691	\$ 3,841	\$ 3,991

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Projected Revenue	\$ 1,200	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150

West County Area of Benefit



Current Ordinance 2023-22

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 22/23 Balance	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
End of Year Balance	\$ 152	\$ 162	\$ 172	\$ 182	\$ 192	\$ 202	\$ 212	\$ 222	\$ 232

Projected Revenue (in 1,000's of Dollars)	Revenue Total	FISCAL YEAR (F.Y.)							
		FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Projected Revenue	\$ 70	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10

Appendix D: Unfunded Project List

Unfunded Project List

1. 4th Street Complete Streets (ATP) -- Enhance crosswalks, calm traffic, and implement bike pathway on 4th street. Supervisor District 5 -- Rodeo
2. 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 -- Rodeo
3. 7th Ave Sidewalk - Market Ave to 1826 7th St (Unknown) -- This project proposes to construct sidewalks to close gaps on both sides of the road. Supervisor District 1 -- Rodeo
4. 7th Street Bicycle Improvements (ATP) -- This project proposes to construct buffered bike lanes to provide bicycle facilities between Willow Ave and creek trail. Supervisor District 5 -- Rodeo
5. 7th Street Complete Streets (ATP) -- This project proposes to construct sidewalks and bike lanes on both sides of the road to provide pedestrian and bike facilities. Supervisor District 5 -- Rodeo
6. 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 -- Rodeo
7. Alamo Area Pedestrian and Bicycle Improvements (PWD) -- This project proposes to construct pedestrian and bicycle improvements in the Alamo area. Supervisor District 2 -- Alamo
8. Alhambra Street Sidewalk - 705 Alhambra Street to Bay Street (Unknown) -- This project proposes to improve a very short segment of the existing non-standard sidewalk. Supervisor District 5 --Unincorporated Martinez
9. Alhambra Valley Road Bicycle Improvements (ATP) -- This project will install safety measures including bike lane striping, speed feedback signs, and edge lines. Supervisor District 5 1 -- Alhambra Valley
10. 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 -- Alhambra Valley
11. Alhambra Valley Road Safety Improvements (Various Locations) (PWD) -- This project proposes to construct safety improvements along Alhambra Valley Road. Supervisor District 5 1 -- Alhambra Valley
12. 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 -- Bay Point
13. Alves Lane/Medanos Avenue/Hill Street Intersection (Vision Zero - Tier II) -- Improve safety at intersections along Alves Lane. Supervisor District 5 -- Bay Point

14. Appian Way and Argyle Drive Intersection Improvements (Richmond/El 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 -- El Sobrante
15. Appian Way and Manor Road Intersection Improvements (Vision Zero - Tier II) -- This project proposes to construct intersection improvements at the intersection of Appian Way and Manor Road. Supervisor District 1 -- El Sobrante
16. Appian Way and Pebble Drive Intersection Improvements (Richmond/El Sobrante AOB) -- This project proposes to construct signal improvements to improve safety at the intersection of Appian Way and Pebble Drive. Supervisor District 1 -- El Sobrante
17. Appian Way and Santa Rita Road Intersection Improvements (Richmond/El Sobrante AOB/ATP) -- This project proposes to construct signal improvements to improve the safety at the intersection of Appian Way and Santa Rita Road. Supervisor District 1 -- El Sobrante
18. Appian Way at Appian Village Drive Intersection Improvements (HSIP Cycle 11) -- This project proposes to improve te safety at the intersection Supervisor District 1 -- El Sobrante
19. Appian Way at Fran Way Pedestrian Crossing Enhancements (HSIP Cycle 11) -- This projects proposes to increase pedestrian safety at the intersection. Supervisor District 1 -- El Sobrante
20. Appian Way at Valley View Intersection Project (Vision Zero - Tier I/ATP) -- This project proposes to construct complete street safety improvements at the intersection. Supervisor District 1 -- El Sobrante
21. Appian Way Complete Streets Project - San Pablo Dam Road to Valley View Road (Richmond/El Sobrante AOB/ATP) -- 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 -- El Sobrante
22. Appian Way Complete Streets Project - Valley View Road to Pinole City Limits (Richmond/El Sobrante AOB/ATP) -- 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 -- El Sobrante
23. Appian Way Sidewalk - Sunhill Circle to 4877 Appian Way (Richmond/El Sobrante AOB/ATP) -- This project proposes to construct sidewalk between Sunhill Circle and 4877 Appian Way. Supervisor District 1 -- El Sobrante
24. Arlington Avenue & Amherst Avenue Intersection Safety Improvements (West County AOB) -- This project proposes to construct safety improvements at the intersection. Supervisor District 1 -- Arlington
25. Arlington Avenue & Coventry Road Intersection Safety Improvements (West County AOB) -- This project proposes to construct safety improvements at the intersection. Supervisor District 1 -- Arlington

26. Arlington Avenue and Rincon Road/Kensington Park Road Intersection Safety Improvements (West County AOB) -- This project proposes to construct safety improvements at the intersection. Supervisor District 1 -- Arlington
27. Arlington Avenue and Sunset Drive Intersection Safety Improvements (West County AOB) -- This project proposes to construct safety improvements at the intersection. Supervisor District 1 -- East Richmond Heights -- Arlington
28. Arlington Boulevard and McBryde Avenue Intersection Improvements (ATP) -- Stripe crosswalks, close slip lane, study for three-way stop. Supervisor District 1 -- East Richmond Heights
29. Arlington Boulevard and Vine Avenue/Highland Avenue Intersection Safety Improvements (West County AOB) -- This project proposes to construct safety improvements at the intersection. Supervisor District 1 -- East Richmond Heights
30. Arlington Boulevard Bicycle Improvements - Amherst Avenue to Highland Boulevard (ATP) -- Install traffic calming and shared lane markings. Supervisor District 1 -- Arlington
31. Arlington Boulevard Bicycle Improvements - McBryde Avenue to Aqua Vista Road (ATP) -- Install traffic calming and shared lane markings. Supervisor District 1 -- East Richmond Heights
32. Ayers Road and 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 -- Concord(unincorporated)
33. Ayers Road and 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 -- Concord(unincorporated)
34. Bailey Road and Maylard Street Intersection Improvements (ATP) -- This project is to improve safety at the intersection at Bailey Road and Maylard Street by adding pedestrian improvements. Supervisor District 4 -- Bay Point
35. Bailey Road and 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 -- Bay Point
36. 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 4 -- Bay Point
37. Bailey Road Improvements - Concord city limits to Willow Avenue (Vision Zero - Tier II) -- This project is to construct safety improvements on Bailey Road from the Concord city limits to Willow Avenue. Supervisor District 4 -- Bay Point
38. Bailey Road Overlay Project -- SR4 to Keller Canyon Landfill Entrance (Developer Fee) -- This project is to overlay Bailey Road. Supervisor District 5 -- Bay Point

39. Bailey Road Shoulder Improvements (Central County AOB) -- This project is to provide bicycle improvements by constructing a shoulder. Supervisor District 5 & 4 -- Bay Point
40. Balfour Road and 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 Supervisor District 3 -- East County (unincorporated))
41. Balfour Road Bicycle Improvements (ATP) -- Install Class IV bike lanes along Balfour Rd Supervisor District 3 -- East County (unincorporated)
42. Balfour Road Bicycle Improvements - Sellers Avenue to Bixler Road (ATP) -- Upgrade to buffered Class II bike lanes where possible. Supervisor District 3 -- East County (unincorporated)
43. 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 -- East County (unincorporated)
44. Bay Point Bicycle and Pedestrian Improvements (CTPL) -- This project proposes to improve bicycle and pedestrian safety in Bay Point area. Supervisor District 5 -- Bay Point
45. Bay Trail Gap Closure (Various Locations) (Study) -- This project proposes to assist and close gaps in the Bay Trail. Supervisor District 5 -- Crockett
46. Bay Trail/CSSLT Trail Improvements - Carquinez Scenic Drive to County boundary (ATP) -- This project proposes to construct a Class I path. Supervisor District 5 -- Crockett
47. Bay Trail/CSSLT Trail Improvements - I-80 to Carquinez Scenic Drive (ATP) -- This project proposes to construct a Class I path. Supervisor District 5 -- Crockett
48. Bear Creek Road and 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 2 1 -- Briones
49. Bear Creek Road Bicycle Improvements (ATP and Vision Zero Tier II) -- This project will improve safety by striping Class II and Class III bicycle lanes, installing road signage and speedfeedback signs, and repairing pavement. Supervisor District 5 1 -- Briones
50. Bear Creek Road Improvements - Camino Pablo to Alhambra Valley Road (Vision Zero - Tier II) -- Supervisor District -- Briones
51. 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 5 1 -- Briones
52. Bella Vista Avenue Complete Streets (ATP) -- The project proposes to construct bike and pedestrian complete streets type facilities along Bella Vista Avenue between Willow Pass Road to Delta de Anza Trail. Supervisor District 5 -- Martinez(unincorporated)

53. Bella Vista Infrastructure Improvements (Study) -- This project is to construct capital improvements in accordance with the Bella Vista Infrastructure Study. Supervisor District 5 -- Bay Point
54. Bethel Island Road Bicycle and Pedestrian Improvements -- Taylor Road to Sandmound Blvd (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 -- Bethel Island
55. Bethel Island Road Complete Streets (ATP) -- Consider road diet and install Class II or Class IV bike lanes. Close sidewalk gaps and enhance pedestrian crossings. Supervisor District 3 -- Bethel Island
56. Bixler Road Bicycle Improvements - Orwood Road to Highway 4 (ATP) -- This project will upgrade existing bike lanes to Class II buffered lanes, pave shoulders, and strip bike lanes where missing. Supervisor District 3 -- Discovery Bay
57. 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 State Route 4 south to Byer Road. Supervisor District 3 -- East County (unincorporated)
58. Blum Road Bicycle Improvements (ATP) -- This project is to improve bicycle safety by striping and installing high visibility crosswalks. Supervisor District 5 -- Martinez(unincorporated)
59. Boulevard Way Bicycle and Pedestrian Project (PWD) -- This project is to construct bicycle and pedestrian improvements along Boulevard Way. Supervisor District 2 -- Saranap
60. Boulevard Way Bridge Repair at Las Trampas Creek (CTPL) -- This project is to repair degraded creek invert and armor the banks. Supervisor District 2 -- Saranap
61. Boulevard Way Complete Streets - County Line to Garden Court (ATP) -- This project proposes to implement a road diet including buffered bike lanes, and upgrade pedestrian crossings. Supervisor District 2 -- Saranap
62. Boulevard Way Complete Streets - Garden Court to Olympic Boulevard (ATP) -- This project proposes to construct traffic calming, close sidewalk gaps, and mark shared lane. Supervisor District 2 -- Saranap
63. Boulevard Way Sidewalk Project (Central County AOB) -- This project is to construct pedestrian improvements along Boulevard Way. 2021 Central County AOB project description is to construct SW on the east side of the road Supervisor District 2 -- Saranap
64. Brentwood Boulevard Trail Improvements - UP Tracks (ATP) -- This project is to construct Class I bike paths along the UP tracks on Brentwood Boulevard. Supervisor District 3 -- East County (unincorporated)
65. Brookside Drive Complete Streets Project -- Central Street to BNSF Railroad (North Richmond AOB/ATP) -- This project proposes to widen Brookside Drive from Central Street to the Union

- Pacific Railroad and provide complete street improvements. Supervisor District 1 -- North Richmond
66. Byron 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 -- East County (unincorporated)
 67. Byron 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 -- East County (unincorporated)
 68. Buchanan Field Path Project (ATP) -- This project is to construct a path through the Buchanan Fields Golf Course. Supervisor District 4 -- Concord(unincorporated)
 69. Buskirk Avenue Improvements - Treat Blvd 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 to improve the roadway's vehicular capacity. Supervisor District 4 -- Walnut Creek (unincorporated)
 70. 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 -- East County (unincorporated)
 71. Byron Highway and Point of Timber Intersection Improvements (East County Regional AOB) -- This project is to improve the intersection by adding a signal. Supervisor District 3 -- East County (unincorporated)
 72. Byron Highway Bicycle Improvements (ATP) -- This project is to improve the safety on Byron Highway. Supervisor District 3 -- East County (unincorporated)
 73. Byron Highway from Clifton Court Road to the California Aqueduct crossing Roadway Improvements (Vision Zero - Tier 1) -- This project is to improve vehivle safety on Byron Highway. Supervisor District 3 -- East County (unincorporated)
 74. 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 -- East County (unincorporated)
 75. Byron Highway Safety Improvements - Clifton Court Road to Bruns Road (HSIP Cycle 11) -- This project constructs safety improvements on Byron Highway Supervisor District 3 -- East County (unincorporated)
 76. 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 -- East County (unincorporated)

77. Byron Highway Widening - Chestnut Street to SR 4 (East County Regional AOB) -- This project proposes to widen shoulders for 1.6 miles of Byron Highway from Chestnut Street to State Route 4. Supervisor District 3 -- East County (unincorporated)
78. 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 -- East County (unincorporated)
79. Byron Highway Widening - SR 4 to Camino Diablo (East County Regional AOB) -- This project proposes to widen shoulders along Byron Highway from State Route 4 south to Camino Diablo. Supervisor District 3 -- East County (unincorporated)
80. Camino Diablo Bicycle Improvements (ATP) -- This project will construct Class II/shoulder bike lanes along Camino Diablo. Supervisor District 3 -- Byron
81. Camino Diablo Safety Improvements (HSIP Cycle 11) -- This project proposes to construct safety improvements on Camino Diablo. Supervisor District 3 -- East County (unincorporated)
82. Camino Diablo Widening - Vasco Road to Byron Highway (East County Regional AOB) -- This project proposes to widen the road to county standard including shoulders on Camino Diablo from Vasco Road east to Byron Highway. Supervisor District 3 -- East County (unincorporated)
83. Camino Tassajara - Finley Drive to Windemere Parkway Street Lighting (HSIP Cycle 11/ Vision Zero - Tier 1) -- This project installs street lighting on Camino Tassajara Supervisor District 2 -- Tassajara Valley
84. 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 -- Tassajara Valley
85. Camino Tassajara Street Lighting Improvements - Finley Road to Windemere Parkway (HSIP Cycle 11) -- This project installs street lighting on Camino Tassajara. Supervisor District 2 -- Tassajara Valley
86. Canal Road Bicycle Improvements (ATP) -- This project proposes constructing new bike lanes (Class IIB). Supervisor District 5 -- Bay Point
87. Canal Road Improvements - Bailey Road to Loftus Road (Vision Zero - Tier II) -- This project proposes constructing new bike lanes (Class IIB). Supervisor District 5 -- Bay Point
88. 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 -- Bay Point
89. Carolos Drive Sidewalk - Pacheco Blvd to Temple Dr (CTPL) -- Supervisor District 1 -- Pacheco
90. 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 -- El Sobrante

91. Center Avenue Complete Streets - Blackwood Drive to Contra Costa Canal (ATP) -- This project proposes to close sidewalk gaps, widen existing sidewalks, upgrade pedestrian crossings, and construct Class IV separated bikeway. Supervisor District 5 -- Pacheco
92. Center Avenue Complete Streets - Marsh Drive to Pacheco Boulevard (ATP) -- This project proposes to install Class II bike lanes and close sidewalk gaps, and provide improved lighting in freeway overpass for pedestrian comfort. Supervisor District 5 -- Pacheco
93. Center Avenue Complete Streets - Pacheco Boulevard to Blackwood Drive (ATP) -- The purpose of this project is to improve this section of Pacheco Boulevard with complete streets type improvements including widening the Grayson Creek bridge and installing buffered bike lanes. Supervisor District 5 -- Pacheco
94. 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 -- Pacheco
95. 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 -- Pacheco
96. 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 -- North Richmond
97. Central Street Sidewalk Gap Closure (ATP) -- This project is to construct sidewalk improvements along Central Avenue between Brookside Drive and Pittsburg Avenue. Supervisor District 1 -- North Richmond
98. Chesley Avenue Complete Streets (ATP) -- This project will construct complete street improvements on Chesley Avenue. Supervisor District 1 -- North Richmond
99. 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 -- East County (unincorporated)
100. 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 -- Discovery Bay
101. 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 -- Discovery Bay
102. 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 -- Clyde

103. 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 -- Walnut Creek (unincorporated)
104. 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 -- Concord(unincorporated)
105. Concord Avenue Complete Streets (ATP) -- This project is to study road diet along Concord Avenue in coordination with the City of Concord. Consider protected bike lanes, protected intersections, and removal of slop lanes, as well as realignment of crosswalks to provide shorter crossing distance Supervisor District -- Concord (unincorporated)
106. Concord Avenue Improvements (Vision Zero - Tier I) -- This project will install speed feedback signs and extend the left turn lane on Concord Avenue Supervisor District 4 -- Concord(unincorporated)
107. Concord Avenue Improvements Project (Pacheco AOB) -- This project is to construct safety roadway improvement to support Complete Streets along Concord Avenue. Supervisor District 4 -- Concord(unincorporated)
108. Contra Costa Canal Trail Improvements (ATP) -- This project proposes to onstruct new Class I trail along canal to connect with existing trail. Supervisor District 5 -- Bay Point
109. Countywide Safe Routes to Schools Program (County) (CTPL) -- This is a program to study Safe Routes to Schools in the County. Supervisor District Countywide
110. Countywide Surface Treatments (PWD) -- This is a program to maintain streets with a surface treatment throughout the County. Supervisor District Countywide
111. Countywide Traffic Betterment -- New Sign and Striping Program (CTPL) -- This is a program to maintain signing and striping. Supervisor District Countywide
112. Countywide Traffic Calming (PWD) -- This program is to install traffic-calming elements. Supervisor District Countywide
113. 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, Supervisor District Countywide
114. Crest Ave Sidewalk - Danville Blvd to Tice Valley Blvd (CTPL) -- Supervisor District 3 -- Alamo
115. Crockett Boulevard and Pomona Street Intersection Improvements (ATP) -- This project will construct ADA-compliant curb ramps, upgrade crosswalk striping, and stripe bicycle lanes at the intersection of Crockett Boulevard and Pomona Street. Supervisor District 5 -- Crockett

116. Crockett Boulevard Bicycle Improvements (ATP) -- This project will stripe bicycle lanes along Crockett Boulevard as either Class IIB or Class IV. Supervisor District 5 -- Crockett
117. Crockett Boulevard Trail Improvements (ATP) -- This project will construct a Class I path to connect residents and school students between Pomona Street and Crockett Ranch Trailhead. Supervisor District 5 -- Crockett
118. Crockett Downtown Upgrade Project (Staff) -- This project will upgrade the pedestrian facilities in the Downtown Crockett Area. Supervisor District 5 -- Crockett
119. 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 5 -- Crockett
120. Cummings Skyway Bicycle Improvements (ATP) -- This project is to improve bicycle safety on Cummings Skyway. Supervisor District 5 -- Crockett
121. Cummings Skyway Truck Lane Extension (CTPL) -- This project is to extend the existing eastbound truck climbing lane on Cummings Skyway. Supervisor District 5 -- Crockett
122. Danville Blvd and Hemme Avenue Intersection Improvements (Alamo AOB) -- This project is to extend the existing northbound left turn lane on Danville Boulevard at the intersection of Danville Boulevard and Hemme Ave. This is also located near Rancho Romero Elementary School. Supervisor District 2 -- Alamo
123. Danville Boulevard at Hemme Avenue Intersection Safety Improvements (Alamo AOB) -- This project is to construct safety improvements at the intersection. Supervisor District 2 -- Alamo
124. Danville Boulevard Complete Streets - El Portal Drive to Rudgear Road (ATP) -- This project will implement a complete street by constructing sidewalk gap closures, buffered bike lanes and intersection improvements along Danville Boulevard. Supervisor District 2 -- Alamo
125. Danville Boulevard Improvements (Alamo AOB) -- This project will construct bicycle and pedestrian improvements along Danville Boulevard. Supervisor District 2 -- Alamo
126. Deer Valley Road Bicycle Improvements (ATP) -- This project is to improve bicycle safety on Deer Valley Road. Supervisor District 3 -- East County (unincorporated)
127. Deer Valley Road Improvements - Marsh Creek Road to Balfour Road (Vision Zero - Tier II) -- This project is to improve safety of all users on Deer Valley Road. Supervisor District 3 -- East County (unincorporated)
128. Deer Valley Road Rumble Strips and Balfour Road Intersection (HSIP - Cycle 9) -- This project is to install rumble strips on Deer Valley Road and install lighting at the intersection of Deer Valley Road and Balfour Road Supervisor District 3 -- East County (unincorporated)
129. Deer Valley Road Rumble Strips and Balfour Road Intersection Lighting (HSIP - Cycle 9) -- This project is to install rumble strips on Deer Valley Road and install lighting at the intersection of Deer Valley Road and Balfour Road. Supervisor District 3 -- East County (unincorporated)

130. Deer Valley Road Safety Improvements (Various Locations) (HSIP Cycle 11) -- This project proposes to construct safety improvements along Deer Valley Road at various locations. Supervisor District 3 -- East County (unincorporated)
131. Deer Valley Road Widening Project (ECCRFFA) -- This project proposes to widen Deer Valley Road Supervisor District 3 -- East County (unincorporated)
132. Del Monte Drive Bridge Replacement (Bridge No. 28C0207) (PWD) -- This project is to replace the bridge. Supervisor District 1 -- Tara Hills
133. Delta de Anza Trail at Canal and Mims Road Intersection Improvements (ATP) -- This project is to construct safety improvements around the Delta de Anza trail. Supervisor District 5 -- Bay Point
134. 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 -- Bay Point
135. 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 -- Bay Point
136. Delta De Anza Trail Improvements at Port Chicago Highway and Willow Pass Road () -- Supervisor District 5 -- Bay Point
137. Delta Road Sidewalk - Knightsen Ave to Knightsen Elementary School (PWD) -- This project is to increase pedestrian safety near Knightsen Elementary School Supervisor District 3 -- East County (unincorporated)
138. 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 -- East County (unincorporated)
139. 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 -- East County (unincorporated)
140. Dewing Lane Pedestrian Bridge (Central County AOB) -- Dewing Lane Pedestrian Bridge (Central County AOB) -- This project is to construct a pedestrian bridge over Las Trampas Creek in the vicinity of Dewing Lane. Supervisor District 2 -- Walnut Creek (unincorporated)
141. 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 -- Walnut Creek (unincorporated)
142. Diablo Road Bicycle Improvements (ATP) -- Install Class II bike lanes to close gap. Supervisor District 3 -- Diablo
143. 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 -- Danville (unincorporated)

144. Discovery Bay Boulevard and 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 -- East County (unincorporated)
145. Dolan Way Pedestrian Improvements Project (Unknown) -- Dolan Way Pedestrian Improvements Project -Construct curb ramps and other pedestrian infrastrucure on Dolan Way from Shamrock Drive to Flannery Road Supervisor District 1 -- El Sobrante
146. Dougherty Road Widening -- Red Willow Road to Alameda County Limit (Unknown) -- Dougherty Road Widening -- Red Willow Road to Alameda County Limit - This project is to widen Dougherty Road from 2 to 6 lanes. Supervisor District 3 -- San Ramon (unincorporated)
147. Driftwood Dive Pedestrian and Bicycle Safety Improvements -- Port Chicago Highway to Pacifica Avenue (Unknown) -- Driftwood Drive Improvements – Port Chicago Highway to Pacifica Avenue (Bay Point AOB) – This project proposes to construct six-foot shoulders and six-and-a-half wide sidewalks on both sides of Driftwood Drive. Supervisor District 5 -- Bay Point
148. Driftwood Drive Improvements - Port Chicago Highway to Pacifica Avenue (AOB) -- Driftwood Drive Improvements - Port Chicago Highway to Pacifica Avenue (Bay Point AOB) – This project is to construct six foot shoulders and six and a half wide sidewalks on both sides of Driftwood Drive. Supervisor District 5 -- Bay Point
149. 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 -- Bay Point
150. East Cypress Road Bicycle Improvements (ATP) -- This project proposes to repave and stripe class II bike lanes, buffered where there is space. Supervisor District 3 -- Bethel Island
151. 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 -- East County (unincorporated)
152. 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 -- El Sobrante
153. El Portal Drive Widening - San Pablo City Limits to San Pablo Dam Road (CTPL) -- El Portal Drive Widening San Pablo City Limits to San Pablo Dam Road –This project proposes to widen El Portal Drive from San Pablo City Limit to San Pablo Dam Road. Supervisor District 1 -- El Sobrante
154. El Sobrante Village Center Drive (CTPL) -- Supervisor District 1 – El Sobrante
155. Evora Road & Willow Pass Road Intersection Improvements (CTPL) -- Evora Road & Willow Pass Road Intersection Improvements – 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 -- Supervisor District 5 -- Bay Point

156. 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 -- Concord(unincorporated)
157. Evora Road Widening -- Willow Pass Road (Bay Point) to Willow Pass Road (Concord) (ECCRFFA) -- This project proposes widening of Evora Road to 4 lanes. Supervisor District 5 -- Bay Point
158. 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 State Route 24. Supervisor District 2 -- Central County (unincorporated)
159. Franklin Canyon Road Trail Project (ATP) -- Study feasibility of a Class 1 bike path. Supervisor District 5 -- Briones
160. 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 -- Rodeo
161. Fred Jackson Way and Chesley Avenue Traffic Calming () -- Chesley Avenue Traffic Calming (North Richmond AOB) - This project aims to reduce truck traffic and slow speeds on Chesley Avenue between Fred Jackson Way and the AOB Boundary Supervisor District 1 -- North Richmond
162. Fred Jackson Way Complete Streets - Parr Boulevard to Wildcat Creek Trail (ATP) -- Construct streetscape improvements to include new/wider sidewalks, street trees, bike lanes, pedestrian path Supervisor District 1 -- North Richmond
163. Fred Jackson Way Complete Streets Project - Between Chesley and Parr Boulevard (North Richmond AOB) -- This project is to install pedestrian and bicycle improvements along Fred Jackson Way between Chesley Avenue and Parr Boulevard. This project is to meet the County's Complete Street Policy. Supervisor District 1 -- North Richmond
164. 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 -- North Richmond
165. Fred Jackson Way Complete Streets Project -- Intersection with Chesley Avenue () -- 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. Supervisor District 1 -- North Richmond
166. Fred Jackson Way Improvements (North Richmond AOB) -- This project is to install pedestrian and bicycle improvements along Fred Jackson Way between Chesley and Parr Boulevard. This project is to meet the County's Complete Street Policy. Supervisor District 1 -- North Richmond
167. Fred Jackson Way Improvements - Grove Avenue to Brookside Drive (CTPL) -- Supervisor District 1 -- North Richmond

168. 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 -- North Richmond
169. Garretson Avenue Bicycle and Pedestrian Improvements (ATP) -- This project proposes to study school access. Potential to convert parking to angled on one side only with a shared use path. Supervisor District 5 -- Rodeo
170. Garretson Avenue Complete Streets (ATP) -- This project proposes to construct bicycle boulevard with robust traffic calming for pedestrian comfort. Supervisor District 5 -- Rodeo
171. 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 -- Bethel Island
172. Gateway Road Trail Project (ATP) -- Construct Class I shared use path on north side. Supervisor District 3 -- Bethel Island
173. Gateway Road Widening - Bethel Island Road to Piper Road (AOB) -- Gateway Road Widening - Bethel Island Road to Piper Road (Bethel Island AOB) -- This project proposes to widen travel lanes and provide walkable shoulders for about 1.0 mile of Gateway Road from Bethel Island Road to Piper Road. Supervisor District 3 -- East County (unincorporated)
174. 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 -- Bethel Island
175. Gateway Road Widening -- Piper Road to Riverview Drive () -- 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 -- Bethel Island
176. Giaramita Street Complete Streets (ATP) -- This project proposes to construct bicycle boulevard with robust traffic calming for pedestrian comfort. Supervisor District 1 -- North Richmond
177. 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 -- Lafayette(unincorporated)
178. 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 -- North Richmond
179. Grayson Creek Trail Project (ATP) -- This project proposes to pave existing path and coordinate with Concord to connect trail corridor. Supervisor District 4 -- Pacheco

180. Great Delta Trail Project (ATP) -- This project proposes to add Great Delta Trail alignment to map. Supervisor District 5 -- Bay Point
181. Guardrail Upgrades Phase II (HSIP Cycle 11) -- This project upgrades County guardrails to Caltrans standard guardrails and end treatments. Supervisor District Countywide
182. Hanion Way Complete Streets (ATP) -- This project proposes to construct bicycle boulevard with robust traffic calming for pedestrian comfort. Supervisor District 5 -- Bay Point
183. Hemme Avenue Complete Streets (ATP) -- Complete sidewalks, add speed humps and shared lane markings, enhance crosswalks and Iron Horse crossing. Supervisor District 2 -- Alamo
184. 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 -- Alamo
185. Hemme Avenue Sidewalk Improvements between La Sonoma Way to Barbee Lane (Alamo AOB) -
- Hemme Avenue Sidewalk (NEW)(Alamo AOB) -- This project is to extend the existing sidewalk on the north side of Hemme Avenue from Barbee Lane to La Sonoma Way, just west of Rancho Romero Elementary School. Supervisor District 2 -- Alamo
186. 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 -- Tassajara Valley
187. Highland Road Improvements - Carneal Road to Manning Road (Vision Zero - Tier II) -- This project proposes to construct safety improvements along Highland Road from Camino Tassajara to the Alameda County Line. Supervisor District 2 -- Central County (unincorporated)
188. Highway 4 Bicycle and Pedestrian Trail Project (ATP) -- This project proposes to to close major gap between central and east county. Supervisor District 5 -- Bay Point
189. Hillcrest Road Safety Improvements -- Morrow Drive to Alpine Road (Richmond-El Sobrante AOB) -- This complete street projects proposes to improve safety. Supervisor District 1 -- El Sobrante
190. 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 -- El Sobrante
191. Holway Drive Pedestrian Improvements (ATP) -- This project proposes to install sidewalk improvements and high visibilirt crosswalks on Holway Drive. Supervisor District 3 -- Byron
192. 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 -- Byron
193. I-680 Bikeway Signage -- Rudgear Road to Danville Town Limits (CTPL) - This project proposes to install signage for bicyclist in unincorporated portions of the I-680 Bikeway Supervisor District 4 -- Alamo

194. Imhoff Drive Bicycle Improvements (ATP) -- This project proposes to construct class IV separated bikeway. Supervisor District 5 -- Martinez(unincorporated)
195. Iron Horse Trail Enhancement (ATP) -- This project proposed to extend the Iron Horse Trail to Waterfront Road Supervisor District 5 -- Central County (unincorporated)
196. 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 -- Alamo
197. Jones Road Bikeway (CTPL) -- This project proposes to provide a Class III bike route along Jones Road. Supervisor District 4 -- Walnut Creek (unincorporated)
198. 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 -- Concord(unincorporated)
199. 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 -- Concord(unincorporated)
200. Kirker Pass Road Safety Improvements (PWD) -- This project is to construct safety improvements at various locations along Kirker Pass Road. Supervisor District 5 -- Concord(unincorporated)
201. Kirker Pass Road Southbound Truck Lanes (ECCRFFA) -- This project is to construct a southbound truck-climbing lane along Kirker Pass Road. Supervisor District 5 -- Concord(unincorporated)
202. Knightsen Avenue and 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 -- East County (unincorporated)
203. 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 -- East County (unincorporated)
204. 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 -- East County (unincorporated)
205. Knightsen Avenue/Eden Plains Road Widening - Delta Road to Chestnut Street (AOB) -- Knightsen Avenue/Eden Plains Road Widening - Delta Road to Chestnut Street (East County Regional AOB) -- This project proposes to widen shoulders for about 2.6 miles of Knightsen Avenue/Eden Plains Road from Delta Road to Chestnut Street. Supervisor District Supervisor 3 -- East County (unincorporated)
206. La Paloma Road Pedestrian and Roadway Improvements (Richmond/El Sobrante AOB) -- This project proposes to install traffic safety and pedestrian improvements along La Paloma Road. Supervisor District 1 -- El Sobrante

207. La Paloma Road Safety Improvements -- Hilltop Drive to Appian Way () -- La Paloma Road Pedestrian and Roadway Improvements – This project proposes to install traffic safety and pedestrian improvements along La Paloma Road. Supervisor District 1 -- El Sobrante
208. 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 -- Contra Costa Centre
209. Livorna Road Bicycle Improvements (ATP) -- This project will improve bicycle safety and connectivity on Livorna Road. Supervisor District 2 -- Alamo
210. Livorna Road Bikeway (PWD) -- Widen Road to create space for Bike Lanes on Livorna Road from Douglas Court to Acacia Lane. Supervisor District 2 -- Alamo
211. Livorna Road Sidewalk Improvements () -- Livorna Road Sidewalk Improvements (Alamo AOB) - Construct Sidewalk Improvements along Livorna Road Supervisor District 2 -- Alamo
212. Local Road Pedestrian and Bicycle Upgrade at Benicia Bridge () -- Local Road Pedestrian and Bicycle Upgrade at Benicia Bridge – This project is to construct and upgrade pedestrian and bicycle improvements leading up to Benicia Bridge. Supervisor District Supervisor 5 -- Martinez(unincorporated)
213. Loftus Road Bicycle and Pedestrian Improvements -- Willow Pass Road To Canal Road (Bay Point AOB/ATP) -- This project is to provide pedestrian and bicycle facilities close to the Willow Cove Elementary School. Supervisor District 5 -- Bay Point
214. Loftus Road Pedestrian Improvements - Canal Road to Willow Pass Road (AOB) -- Loftus Road Pedestrian Improvements - Canal Road to Willow Pass Road (Bay Point AOB) – This project is to construct five-foot wide bike lanes and five-foot wide sidewalks on both sides of Loftus Road. Supervisor District Supervisor 5 -- Bay Point
215. 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 -- East County (unincorporated)
216. Los Vaqueros Watershed Trail Project (ATP) -- This project proposes to provide bicycle/pedestrian access through watershed. Supervisor District 3 -- East County (unincorporated)
217. Main Canal Trail Project (ATP) -- This project proposes to Construct Class I path along the Main Canal. Supervisor District 5 -- East County (unincorporated)
218. Manor Road Pedestrian Safety Improvements -- Hilltop Drive to Appian Way (Richmond/El Sobrante AOB) -- This project will construct pedestrian safety improvements on Manor Road from Hilltop Drive to Appian Way. Supervisor District 1 -- El Sobrante
219. Market Avenue Complete Streets - Fred Jackson Way to 7th Street/RR (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 -- North Richmond
220. Market Avenue Complete Streets - Jade Street to County Boundary (ATP) -- Pedestrian improvements and traffic calming improvements between Fred Jackson and 7th St. Supervisor District 1 -- North Richmond
 221. Market Avenue Complete Streets -- Fred Jackson Way to 7th (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 -- North Richmond
 222. 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 -- North Richmond
 223. Market Avenue Complete Streets Project-- 7th Street to AOB Boundary (East of Railroad) (North Richmond AOB) -- This project proposes to install pedestrian improvements and traffic calming improvements along Market Avenue between Fred Jackson and AOB Boundary. Supervisor District 1 -- North Richmond
 224. Market Avenue Improvements - Jade Street to UP Tracks (Vision Zero - Tier II) -- Pedestrian improvements and traffic calming improvements between Fred Jackson and 7th St. Supervisor District 1 -- North Richmond
 225. Marsh Creek Road and Camino Diablo Intersection Improvements (East County AOB) -- This project proposes to construct safety improvements at the intersection of Marsh Creek Road and Camino Diablo. Supervisor District 3 -- East County (unincorporated)
 226. Marsh Creek Road and 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 -- East County (unincorporated)
 227. Marsh Creek Road and Deer Valley Road Signal Project () -- Marsh Creek Road and Deer Valley Road Signal Project (CTPL) - Install traffic signal at the intersection. Supervisor District 3 -- East County (unincorporated)
 228. Marsh Creek Road and Morgan Territory Road Intersection Improvements (CTPL) -- This project is to improve the intersection. Supervisor District 4 -- East County (unincorporated)
 229. Marsh Creek Road Improvements (CTPL) -- Marsh Creek Road Safety Enhancements - This project proposed to construct safety improvements along Marsh Creek Road. Supervisor District 3 --East County (unincorporated)
 230. Marsh Creek Road Improvements - Bixler Road to Byron Highway (Vision Zero - Tier II) -- Supervisor District 3 -- East County (unincorporated)
 231. Marsh Creek Road Improvements - Deer Valley Road to Camino Diablo (Vision Zero - Tier II) -- Supervisor District 3 -- East County (unincorporated)

232. 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 -- East County (unincorporated)
233. Marsh Creek Road Realignment and Safety Improvements - Various Locations (CTPL) -- This project proposes to realign curves and construct safety improvements at various locations along Marsh Creek Road. Supervisor District Supervisor 3 & 4 -- East County (unincorporated)
234. Marsh Creek Road Safety Enhancements (Vision Zero - Tier I) -- This project proposes to construct safety improvements along Marsh Creek Road. Supervisor District 3 4 -- East County (unincorporated)
235. Marsh Creek Road Trail Project (ATP) -- This project proposes to complete the Marsh Creek Trail Supervisor District 3 -- East County (unincorporated)
236. Marsh Creek Trail (DCD/ATP) -- 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 Par Supervisor District 3 4 -- East County (unincorporated)
237. 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 5 & 4 -- Pacheco
238. Marsh Drive Improvements - Marsh Drive Improvements - Center Avenue to Walnut Creek Bridge (Pacheco AOB) -- This project is to widen or restripe the roadway to provide shoulders/bike lanes on both sides of Marsh Drive from Center Avenue up to the Walnut Creek Bridge (n Supervisor District Supervisor 4 & 5 -- Pacheco
239. Marsh Drive Trail Project (ATP) -- This project is to construct a Class I path along Buchanan Field. Supervisor District 5 -- Pacheco
240. 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 -- Walnut Creek (unincorporated)
241. May Rd Sidewalk - Crosswalk at Sheldon Elementary to Avenida Martinez (-) -- This project will construct pedestrian improvements on May Road. Supervisor District 1 -- El Sobrante
242. May Road Improvements (ATP) -- This project will improve safety for all users on May Road. Supervisor District 1 -- El Sobrante
243. Mayhew Way Bicycle and Pedestrian Improvements - 200' west of Oberan Dr to Bancroft Road (Central County AOB) -- This project is to construct bicycle and pedestrian improvements along Mayhew Way from Bancroft Road to 200' west of Oberan Drive. Supervisor District Supervisor 4 -- Walnut Creek (unincorporated)

244. Mayhew Way Improvement Project (CTPL) -- Mayhew Way Pedestrian Safety Improvements (Central County AOB) - This project will complete sidewalk gaps along Mayhew Way. Supervisor District 2 -- Walnut Creek (unincorporated)
245. Mayhew Way Pedestrian Improvements -- West of Bancroft Road (Central County AOB) -- This project will construct pedestrian safety improvements along Mayhew Way. Supervisor District 4 -- Pleasant Hill (unincorporated)
246. McAvoy Road Complete Streets (ATP) -- This project proposes to construct sidewalks and Class IV bikeways connecting to future Great Delta Trail. Supervisor District 5 -- Bay Point
247. McEwan Road Safety Improvements (HSIP Cycle 10) -- This project will construct safety improvements on McEwan Road Supervisor District 5 -- Port Costa
248. McNabney Marsh Open Space Connection to Waterfront Road (CTPL) -- Supervisor District Supervisor 5 -- Martinez(unincorporated)
249. Miranda Ave Improvements - Stone Valley Road to Stone Valley Middle School (Alamo AOB) -- This project is to construct sidewalk improvements along Miranda Avenue from Stone Valley Middle School to Stone Valley Road. Supervisor District Supervisor 2 -- Alamo
250. Miranda Avenue Bicycle Improvements (ATP) -- This project proposes to upgrade Miranda Avenue to have buffered bike lanes. Supervisor District 2 -- Alamo
251. 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 -- Alamo
252. Mitchell Canyon Road Bike Lanes (Resident) -- This project is to improve safety along Mitchell Canyon Road near the Mitchell Canyon Visitor Center. Supervisor District 4 -- Clayton
253. Mokelumne Coast to Crest Trail Project (ATP) -- This project proposes to construct Class I path along pipeline ROW. Supervisor District 3 -- East County (unincorporated)
254. 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 -- Martinez(unincorporated)
255. Morgan Territory Road Safety Improvements (CTPL) -- This project proposes to construct safety improvements at various locations along Morgan Territory Road. Supervisor District 2 & 4 -- Morgan Territory
256. Mota Drive Safety Improvements (HSIP Cycle 11) -- This project is to construct safety improvements on Mota Drive Supervisor District 5 -- Bay Point
257. Mountain View Blvd Pedestrian Improvements - San Miguel Drive to Walnut Boulevard (Central County AOB) -- This project is to construct pedestrian and bicycle facilities along Mountain View Boulevard from San Miguel Drive to Walnut Boulevard. Supervisor District Supervisor 4 -- Walnut Creek (unincorporated)

258. Mountain View Boulevard Complete Streets Improvements -- Blackwood 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 -- Walnut Creek (unincorporated)
259. 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 -- Walnut Creek (unincorporated)
260. Mountain View Boulevard Pedestrian Improvements - Palmer Road to Mynah Court (ATP) -- This project proposes to close sidewalk gaps and provide crosswalks for access to bus stops. Supervisor District 4 -- Walnut Creek (unincorporated)
261. Muir Road Bicycle Improvements (ATP) -- This project proposes to study connection from Contra Costa Canal Trail to Pacheco Blvd. Supervisor District 5 -- Pacheco
262. Newell Avenue Area Pavement Rehabilitation (CTPL) -- Newell Avenue Area Pavement Rehabilitation – This project is to conduct pavement rehabilitation along Newell Avenue. Supervisor District Supervisor 2 -- Walnut Creek (unincorporated)
263. Newell Avenue Pedestrian Improvements - Olympic Boulevard to I-680 (ATP) -- This project proposes to close sidewalk gaps between Walnut Creek and Olympic Blvd. Supervisor District 2 -- Walnut Creek (unincorporated)
264. Newell Avenue Pedestrian Path Project -- Magnolia Way to Las Lomas High School (CTPL) -- Planning, community outreach, and repair of a decomposed granite path on the southern side of Newell Avenue Supervisor District 2 -- Walnut Creek (unincorporated)
265. Norris Canyon Road Safety Improvements (HSIP Cycle 9) -- This project will construct safety improvements such as improving pavement friction and installing guardrails. Supervisor District 2 -- San Ramon (unincorporated)
266. Norris Canyon Road Widening -- West of Ashbourne Drive to Alameda County Line (CTPL) - This project is to widen and realign Norris Canyon Road at this location. Supervisor District 2 -- San Ramon (unincorporated)
267. North Buchanan Circle and Pacheco Boulevard Signal Project (CTPL) -- North Buchanan Circle and Pacheco Boulevard Signal Project -- This project is to install a traffic signal at the intersection. Supervisor District 2 -- Concord (unincorporated)
268. North Richmond Area Infrastructure Improvements (Staff Discussion) -- This project is to construct Various Infrastructure Improvements for motorists and bike/pedestrian throughout North Richmond. Supervisor District 1 -- North Richmond
269. North Richmond Circulation and Safety Improvements for Verde Elementary School (North Richmond AOB) -- This project is to construct Pedestrian improvements for the Verde Elementary School. Supervisor District 1 -- North Richmond

270. 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 -- North Richmond
271. North Richmond Sidewalk Replacement (PWD) -- This project is to construct sidewalk/curb improvements in North Richmond. Supervisor District 1 -- North Richmond
272. 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 -- North Richmond
273. North Walnut Creek/Pleasant Hill Area Pavement Rehabilitation (CTPL) -- North Walnut Creek/Pleasant Hill Area Pavement Rehabilitation -- This project is to conduct pavement rehabilitation in the North Walnut Creek and Pleasant Hill Area. Supervisor District Supervisor 4 & 2 -- Walnut Creek (unincorporated)
274. 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 5 -- Martinez(unincorporated)
275. Oak Road Improvements - Treat Blvd to Pleasant Hill City Limits (CTPL) -- This project will construct bike infrastructure on Oak Road from Treat Blvd to Pleasant Hill City Limits Supervisor District Supervisor 4 -- Contra Costa Centre
276. 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 -- El Sobrante
277. Olympic Boulevard and Boulevard Way & Tice Valley Boulevard Intersection Improvements (AOB) - This project is to construct intersection improvements in accordance with Area of Benefit project scope. This project is located at the intersectio Supervisor District Supervisor 3 - -- Saranap
278. Olympic Boulevard and Boulevard Way / Tice Valley Boulevard Intersection Improvements (Central County AOB) -- This project is to improve the intersection. Supervisor District 2 -- Saranap
279. Olympic Boulevard and Boulevard Way/Tice Valley Boulevard Intersection Improvements (Central County AOB) -- This project is to provide intersection and capacity improvements. Supervisor District 2 -- Saranap
280. Olympic Boulevard and Bridgefield Road Signal Project () -- (Central County AOB) - This project is to provide a traffic signal at the intersection. Supervisor District 2 -- Saranap

281. Olympic Boulevard Complete Streets Improvements -- Windtree Court to I-680 (ATP) -- (Central County AOB) - This project is to provide complete streets improvements. Supervisor District 2 -- Saranap
282. Olympic Boulevard Improvements - Windtree Court to I-680 (Vision Zero - Tier II) -- This project will construct safety improvements on Olympic Boulevard. Supervisor District 2 -- Saranap
283. 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 - - Saranap
284. 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 -- Saranap
285. Pacheco Boulevard and Arthur Road Intersection Improvements (ATP) -- This project proposes to construct complete streets type improvements including Class IV separated bikeways, intersection safety improvements, crosswalk improvements, sidewalk gap closures. Supervisor District 5 -- Pacheco
286. Pacheco Boulevard and Center Avenue Intersection Improvements (Pacheco AOB/ Vision Zero - Tier II) -- This project is to construct modifications to the intersection of Pacheco Boulevard and Center Avenue. Supervisor District 5 -- Pacheco
287. Pacheco Boulevard and Muir Road Intersection Improvements (Pacheco AOB) -- This project is to construct an intersection modification at Pacheco Boulevard and Muir Road. Supervisor District 5 -- Pacheco
288. Pacheco Boulevard and 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 -- Pacheco
289. Pacheco Boulevard Bicycle Improvements - Arnold Drive to Muir Road (Pacheco AOB) -- Pacheco Boulevard Complete Streets - Arnold Drive to Muir Road (Pacheco AOB) -- This project is to construct new bike lanes along Pacheco Boulevard from Arnold Drive to Muir Road. Supervisor District Supervisor 5 -- Pacheco
290. Pacheco Boulevard Complete Streets - Arthur Road to Blum Road (ATP) -- This project proposes to construct complete streets type improvements. Supervisor District 5 -- Pacheco
291. Pacheco Boulevard Complete Streets - Blum Road to 2nd Avenue South (ATP) -- This project proposes to construct complete streets type improvements. Supervisor District 5 -- Pacheco
292. Pacheco Boulevard Complete Streets - Martinez Avenue to Arthur Road (ATP) -- This project proposes to construct complete streets type improvements. Supervisor District 5 -- Pacheco

293. Pacheco Boulevard Grade Crossing Improvements at BNSF Railroad (CTPL) -- This project is to realign Pacheco Boulevard and reconstruct the railroad overcrossing, Supervisor District 5 -- Pacheco
294. Pacheco Boulevard Improvements - Morello Avenue to Blum Road (RTP)(TEP) -- This project is to improve the Pacheco Boulevard Corridor with Complete Streets concept. This project will be in cooperation with the City of Martinez. Supervisor District Supervisor 5 -- Pacheco
295. Pacheco Boulevard Improvements - Wygal Drive to Arthur Drive (Vision Zero - Tier II) -- This project proposes to construct safety improvements. Supervisor District 5 -- Pacheco
296. Pacheco Boulevard Improvements -- Arnold Drive to Muir Road (Alignment Study) -- This project is to construct complete streets improvements in accordance with the Pacheco Planning Study and Pacheco AOB. Supervisor District 5 -- Pacheco
297. Pacheco Boulevard Improvements -- Arthur Road to BNSF Railroad (Alignment Study) -- This project is to construct complete streets improvements in accordance with the planning study. Supervisor District 5 -- Pacheco
298. Pacheco Boulevard Improvements -- BNSF Railroad to Arnold Drive (Alignment Study) -- 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 -- Pacheco
299. Pacheco Boulevard Improvements -- Morello Avenue to Arthur Road (Alignment Study) -- This project is to construct complete street improvements and roadway widening according to the Pacheco Planning Study. Supervisor District 5 -- Pacheco
300. Pacheco Boulevard Sidewalk Gap Closure - east of Las Juntas Elementary School (CTPL) -- Supervisor District Supervisor 5 -- Pacheco
301. Pacific Avenue Bridge Replacement (Bridge No. 28C0379) (Staff Discussion) -- This project is to replace the Pacific Avenue Bridge over the Union Pacific Railroad (UPRR) right-of-way. Supervisor District 5 -- Bay Point
302. Pacific Avenue Bicycle Improvements (ATP) -- Two-way cycle track and concrete sidewalk gap closures. Supervisor District 5 -- Bay Point
303. Pacific Avenue Bridge Replacement (Bridge No. 28C0379) (Unknown) -- Pacific Avenue Bridge Replacement (Bridge No. 28C0379) - This project is to replace the Pacific Avenue Bridge over the Union Pacific Railroad (UPRR) right-of-way. Supervisor District Supervisor 5 -- Bay Point
304. Pacific 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 Pacific Avenue and Port Chicago Highway. Supervisor District 5 -- Bay Point
305. Pacific Avenue Left Turn Pocket at Rio Vista School (Unknown) -- Pacific Avenue Left Turn Pocket at Rio Vista School -- This project constructs a left turn pocket at Rio Vista School to improve traffic flow during school pick-up and drop-off hours. Supervisor District 5 -- Bay Point

306. Palmer Road Pedestrian Improvements (ATP) -- This project proposes to close sidewalk gaps on one side and provide high-visibility crosswalks. Supervisor District 4 -- Walnut Creek (unincorporated)
307. Parker Avenue Pedestrian Improvement Project (CTPL) -- Parker Avenue Pedestrian Improvement Project - Safety improvements in front of Saint Patrick School on 7th Street, and the intersection of Parker Avenue and 6th Street. Supervisor District Supervisor 5 -- Rodeo
308. 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 -- North Richmond
309. Parr Boulevard Widening (North Richmond AOB, CTPL) - This project proposes to widen Parr Boulevard from Richmond Parkway to the UPRR crossing and provide complete street improvements. Supervisor District 1 -- North Richmond
310. Parr Boulevard Widening -- Richmond Pkwy to Union Pacific Railroad (AOB/ATP) -- Parr Boulevard Complete Street Project -- Richmond Parkway to Union Pacific Railroad (North Richmond AOB) -- This project proposes to widen Parr Boulevard from Richmond Parkway to the UPRR crossing and provide complete street improvements. Supervisor District Supervisor 1 -- North Richmond
311. 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 -- Martinez(unincorporated)
312. 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 -- Alamo
313. Pedestrian Improvements near Rodeo Hills Elementary School (PWD) -- This project is to construct pedestrian improvements in the vicinity of the Rodeo Hill Elementary School in Rodeo. Supervisor District 5 -- Rodeo
314. Pedestrian Safety Improvements at Schools in Alamo (Alamo AOB) -- This project is to construct pedestrian and bicycle improvements in the vicinity of Stone Valley Middle School and Rancho Romero Elementary School. Supervisor District Supervisor 2 -- Alamo
315. Pinehurst Road Bicycle Improvements (Central County AOB/ATP) -- This project is to construct bicycle turnouts/rest stops every half-mile along Pinehurst Road and Canyon Road. Supervisor District 2 -- Canyon
316. 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 -- Martinez(unincorporated)
317. 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 -- Bethel Island

318. Piper Road Trail Project (ATP) -- This project will construct Class I shared use path on east side of the roadway. Supervisor District 3 -- Bethel Island
319. 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 -- El Sobrante
320. Pittsburg Ave Widening - Fred Jackson Way to Richmond Parkway (AOB) -- Pittsburg Avenue Intersection Improvements (North Richmond AOB) -- This project is to construct intersection improvements at the intersection of Pittsburg Avenue and Richmond Parkway. Supervisor District Supervisor 1 -- North Richmond
321. 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 -- North Richmond
322. Pittsburg Avenue Complete Streets Project -- Richmond Parkway to Fred Jackson Way (North Richmond AOB/ATP) -- This project proposes to construct complete street improvements on Pittsburg Avenue from Richmond Parkway to Fred Jackson Way. Supervisor District 1 -- North Richmond
323. Pittsburg Avenue Intersection Improvements (CTPL) -- Pittsburg Avenue Intersection Improvements (North Richmond AOB) -- This project is to construct intersection improvements at the intersection of Pittsburg Avenue and Richmond Parkway. Supervisor District -- North Richmond
324. Pleasant Hill Road & Taylor Boulevard Bicycle and Pedestrian Improvements (Central County AOB) -- This project is to construct improvements to the intersection of Pleasant Hill Road and Taylor Boulevard. Supervisor District Supervisor 4 -- Contra Costa Centre
325. Pleasant Hill Road & Taylor Boulevard Intersection Improvements (ATP) -- Pleasant Hill Road & Taylor Boulevard Intersection Improvements -- This project proposes to improve the safety and capacity of the Pleasant Hill Road and Taylor Boulevard intersection Supervisor District Supervisor 5 -- Pleasant Hill (unincorporated)
326. Pleasant Hill Road Bicycle Gap Closure (ATP) -- This project will close gaps for continuous Class II bike lanes on Pleasant Hill Road and study protected/off-street facilities. Supervisor District 4 -- Pleasant Hill (unincorporated)
327. Pleasant Hill Road Bicycle Improvements - Geary Road to Taylor Boulevard (AOB) -- Pleasant Hill Road Bicycle Improvements - Geary Road to Taylor Boulevard (Central County AOB) -- This project is to construct curb, gutter and sidewalk and prohibit curb side parking to create bicycle lanes along Pleasant Hill Road. Supervisor District Supervisor 2 -- Pleasant Hill (unincorporated)
328. Pleasant Hill Road Bridge Rehabilitation () -- Pleasant Hill Road Bridge Rehabilitation -- This project proposes to rehabilitate the existing Pleasant Hill Road Bridge over Taylor Boulevard (Bridge No. 28C0154) which is identified as structurally deficient. Supervisor District 2 -- Pleasant Hill (unincorporated)

329. Pleasant Hill Road Complete Streets Improvements -- Geary Road to Taylor Boulevard – Geary Road to Taylor Boulevard (Central County AOB) – This project proposes to construct curb, gutter and sidewalk and prohibit curbside parking to create bicycle lanes along Pleasant Hill Road. Supervisor District 2 -- Pleasant Hill (unincorporated)
330. 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 buffered bicycle lanes along Pleasant Hill Road. Supervisor District 4 -- Lafayette(unincorporated)
331. 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 -- Pleasant Hill (unincorporated)
332. Point of Timber Road & Byron Highway Intersection Improvements () -- DELETE - Duplicate Supervisor District Supervisor 3 -- Pleasant Hill (unincorporated)
333. Pomona Street Bicycle Improvements (ATP) -- This project will stripe Class IIB bike lanes to connect San Pablo Avenue to Crockett. Supervisor District 5 -- Crockett
334. Pomona Street Bicycle Improvements - 2nd Avenue to Rolph Avenue (ATP) -- This project will upgrade existing Class II bike lanes to buffered bike lanes. Supervisor District 5 -- Crockett
335. Pomona Street Bicycle Improvements - I-80 to 2nd Avenue (ATP) -- This project will add bike lanes and traffic calming measures to Pomona Street. Supervisor District 5 -- Crockett
336. Pomona Street Bicycle Improvements - Rolph Avenue to Baldwin Avenue (ATP) -- This project is to add bike lanes and traffic calming measures to Pomona Street. Supervisor District 5 -- Crockett
337. 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 -- Crockett
338. Pomona Street Trail Improvements (ATP) -- This project will improve pedestrian mobility on the trail along Pomona Street. Supervisor District 5 -- Crockett
339. 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 -- Crockett
340. Port Chicago Highway at Willow Pass Road Multi-Modal Safety Improvements -- Lynbrook Drive to Weldon Street (CTPL) -- Widen Port Chicago Highway to add two bike lanes and a sidewalk. Construct sidewalk and bike lane on Willow Pass Road. Supervisor District 5 -- Bay Point
341. 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 -- Bay Point

342. Port Chicago Highway Complete Streets (ATP) -- This project will implement a road diet to incorporate Class IV bike lanes, and will construct intersection safety improvements, and high visibility crosswalks. Supervisor District 5 -- Bay Point
343. Port Chicago Highway Improvements (PWD) -- This project proposes to construct safety, pedestrian and bicycle improvements along Port Chicago Highway. Supervisor District 5 -- Bay Point
344. Port Chicago Highway Improvements - Driftwood Drive to Pacifica Avenue (Vision Zero - Tier II) -- This project will construct safety improvements on Port Chicago Highway between Driftwood Drive and Pacifica Avenue Supervisor District 5 -- Bay Point
345. 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 -- Bay Point
346. Port Chicago Highway Trail Gap Closure (ATP) -- This project will close a gap in the Port Chicago Highway existing trail. Supervisor District 5 -- Clyde
347. Port Chicago Hwy Realignment Project - McAvoy Road to Skipper Road (AOB) -- Port Chicago Highway Realignment Project - McAvoy Road to Pacifica Avenue (name revised)(Bay Point AOB) -- This project is to realign the sharp horizontal curve in Port Chicago Highway, add an eastbound left turn pocket at McAvoy Road, and add sidewalks al Supervisor District Supervisor 5 -- Bay Point
348. Reliez Valley Road Bicycle Improvements - County line to Alhambra Valley Road (ATP) -- This project will stripe Class III bike lane markings and install speed feedback signs, traffic warning signs, and edge lines. Supervisor District 5 -- Martinez(unincorporated)
349. Reliez Valley Road Bicycle Improvements - North of Grayson Road to Withers Avenue (AOB) -- Reliez Valley Road Bicycle Improvements - North of Grayson Road to Withers Avenue (Central County AOB) -- This project is to construct bicycle lanes by widening the shoulders along Reliez Valley Road. There are drainage modifications and parking considerat Supervisor District Supervisor 4 Supervisor 2 -- Pleasant Hill (unincorporated)
350. 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 2 -- Martinez(unincorporated)
351. 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 between Alhambra Valley Road to Grayson Road. Supervisor District 5 -- Alhambra Valley
352. Reliez Valley Road Complete Streets Improvements -- North of Grayson Road to Withers Avenue (CTPL) -- This project proposes to construct bicycle lanes by widening the shoulders along Reliez

- Valley Road. There are drainage modifications and parking considerations Supervisor District 2 - Lafayette (unincorporated)
353. 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 -- Alhambra Valley
 354. Reliez Valley Road Trail Project (ATP) -- This project will construct Class I path along Reliez Valley Road. Supervisor District 2 -- Lafayette(unincorporated)
 355. Richmond Parkway & Parr Boulevard Intersection Improvements (ATP) -- This project will construct intersection safety improvements including high visibility crosswalks, passive actuation for bicyclists, curb ramps and curb extensions. Supervisor District 1 -- North Richmond
 356. Richmond Parkway Improvements - Pittsburg Avenue to County Line (ATP) -- This project will upgrade and widen an existing Class I path along Richmond Parkway and improve ADA accessibility and pedestrian/bicyclist crossing. Supervisor District 1 -- North Richmond
 357. Richmond Parkway Improvements - West Gertrude Avenue to Pittsburg Avenue (ATP) -- This project will upgrade and widen an existing Class I path along Richmond Parkway and improve ADA accessibility and pedestrian/bicyclist crossing. Supervisor District 1 -- North Richmond
 358. Richmond Parkway Safety Improvements (HSIP - Cycle 10) -- This project will construct safety improvements on Richmond Parkway. Supervisor District 1 -- North Richmond
 359. 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 -- Arlington
 360. Rodeo Downtown Infrastructure Improvements (CTPL) -- Construct infrastructure improvements in the Rodeo area including sidewalks, bike lanes, curb ramps Supervisor District 5 -- Rodeo
 361. Ruby Ave Sidewalk - W. Gertrude Ave to 221 Ruby Ave (-) -- This project is to improve pedestrian safety on Ruby Avenue. Supervisor District 1 -- North Richmond
 362. 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 -- Walnut Creek (unincorporated)
 363. Rudgear Road Safety Improvements (CTPL) -- Rudgear Road Safety Improvements - This project is to construct safety improvements along Rudgear Road Supervisor District 4 -- Walnut Creek (unincorporated)
 364. 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 -- Walnut Creek (unincorporated)

365. San Marco Boulevard Complete Streets (ATP) -- This project proposes to improve safety at interchange and construct Class IV bikeways. Supervisor District 5 -- Bay Point
366. 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 -- Walnut Creek (unincorporated)
367. San Miguel Drive Complete Streets Improvements -- Rudgear Road to Blackwood Drive () -- 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 -- Walnut Creek (unincorporated)
368. San Miguel Drive Safety 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 -- Walnut Creek (unincorporated)
369. San Pablo Ave Sidewalk - Willow Ave to City of Hercules Limits (CTPL) This project is to construct sidewalk. -- Supervisor District 5 -- Rodeo
370. San Pablo Avenue & Willow Avenue Intersection Improvements (ATP) This project is to improve the intersection -- Supervisor District 5 -- Rodeo
371. 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 -- Rodeo
372. San Pablo Avenue Bicycle Improvements - Parker Avenue to Pomona Street (ATP) -- This project will implement road diet and install new two-way, barrier-separated, shared-use path along roadway to serve as a connection between Bay Trail segments. Supervisor District 5 -- Crockett
373. San Pablo Avenue Bicycle Improvements - Rodeo Avenue to Parker Avenue (ATP) -- This Project will add green-back sharrows and wayfinding to connect Bay Trail terminus to San Pablo Ave bike lanes. Supervisor District 5 -- Rodeo
374. San Pablo Avenue Bicycle Improvements -- Kay Road to City of Pinole (West County AOB) -- This project is to construct Bicycle improvements on San Pablo Avenue from Kay Road to City of Pinole. Supervisor District 1 -- Tara Hills
375. San Pablo Avenue Complete Streets Project - Rodeo to Crockett (Study/ATP) -- This project is to construct improvement in accordance with the San Pablo Avenue Complete Streets Feasibility Report from Rodeo to Crockett. Supervisor District 5 -- Crockett
376. San Pablo Avenue Improvements - Richmond Parkway to Golden Gate Park (Vision Zero - Tier II) This project is to improve San Pablo Avenue -- Supervisor District 1 -- North Richmond
377. 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 -- Tara Hills

378. San Pablo Avenue Road Diet (Vision Zero - Tier I) This project is to improve San Pablo Avenue with a road diet -- Supervisor District 5 -- Tara Hills
379. 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 -- Tara Hills
380. 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 1 -- El Sobrante
381. San Pablo Creek Trail Improvements - Richmond Parkway to Fred Jackson Way (ATP) -- This project proposes to construct Class I path along south side of San Pablo Creek. Supervisor District 1 -- North Richmond
382. San Pablo Creek Trail Improvements - Wildcat Marsh Trail to Richmond Parkway (ATP) -- Supervisor District 1 -- North Richmond
383. San Pablo Dam Rd & 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 -- El Sobrante
384. 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 -- El Sobrante
385. 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 -- El Sobrante
386. San Pablo Dam Road Complete Streets - Castro Ranch Road to Existing Bike Lane (ATP) -- Continue Road Diet with Class IV lanes to lane merge - Supervisor District 1 -- El Sobrante
387. San Pablo Dam Road Complete Streets - May Road to Valley View Road (ATP) -- This project proposes a complete Streets project including road diet, Class IV bicycle facility, uncontrolled crosswalks at bus stops, and intersection improvements and to close sidewalk gaps. Supervisor District 1 -- El Sobrante
388. San Pablo Dam Road Complete Streets - Valley View Road to Castro Ranch Road (ATP) -- This project proposes a complete Streets project including Class IV bicycle facility and intersection improvements and to close sidewalk gaps. Supervisor District 1 -- El Sobrante
389. 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 -- El Sobrante

390. 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 -- El Sobrante
391. San Pablo Dam Road Improvements - El Portal Drive to May Road (Vision Zero - Tier II) -- Supervisor District 1 -- El Sobrante
392. San Pablo Dam Road Improvements - May Road to Kennedy Grove Entrance (Vision Zero - Tier I) - - Supervisor District 1 -- El Sobrante
393. San Pablo Dam Road Intersection Improvements (Various Locations) (CTPL) -- This project proposes to construct intersection improvements along San Pablo Dam Road. Supervisor District 1 -- El Sobrante
394. 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 -- El Sobrante
395. 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 -- El Sobrante
396. 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 -- El Sobrante
397. San Pablo Dam Road Safety Improvements -- San Pablo Reservoir to AOB Boundary (West County AOB) -- Install safety improvements along road. Supervisor District 1 -- El Sobrante
398. Sandmound Boulevard Bicycle and Pedestrian Improvements -- Mariner Road to Cypress Road (Bethel Island AOB) -- Widen road with shoulders, stripe bike lanes, and construct sidewalks on both sides of road within project limits. Supervisor District 3 -- Bethel Island
399. 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 -- Bethel Island
400. Sandmound Boulevard Pedestrian Improvements - Mariner Rd to Cypress Road (AOB) -- Sandmound Boulevard Improvements - Mariner Road to Cypress Road (Bethel Island AOB) -- This project proposes to widen travel lanes and improve shoulders along 1.1 miles of Sandmound Boulevard from Mariner Road to Cypress Road. Supervisor District Supervisor 3 -- East County (unincorporated)
401. Sandmound Boulevard Widening - Oakley City Limits to Mariner Road (AOB) -- Sandmound Boulevard Widening - Oakley City Limits to Mariner Road (Bethel Island AOB) -- This project proposes to widen travel lanes and improve shoulders for about 0.3 miles of Sandmound

- Boulevard from Oakley City Limits to Mariner Road. Supervisor District Supervisor 3 -- East County (unincorporated)
402. 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 -- El Sobrante
 403. Saranap Area Roadway Improvements (CTPL) -- Saranap Area Roadway Improvements - Apply microsurface treatment to Olympic Boulevard and Tice Valley Boulevard. Supervisor District 2 -- Saranap
 404. 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 -- East County (unincorporated)
 405. 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 -- East County (unincorporated)
 406. Sellers Avenue & Marsh Creek Road Intersection Improvements (East County Regional AOB) -- Signalize the intersection, restripe, and install C.3 facilities. Supervisor District 3 -- East County (unincorporated)
 407. Sellers Avenue & Sunset Road Intersection Improvements (East County Regional AOB) -- Signalize the intersection, restripe, and install C.3 facilities. Supervisor District 3 -- East County (unincorporated)
 408. Sellers Avenue Bicycle Improvements (ATP) -- This project proposes to construct shoulders and bike lanes along Sellers Avenue between Delta Road and Brentwood Boulevard. Supervisor District 3 -- East County (unincorporated)
 409. Sellers Avenue Intersection Improvements (Various Locations) (PWD) -- This project is to improve various intersections. Supervisor District 3 -- East County (unincorporated)
 410. Sellers Avenue Widening - Brentwood City Limits to Marsh Creek Road (East County Regional AOB) -- Widen road to ultimate width including class 2 bike lanes. District 3 -- East County (unincorporated)
 411. Sellers Avenue Widening - Delta Road to Chestnut Street (East County Regional AOB) -- Widen road to ultimate width including class 2 bike lanes. District 3 -- Knightsen
 412. Sellers Avenue Widening -- Main Canal to Marsh Creek Road (East County Regional AOB) -- This project is to widen Sellers Avenue. Supervisor District 3 -- East County (unincorporated)
 413. Shell Road Bicycle Improvements (ATP) -- This project proposes to pave shoulder and stripe bike lane in uphill direction. Supervisor District 5 -- Martinez(unincorporated)

414. 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 4 2 -- Walnut Creek (unincorporated)
415. Springbrook Road Complete Streets Improvements () -- 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 --
416. SR 239 Transportation Corridor Improvements (CTPL) -- SR 239 Transportation Corridor Improvements - This project is to build the SR 239 freeway in the southeast portion of the County. Supervisor District 3 -- East County (unincorporated)
417. SR 24 Bikeway (CTPL) -- SR 24 Bikeway - This project is to study and construct a bikeway along the SR 24 corridor. Supervisor District 2 -- Walnut Creek (unincorporated)
418. SR 4 & Discovery Bay Blvd Intersection Improvements (CTPL) -- This project is to improve the intersection. Supervisor District 3 -- Discovery Bay
419. SR 4 & Byron Highway Intersection Improvements South (East County Regional AOB) -- This project is to improve the intersection. Supervisor District 3 -- East County (unincorporated)
420. SR 4 & Byron Highway South Intersection Widening (Phase 2) (AOB) -- State Route 4 & Byron Highway (South) Intersection Widening (Phase 2) (East County Regional AOB) -- This project proposes to widen the existing pavement on Byron Highway's portion of the intersection to provide turn lanes onto State Route 4. Supervisor District Supervisor 3 -- East County (unincorporated)
421. SR 4 & Newport Drive Intersection Improvements (Discovery Bay AOB) -- Signalize the intersection, restripe, and install curb ramps. Supervisor District 3 -- Discovery Bay
422. SR 4 & Newport Drive Signal (Discovery Bay AOB) -- State Route 4 & Newport Drive Signal (Discovery Bay AOB) -- This project proposes to install a new traffic signal at the intersection of State Route 4 and Newport Drive in cooperation with Caltrans. Supervisor District Supervisor 3 - - East County (unincorporated)
423. SR 4 Bicycle Facilities Improvements -- Newport Drive to Discovery Bay Boulevard (Discovery Bay AOB) -- This project is to study and construct bicycle facilities along SR 4 in the Discovery Bay area. Supervisor District 3 -- Discovery Bay
424. SR 4 Bridge Widening at Bixler Road and Discovery Bay Boulevard (Discovery Bay AOB) -- This project is to widen the bridges on SR 4. Supervisor District 3 -- Discovery Bay
425. SR 4 West Bikeway (CTPL) -- The project will construct a bicycle path parallel to State Route 4 West. Supervisor District 5 -- Martinez(unincorporated)
426. SR 4 Widening - Bixler Road to Discovery Bay Boulevard (Discovery Bay Nexus Study) -- This project proposes to widen about 1.2 miles of State Route 4, from Bixler Road to Discovery Bay

- Boulevard, to construct four 12-ft travel lanes and 8-ft shoulders/bike lanes. Supervisor District 3 -- East County (unincorporated)
427. SR 4 Widening - Byron Highway and Regatta Drive (CTPL) -- State Route 4 Widening – Byron Highway to Regatta Drive (Discovery Bay AOB) – This project proposes to widen State Route 4 between Byron Highway and Regatta Drive. Supervisor District -- East County (unincorporated)
428. SR 4 Widening -- Byron Highway and Regatta Drive (Discovery Bay Nexus Study) -- Project will widen SR 4 to provide four 12-foot travel lanes between Byron Highway and Regatta Drive. Supervisor District 3 -- East County (unincorporated)
429. SR 4 Widening Project -- Marsh Creek Road to San Joaquin County (CTPL) -- This project will widen State Route 4 from a 2-lane roadway to a 4-lane arterial from Marsh Creek Road to the San Joaquin County line. Supervisor District 3 -- East County (unincorporated)
430. SR239 - Preconstruction Activities (ECCRFFA) -- This project includes preconstruction activities that includes full environmental approval, design and ROW protection. No construction costs and excludes all activities associated with the Vasco Road-Byron Highway Connector segment. Supervisor District 3 -- East County (unincorporated)
431. SR239/Trilink: Byron Airport Connector (CTPL) -- SR239/Trilink: Vasco Road-Byron Highway Connector – This project proposes to construct a new roadway as part of the future Route 239 connector between Vasco Road and Byron Highway. Supervisor District 3 -- East County (unincorporated)
432. SR239: Vasco Road – Byron Highway Connector Segment (ECCRFFA) -- This project is to construct a new 2-lane roadway between Vasco Road and Byron Highway and associated local improvements. Supervisor District 3 -- East County (unincorporated)
433. Stone Valley Road & Miranda Avenue Intersection Improvements (CTPL) -- Stone Valley Road & Miranda Avenue Intersection Improvements (Alamo AOB) - This project proposes to improve intersection capacity on Miranda Ave. Supervisor District --
434. Stone Valley Road & Roundhill Road Intersection Improvements (CTPL) -- This project proposes to construct crosswalk improvements at the Roundhill Road intersection. Supervisor District 2 -- Alamo
435. Stone Valley Road & Smith Road Intersection Improvements (CTPL) -- This project proposes to install a left turn lane at Smith Road. Supervisor District 2 -- Alamo
436. Stone Valley Road Bicycle Improvements (ATP) -- Upgrade to buffered bike lanes. Supervisor District 2 -- Alamo
437. Stone Valley Road Improvements - High Eagle Road to Roundhill Road (CTPL) -- Delete - Completed Project Supervisor District Supervisor 2 -- Alamo
438. Stone Valley Road Improvements - Roundhill Road to Glenwood Court (CTPL) -- Supervisor District Supervisor 2 -- Alamo



439. Stone Valley Road Improvements - Stone Valley Way to High Eagle Road (CTPL) – This project is to improve Stone Valley Road -- Supervisor District 2 -- Alamo
440. Sunset Road & Byron Highway Intersection Improvements (Vision Zero - Tier II) This project is to improve the intersection. Supervisor District 3 -- Byron
441. Sunset Road Widening - Sellers Avenue to Byron Highway (East County Regional AOB) -- Widen shoulders and restripe with bike lanes. Supervisor District 3 -- Knightsen
442. Sycamore Avenue Bicycle Improvements (ATP) -- This project proposes to stripe Class IIB buffered bike lanes to connect to Franklin Canyon trail. Supervisor District 5 -- Rodeo
443. Tara Hills Drive Complete Streets Project (CTPL) -- Tara Hills Drive Complete Streets Project (CTPL) – This project proposes to install bicycle and pedestrian improvements along Tara Hills Drive in the Tara Hills area. Supervisor District Supervisor 1 -- Tara Hills
444. 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 -- Tara Hills
445. 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 -- Saranap
446. Tice Valley Boulevard Complete Streets Improvements -- Tice Valley Lane to 200' East of Tice Hollow Court (Central County AOB) - This project is to construct complete streets improvements along Tice Valley Boulevard. Supervisor District 2 -- Saranap
447. Tice Valley Road Bicycle Improvements - Tice Valley Lane to Crest Avenue (ATP) -- Extend Class II bike lanes to Crest Ave. Supervisor District 2 -- Alamo
448. Treat Boulevard & Buskirk Avenue Intersection Improvements (CTPL) -- This project is to improve bicycle and pedestrian facilities at the intersection of Treat Boulevard and Buskirk Avenue per the Countywide Bicycle and Pedestrian Plan. Supervisor District 4 -- Contra Costa Centre
449. 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 Supervisor District 4 -- Contra Costa Centre
450. Treat Boulevard (I-680 Overcrossing) Bicycle and Pedestrian Improvements (CTPL) -- Treat Boulevard Bicycle and Pedestrian Improvements - I-680 Overcrossing to Jones Road (NEW)(Central County AOB) – This project is to improve bicycle and pedestrian accessibility and safety along Treat Boulevard from Main Street to Jones Road. Supervisor District Supervisor 4 -- Walnut Creek (unincorporated)
451. Treat Boulevard Bicycle Improvements - Jones Road to Walnut Creek City Limits (Central County AOB) -- This project will construct 5-ft bike lanes to improve bicycle accessibility and safety along Treat Boulevard east of Jones Road. Supervisor District 4 -- Walnut Creek (unincorporated)

452. Treat Boulevard Complete Streets Improvements -- I-680 Overpass to Jones Road (CTPL) The proposed project implements Class IV buffered bicycle lanes with green markings and vertical elements. The buffered bike lanes are provided by narrowing existing lanes. Supervisor District 2 -- Contra Costa Centre
453. Valley View Rd Sidewalk - Olinda Rd to existing sidewalk 250 feet north of Olinda Rd (CTPL) -- Supervisor District 1 -- El Sobrante
454. Valley View Road Bicycle Improvements (ATP) -- Widen and buffer bike lanes, close bike lane gaps. Supervisor District 1 -- El Sobrante
455. 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 -- El Sobrante
456. 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 -- El Sobrante
457. Valley View Road Widening - San Pablo Dam Road to Appian Way (CTPL) -- This project proposes to widen Valley View Road from City of Richmond to San Pablo Dam Road. Supervisor District 1 -- El Sobrante
458. Vasco Road / Camino Diablo Intersection Improvements (HSIP Cycle 10) -- This project will construct additional features to improve the safety of the Vasco Road/Camino Diablo intersection, including Active Dilemma Detection Zone cameras, deceleration and acceleration lanes. Supervisor District 3 -- East County (unincorporated)
459. Vasco Road and Walnut Boulevard Safety Improvements (HSIP Cycle 10) -- This project will construct safety improvements at the intersection of Vasco Road and Walnut Boulevard Supervisor District 3 -- East County (unincorporated)
460. 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 Supervisor District 3 -- East County (unincorporated)
461. Vasco Road Safety Improvements - Various Locations (Staff) -- This project will construct multiple safety improvements along Vasco Road. Supervisor District 3 -- East County (unincorporated)
462. Vasco Road Safety Improvements - Walnut Boulevard to Camino Diablo (HSIP Cycle 11) -- This project will install a no-passing lane and centerline rumble strips to improve safety at the intersection. Supervisor District 3 -- East County (unincorporated)
463. Vasco Road Widening (ECCRFFA) -- This project widens Vasco Road to 4 lanes from Marsh Creek Road to the County line. Supervisor District 3 -- East County (unincorporated)



464. Verde Elementary School Secondary Access () -- Verde Elementary School Secondary Access (North Richmond AOB) – This project is to provide a secondary access to Verde Elementary. Currently, vehicular traffic can only enter from Giaramita Street. Supervisor District --
465. Via Verde -- San Pablo Creek Bridge to downtown San Pablo Dam Road (Richmond/El Sobrante AOB) -- Construct a pedestrian bridge over San Pablo Creek between Via Verdi and Appian Way. Supervisor District 1 -- El Sobrante
466. Walnut Boulevard & Vasco Road Intersection Improvements (Vision Zero - Tier II) -- VZ Tier 2 project, no scoping done. Supervisor District 3 -- Byron
467. Walnut Boulevard Bicycle and Pedestrian Improvements (ECCRFFA) -- This project is to provide bicycle and pedestrian improvements to Walnut Boulevard. Supervisor District 3 -- Walnut Creek (unincorporated)
468. Walnut Boulevard Bicycle Improvements - Armstrong Road to Camino Diablo (ATP) -- Add Class II bike lanes along Walnut Blvd. Supervisor District 3 -- East County (unincorporated)
469. Walnut Boulevard Bicycle Improvements - Marsh Creek Road to Vasco Road (Community) -- Walnut Blvd Bicycle Improvements - Marsh Creek Road to Vasco Road – This project proposes to construct bicycle roadway improvements along Walnut Boulevard (Brentwood) from Marsh Creek Road to Vasco Road. Supervisor District 3 -- East County (unincorporated)
470. Walnut Boulevard Complete Streets Improvements -- Valley View Lane to 250' Northwest of Walnut Court (Central County AOB) -- Walnut Boulevard Complete Street Improvements (Central County AOB) - This project is to install sidewalks on both sides of Walnut Boulevard from View Lane to 250' northwest of Walnut Court. Supervisor District 4 --
471. Walnut Boulevard Pedestrian Improvements - View Lane to 250' west of Walnut Court (Central County AOB) -- Walnut Boulevard Pedestrian Improvements - View Ln to 250' west of Walnut Court (Central County AOB) – This project is to construct pedestrian and bicycle facilities along Walnut Boulevard from View land to 250' west of Walnut Court. Supervisor District 4 --
472. 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 4 lanes. Supervisor District 3 -- East County (unincorporated)
473. Walnut Boulevard Safety Improvements () -- Walnut Boulevard Safety Improvements - This project is to construct bicycle and pedestrian improvements. Supervisor District --
474. Walnut Boulevard Shoulder Widening - Marsh Creek Road to Vasco Road (HSIP Cycle 11) -- This project is to install bike lanes by widening and restriping the roadway and install a centerline rumble strip. Supervisor District 3 -- East County (unincorporated)
475. Walnut Boulevard Pedestrian Improvements (Central County AOB) -- Construct sidewalks on both sides of road within project limits. Supervisor District 4 -- Walnut Creek (unincorporated)
476. Walnut Heights Area -- Road Safety Improvements () -- 1) Mountain View Boulevard Pedestrian Improvements – San Miguel Drive to Walnut Boulevard (Central County AOB) – This project

- proposes to construct pedestrian and bicycle facilities along Mountain View Boulevard from San Miguel Drive to Walnut Boulevard. Supervisor District --
477. Waterbird Way Bicycle Improvements (ATP) -- This project proposes to stripe bike lanes. Supervisor District 5 -- Martinez(unincorporated)
478. Waterfront Road Bicycle Improvements - I-680 to Waterbird Way (ATP) -- Pave shoulder and stripe Class II buffered bike lanes. Supervisor District 5 -- Martinez(unincorporated)
479. Waterfront Road Bicycle Improvements - Waterbird Way to Future Iron Horse Trail (ATP) -- Extend bike lane son Waterfront Rd to future Pacheco Marsh Park. Supervisor District 5 -- Martinez(unincorporated)
480. Waterfront Road Grade Change Project (PWD) -- This project is to raise the roadway in anticipation of global sea level rise. A portion of the roadway is bordered by McNabney Marsh and other wetlands that occasionally spill onto the roadway. Supervisor District 5 -- Martinez(unincorporated)
481. Wayfinding Signage Placement for Walnut Creek and Iron Horse Trail () -- Wayfinding Signage Placement for Walnut Creek and Iron Horse Trail — This project proposes to co-sponsor with the City of Walnut Creek to install wayfinding signs in the unincorporated Walnut Creek area. Supervisor District --
482. West County Striped Intersection with Beacons -- Various Schools (Proposed West County AOB) - This project is improve pedestrian crossing at two schools in the Tara Hills area. Supervisor District 1 -- Tara Hills
483. 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 - - Walnut Creek (unincorporated)
484. Wildcat Creek Trail Improvements (ATP) -- This project proposes to either upgrade the trail undercrossing to prevent flooding OR provide at-grade trail crossing. Supervisor District 1 -- North Richmond
485. Willow Pass Road & Bailey Road Intersection Improvements (AOB) -- Willow Pass Road & Bailey Road Intersection Improvements (Bay Point AOB) – This project is to widen Willow Pass Road to accommodate an additional westbound turn lane and new eastbound right turn lane. Supervisor District Supervisor 5 -- Bay Point
486. Willow Pass Road & Evora Road Intersection Improvements (Bay Point AOB/ Vision Zero Tier II/ATP) -- 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 -- Bay Point
487. Willow Pass Road (West) & SR 4 Interchange Improvements (Bay Point AOB/ Vision Zero Tier II) -- This project is to install new traffic signals at the interchange of Willow Pass Road (West) and SR 4 westbound and eastbound off ramps. Supervisor District 5 -- Bay Point

- 488. Willow Pass Road -- Signalize Eastbound and Westbound Off-ramps of State Route 4 () -- Supervisor District --
- 489. Willow Pass Road Bicycle and Pedestrian Enhancements (ATP) -- This project will either construct a two-way Class I bike path or Class IV cycle track and sidewalk on the south side of Willow Pass Road. Supervisor District 5 -- Bay Point
- 490. Willow Pass Road Bicycle Improvements - Avila Road to Evora Road (ATP) -- This project will construct a bicycle safety project through interchange, where coordination with Caltrans will be needed. Supervisor District 5 -- Bay Point
- 491. Willow Pass Road Complete Streets (ATP) -- This Complete Street Project will construct class IV separated bike lanes, intersection safety improvements, crosswalk enhancements, and sidewalk gap closures. Supervisor District 5 -- Bay Point
- 492. 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 -- Bay Point
- 493. Willow Pass Road Improvements - Evora Road to SR 4 (Bay Point AOB) -- This project is to widen Willow Pass Road to add a second right turn on southbound Evora Rd onto the westbound SR 4 on-ramp and two left turn pockets onto the SR 4 eastbound on-ramp. Supervisor District 5 -- Bay Point
- 494. 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 -- Bay Point
- 495. Willow Pass Road Road Diet (Vision Zero - Tier I) -- Road diet between Port Chicago Highway and N Broadway Avenue and install protected bike lanes, and restripe all crosswalks. Supervisor District 5 -- Bay Point