



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

Table of Contents

The CRIPP	3
How to Use This CRIPP Document	4
Budgets are Communication Tools.....	4
Accomplishments since the previous CRIPP	5
CRIPP Projects	5
The Mission and Goals of the CRIPP.....	6
Countywide Roadway Inventory.....	8
Meeting the Needs of Transportation Users	8
Active Transportation Plan	9
Vision Zero Program	10
Complete Streets	11
Transportation Infrastructure Challenges.....	11
Pavement Condition.....	11
Pedestrian and Bicycle Infrastructure	12
Sidewalks and Curb Ramps	12
Bicycle Connectivity	13
Traffic Signals	14
County Bridge Program	15
Green Stormwater Infrastructure.....	16
Climate Change	17
Limited Resources	18
Increasing Costs	19
Changing Priorities.....	19
The Next Seven Years	20
Revenue Sources.....	21
Gas Tax Funds	21
Local Funding.....	21
State Funding.....	22

Competitive Grant Funding.....	23
Tabulation of Revenues and Expenses	24
Road Program Outlook	25
Capital Road Projects: Countywide and Supervisor Districts	29
Countywide Projects	31
Supervisor District I	35
Supervisor District II	45
Supervisor District III.....	55
Supervisor District IV	67
Supervisor District V.....	73

List of Appendices

Appendix A: Abbreviation Index

Appendix B: Staff Reports and Resolutions

 B.1 County Road Improvement and Preservation Policy

 B.2 Acceptance of Active Transportation Plan

 B.3 Adoption of Vision Zero Action Plan

 B.4 Adoption of Complete Streets Policy

 B.5 Gas Tax Board Order

 B.6 Staff Report for Approval of Projects Funded by SB1

 B.7 Staff Report to Adopt the 2024-2030 CRIPP

Appendix C: Areas of Benefit

Appendix D: Unfunded Project List

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.

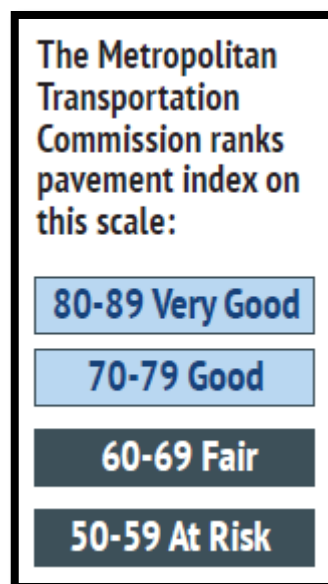
Transportation Infrastructure Challenges

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.

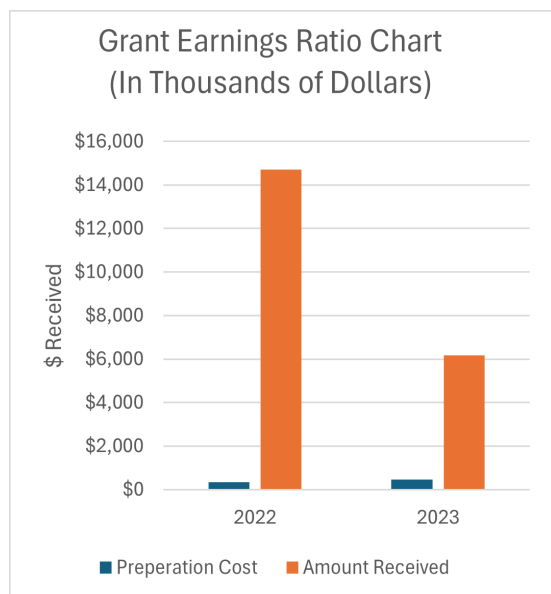
State Funding

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

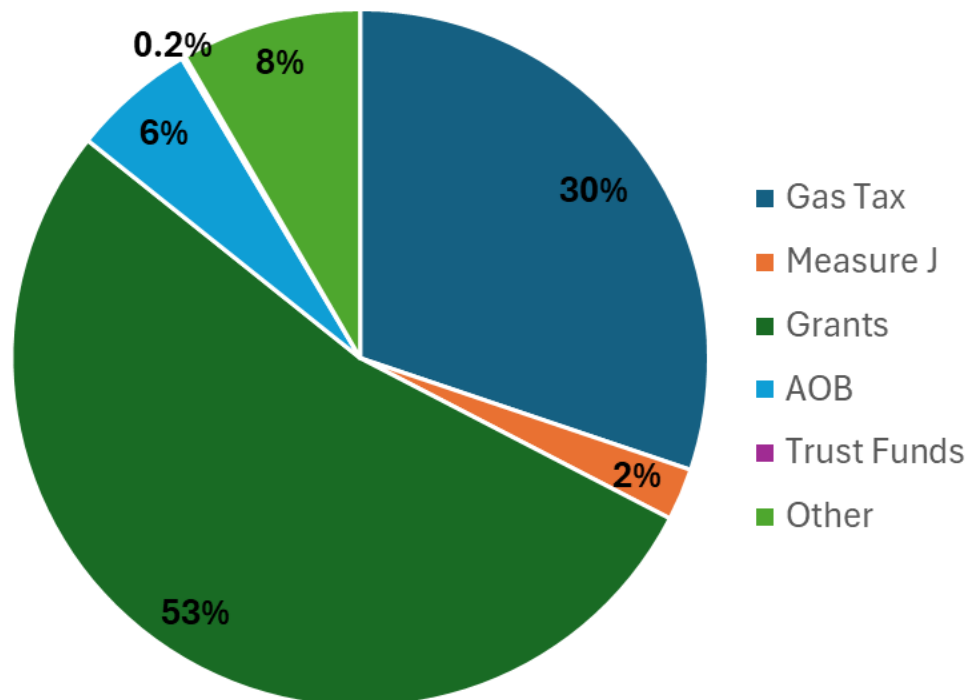
investments in Priority Development Areas and is available every two to four years. These regional capital projects focus on the following: local street and road maintenance, streetscape enhancements, bicycle and pedestrian improvements, transportation planning, and Safe Routes to School projects.

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.

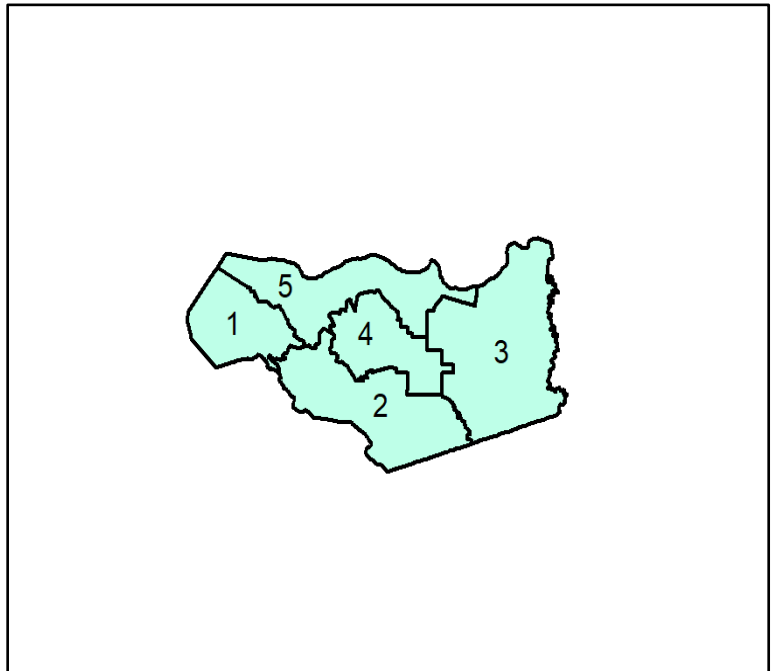
Project Description: This project is to perform maintenance such as surface treatments to various bridges in the County based on the periodic bridge inspections of County bridges.

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.

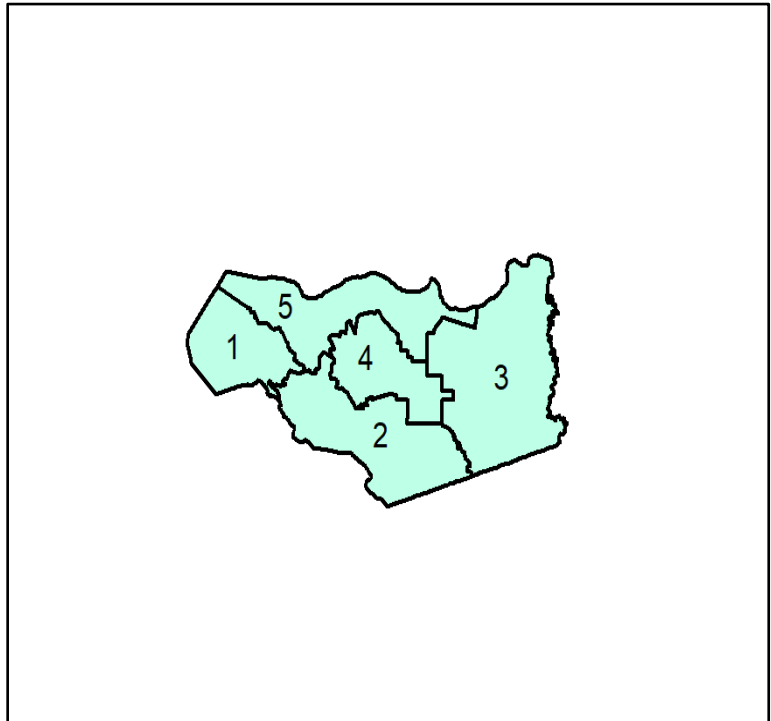
Project Description: This project will upgrade existing guardrails by replacing sub-standard MBGR guardrails with Caltrans standard MGS guardrails and end treatments.

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.

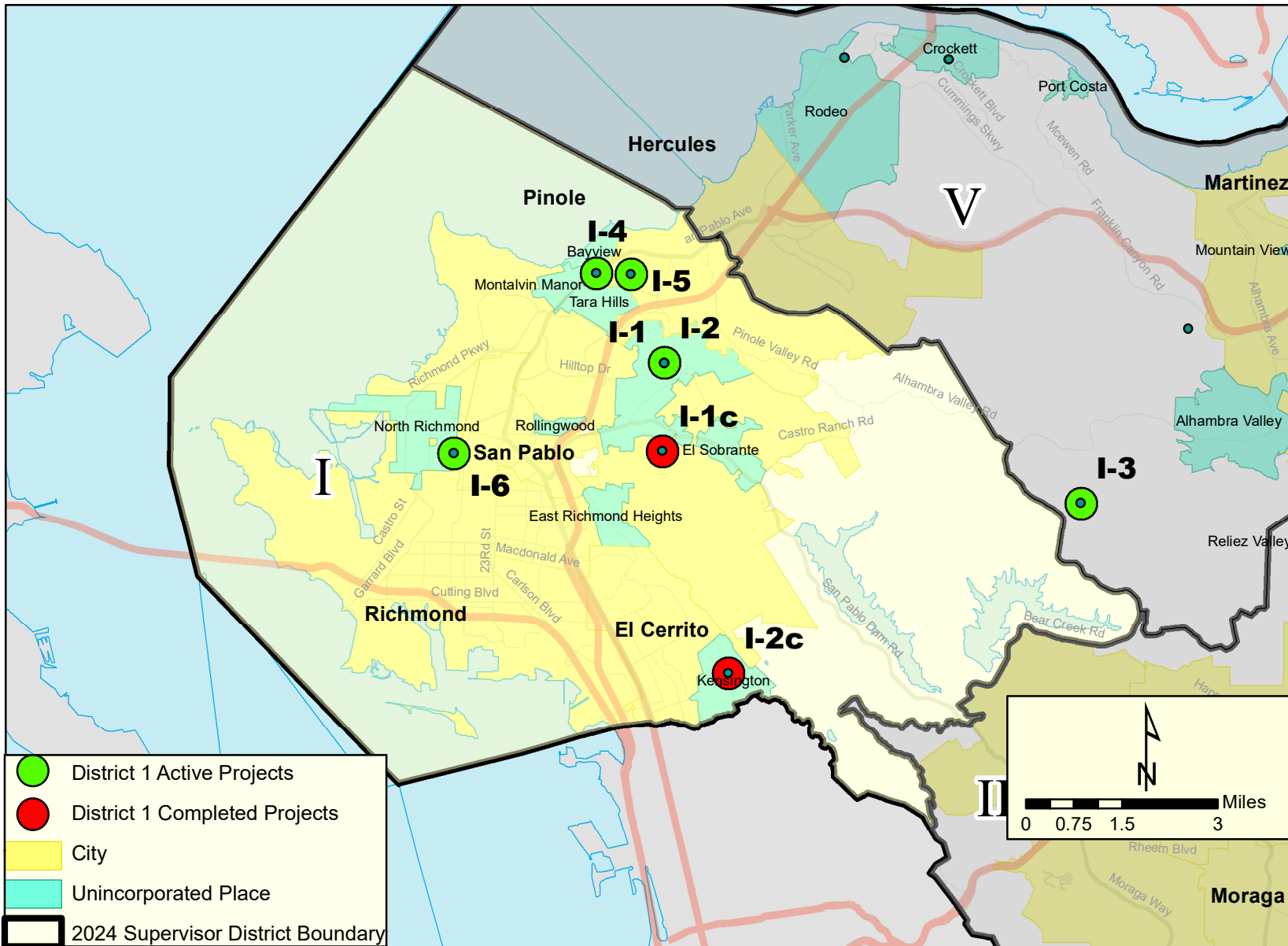
Supervisor District I Complete Projects

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.

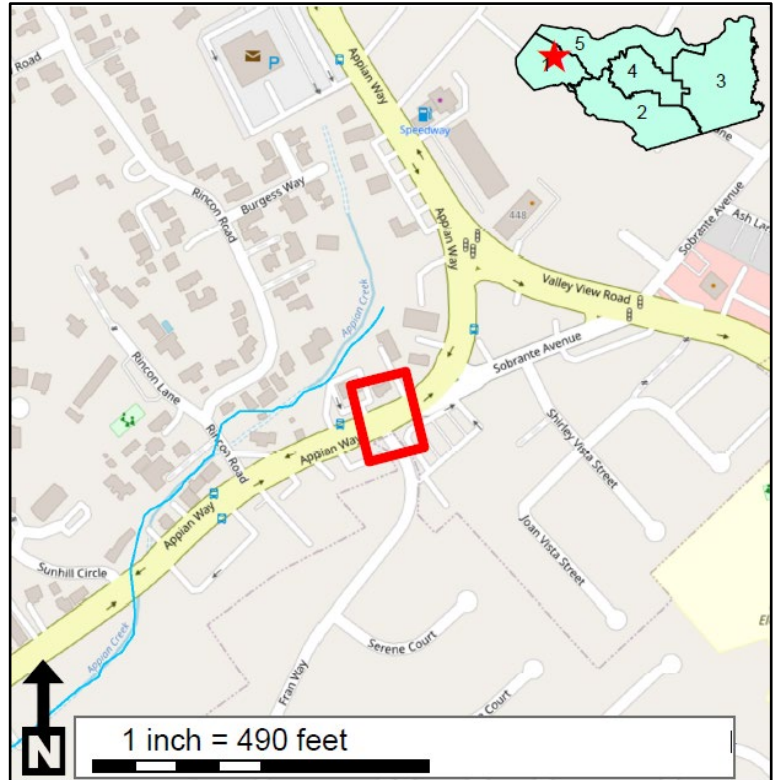
Project Description: This project is to construct pedestrian refuge islands and install RRFB system at the intersection.

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.

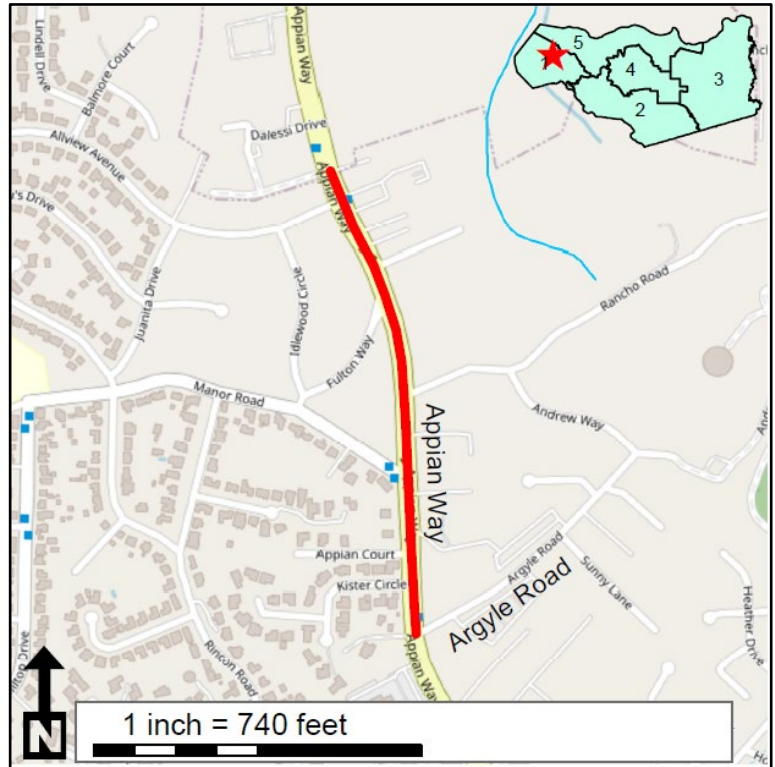
Project Description: This project undergrounds existing overhead power lines on Appian Way as part of a PG&E program.

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.

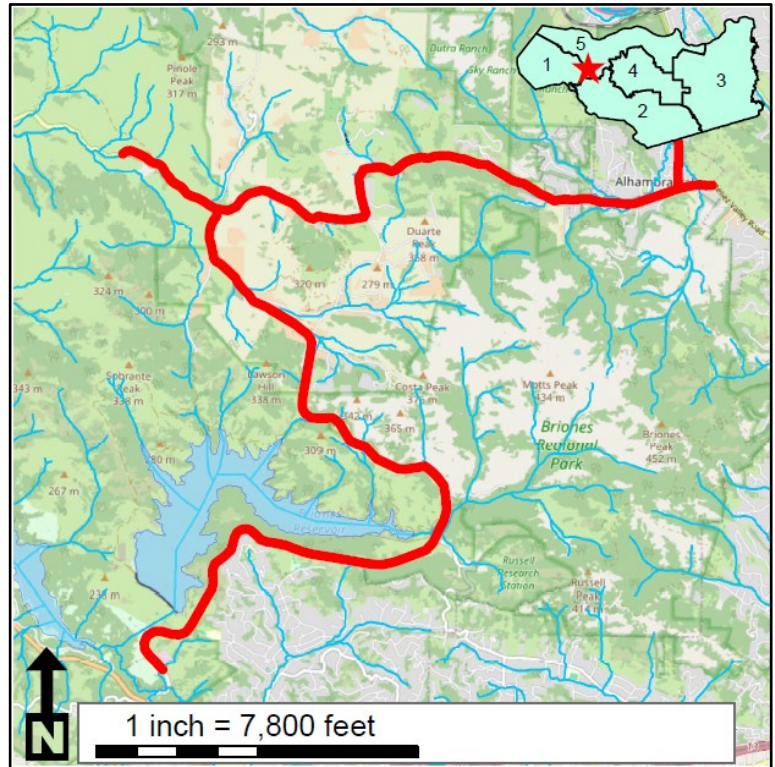
Project Description: This project will remove approximately 43 guardrails and replace them with new guardrails that meet the current Caltrans standard.

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.

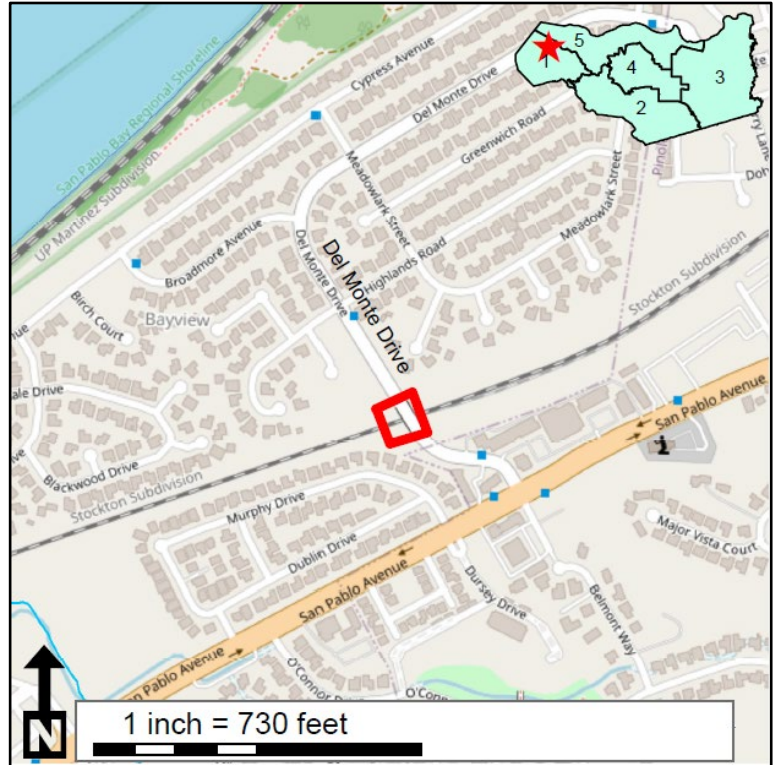
Project Description: This project proposes to paint the bridge superstructure and apply a Poly Overlay to the bridge deck.

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.

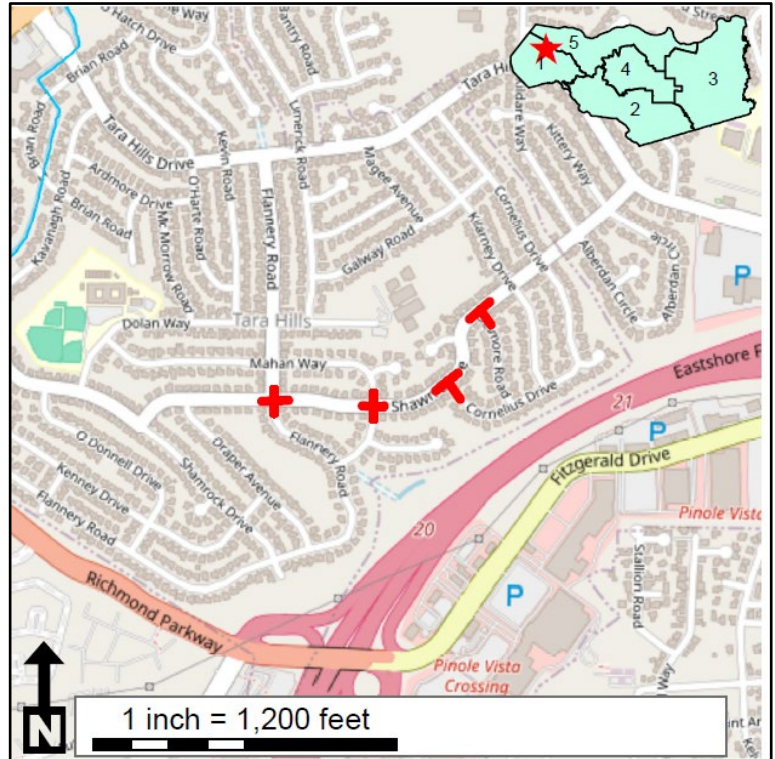
Project Description: The proposed project will install twelve ADA curb ramps on Shawn Drive. These ADA curb ramps will include detectable warning surfaces. Existing stop bars will be shifted a few feet away from the intersection.

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.

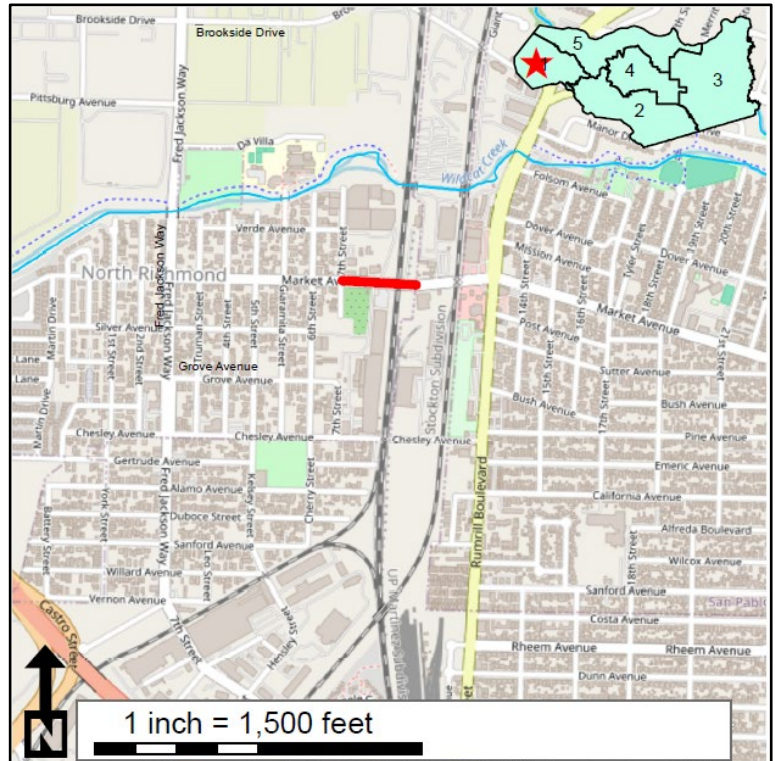
Project Description: This project is to reconstruct the existing railroad to current standards. The project is joint between the County, CPUC, UPRR, and Caltrans.

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

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.

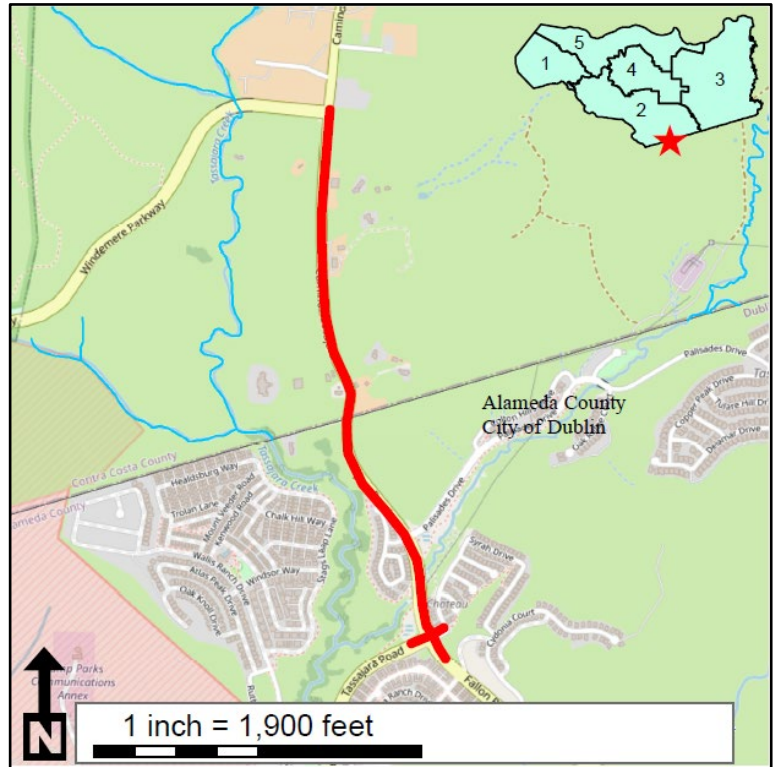
Project Description: This project proposes to realign and reconstruct Camino Tassajara and Tassajara Road from a 2-lane roadway to a 4-lane divided roadway and add Class II and Class I bike lanes, median island installation, and drainage improvements.

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.

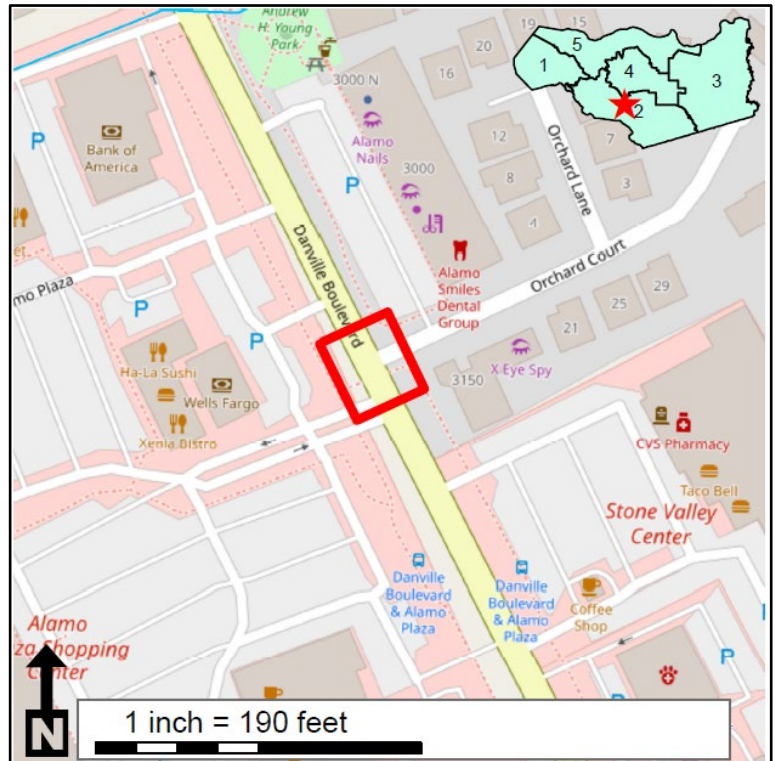
Project Description: The project will construct a roundabout at the Danville Boulevard/Orchard Court intersection, reconstruct sidewalks through the corridor along with curb extensions and curb ramps in order to meet ADA requirements and accommodate existing mature trees in the sidewalk.

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.

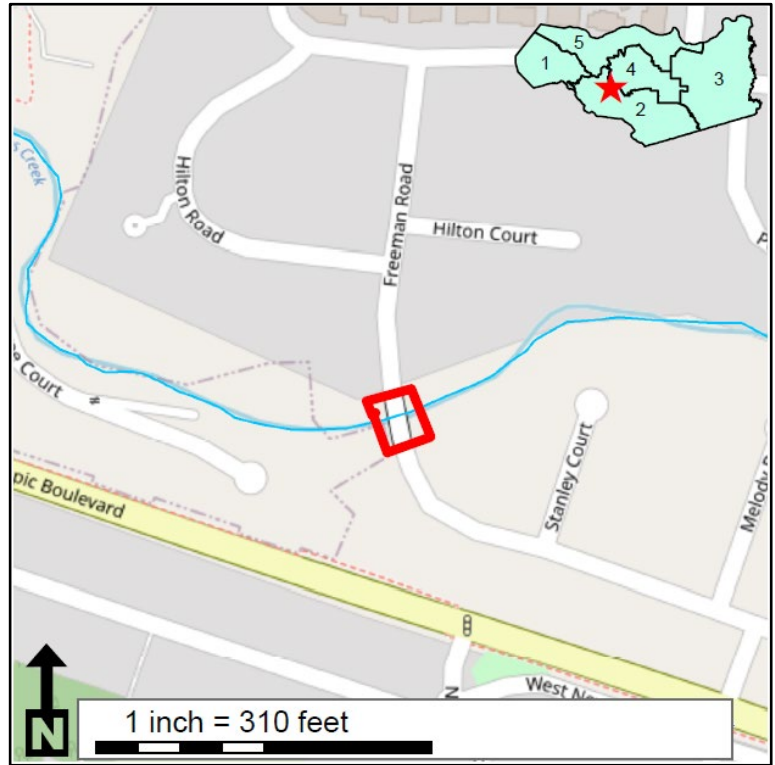
Project Description: In District II, the scope of the Freeman Road Bridge Maintenance Project is to clean and repaint all structural steel members, replace joint seals at the abutments, backfill any eroded embankment slope paving with concrete, and seal the concrete curbs and roadway deck. In District 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.

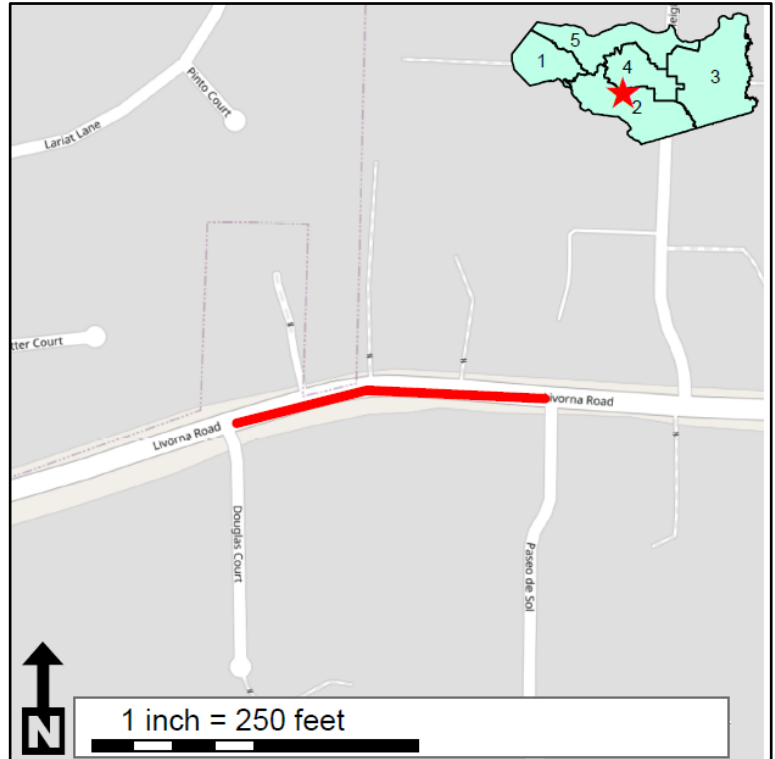
Project Description: The proposed project includes widening the southern shoulder of Livorna Road along a 200-ft segment to a uniform 5-ft shoulder for bicycle travel.

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.

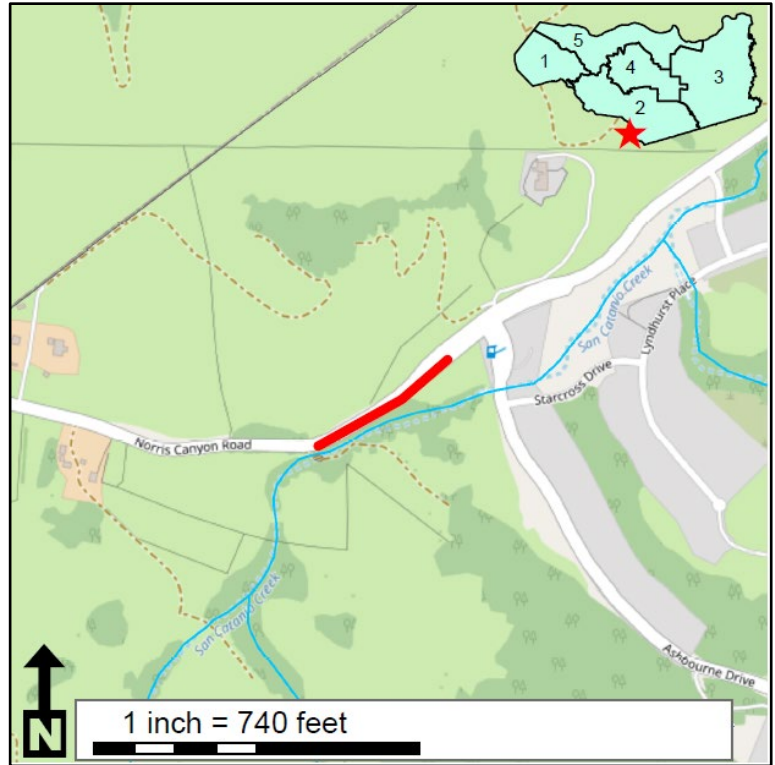
Project Description: The project will widen and realign an approximately 1,000-foot segment of Norris Canyon Road and install a safety rail/guard rail on the south side of the roadway.

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.

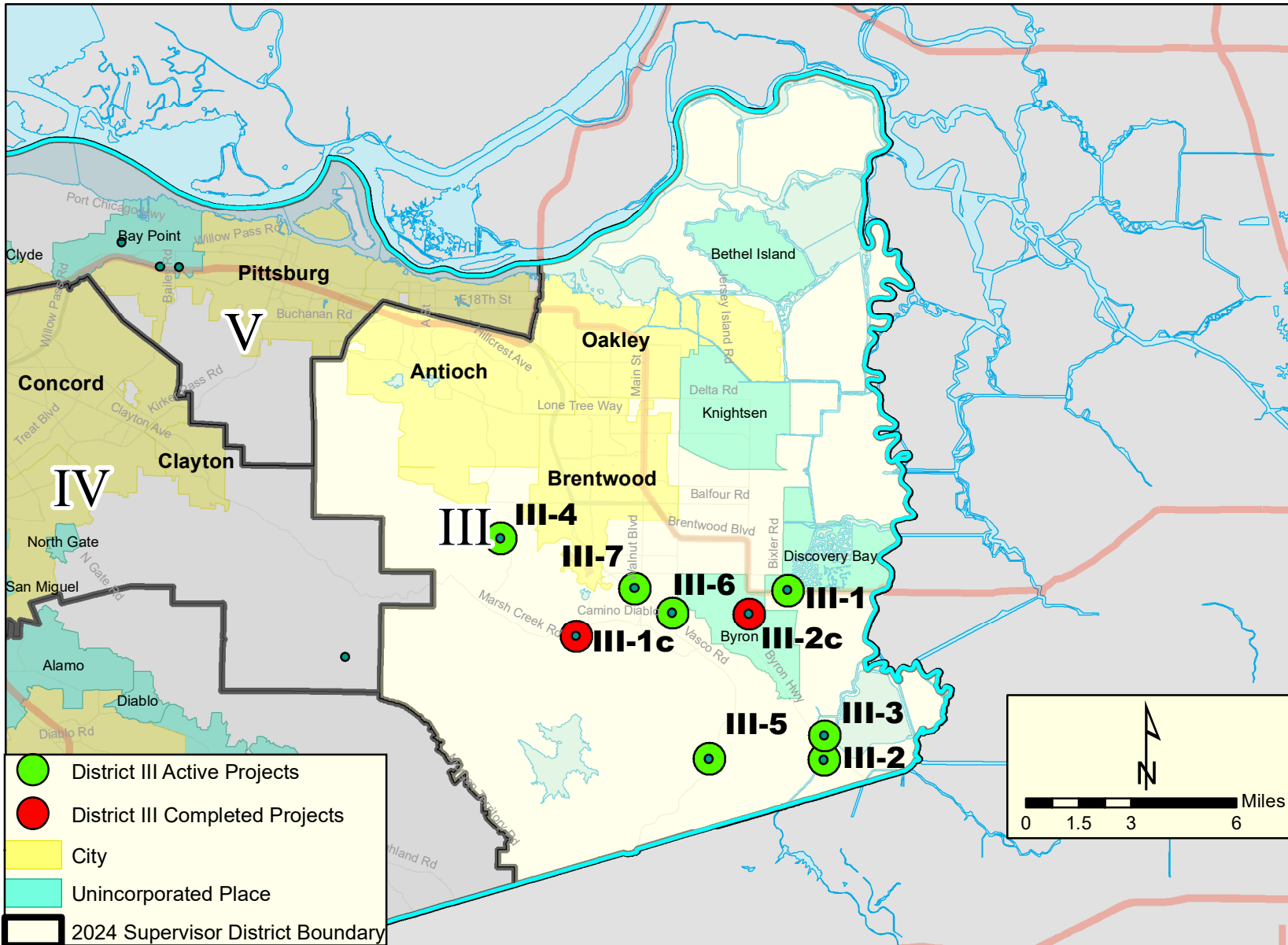
Supervisor District III Complete Projects

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.

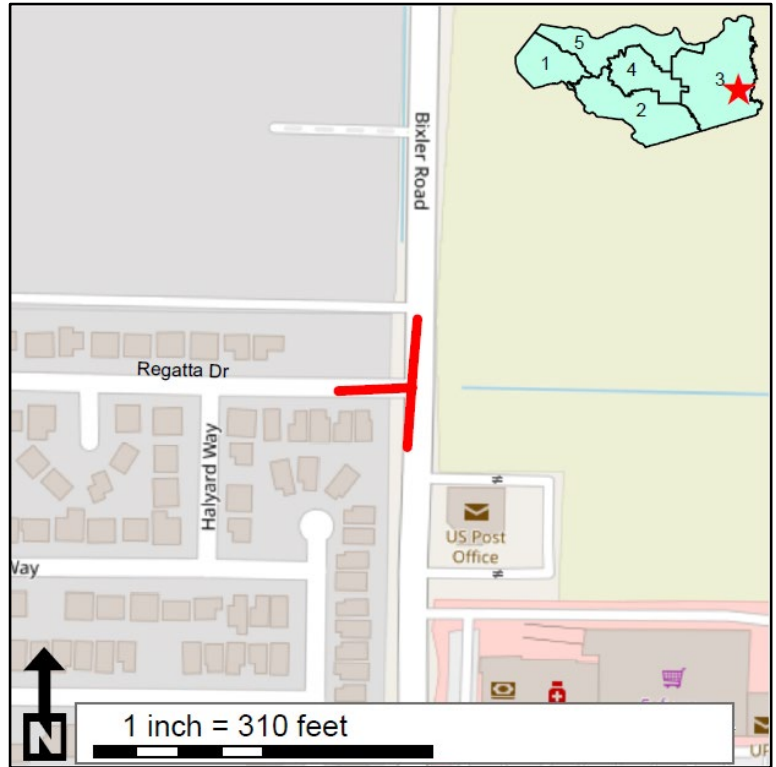
Project Description: This project includes installing a number of infrastructure improvements such as an RRFB system, advanced warning signs, a median island, and a pedestrian path, as well as updated striping and pavement markings.

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.

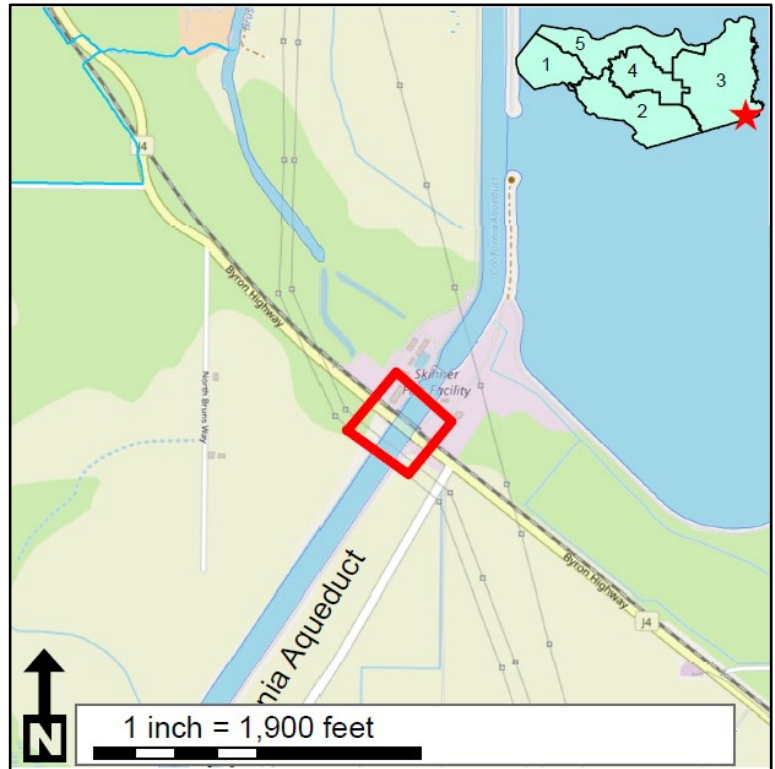
Project Description: This project will replace the bridge.

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.

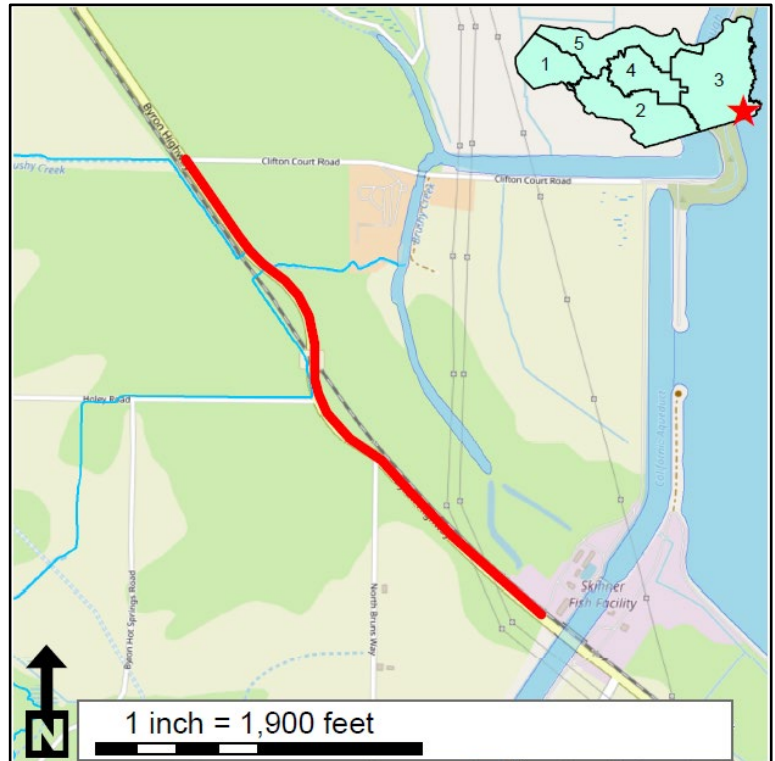
Project Description: This project will add intersection lighting, add segment lighting; install dynamic/variable speed warning signs; and install edgeline rumble strips/stripes.

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.

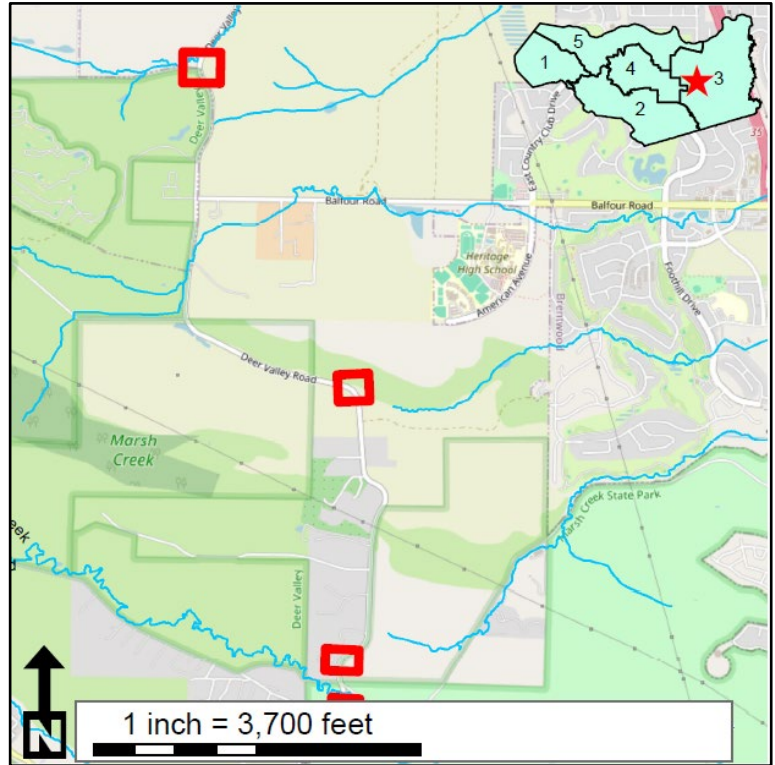
Project Description: This project will install traffic safety improvements such as dynamic/variable speed feedback signs, guardrails, and curve shoulder widening.

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.

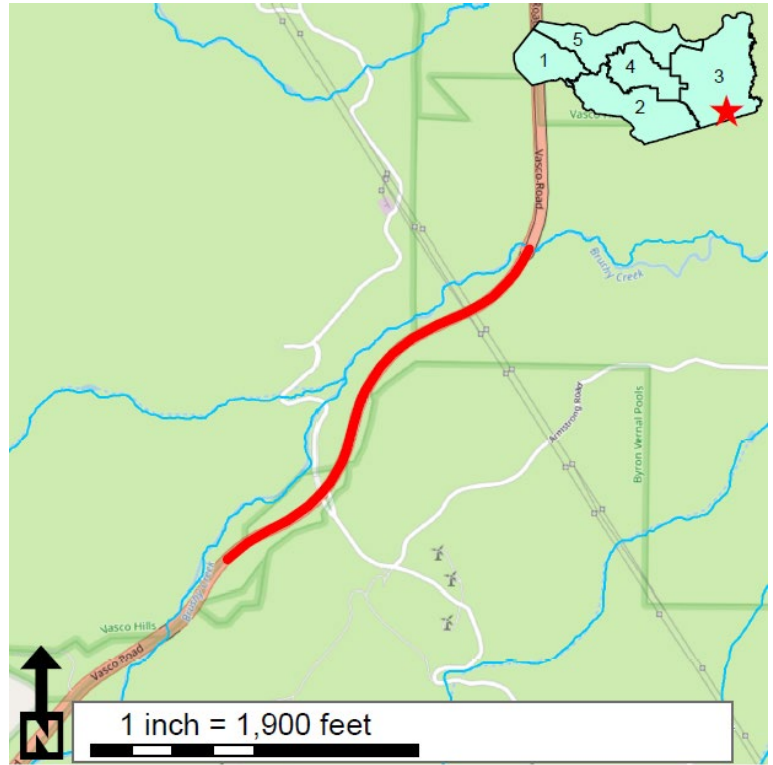
Project Description: This project will continue the concrete median barrier in the northerly direction through the existing 3-lane segment for an approximate length of 1.5 miles. Associated pavement widening, signing, striping, turn pockets, retaining walls, and drainage improvements will also occur.

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.

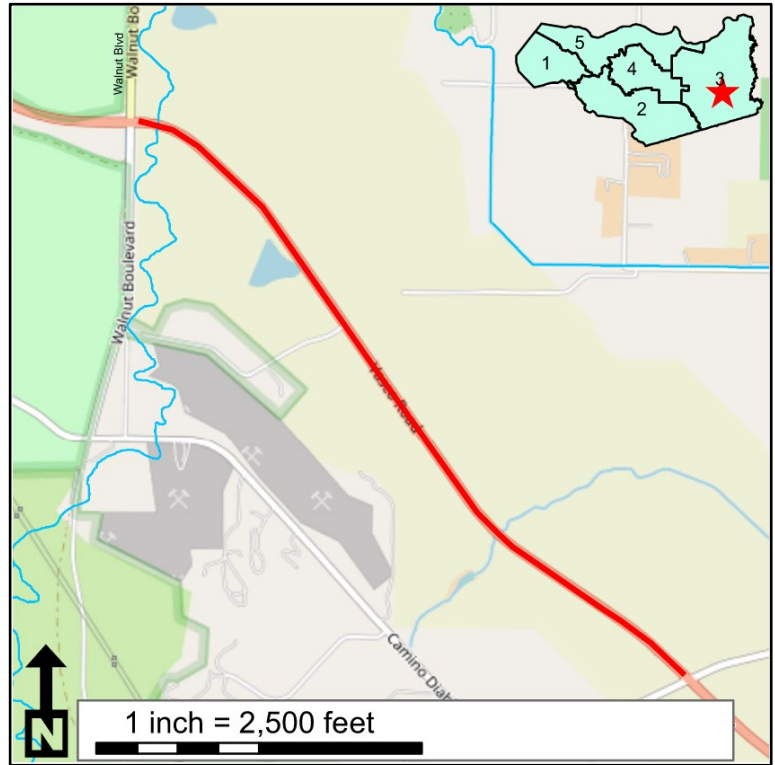
Project Description: This project will install median rumble strips, channelizers, striping, and install traffic signal hardware upgrades consisting of retroflective back plates. The traffic signal located on the northeast corner of Vasco/Walnut will be relocated further away from the road to better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

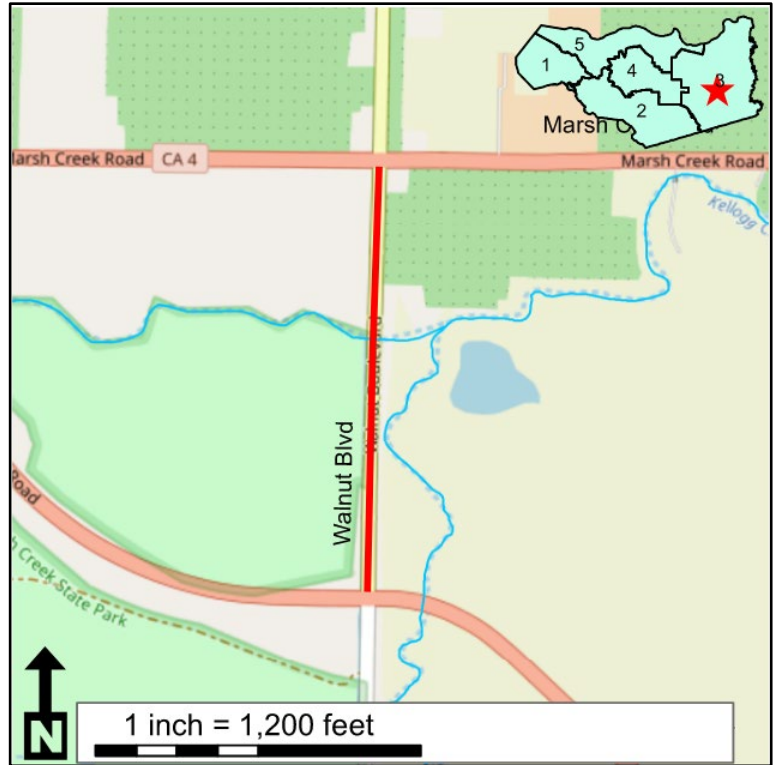
Project Description: The project will widen the roadway shoulder and add Class II bike lanes for the southbound direction along approximately 850 feet of Walnut Boulevard. The existing centerline rumble strip will be removed and reconstructed at the new roadway centerline location.

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.

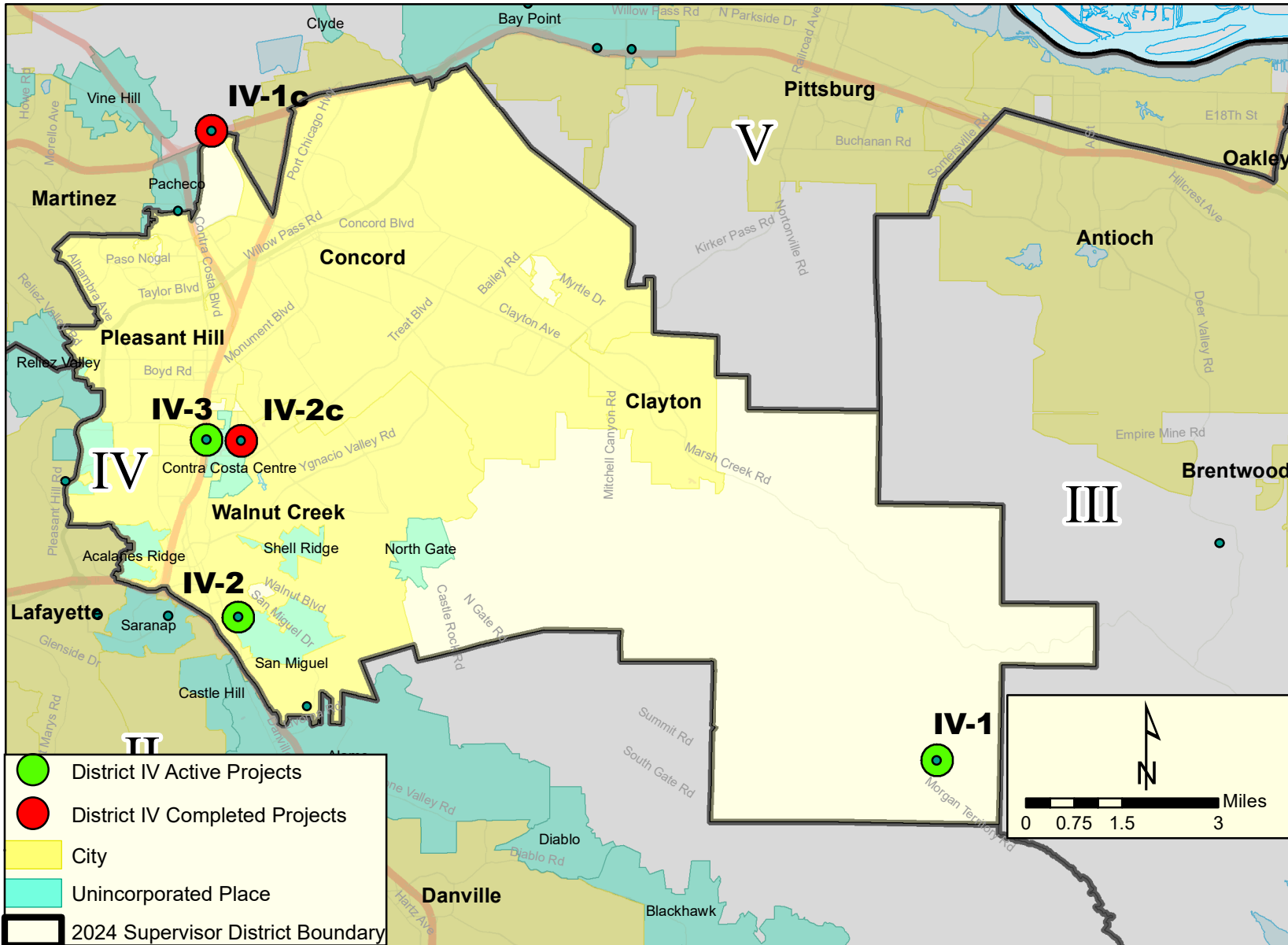
Supervisor District IV Complete Projects

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.

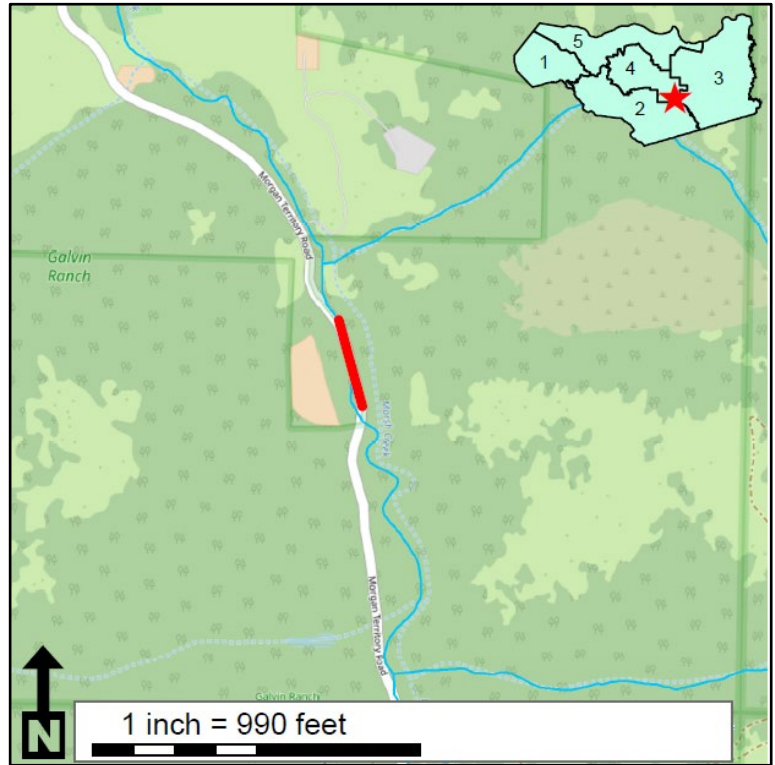
Project Description: This project will replace two bridges on Morgan Territory Road.

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.

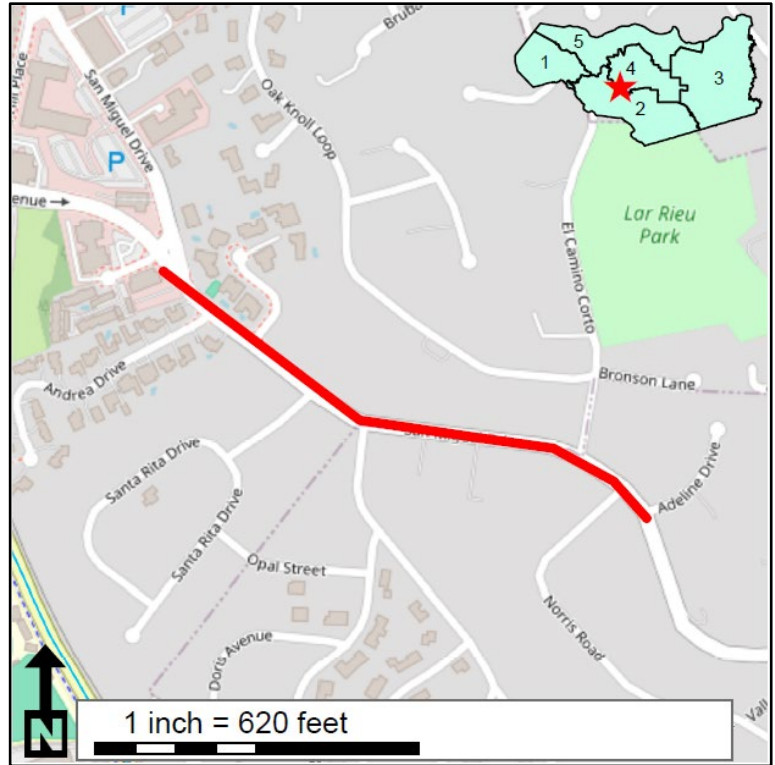
Project Description: This project proposes to construct an all-weather, ADA-compliant pedestrian path along the southern side of San Miguel Drive. The scope of work includes two primary components: (1) an asphalt pathway and berm; and (2) concrete sidewalk, curb, and gutter within the City of Walnut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

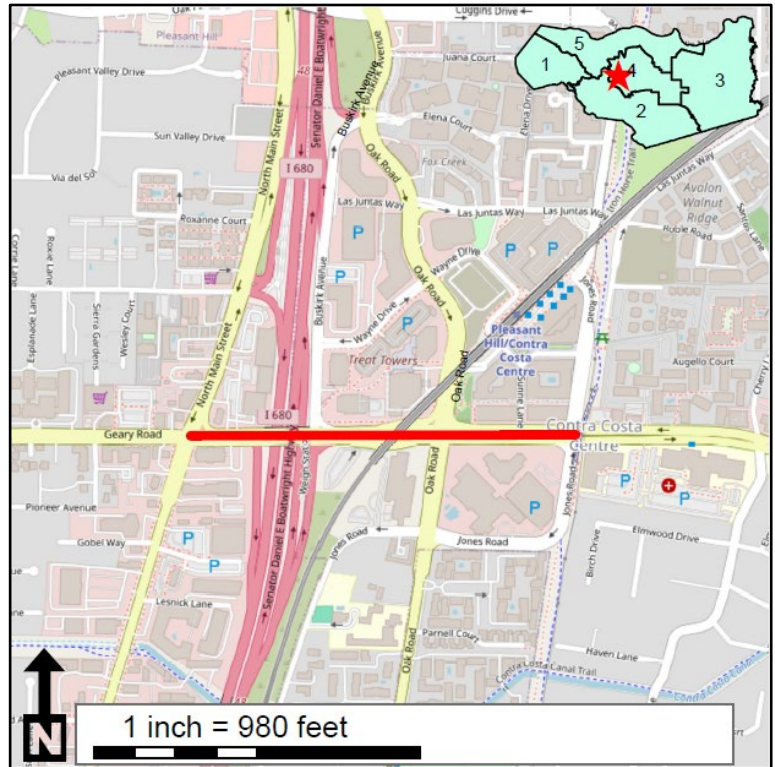
Project Description: This project will construct bicycle infrastructure and pedestrian enhancements along the Treat Boulevard Corridor, including: lane reconfiguration to establish Class IV buffered bicycle lanes and a new Class I shared use path, closing three free right-turn lanes, ADA improvements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

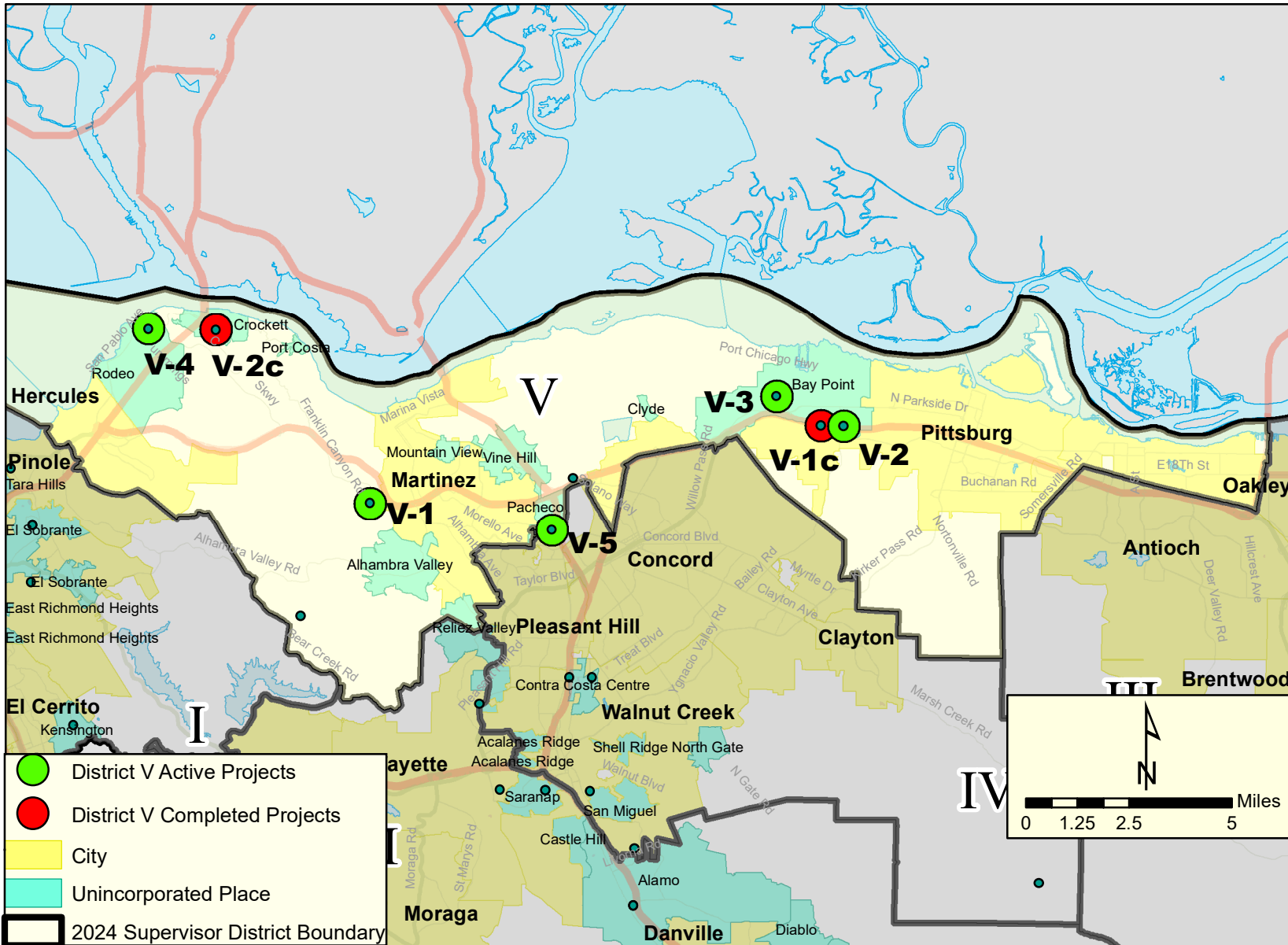
Supervisor District V Completed Projects

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.

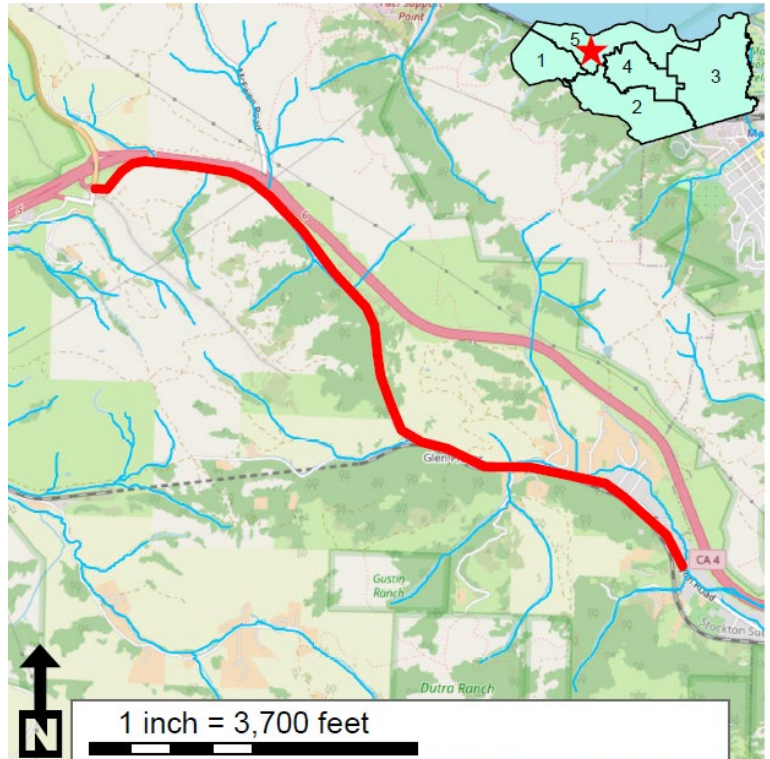
Project Description: This project is to install 12" centerline rumble strips along the unincorporated segment of Franklin Canyon Road.

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.

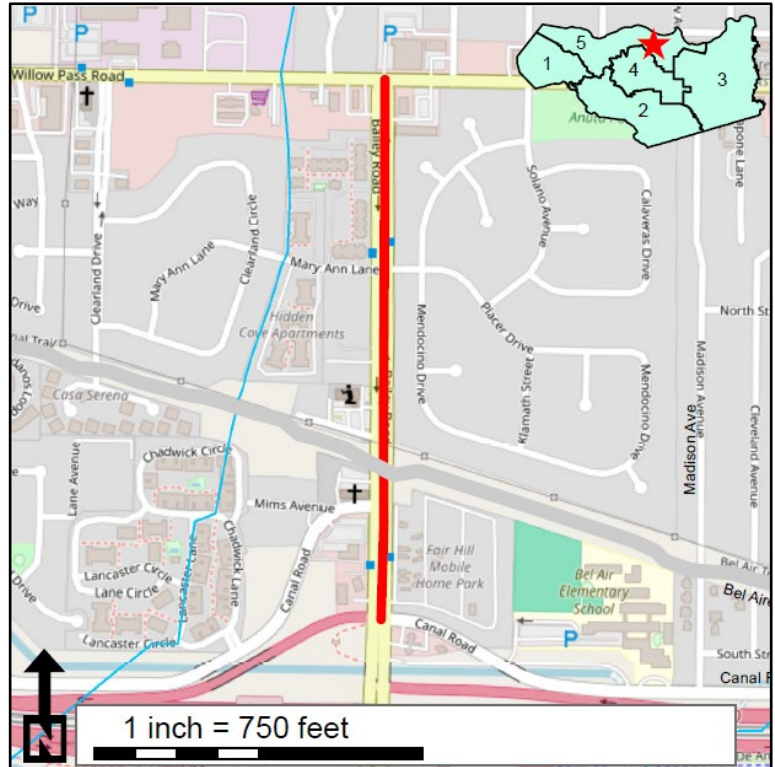
Funding Sources: ATP, Gas Tax, Navy Mitigation Funds

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.

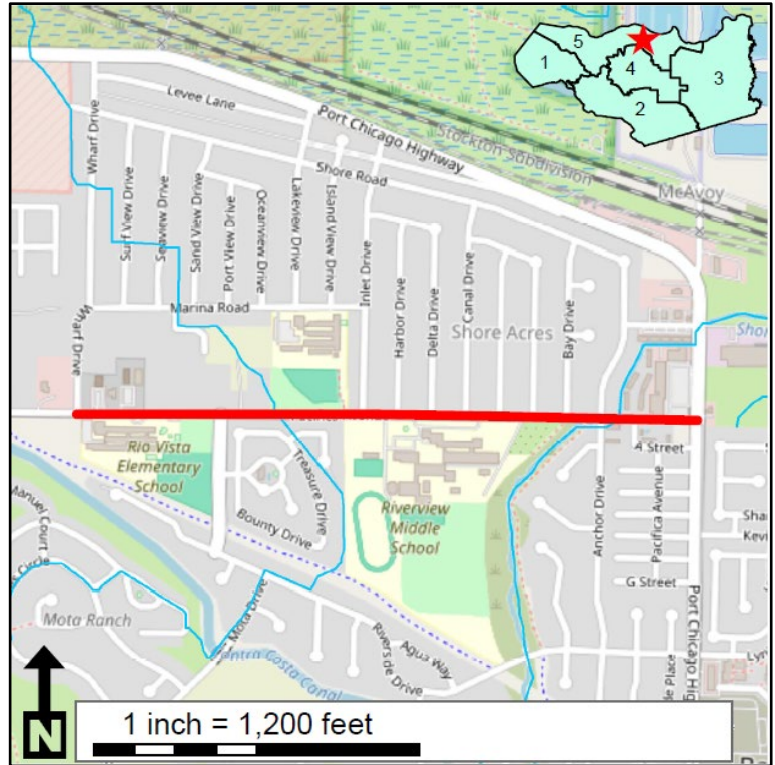
Project Description: This project will construct 2,400 feet of a Class IV two-way cycle track bike facility, 400 feet of new sidewalk, 500 feet of widened sidewalk, bulb-outs, and 3 raised crosswalks.

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.

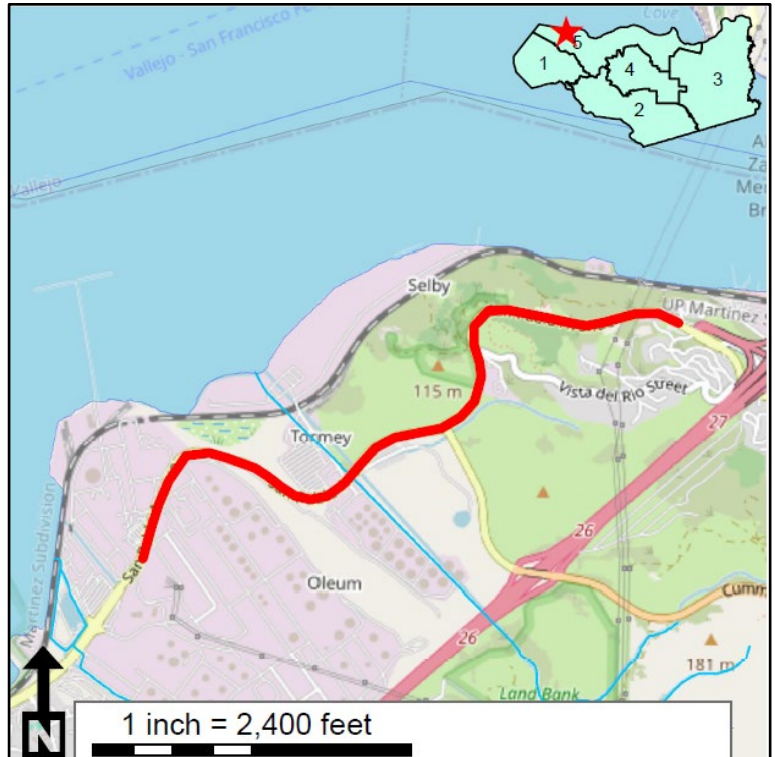
Funding Sources: ATP, Gas Tax

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.

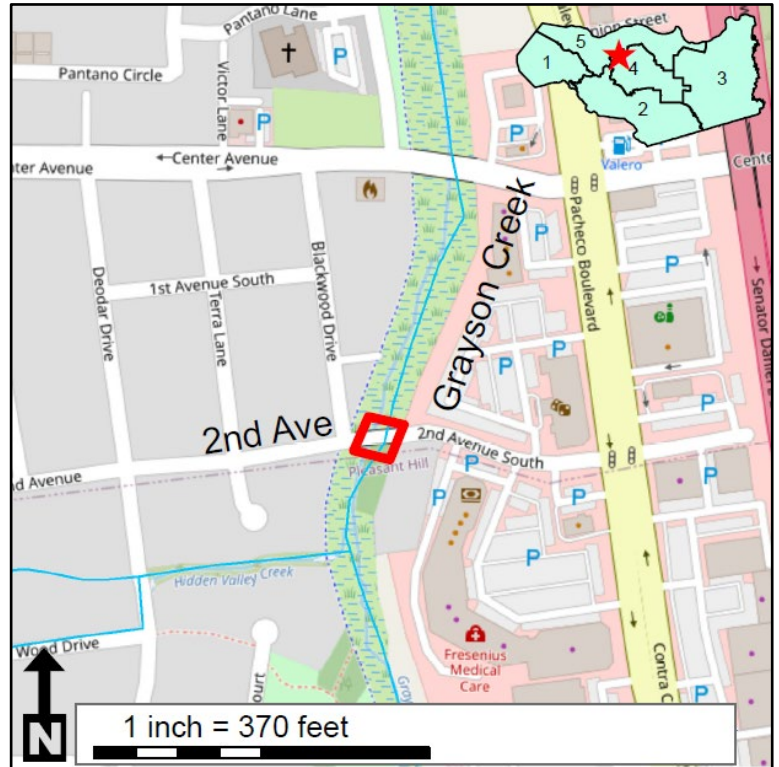
Project Description: This project will replace the Second Avenue Bridge over Grayson Creek.

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.

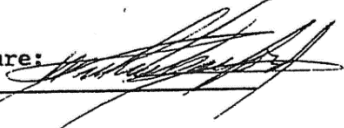
III. REASONS FOR RECOMMENDATION/BACKGROUND

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

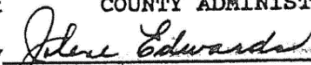
Unanimous (Absent:)
Ayes: Noes:
Absent: Abstain:

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:

