



**CONTRA COSTA COUNTY
PUBLIC WORKS
DEPARTMENT**

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WE'RE ON THE WEB!
WWW.CCCPUBLICWORKS.ORG

THE CONTRA COSTA
COUNTY PUBLIC WORKS
DEPARTMENT IS ACCREDITED
BY THE AMERICAN PUBLIC
WORKS ASSOCIATION

**PUBLIC WORKS COMMUNITY LIAISON
CONTACT INFORMATION**

Alamo Mike Carlson (925) 313-2321	Contra Costa Centre Jerry Fahy (925) 313-2276	Knightsen Adelina Huerta (925) 313-2305	Pleasant Hill (unincorporated) Jerry Fahy (925) 313-2276
Alhambra Valley Rene Urbina (925) 313-2308	Concord (unincorporated) Rene Urbina (925) 313-2308	Lafayette (unincorporated) Mary Halle (925) 313-2327	Port Costa Rene Urbina (925) 313-2308
Bay Point Jerry Fahy (925) 313-2276	Crockett Mark de la O (925) 313-2234	Martinez (unincorporated) Angela Villar (925) 313-2016	Rodeo Adelina Huerta (925) 313-2305
Bethel Island Mark de la O (925) 313-2234	Diablo Billilee Balangan (925) 313-2188	Montalvin Manor Fil Uy (925) 313-2262	Rollingwood Fil Uy (925) 313-2262
Brones Alex Rivas (925) 313-2161	Discovery Bay Mark Atherton (925) 313-2258	Morgan Territory Mark Atherton (925) 313-2258	Saranap Mary Halle (925) 313-2327
Byron Adelina Huerta (925) 313-2305	Dougherty Valley Billilee Balangan (925) 313-2188	Mountain View Angela Villar (925) 313-2016	Tara Hills Fil Uy (925) 313-2262
Blackhawk Billilee Balangan (925) 313-2188	East Richmond Heights Fil Uy (925) 313-2262	North Richmond Fil Uy (925) 313-2262	Tassajara Valley Mary Halle (925) 313-2327
Canyon Alex Rivas (925) 313-2161	El Sobrante Chris Lau (925) 313-2293	Northgate Mary Halle (925) 313-2327	Vine Hill Angela Villar (925) 313-2016
Clayton Mark Atherton (925) 313-2234	Kensington Rene Urbina (925) 313-2308	Pacheco Angela Villar (925) 313-2016	Walnut Creek (unincorporated) Rene Urbina (925) 313-2308
Clyde Angela Villar (925) 313-2016			

CONTACT INFORMATION FOR ROAD-RELATED QUESTIONS

Traffic Questions Jerry Fahy (925) 313-2276	SR4 Bypass Nancy Wein (925) 313-2275	Curb Ramps/Sidewalks Rene Urbina (925) 313-2308	Iron Horse Corridor Mark de la O (925) 313-2234
Safety Investigations Mark Atherton (925) 313-2258	Road Maintenance (925) 313-7000	Traffic Impact Fees Rene Urbina (925) 313-2308	Utility Underground Districts Mary Halle (925) 313-2327
Traffic Data Fil Uy (925) 313-2262	Traffic Signals Jerry Fahy (925) 313-2276	Development Issues Slava Gospodchikov (925) 313-2316	Road Records and Maps Renee Hutchins (925) 313-2282
Capital Road Projects Chris Lau (925) 313-2293	Neighborhood Traffic Management Program Mark de la O (925) 313-2234	Construction Issues Kevin Emigh (925) 313-2233	Flood Control (925) 313-2270

BOARD OF SUPERVISORS CONTACT INFORMATION

District 1—Sup. John Gioia 11780 San Pablo Ave. Suite D El Cerrito, CA 94530 (510) 374-3231	District 2—Sup. Gayle B. Uilkema 651 Pine Street, Room 108A Martinez, CA 94553 (925) 335-1046	District 3—Sup. Mary N. Piepho 1200 Central Blvd., Suite B Brentwood, CA 94513 (925) 240-7260 Brentwood (925) 820-8683 Danville
District 4—Sup. Karen Mitchoff 2151 Salvio Street, Suite R Concord, CA 94520 (925) 521-7100	District 5—Sup. Federal Glover 315 E. Leland Road Pittsburg, CA 94565 (925) 427-8138	

CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT

THE COMMUNITY INFORMER

ROAD AND TRANSPORTATION EDITION

ISSUE 4 2011

COMMUNITY OUTREACH PROGRAM

What are the best qualities about your neighborhood? What factors have drawn you to choose the community where you live? In contrast, what are the biggest challenges that face your neighborhood? As engineers in the Public Works Department, we can't build a Bel Air mansion for you, or host Friday afternoon block parties, but we want to understand what's important to your community—the areas where you are looking for changes as well as those qualities that you want to keep "just the way they are". With our outreach program, we hope to connect with your community to understand how our resources can be best allocated to your community and where we need additional help, by working together to apply for grant funding from the Local, State, or Federal government.

At the Public Works Department, we have engineering degrees and licenses. We have Master's Degrees, Continuing Education Units, and professional certifications, but this list of credentials does not provide a complete tool box to implement projects in your neighborhood—we need feedback from the eyes and ears that live in that community each day. Our hope is that this feedback will add value to the projects that we design, construct and maintain. We also hope to serve the community with better communication so that you're kept informed—about how long construction delays will last

in your area, or when you can expect a new sidewalk or bike lane, or perhaps, just an honest explanation of why we can't provide a stop sign or why the roadside ditch must remain the way it is.

We have two recent examples of how community outreach has improved the value of our projects or made our planning efforts more efficient. We recently met with Recreation District PD-1 within the community of Crockett to gain feedback on a bike lane project. Although bike lanes by themselves are a welcome addition for most public circulation routes, implementation of these bike lanes would take the place of an on-street parking lane adjacent to a slope embankment. Through our community outreach efforts, staff learned that parking is an ongoing challenge for this community. Although a curb at the base of a slope embankment, without fronting homes or businesses, would not appear to be a special value, we learned from the people of the community that their narrow streets don't provide enough parking for each home and that this curb line provides parking for patrons at the corner market and nightly parking for the homeowners and visitors from adjacent streets, where parking is already prohibited. After making this connection with the community, the project plans were revised to provide a bikeway which allowed the on-street parking to remain. The resulting project will be more valuable to the

community because it fits with the needs of those residents.

Another example of a recent community interaction is the request from a community group in unincorporated Walnut Creek to address the increasing congestion and challenges of living on an urban collector street during commute hours. Although, the congestion is frustrating for the community, we also learned that one of the most valuable aspects of their neighborhood are the mature trees that line both sides of the street. Through this dialogue, we learned that they are willing to endure congestion during the peak hour to preserve the identity of the neighborhood with their shaded canopy.

We look forward to connecting with each neighborhood group this year. If you would like more information about when we will attend each community meeting or know of a community group that does not have a community liaison (see the contact information on the back page), please contact any of the community liaisons listed and we will be happy to arrange for an outreach meeting.



**DOCUMENTS OF
INTEREST**

*Updated Capital Road
Improvement and
Preservation Program for
2005–2012. Available at
www.cccountypwd.org*

*To request a hard copy,
please call
(925) 313-2345*

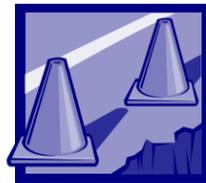
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SERVICES AND HIGHLIGHTS

Services

The road and transportation program offers a variety of services to the public. The mission of the program is to provide the public with a safe, efficient, and well-maintained transportation system. The services offered to fulfill this mission include performing traffic safety investigations, operating over 90 signals throughout the County, installing and maintaining stop signs and other traffic control devices, deploying the radar feedback trailer, maintaining over 650 miles of roads by using a variety of surface treatments, managing and maintaining the 18-mile Iron Horse corridor, managing the developer traffic impact fee program, managing the County's underground utility program, developing and managing the Neighborhood Traffic Management Program, retrofitting the entire road network and pedestrian facilities to meet the Americans with Disabilities Act (ADA) requirements, developing and constructing safety and capacity-increasing projects, applying for grants to leverage existing funding, collecting traffic data, modeling future traffic demands, planning future road networks to meet demand, and communicating with community groups and advisory boards.



Development Department under the Community Development Block Grant which awarded \$50,000 to both the Montalvin Manor Sidewalk project and the Market Avenue Sidewalk project. Another primary source of federal funding for the 2009/2010 fiscal year has been the American Recovery and Reinvestment Act (ARRA – simply referred to as the Economic Stimulus Bill). To learn more about the influx of these funds to the County, see the “Highlights” Section below.

If you have project ideas, or would like to know more about funding opportunities, please contact Chris Lau at (925) 313-2293.

Highlights

The American Recovery and Reinvestment Act (ARRA), passed by the legislature in February of 2009 has resulted in an infusion of \$13.2 million in infrastructure dollars into Contra Costa County. The purpose of the ARRA was to stimulate the economy through investment in infrastructure and job growth required to construct improvements.

It has been challenging to meet all the requirements for design and construction of the federally funded projects within the time constraints per the legislation, but staff has worked countless hours and streamlined efforts through Caltrans review to deliver the Vasco Road Overlay Project – completed Fall 2009 and Vasco Road Safety Improvements Project – Construction Spring 2010

For more information on the construction currently underway in 2010, contact our Construction Division, Kevin Emigh at (925) 313-2233.

In 2006, the voters of the state approved Proposition 1B which provides much needed funding for transportation improvements.

To date, the County has received \$11.8 million of the expected \$24 million from the Proposition 1B Local Streets and Roads Improvement category. The funds received were applied to the construction of Alhambra Valley Road Pedestrian Path, Byron Highway Overlay, San Pablo Avenue Rehabilitation, Vasco Road Safety Improvements (Phase 1), and the Bethel Island Bridge Replacement project which is expected to be completed by 2011. The funds will also be used to supplement funding for continuing projects in development such as Willow Pass Road Safety Improvements, Marsh Creek Road Safety Improvements, Deer Valley Road Safety Improvements, Byron Highway Shoulder Widening and Camino Tassajara Shoulder Widening Improvements.

For more information on the program, contact Adelina Huerta at (925) 313-2305.

GRANTS

The Public Works Department obtained several transportation grants this past year to fund safety improvements and to improve accessibility to mass transit as well as improve pedestrian and bicycle facilities. The Department is pleased that the candidate projects competed well due to staff's diligent efforts and support from the local community. Project sites for these grant projects span throughout the County. In 2009, the Public Works Department was awarded \$1.6 million from the Federal Highway Safety Improvement Program (HSIP) to provide shoulder widening on Camino Tassajara and Marsh Creek Road. Funding through the Transportation Development Act (TDA) combined for \$220,000 for sidewalk on Willow Lake Road in Discovery Bay and for the Montalvin Manor Pedestrian project. TDA also provided funding for sidewalk and bike lanes on Pacheco Boulevard. Funding was also awarded through the Federal Housing and



NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

Have you ever asked yourself, “How do I get cars to slow down in my neighborhood?” or, “How do I stop commuters from using my street as an alternative commute route?” If so, you are not alone. One of the most persistent citizen complaints that the Contra Costa County Public Works Department receives is speeding and through-traffic on residential streets.

Contra Costa County strives to make residential streets as quiet and safe as possible, while still providing access for people and businesses. To

this end, the County has developed a neighborhood traffic management program booklet that contains measures designed to reduce traffic speed and discourage through-traffic on local residential streets. Each measure has its own specific application, prerequisites and constraints, and minimum requirements for implementation. These measures, when appropriately implemented, are self-enforcing and achieve the intended effect on traffic. The control measures, however, are not recommended for larger roadways

such as arterials or collectors that are identified as primary emergency response routes.

We encourage you to review this booklet and learn about the traffic controls that are available to help slow down and reduce traffic in your neighborhood. For more information, please visit us at www.cccountypwd.org/ or call us at (925) 313-2234.

ROAD MAINTENANCE

The Maintenance Division of the Public Works Department maintains over 650 miles of unincorporated public roads, storm drainage facilities, and major flood control facilities in the unincorporated County areas and flood control zones, which cross both city and County areas.

Road Program staff preserve and maintain existing travel ways. Typical maintenance work includes sealing pavement, repairing failed pavement, regrading road shoulders and traffic striping and signing.

General Drainage Program staff provide maintenance services to keep County-owned drainage facilities free

of obstructions to prevent flooding of adjoining properties. Staff clean ditches and culverts, perform weed control, channel bank restoration, and storm-related debris removal.

If you have questions or concerns regarding maintenance, please contact our Maintenance Division at (925) 313-7000.

THE CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT MAINTAINS OVER 650 MILES OF UNINCORPORATED ROADS.

ILLEGAL DUMPING

Illegal dumping of trash on public property, roads, and private lots has become a major problem in Contra Costa County. The Public Works Department must budget over \$400,000 per year to pick up trash dumped illegally on public roads. This is \$400,000 that could be used to improve our roads, fix potholes, construct bike lanes, and clean drainage ditches. If you see suspicious activities involving illegal dumping, please note the type of vehicle,

license plate number, or any other identifying features and report the information to local law enforcement. To report illegal dumping or spills, call 1-800-NODUMPING (1-800-663-8674). If you need an immediate response call 911.

For further information, visit www.cccleanwater.org/contact.us. To report illegal dumping along unincorporated County roads, call (925) 313-7000.



CURB RAMP/SIDEWALK PROGRAM



The objective of this program is to install, repair, or retrofit curb ramps at existing walkways to provide individuals with mobility impairments access to the public road right-of-way.

The County prioritizes curb ramps according to the following factors:

- Install curb ramps at the intersections around the block containing the following facilities (listed in order of priority):

1. Government service buildings
2. Schools
3. Hospitals
4. Mass transit access points

• Install curb ramps in the following areas (listed in order of priority):

1. Commercial areas
2. Residential areas
3. Industrial areas

Curb ramps at locations where individuals with mobility impairments reside or work should be installed as soon as is practical. In addition, the Department will coordinate its efforts with other government agencies and private individuals who are required to install curb ramps to achieve ADA accessibility.

For more information on the curb ramp program, contact Rene Urbina at (925) 313-2308.

SR4 BYPASS AND THE SR4 BYPASS AUTHORITY

The State Route 4 Bypass (Bypass) project is a large, regional transportation project in east Contra Costa County being constructed in three segments. Segment 1 extends from just east of the SR4/Hillcrest Avenue interchange to Lone Tree Way in the City of Antioch and will consist of a 6-lane freeway between existing SR4 and the Laurel Road interchange and a 4-lane freeway from there to Lone Tree Way. Segment 2 has already been constructed as a 2-lane expressway from Lone Tree Way to Balfour Road. Segment 3 will extend from Balfour Road south to Marsh Creek

Road as a 2-lane expressway, then along Marsh Creek Road (east-west connector) as a 2-lane conventional highway, connecting to existing SR4 (Byron Highway). The southern limits of the project (now called the Vasco Road Extension) are from Marsh Creek Road to Vasco Road at Walnut Boulevard.

Right of way is also being acquired and/or preserved for the ultimate transportation corridor to accommodate an 8-lane divided freeway as well as land necessary for the future

interchanges at Sand Creek Road, Balfour Road, Marsh Creek Road, and Walnut/Vasco Road.

The funding and the project are under the jurisdiction of the SR4 Bypass Authority. This separate Authority consists of elected officials from Contra Costa County, Oakley, Antioch, Brentwood, and Pittsburg.

For more information on the SR4 Bypass project or the Authority, please contact Nancy Wein at (925) 313-2275.

STREET SMARTS (Continued from page 4)

Street Smarts gets people thinking. The purpose of the program is to address traffic safety problems at their sources: in the minds of drivers, pedestrians, and cyclists.

Street Smarts brings education into the equation. The purpose is to supplement and complement the on-going efforts involving engineering and enforcement.

Street Smarts works on many levels. The program will be promoted through a brand awareness campaign, community events, school activities and discussions, neighborhood initiatives, corporate sponsorships, banners, and more.

Street Smarts has no limits. The program is intended to grow and evolve as new issues relating to traffic safety surface. Just as driving under the influence and recycling campaigns have led to a shift in public behavior, we are optimistic that Street Smarts will be similarly successful on the issue of traffic safety. After all, Street Smarts is about changing behaviors and respecting the community within which we live and work.

TRAFFIC WATCH

Top 10 Traffic Questions

Q Can we have a STOP sign to control speeding?

A A STOP sign is intended to determine the right of way at an intersection. It is a rather poor speed control device. Studies have shown that the effectiveness of a STOP sign on speed ranges from 100 to 150 feet from the sign, after which a vehicle will regain its original speed or an even faster one. If a speeding problem exists, the County can park a radar trailer on your street to inform drivers of their speed.

Q Does the County install speed humps?

A Though the County has had a long-standing policy of not installing speed humps, this policy is currently being reviewed along with new industry information regarding speed humps to develop a new policy that would allow speed humps in certain situations, such as on residential streets. The criteria for the installation of speed humps can be found in the County's Neighborhood Traffic Management Program. Call the County Traffic Section at (925) 313-2276 for more information.

Q Can we have "SLOW CHILDREN AT PLAY" signs?

A The use of "SLOW CHILDREN AT PLAY" or similar signs is not allowed on public roads. The message such signs give to children is that it is acceptable to play in the street, which is contrary to the California Vehicle Code.

Q Why am I waiting at a red light when there is no cross-traffic?

A It could be that the signal is malfunctioning. If you notice a signal that suddenly does not function as it has in the past, please call our office so we can check it out. In many cases that is the only way we will know if something is wrong.

Q Can we have a crosswalk?

A Marked crosswalks are typically placed at signalized or STOP-controlled intersections. The markings on the roadway have been shown to give pedestrians a false sense of security; therefore, not marking them leads pedestrians to be more careful.

Q Can you lower the speed limit so everyone will drive more slowly?

A The set speed limit is based on standards found in the California Vehicle Code, except in residential and school areas where the limit is 25 mph. The Vehicle Code requires a radar study be performed in order to set the speed limit. Lowering a speed limit to slow down vehicles does not work. Drivers drive at a speed at which they feel comfortable.

Q Can our street be closed off to divert all this traffic?

A The County has closed some streets to divert traffic. A study must be completed to ensure that the diverted traffic does not adversely affect another neighborhood and to determine the traffic volumes and speeds. The neighborhood will also be involved so as to understand the consequences of a road closure.

Q I can't see down the street because cars park right next to my driveway. What can be done?

A The County can prohibit parking for various reasons. However, we hesitate to prohibit parking in residential areas due to the impact this might have on the fronting homeowner.

Q I live on a private street, and my street name sign is missing. Can the County install one?

A Street name signs are provided only at the intersection of two or more County-maintained roads. It has been a long-standing Public Works Department practice to assist local property owners requesting signs for private roads as follows:

1. Issue an encroachment permit without charge for the installation of a street name sign.
2. Provide the names of vendors in the Bay Area who supply street name signs of the same standard and design used by the Public Works Department.
3. Furnish the applicant with County standard drawings showing how and where to install such signs.

Q I got a speeding ticket by a California Highway Patrol officer using a radar gun. Is that legal?

A The use of radar to determine speeds has specific rules. If you are issued a speeding ticket on a County road, contact the County Traffic Section at (925) 313-2276 to ensure that a valid radar survey exists for that road.

If you have questions regarding any of these subjects, please feel free to call our Traffic Engineer, Jerry Fahy, at (925) 313-2276.

STREETLIGHTS

The Special Districts section of the Contra Costa County Public Works Department is responsible for streetlights in the unincorporated areas of Contra Costa County.

Lighting districts have been established throughout many areas of the County to provide lighting along public rights-of-way to improve the safety of Contra Costa County residents. To find out if your parcel is part of a lighting district, call (925) 313-2286, or check your property tax bill to see if a lighting assessment is included under the assessment listings.



What if you want a streetlight installed? If it is determined that the requesting person’s parcel is not within a lighting district:

1. The property owner can request that their parcel be annexed into the Public Works Street Lighting Program, which can be very costly. If the property owner chooses this option, the following steps need to be followed:
 - A field inspection must be performed to determine if it is feasible to put a light on a pole.
 - Before the light is installed, the requester must obtain signatures from all of the property owners who will be affected by the new light and send a letter with their signatures to the Public Works Department, Special Districts section.
2. The property owner can contact PG&E to request that they install the light; however, the requesting property owner will be responsible for the installation cost and the monthly energy bill.

What if a streetlight is out? If you notice that a streetlight is out, please note the location and, if possible, the identifying number painted on the pole, and report the problem by calling (925) 313-2286. Staff will then verify the location and pole number, determine if the streetlight is the County’s responsibility or that of PG&E, and arrange for repair of the light.

The Public Works Department sometimes receives comments regarding a streetlight shining through windows and keeping residents awake. If you encounter this problem, please contact (925) 313-2286. Public Works staff will adjust the light, tilting it so that it shines in a different direction. If this is not sufficient, a shield may be installed at the property owner’s expense.

If you have any concerns or comments, or if you would like to report a problem with a streetlight, please contact the Contra Costa County Public Works Department, Special Districts section by phone at (925) 313-2286 or by e-mail at special.districts@pw.cccounty.us

STREET SMARTS — GIVING TRAFFIC SAFETY THE GREEN LIGHT



The Public Works Department has teamed up with the County Health Services Department to launch a public education campaign on traffic safety called “Street Smarts”. The goal of the Street Smarts campaign is to educate drivers, bicyclists, and pedestrians on issues related to traffic safety. The program is initially being implemented in west Contra Costa County and in the community of Bay Point. In addition, the Public Works Department has teamed up with the Town of Danville, City of San Ramon, and the San Ramon Valley Unified School District to promote the Street Smarts program in the San Ramon Valley area. *(Continued on page 10)*

REPORT POTHOLES

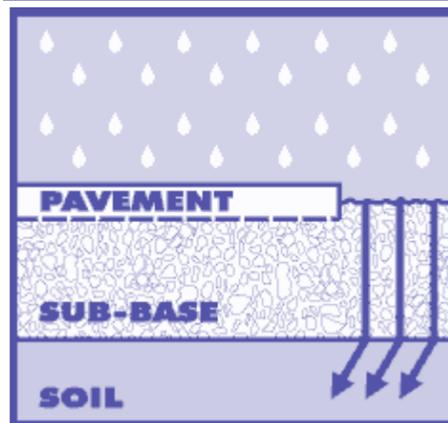
Do you hate potholes? Well, so does the Public Works Department. The Maintenance Division of the Public Works Department works hard to keep our 650 miles of roads in good condition with a limited budget. Unfortunately, wet winters can severely damage a pavement surface. If water is allowed to accumulate below a paved surface, repeated traffic loads can cause potholes to occur. If you spot a pothole, please contact the Maintenance Division at (925) 313-7000 to report its location.



The Birth of a Pothole

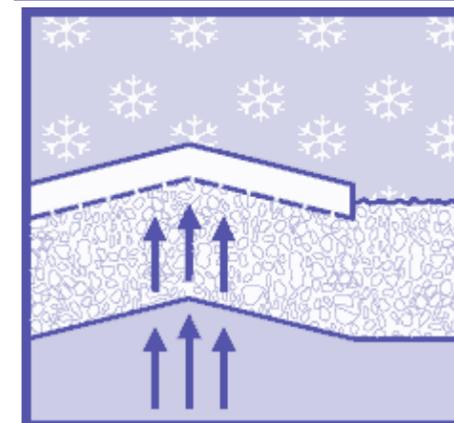
Below is an explanation of how a pothole forms (provided by the [Michigan Department of Transportation](http://www.michigan.gov/mdot)).

THE BIRTH OF A POTHOLE - STEP 1



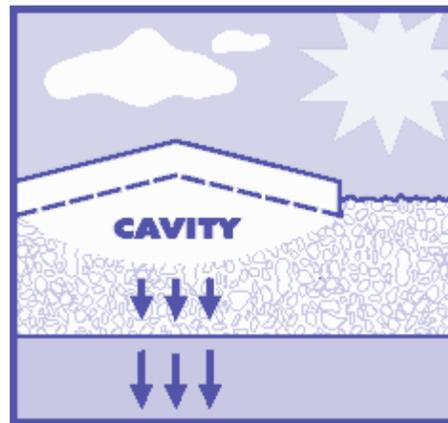
1. Potholes begin after snow or rain seeps into the soil below the road surface.

THE BIRTH OF A POTHOLE - STEP 2



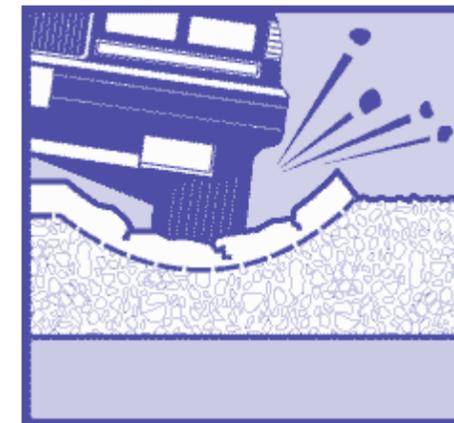
2. The moisture saturates the soil or freezes when temperatures drop, causing the ground to expand and push the pavement up.

THE BIRTH OF A POTHOLE - STEP 3



3. As temperatures rise and the soil drains, the ground returns to its normal level, but the pavement often remains raised. This creates a gap between the pavement and the ground below it.

THE BIRTH OF A POTHOLE - STEP 4



4. When vehicles drive over this cavity, the pavement surface cracks and falls into the hollow space, leading to the birth of another pothole.

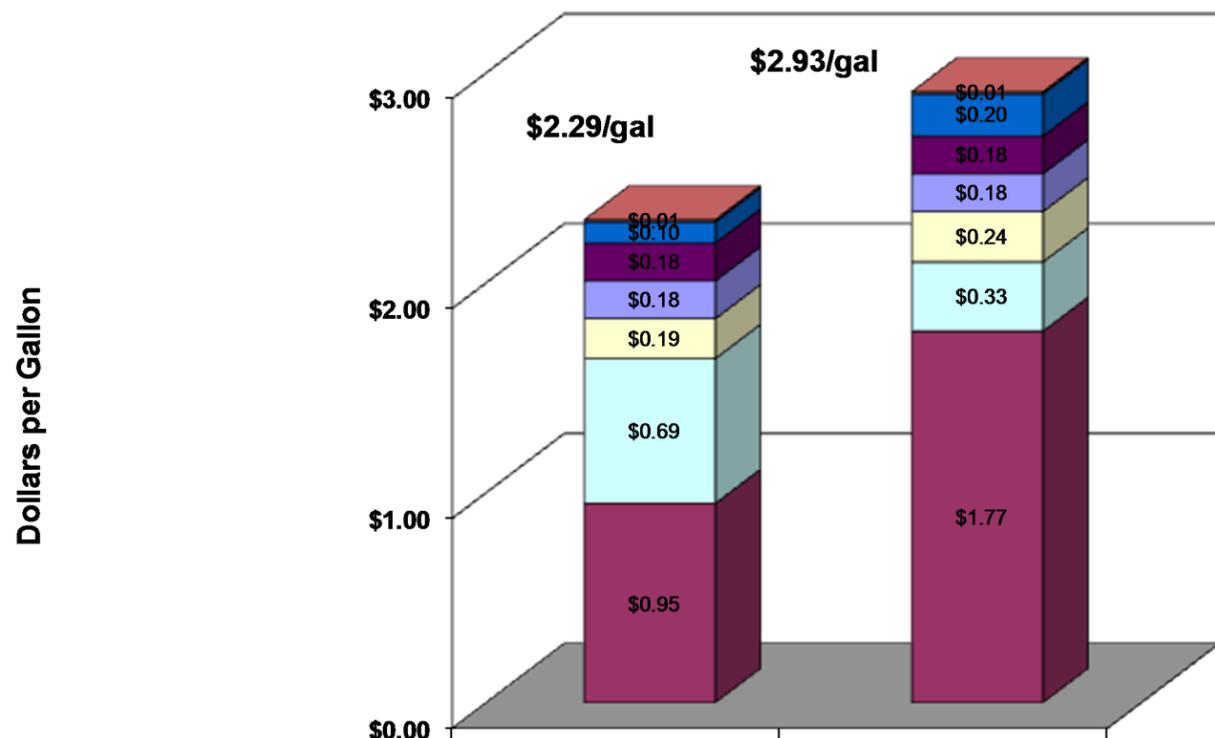
GAS TAX AND THE PRICE PER GALLON OF GAS



Did you ever wonder where your money went every time you fill up at the gas station? The chart below shows the breakdown of the price per gallon of gasoline. Though some people believe that the gas tax used to maintain our roads goes up with the price of gasoline, the reality is that the gas tax is a fixed amount per gallon of gas. Therefore, as prices rise, the amount of gas tax collected per gallon of gasoline remains the same. In fact, it can even decrease if usage decreases.

As the chart shows, the suppliers of crude oil are the biggest winners as demand for gasoline and crude oil products continues to rise. Though oil refineries have increased their profits slightly, profits for the dealers (your local gas

Estimated Gasoline Price Breakdowns and Margins



	Jan-09	Jan-10
State Underground Storage Tank Fee	\$0.01	\$0.01
Distribution Costs, Marketing Costs and Profits	\$0.10	\$0.20
Federal Excise Tax	\$0.18	\$0.18
State Excise Tax	\$0.18	\$0.18
State and Local Sales Tax	\$0.19	\$0.24
Refinery Costs and Profits	\$0.69	\$0.33
Crude Oil Costs	\$0.95	\$1.77

STREET SWEEPING

Street sweeping is performed on a regular basis on all streets that have gutters. Sweeping streets with gutters is required by the Clean Water Act and funded with Contra Costa's Clean Water Program funds. Other uncurbed streets are swept on an as-needed basis that is prioritized to protect public health and safety and funded with gasoline tax revenues. If you have questions regarding the street sweeping program, please contact the Contra Costa County Watershed Program at (925) 313-2270 for curbed streets, or the Public Works Maintenance Division at (925) 313-7000

Week	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1st Week	Discovery Bay Route 2	Rodeo Commercial (early am)	Camino Tassajara (early am)	North Richmond (odd side) (12 pm-4 pm) Saranap Route 1	North Richmond (even side) (12 pm-4 pm) Alamo Route 1 Kensington Commercial (pm) PH BART Rt.1 Kensington SW	Pleasant Hill BART Route 1 Coggins Dr. (12 am-4 am)
2nd Week		Tara Hills Pleasant Hill BART Route 2 (12 pm-4 pm) Blackhawk Rd.	El Sobrante Residential		Discovery Bay Route 1 w/Knightsen Alamo Route 2 El Sobrante Arterials PH BART Rt.1 Islands (12am-4am)	
3rd Week	East Richmond Heights Rodeo Route 2			Saranap Route 2	Clyde/E-680 Alamo Route 3 Kensington Arlington Ave. Residential Camino Tassajara	
4th Week	Montalvin Montara Bay Rollingwood	Crockett Pacheco /W680		Northgate Norris Canyon Road	Rodeo Route 1 Alamo Route 4 N. Richmond rt2	

PLAY IT SAFE!

Whether you're a homeowner or professional excavator, if you're going to dig you must call USA North — the single call center serving northern and central California, Nevada, and Hawaii. Excavations in California and Nevada require two working days notice, and in Hawaii, a five working day notice is required. In addition to being a consideration to your safety and the safety of others, calling before you dig protects the vital buried facilities that supply electricity, gas, water, cable, and more to our homes, schools, facilities, and businesses. Remember, it's the law, and it's free.



CALL BEFORE YOU DIG

1-800-227-2600

1. Survey and mark
2. Call before you dig
3. Wait the required time
4. Respect the marks
5. Dig with care

ROAD AND TRANSPORTATION BUDGET

Principle revenue sources for road improvements include traffic impact fees, also known as area of benefit fees (charged to new development), federal and state grants, Redevelopment Agency funds, Measure J funds, developer contributions, and gasoline tax (gas tax) plus formerly voter-approved Proposition 42 funds.

In general, the bulk of the discretionary funding comes from gas tax, plus formerly Proposition 42 funds, and Measure J funds. Developer fees, traffic impact fees, and developer contributions are typically restricted to pre-approved projects and are held in separate trust accounts for when the projects are ready to be constructed.

Gas Tax

The gas tax is used to enhance safety, road operations and maintenance, and road management. Four sections of the California Streets and Highways Code define formulas used to collect and allocate gas tax to the various cities and counties in California.

Section 2104 allocates funds based on vehicle registration and, therefore, is closely related to the County's total population as compared to the population of the State. A drawback to this is that as other areas of the State develop, Contra Costa County's portion of the 2104 funds is reduced.

Section 2105 allocates funds to the counties based on 75% vehicle registration and 25% on maintained road miles. The County currently maintains approximately 650 miles of road in unincorporated areas.

Section 2106 allocates funds based on population to every county and then divides funds among the cities and county based on assessed valuation. Though total 2106 funds to the County will increase per year, our share of the revenue will continue to drop as our share of the total assessed valuation continues to drop due to annexation of cities and the fact that most of the growth occurs in the cities.

The use of gas tax funds is broadly defined in the Streets and Highways Code. The County's Board of Supervisors adopted Resolution 89/306, which defines the County's Road Improvement Policy. This policy states that the gas tax revenue will be used for road operation, maintenance, traffic safety, and hazard-elimination projects.

Earlier this year, the Governor signed two bills ABX8 6 and ABX8 9 which eliminated the sales tax on gasoline (Proposition 42) and replaced it with an equivalent increase excise tax on gasoline (Highway User Tax Account or HUTA). The tax swap will partially restore the funding previously provided from Prop 42.

Measure J

Voters approved the Contra Costa Transportation Improvement and Growth Management Program Ordinance (Measure C) in November of 1988. Measure C provides a 1/2 cent sales tax for transportation projects within Contra Costa County. A portion of this revenue is returned to local jurisdictions to be used for transportation projects on the local system.

Measure C had a 20 year life which expired in 2009. In November 2004, voters approved the continuing of the County's 1/2 cent sales tax by passing Measure J and extended the fund for 25 more years.

The Board of Supervisors also prioritized the use of Measure C funds in the County Road Improvement Policy in many ways. First, at least \$300,000 per year must be allocated to safety and hazard-elimination projects, less any funds from gas tax and federal and state grants. The second and third priority for Measure C funds is for reconstruction and rehabilitation of County roads. Last, funds are allocated for traffic congestion relief problems that existed before November 1988.

Allocation of Funding

So what does this all mean? The bottom line is that there are two funding sources that can be used for maintenance, safety, and capacity projects, and the use of these funds is not restricted to a particular project. Grants, traffic impact fees, developer fees, and redevelopment funds are, however, restricted to specific projects.

The figures on page 7 show the approximate amount of funding the County receives from its two main funding sources. The second figure describes the approximate allocation of these funds to different programs related to roads.

The County has many requests for projects and a limited amount of funding. How do the funds get allocated each year? On-going projects are funded first. Depending on the amount of funding, new projects can be added to the Capital Road Improvement and Preservation Program based on priorities set by the Road Improvement Policy. Top priority is given to safety-related projects. The County reviews locations with high accident rates and determines if improvements can be made to improve the safety of those roadways. The next priority is preservation of the existing system, which usually includes surface treatments, overlays, and road reconstruction, but may also include general road maintenance, such as ditch cleaning, culvert replace-

(Continued on page 7)

Allocation of Funding (Continued from page 6)

ments, retaining wall repairs, drainage maintenance, shoulder grading, pothole patching, crack sealing, and bridge maintenance. The next priority is system enhancement, which might include bicycle lane improvements, pedestrian facility improvements, and capacity-increasing improvements.

Each year, projects are evaluated and prioritized based on available funding and need. If you would like to suggest a road project for evaluation and possible in-

clusion in the funded Capital Road Improvement and Preservation Program, please contact Chris Lau at (925) 313-2293, or e-mail him at clau@pw.cccounty.us.

We value your input as we continue to improve the overall road network for unincorporated Contra Costa County residents.

