



# TEN YEAR CAPITAL INVESTMENT PROGRAM

2024-2033

ADOPTED JUNE 20, 2023

# CONTENTS

<b>SECTION</b>	<b>TITLE</b>	<b>PAGE</b>
1	Introduction	3
2	Program Goals, Objectives, and Guidelines	4
3	Funding Sources	7
4	Project Categories	12
5	Highlighted Projects	16
6	CIP Detail	19
	Appendix – Project Description Worksheets	24

## Section 1 – Introduction

The Ten-Year Capital Investment Program (CIP) is a planning tool used to prioritize capital project needs beyond the City's two-year budget cycle. The CIP presented within this document is for the ten-year period 2024-2033.

One of the primary responsibilities of local governments is the creation and preservation of a community's physical infrastructure including roads and bridges; stormwater systems; public buildings; parks, open spaces, and trails. Because these require a significant commitment of public resources, planning for capital investments is a matter of prudent financial management and sound stewardship of the community's infrastructure.

The CIP is a dynamic document that is updated every two years, by adding two program years, identifying new projects, and prioritizing all projects. The Engineering Division has developed this update to the CIP with input from the various City Departments, City Council, the Commissions, and the public. The identified projects were selected to make the best use of the City's limited resources.

The CIP includes projects which are not fully funded. These projects include Asset Management, Parking & Downtown Enhancement, Transportation, Parks & Open Space, and Facilities projects. The unfunded projects highlight the need to identify funding sources for projects that are large, complex where no dedicated source of funds exists. Listing unfunded projects in the CIP also shows the projects are part of the City's long-term planning, increasing the competitiveness of these projects toward grant funding opportunities.

Council's approval of the CIP **DOES NOT** constitute an appropriation of funds to specific projects. The first two years of the CIP are included as part of the 2024-25 Capital Budget which will be presented to City Council along with the operating budget for adoption.

## Section 2 - Program Goals, Objectives, and Guidelines

City of Walnut Creek's Vision: A balanced community meeting tomorrow's needs while protecting the quality and character we value today. The CIP strives to promote the City's Vision by enhancing the quality of community living, providing asset management and discretionary capital projects that support the following goals:

- A safe, attractive community
- Protected natural resources and quality neighborhoods
- Safe streets and efficient transportation systems
- Reliable and effective infrastructure

The CIP represents a policy statement of the City's plans for capital projects. The objectives of maintaining a Capital Investment Plan (CIP) are to:

- Provide increased planning and coordination of capital projects.
- Relate the planning of capital projects more effectively to general City goals and the Long-Term Financial Forecast.
- Assist City staff in projecting future requirements for personnel and equipment in the development of department programs and the City's operating budget.
- Meet the requirements of Federal and State Laws and Grants
- Identify funding gaps needed to ensure the proper care, improvement, and safety of the City's infrastructure.

The following guidelines are considered when including a project within the CIP:

- Does the project preserve an existing asset?
- Will the project mitigate an identified health or safety problem?
- Is the project mandated by State or Federal governments, or a court of law?
- Does the project contribute to the economic health of the community?
- Does the project create a facility that contributes to the quality of life in the community?
- Are there available funding mechanisms for capital costs as well as ongoing operations and maintenance?

Definitions:

**Capital Investment Program (CIP):** The staff, policies, processes, and administration for developing and executing the 10-year Capital Investment Plan and Capital Budgets.

**Capital Investment Plan (CIP):** A planning tool used to prioritize capital project needs beyond the City's two-year budget cycle. It is a planning tool, does not establish capital budget appropriations, and does not allocate funds to projects. *(Policy #205, City Capital Investment Program)*.

**Capital Budget:** A two-year budget adopted by Council for the improvement, repair, and construction of new and existing capital assets. The Capital Budget is approved at the time the City's two-year operating budget is adopted, establishes capital budget appropriations, and allocates funds to the projects. *(Policy #205, City Capital Investment Program)*

**Capital Project:** Projects or purchases of capitalized equipment over \$50,000 with a minimum life span of 10 years are included in the CIP. A Capital Project is usually defined as a nonrecurring capital expenditure. Such projects are usually large in size, expensive, and relatively permanent.

**Capital Asset:** The Government Finance Officers' Association defines a capital asset as a "new or rehabilitated physical asset that is nonrecurring, has a useful life of more than three to five years, and is expensive to purchase."

**Construction Cost:** The estimated construction cost of projects proposed for the Capital Investment Program. *(Municipal Code, Title 7, Chapter 3)*

**Construction or Alteration:** Construction, rehabilitation, renovation, remodeling, or improvement. City Construction Project: All City buildings, gateways, parks, plazas, medians, and other public areas except service facilities not normally visited by the public. *(Municipal Code, Title 7, Chapter 3)*

*From Title 10:* Construction or Alteration means new construction or the rehabilitation, renovation, remodeling, or improvement of more than fifty percent (50%) of the gross square footage of an existing building.

**Major City Construction Project:** A City construction project which involves the construction of a City building of fifteen thousand (15,000) square feet or more, or the construction or alteration of a City non-roadway/transportation project not involving the construction of a building with an estimated construction cost of seven hundred fifty thousand dollars (\$750,000) or more. *(Municipal Code, Title 7, Chapter 3)*

**Public Works Project:** Includes any of the following: a) Construction, reconstruction, erection, alteration, renovation, improvement, demolition, or repair work involving any publicly owned, leased, or operated facility; b) Painting or repainting of any publicly owned, leased or operated facility; c) in the case of a publicly owned utility system, “public project” shall include only the construction, erection, improvement or repair of dams, reservoirs, power plants and electrical transmission lines of 230,000 volts and higher. Public Works projects do not include maintenance work, although the procedures below may be utilized for public works maintenance contracts. *(Policy #208 Purchasing Policy & Procedures)*

**Asset Management Project (AMP):** Asset management projects preserve the value of the City's existing capital investments, providing long-term programmed maintenance of City infrastructure and facilities. These assets include Roadways, Storm Drains, Buildings, Facilities, Parking Lots, Parks, Open Space, Sidewalks, Traffic Signals, and Streetlights. An AMP does not change the basic characteristics of a facility. *(Policy #205, City Capital Investment Program)*

**Discretionary Project:** Discretionary capital projects create new City assets or significant improvements to existing City infrastructure. The defining criteria for discretionary capital projects include costs exceeding \$50,000 and having a minimum 20-year lifespan, and the land acquired by fee title or acquisition of development rights, with an area exceeding 0.5 acre or cost exceeding \$250,000. *(Policy #205, City Capital Investment Program)*

## **Section 3 – Funding Sources**

Historically, the City of Walnut Creek has enjoyed the luxury of being able to fund many projects from current revenue in the general fund in excess of operating needs. This situation is dramatically changed in the recent economic environment and for the foreseeable future. Many cities rely more heavily on alternate funding sources, such as bond measures, special taxes, or special assessment districts to fund new capital projects.

The CIP is funded by a variety of sources. These funding sources include the general fund, roadway funding sources, parking fees, developer fees, facility reserve funds, Sale Tax Measures, and grants. The following are brief descriptions of the funding sources in each category that are anticipated to be used in the ten-year period of this CIP.

### **General Fund**

**The General Fund** is the unrestricted source of funding for the CIP. Historically, and up through the 2016-2018 Capital Budget, the City has allocated a fixed, but arbitrary amount of \$2.75 million for the CIP Asset Management Projects. In recognition of the substantial amount of unfunded Asset Management Project needs, the Long-Term Financial Forecast (LTFF) update approved by Council in 2017 recommended allocating 2.5% of operating revenues to the Capital Budget. The final allocation for the 2018-2020, 2021, and 2022-2023 Capital Budgets were allocated at 2% of operating revenues. The FY24 and FY25 Capital Budget is allocated at 2% of operating revenue.

### **Roadway Funding Sources**

**Gas Tax Funding** is apportioned under Streets and Highways Code Sections 2105, 2106, 2107.5 of the State of California, and must be used for street and highway purposes. This fund is officially called the Highway Users Tax Fund and is distributed on a per capita basis based on the sale of fuel and the State tax that is assessed on fuel purchases. This money must be appropriated to research, planning, construction, improvements, maintenance, and operation of public streets and highways (and their related public facilities for non-motorized traffic), including mitigation of their environmental effects, the payment for property taken or damaged for such purpose, and the administrative costs necessarily incurred in the foregoing process.

The Road Repair and Accountability Act of 2017 – Local Streets and Roads Funding, sometimes referred to as Senate Bill (SB) 1. This Act raises gas and diesel taxes and vehicle license fees with a significant portion of the revenues returned to local municipalities for the maintenance and repair of our roadway network. The Act has similar funding restrictions as previous gas tax funding along with a maintenance of effort requirement whereby the new tax revenues cannot supplant general funds or other discretionary funds spent on the repair and maintenance of our roadway network.

**Local Street & Measure J Funding** is provided from a local half-cent sales tax within Contra Costa County for new transportation-related projects and programs, a portion of which is returned to each local jurisdiction. As required under the Local Transportation Authority and Improvement Act, the revenues derived from the sales tax may be expended "for the construction and improvement of state highways, the construction, maintenance, improvement, and operation of local streets, roads, and highways, and the construction, improvement, and operation of public transit systems." This funding was established by voter approval of Measure C in November 1988. In November 2004, voters approved Measure J which extends this funding through March 2034.

**Downtown Parking and Enhancement Enterprise Fund**

The creation of a separate Downtown Parking Fund has allowed the City to reinvest parking revenues into the maintenance of parking-related facilities and enhancements to the downtown. Although these funds are general in purpose and could be used for any need, Council has set a policy stating that these funds are for the administration, maintenance, and construction of parking facilities and downtown enhancements. The Downtown Parking Fund contribution to the CIP is \$350,000 per year with no additional allocation towards capital projects.

**Facility Reserve Fund**

**The Facility Reserve Fund** was created by council resolution on February 4, 2020, as a resource for future facilities for key community facilities. The fund balance contains approximately \$17.8 million from FY2022 year-end reserves.

**Measure O**

**Measure O Funding** is provided by a half-cent transaction and use tax starting in April 2023 and scheduled to end in April 2033. The Fund is estimated to add \$12.5 million per year in the next 10 years.

**Boundary Oak Golf Course Enterprise Fund**

The Boundary Oak Golf Course operates as a self-supporting City enterprise fund. Revenues generated by golf and food & beverage operations fund its operating expenses, annual capital improvements, support services from Arts and Recreation, Finance, Public Works Departments, and debt service.

**Developer Fees**

**Traffic Impact Mitigation Funding** is provided by fees collected from developers to pay for projects that mitigate the cumulative effect of the traffic created by these projects on the City's transportation system. The funds can only be spent on projects on a Traffic Impact Fee (TIF) list approved by Council.



**In-Lieu Parkland Dedication Funding** is provided by fees collected from residential developers for developing new or rehabilitating existing neighborhoods and community-park or recreational facilities. The fee is based on the additional population generated by the development and the value of the property. This money can only be spent on park-related capital improvement projects. In recognition of the accumulated deferred maintenance a portion of in-lieu parkland fees are allocated each two-year cycle for capital projects to rehabilitate or replace existing facilities and improvements within the City's parks and open space.

### **Grants and Other Revenue**

Grant funding sources account for receipts from funding sources other than the General Fund and/or Special Revenue funds. These typically include Federal and State grants. Expenditures are for capital projects related to the Capital Investment Program. These outside funding sources include the following:

**One Bay Area Grant (OBAG):** The Metropolitan Transportation Commission has created the OBAG program to guide federal funds to local city, county, and regional jurisdictions. The program identifies a variety of transportation categories including pedestrian, bicycle, safety improvements, and local streets and roads.

**Community Project Funding/Congressionally Directed Spending (EARMARK):** Congressman DeSaulnier representing the 10<sup>th</sup> District has identified \$2.52 million in Federal Community Project Funding toward the Ygnacio Valley Road Fiber Optic Communication project for FY24 and FY25 Capital Budget. The funding identified for this project is obligated through September 30, 2026.

**Federal Highway Bridge Program:** The purpose of the Highway Bridge Program is to replace or rehabilitate public highway bridges when the State and the Federal Highway Administration determined that a bridge is significantly important and qualifies under the HBP program Guidelines. Reimbursable work includes replacement, rehabilitation, painting, scour countermeasure, and preventative maintenance activities.

**American Rescue Plan Act (ARPA):** In FY21 and FY22, the City received approximately \$8.3 million in one-time, American Rescue Plan Act stimulus dollars. Council has allocated \$6.4 million to various one-time and on-going expenditures. \$1.9 million of ARPA funds are proposed for the FY24 and FY25 Capital Budgets. ARPA funds must be obligated by December 31, 2024, and fully spent by December 31, 2026.

**Shadelands Property-Based Improvement District (PBID):** In an effort to revitalize the Shadelands Business Park, a PBID was adopted in 2014 to fund and accomplish goals centered on transportation, marketing, and public safety.

**Private Contributions** from groups, citizens, and businesses are becoming more common to provide the needed funding for many of the City's discretionary projects. The City has received commitments of \$3 million dollars over 10 years from Walnut Creek Aquatics for the Heather Farm Park Aquatic / Community Center in the FY26 and FY27 Capital Budget and \$1.5 million dollars over 15 years from the Walnut Creek Surf Soccer Club for the Heather Farm Park Synthetic Turf Field 1 and 2 in the FY24 and FY25 Capital Budget.

**Table 1 - Projected 2024-2033 CIP Spending by Funding Source and Unfunded Need by Project Category**

<b>Funding Source</b>	<b>Funding Amount</b>
General Fund	\$18,350,000
Gas Tax	\$29,850,000
Measure J	\$11,500,000
Downtown Parking & Enhancement	\$3,500,000
Traffic Impact Fee	\$7,200,000
In-Lieu Parkland Fund	\$8,200,000
Grants Opportunities	\$21,870,000
Measure O	\$69,000,000
Facility Reserve	\$12,900,000
Others	\$6,760,292
<b>Subtotal Funded Projects</b>	<b>\$189,130,292</b>
Unfunded Asset Management Projects	\$8,000,000
Unfunded Downtown Parking & Enhancement	\$4,050,000
Unfunded Transportation	\$45,300,000
Unfunded Parks, Rec & Open Space	\$6,100,000
Unfunded Facility	\$1,245,000
<b>Unfunded Projects Total</b>	<b>\$64,695,000</b>
<b>Total</b>	<b>\$253,825,292</b>

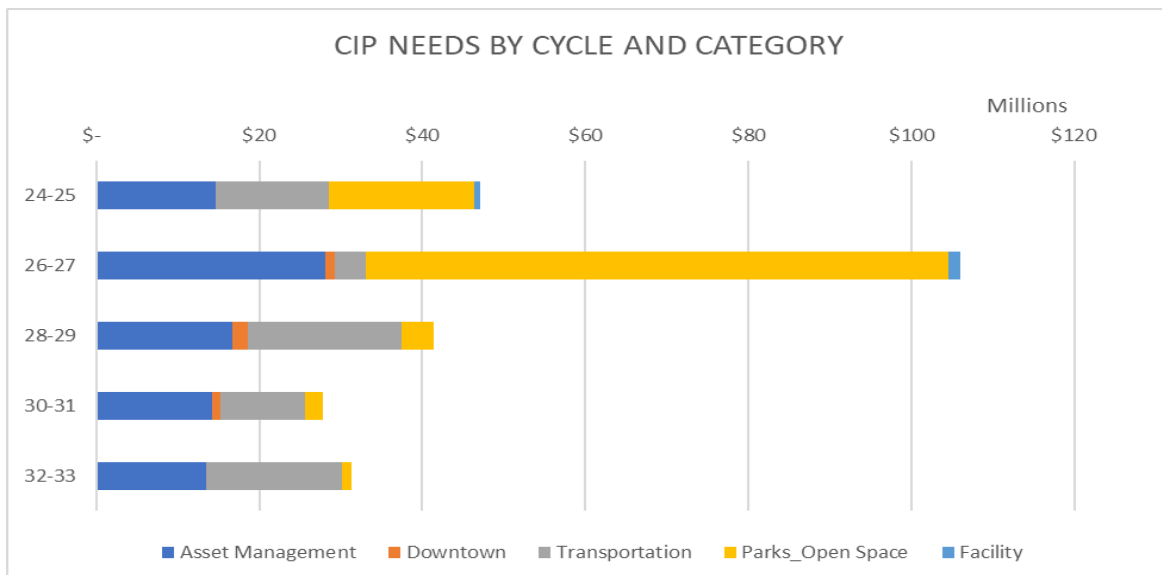
## Section 4 - Project Categories

The capital investment projects proposed for the next ten years are divided into Asset Management Projects, and four types of discretionary projects: Downtown Parking and Enhancement, Transportation Projects, Parks and Open Space and Facility. The order-of-magnitude cost estimates developed for all capital projects are summarized by project category in Table 2.

**Table 2 - Projected 2024-2033 CIP Needs by Two-Year Budget Cycles**

	Asset Management Projects	Downtown Parking and Enhancement	Transportation Projects	Parks and Open Space	Facility	Totals <sup>1</sup>
<b>2024-25</b>	\$14,650,000	\$0	\$ 13,920,000	\$17,835,292	\$775,000	<b>\$47,180,292</b>
<b>2026-27</b>	\$28,150,000	\$ 1,100,000	\$ 3,900,000	\$ 71,400,000	\$1,495,000	<b>\$106,045,000</b>
<b>2028-29</b>	\$16,700,000	\$1,950,000	\$18,750,000	\$ 4,050,000		<b>\$41,450,000</b>
<b>2030-31</b>	\$14,250,000	\$1,000,000	\$ 10,350,000	\$ 2,250,000		<b>\$27,850,000</b>
<b>2032-33</b>	\$13,450,000	\$0	\$16,650,000	\$1,200,000		<b>\$31,300,000</b>
<b>Ten-Year Totals</b>	<b>\$87,200,000</b>	<b>\$4,050,000</b>	<b>\$63,570,000</b>	<b>\$96,735,292</b>	<b>\$2,270,000</b>	<b>\$253,825,292</b>

<sup>1</sup>The funding total of \$253,825,292 in Table 2 includes the unfunded amounts shown in Table 1. Detail of the unfunded amounts, project categories, and projects are shown in Section 6 and the Appendix.



### **Asset Management Projects**

Asset management projects preserve the value of the City's prior capital investments, providing long-term programmed maintenance of City infrastructure and facilities. These assets include 73 buildings of varying sizes and complexity, 22 parks, 2,704 acres of open space, 195 centerline miles of streets with 100 traffic signals, 1,660 City-owned streetlights, and 90 miles of storm drain systems of varying sizes.

Proper preservation of the City's existing assets is a priority because preserving these major investments in facilities allows our programs of service to the community to continue successfully while providing long-term savings.

Existing asset management projects funded by the CIP are differentiated from more regular maintenance projects funded by the City's operating budget by the cost and the lifespan of the improvements.

Typically, asset management work has an expected life in excess of five years and is a project in excess of \$30,000 in total cost. Asset management projects are typically included in scheduled long-term maintenance master plans. An example of an asset management project would be new flooring or roofing replacement with lifespans of ten-plus years, whereas the City's Operating Budget would include funding for minor flooring maintenance and patching and minor roof patching activities of a less significant nature.

### **Asset Management Categories**

Asset management projects are divided into the following nine sub-categories:

1. Roadway Maintenance
2. Storm Drain Repairs/Green Infrastructure
3. Building/Facility Maintenance
4. Building/Facility Renovation and Replacement
5. Parking Lot Maintenance
6. Parks, Open Spaces and Trails
7. Curb, Gutter, and Sidewalks
8. Signal and Streetlight Maintenance
9. Parking Facility and Downtown Maintenance

The **Roadway Maintenance** sub-category is included within the City's overall pavement management program. These projects are typically funded by a combination of Gas Tax, Measure J funds, and Grants.

The **Storm Drain Repairs / Green Infrastructure** program is managed by the street maintenance division and is based upon annual storm drain inspections to assess and prioritize the needs of the system. The Regional Water Quality Control Board mandates the City to install green infrastructure to control and treat urban drainage runoff.

**Building / Facility Maintenance** relies on projects from the Municipal Maintenance Plan (MMP) providing a schedule for the long-term maintenance/replacement of major building/facility elements such as roofs; heating, ventilation, and air conditioning (HVAC) systems; and flooring.

**Building / Facility Renovation and Replacement** recognizes the need for major investments in existing facilities that are in poor condition and require more work than a typical maintenance project. These projects fall under the asset management category because they will not change the basic characteristics of the facility.

**Curb, Gutter, and Sidewalk** improvements are managed by the street maintenance division and are based upon inspections to assess and prioritize the needs of the infrastructure. Work also addresses street trip and fall mitigations and accessibility concerns.

**Parking Lot Maintenance** The City maintains 30 surface parking lots serving City owned facilities and 2 public surface parking lots with meters. The City's Municipal Maintenance Master Plan (MMP) provides a schedule for the long-term maintenance/replacement of major elements such as paving.

**Parks, Open Space, and Trails** projects are coordinated with the parks and open space division, and engineering staff to confirm the appropriate projects are included in each two-year cycle of the CIP. Parks and Open Space elements such as irrigation, turf, court and playground surfacing, playground equipment, and other park amenities are included in the maintenance plan. Trails are evaluated City-wide and maintenance needs are prioritized.

**Signal and Streetlight Maintenance** projects are included in a master plan managed by the traffic maintenance division. This master plan identifies scheduled maintenance/replacement of signal elements such as cabinets, controllers, detection and communication equipment, wiring, and signal heads at each of the City's traffic signals and City-owned streetlights.

**Parking/ Facility and Downtown Maintenance** are separated from Buildings / Facilities due to the separate and targeted Downtown Parking & Enhancement Fund source dedicated to parking garages and downtown maintenance. Projects from the Municipal Maintenance Plan (MMP) provide a schedule for the long-term maintenance and replacement of major parking garage components. Downtown maintenance projects include street tree replacement and streetscape furniture installation and replacements.

### **Discretionary Capital Projects**

Discretionary capital projects create new City assets or significant improvements to existing City infrastructure and may include major improvements and renovations. The defining criteria for discretionary capital projects include costs exceeding \$50,000 and having a minimum 20-year lifespan, and land acquired by fee title or acquisition of development rights, with an area exceeding 0.5 acre or cost exceeding \$250,000.

**Parking and Downtown Enhancement** is a stand-alone category due to the separate and targeted Downtown Parking Fund. The category includes both asset management and discretionary projects for the garage and parking equipment as well as downtown enhancement projects intended to reinvest parking revenues from the public into the downtown experience.

**Transportation Projects** may include street construction or reconstruction, traffic safety, traffic management improvements, signal improvements, pedestrian accessibility, and bicycle facility upgrades. Although transportation funding sources may include Measure J return to source funds, the majority of anticipated funding is from Traffic Impact Fees and potential grant funding. The Traffic Impact Fee eligible project list which represents a 30-year horizon for potential transportation improvements is a primary source of potential projects.

**Parks and Open Space Projects:** The 10-Year CIP leans heavily on the recently completed 2025 Parks Vision Plan which was initiated in response to the influx of new development in the City as an effort to evaluate and recommend park improvements and new amenities. Many of the projects identified in the Vision Plan are included in the CIP. Park and open space projects may be funded from a variety of sources, the majority of anticipated funding is from In-Lieu Parkland Dedication funds, Measure "O" and Facility Reserves.

**Facility Projects:** A significant portion of the city's assets reside in the many structures that serve our community. The facilities do not have a consistent and dedicated funding source for program projects. Staff has added this category to give the council and community an idea of the need beyond simple maintenance of those facilities. Typical discretionary projects are those that serve the many program activities or specific enhancements to adapt to the changing environment or community need.

## Section 5 - Highlighted Projects

This CIP contains many essential and beneficial projects. The following projects are anticipated to have larger long-term impacts on the City of Walnut Creek:

**Asset Management, Buildings, and Facilities** – The City of Walnut Creek experienced its largest growth in population from 1966 to 1986 with a 600% growth in population. The City now maintains 73 buildings at 34 facilities throughout the City with a replacement value of over \$250 million. Many of these buildings are approaching fifty years old and some are in need of significant maintenance and renovation. The increased General Fund contribution to Asset Management Projects will allow the City to complete many deferred maintenance projects including, accessibility, painting, plumbing, heating ventilation and air conditioning, flooring, and roofing. This investment will improve the appearance and extend the useful life of these facilities and the programs that contribute to the City's economic health and quality of life.

**Asset Management, Roadway Maintenance** – The City-wide roadway network consists of 195 miles of streets and represents the most valuable City-owned asset. The City looks to maximize its roadway investments with a combination of street slurry and cape seal projects, and major roadway reconstruction projects. A pavement evaluation completed in March 2023 determined that the City's overall Pavement Condition Index (PCI) continues to float between 69 to 72.

**South Main Street Bridge Replacement** – The south main street bridge over Las Trampas Creek was originally built in 1919. The bridge is part of the Federal Bridge Inventory and is listed as functionally obsolete and eligible for replacement under the Federal Highway Bridge Program. The City is working with Caltrans on completing the design and obtaining the necessary right-of-way and utility relocation for the replacement of this bridge. The Highway Bridge Program is estimated to pay 88.53% of the estimated \$8.8 million bridge replacement project.

**Storm Drain Maintenance and Green Infrastructure** – With higher intensity storm events experienced in prior years, the City will focus on maintaining a more resilient storm drainage system. Compared with previous budget cycles, additional funding will be directed toward storm drain maintenance, repair and replacement of aging storm drain structures, and investigation to map the damaged storm drain facilities. Green Infrastructure Improvements is a new project added to reduce contaminants in stormwater flow at the source prior to entering into the storm drain system as mandated by the Regional Water Quality Control Board.



**Parking Garage Maintenance** – The City’s three parking garages are a valuable resource with over 800 parking stalls supporting the downtown businesses and retailers. The creation of a separate Downtown Parking Fund has allowed the City to reinvest parking revenues into needed maintenance for these facilities. Signature projects in the CIP include elevator rehabilitation, a new and upgraded parking management system, and improve security.

**Traffic Safety Improvements** – The transportation projects in the CIP build upon the “complete streets” and “Safe System Approach” concepts and include all modes of transport: pedestrians, bicycles, autos, and buses. A significant number of proposed projects revolve around roadway safety and pedestrian and bicycle enhancements. Programs such as the unsignalized crosswalk improvements, bicycle facilities, school area active transportation, Citywide traffic calming, and implementation of the Local Roadway Safety Plan.

**Heather Farm Park Aquatic and Community Center** –The Heather Farm Aquatic and Community Center project will move toward final design and construction as part of Your Parks, Your Future. The project will replace the aging facilities at the Heather Farm Community Center and Clark Pool with a modern aquatics facility and community center creating flexible, multi-use indoor and outdoor space, an appropriately sized pool and supporting spaces, and maintaining the support of existing programs. A project to plan and repurpose the Clark Swim Center and Pool House is included as part of the CIP for implementation after the completion of the Heather Farm Park Aquatic and Community Center.

## **Section 6 - CIP Detail**

### **Proposed 2024-2033 CIP Projects**

The detailed list of proposed Asset Management and Discretionary Capital projects by two-year cycle and by the fund is provided in the CIP Details on pages 19-23. Additional information on individual projects is presented in the Project Description Worksheets included Appendix to the Ten-Year CIP.

# FISCAL YEAR 2024-25

Project Title	Project Cost Estimate	General Fund (010)	Roadway Funding		Downtown Parking Fund (180)	Developer Fees		Grants (212)	Bond (Measure O)	Facility Reserve	Other Revenue (ARPA, Enterprise, IT)	UNFUNDED NEEDS
			Gas Tax (150 & 165)	Measure J (164)		Traffic Impact Fee (168)	In-Lieu Parkland (158)					
<b>Estimated Revenue</b>		\$3,800,000	\$5,600,000	\$2,100,000	\$700,000	\$0	\$0	\$11,070,000	\$2,000,000	\$0	\$4,000,000	
<b>Estimate Fund Balance as of 7-1-23</b>		\$0	\$344,000	\$1,038,000	\$0	\$4,324,000	\$3,020,000	\$0	\$0	\$17,800,000	\$2,510,292	
<b>Estimated Funds Available for 2024-25</b>		\$3,800,000	\$5,944,000	\$3,138,000	\$700,000	\$4,324,000	\$3,020,000	\$11,070,000	\$2,000,000	\$17,800,000	\$6,510,292	
<b>Asset Management Projects</b>												
Roadway Maintenance	\$6,700,000	\$200,000	\$4,800,000	\$1,700,000								
Bridge Maintenance & Construction	\$1,000,000			\$1,000,000								
Storm Drain Repairs / Green Infrastructure	\$1,250,000	\$400,000	\$850,000									
Building/Facility Maintenance	\$2,150,000	\$2,150,000										
Parking Lot Maintenance	\$50,000	\$50,000										
Parks, Open Space, and Trails Maintenance	\$2,000,000	\$200,000					\$1,800,000					
Curb, Gutter, and Sidewalk Maintenance	\$550,000	\$350,000	\$200,000									
Signal and Streetlight Maintenance	\$250,000	\$250,000										
Parking Facility Projects	\$600,000				\$600,000							
Downtown Maintenance	\$100,000				\$100,000							
<b>Asset Management Subtotals</b>	<b>\$14,650,000</b>	<b>\$3,600,000</b>	<b>\$5,850,000</b>	<b>\$2,700,000</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$1,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Discretionary Capital Projects</b>												
<b>Transportation Projects</b>												
Unsignalized Crosswalk Improvements	\$200,000					\$200,000						
Bike Facilities	\$150,000					\$150,000						
School Area Active Transportation	\$125,000					\$125,000						
Citywide Traffic Calming	\$125,000					\$125,000						
Local Roadway Safety	\$250,000					\$250,000						
Walnut Boulevard Sidewalk at Walnut Heights Elementary	\$2,200,000					\$500,000		\$1,700,000				
OBAG3 Safe Routes to Schools Projects	\$6,250,000					\$900,000		\$5,350,000				
Traffic Monitoring and Communication Technology Phase 3	\$2,920,000					\$400,000		\$2,520,000				
OBAG3 Countywide Smart Signal Project	\$1,700,000					\$200,000		\$1,500,000				
<b>Transportation Projects Subtotal</b>	<b>\$13,920,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,850,000</b>	<b>\$0</b>	<b>\$11,070,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Parks and Open Space Projects</b>												
Your Parks Your Future Phase 1 ( Aquatic Center and Community Center) - Design	\$7,000,000									\$7,000,000		
Tice Ball Field Lighting	\$1,800,000							\$1,000,000			\$800,000	
Heather Farm Synthetic Turf Field 1 & 2	\$5,035,292							\$1,000,000		\$2,900,000	\$1,135,292	
Boundary Oak Driving Range	\$4,000,000										\$4,000,000	
<b>Parks and Open Space Projects Subtotals</b>	<b>\$17,835,292</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$9,900,000</b>	<b>\$5,935,292</b>	<b>\$0</b>
<b>Facility Projects</b>												
Sustainable Action Plan Project	\$200,000	\$200,000										
Emergency Power to Network Equipment Room	\$100,000										\$100,000	
Boundary Oak Roof and Stairs	\$175,000										\$175,000	
Civic Park Fiber Communications	\$300,000										\$300,000	
<b>Facility Projects Subtotals</b>	<b>\$775,000</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$575,000</b>	<b>\$0</b>
<b>Discretionary Project Subtotal</b>	<b>\$32,530,292</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,850,000</b>	<b>\$0</b>	<b>\$11,070,000</b>	<b>\$2,000,000</b>	<b>\$9,900,000</b>	<b>\$6,510,292</b>	<b>\$0</b>
<b>Asset Management Subtotal</b>	<b>\$14,650,000</b>	<b>\$3,600,000</b>	<b>\$5,850,000</b>	<b>\$2,700,000</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$1,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Totals</b>	<b>\$47,180,292</b>	<b>\$3,800,000</b>	<b>\$5,850,000</b>	<b>\$2,700,000</b>	<b>\$700,000</b>	<b>\$2,850,000</b>	<b>\$1,800,000</b>	<b>\$11,070,000</b>	<b>\$2,000,000</b>	<b>\$9,900,000</b>	<b>\$6,510,292</b>	<b>\$0</b>
Remaining Fund Balance		\$0	\$94,000	\$438,000	\$0	\$1,474,000	\$1,220,000	\$0	\$0	\$7,900,000	\$0	

# FISCAL YEAR 2026-27

Project Title	Project Cost Estimate	General Fund	Roadway Funding		Downtown Parking Fund	Developer Fees		Grants	Bond/Debt (Measure O)	Facility Reserve	Other Revenue	UNFUNDED NEEDS
			Gas Tax	Measure J		Traffic Impact Fee	In-Lieu Parkland					
<b>Estimated Revenue</b>		<b>\$3,900,000</b>	<b>\$5,760,000</b>	<b>\$2,140,000</b>	<b>\$700,000</b>	<b>\$1,000,000</b>	<b>\$1,500,000</b>	<b>\$8,800,000</b>	<b>\$67,000,000</b>	<b>\$0</b>	<b>\$250,000</b>	
<b>Estimated Remaining Fund Balance from 2024-25</b>		<b>\$0</b>	<b>\$94,000</b>	<b>\$438,000</b>	<b>\$0</b>	<b>\$1,474,000</b>	<b>\$1,220,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,900,000</b>	<b>\$0</b>	
<b>Estimated Funds Available for 2026-27</b>		<b>\$3,900,000</b>	<b>\$5,854,000</b>	<b>\$2,578,000</b>	<b>\$700,000</b>	<b>\$2,474,000</b>	<b>\$2,720,000</b>	<b>\$8,800,000</b>	<b>\$67,000,000</b>	<b>\$7,900,000</b>	<b>\$250,000</b>	
<b>Asset Management Projects</b>												
Roadway Maintenance	\$6,700,000	\$200,000	\$4,800,000	\$1,700,000								
Bridge Maintenance & Construction	\$12,700,000			\$500,000				\$8,800,000				\$3,400,000
Storm Drain Repairs / Green Infrastructure	\$1,250,000	\$400,000	\$850,000									
Building/Facility Maintenance	\$4,900,000	\$2,500,000										\$2,400,000
Parking Lot Maintenance	\$50,000	\$50,000										
Parks, Open Space, and Trails	\$1,100,000	\$200,000					\$900,000					
Curb, Gutter, and Sidewalk Maintenance	\$500,000	\$300,000	\$200,000									
Signal and Streetlight Maintenance	\$250,000	\$250,000										
Parking Facility Projects	\$600,000				\$600,000							
Downtown Maintenance	\$100,000				\$100,000							
<b>Asset Management Subtotals</b>	<b>\$28,150,000</b>	<b>\$3,900,000</b>	<b>\$5,850,000</b>	<b>\$2,200,000</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$8,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,800,000</b>
<b>Discretionary Capital Projects</b>												
<b>Parking and Downtown Enhancement</b>												
Downtown Fiber Implementation	\$600,000											\$600,000
CCTV Camera System Upgrades	\$500,000											\$500,000
<b>Parking and Downtown Enhancement Subtotal</b>	<b>\$1,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100,000</b>
<b>Transportation Projects</b>												
Pedestrian Improvements: non-signalized crosswalks	\$200,000					\$200,000						
Bike Facilities per Master Plan	\$150,000					\$150,000						
School Area Active Transportation	\$125,000					\$125,000						
City Wide Traffic Calming	\$125,000					\$125,000						
Local Road Safety Plan Improvements	\$250,000					\$250,000						
Traffic Signal at Treat Boulevard and Arkell Road	\$900,000											\$900,000
Enhanced Traffic Signals	\$900,000											\$900,000
Olympic Corridor Trail Connector Study and Improvements - Environmental, Analysis and Design	\$300,000											\$300,000
San Miguel Drive Pedestrian Improvements	\$900,000					\$900,000						
Wayfinding and Parking Signage	\$50,000					\$50,000						
<b>Transportation Projects Subtotal</b>	<b>\$3,900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,100,000</b>
<b>Parks and Open Space Projects</b>												
Your Parks Your Future Phase 1 ( Aquatic Center and Community Center) - Construction	\$70,000,000								\$67,000,000	\$3,000,000		
Resilient Playground Surface Replacement	\$800,000						\$800,000					
Park Irrigation Reservoir Liner, Pumps and HF Pond Aeration Fountains	\$300,000						\$300,000					
Portable Water at Sugarloaf	\$50,000						\$50,000					
Clark Pool and Pool House Repurpose Masterplan	\$250,000											\$250,000
<b>Parks and Open Space Projects Subtotals</b>	<b>\$71,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,150,000</b>	<b>\$0</b>	<b>\$67,000,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$250,000</b>
<b>Facility Projects</b>												
Building Security Upgrades	\$200,000											\$200,000
Civic Arts Studio Lighting	\$100,000											\$100,000
Bedford Gallery Lighting	\$300,000											\$300,000
Park Place Roof Replacement	\$95,000											\$95,000
Boundary Oak Interior Upgrades	\$250,000										\$250,000	
Leshner Center Freight Elevator Renovation	\$200,000											\$200,000
Leshner Center Storefront Door Replacement	\$350,000											\$350,000
<b>Facility Projects Subtotals</b>	<b>\$1,495,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$1,245,000</b>
<b>Discretionary Project Subtotal</b>	<b>\$77,895,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,800,000</b>	<b>\$1,150,000</b>	<b>\$0</b>	<b>\$67,000,000</b>	<b>\$3,000,000</b>	<b>\$250,000</b>	<b>\$4,695,000</b>
<b>Asset Management Subtotal</b>	<b>\$28,150,000</b>	<b>\$3,900,000</b>	<b>\$5,850,000</b>	<b>\$2,200,000</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$8,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,800,000</b>
<b>Totals</b>	<b>\$106,045,000</b>	<b>\$3,900,000</b>	<b>\$5,850,000</b>	<b>\$2,200,000</b>	<b>\$700,000</b>	<b>\$1,800,000</b>	<b>\$2,050,000</b>	<b>\$8,800,000</b>	<b>\$67,000,000</b>	<b>\$3,000,000</b>	<b>\$250,000</b>	<b>\$10,495,000</b>
Remaining Fund Balance		<b>\$0</b>	<b>\$4,000</b>	<b>\$378,000</b>	<b>\$0</b>	<b>\$674,000</b>	<b>\$670,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,900,000</b>	<b>\$0</b>	

# FISCAL YEAR 2028-29

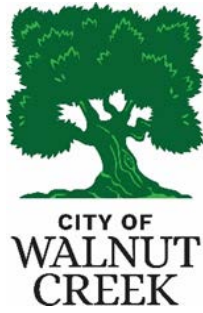
Project Title	Project Cost Estimate	General Fund	Roadway Funding		Downtown Parking Fund	Developer Fees		Grants	Bond (Measure O)	Facility Reserve	Other Revenue	UNFUNDED NEEDS
			Gas Tax	Measure J		Traffic Impact Fee	In-Lieu Parkland					
<b>Estimated Revenue</b>		\$4,000,000	\$5,930,000	\$2,180,000	\$700,000	\$1,000,000	\$1,500,000	\$2,000,000	\$0	\$0	\$0	
<b>Estimated Remaining Fund Balance from 2026-27</b>		\$0	\$4,000	\$378,000	\$0	\$674,000	\$670,000	\$0	\$0	\$4,900,000	\$0	
<b>Estimated Funds Available for 2028-29</b>		\$4,000,000	\$5,934,000	\$2,558,000	\$700,000	\$1,674,000	\$2,170,000	\$2,000,000	\$0	\$4,900,000	\$0	
<b>Asset Management Projects</b>												
Roadway Maintenance	\$6,700,000	\$200,000	\$4,800,000	\$1,700,000								
Bridge Maintenance & Construction	\$2,500,000			\$500,000				\$2,000,000				
Storm Drain Repairs / Green Infrastructure	\$1,250,000	\$400,000	\$850,000									
Building/Facility Maintenance	\$3,200,000	\$1,500,000										\$1,700,000
Parking Lot Maintenance	\$250,000	\$250,000										
Parks, Open Space, and Trails	\$1,150,000	\$250,000					\$900,000					
Curb, Gutter, and Sidewalk Maintenance	\$500,000	\$300,000	\$200,000									
Signal and Streetlight Maintenance	\$450,000	\$450,000										
Parking Facility Projects	\$600,000				\$600,000							
Downtown Maintenance	\$100,000				\$100,000							
<b>Asset Management Subtotals</b>	<b>\$16,700,000</b>	<b>\$3,350,000</b>	<b>\$5,850,000</b>	<b>\$2,200,000</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,700,000</b>
<b>Discretionary Capital Projects</b>												
<b>Parking and Downtown Enhancement</b>												
Main St Intersection Redesign	\$450,000											\$450,000
Parking Access and Control Equipment Replacement	\$1,500,000											\$1,500,000
<b>Parking and Downtown Enhancement Subtotal</b>	<b>\$1,950,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,950,000</b>
<b>Transportation Projects</b>												
Pedestrian Improvements: non-signalized crosswalks	\$200,000					\$200,000						
Bike Facilities per Master Plan	\$150,000					\$150,000						
School Area Active Transportation	\$125,000					\$125,000						
City Wide Traffic Calming	\$125,000					\$125,000						
Local Road Safety Plan Improvements	\$250,000					\$250,000						
Traffic Signal Master Replacement	\$2,000,000											\$2,000,000
Traffic Monitoring and Communication Technology	\$500,000											\$500,000
YVR Class I Ped-Bike facility, Via Monte to San Carlos	\$3,300,000											\$3,300,000
YVR Class I Ped-Bike Facility, San Carlos to Iron Horse Trail	\$10,000,000											\$10,000,000
Shadelands Multimodal Improvements - Bike Lanes and Sidewalk Gap Closures	\$1,200,000											\$1,200,000
Lincoln Avenue Ped-Bike Path	\$550,000											\$550,000
Oakland Blvd and Mt Diablo Corridor per West Downtown Specific Plan - Preliminary Design	\$350,000											\$350,000
<b>Transportation Projects Subtotal</b>	<b>\$18,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$850,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,900,000</b>
<b>Parks and Open Space Projects</b>												
Park Irrigation Reservoir Liner, Pumps and HF Pond Aeration Fountains	\$800,000						\$800,000					
Arbolado Park Improvements	\$400,000						\$400,000					
Bocce Courts @ Larkey	\$200,000											\$200,000
Old Oak Park - Parking and Improvements	\$150,000											\$150,000
Clark Pool and Pool House Repurpose Design & Construction	\$2,500,000											\$2,500,000
<b>Parks and Open Space Projects Subtotals</b>	<b>\$4,050,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,850,000</b>
<b>Discretionary Project Subtotal</b>	<b>\$24,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$850,000</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,700,000</b>
<b>Asset Management Subtotal</b>	<b>\$16,700,000</b>	<b>\$3,350,000</b>	<b>\$5,850,000</b>	<b>\$2,200,000</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,700,000</b>
<b>Totals</b>	<b>\$41,450,000</b>	<b>\$3,350,000</b>	<b>\$5,850,000</b>	<b>\$2,200,000</b>	<b>\$700,000</b>	<b>\$850,000</b>	<b>\$2,100,000</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,400,000</b>
Remaining Fund Balance		\$650,000	\$84,000	\$358,000	\$0	\$824,000	\$70,000	\$0	\$0	\$4,900,000	\$0	

# FISCAL YEAR 2030-31

Project Title	Project Cost Estimate	General Fund	Roadway Funding		Downtown Parking Fund	Developer Fees		Grants	Bond (Measure O)	Facility Reserve	Other Revenue	UNFUNDED NEEDS
			Gas Tax	Measure J		Traffic Impact Fee	In-Lieu Parkland					
<b>Estimated Revenue</b>		\$4,100,000	\$6,100,000	\$2,220,000	\$700,000	\$1,000,000	\$1,500,000	\$0	\$0	\$0	\$0	
<b>Estimated Remaining Fund Balance from 2028-29</b>		\$650,000	\$84,000	\$358,000	\$0	\$824,000	\$70,000	\$0	\$0	\$4,900,000	\$0	
<b>Estimated Funds Available for 2030-31</b>		\$4,750,000	\$6,184,000	\$2,578,000	\$700,000	\$1,824,000	\$1,570,000	\$0	\$0	\$4,900,000	\$0	
<b>Asset Management Projects</b>												
Roadway Maintenance	\$7,000,000	\$300,000	\$5,000,000	\$1,700,000								
Bridge Maintenance & Construction	\$500,000			\$500,000								
Storm Drain Repairs / Green Infrastructure	\$1,300,000	\$400,000	\$900,000									
Building/Facility Maintenance	\$2,400,000	\$1,900,000										\$500,000
Parking Lot Maintenance	\$250,000	\$250,000										
Parks, Open Space, and Trails	\$1,150,000	\$250,000					\$900,000					
Curb, Gutter, and Sidewalk Maintenance	\$500,000	\$300,000	\$200,000									
Signal and Streetlight Maintenance	\$450,000	\$450,000										
Parking Facility Projects	\$600,000				\$600,000							
Downtown Maintenance	\$100,000				\$100,000							
<b>Asset Management Subtotals</b>	<b>\$14,250,000</b>	<b>\$3,850,000</b>	<b>\$6,100,000</b>	<b>\$2,200,000</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>
<b>Discretionary Capital Projects</b>												
<b>Parking and Downtown Enhancement</b>												
Main St Intersection Redesign	\$1,000,000											\$1,000,000
<b>Parking and Downtown Enhancement Subtotals</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>
<b>Transportation Projects</b>												
Pedestrian Improvements: non-signalized crosswalks	\$200,000					\$200,000						
Bike Facilities per Master Plan	\$150,000					\$150,000						
School Area Active Transportation	\$125,000					\$125,000						
City Wide Traffic Calming	\$125,000					\$125,000						
Local Road Safety Plan Improvements	\$250,000					\$250,000						
Olympic Blvd Corridor Construction (Newell)	\$3,000,000											\$3,000,000
Ygnacio Valley Road / Bancroft-Walnut Intersection Improvements	\$4,500,000											\$4,500,000
YVR Sidewalk/Soundwall replacement John Muir to San Carlos Drive	\$2,000,000											\$2,000,000
<b>Transportation Projects Subtotal</b>	<b>\$10,350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$850,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,500,000</b>
<b>Parks and Open Space Projects</b>												
Walden Park Parking Lot	\$250,000						\$250,000					
Clark Pool and Pool House Repurpose Design & Construction	\$2,000,000											\$2,000,000
<b>Parks and Open Space Projects Subtotals</b>	<b>\$2,250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>
<b>Discretionary Project Subtotal</b>	<b>\$13,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$850,000</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,500,000</b>
<b>Asset Management Subtotal</b>	<b>\$14,250,000</b>	<b>\$3,850,000</b>	<b>\$6,100,000</b>	<b>\$2,200,000</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>
<b>Totals</b>	<b>\$27,850,000</b>	<b>\$3,850,000</b>	<b>\$6,100,000</b>	<b>\$2,200,000</b>	<b>\$700,000</b>	<b>\$850,000</b>	<b>\$1,150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,000,000</b>
Remaining Fund Balance		\$900,000	\$84,000	\$378,000	\$0	\$974,000	\$420,000	\$0	\$0	\$4,900,000	\$0	

# FISCAL YEAR 2032-33

Project Title	Project Cost Estimate	General Fund	Roadway Funding		Downtown Parking Fund	Developer Fees		Grants	Bond (Measure O)	Facility Reserve	Other Revenue	UNFUNDED NEEDS
			Gas Tax	Measure J		Traffic Impact Fee	In-Lieu Parkland					
<b>Estimated Revenue</b>		\$4,220,000	\$6,280,000	\$2,455,440	\$700,000	\$1,000,000	\$1,500,000					
<b>Estimated Remaining Fund Balance from 2028-29</b>		\$900,000	\$84,000	\$378,000	\$0	\$974,000	\$420,000	\$0	\$0	\$4,900,000	\$0	
<b>Estimated Funds Available for 2032-33</b>		\$5,120,000	\$6,364,000	\$2,833,440	\$700,000	\$1,974,000	\$1,920,000	\$0	\$0	\$4,900,000	\$0	
<b>Asset Management Projects</b>												
Roadway Maintenance	\$7,200,000	\$400,000	\$5,100,000	\$1,700,000								
Bridge Maintenance & Construction	\$500,000			\$500,000								
Storm Drain Repairs / Green Infrastructure	\$1,300,000	\$400,000	\$900,000									
Building/Facility Maintenance	\$1,400,000	\$1,400,000										
Parking Lot Maintenance	\$250,000	\$250,000										
Parks, Open Space, and Trails	\$1,150,000	\$250,000					\$900,000					
Curb, Gutter, and Sidewalk Maintenance	\$500,000	\$300,000	\$200,000									
Signal and Streetlight Maintenance	\$450,000	\$450,000										
Parking Facility Projects	\$600,000				\$600,000							
Downtown Maintenance	\$100,000				\$100,000							
<b>Asset Management Subtotals</b>	<b>\$13,450,000</b>	<b>\$3,450,000</b>	<b>\$6,200,000</b>	<b>\$2,200,000</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Discretionary Capital Projects</b>												
<i>Parking and Downtown Enhancement</i>												
<b>Parking and Downtown Enhancement Subtotals</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Transportation Projects</b>												
Pedestrian Improvements: non-signalized crosswalks	\$200,000					\$200,000						
Bike Facilities per Master Plan	\$150,000					\$150,000						
School Area Active Transportation	\$125,000					\$125,000						
City Wide Traffic Calming	\$125,000					\$125,000						
Local Road Safety Plan Improvements	\$250,000					\$250,000						
Newell Avenue Enhanced Traffic Signals	\$500,000											\$500,000
Olympic Corridor Trail Connector Study and Improvements - Construction	\$4,400,000											\$4,400,000
Oakland Blvd and Mt Diablo Corridor per West Downtown Specific Plan	\$10,000,000											\$10,000,000
Traffic Signal at Civic/Arroyo Way	\$900,000											\$900,000
<b>Transportation Projects Subtotal</b>	<b>\$16,650,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$850,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,800,000</b>
<b>Parks and Open Space Projects</b>												
Ballfield Synthetic Turf Replacement	\$1,000,000											\$1,000,000
Bocce Courts @ Rudgear	\$200,000	\$0					\$200,000					\$0
<b>Parks and Open Space Projects Subtotals</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>
<b>Discretionary Project Subtotal</b>	<b>\$17,850,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$850,000</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,800,000</b>
<b>Asset Management Subtotal</b>	<b>\$13,450,000</b>	<b>\$3,450,000</b>	<b>\$6,200,000</b>	<b>\$2,200,000</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Totals</b>	<b>\$31,300,000</b>	<b>\$3,450,000</b>	<b>\$6,200,000</b>	<b>\$2,200,000</b>	<b>\$700,000</b>	<b>\$850,000</b>	<b>\$1,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,800,000</b>
Remaining Fund Balance		\$1,670,000	\$164,000	\$633,440	\$0	\$1,124,000	\$820,000	\$0	\$0	\$4,900,000	\$0	



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**ROADWAY MAINTENANCE**

**PROJECT CATEGORY:** Asset Management

**REQUESTING PARTY:** Public Works

**FUNDING SOURCE:** Gas Tax, Measure J, Grant

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The City's Pavement Management Program includes street slurry and cape seal projects; residential asphalt overlay projects and major roadway reconstruction projects. The Pavement Management Needs are Partially offset by the efforts of the City's Street Maintenance Division.



**PROJECT STATUS:**

Continuous - The City has an annual paving and maintenance program.

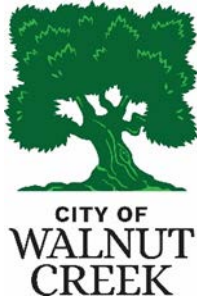
**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$6,700	\$6,700	\$6,700	\$7,000	\$7,200	\$34,300
<b>Funding Sources</b>						
General Fund	\$200	\$200	\$200	\$300	\$400	\$1,300
Gas Tax (HUTA & RMRA)	\$4,800	\$4,800	\$4,800	\$5,000	\$5,100	\$24,500
Measure J	\$1,700	\$1,700	\$1,700	\$1,700	\$1,700	\$8,500
Grant						
<b>Unfunded Needs</b>	\$0	\$0	\$0	\$0	\$0	\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Timely implementation of programmed street maintenance will prevent more costly repairs in the future.





**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**BRIDGE MAINTENANCE AND REPAIRS**

**PROJECT CATEGORY:** Asset Management

**REQUESTING PARTY:** Public Works

**FUNDING SOURCE:** Measure J, Grants

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The City maintains and operates 26 vehicular bridges in the City of Walnut Creek. Bridge Maintenance and Repair projects will be developed from the Bridge Preventive Maintenance Plan (BPMP) that will prioritize maintenance activities in accordance with guidelines of the Federal Highway Bridge Program (HBP). Bridge repair and rehabilitation projects at Castle Hill Road, South Main Street and Bancroft Road are expected in the 24-33 CIP. The Castle Hill Road bridge replacement does not qualify under the HBP and is currently unfunded.



**PROJECT STATUS:**

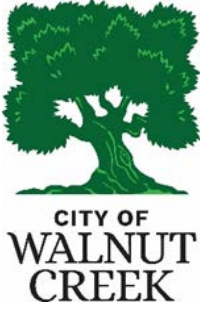
Continuous - The City has an annual bridge maintenance program.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$1,000	\$12,700	\$2,500	\$500	\$500	\$17,200
<b>Funding Sources</b>						
General Fund						\$0
Gas Tax (HUTA & RMRA)						\$0
Measure J	\$1,000	\$500	\$500	\$500	\$500	\$3,000
HBP Grant		\$8,800	\$2,000			\$10,800
<b>Unfunded Needs</b>	\$0	\$3,400	\$0	\$0	\$0	\$3,400

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Timely implementation of programmed street maintenance will prevent more costly repairs in the future.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**STORM DRAIN REPAIRS/GREEN INFRASTRUCTURE**

**PROJECT CATEGORY:** Asset Management

**REQUESTING PARTY:** Public Works

**FUNDING SOURCE:** General Fund (Maintenance), Gas Tax

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The City maintains 90 miles of storm drain system. This funding provides for repairs to the City's storm drain system as identified by City Maintenance and Engineering divisions. Many of the City's corrugated metal pipes (CMP) are approximately 50 years old. This project will provide for contractor performed inspections with CCTV and cleaning of the inspected lines and proactively replace aging and compromised infrastructure. The Regional Water Quality Control Board mandates City to install Green Infrastructure to control and treat urban drainage runoff. Project will install mandated green infrastructure.



**PROJECT STATUS:**

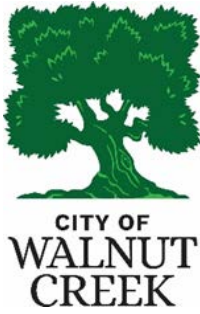
Continuous. The City has an ongoing program to complete minor storm drain repairs and replacements.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$1,250	\$1,250	\$1,250	\$1,300	\$1,300	\$6,350
<b>Funding Sources</b>						
General Fund	\$400	\$400	\$400	\$400	\$400	\$2,000
Gas Tax	\$850	\$850	\$850	\$900	\$900	\$4,350
Measure J						
<b>Unfunded Needs</b>	\$0	\$0	\$0	\$0	\$0	\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Timely implementation of storm drain maintenance will prevent more costly repairs in the future.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**BUILDING/FACILITY MAINTENANCE**

**PROJECT CATEGORY:** Asset Management

**REQUESTING PARTY:** Public Works

**FUNDING SOURCE:** General Fund (Maintenance)

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The City maintains 73 buildings of various sizes and containing varying types of equipment. The City's Municipal Maintenance Master Plan (MMP) provides a schedule for the long-term maintenance/replacement of major building elements such as roofs; heating, ventilation, and air conditioning (HVAC) systems; and flooring. The engineering division coordinates with the building maintenance division staff to periodically review and update the MMP and confirm the appropriate projects to be included in each two-year cycle of the CIP.



**PROJECT STATUS:**

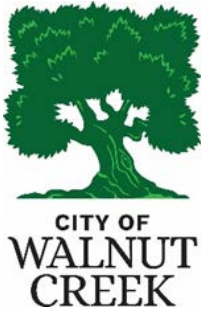
Continuous

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$2,150	\$4,900	\$3,200	\$2,400	\$1,400	\$14,050
<b>Funding Sources</b>						
General Fund	\$2,150	\$2,500	\$1,500	\$1,900	\$1,400	\$9,450
<b>Unfunded Needs</b>	\$0	\$2,400	\$1,700	\$500	\$0	\$4,600

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Timely implementation of building and equipment maintenance will prevent more costly repairs in the future.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**PARKING LOT MAINTENANCE**

**PROJECT CATEGORY:** Asset Management

**REQUESTING PARTY:** Public Works

**FUNDING SOURCE:** General Fund (Maintenance)

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The City maintains 30 parking lots serving City owned facilities and 2 surface parking lots with meters. The City’s Municipal Maintenance Master Plan (MMP) provides a schedule for the long-term maintenance/replacement of major elements such as paving. The engineering division coordinates with the street maintenance division staff to periodically review and update the MMP and confirm the appropriate projects to be included in each two-year cycle of the CIP.



**PROJECT STATUS:**

Continuous

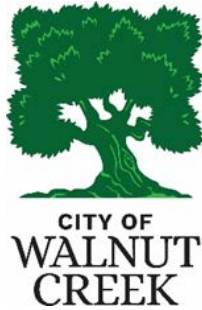
**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$50	\$50	\$250	\$250	\$250	\$850
<b>Funding Sources</b>						
General Fund	\$50	\$50	\$250	\$250	\$250	\$850
<b>Unfunded Needs</b>	\$0	\$0	\$0	\$0	\$0	\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Timely implementation of parking lot maintenance will prevent more costly repairs in the future.





**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**PARKS, OPEN SPACE AND TRAILS MAINTENANCE**

**PROJECT CATEGORY:** Asset Management

**REQUESTING PARTY:** Public Works

**FUNDING SOURCE:** General Fund (Maintenance), In-Lieu Parkland Fund

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The City maintains 22 parks and 5 designated open space areas. The City’s Municipal Maintenance Master Plan (MMP) provides a schedule for the long-term maintenance/replacement of playground structures, fencing, trails, signage, roadway medians, irrigation, turf and other improvements. The engineering division coordinates with parks and open space division staff to periodically review and update the MMP and confirm the appropriate projects to be included in each two-year cycle of the CIP.



**PROJECT STATUS:**

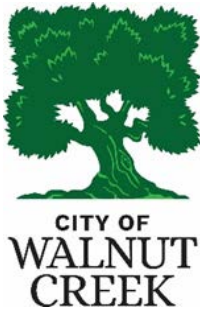
Continuous

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$2,000	\$1,100	\$1,150	\$1,150	\$1,150	\$6,550
<b>Funding Sources</b>						
General Fund	\$200	\$200	\$250	\$250	\$250	\$1,150
In-Lieu Parkland Fund	\$1,800	\$900	\$900	\$900	\$900	\$5,400
<b>Unfunded Needs</b>	\$0	\$0	\$0	\$0	\$0	\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Timely implementation of equipment maintenance will prevent more costly repairs in the future.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**CURB, GUTTER AND SIDEWALK MAINTENANCE**

**PROJECT CATEGORY:** Asset Management

**REQUESTING PARTY:** Public Works

**FUNDING SOURCE:** Gas Tax, General Fund (Maintenance)

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The City maintains 195 miles of streets within city limits most of which are improved with curb, gutter, and sidewalk. The City's ADA Transition Plan identifies existing non-compliant curb ramps within the Core Area and helps prioritize the replacement of these ramps.



**PROJECT STATUS:**

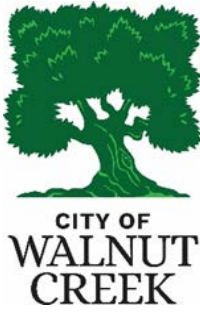
Continuous

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$550	\$500	\$500	\$500	\$500	\$2,550
<b>Funding Sources</b>						
General Fund	\$350	\$300	\$300	\$300	\$300	\$1,550
Gas Tax	\$200	\$200	\$200	\$200	\$200	\$1,000
<b>Unfunded Needs</b>	\$0	\$0	\$0	\$0	\$0	\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Timely implementation of curb gutter and sidewalk maintenance will prevent more costly repairs in the future and limit City liability for trip and fall claims.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**SIGNAL/STREETLIGHT MAINTENANCE PROJECTS**

**PROJECT CATEGORY:** Asset Management

**REQUESTING PARTY:** Public Works

**FUNDING SOURCE:** General Fund (Maintenance)

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The City maintains 100 traffic signals and 1,660 City-owned street lights. Signal and streetlight maintenance projects are included in a master plan managed by the traffic maintenance division. This master plan identifies scheduled maintenance/replacement of signal elements such as cabinets, controllers, wiring, and signal heads at each of the City’s traffic signals and City-owned streetlights.



**PROJECT STATUS:**

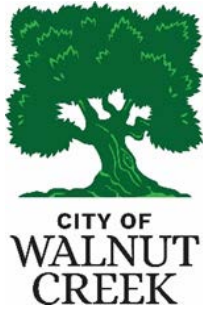
Continuous

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$250	\$250	\$450	\$450	\$450	\$1,850
<b>Funding Sources</b>						
General Fund	\$250	\$250	\$450	\$450	\$450	\$1,850
<b>Unfunded Needs</b>	\$0	\$0	\$0	\$0	\$0	\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Timely implementation of signal and streetlight equipment maintenance will prevent more costly repairs in the future.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**PARKING FACILITY PROJECTS**

**PROJECT CATEGORY:** Parking and  
Downtown Enhancement

**REQUESTING PARTY:** Public Works,  
Administrative Services

**FUNDING SOURCE:** Downtown Parking Fund

**PROJECT DESCRIPTION AND JUSTIFICATION:**

Projects to extend the operational life of the downtown parking garages. Projects would include, painting, parking security upgrades, deck sealing and other associated work on the garages.



**PROJECT STATUS:**

Continuous

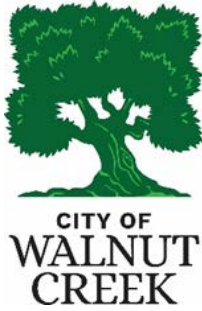
**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$600	\$600	\$600	\$600	\$600	\$3,000
<b>Funding Sources</b>						
Parking Fund	\$600	\$600	\$600	\$600	\$600	\$3,000
<b>Unfunded Needs</b>	\$0	\$0	\$0	\$0	\$0	\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Timely implementation of programmed maintenance and repairs will prevent more costly repairs in the future.





**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**DOWNTOWN MAINTENANCE**

**PROJECT CATEGORY:** Parking and  
Downtown Enhancement

**REQUESTING PARTY:** Public Works,  
Administrative Services

**FUNDING SOURCE:** Downtown Parking Fund

**PROJECT DESCRIPTION AND JUSTIFICATION:**

Projects to maintain and extend the operational life of the downtown outdoor features. Projects would include, parking meter replacement, replacement of the tivoli lighting, decorative crosswalks, other sidewalk improvements and enhancements, install downtown furniture, tree replacement and sidewalk repairs.



**PROJECT STATUS:**

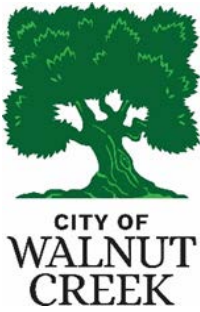
Continuous

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$100	\$100	\$100	\$100	\$100	\$500
<b>Funding Sources</b>						
Parking Fund	\$100	\$100	\$100	\$100	\$100	\$500
<b>Unfunded Needs</b>	\$0	\$0	\$0	\$0	\$0	\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Timely implementation of programmed maintenance will prevent more costly repairs in the future.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**DOWNTOWN FIBER IMPLEMENTATION**

**PROJECT CATEGORY:** Parking and Downtown

**REQUESTING PARTY:** Public Works,  
Information Technology

**FUNDING SOURCE:** Unfunded

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The project builds on the previous phases to strengthen communications infrastructure with fiber connections. This project will link fiber communication to Locust Street connecting the existing traffic signals and City Buildings including the Leshar Center of the Arts, North Locust Garage and South Locust Garage.



**PROJECT STATUS:**

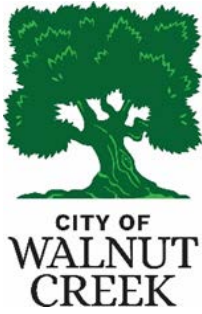
As part of the Locust Street Rehabilitation project in 2024, a conduit will be installed for future fiber communications on Locust Street from Civic Drive to Mt. Diablo Blvd.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>		\$600				\$600
<b>Funding Sources</b>						
General Fund		\$0				\$0
Parking Fund		\$0				\$0
<b>Unfunded Needs</b>		\$600				\$600

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Connecting the facilities to the City's fiber communication network will eliminate requiring third party communication providers to provide communication services to each facility.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**CCTV CAMERA SYSTEM UPGRADES**

**PROJECT CATEGORY:** Parking and Downtown Enhancement

**REQUESTING PARTY:** Public Works, Administrative Services

**FUNDING SOURCE:** Unfunded

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The technology of the existing security cameras at the City's Parking Garages are outdated and are in need of replacement. This project will replace the existing security cameras in the City's Parking Garages.



**PROJECT STATUS:**

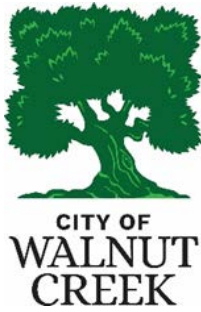
Not Started

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>		\$500				\$500
<b>Funding Sources</b>						
General Fund		\$0				\$0
Parking Fund		\$0				\$0
<b>Unfunded Needs</b>		\$500				\$500

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Project will initially reduce the maintenance necessary to service the existing CCTV cameras.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**Parking Access and Control Equipment Replacement**

**PROJECT CATEGORY:** Parking and Downtown Enhancement

**REQUESTING PARTY:** Public Works, Administrative Services

**FUNDING SOURCE:** Unfunded

**PROJECT DESCRIPTION AND JUSTIFICATION:**

Parking Access and Control Equipment have a typically service life of 10-years. The existing Parking Access and Control Equipment in Broadway, South Locust and North Locust Parking garages were installed in 2018.



**PROJECT STATUS:**

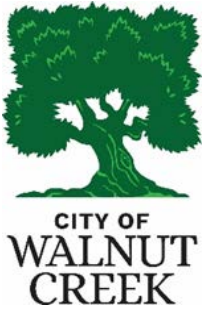
Not Started

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>			\$1,500			\$1,500
<b>Funding Sources</b>						
Parking Fund						
<b>Unfunded Needs</b>			\$1,500			\$1,500

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Replace an existing facility - Similar maintenance and operational expenses are anticipated.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**MAIN STREET INTERSECTIONS REDESIGN**

**PROJECT CATEGORY:** Parking and Downtown Enhancement

**REQUESTING PARTY:** Public Works

**FUNDING SOURCE:** Unfunded

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The existing traffic signals at the Main Street and Cypress and Main Street and Bonanza intersections are located on concrete poles which are not seismically safe. Because any upgrade would require an entirely new traffic signal, the project proposes to combine the signal upgrades with a complete intersection upgrades including bulb-outs at the curb ramps to reduce the pedestrian crossing distance and upgraded hardscape and landscapes.



**PROJECT STATUS:**

Not Started

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>			\$450	\$1,000		\$1,450
<b>Funding Sources</b>						
Parking Fund						\$0
<b>Unfunded Needs</b>			\$450	\$1,000		\$1,450

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Upgrade an existing facility - Similar maintenance and operational expenses are anticipated.





**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**UNSIGNALIZED CROSSWALK IMPROVEMENTS**

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee (TIF Project #4)

**PROJECT DESCRIPTION AND JUSTIFICATION:**

Recognizing the importance of pedestrian safety, this project maintains an effort to continuously improve uncontrolled pedestrian crosswalks throughout the City. Improvements may include curb ramps, bulb-outs, refuge islands, signing, striping, lighting, line of sight, advanced warning, layout and alignment modifications. An internal process and associated inventory of unsignalized crosswalks, which is updated annually, is used to prioritize upgrades. While most minor signing and striping upgrades will be completed within the Public Works Department's operational budget, locations requiring greater capital expenditures would leverage these funds or may be used as a local match for grant funding.



**PROJECT STATUS:**

These funds may be accumulated from CIP cycle to cycle should the need arise for a project exceeding the cycle allotment of 200K.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$200	\$200	\$200	\$200	\$200	\$1,000
<b>Funding Sources</b>						
Traffic Impact Fee	\$200	\$200	\$200	\$200	\$200	\$1,000
<b>Unfunded Needs</b>	\$0	\$0	\$0	\$0	\$0	\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor increase in costs for electricity and maintenance of any lighting improvements, otherwise, no significant change



## 2024 - 2033 CAPITAL INVESTMENT PROGRAM PROJECT DESCRIPTION WORKSHEET

### BIKE FACILITIES

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee (TIF Project #2)

**PROJECT DESCRIPTION AND JUSTIFICATION:**

Bike Facility projects would be implemented based on the Bike Master Plan (BMP), Specific Plans, Local Roadway Safety Plan, Rethinking Mobility Plan, Sustainability Action Plan, community input, and the latest guidelines, design requirements and best practices to select and implement context-appropriate bicycle facilities, amenities, and parking. Installation of bicycle infrastructure that adds lane miles and/or enhances existing facilities and supportive bicycle amenities and parking aligns with the City's traffic safety, multimodal, sustainability, and economic vitality goals. The new bicycle facilities and amenities are eligible for TIF funding as the increased bicycle use reduces the demand for peak hour vehicular trips. This category is ongoing as bike facilities continue to be installed and/or enhanced. The prioritization of capital projects will be established through guidance from the Transportation Commission serving as the City's bicycle advisory committee, grant funding opportunities, and the public.



**PROJECT STATUS:**

These funds may be accumulated from CIP cycle to cycle should the need arise for a project exceeding the cycle allotment of 150K.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$150	\$150	\$150	\$150	\$150	\$750
<b>Funding Sources</b>						
Traffic Impact Fee	\$150	\$150	\$150	\$150	\$150	\$750
<b>Unfunded Needs</b>	\$0	\$0	\$0	\$0	\$0	\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor increase in maintenance costs for new infrastructure.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**SCHOOL AREA ACTIVE TRANSPORTATION**

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee

**PROJECT DESCRIPTION AND JUSTIFICATION:**

Staff receives many requests for active transportation improvements around school areas and along routes to school. The Safe Routes to School study provides recommendations to improve safety for vulnerable school-aged pedestrians. Funds would be spent on design and construction of quick-build active transportation projects that also double as traffic calming improvements. This project is funded through Traffic Impact Fees as it would provide more comfortable facilities for school children to get to school outside of a vehicle, thereby reducing congestion. Priority locations will be determined through the Safe Routes to School study, unsignalized crosswalk priority list, and Local Roadway Safety Plan.



**PROJECT STATUS:**

These funds may be accumulated from CIP cycle to cycle should the need arise for a project exceeding the cycle allotment of 125K.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$125	\$125	\$125	\$125	\$125	\$625
<b>Funding Sources</b>						
Traffic Impact Fee	\$125	\$125	\$125	\$125	\$125	\$625
<b>Unfunded Needs</b>	\$0	\$0	\$0	\$0	\$0	\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor increase in costs for maintenance of any new infrastructure.





## 2024 - 2033 CAPITAL INVESTMENT PROGRAM PROJECT DESCRIPTION WORKSHEET

### CITY WIDE TRAFFIC CALMING

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee

**PROJECT DESCRIPTION AND JUSTIFICATION:**

Staff receives many requests for traffic calming improvements, especially on residential streets. These requests are being organized under the Neighborhood Streets Program, which seeks community feedback to identify traffic safety concerns. Funds would be spent on the design and construction of quick-build improvements and educational materials. This project would be funded through Traffic Impact Fees as traffic calming results in more comfortable infrastructure for pedestrians and bicyclists, thereby reducing vehicle congestion.



**PROJECT STATUS:**

These funds may be accumulated from CIP cycle to cycle should the need arise for a project exceeding the cycle allotment of 125K.

**CAPITAL COSTS** (*\$ in thousands*)

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$125	\$125	\$125	\$125	\$125	\$625
<b>Funding Sources</b>						
Traffic Impact Fee	\$125	\$125	\$125	\$125	\$125	\$625
<b>Unfunded Needs</b>	\$0	\$0	\$0	\$0	\$0	\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor increase in costs for maintenance of any new infrastructure.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**LOCAL ROAD SAFETY**

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The Local Roadway Safety project would fund planning, design, and construction of improvements that reduce or eliminate severe injury and fatal collisions. Funds may be used as a local match for federal, state and local grants.



**PROJECT STATUS:**

These funds may be accumulated from CIP cycle to cycle should the need arise for a project exceeding the cycle allotment of 125K.

**CAPITAL COSTS (\$ in thousands)**

<b>YEAR</b>	<b>24-25</b>	<b>26-27</b>	<b>28-29</b>	<b>30-31</b>	<b>32-33</b>	<b>Total</b>
<b>Project Cost Estimate</b>	\$250	\$250	\$250	\$250	\$250	\$1,250
<b>Funding Sources</b>						
Traffic Impact Fee	\$250	\$250	\$250	\$250	\$250	\$1,250
<b>Unfunded Needs</b>	\$0	\$0	\$0	\$0	\$0	\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor increase in costs for maintenance of any new infrastructure.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**WALNUT BOULEVARD SIDEWALK AT WALNUT HEIGHTS  
ELEMENTARY**

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee (TIF Project #33)

**PROJECT DESCRIPTION AND JUSTIFICATION:**

This project would construct a sidewalk along Walnut Boulevard in front of Walnut Heights Elementary School and close a sidewalk gap between Fraser Drive and Bellows Court. This project will help complete the pedestrian network and provide a safe, comfortable facility for students and residents of the area.



**PROJECT STATUS:**

Design - Project is currently in design phase. City staff will use OBAG3 grant funding to complete the project construction.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$2,200					\$2,200
<b>Funding Sources</b>						
Traffic Impact Fee	\$500					\$500
Grant Funding (OBAG 3)	\$1,700					\$1,700
<b>Unfunded Needs</b>	\$0					\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor increase in maintenance costs for new infrastructure



## 2024 - 2033 CAPITAL INVESTMENT PROGRAM PROJECT DESCRIPTION WORKSHEET

### OBAG3 SAFE ROUTES TO SCHOOL PROJECTS

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee (TIF Project #33)

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The OBAG3 Safe Routes to Schools projects include projects near schools to enhance safety and improve usability for users of all ages and abilities. Projects include:

- Broadway/Newell Avenue Intersection Improvements will include pedestrian and bicycle improvements, bulb-outs to create shorter crossing distances, and passive detection as well as traffic signal improvements.
  - Cedro Sidewalk and intersection Improvements will install sidewalk and intersection improvements at Cedro & Ebano.
  - Parkside Drive Sidewalk Gap Closure will close a sidewalk gap on Parkside Drive between Buena Vista Ave and San Juan Ave.
- The City applied and was successful in securing grant funding from the One Bay Area Grant (Round 3) for Safe Routes to School related improvements.



**PROJECT STATUS:**

Not Started.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$6,250					\$6,250
<b>Funding Sources</b>						
Traffic Impact Fee	\$900					\$900
Grant (OBAG3)	\$5,350					\$5,350
<b>Unfunded Needs</b>	\$0					\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor increase in maintenance costs for new infrastructure



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

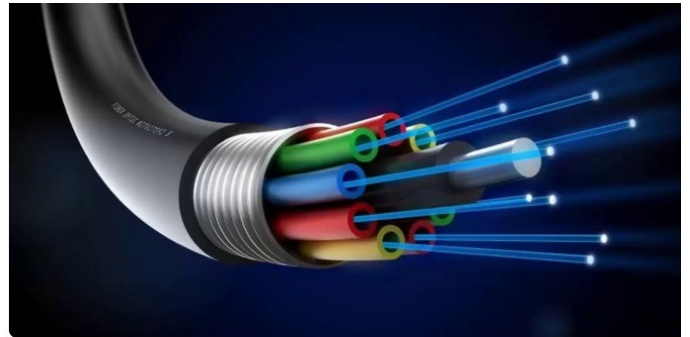
**TRAFFIC MONITORING AND COMMUNICATION  
TECHNOLOGY PHASE 3**

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee

**PROJECT DESCRIPTION AND JUSTIFICATION:**

This project builds on the previous two phases and would strengthen communications infrastructure with fiber connections. Additional Intelligent Transportation Systems components may include upgraded traffic signal controller cabinets, controller components and other traffic signal monitoring equipment. The project would be implemented on Ygnacio Valley Road and is intended to optimize efficiency of the corridor by leveraging enhanced hardware and/or software.



The City was awarded Federal earmarks to support this project.

**PROJECT STATUS:**

This project will be designed in the next year.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$2,920					\$2,920
<b>Funding Sources</b>						
Traffic Impact Fee	\$400					\$400
Grant (Earmark)	\$2,520					\$2,520
<b>Unfunded Needs</b>	\$0					\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Project improves communication efficiency and may reduce operational costs.





**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**OBAG3 COUNTYWIDE SMART SIGNALS PROJECT**

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The OBAG3 Countywide Smart Signal Project is a joint project with the Contra Costa Transportation Authority (CCTA) to improve traffic signal infrastructure to improve communication and coordination to enhance traffic flow reducing congestion.

CCTA applied and was successful in securing grant funding from the One Bay Area Grant (Round 3) for the Countywide Smart Signal Project.



**PROJECT STATUS:**

Not Started.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$1,700					\$1,700
<b>Funding Sources</b>						
Traffic Impact Fee	\$200					\$200
Grant (OBAG 3)	\$1,500					\$1,500
<b>Unfunded Needs</b>	\$0					\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor increases in maintenance with partial offsets due to less time spent in the field



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**TRAFFIC SIGNAL AT TREAT & ARKELL**

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee

**PROJECT DESCRIPTION AND JUSTIFICATION:**

Install a traffic signal at the intersection of Treat Boulevard and Arkell Road. This intersection provides access to neighborhoods and a school, and additional traffic control devices may be warranted in order to facilitate more efficient and safer access for vehicles, pedestrians and bicycles. The project will include assessing appropriate traffic control at the intersection, including alternatives to a fully signalized intersection, design, and construction.



**PROJECT STATUS:**

Not started. Potential grant funding may come through Innovate 680.

**CAPITAL COSTS (\$ in thousands )**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>		\$900				\$900
<b>Funding Sources</b>						
<b>Unfunded Needs</b>		\$900				\$900

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor increase in costs for electricity and maintenance of any lighting improvements, otherwise, no significant change



## 2024 - 2033 CAPITAL INVESTMENT PROGRAM PROJECT DESCRIPTION WORKSHEET

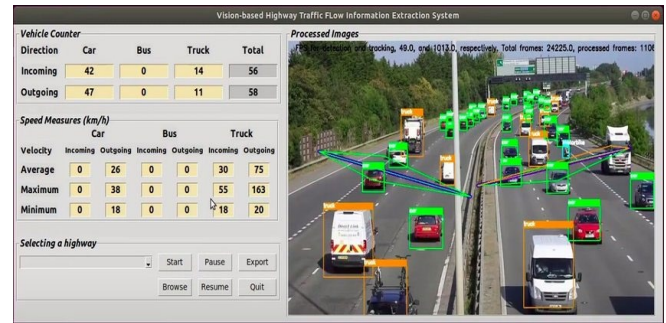
### ENHANCED TRAFFIC SIGNALS

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The project is aimed at capturing real time traffic information on the described locations, which improves traffic management in the City of Walnut Creek. The ITS monitoring enables the management team to make instant updates and decisions, e.g., need for detouring, message dissemination via dynamic signs, and emergency and events management. Vehicle traffic will benefit directly from the installation of ITS Travel Monitoring devices by reducing congestion.



**PROJECT STATUS:**

Not started.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>		\$900			\$500	\$1,400
<b>Funding Sources</b>						
Traffic Impact Fee						
<b>Unfunded Needs</b>		\$900			\$500	\$1,400

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor increases in maintenance with partial offsets due to less time spent in the field





**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**OLYMPIC CORRIDOR TRAIL CONNECTOR STUDY AND IMPROVEMENTS**

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee (TIF Project #20), Potential Grants

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The Olympic Boulevard Corridor Trail Connector Study aims to connect the Iron Horse Trail to the Lafayette/Moraga Trail. The first phase of the overall project would include community engagement, environmental review, traffic analysis, and preliminary design for the proposed alignments. The second phase would include construction for the Newell Avenue portion of the project. The third phase includes construction for Olympic Boulevard and additional linkages, which may also include widening of Olympic Boulevard under I-680 to accommodate the trail facility, and would include bicycle detection, lighting, and a retaining wall.



**PROJECT STATUS:**

Not started. City staff will seek grant funding to complete the second phase of the project. The project may not move forward without grant funding.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>		\$300		\$3,000	\$4,400	\$7,700
<b>Funding Sources</b>						
<b>Unfunded Needs</b>		\$300		\$3,000	\$4,400	\$7,700

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Future improvements identified in the study may increase maintenance of added facilities.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**SAN MIGUEL DRIVE PEDESTRIAN IMPROVEMENTS**

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee (TIF Project #33)

**PROJECT DESCRIPTION AND JUSTIFICATION:**

This project would construct a sidewalk along San Miguel Drive from Newell Avenue to the City/County limit at Blackwood Drive. This is a joint project with Contra Costa County to close a sidewalk gap and complete the pedestrian network. The County will be implementing the project



**PROJECT STATUS:**

New Project. City will be participating with Contra Costa County for possible grant project.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>		\$900				\$900
<b>Funding Sources</b>						
Traffic Impact Fee		\$900				\$900
<b>Unfunded Needs</b>		\$0				\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor increase in maintenance costs for new infrastructure



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

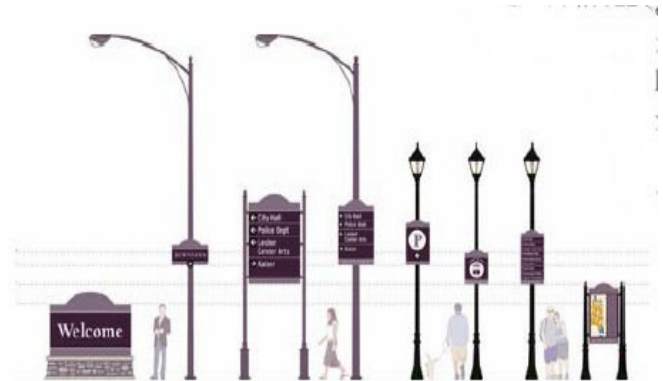
**WAYFINDING AND PARKING SIGNAGE**

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee (TIF Project #33)

**PROJECT DESCRIPTION AND JUSTIFICATION:**

Implement strategies from Rethinking Mobility that are focused on wayfinding signage for pedestrians and bicyclists, and new parking signage for improved curb management.



**PROJECT STATUS:**

These funds may be accumulated from CIP cycle to cycle should the need arise for a project exceeding the cycle allotment of 50K.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>		\$50				\$50
<b>Funding Sources</b>						
Traffic Impact Fee		\$50				\$50
<b>Unfunded Needs</b>		\$0				\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor increase in costs for maintenance of any new infrastructure.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**TRAFFIC SIGNAL MASTER REPLACEMENT**

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Unfunded

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The traffic signal master allows centralized control of the signals within the City and improves the City's capabilities to manage traffic flow throughout the City. The current traffic signal master was installed in phases beginning in 2002. This project would replace the traffic signal master with new and updated equipment, allowing the City to continue to optimize the traffic signals and manage traffic.



**PROJECT STATUS:**

These funds may be accumulated from CIP cycle to cycle should the need arise for a project exceeding the cycle allotment of 50K.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>			\$2,000			\$2,000
<b>Funding Sources</b>						
<b>Unfunded Needs</b>			\$2,000			\$2,000

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

No significant change



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

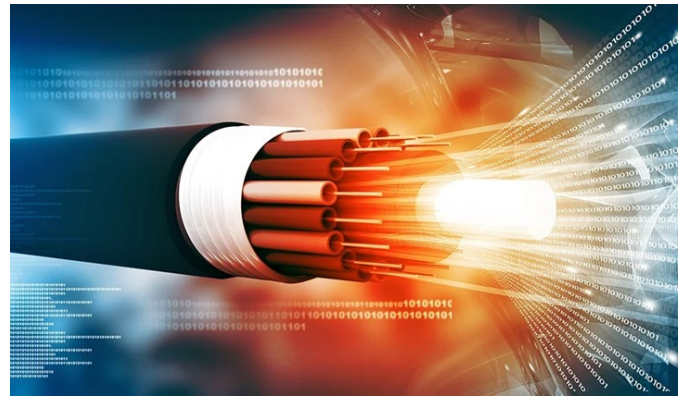
**Traffic Monitoring & Communication Technology**

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee (TIF Project #6)

**PROJECT DESCRIPTION AND JUSTIFICATION:**

Implementation of Intelligent Transportation Systems equipment, including fiber communication and other signal equipment in order to increase reliability of the centralized traffic signal network and enhance traffic signal systems to improve safety, multimodal access and efficiency.



**PROJECT STATUS:**

Not started

**CAPITAL COSTS (\$ in thousands)**

YEAR	22-23	24-25	26-27	28-29	30-31	Total
<b>Project Cost Estimate</b>				\$500		\$500
<b>Funding Sources</b>						
Traffic Impact Fee						\$0
Grant						
<b>Unfunded Needs</b>				\$500		\$500

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor increase in maintenance costs for new infrastructure





**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**YGNACIO VALLEY ROAD OFF-STREET BIKE-PED FACILITY - VIA MONTE TO SAN CARLOS**

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee (TIF Project #24)

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The project consists of a new off-street (Class I) bicycle-pedestrian path on Ygnacio Valley Road from Via Monte to San Carlos. The facility would be located in an existing landscaped area on the north side of the roadway and would not have negative impact on vehicular traffic, resulting in safer travel for both bicyclists and motorists. The project is aimed at completing the bike pathway network on the east side of the City and will allow additional bike connections between Via Monte and San Carlos.



**PROJECT STATUS:**

Not Started

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>			\$3,300			\$3,300
<b>Funding Sources</b>						
Traffic Impact Fee						
Grant						
<b>Unfunded Needs</b>			\$3,300			\$3,300

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor long term increase in maintenance due to improved and expanded infrastructure



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**YGNACIO VALLEY ROAD OFF-STREET BIKE-PED FACILITY - SAN CARLOS TO IRON HORSE TRAIL**

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee (TIF Project #25)

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The project consists of a new off-street (Class I) bicycle-pedestrian path (approximately 1.6 mile) on Ygnacio Valley Road from San Carlos to the Iron Horse Trail. The project is aimed at completing the bike pathway network on the east side of the City and will particularly benefit bicyclists who travel in the east-west direction.



**PROJECT STATUS:**

Not Started

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>			\$10,000			\$10,000
<b>Funding Sources</b>						
<b>Unfunded Needs</b>			\$10,000			\$10,000

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor long term increase in maintenance due to improved and expanded infrastructure



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**SHADELANDS MULTIMODAL IMPROVEMENTS - BIKE LANES AND SIDEWALK GAP CLOSURES**

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Shadelands PBID, Grant Funding, TIF & adjacent property owners

**PROJECT DESCRIPTION AND JUSTIFICATION:**

Implement multimodal recommendations per the Shadelands Multimodal Plan, including pedestrian crosswalks, bike facilities, and traffic calming.



**PROJECT STATUS:**

The City was awarded Measure J grant funding for the initial study programmed in the City's 2018-2020 Capital Budget. Additional funds are needed for implementation of recommended improvements once the plan is finalized.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>			\$1,200			\$1,200
<b>Funding Sources</b>						
<b>Unfunded Needs</b>			\$1,200			\$1,200

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

May result in minor long-term increase in maintenance costs with new infrastructure.





**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**LINCOLN AVENUE PED-BIKE PATH**

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE: UNFUNDED**

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The project would provide a context-sensitive bicycle facility with pedestrian improvements and traffic calming along Lincoln Avenue from the Iron Horse Trail to N Main Street. The facility will provide safe and convenient access for bicycles and pedestrians from the Iron Horse Trail to the Library and into the traditional downtown. The project will provide a better circulation and promote active transportation in the City by enhancing safe and efficient travel for pedestrians, bicyclists, and motorists per the City Bike Master Plan.



**PROJECT STATUS:**

This project was presented to the Transportation Commission in March 2017, and a preferred alternative was selected. The study used funds appropriated in the 2016-2018 Capital Budget. Additional traffic analysis was requested by Council after the preferred alternative was selected. The second phase for 28-29 would complete pedestrian and bicycle improvements from the Iron Horse Trail to N Main Street.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>			\$550			\$550
<b>Funding Sources</b>						
<b>Unfunded Needs</b>			\$550			\$550

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor long term increase in maintenance due to improved and expanded infrastructure



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**OAKLAND BOULEVARD AND MT DIABLO CORRIDOR  
RECONSTRUCTION**

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee (TIF Project #50)

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The West Downtown Specific Plan envisions the reconstruction of Oakland Boulevard from Trinity Avenue to Mt. Diablo Blvd. This includes bike facilities, a median island, and sidewalks along Oakland Boulevard between Mt. Diablo Boulevard and Trinity Avenue. The project is aimed at making Oakland Boulevard multimodal accessible with wider sidewalks, bike lanes and beautified streetscaping. The construction will follow the vision and guiding principles provided in the Urban Design and Streetscape Standards. The concept of a “complete street” will be fulfilled with the implementation.



**PROJECT STATUS:**

Not Started - The project will be funded in two stages. The first stage, included in the 28-29 CIP Budget cycle will include preliminary design. Construction will occur in the second stage during the 32-33 CIP Budget cycle, subject to available funding.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>			\$350		\$10,000	\$10,350
<b>Funding Sources</b>						
Traffic Impact Fee						
Grant						
<b>Unfunded Needs</b>			\$350		\$10,000	\$10,350

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor long term increase in maintenance due to improved and expanded infrastructure



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**YGNACIO VALLEY ROAD/BANCROFT-WALNUT  
INTERSECTION IMPROVEMENTS**

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee (TIF Project #10)

**PROJECT DESCRIPTION AND JUSTIFICATION:**

Existing traffic signal phasing and associated equipment for the Walnut Ave-Bancroft Rd approaches result in excess delays for drivers, pedestrians, and bicyclists and affects Ygnacio Valley Rd through traffic. The geometry of the intersection also plays a role in difficulty of improving the intersection. The proposed project would realign center medians and lanes to allow for protected and concurrent northbound and southbound left turn movements. In addition, the project would eliminate the free right turns from Ygnacio Valley Road improving pedestrian and bicycle safety. This project represents a potentially significant improvement to traffic flow in the entire corridor. Improvements would be consistent with recommendations contained in the Local Roadway Safety Plan.



**PROJECT STATUS:**

Not Started - City staff will seek grant funding to complete the project. The project may not move forward without grant funding.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>				\$4,500		\$4,500
<b>Funding Sources</b>						
Traffic Impact Fee						
Grant						
<b>Unfunded Needs</b>				\$4,500		\$4,500

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor increase in maintenance costs for new infrastructure



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**YGNACIO VALLEY ROAD SOUNDWALL REPLACEMENT  
AND NEW SIDEWALK**

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee (TIF Project #53)

**PROJECT DESCRIPTION AND JUSTIFICATION:**

Remove the existing sound wall and relocate to provide room for a new sidewalk adjacent to Ygnacio Valley Road from John Muir Drive to San Carlos Avenue.



**PROJECT STATUS:**

Not started

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>				\$2,000		\$2,000
<b>Funding Sources</b>						
Traffic Impact Fee						
<b>Unfunded Needs</b>				\$2,000		\$2,000

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor increase in maintenance costs for new infrastructure - Overall reduced costs due to the elimination of the "living wall" and associated maintenance costs.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**TRAFFIC SIGNAL AT CIVIC AND ARROYO**

**PROJECT CATEGORY:** Discretionary    **REQUESTING PARTY:** Public Works – Traffic Engineering

**FUNDING SOURCE:** Traffic Impact Fee (TIF Project #17)

**PROJECT DESCRIPTION AND JUSTIFICATION:**

Install a traffic signal at the intersection of Civic Drive and Arroyo Road. This intersection provides access from the Iron Horse Trail and Civic Park to downtown, and additional traffic control devices may be warranted in order to facilitate more efficient access for vehicles, pedestrians and bicycles. The project will include assessing appropriate traffic control at the intersection, including alternatives to a fully signalized intersection, design, and construction.



**PROJECT STATUS:**

Not started. Potential grant funding may come through Innovate 680.

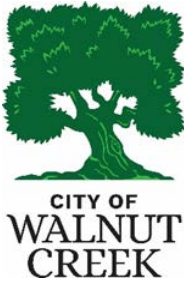
**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>					\$900	\$900
<b>Funding Sources</b>						
Traffic Impact Fee						
<b>Unfunded Needs</b>					\$900	\$900

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor increase in costs for electricity and maintenance of any lighting improvements, otherwise, no significant change





**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**HEATHER FARM AQUATIC CENTER AND COMMUNITY CENTER**

**PROJECT CATEGORY:** Discretionary Projects

**REQUESTING PARTY:** City Council

**FUNDING SOURCE:** Measure "O", Facility Reserve

**PROJECT DESCRIPTION AND JUSTIFICATION:**

As part of Your Parks, Your Future, the Heather Farm Aquatic and Community Center project will move toward final design and construction. The project will replace the aging facilities at the Heather Farm Community Center and Clark Pool with a modern aquatics facility and community center creating flexible, multi-use indoor and outdoor space, an appropriately sized pool and supporting spaces, and maintaining support of existing programs.



**PROJECT STATUS:**

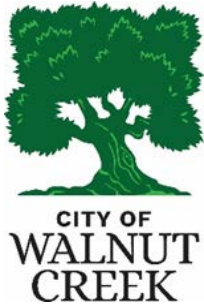
Initial project design has been funded by Council. Final Design is scheduled for 24-25 with construction in 26-27.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$7,000	\$70,000				\$77,000
<b>Funding Sources</b>						
General Fund						
Park In-Lieu Fund						
Measure "O" tax measure		\$67,000				\$67,000
Facility Reserve	\$7,000	\$3,000				\$10,000
<b>Unfunded Needs</b>	\$0	\$0				\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Existing outdated facilities at the swim center, bathhouse, and community center require significant ongoing investment in upkeep and repairs. The new aquatic & community center will require more repairs initially at startup but should require less upkeep over time.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**TICE PARK SPORTS FIELDS LIGHTING**

**PROJECT CATEGORY:** Discretionary  
Parks & Open Space

**REQUESTING PARTY:** PROS  
Commission

**FUNDING SOURCE:** Measure O, ARPA

**PROJECT DESCRIPTION AND JUSTIFICATION:**

This project would fund the design and construction of ball field lighting at Tice Ball Fields, allowing extended hour usage of the ball field.



**PROJECT STATUS:**

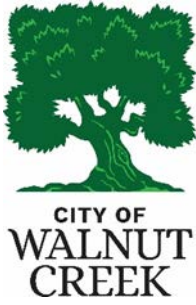
A consultant has been selected and they have begun preliminary design and obtaining CEQA clearance.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$1,800					\$1,800
<b>Funding Sources</b>						
Bond Measure O	\$1,000					\$1,000
ARPA	\$800					\$800
<b>Unfunded Needs</b>	\$0					\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Tice Park including the Tice Gym and Ball Field are a regional recreation destination for the community. Lighting at the Tice Park ball field would increase usage to fully utilizing programming potential for the facility. Additional maintenance of the ball fields will be required.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**HEATHER FARM PARK ALL - WEATHER SPORTS FIELDS**

**PROJECT CATEGORY:** Parks and Open Space Improvements

**REQUESTING PARTY:** Arts+Rec

**FUNDING SOURCE:** Measure O, Facility Reserve, ARPA

**PROJECT DESCRIPTION AND JUSTIFICATION:**

This project would fund the design and construction of all-weather sports fields at Heather Farm Ballfields 1 and 2. ADA and clean water requirements will need to be met with this project. The total project cost shown is an educated guess and will be refined more once we have a consultant on board and the plans are further along.



**PROJECT STATUS:**

Not Started.

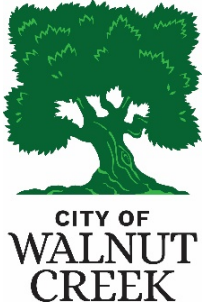
**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$5,035					\$5,035
<b>Funding Sources</b>						
Bond Measure O	\$1,000					\$1,000
Facility Reserve	\$2,900					\$2,900
ARPA	\$1,135					\$1,135
<b>Unfunded Needs</b>	\$0					\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

While there will be reduced irrigation and fertilizer costs with the synthetic turf, this material requires occasional cleaning/watering and addition of filler material to keep it safe. Purchasing of new equipment will be needed for the maintenance of the fields. At this time we do not know the difference in costs to the operating budget. Our consultants have also noted that the synthetic turf should be scheduled for replacement every ten years (depending on use) at an estimated cost of \$1,000,000.





**2024-2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**BOUNDARY OAK DRIVING RANGE**

**PROJECT CATEGORY:** Parks and Open Space Improvements

**REQUESTING PARTY:** Arts+Rec

**FUNDING SOURCE:** Boundary Oak Golf Course Enterprise Fund

**PROJECT DESCRIPTION AND JUSTIFICATION:**

This project would fund the reconstruction of the Boundary Oak Driving Range. The project will create a modern, environmentally sustainable driving range with improved maintenance capabilities, contemporary amenities and an enhanced patron experience that will increase revenue to the enterprise fund.



**PROJECT STATUS:**

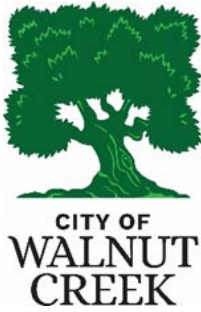
Project is in design

**CAPITAL COSTS (\$ in thousands)  
(\$ in Thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$4,000					\$4,000
<b>Funding Sources</b>						
BOGC Enterprise Fund	\$4,000					\$4,000
<b>Unfunded Needs</b>	\$0					\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATION; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

With existing outdated equipment, antiquated irrigation systems and the deteriorating landscape, the driving range currently requires significant ongoing investment in upkeep and repairs.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**RESILIENT PLAYGROUND SURFACE REPLACEMENT**

**PROJECT CATEGORY:** Parks and Open Space Improvements

**REQUESTING PARTY:** Public Works

**FUNDING SOURCE:** In-Lieu Parkland Fund

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The All-Abilities Playground at Heather Farm is popular and provide access for all children. The playground was completed in 2014 and since then has seen approximately 200,000 visitors. The use is as expected and the playground surfaces are beginning to show wear that cannot be spot repaired. This project would perform a major renovation to the playground surfacing to provide for an additional 8-10 years of use.



**PROJECT STATUS:**

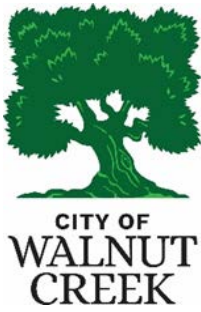
Not Started

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>		\$800				\$800
<b>Funding Sources</b>						
In-Lieu Parkland Fund		\$800				\$800
<b>Unfunded Needs</b>		\$0				\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

No increase or reduction in maintenance costs.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**PARK IRRIGATION RESERVOIR LINER, PUMPS AND HF POND  
AERATION FOUNTAINS**

**PROJECT CATEGORY:** Parks and Open Space Improvements

**REQUESTING PARTY:** Public Works

**FUNDING SOURCE:** In-Lieu Parkland Fund

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The Irrigation Pumps from the Irrigation Pond were replaced in 2007 and have a service life of approximately 10 years. The Pond Aeration Fountains were installed in 2005 and like the pumps, have an approximate life of 10 years. Project cost is based on the previous cost for both projects. Specific projects could include: Irrigation Pond repair to save the \$30k/yr lost due to leakage, update pathway and internal street lighting for \$300,000. HFP irrigation pump replacement and Pond Aeration system replacement at \$800,000.



**PROJECT STATUS:**

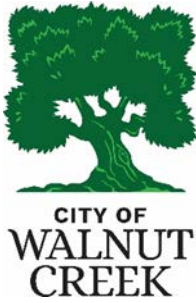
Not Started

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>		\$300	\$800			\$1,100
<b>Funding Sources</b>						
In-Lieu Parkland Fund		\$300	\$800			\$1,100
<b>Unfunded Needs</b>		\$0	\$0			\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

No increase or reduction in maintenance costs.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**POTABLE WATER AT SUGARLOAF**

**PROJECT CATEGORY:** Parks and Open Space Improvements

**REQUESTING PARTY:** Public Works

**FUNDING SOURCE:** In-Lieu Parkland Fund

**PROJECT DESCRIPTION AND JUSTIFICATION:**

Potable water serves the Sugarloaf Ranger Residence and Sugarloaf Park in the City's open space. The potable waterline is in need of replacement. This project will replace the potable waterline.



**PROJECT STATUS:**

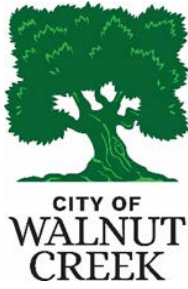
Not Started

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>		\$50				\$50
<b>Funding Sources</b>						
In-Lieu Parkland Fund		\$50				\$50
<b>Unfunded Needs</b>		\$0				\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

No increase or reduction in maintenance costs.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**CLARK POOL AND POOL HOUSE REPURPOSE MASTER PLAN AND CONSTRUCTION**

**PROJECT CATEGORY:** Discretionary Projects

**REQUESTING PARTY:** City Council

**FUNDING SOURCE:** Unfunded

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The Heather Farm Park Aquatic and Community Center Project is scheduled to be completed in 2027. With completion of the new Aquatic Facility, the existing pool and pool house will be demolished and could be repurposed for other needs at Heather Farm Park. This project will be completed in multiple phases with the first phase to create a masterplan for repurposing of the area and a second phase to design and construct the planned improvements.



**PROJECT STATUS:**

Not Started

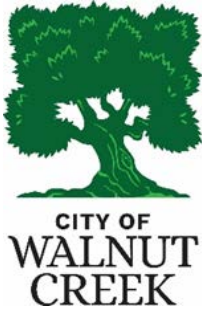
**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>		\$250	\$2,500	\$2,000		\$4,750
<b>Funding Sources</b>						
General Fund						
Park In-Lieu Fund						
Measure "O" tax measure						
Facility Reserve						
<b>Unfunded Needs</b>		\$250	\$2,500	\$2,000		\$4,750

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor long term increase in maintenance depending on result of Master Plan.





**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**ARBOLADO PARK IMPROVEMENTS**

**PROJECT CATEGORY:** Parks and Open Space Improvements

**REQUESTING PARTY:** Public Works

**FUNDING SOURCE:** In-Lieu Parkland Fund

**PROJECT DESCRIPTION AND JUSTIFICATION:**

This project funded conceptual planning in 2022-2023 for potential new park amenities at Arbolado Park. The conceptual plans are in development and would be presented to the public for review. The conceptual plan will be modified as appropriate to reflect the public input. Improvements would be constructed in 2028-2029.



**PROJECT STATUS:**

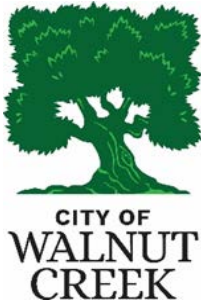
Not Started

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>			\$400			\$400
<b>Funding Sources</b>						
In-Lieu Parkland Fund			\$400			\$400
<b>Unfunded Needs</b>			\$0			\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Expect a \$15,000 annual increase need in the operating budget.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**OLD OAK PARK IMPROVEMENTS**

**PROJECT CATEGORY:** Parks and Open Space Improvements

**REQUESTING PARTY:** PROS Commission

**FUNDING SOURCE:** Unfunded

**PROJECT DESCRIPTION AND JUSTIFICATION:**

Old Oak Park is a 16-acre park at the north end of Rossmoor Parkway. Along with Tice Valley Community Park, this facility is the only park to serve the Tice Valley area. The initial project would create new trails with view spots, and some resting places within the park. The second phase of work would expand parking at the park along with signage improvements. Improvements at this site will be kept at a minimum, leaving most of the area undeveloped. The project will include outreach with the neighboring community.



**PROJECT STATUS:**

Not Started

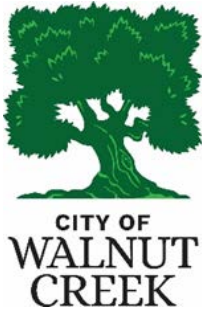
**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>			\$150			\$150
<b>Funding Sources</b>						
<b>Unfunded Needs</b>			\$150			\$150

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor increase due to expanded infrastructure





**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**WALDEN PARK PARKING LOT EXPANSION**

**PROJECT CATEGORY:** Parks and Open Space Improvements

**REQUESTING PARTY:** PROS Commission

**FUNDING SOURCE:** In-Lieu Parkland Fund

**PROJECT DESCRIPTION AND JUSTIFICATION:**

Walden Park is a popular park for its playground, disc golf, and easy access to the Iron Horse and Canal Trails. The relatively small parking lot is frequently full. This project would expand the parking lot to the south in an otherwise unused section of the park. The larger parking lot would allow more access to the park.



**PROJECT STATUS:**

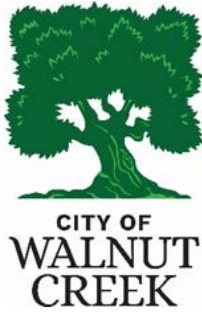
Not Started

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>				\$250		\$250
<b>Funding Sources</b>						
In-Lieu Parkland Fund				\$250		\$250
<b>Unfunded Needs</b>						\$0

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Minor increase in maintenance costs



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**BOCCE COURTS AT LARKEY AND RUDGEAR PARKS**

**PROJECT CATEGORY:** Parks and Open Space Improvements

**REQUESTING PARTY:** PROS Commission

**FUNDING SOURCE:** In-Lieu Parkland Fund

**PROJECT DESCRIPTION AND JUSTIFICATION:**

Bocce is an increasingly popular recreational sport. The City does not currently have bocce courts within any of our own parks. This project would construct bocce courts at Rudgear and Larkey Parks. \$50,000 was allocated to the 18-20 Capital Budget for preliminary designs. The Larkey courts would be built in 2028-29 cycle. Rudgear courts could be built in the 2032-33 Capital Budget cycle.



**PROJECT STATUS:**

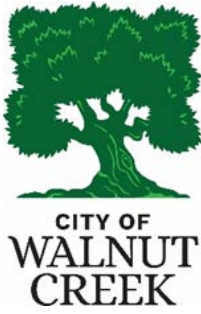
Preliminary Design Studies complete at Larkey and Rudgear.

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>			\$200		\$200	\$400
<b>Funding Sources</b>						
In-Lieu Parkland Fund			\$0		\$200	\$200
<b>Unfunded Needs</b>			\$200		\$0	\$200

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Approximately \$15,000/year increase in operational budget cost per facility.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**BALL FIELD SYNTHETIC TURF REPLACEMENT**

**PROJECT CATEGORY:** Parks and Open Space Improvements

**REQUESTING PARTY:** Public Works

**FUNDING SOURCE:** Unfunded

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The synthetic turf fields 1 and 2 at Heather Farm Park are planned for construction in 2024/2025. Heavy use is expected as the turf will allow additional programmed play time. Synthetic turf are typically replaced every 8 to 10 years. This project would perform a major renovation to the synthetic turf to provide for an additional 8-10 years of use.



**PROJECT STATUS:**

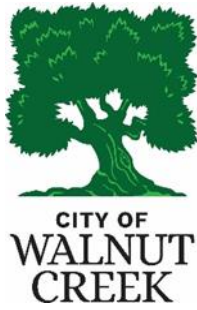
Not Started

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>					\$1,000	\$1,000
<b>Funding Sources</b>						
In-Lieu Parkland Fund						\$0
<b>Unfunded Needs</b>					\$1,000	\$1,000

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

No increase or reduction in maintenance costs.



**2024 - 2033 CAPITAL INVESTMENT PROGRAM  
PROJECT DESCRIPTION WORKSHEET**

**FACILITIES**

**PROJECT CATEGORY:** Discretionary Projects

**REQUESTING PARTY:** Public Works

**FUNDING SOURCE:** Various

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The City maintains 73 buildings of various sizes and uses. The projects contained on this worksheet are projects related to the use of programming for the buildings. The engineering division coordinates with users annually and works toward including what seems feasible with available funding in the Capital Budget.



**PROJECT STATUS:**

Continuous

**CAPITAL COSTS (\$ in thousands)**

YEAR	24-25	26-27	28-29	30-31	32-33	Total
<b>Project Cost Estimate</b>	\$775	\$1,495				\$2,270
<b>Funding Sources</b>						
General Fund	\$200					
Information Technology	\$400					
BOGC Enterprise	\$175	\$250				
Facility Reserve						
<b>Unfunded Needs</b>	\$0	\$1,245				\$1,245

**EFFECT OF THE PROJECT ON ANNUAL OPERATIONS; INCLUDING ESTIMATED COSTS TO SUSTAIN THE PROJECT:**

Unknown Impacts