

Agenda Report

DATE: DECEMBER 19, 2023

TO: CITY COUNCIL

FROM: PUBLIC WORKS—ENGINEERING

SUBJECT: ANNUAL REPORT ON FISCAL YEAR 2023 DEVELOPMENT FEES AND MAKING CERTAIN FINDINGS REGARDING UNEXPENDED FEES

STATEMENT OF ISSUE:

The Mitigation Fee Act (California Government Code section 66000 et. seq.) requires public agencies to prepare an annual report containing the information on the fees collected in connection with the approval of development projects. The City of Walnut Creek collects several fees that fall under the purview of the Mitigation Fee Act.

In compliance with Government Code Section 66006(b), this Agenda Report and all attachments were filed with the City Clerk's Office and made available to the public on before December 4, 2023, at least fifteen (15) days prior to the date of this meeting. Additionally, Government Code Section 66001(d) (1) requires the City Council to make certain findings with respect to any unexpended development fees in accounts held by the City.

RECOMMENDED ACTION:

Adopt the proposed resolution, accepting the report of development impact fees and expenditures for the Fiscal Year ending June 30, 2023, and accept the findings regarding unexpended fees.

DISCUSSION:

State law requires public agencies, which impose and collect fees in connection with the approval of development projects, to prepare and make available to the public an annual report containing the information set forth in Government Code Section 66006(b). The report must be available to the public no later than 180 days after the end of the fiscal year, and must be presented to the City Council at least fifteen (15) days after it is made available to the public.

This staff report provides the following information regarding the status of the City's development impact fees:

1. A brief description of the applicable fees (see discussion below);
2. The beginning and ending fund balance of each fee account (Attachment 2);
3. The amount of fees collected and interest earned for each account during the prior fiscal year (Attachment 2); and,

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4. An identification of each public improvement on which fees were expended during the prior fiscal year and the amount of expenditures on each improvement, including the total percentage of the cost of the public improvement that was funded with the fees (Attachment 3).

Additionally, Government Code Section 66001(d) (1) requires the City Council to make the following findings every five (5) years with respect to unexpended development fees in accounts held by the City, whether committed or uncommitted:

1. Identify the purpose to which the fee is to be put;
2. Demonstrate a reasonable relationship between the fee and the purpose for which it is charged;
3. Identify all sources of and amounts of funding anticipated to complete financing in incomplete improvements; and,
4. Designate the approximate dates on which the funding referred to immediately above is expected to be deposited into the appropriate account or fund.

In compliance with Government Code Section 66006(b) and Government Code Section 66001(d) (1), this Agenda Report and all attachments were filed with the City Clerk's Office, and made available to the public at least fifteen (15) days prior to the date of this meeting.

In-Lieu Underground Fee

Undergrounding utilities mitigates and minimizes the impact of new construction in the downtown Core Area by protecting new infrastructure, as well as providing aesthetic, safety, and environmental benefits. The City has been using the In-Lieu Undergrounding fee to eliminate unsightly above-ground utilities, which are comprised of electric, telephone, and cable TV overhead wiring on wooden poles.

Funds used for undergrounding utilities include Rule 20A and the City In-Lieu Undergrounding fees collected from developers. Rule 20A funds are mandated by the State to be set aside by PG&E for undergrounding of its facilities. Within the Core Area, subdivision or site development projects that include a new building or an expansion of an existing building by more than 50 percent require all overhead utility lines along peripheral streets to be relocated underground or an in-lieu fee for this undergrounding work will be collected. The current City In-Lieu Undergrounding fee is estimated at \$2,000 per foot, which is divided evenly between the properties fronting along both sides of the street. This fee is applied pursuant to Walnut Creek Municipal Code Section 9-9.206(e).

There are several locations in the Core Area that are under construction and will be required to underground utilities along their frontage. The In-Lieu Fund Undergrounding Fund collected no fees during FY23. The fund expended \$422,876.81 for undergrounding utilities this past fiscal year. Of these funds, \$416,524.01 of In-Lieu Undergrounding funds is committed to Work Order 9776 for Undergrounding Utilities. The completion of the Bonanza and Sharp utilities undergrounding project will expend approximately \$300,000 of these funds.

The remaining unallocated fund balance of \$1,272,421.61 (Attachment 2) will be set aside for the future utility undergrounding project on Civic Drive within the downtown core area, as part of

future Capital Budgets. Currently, City staff estimates this project will begin within the next ten (10) years, depending on PG&E's workload and funding.

Storm Drain Fee

This drainage fee is collected from new subdivisions and new construction in excess of 500 square feet within the Specific Plan #6 area (La Casa Via vicinity). The purpose of the drainage fee is to construct drainage improvements within the specific drainage area boundaries to mitigate storm water runoff from the increased impervious surface from new development and/or redevelopment projects. The current fee is \$10,242 per acre and is updated annually the week nearest January 1, based on the Engineering News-Record Construction Cost Index for San Francisco. No fees were collected in the past year.

This fee was established by the City Council in 1979 by Ordinance 1434. In June 1993, this ordinance was amended by Ordinance 1823, when a project was proposed to alleviate overflow and flooding at the Contra Costa Canal in Heather Farm Park. The funds unexpended balance of \$602,995 is committed in the City Storm Drain Fund 156 (Attachment 2) to make a detailed study of downstream drainage facilities and to complete off-site drainage improvements within the Specific Drainage #6 area boundaries (La Casa Via vicinity) to alleviate overflow and flooding at the Contra Costa Canal in Heather Farm Park. The project is estimated to cost approximately \$2,500,000, which will be paid with current and future storm drain fees. Since the collection of this fee is based on private developments, it is difficult to predict when sufficient funds will be collected to begin work on this project. Currently, City staff estimates it will be approximately fifteen (15) years until this project is fully funded. No other source of funds is currently available for this project.

In-Lieu Creek Restoration Fee

The In-Lieu Creek Restoration fee was adopted by Ordinance 1892 in 1996 as part of a development agreement with Kaiser Medical Hospital to construct its facility in downtown Walnut Creek. As part of the agreement, Kaiser agreed to dedicate to the City right-of-way for creek restoration and the creek trail, and monetary contributions toward these efforts. Kaiser has contributed a total of \$200,000 to this fund, which has earned interest while planning for improvements. Of these funds, \$50,000 has been committed in the City In-Lieu Creek Restoration Fund 157 (Attachment 2) to a creek restoration study to identify and conceptually plan potential creek restoration projects along Las Trampas Creek. The study is expected to occur within the next four (4) years. The remaining unexpended funds balance of \$292,616.67 (Attachment 2) will be used for improvements along Las Trampas Creek that may be identified in the study.

In-Lieu Parkland Dedication Fee

For residential subdivisions and multifamily developments, developers are required to dedicate land for park use or pay an In-Lieu Parkland Dedication fee. Since the purpose of the fee is to enhance the City's park system to accommodate the additional residents, the dedication or fee is based on the number of new residents within the development and the amount of parkland required for each new resident (5 acres per 1,000 persons). Either the required amount of new park land must be dedicated, or an in-lieu fee must be paid equal to the fair market value of the required dedication area. The assumed fair market value of property for the purpose of calculating the in-lieu parkland fee is currently \$800,000 per acre.

The dedication or in-lieu fee requirement for subdivisions is found in Walnut Creek Municipal Code Section 10-1.602 and for multifamily developments in Walnut Creek Municipal Code Section 10-12.101. The current policy is to utilize the fees collected for the construction and maintenance of park and recreation facilities throughout the City. The Park, Recreation and Open Space (PROS) Commission reviews the schedule that specifies how, when and where the City will develop park or recreation facilities and the City Council incorporates it into the Capital Budget.

The In-Lieu Parkland Dedication fee has funded recent projects including park infrastructure repairs, Your Parks Your Future parks master plan and open space infrastructure repairs. During FY23, \$58,000.00 in Park in Lieu fees were collected. \$358,407.56 of Park in Lieu funds were expended in FY23. In addition, \$1,823,342.38 is committed to several projects including court resurfacing at Heather Farm Park, Your Parks Your Future Master Planning, open space infrastructure repairs, park infrastructure repairs, and park equipment replacement, as detailed in Attachment 3. These projects are expected to be completed within next two (2) years.

The remaining available funds of \$2,533,712.57 will be expended in future Capital Budgets. The City has prepared a plan to improve City's parks with capital projects funded by the In-Lieu Parkland Dedication fee. Specific projects and anticipated timeline can be found in the 2024-2033 Ten-Year Capital Improvement Plan, as approved by the City Council on June 20, 2023 (Attachment 4). City staff estimates that all the currently unexpended funds described above will be spent within the next ten (10) years on projects identified in the 2024-2033 Ten-Year Capital Improvement Plan.

Public Art Fund

The purpose of the Public Art Fund is to support art in public spaces to help maintain and enhance Walnut Creek's position as a regional leader in arts and culture. The City's Public Art Master Plan, adopted by the City in 2000 and revised in 2016, provides guidelines for the use of the Public Art Fund. New private development and significant private alteration projects are required to incorporate public art elements into their site improvements or to pay a fee in lieu of on-site art installation. The in-lieu fee is paid into the Public Art Fund and is calculated pursuant to Walnut Creek Municipal Code Section 10-10.100.

The Public Art Fund is currently used for new public art projects; maintenance, conservation, and restoration of existing public artworks; and a portion of public art staffing. The Fund's unexpended balance of \$1,369,525.06 will be used to support the administration of the Public Art Program, maintain existing artworks, and implement new public art projects identified in the program's strategic plan, as designated by City Council upon the recommendation of the Arts Commission.

In 2018, the Arts Commission adopted a Public Art Strategic Plan, which defines proposed new projects for the use of the Public Art Fund. In FY 23, the Arts Commission revisited the Strategic Plan and reaffirmed priorities. Staff developed an art deaccession policy, a mural matching grant policy, and a special projects committee. A new public art project was installed as part of a private development at the Waymark Transit Village. There were two privately funded elective murals completed at Crate & Barrel and Lululemon.

In FY 23, the Public Art Fund collected \$52,723.78 in fees and expended \$195,263.73 with \$151,654.93 used for the Veterans Memorial Plaza renovation. Additionally, \$43,608.80 was spent on staff time as allowed by the City ordinance.

Looking ahead to FY 24, a substantial public art project is planned for the new aquatic and community center at Heather Farm Park, which is set to begin construction in 2025. Also in the planning phase is a rotating outdoor sculpture program in downtown that will display an eclectic array of loaned sculptures on a cyclical basis. Concrete pads will be fabricated and installed as permanent bases to support the temporary sculpture curated for the program.

Additionally, a new mural project using the Public Art Fund will be completed by December 2023 at Tice Valley Gymnasium. In early 2024, Arts + Recreation staff hope to begin the restoration of the City-owned *Fountain Head* sculpture on N. Main Street. Arts + Recreation staff and the Arts Commission are budgeting a significant portion of the unexpended fund balance over the next five years for mural program expansion, the rotating sculpture program, and a signature art project, potentially at Heather Farm Park, while also reserving funds for anticipated and unanticipated maintenance and restoration of works in the City's growing and maturing public art collection.

In-Lieu Parking Fee

All development projects must meet requirements for on-site parking and loading as specified under Walnut Creek Municipal Code Sections 10-2.3.201 – 10.2.3.208. Pursuant to Section 10-2.3.204.C, an applicant for a development project in the pedestrian retail zoning district may request the City Council to allow payment of an in-lieu fee instead of providing some or all of the required on-site parking spaces. The purpose of the fee is to provide for the required parking spaces within the Pedestrian Retail Zoning district. The in-lieu fee cost of a parking space is calculated by dividing the cost of construction of a public parking garage, adjusted for inflation, by the number of parking stalls provided within that garage. The current in-lieu fee cost of a single parking stall is \$45,124.

No in-lieu parking funds were expended or collected in FY 23. The funds remaining unexpended balance of \$1,460,340.88 (Attachment 2) will be used to fund parking-related capacity improvements projects within the existing City's parking garages in the downtown area. City staff estimates that all currently unexpended funds described above will be spent within the next ten (10) years on those improvement projects.

Traffic Impact Mitigation Fee

The Traffic Impact Mitigation Fee (TIF) is paid by developers of new projects. The fee is used for the construction of City capital transportation improvements projects that will mitigate cumulative traffic impacts caused by new developments. The eligibility of the projects is determined by either improving the capacity of the transportation network system, or encouraging the system for other modes, and therefore, diversifying demand among walking, biking, and transit modes.

The TIF fee is collected from developers for the new development, pursuant to Walnut Creek Municipal Code Section 10-5.102. On August 1, 2017, the City Council adopted Resolution 17-63 revising the Traffic Impact Fee. The current TIF fee is the product of a nexus study which took into account the number of the vehicle trips generated by the development during the afternoon traffic peak-hour travel hours multiplied by a flat fee of \$4,782.85. The trip generation rate is based on the latest published Trip Generation Manual by the Institute of Transportation Engineers (ITE). The flat fee is updated annually the week nearest January 1st of every year, based on the Construction Price Index.

In FY23, \$21,991.02 TIF were collected, which is significantly less as compared to recent years due to temporary decline in development applications. \$238,421 in TIF were expended during FY23. Last fiscal year, the TIF partially funded recent projects including California Boulevard and Lacassie Avenue traffic signal modifications, Shadelands multimodal improvements, pedestrian improvements at a number of non-signalized intersections throughout the City, and fiber optic network design for traffic monitoring and communication technology.

On June 20, 2023, the City Council approved the 2024-2033 Ten-Year Capital Improvement Plan (Attachment 4), which identified specific TIF projects with anticipated timelines. Currently, \$8,064,067.21 of the fund's \$10,264,595.39 unexpended balance is committed for qualifying traffic projects (Attachment 2). City staff estimates that all of the currently unexpended funds described above will be spent within the next ten (10) years on projects identified in the 2024-2033 Ten-Year Capital Improvement Plan.

PUBLIC NOTICING:

In compliance with Government Code Section 66006(b), this Agenda Report and all attachments were filed with the City Clerk's Office and made available to the public on before December 4, 2023, at least fifteen (15) days prior to the date of this meeting. Additionally, the documents were made available to the public on the City's website at: <http://www.walnut-creek.org/departments/public-works/annual-report-on-development-fees>.

FINANCIAL IMPACTS:

None.

DOCUMENTS:

- Attachment 1: Proposed Resolution
- Attachment 2: Summary of Developer Fee Fund Balances as of June 30, 2023
- Attachment 3: Active Developer Fee Funded Projects as of June 30, 2023
- Attachment 4: 2024-2033 Ten-Year Capital Improvement Plan

CITY COUNCIL ACTION RECOMMENDED:

Move to adopt the resolution, accepting the report of development impact fees and expenditures for the Fiscal Year ending June 30, 2023, and accept the findings regarding unexpended fees.

STAFF CONTACT: Alex Wong, Senior Engineer
(925) 943-5899 ext. 2239
wong@walnut-creek.org

Emlyn Struthers, Administrative Analyst II
(925) 256-3536
struthers@walnut-creek.org

**CITY OF WALNUT CREEK
RESOLUTION NO. _____**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WALNUT CREEK
ACCEPTING THE MITIGATION FEE ACT 2022-2023 ANNUAL REPORT ON
DEVELOPMENT FEES AND MAKING CERTAIN FINDINGS REGARDING
UNEXPENDED FEES**

WHEREAS, the Mitigation Fee Act (California Government Code Section 66000 *et. seq.*) authorizes the City to impose, collect, and expend fees to mitigate the impacts of development within the City;

WHEREAS, the Mitigation Fee Act requires the annual disclosure of information in accordance with California Government Code Section 66006(b), including but not limited to the amount of each fee, the beginning and ending balances of each fee account or fund, and the interest earned thereon (the “Annual Report”); and

WHEREAS, the Mitigation Fee Act additionally requires that the City Council make specific findings, as more particularly set forth in California Government Code Section 66001(d), with respect to any fees that may have been collected more than five (5) years ago and remain on deposit with the City.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF WALNUT CREEK
DOES RESOLVE AS FOLLOWS:**

Section 1. In accordance with California Government Code Section 66006(b), the City Council has reviewed and hereby accepts the Fiscal Year 2023 (July 1, 2022-June 30, 2023) Annual Report, specifically consisting of the Agenda Report dated December 19, 2023, and all associated attachments thereto. The Annual Report was previously filed with the City Clerk’s Office and made available to the public on or before December 4, 2023.

Section 2. The City Council further finds and determines that the **In-Lieu Underground Fund (Fund #154)** currently contains One Million Two Hundred Seventy-Two Thousand Four Hundred Twenty-Two Dollars (\$1,272,421.61) in unexpended In-Lieu Underground Fees and that:

A. The purpose of the In-Lieu Underground Fee is to eliminate unsightly above-ground utilities by placing the utilities underground in the downtown core area. The utilities are comprised of electric, telephone, and cable TV overhead wiring on wooden poles. There is a reasonable relationship between the fee and the purpose for which it is being charged because undergrounding utilities mitigates and minimizes the impact of new construction by protecting new infrastructure, as well as providing aesthetic, environmental, and safety benefits.

B. The remaining unexpended funds in the In-Lieu Underground Fund will fund the following projects:

(1) Four Hundred Sixteen Thousand Five Hundred Twenty-Four Dollars (\$416,524) of such unexpended funds are currently committed to Work Order 9776 for future utilities undergrounding projects at various locations. Given PG&E’s workload, these projects can take over five (5) years to complete.

(2) Eight Hundred Fifty Five Thousand Eight Hundred Ninety Eight Dollars (\$855,898) in remaining unexpended funds are expected to fund the future formation of a district to

underground the utilities on Civic Drive within the downtown core area, as part of future Capital Budgets. Currently, City staff estimates this project will begin within the next ten (10) years, depending on PG&E's workload and funding.

C. Based on the foregoing, a continuing need has been demonstrated for the fees in the In-Lieu Underground Fund.

Section 3. The City Council further finds and determines that the **Storm Drain Fee (Fund #156)** currently contains Six Hundred Two Thousand Nine Hundred Ninety Five Dollars (\$602,995) in unexpended Storm Drain Fees and that:

A. The purpose of the Storm Drain Fee is to construct drainage improvements within the Specific Drainage #6 area boundaries (La Casa Via vicinity) and to mitigate the increased impervious surface from new development and/or redevelopment project. There is a reasonable relationship between the fee and the purpose for which it is being charged because a project was proposed to alleviate overflow and flooding at the Contra Costa Canal in Heather Farm Park, thereby protecting new infrastructure from potential flooding.

B. The fund's unexpended balance of Six Hundred Two Thousand Nine Hundred Ninety Five Dollars (\$602,995) is committed to undertake a detailed study of downstream drainage facilities and to complete off-site drainage improvements within the Specific Drainage #6 area boundaries (La Casa Via vicinity) to alleviate overflow and flooding at the Contra Costa Canal in Heather Farm Park.

C. The City's funding source for the projects described above consists of both the unexpended fees and future Storm Drain Fees to be collected. The project is estimated to cost approximately \$2,500,000, which will be paid with current and future storm drain fees. Since the collection of this fee is based on private developments, it is difficult to predict when sufficient funds will be collected to begin this project. Currently, City staff estimates it will be approximately fifteen (15) years until this project is fully funded. No other source of funds is currently available for this project.

D. Based on the foregoing, a continuing need has been demonstrated for the fees in the Storm Drain Fund.

Section 4. The City Council further finds and determines that the **In-Lieu Creek Restoration Fee (Fund #157)** currently contains Two Hundred Ninety Two Thousand Six Hundred Seventeen Dollars (\$292,617) in unexpended In-Lieu Creek Restoration Fees and that:

A. The purpose of the In-Lieu Creek Restoration Fee is to study, identify, and conceptually plan potential creek restoration and creek trail projects along Las Trampas Creek, thereby mitigating the downstream impact in the creek created by the increased impervious surface as a result of a new facility, which was constructed by Kaiser in downtown Walnut Creek. There is a reasonable relationship between the fee and the purpose for which it was charged because the creek restoration projects, to be identified by the study, are to provide environmental benefits to creek ecosystem.

B. The unexpended funds in the In-Lieu Creek Restoration Fund will fund a creek restoration study and the Las Trampas Creek Improvements projects that may be identified in the study. The study is estimated to cost \$50,000 and expected to occur within the next three (3) years.

C. Based on the foregoing, a continuing need has been demonstrated for the fees in the In-Lieu Creek Restoration Fund.

Section 5. The City Council further finds and determines that the **In-Lieu Parkland Dedication Fee (Fund #158)** currently contains Four Million Three Hundred Fifty Seven Thousand Fifty Five Dollars (\$4,357,055) in unexpended In-Lieu Parkland Dedication Fees and that:

A. The purpose of the In-Lieu Parkland Dedication Fee is to enhance the City's park system to accommodate the additional residents. There is a reasonable relationship between the fee and the purpose for which it is being charged because various City Capital enhancements and improvements projects use the fee to mitigate the impact of the increased population on City's parks as a result of new development and/or redevelopment projects.

B. One Million Eight Hundred Twenty Three Thousand Three Hundred Forty Two Dollars (\$1,823,342) is committed to several projects, including but not limited to Court Resurfacing at Heather Farm Park; Civic Park and Heather Farm Park Master Planning; Heather Farm Park Phase 1 Design; park infrastructure repairs; community gardens; par course at various parks; and improvements at Lar Rieu Park, among other project, all as detailed in Attachment 2. These projects are expected to be completed within next two (2) years. The remaining available fund balance of Two Million Five Hundred Thirty Three Thousand Seven Hundred Thirteen Dollars (\$2,533,713) in the In-Lieu Parkland Dedication Fee will fund the projects identified in the 2024-2033 Ten-Year Capital Investment Program with anticipated timeline, as approved by the City Council on June 20, 2023. City staff estimates that all of the currently unexpended funds described above will be spent within the next ten (10) years on projects identified in the 2024-2033 Ten-Year Capital Budget.

C. Based on the foregoing, a continuing need has been demonstrated for the fees in the In-Lieu Parkland Dedication Fund.

Section 6. The City Council further finds and determines that the **Public Art Fee (Fund #159)** currently contains One Million Three Hundred Sixty Nine Thousand Five Hundred Twenty Five Dollars (\$1,369,525) in unexpended Public Art Fees and that:

A. The purpose of the Public Art Fee is to support public art in public spaces to help maintain and enhance Walnut Creek's position as a regional leader in arts and culture. There is a reasonable relationship between the fee and the purpose for which it is being charged because new development and significant redevelopment projects are required to incorporate public art elements into their site improvements, or pay an in-lieu fee to support public art in public places.

B. The remaining unexpended funds in the in the Public Art Fee will fund the following projects:

(1) Three Hundred Eighty Six Dollars (\$386) are committed to completing the Veterans Memorial Plaza Renovation. One Million Three Hundred Sixty Nine Thousand One Hundred Thirty Nine Dollars (\$1,369,139) in remaining unexpended funds are expected to support the administration of the Public Art Program, maintain existing artworks, and implement new public art projects identified in the new strategic plan, as designated by the City Council upon the advice of the Arts Commission.

C. In 2018, the Arts Commission adopted a Public Art Strategic Plan, which defines proposed new projects for the use of the Public Art Fund. In Fiscal Year 2023, the Arts Commission revisited the

Strategic Plan and reaffirmed priorities. A citywide murals program was inaugurated in fall 2018 with completion of a large-scale mural on the Lesher Center for the Arts and has continued with additional murals funded by the City, as well as multiple privately funded murals supported by the program. Planned future projects include a substantial public art project at the new aquatic and community center at Heather Farm Park; a rotating outdoor sculpture program in downtown; a new mural project at Tice Valley Gymnasium; and restoration of the City-owned *Fountain Head* sculpture on North Main Street. City staff estimates that all the currently unexpended funds described above will be spent within the next ten (10) years on new projects to be identified in the Public Art Strategic Plan, continued maintenance of existing public art, and other staffing needs.

D. Based on the foregoing, a continuing need has been demonstrated for the fees in the In-Lieu Public Art Fund.

Section 7. The City Council further finds and determines that the **In-Lieu Parking Fee (Fund #162)** currently contains One Million Four Hundred Sixty Thousand Three Hundred Forty One Dollars (\$1,460,341) in unexpended In-Lieu Parking Fee Fees and that:

A. The purpose of the In-Lieu Parking Fee is to construct parking-related capacity improvements projects within the existing City's parking garages in the downtown area. There is a reasonable relationship between the fee and the purpose for which it is being charged because development projects must pay an in-lieu fee instead of providing some or all the required on-site parking spaces in their developments.

B. The remaining unexpended funds One Million Four Hundred Sixty Thousand Three Hundred Forty One Dollars (\$1,460,341) in the In-Lieu Parking Fund will fund parking-related capacity improvements projects within the existing City's parking garages in the downtown area. City staff estimates that all the currently unexpended funds described above will be spent within the next five (5) years on those improvements projects.

C. Based on the foregoing, a continuing need has been demonstrated for the fees in the In-Lieu Parking Fee Fund.

Section 8. The City Council further finds and determines that the **Traffic Impact Mitigation Fee (Fund #168)** currently contains Ten Million Two Hundred Sixty Four Thousand Five Hundred Ninety Five Dollars (\$10,264,595) in unexpended Traffic Impact Mitigation Fees and that:

A. The purpose of the Traffic Impact Mitigation Fee is to construct transportation improvements that will mitigate cumulative traffic impacts caused by new developments throughout the city. There is a reasonable relationship between the fee and the purpose for which it is being charged because various City Capital transportation improvements projects use the fee to mitigate the impact of the increased traffic generated by new developments.

B. The unexpended funds in the Traffic Impact Mitigation Fee will fund the projects identified in the 2024-2033 Ten-Year Capital Improvement Plan with anticipated timelines, as approved by the City Council on June 20, 2023. City staff estimates that all of the currently unexpended funds described above will be spent within the next ten (10) years on projects identified in the 2024-2033 Ten-Year Capital Improvement Plan.

C. Based on the foregoing, a continuing need has been demonstrated for the fees in the Traffic Impact Mitigation Fund.

Section 9. This Resolution shall become effective immediately upon its passage and adoption.

FY23 Development Fees Report - Public Noticing Draft

<u>Balance</u>	<u>Fees Collected</u>	<u>Interest Earned</u>	<u>Project Title</u>	<u>Expenditures</u>	<u>Commitments</u>	<u>Unaudited Available Fund Balance</u>	<u>Unexpended Fund Balance</u>
7/1/2022	7/1/22 - 6/30/23	7/1/22 - 6/30/23		7/1/22 - 6/30/23		6/30/2023	6/30/2023
<u>In Lieu Underground - 154</u>							
\$1,677,391.22	\$0.00	\$17,907.20					
			9776 - Undergrounding of Utilities Project	\$422,876.81	\$416,524.01	\$855,897.60	\$1,272,421.61
<u>Storm Drain - 156</u>							
\$543,082.96	\$52,653.00	\$7,258.63		\$0.00	\$0.00	\$602,994.59	\$602,994.59
<u>In-Lieu Creek Restoration - 157</u>							
\$288,934.20	\$0.00	\$3,682.47		\$0.00	\$50,000.00	\$242,616.67	\$292,616.67
<u>In Lieu Park - 158</u>							
\$4,600,710.25	\$58,000.00	\$56,752.26					
			9913 - Civic Park and HFP Master Plans	\$105,567.30	\$450,608.88		
			9914 - Park Planning and Public Outreach - Alma Park	\$0.00	\$1,157.28		
			9918 - Lar Rieu - Park Amenities and Improvements	\$0.00	\$37,424.12		
			9967 - Irrigation Repairs	\$0.00	\$595.04		
			9968 - Turf Conversions	\$0.00	\$5,536.82		
			9988 - Bocce at Larkey and Rudgear Park - Conceptual Planning	\$0.00	\$22,458.25		
			9989 - Various Parks - Par Course	\$0.00	\$47,032.66		
			9990 - Community Gardens	\$0.00	\$59,500.00		
			9992 - Old Oak Park Train Development	\$0.00	\$24,950.00		
			9994 - Tice Ballfield Lights - Conceptual Plan	\$38.05	\$31,635.16		
			10007- Replace Synthetic Turf	\$10,841.80	\$8,382.04		
			10021 - Alma Park Improvements Phase 1	\$1,478.44	\$36,139.47		
			10031 - Court Resurfacing at Larkey	\$3,291.00	\$4,844.26		
			10035 - Parks, Open Space and Trails	\$6,594.58	\$0.00		
			10074 - Arbolado Park Improvements - Planning & Outreach	\$0.00	\$49,950.00		
			10075 - Riparian Study Heather Farm Park	\$20,592.50	\$21,660.06		
			10076 - YPYF Phase 1 Design	\$0.00	\$77,643.71		
			10089 - Court Resurfacing at Heather Farm	\$24,254.82	\$845,695.18		
			10091 - Open Space Infrastructure Repairs	\$47,594.43	\$33,807.62		
			10092 - Park Infrastructure Repairs	\$96,507.69	\$64,321.83		
			Time of Senior Planner	\$41,246.95			
			MIP IDT FY22	\$400.00			
				\$358,407.56	\$1,823,342.38	\$2,533,712.57	\$4,357,054.95
<u>In Lieu Public Art - 159</u>							
\$1,492,896.67	\$52,723.78	\$19,168.34					
			Time of Public Art Program Supervisor	\$43,408.80			
			MIP IDT FY22	\$200.00			
			10127 - Veterans Memorial Plaza Renovation	\$151,654.93	\$386.43		
				\$195,263.73	\$386.43	\$1,369,138.63	\$1,369,525.06

FY23 Development Fees Report - Public Noticing Draft

<u>Balance</u>	<u>Fees Collected</u>	<u>Interest Earned</u>	<u>Project Title</u>	<u>Expenditures</u>	<u>Commitments</u>	<u>Unaudited Available Fund Balance</u>	<u>Unexpended Fund Balance</u>
7/1/2022	7/1/22 - 6/30/23	7/1/22 - 6/30/23		7/1/22 - 6/30/23		6/30/2023	6/30/2023
In Lieu Parking - 162							
\$1,441,963.07	\$0.00	\$18,377.81		\$0.00	\$0.00	\$1,460,340.88	\$1,460,340.88
Traffic Impact Mitigation - 168							
\$10,347,791.25	\$21,991.02	\$133,234.19					
			9764 - Newell Avenue Crosswalk between South Main and California	\$0.00	\$334,419.17		
			9908 - Mt. Diablo/Bonanza Signal Modification	\$0.00	\$14,006.09		
			9909 - California/Lacassie Ave. Signal Modification	\$61,641.09	\$53,926.54		
			9912 - Bike Lanes per Master Plan	\$1,763.65	\$68,572.07		
			9953 - Walker Avenue Sidewalk Improvements	\$182.86	\$256,168.63		
			9982 - Pedestrian Improvements - Non Signalized Intersections	\$0.00	\$73,124.41		
			9983 - Bike Master Plan - Improvements	\$720.09	\$88,924.57		
			9984 - Newell Avenue Bridge Widening, Conceptual Planning	\$0.00	\$200,000.00		
			9985 - Traffic Monitoring and Communication Technology, Phase 1	\$20,300.72	\$0.00		
			9986 - Transit Priority at Signalized Intersections	\$0.00	\$225,000.00		
			9987 - Olympic Blvd / I-680 Off Ramp Restriping	\$0.00	\$145,712.29		
			10022 - Traffic Monitoring & Communication Technology Phase 2	\$75,671.18	\$660,103.44		
			10024 - Bike Master Plan - Striping on Trinity, Main St. & Downtown Bike Parking	\$42,676.76	\$207,273.24		
			10029 - Pedestrian Improvements - Non Signalized Crosswalks	\$19,449.80	\$233,529.42		
			10059 - Arterial Overlay Design & Construction	\$0.00	\$250,000.00		
			10077 - Citywide Bicycle Amenities		\$49,950.00		
			10078 - School Area Active Transportation & Traffic Calming	\$10,009.74	\$111,653.99		
			10079 - City Wide Traffic Calming	\$49,525.98	\$75,424.02		
			10080 - North Broadway Improvements - Preliminary Design	\$15,710.30	\$3,732,352.41		
			10081 - California/YVR Intersection Improvements	\$2,446.50	\$697,503.50		
			10082 - Shadelands Multimodal Improvements - Bike Lanes & Sidewalk Gap Closures	\$48,112.67	\$201,887.33		
			10083 - Walnut Boulevard Sidewalk at Walnut Heights Elementary	\$25,927.98	\$98,830.54		
			10084 - Bike Facilities per Master Plan	\$14,194.45	\$85,755.55		
			10085 - Pedestrian Improvements - Non-Signalized Crosswalks	\$0.00	\$199,950.00		
			Contractual Services	\$89,087.30			
			Reverse Charges CP009995	-\$239,000.00			
				<u>\$238,421.07</u>	<u>\$8,064,067.21</u>	\$2,200,528.18	\$10,264,595.39

FY23 Development Fees Report - Public Noticing Draft

<u>Project Title</u>	<u>Total Project Appropriations</u>	<u>Total Developer Fees</u>	<u>% of Project Funded by Fees</u>	<u>Developer Fee Expenditures 7/01/22-6/30/23</u>	<u>Project History</u>
In Lieu Underground - 154					
9776 Underground of Utilities Project	\$1,500,000.00	\$ 1,500,000.00	100%	\$422,876.81	In Progress
In Lieu Park - 158					
9913 Civic Park Master Plan	\$1,000,000.00	\$ 1,000,000.00	100%	\$ 105,567.30	In Progress
9994 Tice Ballfield Lights - Conceptual Plan	\$75,000.00	\$ 75,000.00	100%	\$ 38.05	In Progress
10007 Replace Synthetic Turf	\$40,000.00	\$ 40,000.00	100%	\$ 10,841.80	In Progress
10021 Alma Park Improvements Phase 1	\$50,000.00	\$ 50,000.00	100%	\$ 1,478.44	In Progress
10031 Court Resurfacing at Larkey	\$276,011.00	\$ 55,202.00	20%	\$ 3,291.00	In Progress
10035 Parks, Open Space and Trails	\$250,000.00	\$ 250,000.00	100%	\$ 6,594.58	Closed
10075 Riparian Study Heather Farm Park	\$50,000.00	\$ 50,000.00	100%	\$ 20,592.50	In Progress
10089 Court Resurfacing at Heather Farm	\$870,000.00	\$ 870,000.00	100%	\$ 24,254.82	In Progress
10091 Open Space Infrastructure Repairs	\$155,000.00	\$ 150,000.00	97%	\$ 47,594.43	In Progress
10092 Park Infrastructure Repairs	\$400,000.00	\$ 400,000.00	100%	\$ 96,507.69	In Progress
In Lieu Public Art - 159					
10127 Veterans Memorial Plaza Renovation	\$230,000.00	\$ 230,000.00	100%	\$151,654.93	In Progress
Traffic Impact Mitigation - 168					
9909 California/Lacassie Ave. Signal Modification	\$200,000.00	\$200,000.00	100%	\$61,641.09	In Progress
9912 Bike Lanes per Master Plan	\$214,430.52	\$139,430.52	65%	\$1,763.65	In Progress
9953 Walker Avenue Sidewalk Improvements	\$406,548.09	\$308,548.09	76%	\$182.86	In Progress
9983 Bike Master Plan: Improvements	\$150,000.00	\$150,000.00	100%	\$720.09	In Progress
9985 Traffic Monitoring and Communication Technology, Phase 1	\$495,607.64	\$256,607.64	52%	\$20,300.72	Closed
10022 Traffic Monitoring and Communication Technology Phase 2	\$743,392.36	\$743,392.36	100%	\$75,671.18	In Progress
10024 Bike Master Plan-Striping on Trinity, Main St.& Downtown Bike Parking	\$250,000.00	\$250,000.00	100%	\$42,676.76	In Progress
10029 Pedestrian Improvements:Non Signalized Crosswalks	\$300,000.00	\$300,000.00	100%	\$19,449.80	In Progress
10078 School Area Active Transportation & Traffic Calming	\$125,000.00	\$125,000.00	100%	\$10,009.74	In Progress
10079 City Wide Traffic Calming	\$125,000.00	\$125,000.00	100%	\$49,525.98	In Progress
10080 North Broadway Improvements - Preliminary Design	\$5,200,000.00	\$3,800,000.00	73%	\$15,710.30	In Progress
10081 California/YVR Intersection Improvements	\$700,000.00	\$700,000.00	100%	\$2,446.50	In Progress
10082 Shadelands Mutimodal Improvements-Bike Lanes & Sidewalk Gap Closures	\$250,000.00	\$250,000.00	100%	\$48,112.67	In Progress
10083 Walnut Boulevard Sidewalk at Walnut Heights Elementary	\$250,000.00	\$250,000.00	100%	\$25,927.98	In Progress
10084 Bike Facilities per Master Plan	\$100,000.00	\$100,000.00	100%	\$14,194.45	In Progress



TEN YEAR CAPITAL INVESTMENT PROGRAM

2024-2033

ADOPTED JUNE 20, 2023

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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 10th 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

Funding Source	Funding Amount
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
Subtotal Funded Projects	\$189,130,292
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
Unfunded Projects Total	\$64,695,000
Total	\$253,825,292

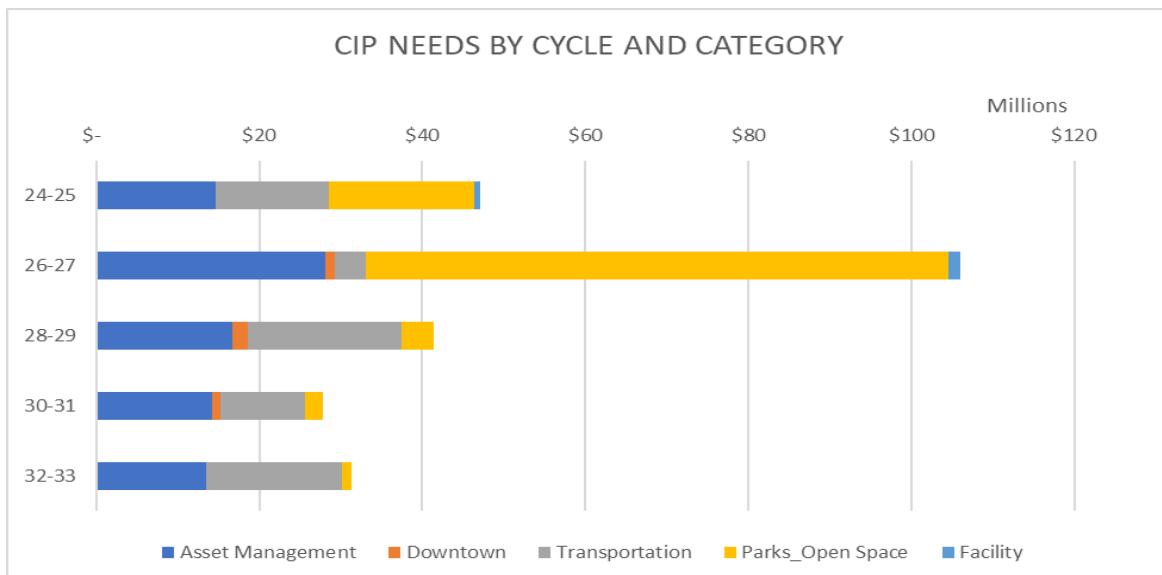
Section 4 - Project Categories

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 ¹
2024-25	\$14,650,000	\$0	\$ 13,920,000	\$17,835,292	\$775,000	\$47,180,292
2026-27	\$28,150,000	\$ 1,100,000	\$ 3,900,000	\$ 71,400,000	\$1,495,000	\$106,045,000
2028-29	\$16,700,000	\$1,950,000	\$18,750,000	\$ 4,050,000		\$41,450,000
2030-31	\$14,250,000	\$1,000,000	\$ 10,350,000	\$ 2,250,000		\$27,850,000
2032-33	\$13,450,000	\$0	\$16,650,000	\$1,200,000		\$31,300,000
Ten-Year Totals	\$87,200,000	\$4,050,000	\$63,570,000	\$96,735,292	\$2,270,000	\$253,825,292

¹The 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.

Project Detail 2024-2033 Capital Investment Program

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)					
Estimated Revenue		\$3,800,000	\$5,600,000	\$2,100,000	\$700,000	\$0	\$0	\$11,070,000	\$2,000,000	\$0	\$4,000,000	
Estimate Fund Balance as of 7-1-23		\$0	\$344,000	\$1,038,000	\$0	\$4,324,000	\$3,020,000	\$0	\$0	\$17,800,000	\$2,510,292	
Estimated Funds Available for 2024-25		\$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	
Asset Management Projects												
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							
Asset Management Subtotals	\$14,650,000	\$3,600,000	\$5,850,000	\$2,700,000	\$700,000	\$0	\$1,800,000	\$0	\$0	\$0	\$0	\$0
Discretionary Capital Projects												
Transportation Projects												
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				
Transportation Projects Subtotal	\$13,920,000	\$0	\$0	\$0	\$0	\$2,850,000	\$0	\$11,070,000	\$0	\$0	\$0	\$0
Parks and Open Space Projects												
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	
Parks and Open Space Projects Subtotals	\$17,835,292	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$9,900,000	\$5,935,292	\$0
Facility Projects												
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	
Facility Projects Subtotals	\$775,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$575,000	\$0
Discretionary Project Subtotal	\$32,530,292	\$200,000	\$0	\$0	\$0	\$2,850,000	\$0	\$11,070,000	\$2,000,000	\$9,900,000	\$6,510,292	\$0
Asset Management Subtotal	\$14,650,000	\$3,600,000	\$5,850,000	\$2,700,000	\$700,000	\$0	\$1,800,000	\$0	\$0	\$0	\$0	\$0
Totals	\$47,180,292	\$3,800,000	\$5,850,000	\$2,700,000	\$700,000	\$2,850,000	\$1,800,000	\$11,070,000	\$2,000,000	\$9,900,000	\$6,510,292	\$0
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					
Estimated Revenue		\$3,900,000	\$5,760,000	\$2,140,000	\$700,000	\$1,000,000	\$1,500,000	\$8,800,000	\$67,000,000	\$0	\$250,000	
Estimated Remaining Fund Balance from 2024-25		\$0	\$94,000	\$438,000	\$0	\$1,474,000	\$1,220,000	\$0	\$0	\$7,900,000	\$0	
Estimated Funds Available for 2026-27		\$3,900,000	\$5,854,000	\$2,578,000	\$700,000	\$2,474,000	\$2,720,000	\$8,800,000	\$67,000,000	\$7,900,000	\$250,000	
Asset Management Projects												
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							
Asset Management Subtotals	\$28,150,000	\$3,900,000	\$5,850,000	\$2,200,000	\$700,000	\$0	\$900,000	\$8,800,000	\$0	\$0	\$0	\$5,800,000
Discretionary Capital Projects												
Parking and Downtown Enhancement												
Downtown Fiber Implementation	\$600,000											\$600,000
CCTV Camera System Upgrades	\$500,000											\$500,000
Parking and Downtown Enhancement Subtotal	\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100,000
Transportation Projects												
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						
Transportation Projects Subtotal	\$3,900,000	\$0	\$0	\$0	\$0	\$1,800,000	\$0	\$0	\$0	\$0	\$0	\$2,100,000
Parks and Open Space Projects												
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
Parks and Open Space Projects Subtotals	\$71,400,000	\$0	\$0	\$0	\$0	\$0	\$1,150,000	\$0	\$67,000,000	\$3,000,000	\$0	\$250,000
Facility Projects												
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	
Leshher Center Freight Elevator Renovation	\$200,000											\$200,000
Leshher Center Storefront Door Replacement	\$350,000											\$350,000
Facility Projects Subtotals	\$1,495,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$1,245,000
Discretionary Project Subtotal	\$77,895,000	\$0	\$0	\$0	\$0	\$1,800,000	\$1,150,000	\$0	\$67,000,000	\$3,000,000	\$250,000	\$4,695,000
Asset Management Subtotal	\$28,150,000	\$3,900,000	\$5,850,000	\$2,200,000	\$700,000	\$0	\$900,000	\$8,800,000	\$0	\$0	\$0	\$5,800,000
Totals	\$106,045,000	\$3,900,000	\$5,850,000	\$2,200,000	\$700,000	\$1,800,000	\$2,050,000	\$8,800,000	\$67,000,000	\$3,000,000	\$250,000	\$10,495,000
Remaining Fund Balance		\$0	\$4,000	\$378,000	\$0	\$674,000	\$670,000	\$0	\$0	\$4,900,000	\$0	

FISCAL YEAR 2028-29

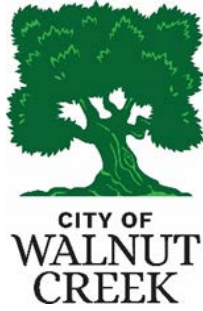
Project Title	Project Cost Estimate	General Fund	Roadway Funding		Downtown Parking Fund	Developer Fees		Grants	Bond (Measure O)	Facility Reserve	Other Revenue	UNFUNDED NEEDS
			Gas Tax	Measure J		Traffic Impact Fee	In-Lieu Parkland					
Estimated Revenue		\$4,000,000	\$5,930,000	\$2,180,000	\$700,000	\$1,000,000	\$1,500,000	\$2,000,000	\$0	\$0	\$0	
Estimated Remaining Fund Balance from 2026-27		\$0	\$4,000	\$378,000	\$0	\$674,000	\$670,000	\$0	\$0	\$4,900,000	\$0	
Estimated Funds Available for 2028-29		\$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	
Asset Management Projects												
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							
Asset Management Subtotals	\$16,700,000	\$3,350,000	\$5,850,000	\$2,200,000	\$700,000	\$0	\$900,000	\$2,000,000	\$0	\$0	\$0	\$1,700,000
Discretionary Capital Projects												
Parking and Downtown Enhancement												
Main St Intersection Redesign	\$450,000											\$450,000
Parking Access and Control Equipment Replacement	\$1,500,000											\$1,500,000
Parking and Downtown Enhancement Subtotal	\$1,950,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,950,000
Transportation Projects												
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
Transportation Projects Subtotal	\$18,750,000	\$0	\$0	\$0	\$0	\$850,000	\$0	\$0	\$0	\$0	\$0	\$17,900,000
Parks and Open Space Projects												
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
Parks and Open Space Projects Subtotals	\$4,050,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$2,850,000
Discretionary Project Subtotal	\$24,750,000	\$0	\$0	\$0	\$0	\$850,000	\$1,200,000	\$0	\$0	\$0	\$0	\$22,700,000
Asset Management Subtotal	\$16,700,000	\$3,350,000	\$5,850,000	\$2,200,000	\$700,000	\$0	\$900,000	\$2,000,000	\$0	\$0	\$0	\$1,700,000
Totals	\$41,450,000	\$3,350,000	\$5,850,000	\$2,200,000	\$700,000	\$850,000	\$2,100,000	\$2,000,000	\$0	\$0	\$0	\$24,400,000
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					
Estimated Revenue		\$4,100,000	\$6,100,000	\$2,220,000	\$700,000	\$1,000,000	\$1,500,000	\$0	\$0	\$0	\$0	
Estimated Remaining Fund Balance from 2028-29		\$650,000	\$84,000	\$358,000	\$0	\$824,000	\$70,000	\$0	\$0	\$4,900,000	\$0	
Estimated Funds Available for 2030-31		\$4,750,000	\$6,184,000	\$2,578,000	\$700,000	\$1,824,000	\$1,570,000	\$0	\$0	\$4,900,000	\$0	
Asset Management Projects												
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							
Asset Management Subtotals	\$14,250,000	\$3,850,000	\$6,100,000	\$2,200,000	\$700,000	\$0	\$900,000	\$0	\$0	\$0	\$0	\$500,000
Discretionary Capital Projects												
Parking and Downtown Enhancement												
Main St Intersection Redesign	\$1,000,000											\$1,000,000
Parking and Downtown Enhancement Subtotals	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
Transportation Projects												
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
Transportation Projects Subtotal	\$10,350,000	\$0	\$0	\$0	\$0	\$850,000	\$0	\$0	\$0	\$0	\$0	\$9,500,000
Parks and Open Space Projects												
Walden Park Parking Lot	\$250,000						\$250,000					
Clark Pool and Pool House Repurpose Design & Construction	\$2,000,000											\$2,000,000
Parks and Open Space Projects Subtotals	\$2,250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$2,000,000
Discretionary Project Subtotal	\$13,600,000	\$0	\$0	\$0	\$0	\$850,000	\$250,000	\$0	\$0	\$0	\$0	\$12,500,000
Asset Management Subtotal	\$14,250,000	\$3,850,000	\$6,100,000	\$2,200,000	\$700,000	\$0	\$900,000	\$0	\$0	\$0	\$0	\$500,000
Totals	\$27,850,000	\$3,850,000	\$6,100,000	\$2,200,000	\$700,000	\$850,000	\$1,150,000	\$0	\$0	\$0	\$0	\$13,000,000
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					
Estimated Revenue		\$4,220,000	\$6,280,000	\$2,455,440	\$700,000	\$1,000,000	\$1,500,000					
Estimated Remaining Fund Balance from 2028-29		\$900,000	\$84,000	\$378,000	\$0	\$974,000	\$420,000	\$0	\$0	\$4,900,000	\$0	
Estimated Funds Available for 2032-33		\$5,120,000	\$6,364,000	\$2,833,440	\$700,000	\$1,974,000	\$1,920,000	\$0	\$0	\$4,900,000	\$0	
Asset Management Projects												
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							
Asset Management Subtotals	\$13,450,000	\$3,450,000	\$6,200,000	\$2,200,000	\$700,000	\$0	\$900,000	\$0	\$0	\$0	\$0	\$0
Discretionary Capital Projects												
<i>Parking and Downtown Enhancement</i>												
Parking and Downtown Enhancement Subtotals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Projects												
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
Transportation Projects Subtotal	\$16,650,000	\$0	\$0	\$0	\$0	\$850,000	\$0	\$0	\$0	\$0	\$0	\$15,800,000
Parks and Open Space Projects												
Ballfield Synthetic Turf Replacement	\$1,000,000											\$1,000,000
Bocce Courts @ Rudgear	\$200,000	\$0					\$200,000					\$0
Parks and Open Space Projects Subtotals	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$1,000,000
Discretionary Project Subtotal	\$17,850,000	\$0	\$0	\$0	\$0	\$850,000	\$200,000	\$0	\$0	\$0	\$0	\$16,800,000
Asset Management Subtotal	\$13,450,000	\$3,450,000	\$6,200,000	\$2,200,000	\$700,000	\$0	\$900,000	\$0	\$0	\$0	\$0	\$0
Totals	\$31,300,000	\$3,450,000	\$6,200,000	\$2,200,000	\$700,000	\$850,000	\$1,100,000	\$0	\$0	\$0	\$0	\$16,800,000
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:

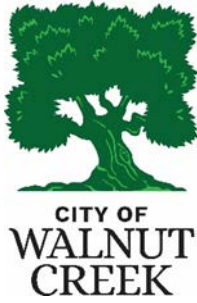
Continuous - The City has an annual paving and maintenance program.

CAPITAL COSTS (\$ in thousands)

YEAR	24-25	26-27	28-29	30-31	32-33	Total
Project Cost Estimate	\$6,700	\$6,700	\$6,700	\$7,000	\$7,200	\$34,300
Funding Sources						
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						
Unfunded Needs	\$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:

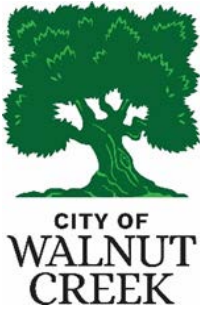
Continuous - The City has an annual bridge maintenance program.

CAPITAL COSTS (\$ in thousands)

YEAR	24-25	26-27	28-29	30-31	32-33	Total
Project Cost Estimate	\$1,000	\$12,700	\$2,500	\$500	\$500	\$17,200
Funding Sources						
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
Unfunded Needs	\$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:

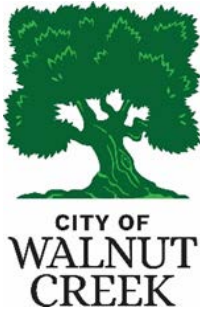
Continuous. The City has an ongoing program to complete minor storm drain repairs and replacements.

CAPITAL COSTS (\$ in thousands)

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

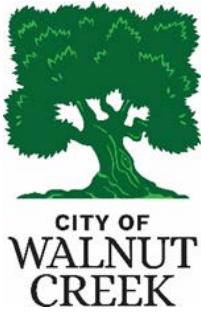
Continuous

CAPITAL COSTS (\$ in thousands)

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

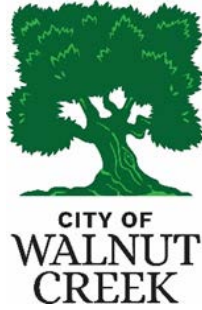
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CAPITAL COSTS (\$ in thousands)

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

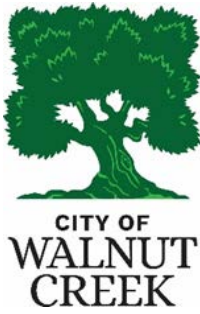
Continuous

CAPITAL COSTS (\$ in thousands)

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

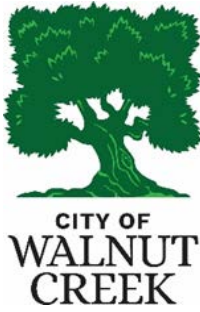
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CAPITAL COSTS (\$ in thousands)

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

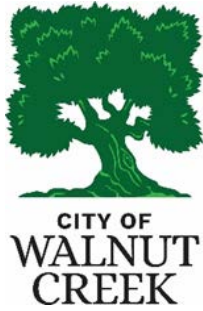
Continuous

CAPITAL COSTS (\$ in thousands)

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

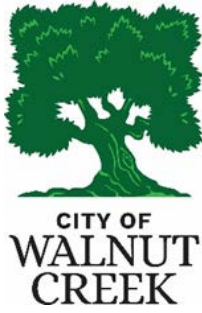
Continuous

CAPITAL COSTS (\$ in thousands)

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

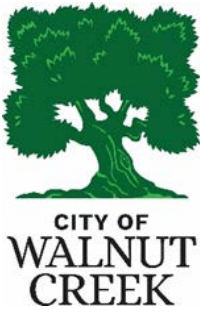
Continuous

CAPITAL COSTS (\$ in thousands)

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

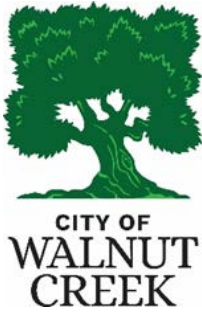
As part of the Locust Street Rehabilitation project in 2024, a conduit will be installed for future fiber communications on Locust Street from Civic Drive to Mt. Diablo Blvd.

CAPITAL COSTS (\$ in thousands)

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

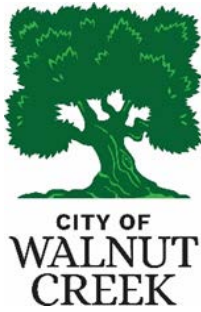
Not Started

CAPITAL COSTS (\$ in thousands)

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

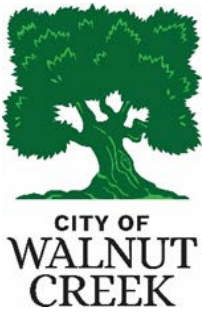
Not Started

CAPITAL COSTS (\$ in thousands)

YEAR	24-25	26-27	28-29	30-31	32-33	Total
Project Cost Estimate			\$1,500			\$1,500
Funding Sources						
Parking Fund						
Unfunded Needs			\$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
Project Cost Estimate			\$450	\$1,000		\$1,450
Funding Sources						
Parking Fund						\$0
Unfunded Needs			\$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
Project Cost Estimate	\$200	\$200	\$200	\$200	\$200	\$1,000
Funding Sources						
Traffic Impact Fee	\$200	\$200	\$200	\$200	\$200	\$1,000
Unfunded Needs	\$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
Project Cost Estimate	\$150	\$150	\$150	\$150	\$150	\$750
Funding Sources						
Traffic Impact Fee	\$150	\$150	\$150	\$150	\$150	\$750
Unfunded Needs	\$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
Project Cost Estimate	\$125	\$125	\$125	\$125	\$125	\$625
Funding Sources						
Traffic Impact Fee	\$125	\$125	\$125	\$125	\$125	\$625
Unfunded Needs	\$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
Project Cost Estimate	\$125	\$125	\$125	\$125	\$125	\$625
Funding Sources						
Traffic Impact Fee	\$125	\$125	\$125	\$125	\$125	\$625
Unfunded Needs	\$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*)

YEAR	24-25	26-27	28-29	30-31	32-33	Total
Project Cost Estimate	\$250	\$250	\$250	\$250	\$250	\$1,250
Funding Sources						
Traffic Impact Fee	\$250	\$250	\$250	\$250	\$250	\$1,250
Unfunded Needs	\$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
Project Cost Estimate	\$2,200					\$2,200
Funding Sources						
Traffic Impact Fee	\$500					\$500
Grant Funding (OBAG 3)	\$1,700					\$1,700
Unfunded Needs	\$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
Project Cost Estimate	\$6,250					\$6,250
Funding Sources						
Traffic Impact Fee	\$900					\$900
Grant (OBAG3)	\$5,350					\$5,350
Unfunded Needs	\$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**

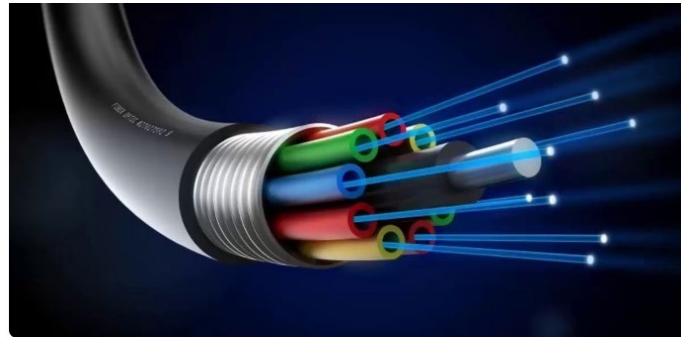
**TRAFFIC MONITORING AND COMMUNICATION
TECHNOLOGY PHASE 3**

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
Project Cost Estimate	\$2,920					\$2,920
Funding Sources						
Traffic Impact Fee	\$400					\$400
Grant (Earmark)	\$2,520					\$2,520
Unfunded Needs	\$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
Project Cost Estimate	\$1,700					\$1,700
Funding Sources						
Traffic Impact Fee	\$200					\$200
Grant (OBAG 3)	\$1,500					\$1,500
Unfunded Needs	\$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
Project Cost Estimate		\$900				\$900
Funding Sources						
Unfunded Needs		\$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

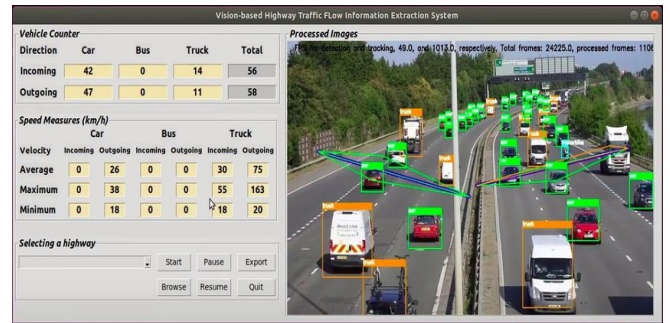
ENHANCED TRAFFIC SIGNALS

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
Project Cost Estimate		\$900			\$500	\$1,400
Funding Sources						
Traffic Impact Fee						
Unfunded Needs		\$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
Project Cost Estimate		\$300		\$3,000	\$4,400	\$7,700
Funding Sources						
Unfunded Needs		\$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
Project Cost Estimate		\$900				\$900
Funding Sources						
Traffic Impact Fee		\$900				\$900
Unfunded Needs		\$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**

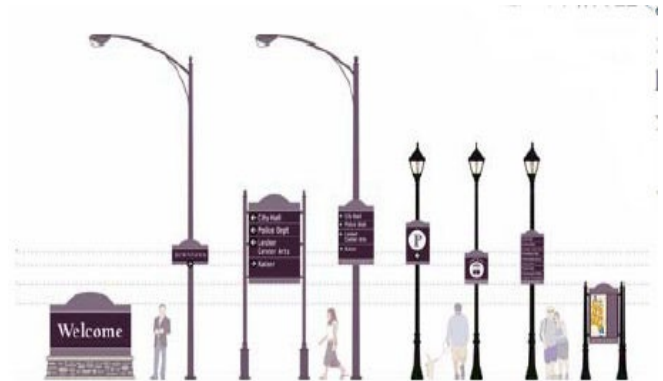
WAYFINDING AND PARKING SIGNAGE

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
Project Cost Estimate		\$50				\$50
Funding Sources						
Traffic Impact Fee		\$50				\$50
Unfunded Needs		\$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
Project Cost Estimate			\$2,000			\$2,000
Funding Sources						
Unfunded Needs			\$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**

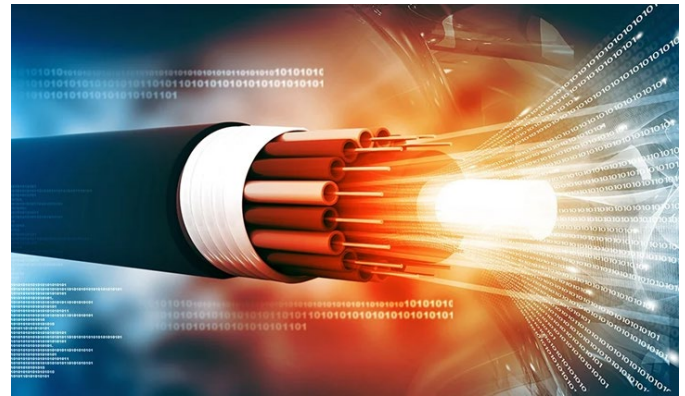
Traffic Monitoring & Communication Technology

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
Project Cost Estimate				\$500		\$500
Funding Sources						
Traffic Impact Fee						\$0
Grant						
Unfunded Needs				\$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
Project Cost Estimate			\$3,300			\$3,300
Funding Sources						
Traffic Impact Fee						
Grant						
Unfunded Needs			\$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
Project Cost Estimate			\$10,000			\$10,000
Funding Sources						
Unfunded Needs			\$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
Project Cost Estimate			\$1,200			\$1,200
Funding Sources						
Unfunded Needs			\$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
Project Cost Estimate			\$550			\$550
Funding Sources						
Unfunded Needs			\$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
Project Cost Estimate			\$350		\$10,000	\$10,350
Funding Sources						
Traffic Impact Fee						
Grant						
Unfunded Needs			\$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
Project Cost Estimate				\$4,500		\$4,500
Funding Sources						
Traffic Impact Fee						
Grant						
Unfunded Needs				\$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
Project Cost Estimate				\$2,000		\$2,000
Funding Sources						
Traffic Impact Fee						
Unfunded Needs				\$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:

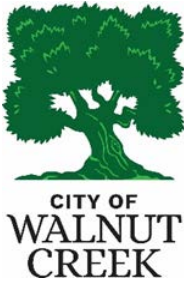
Not started. Potential grant funding may come through Innovate 680.

CAPITAL COSTS (\$ in thousands)

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

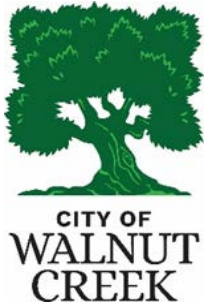
Initial project design has been funded by Council. Final Design is scheduled for 24-25 with construction in 26-27.

CAPITAL COSTS (\$ in thousands)

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

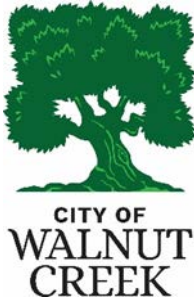
A consultant has been selected and they have begun preliminary design and obtaining CEQA clearance.

CAPITAL COSTS (\$ in thousands)

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

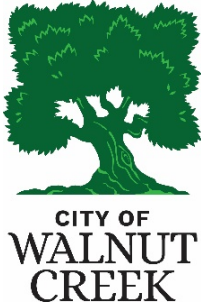
Not Started.

CAPITAL COSTS (\$ in thousands)

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

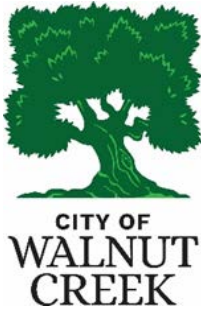
Project is in design

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

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

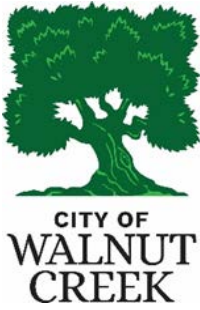
Not Started

CAPITAL COSTS (\$ in thousands)

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

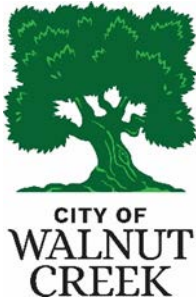
Not Started

CAPITAL COSTS (\$ in thousands)

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

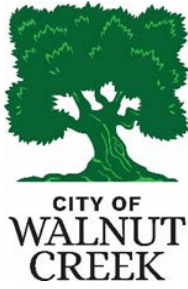
Not Started

CAPITAL COSTS (\$ in thousands)

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

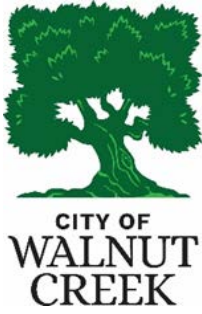
Not Started

CAPITAL COSTS (\$ in thousands)

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

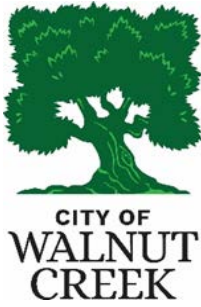
Not Started

CAPITAL COSTS (\$ in thousands)

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

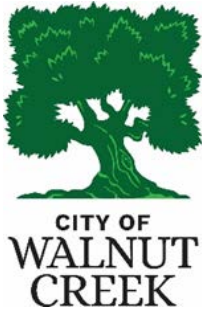
Not Started

CAPITAL COSTS (\$ in thousands)

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

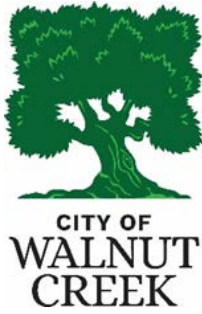
Not Started

CAPITAL COSTS (\$ in thousands)

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

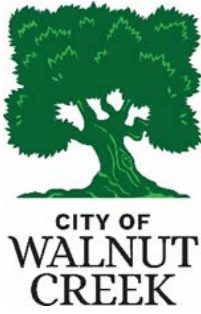
Preliminary Design Studies complete at Larkey and Rudgear.

CAPITAL COSTS (\$ in thousands)

YEAR	24-25	26-27	28-29	30-31	32-33	Total
Project Cost Estimate			\$200		\$200	\$400
Funding Sources						
In-Lieu Parkland Fund			\$0		\$200	\$200
Unfunded Needs			\$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
Project Cost Estimate					\$1,000	\$1,000
Funding Sources						
In-Lieu Parkland Fund						\$0
Unfunded Needs					\$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
Project Cost Estimate	\$775	\$1,495				\$2,270
Funding Sources						
General Fund	\$200					
Information Technology	\$400					
BOGC Enterprise	\$175	\$250				
Facility Reserve						
Unfunded Needs	\$0	\$1,245				\$1,245

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

Unknown Impacts