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ON 10/12/2021

Development Program Report for the Central County Area of Benefit

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Prepared Pursuant to Section 913 of the County Ordinance Code

Prepared by and for:

Contra Costa County Public Works Department, Transportation Engineering Division and
Department of Conservation and Development, Community Development Division

"Accredited by the American Public Works Association"

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Chapter 1: Introduction and Purpose

The Central County Area of Benefit (“Central County AOB”) was created as a means to collect funds to maintain and improve roadway, bicycle, and pedestrian facilities needed to accommodate travel demand generated by new land development within Central County. This Development Program Report (“DPR”) contains information and data in support of assessing development projects within the Central County AOB as a means for development to pay its fair share towards future infrastructure. The DPR is required by Chapter 913-6 of the County Ordinance Code and is required by the Board of Supervisors’ Policy on Bridge Crossing and Major Thoroughfare Fees (adopted July 17, 1979), which implements Division 913 of the County Ordinance Code and section 66484 of the State Subdivision Map Act.

One of the objectives of the County General Plan is to connect new development directly to the provision of community facilities necessary to serve that development. In other words, development cannot be allowed to occur unless a mechanism is in place to provide the funding for the infrastructure necessary to serve that development. The Central County AOB Fee is a means of raising revenue to construct road improvements to serve new developments. Requiring that all new development pay a road improvement fee will help ensure that they participate in the cost of improving the road system.

Each new development or expansion of an existing development will generate additional traffic. Where the existing road system is inadequate to meet future needs of new development, improvements are required to meet the new demand. The purpose of a development program is to determine improvements ultimately required by future development and to require developers to pay a fee to fund these improvements. Because the Central County AOB Fee is based on the relative impact on the road system and the costs of the necessary improvements to mitigate this impact, the fee amount is roughly proportional to the development impact. This report discusses the basis of that fee amount.

Chapter 2: Background

On March 15, 1988, the Board of Supervisors ("Board") passed a resolution forming the Countywide Area of Benefit ("Countywide AOB") to improve the capacity and safety of the arterial road network in the County through the establishment of a traffic mitigation fee ordinance (Resolution 88/122 and Ordinance 88-27). This ordinance applied to unincorporated areas of the County and outlined boundaries of seven regional areas of benefit, including the Central County AOB, within the original Countywide AOB. The Central County AOB was last updated in 1995.

The Central County area has since experienced changes in the area's circulation needs and development potential. The Nexus Study provides the technical basis for a comprehensive update of the Central County AOB Program. The focus of the updated program is to support an overall transportation system in the Central County AOB that serves the expected future demand based on changes in regional and local land use projections, planned and approved development projects, and associated changes to capital improvements and updated cost estimates.

The Nexus Study documents the analytical approach for determining the nexus between the fees, the local impact created by anticipated development in the Central County AOB, and the transportation improvements to be funded with fee revenues. A traffic and fair-share cost analysis was conducted to equitably distribute the cost of the necessary improvements to developments that cause the impacts, per the provisions of the Mitigation Fee Act. The most up-to-date analytical tools and techniques, available at the time this study commenced, were used to ensure the highest level of consistency with current standards.

Chapter 3: Location and Boundary

The Central County AOB boundary location is described in Exhibit A and generally shown in Exhibit B.

Chapter 4: General Plan Relationship

One of the objectives of the County General Plan is to relate new development directly to the provision of community facilities necessary to serve that new development. Accordingly, development cannot be allowed to occur unless a mechanism is in place to provide the funding for the infrastructure necessary to serve that development. The Central County AOB Program is a fee mechanism providing funds to construct transportation improvements to serve new residential, commercial and industrial development. Requiring that all new development pay a transportation improvement fee will help ensure that it participates fairly in the cost of improving the transportation system. This Program applies only to new development within the unincorporated portions of the Central County AOB.

The Central County AOB is consistent with the features of the County General Plan and its amendments, and subscribes to the policies of the General Plan elements. The General Plan policies include, but are not limited to, improving the County roadway network to meet existing and future traffic demands. The Central County AOB Fee will assist in funding the necessary roadway improvements required for future growth as shown in the General Plan.



Chapter 5: Project List

The project list for the Central County AOB is set forth in Table 1 below. This list contains 28 projects, of which 4 are carry-over projects from the 1994/1995 AOB Project List. The projects include pedestrian and bicycle safety improvements. The improvements not related to pedestrian and bicyclist safety are focused on capacity and safety improvements.

The improvements included on the Central County AOB project list have been identified through a Transportation Needs Analyses conducted by DKS Associates, in which existing and anticipated future deficiencies were identified, including traffic congestion, roadway deficiencies, and safety improvements based upon current conditions, as well as travel demand forecast for 2040 conditions.

The improvements proposed on the Central County AOB project list were refined through a cooperative effort between the Public Works Department and community input through workshops.

The proposed improvements will be reviewed periodically to assess the impacts of changing travel patterns, the rate of development, and the accuracy of the estimated project costs. The periodic review of the program will also allow staff to evaluate project priority and the need to increase fees should project costs increase or exceed the rate of inflation.

Table 1. Proposed Project List for Central County/South Walnut Creek AOB Program

Roadway	Project	Recommended Project	Basis for Recommendation
Pleasant Hill Road	WPH2	Bicycle Improvements	Countywide Bicycle and Pedestrian Plan
Reliez Valley Road	WPH3	Bicycle Improvements	Countywide Bicycle and Pedestrian Plan
Taylor Boulevard	WPH4	Safety Improvements	Community Input
Fish Ranch Road	NL1	Safety Improvements	Contra Costa County Standard Plans
San Pablo Dam Road	NL2/3	Roadway Safety Improvements	Contra Costa County Standard Plans: CCTA's Comprehensive Transportation Project List
Bear Creek Road at Happy Valley Road	NL5	Intersection Improvements	Contra Costa County General Plan LOS Standards
Pinehurst Road	SL1	Bicycle Improvements	Countywide Bicycle and Pedestrian Plan
Ayers Road at Concord Avenue	EC2	Intersection Improvements	Contra Costa County General Plan LOS Standards
Ayers Road at Laurel Avenue	EC3	Intersection Improvements	Contra Costa County General Plan LOS Standards
Bailey Road at Myrtle Drive	EC4/6	Intersection Improvements. Add Shoulder	Contra Costa County Standard Plans: contra Costa County General Plan LOS Standards
Las Juntas Road at Coggins Drive	CCC1	Intersection Improvements	Contra Costa County General Plan LOS Standards

Buskirk Avenue	CCC2	Roadway Improvements	Contra Costa County General Plan LOS Standards
Treat Boulevard	CCC3/5	Complete Street Improvements	Countywide Bicycle and Pedestrian Plan
Treat Boulevard	CCC4	Complete Street Improvements	Countywide Bicycle and Pedestrian Plan
Treat Boulevard at Jones Road	CCC6	Intersection Improvements	Contra Costa County General Plan LOS Standards
Mayhew Way	CCC8	Pedestrian Improvements	Countywide Bicycle and Pedestrian Plan
Olympic Boulevard at Boulevard Way/Tice Valley Boulevard	SWC2	Intersection Improvements	Contra Costa County General Plan LOS Standards
Olympic Boulevard at Bridgefield Road	SWC7	Intersection Improvements	Community Input
Olympic Boulevard	SWC9	Bicycle and Pedestrian Improvements	Olympic Corridor Trail Connector Study
Dewing Lane	SWC3	Connection of South Walnut Creek to Iron Horse Trail	Community Input
Tice Valley Boulevard	SWC4	Complete Street Improvements	Community Input
Springbrook Road	SWC6	Complete Street Improvements	Community Input
Boulevard Way	SWC8	Sidewalk Project	Community Input
Carry-Over Projects from 1994/1995 AOB Project List			
Rudgear Road and San Miguel Drive	SM1	Intersection Safety Improvements	Carry-Over Project



Walnut Boulevard	SM2	Pedestrian Improvements	Carry-Over Project
Mountain View Boulevard	SM3	Pedestrian Improvements	Carry-Over Project
San Miguel Drive	SM4	Pedestrian Improvements	Carry-Over Project
Source: DKS Associates, 2018			

Chapter 6: Development Potential

The “Nexus Study: Central County Area of Benefit” (“Nexus Study”), dated April 2021, was prepared by DKS Associates in collaboration with Urban Economics for the Public Works Department and is attached as Exhibit D and incorporated herein by reference. The Nexus Study provides the technical basis for establishing the required nexus between the anticipated future development within the Central County AOB boundary and the need for certain facilities.

The projected growth in households, employment, and vehicle-miles traveled within the Central County AOB is discussed and shown in the Nexus Study.

A summary of the potential new residential dwelling units, office, industrial, and commercial/ retail developments (net growth from 2010 to 2040) for the unincorporated portion of AOB is shown in Table 2.

Table 2. Development Potential Summary

Land Use Category	Units
Single-Family Residential	304 dwelling units
Multi-Family Residential	541 dwelling units
Office	184,000 sq ft
Industrial	146,000 sq ft
Commercial/Retail	84,000 sq ft



Chapter 7: Estimated Cost of Road Improvements

The estimated cost of the road improvements planned for the Central County AOB is listed in Exhibit C. The Central County AOB will only finance the proportional share of the improvements necessitated by the impact on the road system from new development.

Detailed cost estimates for the projects included in the road improvement plan are provided in Appendix C of the Nexus Study.

The County will assess an administrative fee equal to 2% of the applicable fee. This additional fee will be used to cover staff time for fee collection, accounting, and technical support to the community groups and traffic advisory committees.

Chapter 8: Method of Fee Apportionment

The total estimated cost of the projects included in the Central County AOB project list is \$71,494,000. The cost to accommodate new development within the Central County AOB is \$5,865,871. There is an existing balance of \$0.

An adjusted project cost to be covered by the Central County AOB fees was determined by subtracting the existing fund balance from the attributable project cost.

$$\begin{array}{rcl}
 \$5,865,871 & - & 0 & = & \$5,865,871 \\
 \text{(Attributable Project Cost)} & & \text{(Balance)} & & \text{(Adjusted Project Cost)}
 \end{array}$$

This adjusted project cost represents the amount of revenue needed from the Central County AOB Fee to fund growth's share of the project cost as shown in Exhibit C.

The expected growth in the Central County AOB to the year 2040 is 304 single-family units, 541 multi-family units, 84,000 square feet of retail space, 184,000 square feet of office space, and 146,000 square feet of industrial space. To determine a fee rate per unit, first each development type is assigned a dwelling unit equivalent or "DUE" rate. DUEs compare the trip making characteristics of a land use in relation to a typical single-family residential unit, which is assigned a DUE of 1. Land uses with lower overall traffic impacts than a single family home are assigned values less than 1, and vice versa. The following Table shows the DUE rates for the various land use categories.

Table 3. Dwelling Unit Equivalent (DUE) Rates

Dwelling Unit Equivalent (DUE) Rates						
Land Use Category	PM Peak Hour Trip Rate per	Unit	Trip Length (miles) ²	Percent New trips ²	VMT per Unit	DUE per Unit
Singe Family	1.01	Dwelling Unit	5.0	100	5.050	1.00
Multi-Family	0.62		5.0	100	3.100	0.61
Retail	4.10	Square Feet	2.3	76	7.167	0.00142
Office	1.40		4.5	92	5.796	0.00115
Industrial	0.98		5.1	92	4.598	0.00091

¹ ITE Trip Generation 7th Edition
² ITE Journal, May 1992
Source: DKS Associates, 2018

Table 4: Growth in DUEs

Growth in DUEs				
Land Use Category	Unit	Growth in Units ¹	DUE per Unit	Growth in DUEs
Singe Family	Dwelling Unit	304	1.00	304
Multi-Family		541	0.61	332
Retail	Square Feet	84,000	0.00142	119
Office		184,000	0.00115	211
Industrial		146,000	0.00091	133
Total				1,099
¹ See Table 2: "Summary of Estimated Development 2010 to 2040 Growth" Source: DKS Associates, 2016				

The growth in DUEs for each land use and the total growth in DUEs is shown above in Table 4. Because the DUE rates are based on estimates of the average vehicle-miles of travel generated during the PM peak hours for each general land use type, the developments are charged fees in proportion to the amount of traffic impact they are projected to generate. In this way, the fees attributed to each new parcel will be proportional to the estimated benefits they receive through use of the new improvements.

Finally, the Cost per DUE is found by dividing the total Cost of Improvements Allocated to AOB Growth by the total Growth in Dwelling Unit Equivalent (DUE's):

$$\frac{\$5,865,871}{1099} = \$5,335 \text{ per DUE}$$

Chapter 9: Fee Rates

Calculation of Fees

The fee calculation is set forth in detail in the Nexus Study.

To determine a maximum fee rate for each land use category, the Cost per DUE is multiplied by the DUE per unit. In the residential categories, this results in a fee per dwelling unit. In the non-residential categories, the fee is listed per square foot. These calculations are summarized in Table 5 below.

Table 5: Fee Calculations

Nexus-Based Fee Rates for Central County AOB			
Cost of Improvements Allocated to AOB			\$5,865,871
Growth in Dwelling Unit Equivalents			1099
Cost per DUE			\$5,335.39
Land Use	Units	DUE per Unit	Maximum Fee per Unit¹
Single Family	Dwelling Unit	1.00	\$5,335
Multi-Family	Dwelling Unit	0.61	\$3,275
Retail	Square Foot	0.00142	\$7.57
Office	Square Foot	0.00115	\$6.12
Industrial	Square Foot	0.00091	\$4.86
Other	Dwelling Unit Equivalent	1.00	\$5,335
¹ Maximum Fee per Unit = (Cost per DUE) x (DUE per Unit)			
Source: DKS Associates, 2018			

To determine the DUE for a development considered "Other," the vehicle miles traveled (VMT) are first estimated using a combination of trip generation data, the default rate for trip length, and percent new trips.

Chapter 10: Program Finance Considerations

Other Funding Sources

The improvements planned for the Central County AOB will be only partially funded by Central County AOB fee revenues. Other sources of funding, such as State or Federal aid, or local sources such as sales tax, gas tax, etc., will be pursued.

These other funding sources include, but are not limited to, Regional Measure J Funds, State Transportation Improvement Program (STIP) Funds, and Federal Program Funds.

The rate at which revenue is generated by the Central County AOB Fee depends on the rate of new development. This rate of revenue generation affects the timing of construction of the improvement projects because it is dependent upon the total amount of fees collected, less expenditures. Alternate sources of funding would permit construction of AOB projects sooner.

Review of Fees

Project cost estimates will be reviewed periodically while the Central County AOB is in effect. On January 1 of each year thereafter, the amount of the fees will be increased or decreased based on the percentage change in the Engineering News Record Construction Cost Index for the San Francisco Bay Area for the 12-month period ending with the September 30th index of the previous calendar year, without further action of the Board of Supervisors.

Collection of Fees

Fees will be collected when a building permit is issued, in accordance with Section 913-4.204 of Title 9 (Subdivisions) of the Contra Costa County Ordinance Code. Fees collected will be deposited into an interest bearing trust fund established pursuant to Section 913-8.002 of the Contra Costa County Ordinance Code.

Interest on Fees

The interest accrued on the fees collected shall continue to accumulate in the trust account and shall be expended for construction of the improvements, or to reimburse the County for the cost of constructing the improvements, pursuant to Section 913-8.006 of the County Ordinance Code.

Dedication in Lieu of Fee

A development may be required to construct, or dedicate right-of-way for a portion of the improvements as a condition of approval. In such an event, the developer may be eligible to receive credit for the fee or reimbursement. The eligible credit and/or reimbursement shall be determined in accordance with the County's "Traffic Fee Credit and Reimbursement Policy."



Exhibit A: Area of Benefit Boundary Legal Description

The central portion of Contra Costa County, California, bounded on the north by Solano County, bounded on the southwest by Alameda County, and described as follows:

Beginning in Suisun Bay on the boundary common to Contra Costa and Solano Counties at the Point of Beginning of "Eastern Contra Costa Sub-Regional Transportation Mitigation Fee Area" adopted July 26, 1994 by Contra Costa County Board of Supervisors' Resolution No. 94/386, also being the northwest corner of "West Pittsburg Area of Benefit" adopted December 10, 1991 by Contra Costa County Board of Supervisors' Resolution No. 91/779; thence from the Point of Beginning along the boundary common to said adopted areas, southerly 7,410 feet, more or less, to the south right of way line of Contra Costa Canal on the west line of Section 8, Township 2 North, Range 1 West, Mount Diablo Meridian; thence continuing along the boundary of "West Pittsburg Area of Benefit," westerly, southerly, southeasterly, and easterly 26,000 feet, more or less, to its intersection with "Eastern Contra Costa Sub-Regional Transportation Mitigation Fee Area" on the east line of Section 17 (T2N, R1W); thence along the boundary of "Eastern Contra Costa Sub-Regional Transportation Mitigation Fee Area" in a general southeasterly and southerly direction 80,000 feet, more or less, to the southeast corner of Section 12, (T1S, R1W); thence along the south line of Section 12, westerly 4,400 feet, more or less, to the centerline of Mount Diablo Scenic Boulevard (South Gate Road); thence along said centerline in a general northerly direction 6,700 feet, more or less, to the centerline intersection of Summit Road and Mount Diablo Scenic Boulevard (North Gate Road); thence along the centerline of North Gate Road in a general westerly direction 12,400 feet, more or less, to the northwest line of Lot D, Rancho San Miguel Robert Allen Tract; thence along said northwest line, southwestly 3,100 feet, more or less, to the southeast corner of that 787.58 acre parcel shown on the Record of Survey filed June 22, 1960 in Book 18 of Licensed Surveyors' Maps at page 39; thence along the boundary of said parcel, south $87^{\circ}52'06''$ west 9,881.2 feet and north $6^{\circ}08'40''$ west 2,389.28 feet, to the most southern corner of the Record of Survey filed August 27, 1970 in Book 53 of Licensed Surveyors' Maps at page 13; thence along the south line thereof, also being the south line of Rancho San Miguel, north $76^{\circ}53'13''$ west 1,445.41 feet, to the most southern corner of Subdivision 6743 "Stonegate Unit 1" filed June 9, 1987 in Book 313 of Maps at page 28; thence along the boundary of Subdivision 6743, north $13^{\circ}51'48''$ west 5,687.22 feet, south $73^{\circ}16'01''$ west 4,566.44 feet, and south $21^{\circ}53'15''$ east 3,423.26 feet, to the southeast corner of Subdivision 4924 "Hill and Dale, Unit 6" recorded May 18, 1977 in Book 196 of Maps at page 28; thence along the boundary of Subdivision 4924 in a general westerly direction 2,879.25 feet to the northeast corner of Subdivision 4402 recorded December 27, 1974 in Book 175 of Maps at page 25; thence along the boundary of Subdivision 4402, south $1^{\circ}44'25''$ west 1,527.78 feet, to the northeast corner of Lot 37 in Subdivision 3973 recorded August 18, 1972 in Book 149 of Maps at page 20; thence along the east line of Subdivision 3973, south $1^{\circ}44'25''$ west 1,015.1 feet, to the north right of way line of Livorna Road; thence continuing south $1^{\circ}44'25''$ west 41.96 feet to the centerline of said road; thence along said centerline in a general westerly direction 890.41 feet to the southern prolongation of the west line



of said Subdivision 3973; thence along said prolongation and west line, north 1°32'10" east 967.1 feet, to the southwest corner of Subdivision 4402 (175 M 25); thence along the west line of Subdivision 4402, north 1°32'10" east 1,063.35 feet, to the southeast corner of Subdivision 5931 recorded June 29, 1983 in Book 271 of Maps at page 21; thence along the boundary thereof, north 55°22'55" west 537 feet and in a general northwesterly direction 105.63 feet along Livorna Heights Road right of way line, to the southeast corner of Subdivision 5366 recorded March 25, 1980 in Book 236 of Maps at page 7; thence along the boundary of Subdivision 5366 in a general westerly direction 400.83 feet to the east line of Subdivision 3827 recorded June 11, 1969 in Book 126 of Maps at page 38; thence along said east line, south 1°31'55" west 942.5 feet, to the northeast corner of Subdivision 3037 recorded June 25, 1964 in Book 99 of Maps at page 30; thence along the boundary thereof in a general southerly direction 1,532.28 feet to the north right of way line of Livorna Road; thence along lot lines of Subdivision 3037 as follows: 1) in a general westerly direction 79.27 feet, 2) north 1°36'23" east 223.71 feet, 3) north 88°23'37" west 149.23 feet, 4) south 1°36'23" west 275.72 feet, and 5) south 72°23'20" west 272.09 feet; thence crossing Trotter Way, south 72°23'20" west 100 feet, more or less, to the south line of Lot 1 (99 M 30); thence continuing along lot lines of Subdivision 3037, south 72°23'20" west 145.74 feet, north 6°19'31" west 712.51 feet, and north 89°43'18" west 933.43 feet, to the south line of Subdivision 4810 filed September 23, 1976 in Book 189 of Maps at page 48; thence along said south line and the south line of that 24.71 acre Assessor Parcel Number (hereinafter referred to as APN) 187-160-013 described in Parcel Three in the deed to the City of Walnut Creek recorded July 5, 1984 in Volume 11867 of Official Records at page 965, north 89°43'18" west 944.73 feet, to the west line of Subdivision 6468 recorded January 8, 1982 in Book 286 of Maps at page 41; thence along the boundary thereof in a general southerly direction 828.77 feet to the east right of way line of Interstate Freeway 680; thence along said east line in a general northwesterly direction 2,259.08 feet; thence crossing said freeway, south 53°47'20" west 290 feet, more or less, to the west right of way line thereof; thence along said west line in a general northwesterly direction 1,209.59 feet to the most southeastern corner of APN 187-050-011 and 012 described as Parcel 1 in the deed to Edward Johannessen and Juliet Johannessen 1987 Revocable Living Trust recorded March 22, 1988 in Volume 14228 of Official Records at page 211; thence along the southerly portion of the boundary thereof in a general westerly direction 1,494.46 feet, more or less, to the west right of way line of Interstate Freeway 680; thence along said west line in a general northwesterly direction 836 feet, more or less, to the most eastern corner of APN 187-040-007 described as PARCEL 11 in the deed to Contra Costa County Flood Control and Water Conservation District recorded December 20, 1967 in Volume 5520 of Official Records at page 451; thence along the boundary of PARCEL 11, south 64°16'18" west 239.65 feet and in a general northerly direction 1,036.02 feet, to the northwest corner thereof; thence crossing Rudgear Road, northerly 245 feet, more or less, to the west line of APN 183-093-023 described in the deed to East Bay Municipal Utility District (hereinafter referred to as EBMUD) recorded January 5, 1968 in Volume 5530 of Official Records at page 93; thence along said west line, north 22°53'01" west 33.76 feet, to the southeast line of Southern Pacific Railroad right of way APN 183-093-031 described as PARCEL THIRTY-ONE in the deed to Contra Costa County recorded December 9, 1985 in Volume 12652 of Official Records at page 570, being a non-tangent curve concave to the northwest having a radius of 1,196 feet; thence along the arc of said curve, southwesterly 52 feet, more or less, to the centerline of Danville Boulevard; thence non-tangent along said centerline, crossing Engineer's Station 603+65, northerly 110 feet, more or less, to the northwest line of said County parcel, being a non-tangent



curve concave to the northwest having a radius of 1,096 feet and being concentric with said southeast line; thence along the arc of said curve, southwesterly 52 feet, more or less, to the southeast corner of Subdivision MS 114-75 filed October 20, 1976 in Book 49 of Parcel Maps at page 19, also being on the west right of way line of South Main Street (shown as Danville Boulevard on said map); thence along said west line in a general northwesterly direction 560 feet more or less to the centerline of Crest Avenue; thence along said centerline in a general southwesterly direction 980 feet, more or less, to an angle point thereon at the southeast corner of Lot 22 in "Walnut Creek Park" filed February 6, 1911 in Book 4 of Maps at page 84; thence along the south lines of Lots 22 and 19 (4 M 84), westerly 908.6 feet, to the centerline of Meadow Road; thence along said centerline, southerly 256 feet, to the north line of Lot 4 (4 M 84); thence along said north line, westerly 392.1 feet, to the northwest line thereof; thence along said northwest line, southwesterly 11.2 feet, to the northwest line of Subdivision MS 88-72 filed July 27, 1972 in Book 23 of Parcel Maps at page 15; thence along said northwest line in a general southwesterly direction 294.26 feet, to the southwest corner thereof on the boundary of Subdivision MS 204-76 filed August 18, 1977 in Book 57 of Parcel Maps at page 14; thence along said boundary in a general southwesterly direction 576 feet to the most southern corner thereof, shown as a 2" x 2" hub on the boundary of Subdivision MS 5-80 filed November 5, 1985 in Book 119 of Parcel Maps at page 25; thence along the boundary of Subdivision MS 5-80 in a general southwesterly direction 395.69 feet to the most southern corner thereof, also being the northwest corner of Subdivision 61-74 filed March 21, 1975 in Book 37 of Parcel Maps at page 20; thence along the boundary of Subdivision MS 61-74, south 5°23'53" east 219.02 feet and south 28°21'07" west 34.67 feet, to the northwest right of way line of Tice Valley Boulevard; thence crossing said road, southeasterly 72 feet, more or less, to the north corner of Lot 1 in Tract 2304 recorded November 29, 1955 in Book 61 of Maps at page 50; thence along the boundary of Tract 2304, south 26°58'20" east 352.4 feet, north 54°48'26" east 83.47 feet, and south 20°42'50" east 60 feet, to the northwest corner of Subdivision MS 224-77 filed September 14, 1978 in Book 69 of Parcel Maps at page 43; thence along the boundary thereof, north 69°03'05" east 182.07 feet, north 68°55'37" east 27.18 feet, and in a general southerly direction 824.1 feet, to the northeast corner of Subdivision MS 45-88 filed February 25, 1990 in Book 145 of Parcel Maps at page 32; thence along the boundary thereof as follows: 1) in a general southerly direction 403.55 feet to the north line of Saddle Road, 2) south 70°40'24" east 130.84 feet, 3) south 22°30'17" east 71.29 feet to the most eastern corner of Subdivision MS 45-88; thence south 70°40'17" east 21.72 feet, more or less, to the centerline of Castle Hill Ranch Road (a private road) at the northeast corner of Lot "B" shown on the Record of Survey filed March 13, 1984 in Book 74 of Licensed Surveyors' Maps at page 12; thence along said centerline in a general southerly direction 907 feet, more or less, to the southwest corner of PARCEL B in Subdivision MS 133-72 filed September 7, 1972 in Book 24 of Parcel Maps at page 9; thence along the south line of PARCEL B, north 89°12'36" east 259.78 feet, to the boundary of Subdivision MS 58-75 recorded October 26, 1978 in Book 71 of Parcel Maps at page 23; thence along said boundary as follows: 1) north 0°36' east 41.92 feet, 2) south 89°12'12" east 176.01 feet to the northeast corner thereof, 3) in a general southerly direction 3,354.5 feet to the southeast corner thereof, and 4) south 87°05'11" west 274.17 feet; thence continuing south 87°05'11" west 300 feet to the centerline of Section 11 (T1S, R2W); thence along said centerline and the centerline of Section 14, southerly 6,663.66 feet, to the southwest corner of Subdivision 6419 "Alamo Ridge" filed July 28, 1988 in Book 323 of Maps at page 39; thence along the south line thereof, south 84°47'44" east 1,353.46 feet, to the northwest corner of Subdivision MS 150-75 filed June 14, 1976



in Book 45 of Parcel Maps at page 41; thence along the boundary thereof as follows: 1) south $0^{\circ}39'40''$ east 1,233.72 feet, 2) south $84^{\circ}17'$ east 2,622.91 feet, 3) north $76^{\circ}18'50''$ east 481.39 feet, and 4) north $63^{\circ}16'$ east 193.73 feet, to the northeast corner of APN 198-180-007 described as PARCEL TWO in the deed to East Bay Regional Park District (hereinafter referred to as EBRPD) recorded April 4, 1974 in Volume 7189 of Official Records at page 183; thence along the northeast line of PARCEL TWO, also being the boundary of Rancho San Ramon, southeasterly 4,840 feet, more or less, to the northeast corner of APN 199-010-012 described as PARCEL FIVE in said deed to EBRPD; thence along the northeast line of PARCEL FIVE in a general southeasterly direction 1,207.59 feet to the east line of that 13.19 acre APN 199-010-011 excepted from PARCEL FIVE in said deed to EBRPD and also described as PARCEL ONE in the deed to the United States of America recorded July 29, 1980 in Volume 9930 of Official Records at page 913; thence along said east line in a general southeasterly direction 192.27 feet to an angle point on the boundary of said PARCEL FIVE; thence along said boundary in a general southerly direction 2,325.7 feet to the northeast corner of Section 25 (T1S, R2W); thence along the east line of Section 25, southerly 2,640 feet, more or less, to the northeast corner of Subdivision MS 53-81 filed March 28, 1985 in Book 115 of Parcel Maps at page 14; thence along the north line of Subdivision MS 53-81, north $88^{\circ}43'43''$ west 3,035.66 feet, to the northeast corner of Subdivision MS 28-82 filed November 21, 1983 in Book 108 of Parcel Maps at page 11; thence along the north line of Subdivision MS 28-82, north $88^{\circ}47'23''$ west 1,062.06 feet, to the northwest corner thereof; thence north $88^{\circ}43'05''$ west 1,063.84 feet, to the west quarter corner of said Section 25; thence along the west line of Section 25, northerly 2,640 feet, more or less, to the northeast corner of Section 26 (T1S, R2W); thence along the north lines of Sections 26, 27, and 28 (T1S, R2W), westerly 15,840 feet, more or less, to the northwest corner of Section 28, also being the northeast corner of APN 258-310-002 shown on the Record of Survey filed June 20, 1980 in Book 67 of Licensed Surveyors' Maps at page 9; thence along the boundary thereof as follows: 1) south $0^{\circ}27'37''$ east 1,306.53 feet, 2) south $88^{\circ}43'10''$ west 1,290.34 feet, 3) south $0^{\circ}15'06''$ east 1,303.04 feet, and 4) south $88^{\circ}52'39''$ west 513.17 feet, to the boundary of Rancho Laguna de los Palos Coloradas; thence along said rancho boundary, south $1^{\circ}13'26''$ west 929.81 feet, to rancho corner P.C. No. 32 shown on said map (67 LSM 9); thence continuing along said rancho boundary, south $19^{\circ}28'45''$ west 3,547.16 feet, to rancho corner P.C. No. 31 (67 LSM 9) on the boundary common to Contra Costa and Alameda Counties; thence along said county boundary in a general northwesterly direction 56,700 feet, more or less, to Mount Diablo Base Line; thence along said base line, easterly 2,600 feet, more or less, to the east corner of Lot 55 of said rancho, also being the east corner of APN 267-010-009 described in the deed to EBRPD recorded July 24, 1940 in Volume 541 of Official Records at page 271; thence along the northeast line of said EBRPD parcel, northwesterly 551.76 feet, to the "FOUND 2" x 2" REDWD.STAKE & TACK" shown on the Record of Survey filed October 3, 1968 in Book 51 of Licensed Surveyors' Maps at page 23; thence north $25^{\circ}10'15''$ west 140.66 feet and north $22^{\circ}12'20''$ west 152.07 feet to the northwest corner of PARCEL "A" (51 LSM 23), also being the southwest corner of that 63.7 acre APN 267-020-005 described in the deed to Johnson Orinda Ranch Inc. recorded April 23, 1981 in Volume 10294 of Official Records at page 858; thence in a general northerly direction 3,132 feet, more or less, along said west line thereof and the west line of APN 267-020-004 described in the deed to Theodore S. Urban et al. recorded December 24, 1985 in Volume 12675 of Official Records at page 199, to the northwest corner of said Urban parcel; thence continuing along the boundary of said Urban property (12675 O.R 199), being common with the boundary of APN 267-030-020 conveyed by East Bay Water Company to

EBMUD recorded December 8, 1928 in Volume 163 of Official Records at page 90, as follows: 1) north 54°07'50" east 3,208.3 feet, 2) south 63°03' east 257.1 feet, 3) north 54°07'50" east 478.5 feet, and 4) south 30°53' east 998.4 feet, to the most eastern corner of APN 267-020-007 described in said Urban deed (12675 O.R. 199); thence leaving the boundary of said Urban property and continuing along said EBMUD boundary as follows: 1) south 30°53' east 99.2 feet, 2) in a general northeasterly direction 2,000 feet, more or less, to the southwest right of way line of Camino Pablo, and 3) along said southwest line in a general northwesterly direction 1,620 feet, more or less, to an angle point; thence along the prolongation of said southwest line, northwesterly 140 feet, more or less, to the prolongation of the northwest right of way line of Bear Creek Road; thence along said prolongation and northwest line in a general northeasterly direction 1,450 feet, more or less, to the southeast corner of APN 267-030-013 described as PARCEL ONE in the deed to EBMUD recorded February 9, 1990 in Volume 15650 of Official Records at page 239; thence along the boundary of PARCEL ONE in a general westerly, northwesterly and northeasterly direction 3,900 feet, more or less, to the west right of way line of Bear Creek Road; thence northeasterly 40 feet, more or less, to the east right of way line thereof; thence along said east line in a general northeasterly direction 3,150 feet, more or less, to the southern prolongation of the east line of said EBMUD parcel (163 O.R. 90); thence along said prolongation and east line, northerly 2,450 feet, more or less, to the northeast corner thereof on the east line of Rancho El Sobrante; thence along the east line of said rancho, northerly 8,236.46 feet, to the northwest corner of APN 267-100-001 described in the Final Order of Condemnation by EBMUD recorded January 6, 1964 in Volume 4525 of Official Records at page 853, also being the southwest corner of "Garcia Ranch" filed December 10, 1914 in Book 12 of Maps at page 268; thence along the boundary of "Garcia Ranch" as follows: 1) along the north line of said EBMUD parcel, easterly 2,008.42 feet, to the northwest corner of APN 267-110-005 described in the deed to John J. Naylor et ux. recorded September 8, 1981 in Volume 10481 of Official Records at page 551, 2) along the north line thereof, easterly 2,626 feet, more or less, to the northwest corner of Subdivision 118-76 filed January 26, 1977 in Book 51 of Parcel Maps at page 39, 3) along the north line thereof, north 89°39'09" east 6,743.17 feet, to the boundary of APN 365-200-010 described in the deed to EBRPD recorded March 28, 1966 in Volume 5086 of Official Records at page 467, 4) along said boundary easterly 419.5 feet, northerly 558.81 feet, and easterly 784.67 feet, to the southwest corner of APN 365-200-002 described as PARCEL TWO in the deed to EBRPD recorded February 7, 1966 in Volume 5052 of Official Records at page 508, 5) along the west line thereof, northerly 723.83 feet, to the south corner of APN 365-200-001 described as PARCEL FOUR in said deed (5052 O.R. 508), and 6) along the boundary of PARCEL FOUR in a general northerly direction 2,061.71 feet, to the west corner thereof; thence leaving the boundary of "Garcia Ranch" and continuing along the boundary of said PARCEL FOUR in a general easterly direction 5,291.22 feet to the northwest corner of APN 365-200-003 described as PARCEL ONE in said deed (5052 O.R. 508); thence along the boundary of PARCEL ONE in a general easterly direction 2,310.11 feet to the northwest corner of APN 365-200-004 described as PARCEL THREE in said deed (5052 O.R. 508); thence along the boundary of PARCEL THREE in a general easterly direction 2,885.21 feet to the northwest corner of APN 365-200-005 described as PARCEL FIVE in said deed (5052 O.R. 508); thence along the boundary of PARCEL FIVE in a general easterly direction 2,375.53 feet to the most southern corner of APN 365-180-004 described in the Final Order of Condemnation by EBRPD recorded March 15, 1965 in Volume 4823 of Official Records at page 139, also being on the east line of Rancho Boca de la Canada de Pinole; thence along the boundary of said condemnation parcel,



northerly 3,198.15 feet and northeasterly 3,061.66 feet, to the southwest corner of Subdivision MS 37-88 filed December 14, 1989 in Book 144 of Parcel Maps at page 14; thence along the boundary thereof, north $0^{\circ}59'55''$ east 1,459.73 feet and south $88^{\circ}50'38''$ east 511.03 feet, to the southwest corner of Subdivision 6769 filed October 13, 1988 in Book 326 of Maps at page 22; thence along the boundary of Subdivision 6769, north $1^{\circ}41'08''$ east 865.96 feet and in a general northeasterly direction 2,532.69 feet; thence north $64^{\circ}48'04''$ east 50 feet, more or less, crossing Reliez Valley Road, to the southwest line of the property delineated on the map filed April 28, 1978 in Book 65 of Parcel Maps at page 19; thence along said southwest line in a general southeasterly direction 460 feet, more or less, to the most southern corner thereof, also being the southwest corner of Subdivision 3543 filed November 16, 1966 in Book 113 of Maps at page 31; thence along the boundary of Subdivision 3543 as follows: 1) north $0^{\circ}47'14''$ east 466.07 feet, 2) north $6^{\circ}23'45''$ west 231.57 feet, 3) north $47^{\circ}51'23''$ east 222.37 feet, 4) south $10^{\circ}14'43''$ east 352.52 feet, 5) north $79^{\circ}51'46''$ east 727.49 feet, and 6) south $19^{\circ}26'31''$ east 1,052.81 feet, to the northeast corner of Subdivision 5157 filed September 21, 1978 in Book 217 of Maps at page 16; thence along the east line of Subdivision 5157, south $19^{\circ}25'03''$ east 255.64 feet, to the northeast corner of Lot 28 in Subdivision 3114 "Walnut Hills Country Club Estates" recorded October 9, 1963 in Book 95 of Maps at page 33; thence along the boundary of Subdivision 3114, south $19^{\circ}27'29''$ east 142 feet and south $89^{\circ}52'20''$ east 217.75 feet, to the northwest corner of Subdivision 7243 "Pleasant Hill Country Club" filed July 30, 1992 in Book 362 of Maps at page 36; thence along the boundary of Subdivision 7243, south $89^{\circ}59'$ east 779.35 feet, to the northwest corner of Subdivision 3812 "Shannon Hills Unit 3" filed March 15, 1972 in Book 144 of Maps at page 45; thence along the north line of Subdivision 3812, south $89^{\circ}37'46''$ east 1,161.41 feet, to the northwest corner of Subdivision 3779 "Shannon Hills Unit 2" recorded November 13, 1968 in Book 125 of Maps at page 3; thence along the boundary of Subdivision 3779, south $89^{\circ}37'46''$ east 836.89 feet and north $53^{\circ}46'24''$ east 63.51 feet, to the west corner of Lot 2 in Subdivision 3274 "Shannon Hills Unit 1" recorded September 26, 1969 in Book 117 of Maps at page 27; thence along the boundary of Subdivision 3274, north $53^{\circ}46'24''$ east 78.11 feet and north $36^{\circ}07'09''$ east 90.28 feet, to the most western corner of Subdivision 3313 recorded February 3, 1965 in Book 102 of Maps at page 14; thence along the boundary of Subdivision 3313 as follows: 1) north $28^{\circ}54'55''$ east 205.51 feet, 2) north $0^{\circ}08'52''$ east 172.84 feet, 3) south $85^{\circ}42'23''$ east 110.29 feet, and 4) north $54^{\circ}29'37''$ east 44.2 feet, to the northeast corner thereof; thence continuing north $54^{\circ}29'37''$ east 80 feet, more or less, to the northeast right of way line of Alhambra Avenue; thence along said northeast line in a general northwesterly direction 660 feet, more or less, to the northwest right of way line of Paso Nogal as said road is shown on the map filed September 30, 1968 in Book 5 of Parcel Maps at page 41; thence along said right of way in a general northeasterly and northerly direction 730 feet, more or less, to the northeast corner of Parcel "B" (5 PM 41), also being the southeast corner of Subdivision 4988 "Hillside Park" recorded November 13, 1978 in Book 219 of Maps at page 11; thence along the south line of Subdivision 4988, north $89^{\circ}27'20''$ west 412.24 feet, to the northeast right of way line of Alhambra Avenue; thence along said northeast line in a general northwesterly direction 4,900 feet, more or less, to the southeast corner of the Record of Survey filed September 18, 1967 in Book 49 of Licensed Surveyors' Maps at page 31; thence along the boundary thereof, north $20^{\circ}10'53''$ east 656.87 feet and north $61^{\circ}08'20''$ west 419.07 feet, to north corner thereof on the boundary of Subdivision 3556 "Valley High Unit II" filed August 21, 1968 in Book 122 of Maps at page 27; thence along the boundary of Subdivision 3556, north $21^{\circ}29'51''$ west 121.1 feet and

north 47°22'59" east 1,336.63 feet, to the most western corner of Subdivision 5132 "Valley High Unit 2" filed December 1, 1981 in Book 261 of Maps at page 7; thence along the boundary of Subdivision 5132, north 47°22'59" east 374.11 feet, south 89°09'34" east 1,322.61 feet, and south 87°33'13" east 286.28 feet; thence easterly 660 feet to the northwest corner of Subdivision 5126 "Diablo Valley Estates Unit 1" filed February 15, 1978 in Book 208 of Maps at page 1; thence along the boundary thereof, south 87°46'18" east 479.86 feet, north 8.16 feet, and north 89°44'06" east 1,227.72 feet; thence easterly 537.41 feet to the north line of Subdivision MS 12-79 filed September 5, 1980 in Book 89 of Parcel Maps at page 6; thence along said north line, easterly 725 feet, more or less, to the southwest corner of Subdivision 4964 "Hidden Lakes Unit 3" filed July 9, 1979 in Book 226 of Maps at page 30; thence along the boundary of Subdivision 4964, north 89°37'28" east 598.94 feet and north 1°04'01" east 682 feet, to the southeast corner of Subdivision 6313 "Hidden Lakes Unit 8" filed June 6, 1983 in Book 270 of Maps at page 20; thence along the east line of Subdivision 6313, north 1°04'02" east 738 feet, to the northeast corner; thence south 88°55'05" east 170 feet to the west right of way line of High Street; thence along said west line, northerly 95 feet, more or less, to the south corner of PARCEL 1 shown on the Record of Survey filed June 9, 1962 in Book 20 of Licensed Surveyors' Maps at page 15; thence along Contra Costa Canal right of way shown as U.S.A. (461 O.R. 391) on said map, north 57°42' west 116.83 feet and north 1° 48' west 250.5 feet, to a concrete monument (20 LSM 15); thence continuing along said canal right of way in a general northerly direction 813.41 feet to the south right of way line of Center Avenue; thence along said south line in a general easterly direction 970 feet, more or less, to the southern prolongation of the west line of Tract 2024 recorded March 24, 1955 in Book 57 of Maps at page 26; thence along said prolongation, north 0°14'50" east 80 feet, more or less, to said west line; thence along the boundary of Tract 2024, north 0°14'50" east 560.61 feet, south 89°59'39" west 79.01 feet, and north 54°51'15" west 62.93 feet, to the south corner of Tract 2632 recorded August 7, 1958 in Book 70 of Maps at page 34; thence along the boundary of Tract 2632, north 54°51'15" west 50 feet and north 24°23'13" west 305.28 feet, to the southwest corner of Lot 87 in Tract 2024 (57 M 26); thence along the boundary of Tract 2024 in a general northerly direction 634.69 feet and north 88°28'58" east 25.83 feet to the southwest corner of "Beckett Acres Unit No. 2" recorded April 22, 1954 in Book 53 of Maps at page 37; thence along the boundary of "Beckett Acres Unit No. 2" in a general northerly direction 1,397.65 feet to the southwest corner of APN 125-193-028 described in the Partial Release and Reconveyance to Contra Costa County Water District recorded February 17, 1961 in Volume 3807 at page 278; thence along the west line thereof, northerly 44 feet; thence crossing Vine Hill Road, northerly 41 feet, more or less, to the southwest corner of that 2.25 acre APN 125-200-001 described as PARCEL 1 in the Final Order of Condemnation by the State of California recorded March 20, 1958 in Volume 3137 of Official Records at page 554; thence along the northwest line thereof, north 33°40' east 271.4 feet; thence along the City of Martinez boundary, northeasterly 250 feet, more or less, to the centerline of State Highway Route 4; thence along said centerline in a general easterly direction 5,925 feet, more or less, to the centerline of Walnut Creek Flood Control Channel being a non-tangent curve concave to the southwest having a radius of 5,000 feet; thence along the arc of said curve northwesterly 460 feet, more or less, to its terminus, distant north 56°15'04" east 208 feet from Contra Costa County Flood Control and Water Conservation District Monument #68108; thence continuing along said centerline in a general northerly direction 20,262.54 feet, to its outfall in Suisun Bay; thence north 23°28'34" west 1,150 feet, more or less, to the boundary



Contra Costa County
Public Works
Department

Development Program Report
For the
Central County Area of Benefit

common to Contra Costa and Solano Counties; thence along said boundary in a general easterly direction 27,000 feet, more or less, to the Point of Beginning.



Exhibit B: Area of Benefit Boundary Map

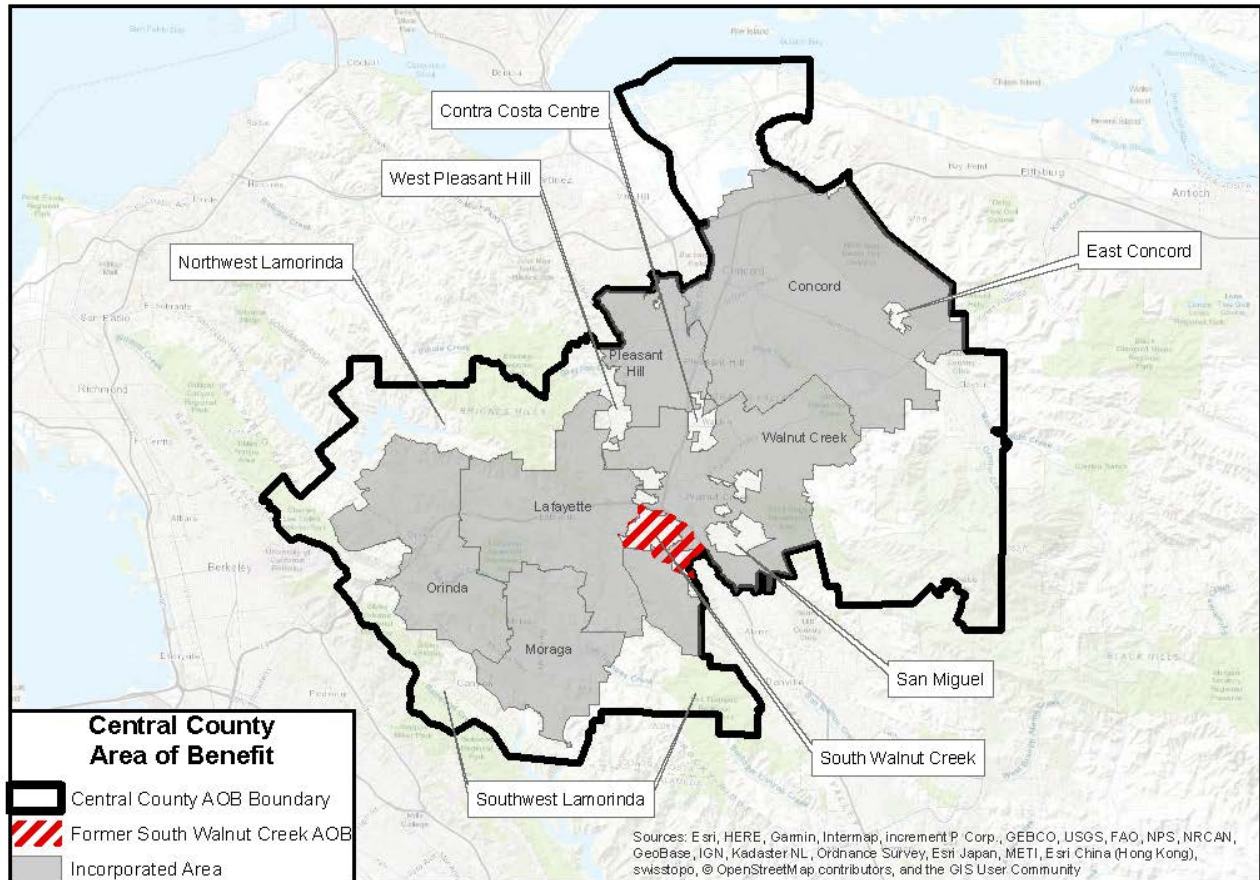


Exhibit C: Road Improvement Plan – Project List with Associated Costs

Allocation of Project Costs to Central County AOB Program			
Recommended Project	Estimated Total Cost	Percent Allocated to AOB	Cost allocated to AOB
Pleasant Hill Road Pedestrian and Bicycle Improvements	\$2,754,000	8.25%	\$227,297
Reliez Valley Road Bicycle Improvements	\$7,284,000	8.25%	\$601,173
Taylor Blvd and Gloria Terrace Intersection Safety Improvements	\$2,504,000	8.25%	\$206,663
Fish Ranch Road Safety Improvements	\$5,818,000	8.25%	\$479,985
San Pablo Dam Road Safety Improvements	\$3,036,500	2.36%	\$71,744
San Pablo Dam Road Bicycle Improvements	\$3,036,500	8.25%	\$250,612
Bear Creek Road and Happy Valley Road Intersection Improvements	\$21,000	2.83%	\$594
Pinehurst Road Bicycle Improvements	\$1,974,000	8.25%	\$162,921
Ayers Road and Concord Avenue Intersection Improvements	\$661,000	6.12%	\$40,456
Ayers Road and Laurel Avenue Intersection Improvements	\$1,471,000	1.78%	\$26,143

Bailey Road and Myrtle Drive Intersection Improvements	\$638,000	0.44%	2,805
Bailey Road Shoulder	\$606,000	8.25%	49,995
Las Juntas Road Intersection Improvements	\$858,000	84.17%	\$722,156
Buskirk Avenue Roadway Improvements	\$2,995,000	3.29%	\$98,540
Treat Boulevard Bicycle and Pedestrian Improvements	\$3,045,000	8.25%	\$251,314
Treat Boulevard Bicycle Improvements	\$3,376,000	8.25%	\$278,632
Treat Boulevard and Jones Road Intersection Improvements	\$1,442,000	2.97%	\$42,895
Mayhew Way Pedestrian Improvements	\$988,000	8.25%	\$81,543
Olympic Boulevard and Boulevard Way/Tice Valley Boulevard Intersection Improvements	\$1,048,000	1.66%	\$17,402
Olympic Boulevard and Bridgefield Road Intersection Improvements	\$845,000	2.00%	\$16,926
Olympic Boulevard Pedestrian and Bicycle Improvements	\$3,984,000	8.25%	\$328,813
Dewing Lane Pedestrian Bridge over Las Trampas Creek	\$7,502,000	8.25%	\$619,165
Tice Valley Boulevard Bicycle and Pedestrian Improvements	\$5,804,000	8.25%	\$479,023

Springbrook Road Bicycle and Pedestrian Improvements	\$5,976,000	8.25%	\$493,219
Boulevard Way Sidewalk Project	\$3,827,000	8.25%	\$315,855
Total:	\$71,949,000	8.20%	\$5,865,871
Allocation of Carry Over Project Costs to be Funded with Existing Balance			
Rudgear Road and San Miguel Drive Intersection Safety Improvements	\$3,588,000	8.25%	\$294,130
Walnut Boulevard Pedestrian Improvements	\$4,001,000	8.25%	\$330,216
Mountain View Boulevard Pedestrian Improvements	\$3,470,000	8.25%	\$286,391
San Miguel Drive Pedestrian and Bicycle Improvements	\$9,079,000	8.25%	\$749,320
Total:	\$20,138,000	8.25%	\$1,662,056
Source: DKS Associates, 2018			



Contra Costa County
Public Works
Department

Development Program Report
For the
Central County Area of Benefit

Exhibit D: Nexus Study - Central County Area of Benefit

Exhibit D
Attached as Separate Document
