

# City of Belmont Capital Infrastructure Fact Sheet

## Streets

The City's street infrastructure includes approximately 70 centerline miles (140 travel lane miles) of street pavement, as well as traffic signals, street lighting, pedestrian and bicycle facilities, street signs and retaining walls.

The City's street pavement has an average rating of "at risk" by the Metropolitan Transportation Commission (MTC), which means that the average street in Belmont is worn to the point of needing major rehabilitation or reconstruction. In March 2016, MTC rated Belmont's streets worst in the County and near the bottom for the entire San Francisco Bay Area.

The cost of bringing the average rating of City streets to a rating of "good", as well as addressing other right-of-way related facility replacement needs, are noted on the following page.

Beginning in FY2018, the Governor authorized the Road Maintenance and Rehabilitation Account (RMRA) Fund to provide \$15 billion for local streets and roads over the next ten years, of which Belmont is expected to receive \$6.37 million. Additionally, Council initially determined to allocate a minimum of \$1,000,000 (or 80%) in Measure I resources towards the Street Repair and Related Improvement Program.

Remaining Gas Tax revenues are insufficient and the City's General Fund remains at risk from unanticipated failures and emergency response.



**Funding Level**

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### Streets Capital Improvement Projects

#### Sources:

Section 2130 (RMRA) Gas Tax (7-years remaining)	\$3,863,000
Measure I Tax (27-years remaining)	14,830,000
Measure A Tax (Sunsets in 2033)	757,740
Developer Contributions (non-recurring)	1,060,000
General Fund Measure A Match (non-recurring)	1,225,000
Grants (non-recurring)	TBD
<b>Total Sources:</b>	<b>\$21,735,740</b>

#### Uses:

#### Pavement Maintenance (Distribution by Classification)<sup>a</sup>

68.82 Centerline Miles	\$72,500,000
7 Centerline miles have been treated at a cost of \$790,000	
<b>Subtotal Pavement Maintenance</b>	<b>\$72,500,000</b>

#### Priority Hillside Slippage Projects<sup>b</sup>

7 High Priority Locations	TBD
<b>Subtotal Priority Hillside Slippage Project Cost</b>	<b>\$TBD<sup>c</sup></b>

#### Traffic Asset Renewal Projects

Traffic Signals	\$TBD <sup>d</sup>
64 Lantern-style fixtures with direct burial wood poles	\$470,000
55 fixtures were replaced in FY 2017	
Streetlight Steel Pole Replacements	2,930,000
<b>Subtotal Traffic Asset Renewal Project Cost</b>	<b>3,400,000</b>
<b>Total Uses</b>	<b>\$75,900,000</b>

<sup>a</sup> Level of expenditure required to raise the City's pavement condition to an optimal network PCI of 82 and eliminate the current maintenance and rehabilitation backlog, based on the 2017 Street Condition Assessment Report.

<sup>b</sup> Rough estimate.

<sup>c</sup> A rough estimate puts the cost of repairs between \$1,900,000 to \$2,500,000.

<sup>d</sup> A rough estimate puts the cost of renewal between \$500,000 to \$1,000,000.