

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project

Resolution ATP-P-2627-01B

(to be completed by CTC)

1. FUNDING PROGRAM

- ☒ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☐ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) effective on August 20, 2026 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Contra Costa County, and the Implementing Agency, Contra Costa County, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its 12/7/2022 meeting the Commission approved the Active Transportation Program and included in this program of projects the San Pablo Avenue Complete Streets/Bay Trail Gap Closure P, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as **Exhibit A**, the Project Report attached hereto as **Exhibit B**, the Performance Metrics Form, if applicable, attached hereto as **Exhibit C**, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

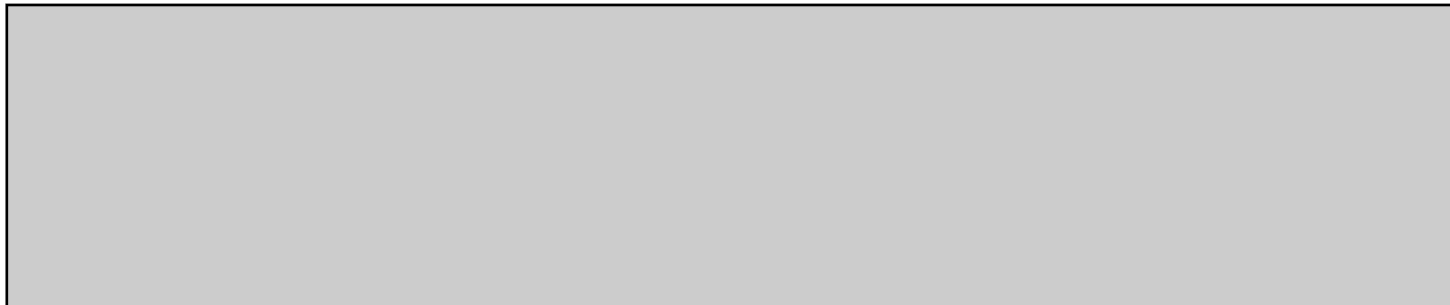
- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:

- ☒ Resolution G-22-70, "Adoption of Program of Projects for the Active Transportation Program", dated 12/7/2022
- ☐ Resolution , "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 **Contra Costa County** agrees to secure funds for any additional costs of the project.
- 4.6 **Contra Costa County** agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 **Contra Costa County** agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 **Contra Costa County** agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*



Attachments:

- Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name **San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project**

Resolution **ATP-P-2627-01B**

(to be completed by CTC)

Warren Lai

Digitally signed by Warren Lai
Date: 2026.07.08 13:57:13 -07'00'

7/8/2026

Date

Contra Costa County Department of Public Works

Project Applicant

Warren Lai

Digitally signed by Warren Lai
Date: 2026.07.08 13:28:26 -07'00'

7/8/2026

Date

Director

Deputy District Director, Caltrans - D4 Program/Project Mgmt

Implementing Agency



07/15/2026

Date

Doanh Nguyen

District Director

California Department of Transportation



Cory Binns (Aug 20, 2026 17:20:44 PDT)

FOR

Dina El-Tawansy

Date

Director

California Department of Transportation



08/25/2026

Date

Tanisha Taylor

Executive Director

California Transportation Commission

ATP Baseline Agreement Fact Sheet

Project Title:	San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project																									
Location:	The project is a 3.2-mile segment of San Pablo Avenue between the towns of Rodeo and Crockett, from Pacific Avenue to Pomona Street.																									
Work Description:	The San Pablo Avenue Complete Street/Bay Trail Gap Closure Project will implement a road diet and construct a Class I shared use path along the San Francisco Bay Trail.																									
Project Cost:	Application Total Project Cost \$11,717,000 New Total Project Cost \$22,580,000 Total ATP Request: \$10,517,000																									
Performance Measure:	<table><tr><th rowspan="2">ATP Indicator</th><th rowspan="2">Measures/Outcomes</th><th rowspan="2">Unit</th><th rowspan="2">Current</th><th colspan="2">Projected</th></tr><tr><th>Outcome</th><th>Year</th></tr><tr><td rowspan="2">Counts</td><td>Bicycle Counts</td><td>Each</td><td>191</td><td>320</td><td>2028</td></tr><tr><td>Pedestrian Counts</td><td>Each</td><td>203</td><td>340</td><td>2028</td></tr></table> Pedestrian and bicycle infrastructure currently does not exist along San Pablo Avenue between Pacific Avenue in Rodeo and Pomona Street in Crockett. This project proposes to construct a shared use path for non-motorized users that is separated from vehicular traffic, closing a 3-mile-long gap in the San Francisco Bay Trail. Future bicycle and pedestrian volumes were estimated based on existing ATP traffic count data collected within the project area. Existing counts were used as the baseline condition, and projected counts were developed by applying growth assumptions that reflect the anticipated benefits of the proposed active transportation improvements such as on-street shared-use path for bicyclists and pedestrians, installation of pedestrian beacons etc. Growth factors will be based on similar completed projects in the region, published research (FHWA, Caltrans, NACTO), professional engineering judgement and previous ATP applications. These improvements are expected to increase the attractiveness, safety, accessibility, and connectivity of the bicycle and pedestrian network.						ATP Indicator	Measures/Outcomes	Unit	Current	Projected		Outcome	Year	Counts	Bicycle Counts	Each	191	320	2028	Pedestrian Counts	Each	203	340	2028	
ATP Indicator	Measures/Outcomes	Unit	Current	Projected																						
				Outcome	Year																					
Counts	Bicycle Counts	Each	191	320	2028																					
	Pedestrian Counts	Each	203	340	2028																					
Notes:	<table><tr><th>Category</th><th>Outputs</th><th>Unit</th><th>Total</th></tr><tr><td>Active Transportation</td><td>Pedestrian/Bicycle facilities miles constructed</td><td>LF</td><td>1,500</td></tr><tr><td>Active Transportation</td><td>Bicycle Lane</td><td>LF</td><td>650</td></tr><tr><td>ADA Improvements</td><td>Crosswalk</td><td>EA</td><td>2</td></tr><tr><td>ADA Improvements</td><td>Curb Ramp</td><td>EA</td><td>5</td></tr></table>						Category	Outputs	Unit	Total	Active Transportation	Pedestrian/Bicycle facilities miles constructed	LF	1,500	Active Transportation	Bicycle Lane	LF	650	ADA Improvements	Crosswalk	EA	2	ADA Improvements	Curb Ramp	EA	5
Category	Outputs	Unit	Total																							
Active Transportation	Pedestrian/Bicycle facilities miles constructed	LF	1,500																							
Active Transportation	Bicycle Lane	LF	650																							
ADA Improvements	Crosswalk	EA	2																							
ADA Improvements	Curb Ramp	EA	5																							

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) No					Date:	7/7/26
District	EA	Project ID		PPNO	MPO ID	
04		0423000366		2360		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
CC				MTC		
				MPO	Element	
				MTC	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Carl Roner		925-313-2000		carl.roner@pw.cccounty.us		
Project Title						
San Pablo Avenue Complete Streets/ Bay Trail Gap Closure						
Location (Project Limits), Description (Scope of Work)						
In Rodeo and Crockett, on San Pablo Avenue, from Pacific Avenue to Pomona Street. Construct a separated shared use path for bicyclists and pedestrians, intersection improvements, ADA-compliant curb ramps and passageways, Class II bike lanes, sidewalk, crosswalks and flashing beacon systems, bus stop improvements, street lighting, and a bioretention facility.						
Component	Implementing Agency					
PA&ED	Contra Costa County					
PS&E	Contra Costa County					
Right of Way	Contra Costa County					
Construction	Contra Costa County					
Legislative Districts						
Assembly:	14	Senate:	9	Congressional:	5	
Project Benefits						
The proposed project will close a 3.2-mile gap of the San Francisco Bay Trail and provide a non-motorized option for trips which did not previously exist. The proposed pedestrian and bicycle infrastructure will connect residents to critical services, schools, and transit in addition to all other amenities connected to the Bay Trail.						
Purpose and Need						
Pedestrian and bicycle infrastructure currently does not exist along San Pablo Avenue between Pacific Avenue in Rodeo and Pomona Street in Crockett. This project proposes to construct a shared use path for non-motorized users that is separated from vehicular traffic, closing a 3-mile-long gap in the San Francisco Bay Trail.						
Category		Outputs			Unit	Total
Active Transportation		Pedestrian/Bicycle facilities constructed			LF	1500
ADA Improvements		New crosswalk			EA	2
ADA Improvements		New curb ramp installed			EA	5
Active Transportation		Bicycle lane			LF	650
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					09/04/23	
Circulate Draft Environmental Document			Document Type	CE		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					02/24/25	
Begin Design (PS&E) Phase					02/24/25	
End Design Phase (Ready to List for Advertisement Milestone)					04/20/26	
Begin Right of Way Phase					02/24/26	
End Right of Way Phase (Right of Way Certification Milestone)					04/05/27	
Begin Construction Phase (Contract Award Milestone)					04/05/27	
End Construction Phase (Construction Contract Acceptance Milestone)					10/02/27	
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 7/7/26

District	County	Route	EA	Project ID	PPNO	
04	CC			0423000366	2360	
Project Title: San Pablo Avenue Complete Streets/ Bay Trail Gap Closure						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Contra Costa County
PS&E									Contra Costa County
R/W SUP (CT)									Contra Costa County
CON SUP (CT)									Contra Costa County
R/W									Contra Costa County
CON									Contra Costa County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			1,162					1,162	
PS&E						948		948	
R/W SUP (CT)									
CON SUP (CT)									
R/W						150		150	
CON						19,320	1,000	20,320	
TOTAL			1,162			20,418	1,000	22,580	

Fund No. 1:	ATP-State								Program Code
	Existing Funding (\$1,000s)								ATP-ST-T6-6-ST
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			1,000					1,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						9,517		9,517	
TOTAL			1,000			9,517		10,517	

Fund No. 2:	Congressionally Directed Spending (Federal Earmark)								Program Code
	Existing Funding (\$1,000s)								EARMAR-T6-22C-PFCDs-HI
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									DOT
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							1,000	1,000	
TOTAL							1,000	1,000	

The \$1M Federal Earmark fund is available for obligation through September 30, 2027.

Fund No. 3:	Local Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Contra Costa County Public Works
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			162					162	
PS&E						948		948	
R/W SUP (CT)									
CON SUP (CT)									
R/W						150		150	
CON						9,803		9,803	
TOTAL			162			10,901		11,063	

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Active Transportation Program Benefits Form

Project Information	
Project Title: San Pablo Avenue Complete Streets/ Bay Trail Gap Closure	Date: 4/14/2026
Project Identifier (EA, PPNO, etc): PPNO: 2360, Project ID: 0423000366	

Contact Information	
Nominating Agency: Metropolitan Transportation Commission	Agency Completing Form: Contra Costa County
Contact Person: Phone:	Contact Person: Carl Roner Phone: 925-313-2000
Email Address:	Email Address: carl.roner@pw.cccounty.us

ATP Indicator	Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Counts	Bicycle Counts	Each	191	320	2028
	Pedestrian Counts	Each	203	340	2028

In the space below, qualitatively explain the assumptions and methodologies used for the proposed outcomes.

Future bicycle and pedestrian volumes were estimated based on existing ATP traffic count data collected within the project area. Existing counts were used as the baseline condition, and projected counts were developed by applying growth assumptions that reflect the anticipated benefits of the proposed active transportation improvements such as on-street shared-use path for bicyclists and pedestrians, installation of pedestrian beacons etc. Growth factor will be based on similar completed projects in the region, published research (FHWA, Caltrans, NACTO), professional engineering judgement and previous ATP applications. These improvements are expected to increase the attractiveness, safety, accessibility, and connectivity of the bicycle and pedestrian network.



For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: <http://caatpresources.org/>

ACTIVE TRANSPORTATION PROGRAM**IMPLEMENTING AGENCY:**

Contra Costa County

PROJECT TYPE:

Infrastructure - Large

**PROJECT APPLICATION NO.:**

4-Contra Costa County-6

PROJECT NAME:

San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project

PROJECT DESCRIPTION:

The San Pablo Avenue Complete Street/Bay Trail Gap Closure Project will implement a road diet and construct a Class I shared use path along the San Francisco Bay Trail.

PROJECT LOCATION:

The project is a 3.2-mile segment of San Pablo Avenue between the towns of Rodeo and Crockett, from Pacific Avenue to Pomona Street.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$ 1,000	\$ -	\$ -	\$ 9,517	\$ -	\$ -
FY 23/24	FY -	FY -	FY 26/27	FY -	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Non-Participating \$	Future Local \$
11,717	10,517	1,200	-	1,200	-	-



For training, resources, and technical assistance that can help with an ATP application, please visit the
Active Transportation Resource Center (ATRC) at: <http://caatpresources.org/>

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**Part A1: Applicant Information**

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

LOCODE:	IMPLEMENTING AGENCY'S NAME:		
5928	Contra Costa County		
IMPLEMENTING AGENCY'S ADDRESS	CITY	ZIP CODE	
255 Glacier Drive	Martinez	CA	94553
IMPLEMENTING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:		
Jeff Valeros	Senior Civil Engineer		
CONTACT PERSON'S PHONE NUMBER:	CONTACT PERSON'S EMAIL ADDRESS :		
925-313-2031	jeff.valeros@pw.cccounty.us		

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc.) by clicking in the box.

**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans?

☒ Yes ☐ No

Implementing Agency's Federal Caltrans MA Number

04-5928F15

Implementing Agency's State Caltrans MA Number

04-5928S21

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

Project Partnering Agency:

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibilities for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation, and 4) if the implementing agency (delivering the project) is an agency other than the applicant or partnering agency, attach a letter of commitment to deliver specified phases of the project signed by all parties. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency?

☐ Yes ☒ No

**Part A2: General Project Information****PROJECT NAME:** (Max of 10 Words) (To be used in the CTC project list)**Words Remaining:** 1

San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project

PROJECT / APPLICATION NUMBER: 6**SUMMARY OF PROJECT SCOPE:** (Max of 300 Words)**Words Remaining:** 0

(Summary of the Existing Condition, Project Scope, the Expected Benefits)

Pedestrian and bicycle infrastructure between the communities of Rodeo and Crockett does not exist. The goal of this project is to transform San Pablo Avenue from a road that is unsafe for non-motorized users into a complete streets road with a Class I shared use path. This will close a 3.2-mile gap along the San Francisco Bay Trail, a planned 500-mile trail that rims the entire Bay Area. The Bay Trail provides a trail perimeter around San Francisco and San Pablo Bays, which will directly connect users to the forty-seven cities, seven toll bridges, as well as numerous parks, schools, and communities that are all connected via the Bay Trail.

This Project will perform a road diet and reduce the number of total lanes on San Pablo Avenue from four to three: two travel lanes and the third lane will transition depending on the need that will include either a truck climbing lane, middle left turn lane, and striped median. The newly acquired space will become a 10-foot path with a concrete barrier, which will serve as a physical separation and protection for non-motorized users from motorized users. Additionally a Pedestrian Hybrid Beacon (PHB) will be installed at the A Street intersection to allow for a safer crossing between NuStar Energy and the bus stop across the street.

In addition to the Bay Trail gap closure, which will benefit communities throughout the Bay Area, this project will also provide valuable local benefits to the communities of Rodeo and Crockett, which have interwoven services. These historic communities are 3.2 miles apart and began as factory towns with prominent industries. These towns are served by one school district, and this project would provide a safe, active transportation route for Rodeo students to access the sole high school and middle school in Crockett.

OUTCOME/OUTPUT: (Max of 35 Words)

This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construct 12 curb extensions, 26 crosswalks, 33 curb ramps, 255 feet of widened sidewalk, and 2 speed humps to provide added safety for pedestrians and/or bicyclists.)

Words Remaining: 2

This project will construct a Class I shared use path that will close a gap in the San Francisco Bay Trail, provide multi-modal access for residents in Rodeo and Crockett, and improve safety.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters)**Characters Remaining:** 12

The San Pablo Avenue Complete Street/Bay Trail Gap Closure Project will implement a road diet and construct a Class I shared use path along the San Francisco Bay Trail.

PROJECT LOCATION: (Max of 180 Characters)**Words Remaining:** 48

The project is a 3.2-mile segment of San Pablo Avenue between the towns of Rodeo and Crockett, from Pacific Avenue to Pomona Street.

Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)? Refer to the CA State Geoportal for traffic volumes found [here](#). ☐ Yes ☒ No

In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

Attachment C - Vicinity Map.pdf

CITIES:

List all cities that this project will affect. All cities must be located within the State of California.

City Code: Other

City Name: Rodeo

City Code: Other

City Name: Crockett

PROJECT COORDINATES:

For stand-alone Infrastructure, NI or Plan project, only add one set of coordinates for those project types in the corresponding fields. For Infrastructure + Non-Infrastructure (NI) project types, please add coordinates for both Infrastructure and NI.

Infrastructure Project Coordinates: (latitude/longitude in decimal format)

Lat. 38.0849 N / long. -122.2567 W



NI or Plan Project Coordinates: (latitude/longitude in decimal format)

Lat. _____ N / long. _____ W

Congressional District(s):

5

State Senate District(s):

9

State Assembly District(s):

14

Caltrans District:

4

County:

Contra Costa

MPO:

MTC

RTPA:

None

Urbanized Zone
Area (UZA)

Population:

Project is located within one of the ten large MPOs

Past Projects: Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

☐ Yes ☒ No

**Part A3: Project Type**

PROJECT TYPE: (Use the drop down menu to select.)

Infrastructure - Large

Will construction funds be requested for this project?

☒ Yes ☐ No

* Large Projects are not required to request construction funds

Explain when and what funds are proposed to fund the construction phase.

This project is proposed to fund the construction phase entirely through ATP funds. This project is proposed to be constructed in 2027.

Indicate any of the following plans that your agency currently has: (Check all that apply)

☒ Bicycle Plan ☒ Pedestrian Plan ☐ Safe Routes to School Plan ☒ Active Transportation Plan ☐ None☒ Other plans that include Bicycle and/or Pedestrian Improvements Vision Zero, San Francisco Bay Trail Gap Analysis

Is your project in a current Plan?

☒ Yes ☐ No

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

☒ Bicycle Transportation % of Project 50 %☒ Pedestrian Transportation % of Project 50 %☐ Safe Routes to School (Also fill out Bicycle and Pedestrian Sub-Type information above)

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. For Safe Routes to School non-infrastructure, the program must benefit school students/parents and primarily be based at the school.

☐ Safe Routes for Seniors

Safe Routes for Seniors projects increase walking, biking, and safety among older adults and create routes that connect to activities that improve quality of life.

☐ Trails (Multi-use and Recreational): (Also fill out Bicycle and Pedestrian Sub-Type information above)

Fill out the school information only if you selected the Safe Routes to school project sub-type option above.

How many schools does the project impact/serve: 0

For each school benefited by the project: 1) Fill in the school and student information; and 2) Include the required attachment information.

**Part A4: Project Details**

Indicate the project details included in the project/program/plan.

Note: When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian or Bicycle Improvement).

☒ **Bicycle Improvements**

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 100 %

(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: <u>0</u> Linear Feet	Class 2: <u>1,500</u> Linear Feet
	Class 3: <u>0</u> Linear Feet	Class 4: <u>0</u> Linear Feet
Signalized Intersections:	New Bike Boxes: <u>0</u> Number	Timing Improvements: <u>0</u> Number
Un-Signalized Intersections:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>0</u> Linear Feet
Bike Share Program:	New Station: <u>0</u> Number	New Bikes: <u>0</u> Number
Bike Racks/Lockers:	New Racks: <u>0</u> Number	New Secured Lockers: <u>0</u> Number
Other Bicycle Improvements:	#1: _____ #: <u>0</u>	#2: _____ #: <u>0</u>

☒ **Pedestrian Improvements**

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 100 %

(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): <u>1,000</u> Linear Feet	New (over 8' wide): <u>0</u> Linear Feet
	Widen Existing: <u>0</u> Linear Feet	Reconstruct/Enhance Existing: <u>0</u> Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): <u>0</u> Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): <u>2</u> Number	Reconstruct Ramp to Standard: <u>0</u> Number
Signalized Intersections:	New Crosswalk: <u>0</u> Number	Enhance Existing Crosswalk: <u>0</u> Number
	Ped-Heads: <u>0</u> Number	Shorten Crossing: <u>0</u> Number
	Timing Improvements: <u>0</u> Number	
Un-Signalized Intersections:	New Traffic Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
	New RRFB/Signal: <u>1</u> Number	
	Shorten Crossing: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Roadway Segments: <u>0</u> Linear Feet
Lighting:	Intersection: <u>0</u> Number	Trash Cans: <u>0</u> Number
Pedestrian Amenities:	Benches: <u>0</u> Number	Shade Tree Type: _____
	Shade Trees: <u>0</u> Number	
Other Ped Improvements:	#1: Modify existing signal for road diet #: <u>1</u>	#2: _____ #: <u>0</u>

☒ **Multi-use Trail Improvements**

Class 1 Trails:	New (8' or less wide): <u>0</u> Linear Feet	New (over 8' wide): <u>15,000</u> Linear Feet
	Widen/Reconstruct Existing: <u>0</u> Linear Feet	Bicycle/Pedestrian Bridge: <u>0</u> Number
Non-Class 1 Trails:	New: <u>0</u> Linear Feet	Widen/Reconstruct Existing: <u>0</u> Linear Feet
Other Trail Improvements:	#1: Linear Barrier - 15,000 LF #: <u>0</u>	#2: _____ #: <u>0</u>

☐ **Vehicular-Roadway Traffic-Calming Improvements**☐ **Non-Infrastructure Components**☐ **Plan Type (only intended for Plans)**



Right of Way (R/W) Impacts (Check all that apply)

- ☒ Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal.
(This includes temporary construction easements)
- ☐ Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.
- ☐ Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.
- ☐ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.
- ☐ Program/Plan will likely have an open street/demonstration on state highway.

**Part A5: Project Schedule**

- NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
- 2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
- 3) The proposed CTC Allocation dates must be between July 1, 2023 and June 30, 2027 to be consistent with the available ATP funds for Cycle 6.

INFRASTRUCTURE PROJECTS:**PA&ED Project Delivery Phase:**

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "PA&ED Allocation" Date:

7/3/2023

Notice to Proceed with Federally Reimbursable ATP Work:

9/1/2023

Expected or Past Start Date for PA&ED activities:

9/4/2023

Time to complete the separate CEQA & NEPA studies/approvals:

18

months

(See note #2, above)

Expected or Past Completion Date for the PA&ED Phase:

2/24/2025

* Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.

PS&E Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for PS&E activities:

2/24/2025

Time to complete the final Plans, Specification & Estimate:

14

months

Expected or Past Completion Date for the PS&E Phase:

4/20/2026

* Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.

Right of Way Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for R/W activities:

2/24/2025

Time to complete the R/W Engineering, Acquisition, and Utilities:

14

months

Expected or Past Completion Date for the R/W Phase:

4/20/2026

* PS&E and Right of Way phases can be allocated at the same CTC meeting.

* Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.

Construction Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "CON Allocation" Date:

11/2/2026

Notice to Proceed with Federally Reimbursable ATP Work:

1/1/2027

Expected Start Date for Construction activities:

4/5/2027

Time to complete the Construction activities:

6

months

Expected or Past Completion Date for the CON Phase:

10/2/2027

**Part A6: Project Funding**
(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	1,250	1,000	23/24	250	-	-	250	-
PS&E	800	-		800	-	-	800	-
R/W	150	-		150	-	-	150	-
CON	9,517	9,517	26/27	-	-	-	-	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	11,717	10,517		1,200	-	-	1,200	-

* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

** Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects over \$1M must be eligible to receive federal funding. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding. A request for State-Only funds does not guarantee it will be received.

Do you believe your project warrants receiving state-only funding? ☐ Yes ☒ No

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.



ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

v1.3

4-Contra Costa County-6

San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project

Amendment (Existing Project) Y ☐ N ☒						Date: 6/15/2022	
District	EA	Project ID		PPNO	MPO ID	Alt Project. ID/prg.	
4						ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
CC				Contra Costa County			
				MPO		Element	
				MTC		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Jeff Valeros		(925) 313-2031		jeff.valeros@pw.cccounty.us			
Project Title							
San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project							
Location (Project Limits), Description (Scope of Work)							
The project is a 3.2-mile segment of San Pablo Avenue between the towns of Rodeo and Crockett, from Pacific Avenue to Pomona Street.							
Component		Implementing Agency					
PA&ED		Contra Costa County					
PS&E		Contra Costa County					
Right of Way		Contra Costa County					
Construction		Contra Costa County					
Legislative Districts							
Assembly:	14	Senate:	9	Congressional:	5		
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
The proposed project will close a 3.2-mile gap of the San Francisco Bay Trail and provide a non-motorized option for trips which did not previously exist. The proposed pedestrian and bicycle infrastructure will connect residents to critical services, schools, and transit in addition to all other amenities connected to the Bay Trail.							
Purpose and Need							
Pedestrian and Bicycle infrastructure currently does not exist along San Pablo Avenue between Pacific Avenue in Rodeo and Pomona Street in Crockett. This project proposes a Class I trail to separate non-motorized users from vehicular traffic connect connecting them to the Bay Trail.							
Category		Outputs/Outcomes			Unit	Total	
Active Transportation		Pedestrian/Bicycle facilities miles constructed			Miles	3.2	
NHS Improvements: No		Roadway Class: Yes			Reversible Lane Analysis: No		
Inc. Sustainable Communities Strategy Goals: Yes				Reduces Greenhouse Gas Emissions: Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						9/4/2023	
Circulate Draft Environmental Document (Document Type)			ND/CE				
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						2/24/2025	
Begin Design (PS&E) Phase						2/24/2025	
End Design Phase (Ready to List for Advertisement Milestone)						4/20/2026	
Begin Right of Way Phase						2/24/2025	
End Right of Way Phase (Right of Way Certification Milestone)						4/20/2026	
Begin Construction Phase						4/5/2027	
End Construction Phase						10/2/2027	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							



ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

Additional Information

Date: 6/15/2022

ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

4-Contra Costa County-6

San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project

Project Programming Request (PPR)

Date: 6/15/2022

Project Information:

Project Title:	San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project				
District	County	Route	EA	Project ID	PPNO
4	Contra Costa	CC			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	
E&P (PA&ED)	0	0	1,250	0	0	0	0	1,250	
PS&E	0	0	0	600	200	0	0	800	
R/W	0	0	0	100	50	0	0	150	
CON	0	0	0	0	0	9,517	0	9,517	
TOTAL	0	0	1,250	700	250	9,517	0	11,717	

ATP Funds Infrastructure Cycle 6									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	0	0	1,000	0	0	0	0	1,000	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	9,517	0	9,517	
TOTAL	0	0	1,000	0	0	9,517	0	10,517	

ATP Funds Non-Infrastructure Cycle 6									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

[illegible]

ATP Funds Previous Cycle									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

**Part A7: Screening Criteria**

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

- Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program? ☐ Yes ☒ No
- Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project? ☐ Yes ☒ No
- Are adjacent properties undeveloped or under-developed where standard “conditions of development” could be placed on future adjacent redevelopment to construct the proposed project improvements? ☐ Yes ☒ No

2. Consistency with an adopted regional transportation plan:

- Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080? ☒ Yes ☐ No

The applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

Part A7 - Regional Planning Documents.pdf

Note: Projects not providing proof will be disqualified and not be evaluated.

3. Is the Implementing Agency Caltrans?☐ Yes ☒ No

**Part B: Narrative Questions****Question #1****QUESTION #1****DISADVANTAGED COMMUNITIES (0-10 POINTS)**☐ This project does not qualify as a Disadvantaged Community.**A. Map of Project Boundaries, Access and Destination (0 points): Required**

Provide a scaled map showing the boundaries of the proposed project/program/plan, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project/program/plan is benefiting.

Part B Question 1.A. - Disadvantaged Community Map.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 5 options. Must provide information for all Census Tract/Block Group/Place # that the project affects.

- **Median Household Income**
- **CalEnviroScreen**
- **Free or Reduced Priced School Meals** - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- **Healthy Places Index**
- **Other**

Select Option: CalEnviroScreen

An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0) scores (score must be greater than 40.05). This list can be found at the following link under SB 535 List of Disadvantaged Communities:

<https://oehha.ca.gov/media/downloads/calenviroscreen/document/calenviroscreen40resultsdatadictionaryf2021.zip>

NOTE: Use the CES 4.0 Score value from Column H only! The Census Tract number is in Column A, the Population is in Column B.

Census Tract/Block Group/Place #	Population	CalEnviroScreen Score
6013358000	6,285	49.34

Highest California Communities Environmental Health Screening Tool (CalEnviroScreen) score from above (autofill):

49.34 (to be used for qualifying as benefiting a DAC only)

California Communities Environmental Health Screening Tool (CalEnviroScreen) score for the community benefited by the project:

49.34 (to be used for severity calculation only)

Must attach a copy of CalEnviroScreen page for each census tract listed above. Attach all pages as one pdf.

Part B Question 1.B. - CalEnviroScreen.pdf

C. Direct Benefit: (0 - 4 points)

1. Explain how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 500 Words)

Words Remaining: **16**

Currently, there are no existing pedestrian and bicycle infrastructure on this segment of San Pablo Avenue to connect residents from the communities of Rodeo and Crockett and their multitude of amenities. This multi-use trail connection will provide a multi-modal option for commuters and recreational users since the gap closure will connect residents to industrial employment at the Phillips 66 Oil Refinery in Rodeo and the C&H Sugar plant in Crockett, and to regional transit at the soon-to-be-built Hercules Regional Intermodal Transportation Center. The intermodal station will be located approximately 1.5 miles west of the proposed project site within the City of Hercules, and is proposed to combine access to trains (including Amtrak and the regional Bay Area Rapid Transit (BART)), ferries, and buses at one station, which gives users multiple travel options to travel regionally. Additionally the proposed project will close a 3.2-mile gap of the San Francisco Bay Trail (Bay Trail), a planned 500-mile multi-use path that rims the entire Bay Area. With over 350 miles currently in place, the Bay Trail connects communities to parks, schools, transit and to each other, and also serves as a great alternative commute corridor. This project will cause San Pablo Avenue, an old four-lane highway, to serve as a segment of the Bay Trail and to connect to the transit options.

The Project will connect the two unincorporated communities of Rodeo and Crockett, which share the same schools, community services, health care facilities, grocery stores, places of worship, and youth sports programs. This proposed regional trail will give residents a healthy alternative to travel to employment, school, and recreation, and provide easy travel to the future intermodal station in Hercules via this Bay Trail connection and be able to access employment centers and vital goods within the greater Bay Area. With



the increase in modes of travel via the Bay Trail and the intermodal station connections, job opportunities and job types for residents in Rodeo and Crockett will expand. By introducing a shared use path, residents from these communities can benefit from a non-motorized option to connect them to vital goods and services and encourage residents to take a more active approach towards commuting and traveling.

The Project also addresses a key deficiency for residents in the active transportation network. Since walking and biking infrastructure does not currently exist on San Pablo Avenue, the lack of infrastructure serves as a barrier to access these communities and also poses a real safety threat. In 2018, a bicyclist within the project limits was struck and killed by a motorist as he tried to share the road during the evening commute. This project will not only improve the health of users in the community but will also provide a route that residents will want to use because it is safe, protected, and allows them to access the lovely views and scenery of this unique corner of the Bay Area.

2. Explain how the disadvantaged community residents will have physical access to the project.

(Max of 500 Words)

Words Remaining: 244

Rodeo is a disadvantaged community and residents will have direct access to the proposed trail along San Pablo Avenue because the project limits extend directly through the core of this town, closing a gap in existing infrastructure. The southerly limits begin at Pacific Avenue in Rodeo where the project connects to existing sidewalk and bike lanes. The proposed project will install a multi-use trail and Class I path which will extend 3.2 miles, starting from Pacific Avenue in Rodeo eastward toward Crockett. The proposed trail ultimately reaches the Carquinez Bridge trail in Crockett where it joins the existing segment of the Bay Trail that extends north to the City of Vallejo. In Crockett, path also connects to existing sidewalk and bike lanes along Pomona Street that serves as the main street for downtown Crockett. Residents from either unincorporated community can walk or bike as this project would open up non-motorized options to travel to key destinations such as schools, employment, recreation, stores, and regional transit, and also have the opportunity to take advantage of the many destinations that connect to the San Francisco Bay Trail throughout the Bay Area. The disadvantaged community of Rodeo will be able to greatly expand their opportunities by the completion of this project and its multi-modal connection to Crockett and the San Francisco Bay Trail. In addition, residents will have physical access to a safe space where they can pursue a more healthy lifestyle by biking to work or taking a recreational walk while looking at the views of the Bay.

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents.

Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community. (Max of 500 Words)

Words Remaining: 13

In 2005, the San Francisco Bay Trail Project Gap Analysis identified the San Pablo Avenue corridor from the town of Rodeo to the town of Crockett as a segment of the future San Francisco Bay Trail. In 2014, the County prepared a study to assess the feasibility of implementing a Complete Streets design to improve safety on the 3.2-mile segment of San Pablo Avenue between the towns. As part of the study, an outreach plan was developed to obtain strategic direction, technical guidance, and feedback from stakeholders and the public at multiple points during the study. One of the primary avenues for feedback was the Technical Advisory Committee (TAC), that formed in 2015 and consisted of many stakeholders, including residents of Rodeo and Crockett, representatives from both Phillips 66 Refinery and NuStar Energy, East Bay Regional Park District, and Bike East Bay.

Other outreach efforts during the study included two community workshops and several stakeholder meetings. In addition, a project website and collaborative map was made available, a web survey was conducted, and comment cards were circulated at the community workshops. Through the feedback received from the community by these outreach efforts, the design was amended and improved upon. For examples, a concrete barrier was added to the project scope to provide additional protection for trail users from motorized vehicles and trail users. Based upon the web survey, 72% of residents support a shared use path, 45% of residents currently travel the corridor by active modes, which they estimated would increase to 75% in the future when the project is completed.

During outreach efforts in 2019 and early 2020 for the County General Plan update process (Envision Contra Costa 2040), County staff met with Rodeo and Crockett residents during six workshops and community meetings. The vision process resulted in preparation of a community profile, listing community priorities, policies, and actions. Rodeo identified seven action items, which include creating safer routes to school and closing sidewalk gaps. This project will support implementation of both of these items as students who live in Rodeo attend the middle and high schools located in Crockett.

The Bay Area has acknowledged that gentrification and risk of displacement are growing issues due to housing affordability, as identified in the Bay Area's Regional Transportation Plan (RTP), the Regional Housing Need Allocation (RHNA), and the Sustainable Communities Strategy (SCS) within Plan Bay Area 2050. During periods of growth and expansion, renters are at risk for displacement. This displacement has impacted the transportation network, which resulted in severe disconnections between where people live and work throughout the Bay Area. As a disadvantaged community, the town of Rodeo has been identified as a place that is undergoing gentrification as a result of being among the last affordable housing options in the Bay Area. However, this project will not further exacerbate this gentrification or risk of displacement, but instead provides multi-modal opportunities for everybody in the community.

Attach Documentation

Part B Question 1.C.3 - Community Outreach.pdf

D. Project Location: (0 - 2 points)

1. Is your project located within a disadvantaged community? Fully

E. Severity: (0 - 4 points)

- a. Auto calculated

**Part B: Narrative Questions****Question #2****QUESTION #2**

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-38 POINTS)

Safe Routes to School projects: The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed
	0	0
Total	0	0

- A. Statement of project need.** Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome? **(0-19 points)**

Discuss:

- Destinations and key connectivity the project will achieve.
- How the project will increase walking and/or biking.
- The lack of mobility - if applicable - Does the population have limited access to cars, bikes, and transit?
 - Does the project have an unserved or underserved demand?
- The **local** health concerns responses should focus on:
 - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions of the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
 - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (<http://healthyplacesindex.org>)
- For combined I/NL projects: Discuss need for an encouragement and education program.

(Max of 900 Words)

Words Remaining: 0

The San Pablo Avenue Complete Street Project will perform a road diet on San Pablo Avenue from Rodeo to Crockett, reducing the total number of lanes from four to three. This will create the space necessary to construct a 10-foot wide shared use path that will be physically separated from the travel lanes by a concrete barrier. This path will provide non-motorized users a safe space to travel where there is currently not. In addition, this project has multiple local and regional benefits which are as follows:

- San Pablo Avenue is a Route of Regional Significance and connects Rodeo to Crockett. San Pablo Avenue was designed as was previously an old highway being a four-lane high speed arterial. Since the route lacks pedestrian and bicycle infrastructure, residents are compelled to use vehicles as their main mode of transportation. The narrow shoulders render an unsafe and uncomfortable experience for non-motorized users of the corridor and likely contributed to a bicycle fatality in 2018. By creating a safe path friendly to non-motorized users, residents of Rodeo and Crockett will feel more safe traveling along San Pablo Avenue, as shown by the 75% of community outreach responses. The California Healthy Places Index notes that within this census tract only 8.03% of workers (16 years old and older) commute to work by transit, walking, or cycling. These rates reflect the lack of infrastructure and the need to encourage active modes of transportation. It is important that communities have safe, accessible, and convenient transportation options to get to work and other destinations, which this project will provide. One of the main goals of this project is to construct a path that will give users of all ages, comfort and skill level, and physical ability in both Rodeo and Crockett a designated space for active transportation towards their destinations.
- Rodeo is classified as a disadvantaged community, and this project will provide additional non-motorized access to employment, recreational, and retail opportunities. This will benefit residents that do not own vehicles as well as residents that cannot afford the rising gas prices. Residents of Rodeo can walk or bike to access employment centers on San Pablo Avenue and in Crockett as well as the entirety of the Bay Area via the Hercules Intermodal Station. Additionally key destinations such as YMCA, Bayo Vista Affordable Housing, medical services, community sports centers, various retail businesses, and entertainment such as theaters and museum draw their customer base from Rodeo and Crockett. Regular users of the San Francisco Bay Trail (Bay Trail) will be able to travel through Rodeo and Crockett where they can stop to grab a bite to eat, visit shops downtown, or spend time in the local parks, ultimately bringing more



business to these communities.

- The project represents a 3.2-mile segment of the Bay Trail, a planned 500-mile trail that extends along the perimeter of the Bay, providing commute options and incredible recreation opportunities. The Bay Trail, will connect the 7.7 million Bay Area residents with one regional multi-modal facility. This project will close a gap in the Bay Trail, bringing closer to completion. The Bay Trail currently has approximately 355 miles completed, and this project will add 3.2 miles to that total. Connecting Rodeo and Crockett to the Bay Trail will open options for active commuting between the two towns and transform the culture in this area to choose a healthy and sustainable mode of transportation for their trips.
- The proposed path will provide access to the future Hercules Intermodal Station. Giving residents of Rodeo and Crockett access to the Hercules Intermodal Station will expand career opportunities and promote alternative modes of transportation. The Hercules Intermodal Station is a vital asset to residents of all communities within and around the area by providing alternative commute options to all destinations around the Bay Area. Once trail users reach the intermodal station, additional mode choices are available; they can arrive by boat to San Francisco, by train to San Jose or Sacramento, or reach the regional transit service, Bay Area Rapid Transit (BART) via bus.
- Two major employment destinations, Philips 66 refinery and NuStar Energy, are directly located on San Pablo Avenue between the two communities. A third major employment destination, C&H Sugar, is located within Crockett. The bicycle commute to work would be a healthy alternative but is currently challenging due to the lack of infrastructure.
- The John Swett Unified School District serves both communities with one high school, located in Crockett, so teens in Rodeo must attend high school in Crockett. Normally these students are bussed, but with the addition of a safe and separate trail and creating a healthy alternative for school commute, students can take advantage of it and choose a healthier option for their commute such as biking. The proposed path, in addition to any future parks or rest areas that may be incorporated on the trail, will be an excellent spot for some clubs and after school activities.
- The separated pedestrian and bicycle path will offer superior recreational trips to relax and enjoy unique vista points of the bay, exercise, or have a healthier alternative to commute to school or work.
- Since this project will be utilizing the existing pavement, that was made available by reducing the number of lanes from four to three, the adjacent grassland will not be disturbed by the construction of the path.

B. Describe how the proposed project will address the active transportation need: (0-19 points)

1. Closes a gap?

☒ Yes ☐ No

No. of gaps: 1 Total length of gap(s) (feet): 16,500

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

- a. Must provide a map of each gap closure identifying gap and connections.

Part B Question 2.B.1 - Bay Trail Gap Analysis.pdf

- b. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community-identified destinations. *Specific destinations must be identified.* (Max of 150 Words)

Words Remaining: **0**

Connectivity via the San Francisco Bay Trail is pivotal for non-motorized residents of Rodeo and Crockett by providing access to key destinations all around the Bay Area such as parks, shopping/community centers, and businesses. The proposed path will connect to the entrance to Phillips 66 Refinery, NuStar Energy, and C&H Sugar, three major employment centers for the region. Residents at the Bayo Vista affordable housing complex along in Rodeo, will have easier access to the Bailey Art Museum and Epperson Gallery, two popular art museums in Crockett, and the Crockett Library. Residents from Crockett will now have easier non-motorized access Rodeo's YMCA, Lifelong Rodeo Health Center, and Lefty Gomez, a recreation center that focuses on youth baseball and family friendly events. Lastly, connection to the future Hercules Intermodal Station provides further connection around the Bay Area and gives residents more opportunities for employment outside of the Rodeo and Crockett area.

2. Creates new routes?

☒ Yes ☐ No

New route = Construction of a new facility that did not previously exist for non-motorized users that provides a course or way to get from one place to another.

- a. Must provide a map of the new route location.

Part B Question 2.B.2 - Bicycle and Pedestrian New Route.pdf



- b. Describe the existing route(s) that currently connect the affected transportation-related and community-identified destinations and why the route(s) are not adequate. (Max of 150 Words)

Words Remaining: 26

The existing segment of San Pablo Avenue between Rodeo and Crockett does not have infrastructure to support non-motorized modes of travel to key local and regional destinations, forcing residents and other users to utilize motorized means of travel. There are no sidewalks, bike lanes, or paths, and the existing shoulders of this four-lane highway are very narrow. Bicyclists are forced to share the road with motorized vehicles that travel at high speeds along this windy corridor. Pedestrians, including walkers and runners, are extremely difficult to see when coming around curves that have steep hillsides, which block motorist's views. The installation of a Class I shared use path with a concrete barrier will sufficiently and safely separate the bicyclists and pedestrians from the motorized users.

- c. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community-identified destinations. *Specific destination must be identified.* (Max of 150 Words)

Words Remaining: 7

Rodeo and Crockett are detached communities but share many amenities and services between them, such as the John Swett High School and Carquinez Middle School, the only upper grade schools in the shared community. There are also Crockett Library in Crockett and recreation centers and parks in Rodeo such as the YMCA and Lefty Gomez Park, in Rodeo. San Pablo Avenue is the primary connection between these two communities but safe non-motorized access doesn't exist. This project will provide bicycle and pedestrian connections to these communities, including residents at the BayoVista Affordable Housing complex in Rodeo. The project will also provide safer access to local jobs such as Phillips 66 Refinery and NuStar Energy, located on San Pablo Avenue itself, to regional employment, educational, shopping, and recreational opportunities along the San Francisco Bay Trail, and to regional connections throughout the greater Bay Area.

3. Removes barrier to mobility?

☒ Yes ☐ No

- a. Type of barrier: Safety
- b. Must provide a map identifying the barrier location and improvement.

Part B Question 2.B.3 - San Pablo Avenue Barriers.pdf

- c. Describe the existing negative effects of the barrier to be removed and how the project addresses the existing barrier. (Max of 150 Words)

Words Remaining: 13

The lack of active transportation infrastructure serves as a barrier to safety for bicyclists and pedestrians seeking a connection between the communities of Rodeo and Crockett. Without such infrastructure, bicycling becomes a high-risk activity, as bicyclists must travel along the road intermixed with motorists who travel at high speeds along the windy San Pablo Avenue. In 2018, a fatal crash between a bicyclist and motorist occurred due to the motorist's speeding, which further emphasizes the need for safety. Residents say that walking is essentially impossible between the two communities, so this project addresses this existing safety barrier by reconfiguring the roadway and installing a Class I shared use path. This path will separate motorists from non-motorized users with a concrete barrier that will promote bicyclist and pedestrian safety and sufficiently delineate the space for Bay Trail users.

- d. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community-identified destinations. *Specific destination must be identified.* (Max of 150 Words)

Words Remaining: 17

This project will reconfigure San Pablo Avenue to connect non-motorized residents of Rodeo and Crockett to services and amenities that are shared between the two communities, such as the John Swett High School and Carquinez Middle School in Crockett and recreation, health centers, parks such as the YMCA and Lifelong Rodeo Health Center in Rodeo. The new path will connect homes such as Rodeo's BayoVista Affordable Housing to job opportunities in local employment centers such as Phillips 66 Refinery, NuStar Energy, and C&H Sugar. Residents will be encouraged to realize the value of this new active route by experiencing views of the Bay, promoting healthy lifestyle choices, and partaking more active modes of transportation towards their homes, jobs, recreation, shopping, and schooling, which will improve the quality of life in these disadvantaged communities.

4. Other improvements to existing routes?

☐ Yes ☒ No

5. Implements a non-infrastructure program?

☐ Yes ☒ No

**Part B: Narrative Questions****Question #3****QUESTION #3****POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-20 POINTS)**

- A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (10 points max)**

Applicants are encouraged to use the UC Berkeley SafeTREC TIMS tool, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
 - a. **Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history**
 - b. **Project Area Collision Map - identifying the past crash locations within the project limits**
 - c. **Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details**
 - d. **For a Combined I/NI project - If the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc. in Attachment J**

Combine the various maps/summaries into one PDF file and attach it in the field below.

Part B Question 3.A.1 - TIMS_ATP_Contra Costa_Unincorporated_2022_04_25.pdf

2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, Street Story (<https://streetstory.berkeley.edu/>), Crowd Source, etc.)

The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

(Max of 200 Words) (optional)

Words Remaining: 19

A bicyclist was killed by a speeding motorist within the project limits on July 24, 2018, 0.4 miles west of Merchant Street in Crockett between the Carquinez Bridge and Cummings Skyway. This fatal collision could have been avoided if this project were constructed. This proposed project will install a multi-use trail with a concrete safety barrier intended to separate motorized and non-motorized traffic to provide a separate space. San Pablo Avenue currently does not have sidewalks or shoulders along the majority of the route. Walking and biking on this road is very dangerous; furthermore the lack of infrastructure and safety features on this road likely deters non-motorized users from utilizing the road in the first place. This may be why the current total number of bicycle collisions is low. With this project's improvements, bicyclists or pedestrians would no longer be required to travel inside the vehicle travel lane and will have a safe, separated, and designated space. If the improvements proposed by this project are not made, nothing would prevent a serious or another fatal collision from occurring in the future.

Data and methodologies Attachment (optional)

Part B Question 3.A.2 - Bicycle Collision Report.pdf

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

How many years of collision data were used in the Heat Maps and collision summaries: 5

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities		1	1	0.2
Injuries			0	0
Total	0	1	1	0.2



4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.

For Projects with Non-Infrastructure elements (Combined I/NI projects):

As appropriate, describe how the NI program elements:

- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior

(Max of 900 Words)

Words Remaining: 120

This project is a high priority for Contra Costa County because San Pablo Avenue is a dangerous road for bicyclists and pedestrians and because Contra Costa County envisions this road to be a multi-modal corridor that would benefit the surrounding communities.

One fatal bicycle collision occurred in the last five years. Although this is not a high frequency of collisions, it is a serious concern because it is not mitigated unless a project that separates motorized and non-motorized users is constructed. address. Given the serious nature of this collision, the potential for an increase in number of bicyclists in the future, and the County's commitment to creating and maintaining safe and comfortable Complete Streets consistent with its Complete Street policy, the proposed improvements on this route are a high priority.

This project aims to address these serious safety concerns by completely separating all motorized traffic from the non-motorized traffic and to eliminate potential points of conflict between them as to prevent any future collisions and fatalities. The proposed improvements include a road diet to reduce the total number of lanes from four to three lanes, two travel lanes and a center lane. Then the project will reconfigure the extra space to a dedicated ten-foot wide multi use path for bicycle and pedestrian travel with a concrete median installed to completely and safely separate motorists from bicyclists and pedestrians. With a completely separated path of travel for non-motorized users, bicyclists will no longer have to share the travel lanes with high speed vehicles and put themselves in harms way when biking down San Pablo Avenue. Walking would also be possible with this project's improvements. Currently there are no sidewalks at all for most of the length of this project. Couple that with the lack of shoulders which is already an issue with biking, walking safely on San Pablo Avenue in its current state is virtually impossible. By installing a shared-use path, residents of Rodeo and Crockett will be able to, for the first time, walk safely on San Pablo Avenue. Rodeo and Crockett also share the same schools, so students in Rodeo will go to Crockett for Middle and High School and student in Crockett will go to Rodeo for Elementary school. This path will provide an extra option that these children can take to school and feel safe and comfortable doing so.

Prior to the construction and implementation of Interstate-80 in 1964, San Pablo Avenue was the main north/south corridor for travel between Crockett to Downtown Oakland. As such this road was designed in most areas as a highway to accommodate the large amounts of vehicular traffic. Nowadays, San Pablo Avenue does not get close to the amount of average daily traffic (ADT) that was present before I-80 was constructed (approximately 3,600 ADT), which leads to a road that covers more cross sectional area than it needs to, and a deficiency in other non-motorized modes of transportation. Currently, San Pablo Avenue is not conducive to bicycling and would be categorized as a high stress environment given the close proximity of vehicles to non-motorized users. This section of San Pablo Avenue does not have bike infrastructure, little to no shoulder, and the edge of pavement is typically next to a guardrail or a hillside which provides inadequate space for bicycling. This leads to bicyclists having no other option than to ride in the travel lane along with motorists that have been known to be impatient as they speed through and pass other vehicles, often ignoring a bicyclist that may be trying navigate a blind curve. The existing conditions of San Pablo Avenue results in a road that is dangerous for bicyclists, pedestrians, and any other non-motorized user which had led to a bicycle fatality.

As the Bay Trail progresses towards full completion, this 3.2-mile gap within a segment of 29 miles of multi-use trail, from Oakland to Vallejo, that connects to the future Hercules Intermodal Transportation Station will continue to experience higher bicycle trips. The intermodal station will play an extremely important role when it comes to transportation as people will be able to use it as a main center for connection to all over the Bay Area via ferries, bus, train such as AMTRAK, and the regional transit service, Bay Area Rapid Transit (BART). There will be an increased demand for pedestrian and bicycle infrastructure, as many people will look to use those means to access the intermodal station for their commute. This project will provide that pedestrian an bicycle infrastructure that is needed to provide a safe space for non-motorized users to travel to the intermodal station and prevent the possibility of pedestrian and bicycle collisions in the future.

B. Safety Countermeasures (10 points max)

Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

1. Reduces speed or volume of motor vehicles in the proximity of non-motorized users?

☒ Yes ☐ No

- a. Current speed and/or volume: (Max of 200 Words)

Words Remaining: 37



There are currently no sidewalks, bike lanes, or adequate shoulder giving non-motorized users a designated space for travel. As such this lack of infrastructure causes all vehicular traffic to be in direct proximity to non-motorized users as non-motorized users have no other choice but to share the travel lane with motor vehicles. This is a serious safety concern since the majority of vehicles are already going over the what is already a very high speed limit. Bicyclists traveling San Pablo Avenue are in direct proximity to vehicles traveling upwards of 55-60 mph through windy turns that limit visibility.

The posted speed limit for San Pablo Avenue is 45 mph. Based on speed data taken by County Traffic staff, vehicles traveling southbound along San Pablo Avenue travel average 85 percentile speed of 55-60 mph. There are also recorded speeds of cars traveling upwards of 71-99 mph. Traffic counts taken by County Traffic Staff show that approximately 3,500 vehicles travel on San Pablo Avenue daily.

- b. Anticipated speed and/or volume after project completion : (Max of 200 Words)

Words Remaining: 44

This project will result in a complete separation between motor vehicles and non-motorized users. By constructing a bicycle and pedestrian path that is separated from the travel lanes by a concrete barrier, the non-motorized users will no longer be in close proximity to motor vehicles. The shared use path will therefore effectively drop the volume of motor vehicles in proximity to non-motorized users to zero as they will be completely separated from each other by a physical barrier. The reduction of vehicle lanes to two travel lanes and a middle turn lane in addition to a concrete barrier may also reduce the vehicle speeds on this road. The speeds of vehicles may still exceed the speed limit, but with this project all bicyclists and pedestrians will be separated and safe from any speeding motorists. This will create a low stress facility for all non-motorized users of the trail and instill a sense of comfort and safety.

2. Improves sight distance and visibility between motorized and non-motorized users?

☒ Yes ☐ No

- a. Current sight distance and/or visibility issue: (Max of 200 Words)

Words Remaining: 0

Sight distance and visibility is very problematic for motorized and non-motorized users in the existing condition. The majority of San Pablo Avenue within the project limits between Rodeo and Crockett has numerous blind spots given the horizontal and vertical curvature of the road and given the fact that the road was built into a steep hillside. Bicyclists or pedestrians who wish to use San Pablo Avenue are forced to use the vehicle travel lane due to the lack of adequate shoulder space. Bike lanes and sidewalks are nonexistent. With the blind spots, a situation is created where it is difficult for motor vehicles to see upcoming non-motorized users and vice versa, which is especially apparent when vehicles speed and pass each other while traveling in the same direction.

The existing intersection at A Street (entrance of NuStar Energy in Rodeo) and San Pablo Avenue is an unsignalized intersection where are two bus stops on both sides of the street in close proximity. There is limited visibility for pedestrians who want to cross the street to go to the bus stop or NuStar Energy. San Pablo Avenue lacks street lighting, severely reducing the visibility of non-motorized users during the night time.

- b. Anticipated sight distance and/or visibility issue resolution: (Max of 200 Words)

Words Remaining: 0

Sight distance and visibility are very problematic for motorized and non-motorized users in the existing condition. The majority of San Pablo Avenue within the project limits between Rodeo and Crockett has numerous blind spots given the horizontal and vertical curvature of the road and given the fact that the road was built into a steep hillside. Bicyclists or pedestrians who wish to use San Pablo Avenue are forced to use the vehicle travel lane due to the lack of adequate shoulder space. Bike lanes and sidewalks are nonexistent. With the blind spots, a situation is created where it is difficult for motor vehicles to see upcoming non-motorized users and vice versa, which is especially apparent when vehicles speed and pass each other while traveling in the same direction.

The existing intersection at A Street (entrance of NuStar Energy in Rodeo) and San Pablo Avenue is an unsignalized intersection where are two bus stops on both sides of the street in close proximity. There is limited visibility for pedestrians who want to cross the street to go to the bus stop or NuStar Energy. San Pablo Avenue lacks street lighting, severely reducing the visibility of non-motorized users during the night time.

3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?

☒ Yes ☐ No

- a. Current conflict point description: (Max of 200 Words)

Words Remaining: 86

The major conflict point between motorized and non-motorized users is the fact that on the existing roadway the shoulder widths are typically less than six inches wide at most locations. Non-motorized users are typically pinched between the vehicle travel lane and a guardrail or a steep hillside. These multiple conflict points cause bicyclists to ride within the travel lane as there is no other space for them to ride in. In fact, in 2018, a bicyclist was struck and killed riding along San Pablo Avenue due to the fact that the bicyclist had no other option than to ride in the travel lane and as a result was fatally struck by that motor vehicle.

- b. Improvement that addresses conflict point: (Max of 200 Words)

Words Remaining: 112

This project will construct a dedicated 10-foot wide Class I path along the majority of the project for bicyclists and pedestrians to use where they will be protected by a concrete barrier between the motorized and non-motorized users. This physical separation will effectively eliminate all points of conflicts between vehicles and non-motorized users that are currently caused by the narrow shoulders and tight pinch points. This physical separation will completely separate motorized and non-motorized users, which will increase the level of comfort and safety for bicyclists and pedestrians.

4. Improves compliance with local traffic laws for both motorized and non-motorized users?

☒ Yes ☐ No



a. Which Law: Speeding

b. How will the project improve compliance: (Max of 200 Words)

Words Remaining: 46

This project will address speeding by eliminating the passing lane for vehicles, which will stop the tendency of motorists to speed up above the speed limit in order to overtake a slower car or truck. Based on speed data taken by County Traffic staff, vehicles traveling southbound along San Pablo Avenue have an 85 percentile speed of 55-60 mph. Considering the posted speed limit of 45 mph on San Pablo Avenue, speeding is currently an issue along the corridor. Speeding was the primary collision factor that led to the collision that killed a cyclist in 2018. Also, the new configuration will create a sense of a more confined roadway that has been shown to cause people to drive more carefully, which we expect will result in slower speeds and ultimately a safer corridor for vehicles themselves. Non-motorized users of the proposed Class I trail will benefit by the reduced speeds on the main corridor.

5. Addresses inadequate vehicular traffic control devices?

☐ Yes ☐ No

6. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks?

☒ Yes ☐ No

a. List bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate: (Max of 200 Words)

Words Remaining: 157

There are currently no bicycle and pedestrian facilities along the entire project length. This includes bike lanes, sidewalks, and signal controlled crosswalks. This lack of multi-modal facilities causes this entire segment of San Pablo Avenue to be inadequate and unsafe for non-motorized users.

b. How are they inadequate? (Max of 200 Words)

Words Remaining: 99

San Pablo Avenue between Rodeo and Crockett does not have bicycle and pedestrian facilities, such as bike lanes, sidewalks, or signal controlled crosswalks. People who choose to bike along the corridor are forced to use the narrow shoulder and often must move into travel lanes because the shoulders are insufficient. Walking, running, and other non-bicycle and non-vehicular modes of transportation are extremely difficult in San Pablo Avenue's current state. The lack of signal controlled crosswalks make it difficult for pedestrians and bicyclists to cross San Pablo Avenue to access the bus stops such as on A Street in front of NuStar Energy.

c. How does the project address the inadequacies? (Max of 200 Words)

Words Remaining: 64

This project aims to address these inadequacies by the installation of a separated shared use path that provides a separate space for bicycle and pedestrians, free from potential conflict with motorized vehicles. The installation of a concrete barrier between these users and motorists provides a safer and more adequate and complete street. A new high visibility crosswalks will be installed at the California Street intersection on San Pablo Avenue to provide pedestrians and bicyclists a safer space to cross San Pablo Avenue and access the shared use path. Another high visibility crosswalk equipped with a pedestrian hybrid beacon (PHB) will be installed at the A Street intersection on San Pablo Avenue to provide pedestrians and bicyclists a safer space to cross San Pablo Avenue and access the bus stops, NuStar Energy, and the shared use path.

7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users?

☒ Yes ☐ No

a. List of behaviors: (Max of 200 Words)

Words Remaining: 35

The lack of bicycle and pedestrian infrastructure and the existing four-lane configuration of the road provide non-motorized users with an unsafe area to travel. Non-motorized users must share a lane with high speed vehicles that are going well over the speed limit and regularly pass each other, often with no regard for the presences of bicyclists. Speeding was the primary collision factor for the fatal bicycle collision in 2018 and is a continuing problem on San Pablo Avenue. Visibility is also a concern on this road because vehicles do not have a good line-of-sight to non-motorized users in the vehicle travel lane. San Pablo Avenue was built along a hillside and is a very curvy road which contains numerous blind spots. These blind spots exacerbate the problem because the relative size of a bicyclist compared to vehicles as they speed or pass each other around tight corners. Drivers may also be inattentive towards non-motorized users and not realize that people actually bike down this road.

b. How will the project eliminate or reduce these behaviors? (Max of 200 Words)

Words Remaining: 0

This project will install a 10-foot wide shared use path that will completely separate non-motorized users from motorized users by performing a road diet and transition the number of total lanes on San Pablo Avenue from four to three. The road diet itself may reduce speeding by instilling a slightly more confined corridor, but this project will eliminate speeding being an issue for non-motorized users completely. Someone biking or walking on this path will no longer have to worry about a potential speeding vehicle since they are protected by a designated path and concrete barrier. This path will also eliminate the visibility concern with the blind spots on San Pablo Avenue. Since non-motorized users have their space separate from vehicles, vehicles will no longer be surprised by a sudden bicyclist and need to quickly react to a bicyclist appearing in their blind spots as they drive through a curve and non-motorists will no longer need to stress that high speed vehicles may be in close proximity to them. The path's presence is expected to increase motorist's awareness to the fact that bicyclists and pedestrians will be traveling this road and drive more carefully, even though they will be completely separated.

**Part B: Narrative Questions****Question #4****QUESTION #4****PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)**

Describe the community based public participation process that culminated in the project. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

- A. What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (3 points max) (Max of 400 words)**

Words Remaining: 4

The San Pablo Avenue Complete Street Project was initiated because it is a segment of the regional Bay Trail Program, which is administered through the Association of Bay Area Governments (ABAG). In 2014, the County began detailed planning and feasibility studies through a community based process to ensure public input was considered in the final product. Outreach consisted of two public workshops where attendees could provide written comments, several Technical Advisory Committee (TAC) meetings, and stakeholder meetings, with representatives from the Crockett and Rodeo communities. In addition, a project website with all documents, presentations, meeting information and surveys was posted. Members of the TAC included employees from Phillips 66 Refinery and NuStar Energy, major employers of the area. A collaborative web map was made available where users could drop a pin to identify areas of concern and to provide input. A total of 204 responses were received through the on-line portal and 122 of those responses came from Phillips 66, a major employment center of the area, and 82 of those responses came from the surrounding community. Project managers engaged with a variety of stakeholder and community groups using technical studies and alternatives analysis to end up with the best option option for residents, employers and regional trail users. Alternative 1 would have implemented a road diet and installed bike lanes, Alternative 2 would implement a road diet and install shared use path on one side of the roadway, and Alternative 3 would have kept the existing 4-lane lane configuration but created a 10' wide shared use path without the use of a road diet by cutting into or filling the hillsides. Alternative 3 was developed in response to public and stakeholder input. Alternative 1 was determine to not meet the goal of this path by providing a safe space for all modes of transportation and Alternative 3 would cost approximately 62% more than Alternative 2 and would have introduced significant environmental and right of way impacts. Thus Alternative 2 was selected as the Preferred Alternative and was finalized after public input at a community meeting in Rodeo. The shared use path will create a space for all non-motorized users to safely travel and the road diet will significantly decrease the cost and reduce the significant environmental and right of way impacts. Approximately 70% of the community support the project and 64% support the road diet.

- B. Who: Describe who was/will be engaged in the identification and development of this project and how they were engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted with relevant stakeholders. Describe the strategies used to address engagement challenges that arose due to the COVID-19 pandemic and any unique engagement challenges that the community faced. (3 points max) (Max of 600 words)**

Words Remaining: 308

As part of the feasibility study, there was an excess amount of community engagement. Community meetings and workshops were advertised through mailers sent to the community members and towards different organizations that have ties to San Pablo Avenue, such as Phillips 66 Refinery and NuStar Energy. The attendees of these community meetings and workshops consisted of local residents, business owners, bike clubs and representatives from the local advisory committees and councils. In addition to the workshops with the community, there were several meetings with various stakeholders included representatives from the following organizations: Caltrans, Rodeo MAC (Municipal Advisory Council), Crockett Improvement Association, ABAG/Bay Trail, Bike East Bay, MTC (Metropolitan Transportation Commission), CCTA (Contra Costa Transportation Authority), WESTCAT Bus Transit, WCCTAC (West Contra Costa Technical Advisory Committee), East Bay Regional Park District, Phillips 66, NuStar Energy, Tormey Neighbors, and Bayo Vista Housing Community.

The majority of the community feedback occurred during the implementation of the San Pablo Avenue Complete Streets Feasibility Study prior to the COVID-19 pandemic. As a result, there were not any particularly unique engagement challenges. All further outreach that was conducted, such as receiving letters or support, was directed towards people, stakeholders, etc. who are already aware of the project and the study.

When this project moves forward with funding, the contact list from these previous efforts will be utilized for notifications and updates. At completion of the project, the County will conduct a ribbon cutting ceremony as a grand opening to the trail to promote the joint accomplishment with the Bay Trail vision and encourage the community to choose to shift mode choice in the future. The County will celebrate with its partners that the vision of a complete Bay Trail that circumnavigates the Bay Area is one step closer.



- C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (2 points max)**
(Max of 400 words) Words Remaining: 156

Feedback from both stakeholders and the public during engagement events played a pivotal role when proposing this project. There were many areas of concern that were brought up during these meetings and events and the County collected plenty of feedback from stakeholders and community members. The feedback received included varying responses from supportive messages to concerns about safety and congestion. Some of the feedback included: concern for safety with adequate separation between non-motorized and motorized travel, speed of evacuation during emergencies since the road will be reduced to 3 lanes, concern for homeland security with improved access to the refinery, and concern for congested conditions due to the lane reduction. To address these concerns: a concrete barrier between the Class I trail and travel lanes was added to the design, additional traffic studies were conducted to determine the degree of unused capacity on San Pablo Avenue and confirm adequate level of service in the future, coordination with Phillips 66 regarding safety procedures, and incorporation of a truck climbing lane in steep terrain to avoid congestion due to the steep grade and the slower moving semi trucks. Following up on these concerns, a traffic study was performed that determined that the traffic counts are low enough that there will still be unused capacity during the peak hour of travel. The engineers demonstrated that congestion of San Pablo Avenue will not be an issue and that it will remain an evacuation route for people in Rodeo.

- D. Describe how stakeholders will continue to be engaged in the implementation of the project. (1 point max)**
(Max of 400 words) Words Remaining: 264

The stakeholder group will be provided with monthly newsletter updates through the County Supervisorial District 5 office. As the project moves forward to 65% complete plans, the documents will be made available for the stakeholders to review. The stakeholder involvement during the design phase will include the following:

- WestCAT transit company who will review the new bus stop configuration and pedestrian crossing.
- East Bay Regional Park District who will review the design for ease of future maintenance and consistency with Bay Trail standards.
- ABAG and MTC who will review the project for consistency with regional trail improvements and general oversight.
- Local community groups such as the Rodeo Municipal Advisory Council (MAC) and the Crockett Improvement Association who will be updated at key milestones as the project moves forward through their monthly meetings.

- E. Is this project specifically listed in an approved Active Transportation Plan or similar plan? Provide a brief description of the plan and the public engagement process used to develop the plan.(1 point max)**
(Max of 300 words) Words Remaining: 228

The proposed project is listed in numerous planning documents which include the following:

- Plan Bay Area 2050 as part of a Priority Development Area
- Contra Costa County's Active Transportation Plan
- Contra Costa County's Vision Zero Plan
- Countywide Comprehensive Transportation Plan
- Countywide Bicycle and Pedestrian Plan
- San Francisco Bay Trail Gap Analysis (see attachment to Question #2B1)
- Contra Costa Capital Road Improvement and Preservation Program (CRIPP)

Attach the applicable plan page with the project highlight:

Part B Question 4.E.1 - Regional Planning Documents.pdf

Attach any applicable Public Participation & Planning documents:

Part B Question 4.E.2 - Community Outreach.pdf

**Part B: Narrative Questions****Question #5****CONTEXT SENSITIVE BIKEWAYS/WALKWAYS and INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)****A. How are the "recognized best" solutions employed in this project appropriate to maximize user comfort and for the local community context?**

As you address this question, consider the following:

- The posted speed limits and actual speed;
- The existing and future motorized and non-motorized traffic volume;
- The widths for each facility;
- The adjacent land use; and
- How the project is advancing a low(er) stress environment on each facility or a low stress network:
 - What is the current stress level? (low, medium, or high?)
 - If the stress level is medium or high, is the project going beyond minimum design standards to maximize comfort for all ages and abilities?
 - What features are included to promote low-stress, comfortable, and safe walking and/or biking conditions?
 - Does the project expand on or create a low-stress network?

(Max of 700 words)

Words Remaining: 136

A key goal of this project is to maximize user comfort for members of the local community. The conceptual design identified in the San Pablo Avenue feasibility study reflects a context sensitive design as well as a community-based design. The proposed project includes a reduction in vehicle travel lanes and conversion of the southbound lane to a shared use path and a road diet that reconfigures the remaining three travel lanes. Between the three alternatives that were brought forth and outlined in the study, the second alternative to construct a shared use path and implement a road diet was the recognized best solution. By reducing the number of lanes, motorists will be inclined to drive at slower speeds due to the reduced overall road width. Currently the posted speed limit on San Pablo Avenue is 45mph with the 85th percentile speeds of 55-60 mph. Speeding is an issue on this corridor and was the primary collision factor in a bicycle fatality in 2018. With the excess road width gained from implementing a road diet, a shared use path will be constructed which will be physically separated from motor vehicles by a concrete barrier.

Currently there are no infrastructure facilities in place which creates a road with low safety and high stress for non-motorized users. This project aims to reverse this by creating a designated area for both bicyclists and pedestrians to travel separate from motor vehicles. Constructing a shared use path will significantly increase the level of safety as well as significantly lower the level of stress for non-motorized users. The implementation of the shared use path is also expected to invite new users to the road as based on the survey responses in the feasibility study, 75% of users said they would use more active modes of transportation if made available. With this path in place, many of those users will now feel safe and comfortable to choose more active transportation modes of travel.

The conversion of a vehicular travel lane to a lane dedicated to bicyclists and pedestrians was analyzed with the Contra Costa Transportation Authority (CCTA) Countywide Travel Model using future traffic volumes for 2040 conditions. The model was able to forecast traffic growth in the study corridor, and it takes into account changes to future land use and the transportation network. The model demonstrated that the road diet performed by this project would not reduce the level of service to a significant level. In response to community concerns for safe separation of more vulnerable roadway users from vehicular travel, a concrete barrier will be installed to completely separate motorized and non-motorized users which will maximize safety and ease user stress, creating a low stress facility suitable for all ages and abilities. The proposed facility will be designed and signed according to the Caltrans Highway Design Manual for Class I bike facilities. The project design also incorporated an improved pedestrian crossing at the bus stop near the entrance to the NuStar Energy industrial facility. This improvement includes the installation of a Pedestrian Hybrid Beacon (PHB), a traffic control device that increase motorists' awareness of pedestrian crossings at uncontrolled marked crosswalk locations by providing a constant flash warning when triggered by pedestrians. This will be installed on the A Street Intersection to aid pedestrians who wish to cross San Pablo Avenue to reach one of the bus stops or NuStar Energy.

B. Innovative Project Elements

Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

(Max of 500 words)

Words Remaining: 4

The project proposes a road diet with a reduction from four travel lanes to three. Although road diets are not a new concept, it is a new concept for this area as this would be the first project in unincorporated West Contra Costa County that has utilized a road diet to install a



Class I facility. Prior to the construction and implementation of Interstate-80 in 1964, San Pablo Avenue was the main north/south corridor for travel between Crockett to Downtown Oakland. As such this road was designed in most areas as a highway to accommodate the large amounts of vehicular traffic. Nowadays, San Pablo Avenue does not get close to the amount of average daily traffic (ADT) that was present before I-80 was constructed (approximately 3,600 ADT). San Pablo Avenue is no longer a heavily used highway that it was initially designed for, and this project will transform it into a road accommodating for all users as opposed to only motorized users. The pedestrian crossing at the entrance to the refinery will include a Pedestrian Hybrid Beacon (PHB) or pedestrian hybrid beacon signal. This will be the first time this type of beacon would be installed in unincorporated Contra Costa County.

When this project was being designed, there were additional alternatives to the road configuration that were considered when proposing this project to the community. One alternative would be to construct a shared use path but to keep the number of lanes at four. This option was shown to be extremely costly and difficult to construct. There would need to be cutting and filling of the hillside which would cause environmental concerns. The ADT of San Pablo Avenue shows that four lanes is not necessary on this road and based on community feedback, this alternative was not well received from the community. Also, anecdotal evidence shows that four lanes is dangerous because motorists will often speed to pass other users on the blind corners where they cannot see bicyclists. Thus, this alternative was not chosen. Another alternative that was considered was the implementation of a road diet and the installation of two 6' bike lanes on both sides of the road. While this alternative would provide a space for bicyclists to travel along San Pablo Avenue and solve the cost and environmental issues from the last alternative, it would not invite pedestrian travel and ultimately miss one of the goals of this project to provide a safe space for all users. This alternative would also fail to close the gap in the San Francisco Bay Trail as it would not contribute towards a trail path. Therefore this alternative was not chosen. As such, the alternative that was chosen was a mix of both by implementing a road diet to make room for a shared use path. This would achieve the goal of created a complete street with safe travel options for all modes of travel as well as contributing to the greater San Francisco Bay Trail.

C. NI Evaluation and Sustainability

For projects with non-infrastructure elements, describe how effectiveness of the program will be measured and how the program will be sustained after completion. (Max of 500 words)

Words Remaining: 492

This project does not contain any non-infrastructure elements.

**Part B: Narrative Questions****Question #6****TRANSFORMATIVE PROJECTS (0-5 POINTS)**

- A. Describe how your project will transform the non-motorized environment.** Address the potential for this project to support existing and planned housing, especially affordable housing. Applicants are encouraged to apply for the California Department of Housing and Community Development's (HCD) [Prohousing Designation Program](#) and to describe how local policies align with prohousing criteria. If housing is not an issue for the community, explain why it is not a concern. If applicable, include discussion of the transformative nature of the non-infrastructure component. (Max of 750 words)

Words Remaining: 19

This project will transform the non-motorized environment of this critical link between the communities of Crockett and Rodeo by constructing a shared use path that is separated from motorized travel. The proposed project is part of a Bay Area wide effort to construct a trail that encircles the entire Bay Area to provide spaces for recreation and for active transportation options for travel to work, school, and other destinations within the community. Approximately 355 miles of the planned 500 miles of the trail have been constructed. This project will increase the total number of miles constructed by 3.2, stretching from Pacific Avenue in Rodeo to Merchant Street in Crockett, and in doing so will also complete a 29-mile continuous stretch of the trail from Oakland to Vallejo. Currently, this 3.2-mile segment of San Pablo Avenue lacks bicycle and pedestrian infrastructure making biking or walking difficult; there are no sidewalks, bike lanes, or signalized intersections. Residents of Rodeo and Crockett only have a motorized option for safe and low stress travel between the two communities. This coupled with the high vehicle speeds create a noticeably unappealing road for non-motorized traffic. This can be seen through the survey responses on the San Pablo Avenue feasibility study where 75% of survey responders said that they would use non-motorized modes of transportation if the appropriate facilities were available.

The County General Plan Land Use Element contain policies intended to improve access and safety for Rodeo walking and bicycling residents and visitors which the San Pablo Avenue Complete Streets Project will directly support, including:

County General Plan Land Use Element - Policies for the Rodeo Area:

- Focus waterfront development around a shoreline park and promenade
- Maximize public access to the Bay
- Develop public facilities in Old Rodeo to serve as a community focal point
- Support the concept of the Carquinez Strait Regional Shoreline Park on the border between the Rodeo and Crockett planning areas, which is planned by the East Bay Regional Park District in its Master Plan.

This project will enhance connectivity for Rodeo residents by connecting them to the San Francisco Bay Trail, a planned 500-mile trail that circumnavigates the entire Bay Area. This project will connect them to different facilities and opportunities all over the Bay Area as well as invite non-Rodeo residents to Rodeo. Currently Both Rodeo and Crockett are isolated, as motor vehicles will simply use I-80 to bypass these two towns. By including this segment of San Pablo Avenue on the San Francisco Bay Trail, outside trail users can visit Rodeo and Crockett to use their various amenities during their travel along the Bay Trail. This will bring additional outside trail users to Rodeo and Crockett and will ultimately invite future developments such as improved public facilities, parks, and recreational areas.

Rodeo is a disadvantaged community where housing is a serious concern. Based on the Healthy Places Index (HPI), the census tract of Rodeo, only 43.8% (Contra Costa County average is 65.9%) of Rodeo residents own a home and 31.2% of the renters in Rodeo are classified as "Low-Income Renter Severe Housing Cost Burden." This means that the majority of residents in this community are renting their housing and approximately 1/3 of those renters are using over half of their income directly to rent. This affirms the housing concern for this area and the need to help mitigate it.

To help mitigate the housing concern, Rodeo has several existing affordable housing locations such as the Bayo Vista public housing, which is the largest affordable housing development in unincorporated Contra Costa County with a total of 250 family units, and Rodeo Gateway Apartments contains 48 senior rental units. Additionally, Rodeo has several housing projects planned for construction including Laurel Court Estates (17 units), Rodeo Gateway Apartments Phase II (67 units) and Rodeo Town Center (number of units still to be determined). All of these existing and future affordable housing will be easily accessible by the construction of the shared use path on San Pablo Avenue and will play an important role to the work and recreation commute of residents living in these affordable housing. The County General Plan Housing Element includes a Housing Production Program benefiting extremely low-income households which charges the Housing Successor to the former Redevelopment Agency to utilize County owned property (former redevelopment agency) to develop affordable housing and seek developers for Rodeo properties.

- B. Describe how other new or proposed funded projects or policies in the vicinity of this project will attribute to the transformative nature of this project.**

As you address this question consider items like the following:

- Transit
- The overall non-motorized network



- Land Use
- Local policies and/or ordinances

Please attach documentation that supports the transformative nature of the project. This could include:

- The meeting minutes voting to fund the project, or
- The approved environmental document, or
- An HCD Prohousing Designation certification or a copy of the submitted application form, or
- A local Housing Element that is in compliance with the State Housing Element Law, or
- Other important documentation demonstrating the transformation

(Max of 600 words)

Words Remaining: 34

The San Pablo Avenue Complete Streets Project will comply with the County's Complete Streets Policy (attached below) and transform this 3.2 mile segment of San Pablo Avenue into a multi-use corridor that can accommodate non-motorized means of transportation. Currently, this segment of San Pablo Avenue is a four-lane road with no bike lanes, no sidewalk, and little to no shoulder. This is because San Pablo Avenue was initially designed to be a highway as it was the main north/south corridor to travel from Crockett to Downtown Oakland until the construction and implementation of Interstate-80 in 1964. As such, San Pablo Avenue saw a drastic drop in average daily traffic, approximately 3,600 cars per day; however, this road is still configured as a heavy use highway. This project plans to transform this existing road from a highway that is, for all intents and purposes, usable only by motor vehicles into a complete street that will accommodate non-motorized users and provide much needed connections to key destinations in the area such as the future Hercules Intermodal Station.

The Hercules Intermodal Station, and surrounding transit village, is a planned "transit hub" which will be located approximately 1.5 miles west of the project site within the City of Hercules. The intermodal station will combine access to trains (including AMTRAK and the regional Bay Area Rapid Transit (BART)), ferries, and buses at one station, giving users multiple travel options to travel regionally. The intermodal station is also adjacent to the San Francisco Bay Trail. Once the intermodal station is built, the benefits for the San Pablo Avenue Complete Streets Projects will increase exponentially. Users will be able to use the results of this project to access the future intermodal station to expand their opportunities when it comes to employment, recreation, and entertainment as well as create a vibrant area for housing, market, dining, retail, and transit. This type of smart land use planning has been the vision of the Sustainable Communities Strategy and it is exciting to see these efforts coming together.

Other policies that support this project include the County's newly adopted Active Transportation Plan and Vision Zero Plan. These two plans spotlight the San Pablo Avenue Complete Streets Project as a crucial project to address active transportation and safety needs in the unincorporated county. Additionally Plan Bay Area 2050 classifies Rodeo as a Priority Development Area (PDA) due to its close proximity to the planned Hercules Intermodal Station and need of affordable housing. With Rodeo having a PDA status, it is imperative that more housing, economic, and cultural opportunities are developed. This project will accomplish this by extending the reach of users in Rodeo and giving them additional opportunities that was never available to them. Residents of Rodeo will be able use the trail on San Pablo Avenue to bike or walk to Crockett and access the multitude of amenities there such as the Crockett Library and the Bailey Art Museum and Epperson Gallery. Residents of Rodeo will also be able to use the trail to bike or walk to Phillips 66 Refinery, NuStar Energy, and C&H Sugar, three major employment centers for the area.

Additional information on plans and policies such as the Active Transportation Plan, Vision Zero Plan, and Plan Bay Area 2050 are attached as part of Narrative Question #4E. More details about the Hercules Intermodal Station can be found in Attachment K - Additional Attachments.

Part B Question 6.B - Complete Streets Policy.pdf



Part B: Narrative Questions

Question #7

QUESTION #7

SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0 - 7 points)

A. The evaluators will consider the following: (7 points max)

- Consistency between the Layouts/maps, Engineer's estimate and Proposed scope
- Compliance with the Engineer's Checklist and cost effectiveness
- Complete project schedule

B. For combination I/NI projects, the 25-R will be evaluated for:

- How well it reflects the applicant's responses throughout this application
- How well the overall scope meets the Purpose and Goals for the ATP, as defined by the CTC Guidelines
- Compliance with the ATP Non-Infrastructure Program Guidance

**Part B: Narrative Questions****Question #8****LEVERAGING FUNDS (0-5 POINTS)**

Projects submitted by Tribal Governments and/or that are on Tribal Lands will get the full Leveraging points for both Medium and Large Infrastructure Applications.

☐ This project is being submitted by a Tribal Government and/or is on Tribal Lands

A. The application funding plan will show all federal, state and local funding for the project: (5 points max)

Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding.

Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

PA&ED Phase Project Delivery Costs:

Leveraging Funding: \$250

Designate the Funding Type: Gas Tax

PS&E Phase Project Delivery Costs:

Leveraging Funding: \$800

Designate the Funding Type: Gas Tax

Right of Way Phase Project Delivery Costs:

Leveraging Funding: \$150

Designate the Funding Type: Gas Tax

Construction Phase Project Delivery Costs:

Leveraging Funding: \$0

Designate the Funding Type:

Projects with NON-INFRASTRUCTURE (NI) elements:

Leveraging Funding: \$0

Designate the Funding Type:

OVERALL TOTALS FOR PROJECT/APPLICATION:

Total Project Costs: \$11,717

Leveraging Funding: \$1,200

% of Total Project 10.24 %

Total Points received for "leveraging funding": (Auto-calculated)

1 Point	At least 1% to 5% of total project cost
2 Points	More than 5% to less than 10% of total project cost
3 Points	At least 10% to 15% of total project cost
4 Points	More than 15% to 20% of the project cost
5 Points	More than 20% of the total project cost



Applicants must attach a signed letter of commitment indicating the amounts and sources of leveraged funds. Applicants may also include other documentation to substantiate leveraging, including meeting minutes from a governing body, a budget sheet, a board or council resolution, etc.

Leverage Justification Attachment

Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding

Part B Question 8 - Leverage Justification.pdf

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.

(Max of 100 Words)

Words Remaining:

**Part B: Narrative Questions****Question #9****USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC)
(-5 to 0 POINTS)**

- ☐ Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)
- ☐ Applicant contacted the corps; but does not intend to partner with any corps (-5 points)
- ☐ Applicant is not requesting Construction funds (0 points)

Step 1: The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to the application submittal to Caltrans. The CCC and CALCC will respond within ten (10) business days from receipt of the information. Links to the ATP Corps Consultation Form, instructions and contact information for submission or questions can be found at:

[California Conservation Corps ATP webpage](#)

Or

[Certified Local Conservation Corps ATP webpage](#)

The applicant must also attach any email correspondence from the CCC and CALCC or Tribal Corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

Part B Question 9.A - CCC Email Correspondence.pdf

Attach submittal email, response email and any attachment(s) from the CALCC:

Part B Question 9.B - CALCC Email Correspondence.pdf

Attach submittal email, response email and any attachment(s) from the Tribal Corps (If applicable):

Step 2: The applicant has coordinated with the CCC AND with the CALCC, or the Tribal Corps and determined the following: (check appropriate box)

- ☐ Applicant intends to utilize the CCC, CALCC, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 Words)
- ☒ No corps can participate in the project. (0 points)
- ☐ At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)
- ☐ the CCC ☐ the CALCC ☐ the Tribal Corps (if applicable)



Part B: Narrative Questions

Question #10

APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 to -10 points)

For CTC use only.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using “tabs” with appropriate letter designations.

Application Signature Page (Required for all applications)

Attachment A

Attachment A - Signature Page (Signed).pdf

Engineer's Checklist (Required for Infrastructure & Combo Projects)

Attachment B

Attachment B - Engineer's Checklist.pdf

Project Location Map (Required for all applications)

Attachment C

Attachment C - Vicinity Map.pdf

Project Layout/Plans showing existing and proposed conditions

Attachment D

(Required for all Infrastructure Projects)

Attachment D - Layouts and Cross Sections.pdf

Photos of Existing Conditions (Required for all applications)

Attachment E

Attachment E - Photos.pdf

Project Estimate (Required for all Infrastructure Projects)

Attachment F

Attachment F - Cost Estimate.pdf

Non-Infrastructure Work Plan ([Exhibit 25-R](#))

Attachment G

(Required for all projects with Non-Infrastructure Elements)

Blank.pdf

Plan Scope of Work ([Exhibit 25-Plan](#))

Attachment H

(Required for all Plan Projects)

Letters of Support (10 maximum) and Support Documentation

Attachment I

(Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)

Attachment I - Letters of Support.pdf

[Exhibit 25-F](#) State Funding

Attachment J

Blank.pdf

Additional Attachments

Attachment K

(Additional attachments may be included. They should be organized in a way that allows application reviewers easy identification and review of the information.) (All additional attachments must be scanned into one document.)

Attachment K - Additional Attachments.pdf



TECHNICAL MEMORANDUM

Date: June 10, 2026

To: Mo Nasser, PE
Contra Costa County Public Works Department
Staff Engineer-Transportation Engineering
Phone: (925) 313-2178
Email: Mo.Nasser@pw.cccounty.us

From: Praveena Samaleti, EIT, RSP1
Task Lead, TJKM
Email: psamaleti@tjkm.com

Subject: Technical Memorandum and Raw Data for San Pablo Avenue Complete Streets Pre-Project Pedestrian and Bicycle Counts.

TJKM was tasked to conduct the pre-project pedestrian and bicycle counts as part of the San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project (Project) between Pacific Avenue in Rodeo and I-80 Ramps in Crockett. This project is funded through Active Transportation Program (ATP) State funds. We have collected the counts using the Count Methodology Guide established by the California Transportation Commission's Active Transportation Program.

This technical memorandum summarizes the data collection effort and presents the findings for the "Pre-Project" conditions.

EXISTING CONDITIONS

Pedestrian Facilities

San Pablo Avenue / California Street intersection includes marked crosswalks across the south and west legs of the intersection. Sidewalks are provided on both sides of California Street. Along San Pablo Avenue, sidewalks are generally present; however, gaps exist on both the north and south sides in the vicinity of the intersection. Curb ramps are provided at the intersection to facilitate pedestrian access. A Class II bicycle lane is present along the west side of San Pablo Avenue.

San Pablo Avenue / A Street intersection does not provide marked crosswalks or sidewalks within the intersection area. Curb ramps are also not present. In addition, no dedicated bicycle facilities are provided on any approach to the intersection.

San Pablo Avenue / I-80 Off-Ramp intersection includes marked crosswalks across the north and west legs of the intersection. Sidewalks are provided along the north side of Pomona Street and the west side of Merchant Street. A Class I bicycle facility, the Carquinez Bridge Trail, is located along the west side of the I-80 Off-Ramp approaching the intersection. Curb ramps are generally provided at the intersection to accommodate pedestrian access.

Interim Count Methodology Guidance (Interim Guidance) is intended to guide ATP applicants and project awardees in meeting the minimum expectations for conducting user counts, surveys, and evaluation requirements for active transportation projects funded through the Active Transportation Program (ATP). Methodology includes:

1. Determining the **Type of Count** Data Collection Needed
2. Determining the **Number of Count Locations** Needed
3. Selecting **Count Locations**
4. Conducting Pedestrian and Bicycle **Counts**
5. Estimating the **Total Volume** within the Project Limits

All counts should be conducted no more than six months before the construction phase begins. TJKM used the above mentioned methodology for pedestrian and bicycle counts for Pre-Project conditions.

DATA COLLECTION

Pedestrian and Bicycle Counts

TJKM collected video-based pedestrian crossing counts and bicycle turning movement counts over a 24-hour period from Wednesday, May 27, 2026, through Tuesday, June 2, 2026, at the following intersections:

1. San Pablo Avenue / California Street
2. San Pablo Avenue / A Street
3. San Pablo Avenue / I-80 Off-Ramp

Pedestrian and bicycle counts were conducted using a video-based data collection method. A 24-hour bi-directional count was collected for both pedestrians and bicycles on both a weekday and a weekend day. **Appendix A** includes all the data sheets for the collected pedestrian and bicycle counts.

SUMMARY OF FINDINGS

Based on the weekday traffic data collected between Monday and Thursday, a maximum of 43 pedestrians were observed at the San Pablo Avenue / California Street intersection during the 24-hour count period. During the same period, a total of 57 bicyclists traveling within the roadway were observed passing through the intersection.

At the San Pablo Avenue / A Street intersection, a total of 7 pedestrians were counted during the 24-hour weekday count period. In addition, 27 bicyclists were observed passing through the intersection.

At the San Pablo Avenue / I-80 Off-Ramp intersection, a total of 96 pedestrians were counted during the 24-hour weekday count period. During the same period, 62 bicyclists were observed passing through the intersection.

Tables 1 and 2 present a summary of the pedestrian and bicycle count volumes for both weekday and weekend periods.

Table 1: 24 Hour Pedestrian and Bicycle Count Volumes for Weekday (Monday-Thursday)

#	Study Intersection	Mon		Tue		Wed		Thurs	
		Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes
1	San Pablo Avenue / California Street	35	57	19	44	43	48	26	44
2	San Pablo Avenue / A Street	4	27	7	25	5	27	1	16
3	San Pablo Avenue / I-80 Off-Ramp	65	56	85	57	59	62	96	52

Table 2: 24 Hour Pedestrian and Bicycle Count Volumes for Weekend

#	Study Intersection	Fri		Sat		Sun	
		Peds	Bikes	Peds	Bikes	Peds	Bikes
1	San Pablo Avenue / California Street	38	73	36	73	29	104
2	San Pablo Avenue / A Street	5	34	0	103	5	63
3	San Pablo Avenue / I-80 Off-Ramp	199	51	444	174	223	149

The raw pedestrian and bicycle count data for weekdays were aggregated into two-hour peak periods for all the intersections for the weekday a.m. (7:00–9:00 a.m.), mid-day (12:00–2:00 p.m.), and p.m. (4:00–6:00 p.m.) peak periods. The results are summarized in **Table 3**.

Table 3: 2-Hour Pedestrian and Bicycle Count Volumes for Weekday (Monday-Thursday)

#	Study Intersection	Weekday AM Peak (7:00-9:00 a.m.)		Weekday Mid-Day Peak (12:00-2:00 p.m.)		Weekday PM Peak (4:00-6:00 p.m.)	
		Peds	Bikes	Peds	Bikes	Peds	Bikes
1	San Pablo Avenue / California Street	6	4	5	6	4	15
2	San Pablo Avenue / A Street	0	4	0	4	0	3
3	San Pablo Avenue / I-80 Off-Ramp	9	2	8	9	14	5

During weekday monitoring, the highest pedestrian activity was observed at the San Pablo Avenue / I-80 Off-Ramp intersection during the p.m. peak period (14 pedestrians). The highest bicycle activity was recorded at the San Pablo Avenue / California Street intersection during the p.m. peak period (15 bicycles). Bicycle activity at the San Pablo Avenue / A Street intersection remained relatively low and consistent throughout the day with 4 pedestrians, while no pedestrian activity was observed at that location during the monitored peak periods.

The highest weekday traffic volumes were used to represent weekday conditions, while the highest weekend traffic volumes were used to represent weekend conditions.

Based on the weekend data collected (Friday through Sunday), a total of 38 pedestrians were counted at the San Pablo Avenue / California Street intersection during the 24-hour collection period. During the same period, 104 bicycles traveling within the traffic lanes were observed passing through the intersection.

At San Pablo Avenue / A Street intersection, a total of 5 pedestrians were counted over the 24-hour weekend period. A total of 103 bicycles were observed passing through the intersection.

At San Pablo Avenue / I-80 Off-Ramp intersection, a total of 444 pedestrians were counted over the 24-hour weekend period. A total of 174 bicycles were observed passing through the intersection.

Raw pedestrian and bicycle count data for the weekend were aggregated into a two-hour peak period (11:00 a.m.–1:00 p.m.) for all the intersections, as summarized in **Table 4**.

Table 4: 2-Hour Pedestrian and Bicycle Count Volumes for Weekend

#	Study Intersection	Weekend Peak (11:00 a.m.- 1:00 p.m.)	
		Peds	Bikes
1	San Pablo Avenue / California Street	3	21
2	San Pablo Avenue / A Street	0	12
3	San Pablo Avenue / I-80 Off-Ramp	31	32

During weekend monitoring, the highest pedestrian and bicycle activity was observed at the San Pablo Avenue / I-80 Off-Ramp intersection during the peak period.

Appendix A – Pedestrian and Bicycle Counts Raw Data

FILED

January 22, 2026

KRISTIN B. CONNELLY
CLERK-RECORDER

By 
F. Anonuevo
Deputy Clerk



CALIFORNIA ENVIRONMENTAL QUALITY ACT
Notice of Exemption

To: ☒ Office of Land Use and Climate Innovation
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

From: Contra Costa County
Department of Conservation and Development
30 Muir Road
Martinez, CA 94553

☒ County Clerk, County of Contra Costa

Project Title: San Pablo Avenue Complete Streets/Bay Trail Gap Closure, WO4163, CP#25-26

Project Applicant: Contra Costa County Public Works Dept., 255 Glacier Drive, Martinez CA 94553, (925) 313-2000, Contact: Alex Nattkemper, (925) 313-2364
alex.nattkemper@pw.cccounty.us

Project Location: Along San Pablo Avenue, from Pacific Avenue in unincorporated Rodeo to Pomona Street in unincorporated Crockett, Contra Costa County

Lead Agency: Department of Conservation and Development, 30 Muir Road, Martinez, CA 94553

Contact Person: Syd Sotoodeh (925) 655-2877 syd.sotoodeh@dcd.cccounty.us

Description of Nature, Purpose, and Beneficiaries of Project: The purpose of this project is to improve San Pablo Avenue by converting it to a more accessible "Complete Street" for drivers, pedestrians, and bicyclists. Improvements will occur within the existing roadway between California Street in Rodeo and Pomona Street in Crockett. The roadway will be reconfigured from four vehicular travel lanes to three: one travel lane in each direction, and a center lane that will provide turning, merging, truck-climbing needs and a buffer median, depending on location. This change will create space to construct approximately 13,700 linear feet of a 10-foot-wide shared use path for pedestrians and bicyclists that is separated from vehicular traffic by a 3-foot-wide buffer and concrete barrier. Additionally, approximately 650 linear feet of new Class II bike lanes will be constructed between Rodeo Avenue and Parker Avenue. The new bike lanes will involve pavement widening and striping to allow for parallel parking, existing drainage inlet modification/relocation, and curb ramp construction. The project will construct approximately 1,050 linear feet of sidewalk along the north side of San Pablo Avenue between Parker Avenue and California Street. Intersection upgrades may include striping, pavement markings, traffic signal timing optimization, curb ramp construction/reconstruction, Rectangular Rapid-Flashing Beacon and Pedestrian Hybrid Beacon installation, and concrete passageway (refuge island) modifications. At least one Western Contra Costa Transit Authority (WestCAT) bus shelter may be relocated. A stormwater bioretention facility may be constructed at the San Pablo Avenue/Refinery Road intersection. Street lighting will be installed along the northern side of San Pablo Avenue between California Street and Pomona Street. An excavation depth of around seven feet is expected for the construction of street lighting foundations and relocation of existing utility or traffic signal poles. Otherwise, excavation of up to three feet is expected for other improvements. Utility relocations, temporary traffic control, and vegetation trimming and removal may be necessary to accommodate the project. Real Estate transactions, including right-of-way acquisition and easements may be needed. Construction is anticipated to start in the Fall of 2027 and last at least twelve months. While nighttime work may be needed to complete the project, work on weekends is not anticipated. Applicable best management practices will be implemented for water pollution control such as storm drain inlet protection.

Name of Public Agency Approving Project: Contra Costa County

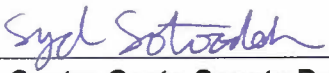
Exempt Status:

- ☐ Ministerial Project (Sec. 21080[b][1]; 15268) ☒ Categorical Exemption (Sec. 15301[c] and 15303)
- ☐ Declared Emergency (Sec. 21080[b][3]; 15269[a]) ☐ General Rule of Applicability (Sec. 15061[b][3])
- ☐ Emergency Project (Sec. 21080[b][4]; 15269[b][c]) ☐ Other Statutory Exemption (Sec.)

Reasons why project is exempt: The project consists of the minor alteration of existing pedestrian and bicycle facilities and construction of new pedestrian and bicycle facilities that do not create additional automobile lanes pursuant to Article 19, Sections 15301 and 15303 of the CEQA Guidelines.

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature:  Title: Senior Planner Date: Jan. 2, 2026

Contra Costa County Department of Conservation and Development

☒ Signed by Lead Agency ☐ Signed by Applicant

AFFIDAVIT OF FILING AND POSTING

I declare that on JAN 22 2026 received and posted this notice as required by California Public Resources Code Section 21152(c). Said notice will remain posted for 30 days from the filing date.



Signature

Deputy Clerk

Title

Applicant

Public Works Department
255 Glacier Drive
Martinez, CA 94553
Attn: Alex Nattkemper 
Environmental Services Division
Phone: (925) 313-2364

Department of Fish and Wildlife Fees Due

- ☐ De Minimis Finding - \$0
☒ County Clerk - \$50
☐ Conservation and Development - \$25

Total Due: _____ Receipt #: _____



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)**

Project Information

Project Name (if applicable): San Pablo Complete Streets / Bay Trail Gap Closure

DIST-CO-RTE: 04-CC-0-CR

PM/PM: N/A

EA: N/A

Federal-Aid Project Number: ATPL – 5928 (170)

Project Description

The Contra Costa County Public Works Department proposes a safety improvements project on San Pablo Avenue between Pacific Avenue and Pomona Street that will close a 3-mile-long gap in the San Francisco Bay Trail. A road reconfiguration will be implemented from California Street to Pomona Street to construct a separated (Class IV) shared-use path along the westbound/southbound travel lane. Improvements including sidewalk and crosswalk construction will continue along San Pablo Avenue from California Street to Parker Avenue, and Class II bike lanes will be constructed between Parker Avenue and Rodeo Avenue. This bike lane construction will involve a 12- foot pavement widening, pavement striping, existing drainage inlet modification, and curb ramp construction at the northeast corner of Rodeo Avenue and San Pablo Avenue. From Pacific Avenue to Rodeo Avenue, pavement widening will be completed along the westbound lane to allow for parking. Other project elements will include street lighting installation, bus stop improvements including enhanced pavement markings and signage, bus shelter construction at the northwest corner of the San Pablo Avenue / California Street intersection, and intersection improvements (striping, pavement markings, traffic signal pole relocation, traffic signal timing optimization, curb ramp upgrades, Rectangular Rapid-Flashing Beacon (RRFB) and Pedestrian Hybrid Beacon (PHB) installation, and concrete passageway (refuge island) modifications). Three acquisitions and two easements are expected to be required for construction.

Caltrans CEQA Determination (Check one)

- ☒ **Not Applicable** – Caltrans is not the CEQA Lead Agency
☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

- ☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
☐ **Categorically Exempt. Class** Enter class. (PRC 21084; 14 CCR 15300 et seq.)
☐ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the [SER Chapter 34](#) for exceptions.
☐ **Covered by the Common Sense Exemption.** This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Print Name

Signature

Date

Project Manager



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See [SER Chapter 30](#) for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

☒ **23 CFR 771.117(c): activity (c)(3)**

☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**

☐ **Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Tom Holstein

02/19/2026

Print Name

Signature

Date

Project Manager/ DLA Engineer

Teppitak Panmai

02/20/2026

Print Name

Signature

Date

Date of Categorical Exclusion Checklist completion (if applicable): N/A

Date of Environmental Commitment Record or equivalent: 1/28/2026

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



Contra Costa County
Public Works
Department

Warren Lai, Director
Deputy Directors
Stephen Kowalewski, Chief
Allison Knapp
Sarah Price
Carrie Ricci
Joe Yee

January 28, 2026

Thomas Premo
Associate Environmental Planner
Office of Local Assistance, Caltrans District 4
111 Grand Avenue
Oakland, CA 94612

RE: San Pablo Avenue Complete Streets/Bay Trail Gap Closure
Mitigation Table

Federal Project Number: ATPL-5928 (170)

County Project Number: 0662-6R4163

Dear Mr. Premo:

As requested, here are the applicable mitigation actions for the subject project. The County will commit to implementing these measures to prevent potential project-related impacts.

Check	Number	Mitigation
Traffic		
x	T1. a	During construction, at least one lane in each direction will be kept open at all times.
x	T2	Bicycle and pedestrian access will be maintained at all times, using short, signed detours if necessary.
x	T3. b	Access to properties will be maintained at all times, apart from extremely brief periods while construction work is passing through. These exceptions will be minimized as far as reasonably practicable.
x	T4	There will be advance notification of construction work to the community and stakeholders in accordance with Local Agency procedures.
x	T5	A traffic control plan will be prepared for Local Agency review and approval prior to construction.
x	T6	All traffic control devices will comply with the California Manual on Uniform Traffic Control Devices.
x	T7	Construction work will occur outside of peak travel hours.
Noise		
x	N1	Construction activity will only occur during the Local Agency's allowable daytime construction hours.

"Accredited by the American Public Works Association"

255 Glacier Drive Martinez, CA 94553-4825

TEL: (925) 313-2000 • FAX: (925) 313-2333

www.cccpublicworks.org

x	N2	Construction activity will comply with Section 14-8 of the Caltrans Standard Specifications (Noise Control).
x	N3	Construction activity will comply with all applicable local noise ordinances and regulations.
Hazardous Waste		
x	H2 ¹	The project area may contain Aerially Deposited Lead (ADL). ADL sampling followed by a lead compliance plan will be prepared and implemented.
Water Quality		
x	W1	Best Management Practices will be used to prevent construction-related debris entering drainage inlets or indirectly into any other water resources.
x	W2	A Stormwater Pollution Prevention Plan or Water Control Pollution Plan will be prepared for Local Agency review and approval prior to construction.
Biology		
x	B1 (Modified)	While tree removal is not anticipated, the following will be ensured in the event that it is needed: Tree removal will take place outside of nesting bird season (15 th February to 31 st August). If tree removal takes place during nesting bird season, a biologist will conduct a nesting bird survey in the 7 days prior to removal. If active nests are found, a no-work buffer surrounding the nest will be determined in consultation with CDFW. The no-work buffer will remain in place until the biologist has confirmed the young are foraging independently or the nest has failed.
x	B2	Tree protection fencing will be used to protect the trees that are not to be removed during construction.
x	B4	Landscaping will not include any invasive species.
Section 4(f)		
x	4f1	During construction, access may be temporarily affected to the 4(f) resource. The Local Agency will consult with the 4(f) officials with jurisdiction prior to construction to minimize disruption.
Visual Resources		
x	V1	Trees replacement and any materials used in landscaping will comply with all applicable local ordinances.

¹ Local Agencies are not eligible to use the 2016 Aerially Deposited Lead Agreement between Caltrans, California Environmental Protection Agency and California Department of Toxic Substances.

Archaeology		
x	A1 ²	If cultural materials are discovered during construction, work shall be halted in that area until a qualified archaeologist has assessed the potential discovery and determined the need for further action.
Equipment Staging		
x	E1	Equipment staging will be left to the contractor. The specifications will require the following: • The staging area will be located on an existing asphalt or concrete surface area. Excavation below the asphalt or concrete will not be permitted. • The staging area will be included in any SWPPP or WPCP prepared for the project. • The staging area will not be located adjacent to environmentally or culturally sensitive areas (e.g., wildlife sites, wetlands, archaeological sites). • The staging area will not be located in a regulatory floodway or within the base floodplain (100-year). • The staging area will not affect access to properties or roadways.

Should you have any questions, please contact me at (925) 313-2364 or email me at alex.nattkemper@pw.cccounty.us

Sincerely,



Alex Nattkemper
Environmental Analyst II
Environmental Services Division

AN:
\\PW-DATA\grpdata\Environmental\Client Divisions\Transportation Engineering\San Pablo Avenue Complete Streets (WO4163)\NEPA\Mitigation Table\5928 (170) Mitigation Letter (Final).docx

c: Claudia Gemberling, Environmental
Laura Cremin, Environmental
Carl Roner, Transportation Engineering
Mo Nasser, Transportation Engineering

² The use of this standard mitigation measure does not eliminate the need for Cultural Resources studies if such studies are required by Caltrans Professionally Qualified Staff (PQS).

5928 (170) CE Determination Form

Final Audit Report

2026-02-20

Created:	2026-02-20
By:	Thomas Premo (s152613@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAFFiiJmKeMd1UhflvImzeThRUcBDZ569Q

"5928 (170) CE Determination Form" History

-  Document created by Thomas Premo (s152613@dot.ca.gov)
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-  Document emailed to Thomas Holstein (s137362@dot.ca.gov) for signature
2026-02-20 - 0:18:54 AM GMT
-  Email viewed by Thomas Holstein (s137362@dot.ca.gov)
2026-02-20 - 0:19:23 AM GMT- IP address: 149.136.25.252
-  Document e-signed by Thomas Holstein (s137362@dot.ca.gov)
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-  Document emailed to Teppitak Panmai (s123480@dot.ca.gov) for signature
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2026-02-20 - 9:09:18 AM GMT- IP address: 3.91.111.79
-  Document e-signed by Teppitak Panmai (s123480@dot.ca.gov)
Signature Date: 2026-02-20 - 5:52:20 PM GMT - Time Source: server- IP address: 149.136.25.245
-  Agreement completed.
2026-02-20 - 5:52:20 PM GMT





**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)**

Project Information

Project Name (if applicable): San Pablo Complete Streets / Bay Trail Gap Closure

DIST-CO-RTE: 04-CC-0-CR

PM/PM: N/A

EA: N/A

Federal-Aid Project Number: ATPL – 5928 (170)

Project Description

The Contra Costa County Public Works Department proposes a safety improvements project on San Pablo Avenue between Pacific Avenue and Pomona Street that will close a 3-mile-long gap in the San Francisco Bay Trail. A road reconfiguration will be implemented from California Street to Pomona Street to construct a separated (Class IV) shared-use path along the westbound/southbound travel lane. Improvements including sidewalk and crosswalk construction will continue along San Pablo Avenue from California Street to Parker Avenue, and Class II bike lanes will be constructed between Parker Avenue and Rodeo Avenue. This bike lane construction will involve a 12- foot pavement widening, pavement striping, existing drainage inlet modification, and curb ramp construction at the northeast corner of Rodeo Avenue and San Pablo Avenue. From Pacific Avenue to Rodeo Avenue, pavement widening will be completed along the westbound lane to allow for parking. Other project elements will include street lighting installation, bus stop improvements including enhanced pavement markings and signage, bus shelter construction at the northwest corner of the San Pablo Avenue / California Street intersection, and intersection improvements (striping, pavement markings, traffic signal pole relocation, traffic signal timing optimization, curb ramp upgrades, Rectangular Rapid-Flashing Beacon (RRFB) and Pedestrian Hybrid Beacon (PHB) installation, and concrete passageway (refuge island) modifications). Three acquisitions and two easements are expected to be required for construction.

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☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

- ☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
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Senior Environmental Planner or Environmental Branch Chief

Print Name

Signature

Date

Project Manager



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

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Senior Environmental Planner or Environmental Branch Chief

Tom Holstein

02/19/2026

Print Name

Signature

Date

Project Manager/ DLA Engineer

Teppitak Panmai

02/20/2026

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Signature

Date

Date of Categorical Exclusion Checklist completion (if applicable): N/A

Date of Environmental Commitment Record or equivalent: 1/28/2026

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



Contra Costa County
Public Works
Department

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January 28, 2026

Thomas Premo
Associate Environmental Planner
Office of Local Assistance, Caltrans District 4
111 Grand Avenue
Oakland, CA 94612

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Biology		
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x	A1 ²	If cultural materials are discovered during construction, work shall be halted in that area until a qualified archaeologist has assessed the potential discovery and determined the need for further action.
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Should you have any questions, please contact me at (925) 313-2364 or email me at alex.nattkemper@pw.cccounty.us

Sincerely,



Alex Nattkemper
Environmental Analyst II
Environmental Services Division

AN:
\\PW-DATA\grpdata\Environmental\Client Divisions\Transportation Engineering\San Pablo Avenue Complete Streets (WO4163)\NEPA\Mitigation Table\5928 (170) Mitigation Letter (Final).docx

c: Claudia Gemberling, Environmental
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Carl Roner, Transportation Engineering
Mo Nasser, Transportation Engineering

² The use of this standard mitigation measure does not eliminate the need for Cultural Resources studies if such studies are required by Caltrans Professionally Qualified Staff (PQS).

5928 (170) CE Determination Form

Final Audit Report

2026-02-20

Created:	2026-02-20
By:	Thomas Premo (s152613@dot.ca.gov)
Status:	Signed
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"5928 (170) CE Determination Form" History

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FILED**January 22, 2026**

KRISTIN B. CONNELLY

CLERK-RECORDER

By F. Anonuevo
Deputy Clerk**CALIFORNIA ENVIRONMENTAL QUALITY ACT
Notice of Exemption**

To: ☒ Office of Land Use and Climate Innovation
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

From: Contra Costa County
Department of Conservation and Development
30 Muir Road
Martinez, CA 94553

☒ County Clerk, County of Contra Costa

Project Title: San Pablo Avenue Complete Streets/Bay Trail Gap Closure, WO4163, CP#25-26

Project Applicant: Contra Costa County Public Works Dept., 255 Glacier Drive, Martinez CA 94553,
(925) 313-2000, Contact: Alex Nattkemper, (925) 313-2364
alex.nattkemper@pw.cccounty.us

Project Location: Along San Pablo Avenue, from Pacific Avenue in unincorporated Rodeo to Pomona Street in unincorporated Crockett, Contra Costa County

Lead Agency: Department of Conservation and Development, 30 Muir Road, Martinez, CA 94553

Contact Person: Syd Sotoodeh (925) 655-2877 syd.sotoodeh@dcd.cccounty.us

Description of Nature, Purpose, and Beneficiaries of Project: The purpose of this project is to improve San Pablo Avenue by converting it to a more accessible "Complete Street" for drivers, pedestrians, and bicyclists. Improvements will occur within the existing roadway between California Street in Rodeo and Pomona Street in Crockett. The roadway will be reconfigured from four vehicular travel lanes to three: one travel lane in each direction, and a center lane that will provide turning, merging, truck-climbing needs and a buffer median, depending on location. This change will create space to construct approximately 13,700 linear feet of a 10-foot-wide shared use path for pedestrians and bicyclists that is separated from vehicular traffic by a 3-foot-wide buffer and concrete barrier. Additionally, approximately 650 linear feet of new Class II bike lanes will be constructed between Rodeo Avenue and Parker Avenue. The new bike lanes will involve pavement widening and striping to allow for parallel parking, existing drainage inlet modification/relocation, and curb ramp construction. The project will construct approximately 1,050 linear feet of sidewalk along the north side of San Pablo Avenue between Parker Avenue and California Street. Intersection upgrades may include striping, pavement markings, traffic signal timing optimization, curb ramp construction/reconstruction, Rectangular Rapid-Flashing Beacon and Pedestrian Hybrid Beacon installation, and concrete passageway (refuge island) modifications. At least one Western Contra Costa Transit Authority (WestCAT) bus shelter may be relocated. A stormwater bioretention facility may be constructed at the San Pablo Avenue/Refinery Road intersection. Street lighting will be installed along the northern side of San Pablo Avenue between California Street and Pomona Street. An excavation depth of around seven feet is expected for the construction of street lighting foundations and relocation of existing utility or traffic signal poles. Otherwise, excavation of up to three feet is expected for other improvements. Utility relocations, temporary traffic control, and vegetation trimming and removal may be necessary to accommodate the project. Real Estate transactions, including right-of-way acquisition and easements may be needed. Construction is anticipated to start in the Fall of 2027 and last at least twelve months. While nighttime work may be needed to complete the project, work on weekends is not anticipated. Applicable best management practices will be implemented for water pollution control such as storm drain inlet protection.

Name of Public Agency Approving Project: Contra Costa County**Exempt Status:**

- ☐ Ministerial Project (Sec. 21080[b][1]; 15268) ☒ Categorical Exemption (Sec. 15301[c] and 15303)
- ☐ Declared Emergency (Sec. 21080[b][3]; 15269[a]) ☐ General Rule of Applicability (Sec. 15061[b][3])
- ☐ Emergency Project (Sec. 21080[b][4]; 15269[b][c]) ☐ Other Statutory Exemption (Sec.)

Reasons why project is exempt: The project consists of the minor alteration of existing pedestrian and bicycle facilities and construction of new pedestrian and bicycle facilities that do not create additional automobile lanes pursuant to Article 19, Sections 15301 and 15303 of the CEQA Guidelines.

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature:  Title: Senior Planner Date: Jan. 2, 2026**Contra Costa County Department of Conservation and Development**

☒ Signed by Lead Agency ☐ Signed by Applicant

AFFIDAVIT OF FILING AND POSTING

I declare that on JAN 22 2026 received and posted this notice as required by California Public Resources Code Section 21152(c). Said notice will remain posted for 30 days from the filing date.


Signature

Deputy clerk
Title

Applicant

Public Works Department
255 Glacier Drive
Martinez, CA 94553
Attn: Alex Nattkemper 
Environmental Services Division
Phone: (925) 313-2364

Department of Fish and Wildlife Fees Due

- ☐ De Minimis Finding - \$0
☒ County Clerk - \$50
☐ Conservation and Development - \$25

Total Due: _____ Receipt #: _____